



Mothers' Day

Be extra nice to your Mother on May 14, but don't forget the other 364 days!

From Surrey
to
Comox
via Trenton

....page 3



The Comox Valley's Oldest Newspaper.



TOTEM TIMES



19 Wing CFB Comox B.C.

VOL 37 NO 8

THURSDAY 11 MAY 1995

COST: PRICELESS

Comox to St. Johns: 8000 Kilometer Ride!

by Sgt Mike Maltais,
OPI for this event

The idea for "SAREX for Missing Children" was put forward in Sep 94 during the 50th anniversary of Search & Rescue (SAR) in Canada. The challenge - a cross-Canada bike ride - was accepted by the SAR Tech trade with the following goals in mind:

a) Promotion of the SAR Tech trade and the Canadian Forces within the civilian community by raising funds for Victims of Violence Canadian Centre for Missing Children, and;

b) Promotion of fitness within the SAR Tech trade and to increase morale and pride among SAR Techs by being the first military team to accomplish such a feat.

SAREX for Missing Children is scheduled to begin in Comox, B.C. on 19 May 96 and terminate in St. John's Nfld on 6 July 96. The expedition will cover more than 8,000 km and the team is expected to complete approximately 200 km per day. In support of this exercise, DiScout Car and Truck Rentals of Coldbrook NS, whose logo is "We want your business and we'll come right to your door to get it," has tentatively donated the use of a nine passenger van, a sponsor is being sought to help equip the riders with cycling gear, and the Canadian Forces will cover all other costs.

Names selected so far: 442 Sqn Comox, MCpl Tony Isaacs; 435 Sqn Winnipeg, MCpl Derek Curtis; 413 Sqn Greenwood, Sgt Mike Maltais and from 103 Rescue Unit, MCpl Glen Gray.

Victims of Violence Canadian Centre for Missing Children is a nationally registered charitable organization dedicated to the prevention of crime against children whose motto is "It Shouldn't Hurt to be a Child."

The first office was in the Rosenfeldt's dining room but it soon found a home in the Edmonton Court House. From there it was moved to Ottawa, five years ago, because Ottawa is the centre for Canada's criminal justice system.

Anyone wishing to make a monetary donation to this worthy cause can make cheques out to "Victims of Violence Canadian Centre for Missing Children." It is important that donors indicate that their donation is for "SAREX for Missing Children." Receipts will be forwarded upon request. Donations may be sent to either:

CO 442 T&R Sqn, Attn. MCpl Tony Isaacs (SAR Tech), 19 Wing Comox, Lazo, B.C. V0R 2K0. Phone: (wk)604-339-8395 av 252-8395 or Fax 604-339-8126 av 252-8126, or

Victims of Violence Canadian Centre for Missing Children, Attn. Sharon Rosenfeldt, B-150, 151 Slater Street, Ottawa, On. K1P 5H3.

SAR Tech Rider

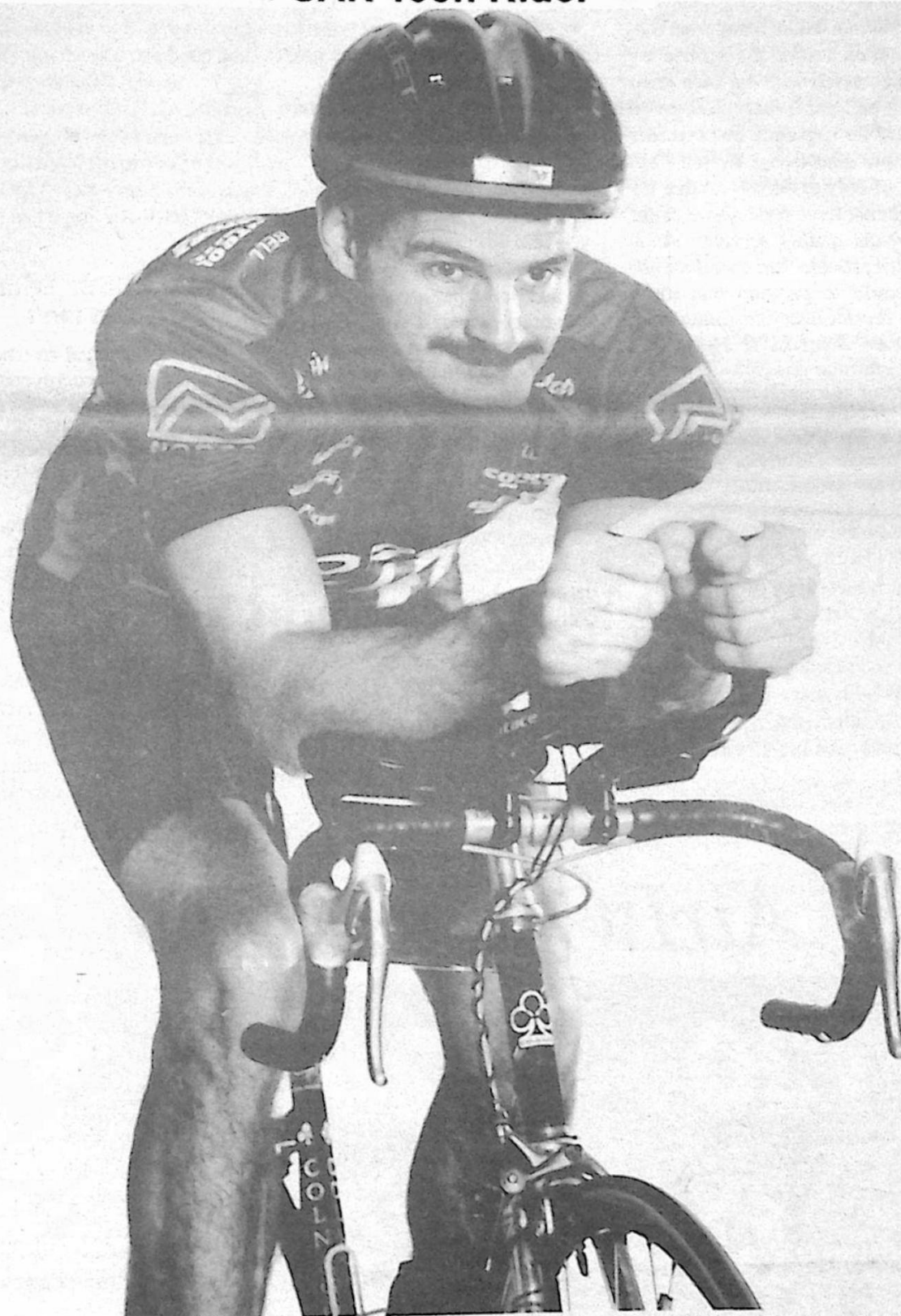


Photo Cpl L'Ecuier

SAR Techs will ride from CFB Comox to St John's Nfld 19 May - 6 July, 1996 for Victims of Violence.

Unveiling 16 May

Air Force Museum Opens New Library

The Comox Air Force Museum will officially unveil its new library on 16 May at 10 am. The facility isn't new but the collection is.

The museum has recently acquired a historical goldmine of 2,300 books 5,000 magazines and

assorted artifacts. The collection was bequeathed to the museum after the untimely death of Geoffrey Rowe, a Victoria collector of military and civilian aviation memorabilia. Rowe's mother and father were charged with divesting the collection following

their son's death and they decided to donate everything to the museum.

This truly awe-inspiring collection includes many rare books and artifacts, including photographs, aircraft parts and log books of renowned aviators. A

poster in the collection advertising a 19th century balloon launch has already been sent to the Canadian Aviation Museum in Ottawa for temporary display.

"CFB Comox, with its 50 year military aviation history and

abundant resource of retired Air Force personnel, is both an excellent and appropriate location for this extensive and impressive collection of aviation history," said Base Commander Col Terry Rogers.

On & Off the Base

Under-17 Soccer

Local Lad to play for B.C.

Sixteen year old Brian Eggman from Comox has been selected for the Under 17 B.C. Provincial Soccer Team, along with a former teammate from Courtenay, Sean Rogers.

This will be the fourth consecutive year that Brian has tried out and made the team. In the past he has travelled to Washington, Oregon, California, Ontario, Wales, England, and the Netherlands for various tournaments. His team placed first at the Portsmouth Cup in England, fourth at the Ian Rush Tournament in Wales, first at the San Francisco Cup and Seattle Cup

and second at the Nationals in 1993, just to name a few.

This selection each year means travelling to Vancouver every weekend for four months for practice. The B.C. team will be travelling to various tournaments in B.C., Washington and Oregon to prepare themselves for the Nationals which will be held in Vancouver 1-8 August. The selection for this team will take place around June.

Brian is the youngest son of Steve and Gail Eggman of Comox. Steve is a foreman in the Construction and Engineering

Soccer Star



Brian Eggman

Section at CFB Comox and Gail is a CR3 in Central Registry at HQ.

ACES - What it is

Human nature being what it is, we often colour the service we just received with our own goals and perspectives. However, when we step back and consider it more objectively, we must admit (if only to ourselves) that we might not have done all we could to obtain quality service. As a service provider, have we done all we could to provide that top-notch service every customer demands and deserves?!! Here are a few rights and obligations, presented from the customer's perspective, which might help us ensure the Air Force maintains Quality Service. Whether you are the provider or the customer, we must be willing, where necessary, to change the way we do things to ensure Quality Service.

I have the right...

1. to expect prompt, courteous, quality Air Force service.
2. to know when you think my goods will arrive or my service will be completed, and to expect you will find out if you do not know.
3. to reject inferior quality or

to advise about poor service to help improve things for the next person.

4. to question needless process that adds cost or delays to my business.

5. to expect that if you know of a better way to get things done, you will tell me.

6. to expect that you can help me and you will only pass me on to another person if you are sure they can do something you can't.

7. to expect that we will both be pleased to work together again.

I have the obligation...

1. to be polite, to be patient, and to realize I am not the only customer.
2. to fully explain my requirements, constraints, and urgency.
3. to explain without intimidating, to be realistic, and to be prepared to pay for my requirements.
4. to allow time to fully consider and assess alternative suggestions that you may provide.
5. to adapt to more efficient ways of doing my business.
6. to pass constructive criticism to you or to your supervisor and not do so behind your back.

7. to say "Thank you" for quality Air Force service!

Have you done all you can to ensure you provide/obtain quality service? Every step YOU take makes OUR Air Force that much better.

Team ACES: What it is, and isn't

The recent budget resulted in some of the largest cuts ever made to Air Force funding levels. As a result, the Commander of Air Command has determined that his ACES program requires more emphasis, both at AIRCOM HQ, and at the Wings. He then personally provided guidance to all Group and Wing Commanders at a special council session in February. At that time, in keeping with the culture of continuous improvement, he announced the re-engineering of the former ACES section to form TEAM ACES. We will now have the necessary resources to be a more responsive

Continued on page 12

OPENING JUNE 1st

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NEW PATIENTS AND WALK-INS WELCOME

Attention

All Ex-Air Cadets from 386 RCACS, are invited to help celebrate our squadron's 50th Anniversary, 10/11 June 1995. Registration/Meet & Greet will take place at 888 Wing RCAFA, 1298 Military Row (Little River Road), Comox, B.C. on Saturday, 10 June at 18:30 hrs.

The Anniversary Parade will take place at CFB Comox Arena on Sunday, 11 June at 11:00 hrs. ending with a B-B-Q at 888 Wing at 13:00 hrs.

Cost: \$15.00/person. Cheques made to: 386 Squadron, 50th Anniversary, and mailed to: Capt A. Melançon, 419 Arderton Road, Comox, B.C. V9M 1Y8. Cheques to be received by 31 May 95 to facilitate arrangements for complimentary drink and food.

Confirmation, contact: Capt A. Melançon at 604-339-7768.

Greenwood Lab Loses Lift

A CH113 Search and Rescue (SAR) Labrador helicopter from 413 Transport and Rescue Sqn based at 14 Wing Greenwood, N.S., made an emergency landing at approximately 2:15 pm on 1 May. The Lab was conducting search and rescue hoist training about seven miles north of the base near Margaretsville, N.S. when the aircraft lost power and descended into a stand of trees.

The six crew members walked away from the crash site and were airlifted by a Canadian Coast Guard helicopter to the hospital at CFB Greenwood where they were examined as a part of a routine flight safety procedure.

CFB Greenwood dispatched their Base Emergency Response Team and Flight Safety personnel to the crash site to secure the area and commence an investigation.

On & Off the Base

A Contribution from Trenton to B.C.

In the spirit of preserving aviation heritage, on 17 Mar 95, the 19 Wing Comox Air Force Museum, in conjunction with Transportation Flight Heavy Equipment, arranged the transportation of a CF104 from 8 Wing Trenton to the Canadian Museum of Flight and Transportation (a member of the Canadian Aeronautical Preservation Association) in Surrey, B.C.

Subsequent to the move from Trenton to Surrey, the CF104 was off-loaded from 19 Wing's tractor trailer and exchanged for an H21 assigned to be restored and displayed in the 19 Wing Comox Air Force Museum Air Park.

The loading and unloading of the CF104 and H21 at 8 Wing Trenton and in Surrey, B.C. was under the direct supervision of Heavy Equipment's NCO I/C, MCpl Kelly Hughes, assisted by Cpl Karl Lewis. All plans, operations and logistic support was directed by the technical project officer, Capt Price, AFIS.

The H-21 arrived in Comox on 31 Mar 95 and will eventually be added to one of the finest RCAF museum's outdoor displays.

Starfighter There



CF-104 enroute to Surrey, B.C.

Not a Crash Landing

by
Capt David Krayden
PAFFO

The helicopter now sitting in CFB Comox's Aviation Park did not land there by chance or by accident. The historic H-21 Piasecki was acquired by the Comox Air Force Museum in a trade with the Canadian Museum of Flight and Transportation, located in Surrey, B.C. In return for the vintage chopper, the base arranged for the civilian museum to

obtain an F-104 Starfighter.

The H-21 on display is a USAF variant, but is nearly identical to the search and rescue helicopter flown throughout B.C. in the late 1950s. Today, saving lives along the West Coast is the responsibility of the Comox-based 442 Transport and Rescue Sqn. In those days, search and rescue was carried out by 442's predecessor, 123 Rescue Flight, which flew out of RCAF Station Sea Island, in Vancouver.

Chopper Here



H21 Piasecki chopper heads for Comox Air Park.

Former 386 Sqn Cadet Grads Royal Roads

Officer Cadet Sean Murphy, son of Pat and Ronnie Murphy of Comox, will graduate 12 May from Royal Roads Military College. Sean will receive a Bachelor of Science Degree with a major in Physics and a major in Space Science, one of the few students to receive a double major on completion of his 4-year program.

Officer Cadet Murphy will receive a Queen's Commission in the CAF from his father who is retired from the RCAF. Sean will begin his career training as an AERE officer at Camp Borden, Ontario.

Sean Murphy

NEXT DEADLINE 2 JUNE NOON

We cover all the Bases

CFB ESQUIMALT
19 WING COMOX
CFB CHILLIWACK
CFS MASSET
4 WING COLD LAKE
18 WING EDMONTON
CFB CALGARY
DET WAINWRIGHT
CFB SUFFIELD

CFB SHILO
15 WING MOOSE JAW
17 WING WINNIPEG
CFB BORDEN
CFB TORONTO
8 WING TRENTON
CFB KINGSTON
RMC KINGSTON
CFS ALERT

CFB PETAWAWA
22 WING NORTH BAY
7 WING OTTAWA
BFC VALCARTIER
3 WING BAGOTVILLE
BFC MONTREAL
BFC SAINT-JEAN
CFB GAGETOWN
CFB MONCTON

CFB CHATHAM
CFB HALIFAX
12 WING SHEARWATER
14 WING GREENWOOD
CFS DEBERT
5 WING GOOSE BAY
9 WING GANDER
CFS ST. JOHN'S

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Editorial

What was the Point?

Each year, we are requested to nominate candidates to attend the CF Editors' course at Ryerson Institute, Toronto. It's an excellent course, designed to equip candidates with the latest in newspaper publishing techniques, and to provide the CF with a cadre of future military newspaper Editors. From Comox we submitted the names of two very capable volunteers, both of whom having already made contributions of value to the Totem Times. Our candidates were accepted, placed on the course roster, given dates and travel authority - but wait! Who pays? 19 AMS apparently, except that 19 AMS has no funding provision for Editors' courses. Why should they; there are much higher priorities laying claim to 19 AMS TD funds. And so our candidates - and those who supported their nomination - are disappointed and somewhat frustrated with a process that has such a gaping hole in it.

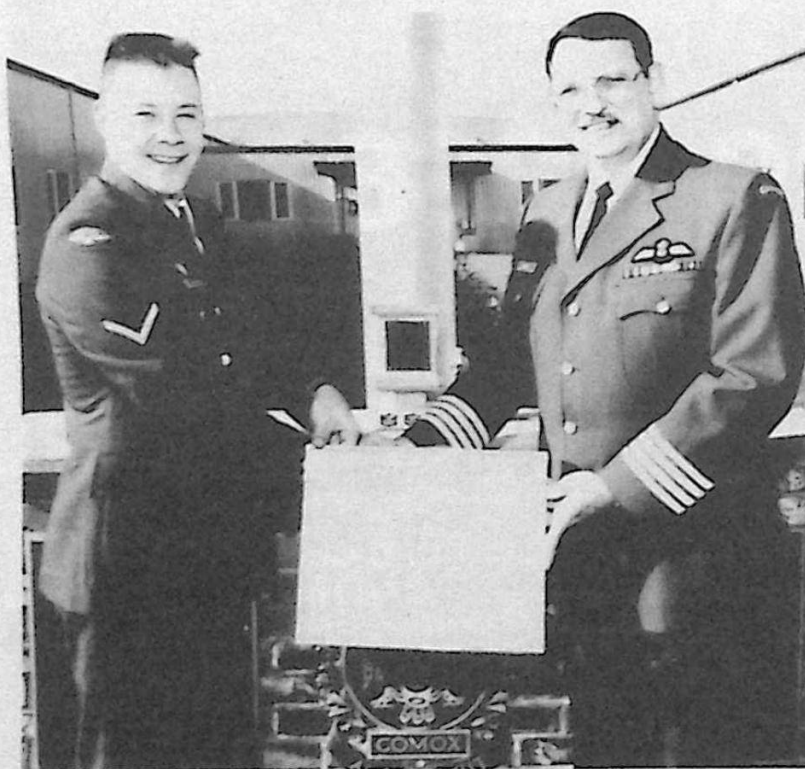
It's like inviting someone to dinner and then exclaiming, "But didn't you bring the roast?" If DND needs Editors, DND should provide travel and accommodation, not blithely assume that CF units or branches will somehow carry the cost. No doubt, given the uneven TD funding system, some candidates will attend the Ryerson course, but our two will not. So, what was the point of inviting them to Toronto in the first place?

Good Luck Tom



Tom Procter has been planted in the Comox Valley so long, he needs an annual pruning. This genial ex-407 navigator has sold enough homes and properties to fill a small city. In addition, he's provided a valuable contribution to the Totem Times with his "Tom Procter Real Estate Report." His sons are carrying on with the real estate connection and, we hope, the report. Tom's hanging up his clipboard and contemplating a nice relaxing holiday on a cruise ship. Enjoy your retirement, Tom and Jean, and thank you for all you have done for the Fishwrapper and its readers.

Serviceperson of the Quarter



Darryl Eckardt (now a Cpl): See pages 8 & 16.



The Greenwood Procedure goes Commercial

Three-Peat 442 Squadron!

by Cpl G. Carr

With large base Hockey Regionals over, inter-section finished and the commercial league wrapped up, it was time for 19 Wing's grand finale in the hockey world - the Wing Commander's Cup.

The Wing Commander and the Wing PERI staff hosted this year's hockey competition from 4-7 Apr. Teams entered to compete for the cup were: 2-year reigning champs, the 442 Flyers; 407 Demons; 414 Knights; 19 AMS Wings; Wing Operations, and Logistic/Admin Leafs.

All teams looked evenly matched from the start which proved correct as everyone took losses in the Round Robin. The 442 Flyers ended up on top, dropping only one loss to the Knights. 407 Demons were next followed closely by Log/Admin Leafs. 414 snuck past 19 AMS for the last semi-final playoff berth. Unfortunately, due to operational commitments, some players from the "OPS" team were unable to attend the tournament, making it a long week for the rest of the squad.



Face-off: (L) Log/Adm, (R) Ops, (C) The Boss.

With the semi-final results tallied the 442 Flyers were up against Ken Roy's determined 414 Knights. The Knights came out flying, leaving the ice for the first intermission with a 6-2 margin. Looks like 414's going to the finals. NOT!!! The second period belonged to the Flyers as persistent players like John Leclerc and Jeff Warden cut away at the Knights lead 6-3, 6-4, 6-5... Guess what? It's all tied at 6. Can you say "overtime?" Jeff Warden couldn't as he put Peter Puck in back of 414's goal with only 21 seconds left to play. 442 added another at the 4-second mark. The Flyers stomped out what was to be a 414 victory and clenched

their third shot at the cup.

Next to hit the ice were the evenly matched second place 407 Demons and third place Log/Admin Leafs. 407 looked to have the upper hand as they were the victors when both teams met in the round robin. Early in the game the Leafs started to dig a hole which eventually they would never climb out of. The veteran Bill Moon, with speedsters like Dan McCutcheon and Scott Letendre, kept 407's offensive attack alive. At the intermission the two teams were locked at three.

The second period was an exciting one as both teams traded end-to-end rushes. The Leafs were handed a gift when 407 took a major penalty putting the Log/Admin squad on the power play for five minutes as they were down by two. The Demons' defensive core rejected the Leafs' power play, killed the penalty and held on to the lead. The Leafs missed key chances from Lance Purcell and Steve Williams as their desperate attack was unsuccessful. The Demons added an empty netter to kill all hopes of a Leaf comeback.

Continued on page 5

Comment

Three-Peat

Continued from page 4

Still in their gear, the 407 Demons had time to tape another stick and catch breath as they were to face confident 442 Flyers to decide who would take home the prestigious Commander's Cup.

As the 442 Flyers iced their team, 407 iced their muscles. The stands were starting to fill up and people were buzzing, hoping for a 442 upset. With 442's number one goalie (Mark Glowach) sidelined with a knee injury, 407's vision of the cup was getting clearer. A few key saves from the backup goalie (Randy Fradsham) and an excellent job by the defensive unit led by Vince Legace helped the offense build a comfortable lead. Once the flyers gained the lead it was only a mat-

ter of time. The big digital hour-glass ticked away at 407's hopes of a victory.

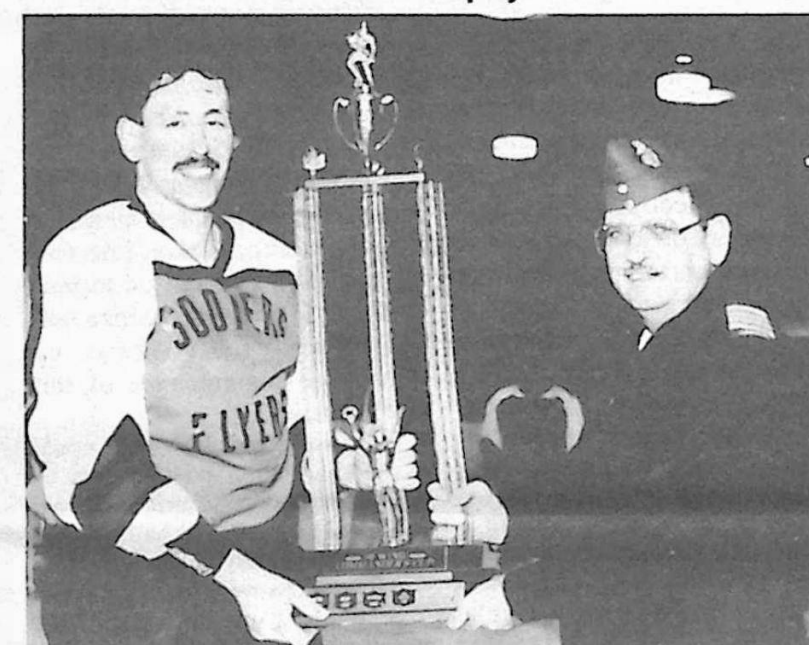
It was a 442 THREE-PEAT!!! LCol Hardy and the rest of his squadron clenched the Wing Commander's Trophy for the third year in a row.

Congratulations goes out to the Flyers for another job well done.

A big thanks to all competitors and referees for another great tournament. Also a special thanks to the people behind the scenes - Jury of Appeal, Capt Weed and Capt Tack; Scorekeepers, MCpl Savage and Bruce Swine-mar, and Arena Staff Andy Andrews and MCpl Watson.

Thanks again and see you in the fall.

442's Trophy



Col Rogers presents Commander's Cup to 442 Flyers' team Captain, Cpl Jeff Clairmont.

About trivia

It's a Pescara

Dear Editor,

Your latest trivia is of one of the many helicopter designs that emerged in the early 1920s. During that era several European visionaries persisted in the belief that this type of aircraft would eventually outperform and surpass the fixed wing aeroplane.

The model shown is one of three designed and built by Raul Pateras Pescara. Pescara was a Spanish aristocrat, a marquis, who spent many years in France working on his creations. His helicopters were distinctive in that their lifting mechanism consisted of two rotors, fitted with 16

bi-plane blades. Pescara's first two models were not a success, but number three did fly. In January 1924, powered by a 180 HP Hispano engine, it set a cross-country record flight of half a mile in 10 minutes. It was the first type of the 1920s to achieve stability and control by varying the pitch of its rotor blades.

Sincerely,
John Novak

Where do you get this stuff John? All we had was the picture. Thank you once again for your very informed response. I think the readers wait for your letters...Ed.

442 Flyers - Wing Champs!



407 Demons - worthy Runners-Up



CD Presentations - 21 Mar 95



(L-R): Sgt Farrow (CD1), 414 Sqn; Sgt Berube (CD1), 407 Sqn; Sgt Vancleave (CD1), WLOG; LCol Lewis (CD1), CO 407 Sqn; MWO Camire (CD1), 407 Sqn; Col Rogers WComd; Maj Lewis (CD2) WOPS; MWO Nakashima (CD2), WOPS; MCpl Cook (CD1), 407 Sqn; and Capt Bush (CD2), 414 Sqn.

Air Trivia



Trivia answer:
I should have John's memory banks in my computer. See his letter, this page.

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THUNDERBIRD 50/50 DRAWS

Please help support the Wing Military Police
Thunderbird Challenge Team '95
The SAMP FLT will conduct three 50/50 Draws to raise funds to support the team. Draw dates will be 31 May, 30 Jun & 31 Jul.
For further info or tickets, contact/attend the
SAMP FLT Guardhouse, loc 8218.

NEXT DEADLINE 2 JUNE

Section News

407 Sqn



Demon Doin's

Welcome to another edition of the Demon Doin's. Today I'll talk about Crew 2's recent expedition to the South Pacific, give an honourable mention to Crew 3 after their Driftnet Patrol, and discuss what's up with servicing (the Mess Dinner from the 4th will have to wait till the next edition).

It was requested that I touch upon Crew 2's recent deployment to Australia and New Zealand. As everyone already knows, we always work hard, so I won't dwell on how the exercise went - no one really likes hearing about other people's work, and if you say you do "you're not fooling anyone." I'll just say that the exercise was a success and I'll get down to all the incriminating and entertaining stories (plus, this is where my blackmailing skills come into play).

As most of you know, Crew 2 took this trip, and if you didn't know we obviously failed in our primary task of gloating and blatantly rubbing everyone's nose in it. Anyhow, after months of preparation, we left on 3 April. If anyone is unsure of the date, it was the day when everyone in PMQs was woken up early in the morning by the "sharpest dressed man in NATO" cursing in the "langue d'amour." It was the day after everyone put their clocks ahead an hour - well, almost everyone.

It was a three day trip down to Australia. After a short stop in Hawaii and an even shorter stop in Kwajalein (well for us but probably not for the islanders who heard the crew's rendition of "Simply Irresistible" at Karaoke night). Kwajalein is a small island near the equator used for missile testing, where the wind never stops blowing and the fire alarm goes off whenever it rains.

When we arrived in Australia we ran into our first dilemma (or should I say Part I of our dilemma). Travelling to different countries is fun but you have to worry about the different currencies. Our claim holder Randy (later to be called Randall) Sannes tried to help us out by giving everyone \$20 in the native currency. It's a nice thought, but when you hit the ground running (like two or three of the crew do) you can run to the bottom of the aircraft stairs before you hit the proverbial "BROKE" wall (and when you land after the bank closes on the best night at the base, it sort of sucks). Now the crew has to rely on its survival training (basically, reverting to grovelling and begging). Sure, we ended up getting away with some things but now the Aussies must think that the

To Ozzie & Auckland

Canadian Airforce is a bunch of crybabies whose government can't afford to pay them. (Not a totally out to lunch observation, is it?) Anyway, if you were curious about what Part 2 was, we landed in Auckland, New Zealand on Easter weekend with our whopping \$20 (you don't want to know what the Kiwis think).

Randy made up for that shortfall. He had it set up with the local bank so that all we had to do to cash our travellers cheques was say that we were "with Randy" and the bank tellers faces would light up, they would say something complimentary about "Randall" (imagine "Randall" said with a sultry Australian accent - the kind that makes you wish your name was Randall) and we would get our money. I think it was his air of sophistication (grey hair) and his father figure appearance (from babysitting us).

When we were finally settled in Brisbane, the Leads went off to Townsville for fascinating briefs held on spacious naval vessels while the rest of the crew was stuck learning how to drive on the wrong side of the road. When we got tired of that (basically scared to go on) we squeezed in a game of golf, a couple of hours at the beach, or we let the kids in us shine through racing go-karts (in Australia they take their go-karting seriously - helmets and coveralls mandatory, and they time your laps). "Pied lours" need only apply.

Getting back to driving, we had ourselves split into two-man driving teams (it took at least that many to drive). Now imagine someone beside you yelling "far side, far side" or "near side, near side" when you are turning. Add to it driving on the wrong side of the road and wrong side of the car. Throw in the other driver (known as the "passenger" here and the "stick shifter/co-pilot" there) occasionally reaching over and cranking the steering wheel to keep the car from mating with poles, sidewalks and the odd car. Now add fear, the kind of fear that you only feel when you're in a car hurtling down the wrong side of a divided highway (you only do that once). Now you almost know what it's like to drive with Crew 2 in Australia.

If that doesn't sound heart-stopping enough, some crew members decided to go to the plane after dark, to get some things that they had forgotten. We found out the Aussies "rather appreciate that" because then they don't have to feed their guard dogs. Apparently, the Australian Airforce uses extremely vicious attack/guard dogs (supposedly only 1 in 10 is chosen because it's vicious enough) to guard their planes at night. That might explain why there wasn't any fence or check gate around our plane (and also why no one else, besides us Canucks, was silly enough to go out to the flight line at night). Actually we got off lucky. Base

Security caught us just getting out of our car and warned us, but there is nothing that can describe the sinking feeling that you get when you see that two out of the three dog cages in the back of his truck are empty (and the third one ain't holding no Lassie).

Once the leads got back, the rest of us were ready to fly (we'd done everything that only visitors could do and that had basically used up the last of our intestinal fortitude - it was nice to get back to the confines of the plane where you only had to worry about getting shot down).

Once the exercise got into full swing we had to redeploy to Auckland. Now we were into the heavy flying so stories are limited. Some of the crew though did manage to get themselves mistaken for the Canadian National Rugby team (funny how Canada's rugby team gets paid like its military). Numerous crew members did manage to make it to the Canada/New Zealand All Blacks rugby game (more like annihilation). After the night before telling every Kiwi we could find (in between pints of Steinlager) that Canada would wipe the field with them, Canada's 73-7 loss was rather humbling (but, boy, did those Canadian fans cheer). We recovered rather gracefully by stating we hadn't seen New Zealand Ice Hockey in some time.

After that, we headed home, avoiding Kwajalein (something about a karaoke ban).

The crew would like to thank the techs for the great job they did in keeping us flying while we were on deployment.

Now back to the home front. Congratulations to everyone who was promoted and to Cpl Andrew and Cpl Lacelle who were accepted under the UTPM program. They'll be starting Chilliwack soon (some of us know how much fun that is). Best of luck.

Crew 3 recently returned from a Driftnet patrol out of Barber's Point, Hawaii. I won't say anything about a certain TACNAV's fetish with karaoke bars or his interesting combination of Trip-packs for WOPs and flammable liquids, but I will comment on "Middle Age Strongman's" (aka Phil Nero) oneness with the water. Maybe I should say "piecedness," after some of the pieces of what was left of his snorkel set were washed up on the beach about a mile from where he was deposited. Way to go "Guppy Face!"

The techs at the squadron were recently heard commenting on "the ham fisted operators" who keep breaking highly sensitive electrical equipment and the courses in "box beating" that they go on. Apparently, the crankiness of the techs can be blamed on their loss of TV privileges and their being forced to watch "CF training films" (the best of which will make even the most carefree person cranky).

407 Promotions



The following personnel were promoted to Captain on 1 May 95 and are pictured with the CO 407 (MP) Sqn, LCol G.B. Lewis. (L-R): Capt M. Krak, Navigator and Capt D. Proteau, Navigator.

19 AMS

Safety Systems to become Aviation Techs

by Glen Reimer
(Cub Reporter)

It has been an active few months in 19 AMS Safety Systems. Everyone has been rotating through a one-week electronics PIP course and two-week BET (Basic Electronics Training) course as the 500 series trades begin restructuring down to three new trades. At some point in the future, perhaps 1997, Safety Systems, along with Aero Engine, Airframe, Armament and part of the electrician trade will be amalgamated into a single trade: AVN tech (aviation tech). It should prove to be an interesting time ahead as we all train to absorb and retain our new training and continue along with business as usual.

MCpl Reimer and Cpl Dykeman survived the SF milk run to Greenwood in March for the introductory course on the new Arctic SKAD coming into service

19 AMS Awards



Maj R.A. Roos, CO 19 AMS recently presented the following awards (L-R): Cpl Browne, CD; Cpl Dumouneau, Award for Aerobic Excellence, and Cpl Gagnon, CD.

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442 Sqn



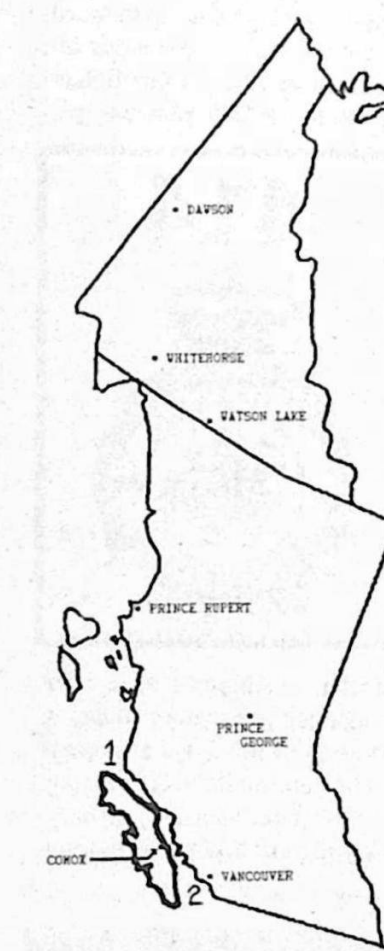
442 Strikes Again!

The last two weeks have been 442's slowest in a long time. During that period the squadron responded to two calls:

#1 - 24 April: Both the Labrador and the Buffalo were called to search for the pilot missing from an overturned float plane north of Port Hardy. After an extensive search, the two crews returned to Comox. The pilot's body was not found.

#2 - 03 May: The Lab was tasked to home an ELT on the Fraser River near Vancouver. After narrowing down the area of the ELT, the crew landed to investigate by foot. During the landing the ELT stopped and nothing more was heard. Gremlins again!!

Although we hope it will be



just as quiet throughout the summer, it's doubtful.

25 Years Ago



May of 1970 marked the beginning of the end for 442 Squadron's Albatross and Dakota flying operations. The aircraft were replaced by three De Havilland Buffalos in September of that year. The end of 22 years of fixed wing amphibious operations.

Change: A retiring Maintenance Officer's perspective

Much has been written lately about change and how it impacts on and influences our lives. However, change is not new, it is something we in the Air Force experience throughout our careers. When I look back over my 34 years as an aircraft maintainer, I have seen changes in aircraft types as we replaced the H21 with the CH113, the Albatross with the Buffalo, the North Star with the Yukon, then the 707, and now the AirBus; new fighters from the Sabre, to the CF100, to the 104 Star Fighter and 101 Voodoo, to the CF5 and CF118, etc. We have experienced downsizing through initiatives like Plan Restore and the FRPs of today. We have gone from RCAF Blue uniforms to Integration Green, back to Air Force Blue. We have seen the PER system change from R211s through numerous iterations of the present form to word that a new form will be issued in Jan 96. We have seen changes in the pay system, the supply system, etc. Throughout, the men and women who make the Air Force "work" have adjusted, adapted, reorganized, and refocused to meet the operational requirement.

Although today the number and speed of changes that are occurring is greater, I feel that the quality, education levels, and dedication of the personnel who make up today's Air Force will enable it to cope with this intense period of change. However, I also believe that management at the "executive level" has to enunciate a clear vision of where the Air Force is going, what its missions will be, and provide direction in the form of a plan of action on how we will get there. Without this, I think people will become frustrated, angry and the level of support will decline and personal problems will increase. Maintenance technicians are

Major Ian Cook



Ex-electrician Retiring by MCpl Al Banky

After 32 years of service, Maj Ian Cook, 442's SAMEO is retiring. Cook began his career on the hangar floor as an RCAF electrician in the early 60s. He made it to the rank of MWO before being commissioned as an AERE Officer in 1983. His career took him across Canada, although the majority of his postings were on the Prairies.

442 is his second SAR posting, having done a tour at 103 Rescue Unit in Gander, back when he was a spry young Captain (40 years old). The effectiveness of a SAMEO can be measured by the serviceability of his aircraft and the morale of his technicians. Cook has scored high on both counts. Despite cutbacks, restructuring, retraining and overall uncertainty, the morale of his technicians is higher than it has been in years - a credit to his leadership.

Good luck to you and your family in your future, from all of the Snakes.

experiencing high levels of stress due to the MOC 500 restructuring, lack of experience levels due to FRP reductions, pressure to significantly reduce the size of the maintenance team, pressure from civilian maintenance organizations to replace blue snappers, reduction in disposable income due to wage freeze with corresponding increase in the cost of living and the reality that a good number of technicians will be released at the end of their IE terms of service. In spite of all these factors, our maintenance team continues to provide quality support to operations. Arguments can be made that the type of business a SAR squadron does makes it easy to motivate people. This is true. However, I think it

goes back to the type of individuals who make up the Air Force. Maintainers have always been "can do" people; tell us what you want done and we will make it happen. The success the Air Force has had throughout the years can be attributed to the maintainers doing everything in their power to support the operational requirement.

Based upon the people I see at 442 Sqn and 19 Wing, I leave confident that, in spite of all the changes and somewhat less than adequate senior leadership, the Air Force will survive and that there will always be an important and rewarding place for the "blue suit maintainer" in aircraft operations.

Junior Ranks Mess UPCOMING EVENTS

- 12 May: TGIF - Supper starts at 5:30 pm. Fish & chips will be served. Shufflecans at 6:15 pm.
- 13 May: Mothers' Day Dance CANCELLED.
- 16 May: Retirement and FRPs luncheon CANCELLED - sorry.
- 19 May: Sorry, NO TGIF.
- 23 May: Golf Tournament. Entry: \$3.00 plus green fee. (\$12.00 for non-golf club member). Registration at the JR Ranks mess office between 10-19 May at noon. Open for 48 golfers only. HURRY UP and register.
- 26 May: TGIF - Supper starts at 5:30 pm. KFC will be served. Crib at 6:15 pm. Subs will be served. Darts 6:15 pm.
- 02 June: TGIF - Supper starts at 5:30 pm. TGIF - Supper starts at 5:30 pm. Pizza will be served.
- 09 June: Euchre at 6:15 pm.

DON'T FORGET OUR MOVIE NIGHT EVERY SUNDAY!

Note: STEAK & LOBSTER NIGHT - Fri 30 June. Advance tickets will be on sale at the Bar, only by Acquittance Roll and at the JRM office by cash or Acquittance Roll, from Mon 29 May to 23 June at 1500 hrs (3:00 pm) ONLY - NO LATER.

Tickets: \$15.00 members, \$17.00 non-members. THIS IS NOT AN ALL RANKS FUNCTION.

Posted to: Cold Lake - 4 Wing?

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Section News

Supply Signals



April, the month of showers has come and gone and we are into the merry month of May. Time flies when we are so busy. Finishing off the old fiscal year and opening up the new one has been a drain on all our resources, right, Purchasing section?

As the weather warms up so does our desire for outdoor activities, and a great one to start with is baseball. Supply had a great time with the latest game of SNCOs and Officers against the Jr. ranks. Hmmm! The SNCOs' and Officers' planning on this one was slightly off. The first inning ended with a tie and then the field changed. The SAO played a marvellous first base throughout the first inning but when he was replaced things took a sudden turn for the worse. Oh! Oh! All of a sudden we fell behind - way behind. In fact, some of us actually fell on our backs, right, Pat? Others tried sliding in their shorts, no names, but the SCO had quite a road rash for a while. While we did not win, we did learn a lot, such as to leave the SAO on first for the whole game and perhaps begin the bribery a bit earlier. We all had a marvellous time and even though the Jr. NCOs beat, or should I say "creamed" us, I'm sure that we will have a rematch in the very near future.

Our own Pte D.J.A. Eckhardt has been awarded the Service Person of the Quarter for the period 1 Jan - 31 Mar 95. Pte Eckhardt devoted many extra hours during the quarter to improving the CCA program and installing the PC or-

Our Darryl is SPQ!

der program for the LPO section. His time and effort helped improve the operational requirements of 19 Wing Comox. His professionalism and dedication are exemplary. Bravo Zulu Darryl!

Our Pte Eckhardt is no longer a Pte. We welcome Cpl Darryl Eckhardt to our ranks. Again, our congratulations Darryl.

Quite a few postings have come in so far this year. Some have produced happiness while others have created some heartache. Fortunately, most of the heartache is in seeing valuable colleagues and friends depart. CFB Esquimalt is going to have to be renamed as 19 Wing Comox Site 2 considering how many of our staff are going there this year. The list begins with LS John Leask and Cpl Bob McMahon, who have already left us, and continues with Cpl Pete Naaykens, MS John McCluskey, Cpl Will Slater, and Cpl Neil Hooze. Cpls Janick and Rachelle Pelletier are off to CFB Valcartier, Cpl Mark Sampson is going to CFB Gagetown, LS Barry Ross is going to CFB Halifax, MCpl Don O'Reilly is going to CFS Gander, and Cpl Colin Smith is joining his wife in CFB Greenwood. Cpl Dan Renwick has taken his release and headed off to the prairies. Cpl Jonathan Gorzen is taking his retirement on 2 June and MCpl Doreen Morris is taking hers on 15 June. We say a sad farewell to all but with the warmest wishes for future successes wherever you may go. Good Luck!

We have included some photos from different events, including our fabulous ball game, for your perusal. Enjoy, and until next time Servitum Nulli Secundus! Editor's note: Lack of space prevented inclusion of some photos.

Slide!



In-turn or out-turn?



PITCH-IN AND RECYCLE



Maple Flag Preparation

by Capt D.R. Nichols

Yes, that's right, 414 Sqn will finally get a chance to participate in that infamous exercise "Maple Flag," held annually for the 28th time in Cold Lake, Alberta. As this is our first time at Maple Flag, the squadron is very busy ensuring that aircrew are thoroughly prepared for an exercise of this magnitude. One of the unique characteristics about this exercise is the large number of participants and, in particular, foreign participants. Foreign forces involved in this year's Maple Flag include the German Air Force, Royal Air Force, Italian Air Force, and the US Marine Corps, Navy and Air Force.

Maple Flag runs from 29 April to 10 June and is divided into three 2-week sessions. At the end of each session, aircrews change and the war continues. The purpose of Maple Flag is to provide a realistic, medium to high threat environment to participating personnel.

As part of the preparation, the squadron is taking full advantage of our former CF-18 pilots in keeping the rest of us up to speed on current fighter operations including everything from fighter tactics to various weapons pa-



rameters. Aircrews have been conducting preparatory flights in the areas of low level awareness training and air intercept training.

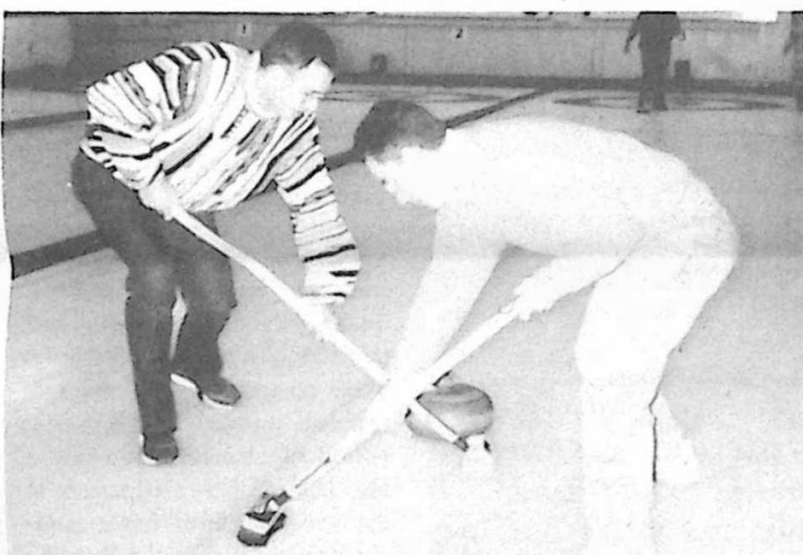
Our principal role in the exercise will most likely be in the area

of electronic warfare. The squadron plans to equip each of the three participating jets with two ALQ-188 jamming pods. To do this, the squadron has recently obtained another 188 pod from Tyn-dall Air Force base in Florida. Sometime down the road, perhaps as early as this fall, we will begin replacing the ALQ-188 pod with the more capable ALQ-100 pod.

As a final tune-up, 414 Sqn was involved in exercise "Amalgam Warrior" held here in Comox from 23 to 26 April. The exercise included CF-18s from Cold Lake as well as six F-16s from Duluth, Minnesota. The exercise depicted various scenarios such as utilizing the CF-18s as escorts for T-33s (strikers) against enemy targets protected, in this case, by F-16s.

The aircrew at 414 Sqn are certainly excited about participating in this year's Maple Flag and hope to make it an annual event in the future. Totis Viribus!

Push!



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Officers' Mess Ladies Club

Wed 17 May
Farewell BBQ
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Come out and join us for our last event of the year. We promise a wonderful evening with great food, good friends and prizes. Try your luck at the casino. The cost is \$6.00 members and \$12.00 guests. Tickets must be purchased in advance. The doors open at 6:00 pm. More info? Call Lynn 339-7503.



<p>What organization is:</p> <ul style="list-style-type: none"> a. a Non-Public Fund entity; b. responsible for the Canadian Forces Group Insurance Plan; and c. represented in your community? <p>Answer: SISIP</p>	<p>Quelle organisation est :</p> <ul style="list-style-type: none"> a. une entité des Fonds non publics; b. responsable du régime d'assurance collective des Forces canadiennes; et c. présente dans votre communauté? <p>Réponse : Le RARM</p>
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by Lloyd Bailey

Norm Blondel has generously published 15 of my historical articles over the last two years. Never have I related a personal anecdote, until now, mostly military histories and diplomatic and spy stories. But a telephone call from an old family friend prompted an episode of remembrance that I want to share with my reader-friends in the Canadian Armed Forces.

Easter Sunday held a special meaning for Dorothy this year. She was to join the ceremonies of commemoration for the victims of the final sea tragedy of World War II. On 16 Apr 1945, HMCS Esquimalt was fatally attacked by a German U-boat 43 miles outside Halifax. Twenty-six sailors survived the sinking, but forty-four did not. There is a special cairn for the Esquimalt and her crew resting beside the town hall in the community of its namesake: Esquimalt, B.C. Dorothy would not be able to attend in order to represent Eddie, her late husband, and one of the fortunate survivors.

Telephone calls from Dorothy had become rarer over the years. She and Eddie and their four sons emigrated to Oregon in 1957, separating a very close friendship with my parents and myself. We visited back and forth at Christmas and in the summers, and continued to grow and share in a new international relationship. With the passing of both my father and Eddie by 1985, Christmases gradually became fewer and summers more rare, but friendships at great distance don't die, they just hibernate.

Dorothy had not sufficiently recovered from an automobile accident near her home in Portland, Oregon to make the trip north for Easter Sunday. Would I say hello for Eddie? Saying hello to the distinguished group I met that Sunday was a pleasure and an honour I will not soon forget. I telephoned Dorothy that evening with a full report of the day's events and mailed several newspaper articles over the next few days.

There were two ceremonies. At 10:15, in bright morning sunlight, an assorted assembly began gathering on the sidewalk leading to the Esquimalt cairn. There

were white-haired Legionnaires with our national flags, grey-haired widows in dark attire, younger adults whose fathers had died that day 50 years ago, and some respectful teenagers honouring a grandfather. All was friendship and polite introductions. I met Barbara, the nurse who cared for the frozen survivors, after six hours in the frigid Atlantic exchanging seats in the few rafts. Eddie was known as "Pop" onboard the Esquimalt for he was married with two children. He was not the oldest of the crew, however, for I took a photograph for Norm Pool, whose 38 year old father, Ralph, gave up a supervisor's job at a Montreal shipyard to join the ship as carpenter. Norm grew up without a dad after that tragic day in 1945. He was six years old. Both Barbara and Norm introduced me to many of the forty-some-odd survivors and relatives observing the brief service. Only seven of the twenty-six originals were present for the placing of the wreaths and the two bugle calls. But they were a feisty group.

Instead of a traditional wreath, I laid a large arrangement of red tulips, Eddie's favourite flower and one symbolic of the Canadian war effort in Europe - the liberation of Holland. I had said hello for Eddie but really Eddie had spoken to me through his shipmates and their surviving wives, children and grandchildren. I was deeply honoured to be among them that beautiful Easter Sunday morning.

On 16 April, 1945, HMCS Esquimalt was fatally attacked by a German U-boat, 43 miles outside Halifax. Twenty-six sailors survived the sinking, but forty-four did not.

That feistiness probably saved their lives 50 years ago. The Esquimalt sank very quickly, having been torpedoed at the stern. They needed to get together, Barbara related. Many have suffered physically and emotionally since the incident. Those grotesquely frozen limbs needed hours in cold water, and foot ailments have plagued some for years. Barbara has been instrumental in securing pensions for the survivors, largely through the submission of her journal notes for the convalescent period.

With the skirl of the bagpipes, the second ceremony got underway. The Esquimalt veterans moved across the street to Memorial Park, site of a large statue to the veterans of both Canadian World Wars. A parade of legionnaires representing all local

Say Hello for Eddie

The sinking of HMCS Esquimalt

branches marched with musical accompaniment and a guard of Sea Cadets. The flags were splendidly colourful in the morning sunshine and the crowd of participants and onlookers swelled to several hundred. After the religious service and the placing of a dozen wreaths, a very unpredictable introduction took place. The Legionnaire in charge called forward a German veteran of 16 April, 1945.

Werner was the engineering officer on board the enemy submarine that sank the Esquimalt that day. He has been a Canadian citizen living in Ontario for the past 34 years. Both sides were doing their duty, Werner felt, and could not apologize for trying to survive what his ship anticipated was an attack from the Esquimalt. The seven men so honoured on Easter Sunday embraced him and we all joined in singing "The Queen."

Before submitting this story to Norm Blondel, I contacted Dorothy in Portland for any additional information. She relayed me to Duncan Macdonald of Victoria, the boatswain of the Esquimalt and Eddie's closest friend. "There were 16 sailors on a single raft," Duncan related, "and they dutifully exchanged the boat for the ice-cold sea. Only five men survived the six hour ordeal. The rest were respectfully tied to the raft. Eddie and I sat across from one another and experienced it together," Duncan reminisced, and he is completing a book on the subject. "But we won't let them exhume the Esquimalt. It's a national historic site, the U-190 submarine was destroyed there and 13 of our fellow seamen were interred with the Esquimalt. It's at 1,000 feet, 22 miles from Halifax lightship, under which the U-190 lurked."

The *Crucible of War, 1939-1945*, noting that the German war machine bounced back quickly after the raids, does mark that the raids slowed expansion of the war economy, opened up a second front in the air well before D-Day, tied up 1.5 million men defending and repairing cities, and forced the diversion of planes, guns and other vital war materiel from other fronts.

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Feature

"The Crucible of War"

1939-1945; the pot gets stirred

(Reprinted from *The Windsock, 804 Semiahmoo Wing*.)

Fifty years after it was over, the explosions of WWII are still reverberating through the pages of history: Volume 3 of the official history of the RCAF, *The Crucible of War, 1939-1945*, to be released 16 June, includes a chapter on Bomber Command that states its actions in bombing Germany was to incite terror and had little effect on the Nazi war machine. The book echoes claims made by the McKenna's *The Valour and the Horror* although begun eight years before the television series that created furor as RCAFA and other veterans strongly objected to the view that the sole purpose of Bomber Command was to target civilians.

RCAF historian Brereton Greenhous and co-author Stephen Harris (main writer of the 400-page Bomber War section of the 1,096-page book) are employed by the defence department's directorate general for history and cite numerous reports made at the time to support the view that the purpose of Bomber Command was to spread havoc and destruction within the civilian population. They mention that, at the cost of 55,000 Allied airmen, including nearly 10,000 Canadians, some 600,000 civilians were killed in Berlin, Dresden, Hamburg and 37 other key German cities and towns. They quote Air Marshall Sir Arthur (Bomber) Harris saying that Bomber Command's mission is "the destruction of German cities, the killing of German workers and the disruption of civilized community life throughout Germany" as an argument of premise that Bomber Command's role was a deliberate strategy to destroy cities and their inhabitants.

However, one historian who has read the yet-to-be published book for review says it is "exceedingly unbalanced" and that it is "The Valour and the Horror with footnotes."

John Bates, speaking on behalf of the RCAFA, said, "This was basically a battle for the survival of civilization as we knew it. Civilians building the war materiel were just as legitimate targets as the army itself was. That went for both sides. Of course civilians were being bombed. Whether or not it was deliberate is the bone of contention. Were they going after civilians or going after military facilities?"

The *Crucible of War, 1939-1945*, noting that the German war machine bounced back quickly after the raids, does mark that the raids slowed expansion of the war economy, opened up a second front in the air well before D-Day,

Before WWI there was an international agreement that civilian populations were not to be targeted but when bombs fell on London the British retaliated. Then, after V1 and V2 missiles fell on British cities, it escalated and carpet bombing of German cities resulted. If bombing the factory that made ball-bearings would slow the production of tanks and aircraft then so would the bombing of those who made submarines slow the war effort in the Atlantic. The submarine pens at Brest were heavily armoured and heavily defended - not so the workers in the town. Nor were those who made the V1 and V2 rockets that rained down on London killing civilians by the thousands.

By close to the war's end Prime Minister Winston Churchill called a halt to the carpet bombing of cities in March 1945, so that other military objectives could be met, particularly the massive thrust called D-Day involving the movement of men and materiel needing an umbrella of air cover. By this time much of Germany was in ruins. The will to fight was still there but much diminished - the invasion of Europe was by no means a cakewalk yet what was merely terrible could have turned horrific if the Nazi war machine and its support system, civilian, had not been delivered a severe blow by Bomber Command.

To the Nazis, bombing London and Coventry was an attempt to reduce civilian morale - Hitler specifically ordered the Luftwaffe to concentrate on civilian, not military, targets. It was appalling to the civilian population yet it gave time for Air Command, after the Battle of Britain, to rebuild and regroup. Not so in Germany fighting on several fronts and, mainly, supplying itself from its own factories within Germany and, to some lesser extent, the occupied countries.

We have stated in these pages before that war is so terrible that it must be finished in the shortest time possible. Hence the American decision to bomb Hiroshima and Nagasaki. So the question is not was Bomber Command deliberately targeting civilians but did what they did shorten the war? Even revisionist historians can't show that it didn't.

Senator Jack Marshall has not seen the book yet but says, "It's obvious the pot is going to be stirred up again." He's right on that one.

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WO & Sgt's Mess Calendar of Events MAY/JUNE 1995

12 May TGIF	Pizza	Sports	Dress relaxed
May 13 Mothers Day			
	Surf & Turf, music, dance & fun		Dress relaxed
16 May	Golf Day	9 holes	
19 May TGIF	Chinese		Dress relaxed
26 May TGIF	Fish & Chips	Sports	Dress relaxed
02 Jun TGIF	Lasagne		Dress relaxed
09 Jun TGIF	German	Sports	Dress relaxed

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Doctor Bob



Paget's Diseases

Sir James Paget, an Englishman who died in 1899 at the age of 85, discovered several diseases and had his name applied to two of them. Paget's disease of the nipple is a cancer of that appendage; Paget's disease of bone is a condition that leaves bones deformed and pock-marked. Today's doctors are usually referring to the bone disease when they speak of Paget's disease.

Normal bone is a living organ, constantly being broken down and rebuilt. In Paget's disease, also known as osteitis deformans, there is an unusual bone removal in patchy areas, with the voids being filled by an altered, abnormal type of bone. The new material does not mold itself to the pattern of the bone it replaces. This results in deformities.

About three percent of people have the condition, with men being affected more than women. It is essentially a disease of later life, with most people being diagnosed around the age of 60 years. Even then the diagnosis is usually made only because an x-ray taken for another reason shows the characteristic bone changes.

Fortunately pain is not usually a problem with the disease. The most common areas that are affected are the skull, pelvis, thigh bone, and spine. It is not until complications occur that pain appears. The faulty bone may fracture or break, interfere with the brain or nerve tissue, or turn malignant. Changes in bone shape may stress nearby joints and cause arthritic pain and a limp. Many mild cases of the disease are never diagnosed.

We do not know the cause of Paget's disease. There is a genetic or inherited component, probably connected with the immune system. There is also some evidence of a virus presence. The prevalence varies in different parts of the world, with North America, Europe, Australia and

New Zealand having the highest rates.

Treatment is often not necessary - a fortunate fact because until recently there was no treatment. Calcitonin, a hormonal substance discovered 40 years ago at UBC, slows down the bone-melting process. Its use can be followed by newer drugs when it loses its effectiveness, as it often does.

Surgery is now more freely used to correct bone deformities and especially to replace knees and hips ravaged by the disease. Results are often good in spite of having to work with abnormal bone. Surgery is also used to relieve nerve compression in some instances. (Historically inclined pathologists think that Beethoven, who had a head shape typical of Paget's disease, had bony cysts that destroyed the nerves of hearing and caused his deafness.)

While Paget's disease of bone is certainly more than a mere medical curiosity, relatively few people are seriously affected by it, and they can usually be helped considerably.

Practicing Medicine

Practicing medicine can be a dangerous occupation at times, a labyrinth of decision making that is sometimes navigated with fingers crossed. A doctor can be "caught" by a treatment decision even if he or she never picks up a scalpel. The prescribing of medications and the provision of other advice carries its own share of pitfalls.

You might have noticed that I did not say "caught by a bad or unwise treatment decision." The type of treatment that may lead the physician to legal troubles may be in itself commonplace and unremarkable. Sometimes it is more bad luck than malpractice that gets the patient and the physician in trouble. But it is often the doctor who loses the court case, as this may be the only way

the patient can be compensated.

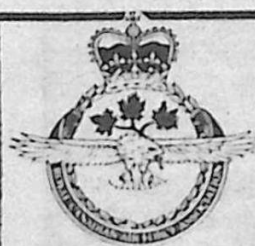
Many of today's drugs are potent. They are often very effective, and sometimes they must be used because nothing else works. More often, perhaps, a potentially more dangerous drug is used because it works consistently and dependably. Doctors, like their patients, like to have successes. Why fiddle around with some bland relatively useless medicine when there is a silver bullet available?

All drugs have side effects - usually affecting only a few of the people using the medicine. The manufacturers list all conceivable adverse effects in their advertising - ostensibly to protect themselves should one occur. And doctors are generally well aware of the major side effects of the drugs they prescribe, and of drug combinations that could be dangerous.

But often it's a matter of relative risk. What do you do when there is a two percent chance of a major side effect but a 10 percent chance of a fatal outcome if the drug is not used? Especially if you might be sued for not using it if the patient does die. So chances are taken - usually small ones - every day. In the vast majority of instances there is no problem.

But occasionally the arthritis medicine will cause a stomach to bleed, the cortisone will destroy a formerly healthy joint, the antidepressant will provide the patient with enough energy to prompt a suicide attempt. The Court, when considering these medical complications, gives no consideration to the cases where the arthritis medicine has permitted a pain-free patient to return to work, the cortisone-treated colitis patient to get out of the washroom (or avoid a colostomy), or the morose patient who is enjoying life because of an anti-depressant.

Most doctors recognize and accept the risk. If they did not, they would have much less to offer in the way of effective treatment.



888 (Komox) Wing Royal Canadian Air Force Association

Regular Membership: Who is eligible?

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

Associate Membership: Who is eligible?

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

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



Legion Log

BRANCH 17 COURTENAY
334-4322

REGULAR ACTIVITIES

BINGO.....every Thur, Fri & Sun 7:00 pm
MEAT DRAW.....every Fri 6:30 pm. Also every Sat 3:00 pm
DANCE.....every Friday night, 8:00 pm
12 May.....HEARTHLAND
19 May.....VESTED INTEREST
26 May.....ELDORADO
FUN CRIB.....every Wednesday, 8:00 pm
CASH CRIB.....Sunday 28 May, 1:00 pm
FUN DARTS.....every Thursday, 7:00 pm
"BARGAIN DAY".....every Wednesday, ALL DAY
"BBQ LUNCH SPECIALS".....every Weds & Fri, 11:30-1:30 pm

*****GENERAL MEETING - 23 May, 7:30 pm*****
MEMBERS & BONA FIDE GUESTS WELCOME
Building is Handicapped Friendly
BASE PERSONNEL WELCOME AT BR. 17
Office: 334-4322 Service Officer: 334-3613

BRANCH 160 COMOX
339-2022

ENTERTAINMENT

May 12.....WESTWIND
Sun afternoon, 14 May - MOTHER'S DAY. Wine & cheese.
Music by New Music Man from 2-6 pm.
May 19.....HEARTHLAND
May 26.....WILD RIVER

REGULAR 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, 7:30 PM.
TUESDAYS.....Ladies Crib League, Lounge, 7:30 PM
Mixed Dart League, Upper Hall, 7:30 PM.
WEDNESDAYS.....Navy League Drop-In Bingo
Upper Hall, 7:00 PM
Comox Valley Men's Crib League, 8: PM. Start-up 5 Oct.
THURSDAYS.....*1st Br.160 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, 7:30 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

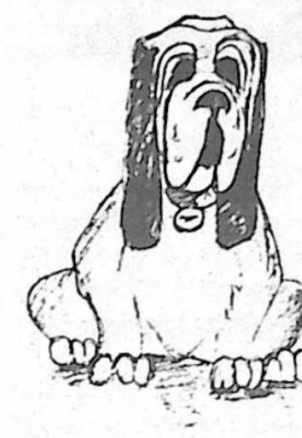
Hall Rentals or requests for Special Functions: Please contact
Ken Seymour in office, Mon - Fri, at 339-2022.

NOTICE: CHANGE OF DATES

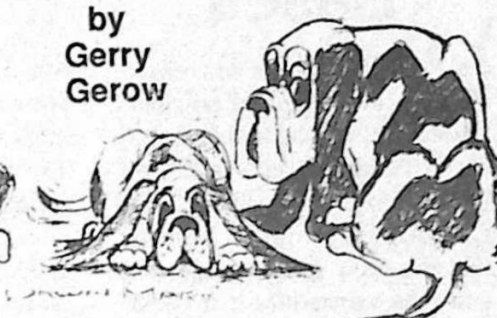
ALL EX-AIR CADETS FROM 386 RCACS "BE AWARE"

386 Royal Canadian Air Cadet Squadron (Komox) invite all 386 Ex-Air Cadets to help celebrate their
50th ANNIVERSARY 10-11 June 95
Registration/Greet & Meet will take place at 888 Wing RCAFA, 1298 Military Row (Little River Rd.) Comox, B.C.
Saturday 10 June 95 at 18:30 hrs.
The Anniversary Parade will take place at the CFB Comox Arena
Sunday 11 June 95 at 11:00 hrs.
Ending with a B-B-Q at 888 Wing at 13:00 hrs.
Cost: \$15.00/person
For confirmation contact: Capt Melançon, 604-339-7768
Mail cheques to: 386 Squadron 50th Anniversary, c/o A. Melançon, 419 Anderton Road, Comox, B.C. V9M 1Y8

On & Off the Base



Dog Talk
by
Gerry Gerow



German Wirehaired Pointers

was, and is, the foremost work on the breed. But I believe her book "The Truth About Sporting Dogs" to be the best work ever done on hunting dogs. It was published in 1972 and is probably out of print - and you sure as heck can't have my copy!

She travelled widely in Continental Europe, the British Isles, and North America to do research for her books. In fact, one of the most outstanding features of her books is the amount of research that had obviously gone into them. Some of you will know that the German Shorthaired Pointer is "my breed" and it was through reading her book on them that she and I came to correspond some years ago. I regret never meeting her face to face, but her autographs in two of her books in my library will be treasured forever. They were secured through her son "Aussie" Maxwell, an RCAF veteran who is retired in the Comox Valley. Deepest sympathies go out to Aussie and his family on the passing of Mrs. Maxwell.

A breed book this week, and one dealing with a breed close to my heart, German Wirehaired Pointers Today, by Sharon Pinkerton, Howell Book House, New York (US\$25.00).

Certainly an excellent breed book. It's all here. The author has done a great job of telling the story of the "Drahthaar," as he is known in his native Germany. Ms. Pinkerton lives in England and it is a real treat to see North America, including Canada, in her book. So many English authors forget that there is a world outside their shores.

Sharon has raised Wirehairs since 1977, and is well qualified to write on the breed. Also she is a championship show judge. Her book is well illustrated with close to 100 excellent photos and line drawings. The German Wirehaired Pointer will someday be-

come the dog of choice with North American hunters, and this book tells the story very well. I heartily recommend it for anyone interested in acquiring one of these dogs.

Rather interesting that I chose a sporting dog book to review this week. The sporting dog world is saddened these days by the passing of a lady sometimes referred to as the Grand Dame of the sporting dogs. Catherine Maxwell was Australian by birth, but she lived for many years in the United States. She was a well respected judge who participated in some of the largest and most prestigious shows.

It was through her books that she became so well known. She wrote as C. Bede Maxwell. Her breed book on her beloved German Shorthaired Pointer, has four editions and many printings. It

DRIFTWOOD MALL



"Queen" For A Day

Correctly identify all eight (8) "Queens" in the photographs on display by ABC Restaurant. Match the number on the photo to the corresponding number on the entry form.

Come in and pick up the entry forms at any of the mall merchants (except Zellers & Overwaitea). Contest starts May 3/95.

Grand Prize

\$500 in merchandise & prizes

2nd Prize

\$100 in Driftwood Mall Gift Certificates

3rd Prize

\$50 in Driftwood Mall Gift Certificates

**DROP YOUR ENTRY IN
THE DRAW BARREL.
WINNERS TO BE
DRAWN ON
SATURDAY, MAY 13,
1995
AT 3:00 P.M.**



NEXT DEADLINE 2 JUNE - NOON

On & Off the Base

Canada, Britain may swap Subs for Bases

by David Publiese
Defense News Correspondent

The Canadian Navy is considering a deal that will allow it to lease four Upholder-class submarines from Britain in exchange for free British use of military bases in Canada.

Under the innovative proposal the Canadian Navy would take possession of the submarines but spread out payments for the vessels over a period of years under a type of leasing arrangement. Instead of paying cash for the Upholders, the Canadian government would allow the British free use of three bases in Canada where they already operate.

"We're examining some form of lease-type agreement to avoid the problem where the full amount of money has to be exchanged immediately," Commodore Jim King, the Canadian Navy's director-general of Maritime Development, said in an Apr 3 interview.

"What we're also looking at is bartering the use of the bases for the submarines," King added. "The British pay for the services now but this way they would avoid the cash outflow. We would simply write off some or all of their costs on an annual basis against the acquisition of the submarines."

The British military uses two Army bases in the province of Alberta. The Royal Air Force uses Canadian Forces Base Goose Bay in Labrador to conduct low-level fighter training. In December, Canada's Lib-

eral Party government authorized the Navy to examine the possibility of acquiring the four Upholders to replace Canada's fleet of Oberon-class submarines. But Canadian government officials told the Navy it could only acquire the submarines if it could get a good deal and the cost could be absorbed in the existing budget.

King said the leasing proposal benefits both the Canadian and the British forces. "We're trying to make this easy on both sides," King said. "Times are tough and we're being asked to look at every possible way to be cost-effective." The Canadian government is expected to make a decision on the submarines by summer.

The Upholder purchase has gained support recently because of the dispute with Spain over illegal fishing off Canadian coasts, a Liberal Party government official said Apr 4. In late March Canadian officials seized a Spanish trawler, focusing national and international attention on the illegal fishing problem.

Canadian Fisheries Minister Brian Tobin said Mar 31 he is convinced submarines can help Canada deter over-fishing by European fleets. Tobin likely will support Defense Minister David Collette's bid to acquire the Upholders.

Canada has used its Oberon submarines in operations against illegal fishing, the most recent in Sep 94. Fred Crickard, a defense analyst with Dalhousie University in Halifax, Nova Scotia, said

Apr 3 the fishing dispute with Spain supports Canada's requirement for modern submarines. The vessels are excellent for covert surveillance, said Crickard, a retired Canadian Navy admiral.

He said Tobin's support will further help the Canadian Navy in its effort to acquire the Upholders. "It gets another Cabinet minister behind the subs and will help sway some other ministers," Crickard said.

Crickard said the leasing arrangement is a novel way for the Navy to purchase the submarines. "The Canadian Navy needs the subs and the British need our air-space and ranges," he said. "Why not do it? The mandate is to get a good deal and this sounds like one."

King said the submarines are essential if the Navy is to ensure Canadian sovereignty and meet the country's maritime security requirements.

The oldest of the diesel-electric Upholders, manufactured by VSEL plc of Barrow-in-Furness, England, was built in 1986. The fleet went into service in Britain in 1990.

The British Navy, which operates a fleet of nuclear submarines, had phased out the Upholder-class vessels from its inventory. The program to replace Canada's Oberon submarines began in 1980 but was side-tracked in 1987 when the Conservative Party government of Prime Minister Brian Mulroney decided it wanted to buy up to 12 nuclear-powered submarines.

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More ACES

Continued from page 2

and effective organization to promote and assist change throughout the Air Force.

TEAM ACES is to become the lead agent for change in the Air Force in a direct way. Our new mandate will see us providing more services to support change, including facilitation, a database for change management information, and education and training. In addition, we will become more proactive in removing barriers to change.

How is this different - is it just more people doing the same as before?

To ensure that we have access to all the right levels of authority, the Commander has re-assigned several key staff members to TEAM ACES on a full-time basis. We are now led by Chief of Staff (COS) ACES, Brigadier-General Ray Dziver, the former Chief of Staff Support at Air Command HQ. He is assisted by Col Bob Smith, the Command Comptroller, who becomes Deputy Chief of Staff (DCOS) ACES.

These key leaders have been added to the original ACES section along with members of Resource Management Services, SSO Supply, DCOS Civ Pers SSO Evaluations and 17 Wing.

We have also broadened our perspective in that our team now includes three NCM's (MWO, WO, Cpl) and a civilian. All per-

sonnel below the COS/DCOS are equal team members with any member becoming a team leader for a specific project. We have also formed partnerships with Command representatives responsible for specific change initiatives.

You should begin to see more evidence in the near future when an ACES team visits your Wing. An on-line bulletin board system (BBS) is nearing completion which will provide current information on all change initiatives being staffed at Air Command HQ. Connection to the BBS will be accessible to any computer with a modem. Wing ACES co-ordinators are being provided with equipment to enable them to connect. This BBS will eventually become a library of change management activities and information available to anyone.

Will ACES tell me where to change?

NO!!! However, we will provide you with whatever assistance you need to cause change to happen at your unit. It has long been recognized that those performing the work are in the best position to see how to improve that function. TEAM ACES is standing by to help you begin your changes with assistance ranging from facilitators, training and education, methods of change, even financial support.

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COMOX MILITARY FAMILY RESOURCE CENTRE

Volunteers Needed!

As a not-for-profit society the CMFRC relies heavily on volunteers for many of its programs. We are always looking for people in our community who would like to help out in whatever capacity they feel able. As a volunteer, whatever amount of time you can give is greatly appreciated. Whether you are able to help on a regular once a week or twice a month commitment such as working in the Toy Lending Library or helping with our Deployment Support Program, or you just have an area of expertise for

which you would like to give a workshop, we want to hear from you.

The CMFRC provides a general orientation and training in assertive communication skills, problem solving techniques and active listening for new volunteers.

If you would like to give of your time to this community to volunteer in our Child Care Programs, Youth Programs or Adult Programs call Suzanne at 339-8290 or 339-8211 local 8655. We hope to hear from you soon!

Happy Mothers Day!

14 May 1995

Joyeuse Fête des Mères!



Upcoming Events!

Ground Breaking Ceremony for the New Child Care Centre

As May is Child Care month we would like to celebrate with a ground breaking ceremony for the new child care centre. Everyone is invited to attend
 Date: Monday May 29th
 Time: 3:30 pm
 Location: CMFRC

Information Session: Earthquake Preparation

There will be a video and discussion on preparing your house and family for the possibility of an earthquake. Presented by Tom Miles from St. Johns Ambulance.
 Date: Wednesday May 17th
 Time: 7:00 - 8:30 pm
 Location: CMFRC
 Registration: Call 339-8290

The UN Experience

Capt. Hope Sorokowski will show slides and tell us about her experiences in Rwanda and Sarajevo.
 Date: Wednesday June 7th
 Time: 7:00 - 9:00 pm
 Location: CMFRC
 Registration: Call 339-8290

Child Care Programs

• Program Registration

Registration for September 1995 is now being accepted at the CMFRC, for our new centre's preschool, day care and after school care programs. The birth certificate and immunization record must be presented at time of registration and there will be a registration fee. For more information call 339-8290.

• Summer Fun Program

Register now at the CMFRC for our Summer Fun Program to be held in July and August on Tuesdays from 9:30 - 11:30 am
 Fees: Session I (July) \$20 / child
 Session II (August) \$25 / child
 Drop-In Fee \$6 / child

• Toy Lending Library

Wednesdays between 1:30 and 4:00 pm. Membership is only \$10 per family for one year.

Youth Activities

• Sailing!

Come out and enjoy a day in the sun out on the ocean sailing! On June 3rd, from 10 am - 3 pm at Goose Spit. There will even be Barbecue hot dogs and pop BUT there's only 15 spots available so register early! Call 339-8290 to register. (There will be a waiver to sign)

• Conflict Resolution Skills Workshop!

This is a free workshop sponsored by the John Howard Society and facilitated by Kel Kelly. It will be an excellent opportunity to learn and practice different skills for dealing with conflicts in your life. The workshop will be held at the CMFRC: On the following Tuesdays, from 7 - 9 pm June 6th, 13th, and 20th. Call the CMFRC at 339-8290 to register.

Did You Know???

The Wallace Gardens Community Council is sponsoring roller blade skating at the Glacier Gardens Ice Arena every Friday night, starting May 12, from 1800 - 2200 hrs. This will be carried on throughout the summer. There will be a cost of 50 cents per person.

If you have any questions, please call Sharla Hunter (339-2568) or Linda Jeffrey (339-8211, ext 8571).

Student Jobs

Wallace Gardens Community Council CFB Comox is currently accepting applications from students 16 years of age and over for eight positions with Summer Career Placement programs. They are as follows:

Program Supervisor (1 position): overall planning, promotion, organization, supervision and evaluation of a Children's Day Camp program.

Head Water Safety Instructor/Lifeguard (1 position): plan, organize, supervise and evaluate the aquatic program.

Water Safety Instructor/Lifeguard (3 positions): must have appropriate qualifications.

Day Camp Instructor (3 positions).

Closing date:

2 June 95 at 12 noon
 For further information about applying, contact Wallace Gardens Community Council office, CFB Comox, in the Canex Mall.



Wallace Gardens Community Council

Wallace Gardens Community Council SOFTBALL for FUN - AGES 6 & UP

Registration: Canex Mall
 Sat May 6 (9 am - 12 noon)
 Sun May 7 (12 noon - 3 pm)
 Cost: \$10.00 each

OR register by stopping in at the PMQ Association office
 Mon - Fri (8:30 - noon)

Softball for FUN schedule for all age groups:

DAYS	TIME	AGE GROUP
Mon & Wed	6 - 8 pm	12, 13 & 14
Playing field: Airport School Diamond by Maple Cres.		
Mon & Wed	7:30 - 9 pm	15 & up (Moms & Dads)
Playing field: Airport School Diamond by Elm St.		
Tue & Thur	6 - 8 pm	6, 7 & 8
Playing field: Airport School Diamond by Maple Cres.		
Tue & Thur	6 - 8 pm	9, 10 & 11
Playing field: Airport School Diamond by Elm St.		

FIRST NIGHT

Mon May 15 - Ages (12, 13 & 14) and (15 & Up)
 Tue May 16 - Ages (6, 7 & 8) and (9, 10 & 11)
 If you have a ball glove bring it. Everyone is to bring a plastic mug with his/her name on it. If you have further questions, please call: Linda (339-8211 local 8571), Liz (339-2324) or Sharla (339-2568).

T-BALL REGISTRATION

The Wallace Gardens Community Council is now organizing a T-Ball League for the spring 1995 season. Boys & girls aged 4-5 years are welcome to come out and play where the emphasis will be on participation and fun! Registration will take place at:

Canex Building

Sat 06 May from 9 am - 12 noon
 Sun 07 May from 12 noon - 3 pm
 Cost: \$20.00 first player, \$15.00 second

Players will receive a shirt & cap with team logo, trophy and Awards Banquet.

(If you are unable to register your child/children at the above times, please drop into the Community Council office in Canex from 8:00 to 12:30 hrs before May 10.)
 Contact Wayne or Jean Allaby (339-1177) or Linda Jeffrey (339-8211 ext. 8571).

Wallace Gardens Community Awards

The Wallace Gardens Community Council will be sponsoring a Community Awards Night on 31 May 95. If you know of anyone who is doing outstanding work in the community deserving of an award, please forward his or her name(s) for consideration.

All nominations must be in writing and addressed to Capt D.A. Lloyd, Mayor, Wallace Gardens Community Council. Your letters of recommendation are to be left at the Community Council office in Canex, next to the Barber Shop, no later than 8 May 95.

Comox Air Force Museum

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L'enfant doit avoir cinq ans avant le 1er mars 1996 pour s'inscrire à la maternelle. Le transport scolaire sera gratuit pour tous les élèves de la région.

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 479 4th Street Courtenay, B.C. V9N 1G9 Tel: (604) 334-8884 Fax: (604) 334-3797 Association Francophone de la Vallée de Comox	This space available \$15.00 + GST per edition Ph. 339-2541, 338-0259	This space available \$15.00 + GST per edition Ph. 339-2541, 338-0259

Public Announcements

Western Line Dancing
 For all ages. Call 338-1266 for more information.

Personal Exercise Programme

There is a PERI supervised PEP Program at the Rec Centre Mon to Fri from 0730 - 0830. All members who have failed their CF EXPRES Test and are on Remedial PT are encouraged to attend. Members will have half the gym to work out in. Also those who wish to improve their physical fitness are welcome to attend. For more info contact the Rec Centre, Loc 8315.

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.

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.

Aerobics

Co-Ed Aerobics are available at the Base Gym aerobic room Mon thru Fri 1130-1215 hrs. For further info contact Karen at local 8442.

Avis

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

19 Wing Men's Soccer Team Practices

When: Mon & Weds 1630 hrs
 Where: Glacier Field
 All interested are encouraged to attend. For more info contact Cpl Ken Roy 8924.

BASE LIBRARY

Base Librarian
Colleen Gagnon

Located in Building 10, next to Accommodations. Hours of operation:

Mon - Thur.....6-9 pm
 Tues, Thur, Fri.....11:15 am - 12:15 pm
 Sat & Sun.....1-4 pm
 We have bestsellers, pocket book exchange, children's books, Base newspapers and magazines.

19 Wing Men's Fast-ball Team Practices

When: Tues & Thurs (until league starts)
 Where: Base diamond
 Interested players, coaches and all wishing to help out with team are encouraged to attend. For more info contact Sgt Thomas 8764 or Cpl McColl 8484.

Gym Hours

Mon-Fri: 0600 - 2100 hrs.
 Sat: 1300 - 1700 hrs.
 Sun: 1300 - 2100 hrs.
 Mon-Fri
 1100-1300 military and DND employees only
 Sat
 1300-1700 casual use
 Sun
 1300-2100 casual use

Squash Court

Bookings available from 0730-2100 hrs daily
 Mon-Fri
 1100-1300 military and DND employees only
 1600-2100 casual use
 Sat
 1300-1700 casual use
 Sun
 1300-2100 casual use
 All squash court bookings will be done 24 hrs in advance only.
 Phone Loc 8782
 After 1600, Loc 8315

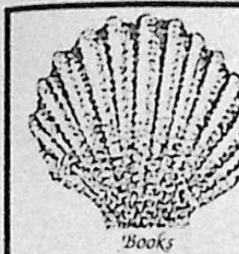
ARENA ANNOUNCEMENTS

Summer Arena Happenings

- Every Tue & Thur 11:30-12:30 hrs. Noon Hour Pick-up Ball Hockey (military personnel only).
- Base Team Ball Hockey League Games:
 Sun 19:00-22:30 hrs.
 Thur 19:00-22:30 hrs.
- Friday evenings: PMQ Association - Roller Blading commencing 12 May 18:00-22:00 hrs.

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On & Off the Base



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6. K is for Killer.....Grafton
7. Shadow of the Watching.....Sarabande
8. Floating City.....Lustbader
9. Black Phoenix.....Bernau
10. The Key to Midnight.....Koontz

Attention
 To all retired WOs/CP01s in the Comox Valley. You are invited to attend the annual CWOs Luncheon held on WOs & SGTs Mess, 19 Wing Comox, 26 May 95. Anyone wishing to attend should contact the Wing CWOs office 339-8298 by 19 May.

Pool Opening 1 May 95

Noon hours: 1130-1230 hrs
 Military & DND employees only
 Commencing 6 May 95
 Weekends: 1300-1600 hrs
 Fee: \$1.00
 Dependents & civilians

For more info contact
Cpl Montambault
 loc 8315

Lifeguard Positions

The 19 Wing Comox Pool will be opening 1 May 1995. Lifeguards are required with following qualifications: NLS, Bronze Cross also WSI 1 & 2 for the summer program.
 For more info contact: Cpl Montambault 339-3211, loc 8315.

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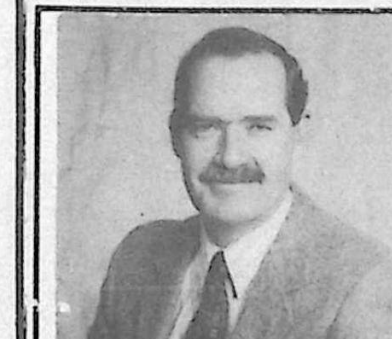
Bulletin Board

All insertions will be \$5.00 incl. GST per column/inch. Payment in advance at the office.

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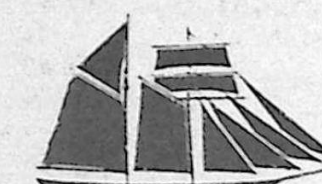
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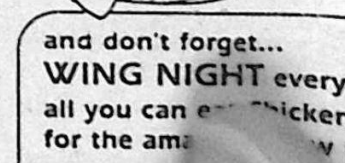
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On & Off the Base

No More Duties!



Cpl Eckhardt DJA, the most junior Cpl on Base (promoted to his present rank 28 Apr 95) is signing off the Wing Duty NCO Report for the last time. He did not escape the clutches of the WCWO. He too, can say that he has done the NCO Duty that so many Jr. NCM's have done before. As of 1 May 95, at 19 Wing Comox, the Wing Duty NCO position has been deleted. Better procedures are now in effect to cover the duty that took 17,520 manhours per year. Another era is gone and a step in the right direction. Also in photo, Wing CWOPJ. Sarty and his assistant Sgt A.R. Lirette.

WOPS Awards



The following personnel from the Wing Operations Branch were presented with their CDS or first clasps to CDS by the WOpsO, LCol P.A. Drover. Back row (L-R): Capt D. Skuja, Wing Ops Centre; LS J.R.S. Longtin, MP Section; Cpl K.J. Doraty, Met Section. Front row (L-R): Cpl R.J. Harker, WMet; LCol P.A. Drover, WOpsO; Cpl R.R. Joundry, Air Traffic Control.

New Pet Penalties for PMQs

The following are the approved fines for Wallace Gardens Community. Fines shall be paid to the Animal Control Officer at the time of the notice of offence, or not later than 72 hours, by cheque to PMQ Association:

OFFENCE	FINE
1. Failure to obtain an animal licence.....	\$25.00
2. Failure to ensure that a collar and tag are worn when an animal is off the premises of the owner.....	\$25.00
3. Permitting an animal to run at large.....	\$30.00
4. Failing to confine and house a female animal in heat or failing to notify the ACO of a pregnant female pet.....	\$25.00
5. Permitting a dog to bark, howl or in any manner disturb the quiet of any person.....	\$25.00
6. Failure to immediately remove an animal's defecation from public or private property.....	\$25.00
7. Permitting an animal to damage public or private property.....	\$30.00
8. Permitting an animal on school grounds, play ground or posted park land.....	\$30.00
9. Interference with Enforcement Regulations.....	\$35.00

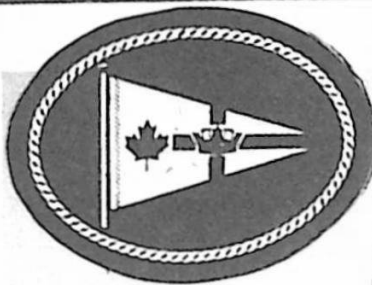


888 (KOMOX) WING RCAFA

CALENDAR OF EVENTS - 1995

May

Fri 12.....Pot Luck Supper 6:30 pm
Sun 14.....Mothers Day Brunch 11:00 am - 1:30 pm
Sun 28.....Lobster Night - see notice board



Dirty Bottom Cruise



(L-R) boats rafted up: Lil Bit (Ellie & Bill Clarke), Fair Rover (Dave Mofford), Wolfson (Bill Hetrick & Pat Cymbala), Ayorama (Grant Nichols), Gimli (Anna & Ed O'Donnell), Autumn Wine (John & Jan Ellis), Tsonouqua (Terry & Doug McElwee), Santa Clara (Dick Gardiner & Dirk Van Dongheren), Domino (Mary & Ed Goski and Evelyn & Al Pasanen), Fiddler (Ray Uhl), Onadia (Ron & Claudia Greenaway). Missing from photo: Ossuna (Heidi & Harvey May), Adelaide (Susan & Bruce Archibald).

Dirty Bottom Cruise

On April 22 several of our intrepid sailors, anxious to formally celebrate the end of winter, cast off from Goose Spit for the annual Dirty Bottom Cruise. You may wonder why it's called "Dirty Bottom" and the reason has nothing to do with the state of the sea floor!

When everyone had arrived at Deep Bay, located north of Bowser on Vancouver Island, all the boats rafted up which, as you

can imagine, makes it much easier for the sailors to practice their ship-to-ship sea legs. In the evening, Al Pasanen strummed his guitar and Ed Goski led the chorus with his realistic impression of a lovestruck moose. The next morning saw our sailors enjoying a leisurely breakfast, with the exception of Ray Uhl, who was nowhere to be seen - it is popularly believed that he was most likely deep in prayer, it being Sunday

and all...!

REMINDER! White Sail and Basic Cruising courses are being planned now. If you want to learn to sail, please contact any one of the following: Paul Armstrong (339-7415), White Sail instructor; Nishika Sardand (338-4046, loc 8550), Basic Cruising coordinator; or Doug McElwee (338-6924, loc 8606) if you can't reach the other two!

"New" Gym Floor Opened



Wadmo LCol Terry Burt and WPERO Lt. Howard Cut the Ribbon with assorted contributors, including WCEO Maj Mac Fraser and WPSvcO LCdr Andy Garwood standing by.

Gym Floor Gets Facelift

The 19 Wing gymnasium floor received a much needed facelift in March. With the support of the WComd, Col Rogers, and the expertise of the WCEO and his staff, the wall to wall carpeting was replaced by the original hardwood floor. The WPERO staff may miss their big living room, however the return of the hardwood brings back the familiar sounds of indoor sports and appreciation of gymnasium users. Enjoy!

More Bounce



PERI Staff jump for joy as they have a new gym to play with.