



**Tom  
Procter  
Does  
Fairford**

....page 8

**Frank  
Steven:  
Water  
Bomber**

....page 9



*The Comox Valley's Oldest Newspaper.*



# TOTEM TIMES



**19 Wing CFB Comox B.C.**

**VOL 37 NO 12**

**THURSDAY 14 SEPTEMBER 1995**

**COST: PRICELESS**



**The Few**



## United Way Begins

The 1995 19 Wing United Way Campaign is now officially under way. This is our opportunity to help the Comox Valley community. Our campaign started 11 Sep and will run to 31 Oct. The goal for the Wing this year is \$25,000.

This year's Wing Coordinator and Assistant Coordinator are Capt Normand Potvin and Capt Pierre Bouchard. The various unit/section reps will be canvassing all individuals in their sections. The respective representatives are detailed on page 4.

These are the people who will be approaching you for donations toward this very important charity. The Wing goal is to have everyone make a contribution. You are encouraged to contribute with a cash, cheque or a pay assignment. It is important to remember that any contribution, small or large, is vital to the success of this campaign.

Different activity is scheduled to happen during the campaign, participation is the key for reaching our goal.

If you are not sure who your section rep is, or if you think you might have been missed, please contact the Wing Coordinator at local 8119.

The Comox Valley United Way campaign kick-off was on 1 Sep. **TOGETHER WE CAN ACCOMPLISH OUR GOAL!**

## Battle of Britain Parade and Service Heritage Air Park

**1040 hours, 17 Sep 1995**

In attendance: Contingents from 19 Wing, CFB Comox; 888 (Komox) Wing RCAFA; Royal Canadian Legion Branches 160 (Comox), 17 (Courtenay) and 28 (Cumberland); Korea Veterans Association; 386 Sqn RCAC and Band. The following retired officers and representatives from the Comox Valley have been invited: Their Worships, Mayors Alicia Burns of Comox, Ron Webber of Courtenay and Harvey Brown of Cumberland, MGen (retd.) McNichol, Cols (retd.) Ted Gibbon and John Challender, LCol (retd.) Gwynn Mack, Gerrit Van Boeschoten, Sid Burroughs and Al Brown. Attending Chaplains (RC) & (P) and Legion Chaplain LCol (retd.) Duke Warren. The poem "High Flight" will be recited by Group Captain (retd.) "Irish" Ireland, and the parade will be addressed by 19 Wing CFB Comox WComd. Col Brian B. MacLean and Wing CWO, CWO Dennis Dupuis. The Honour Roll will be recited by Tet Walston, Past President 888 (Komox) Wing, Royal Canadian Air Force Association.

The general public is welcome to attend.

### United Way Unit/Section Reps

|                  |               |               |
|------------------|---------------|---------------|
| 407 Sqn          | Capt Nero     | loc 8805      |
|                  | Cpl Tessier   | loc 8417      |
|                  | Cpl MacIver   | loc 8417      |
| 442 Sqn          | Capt Harris   | loc 8866/8116 |
| 414 Sqn          | Cpl Ford      | loc 8931      |
| WPERO, Messes,   |               |               |
| Canex, WCOL      | Sgt Perfitt   | loc 8295      |
| Hospital, Dental | Capt Davis    | loc 8267      |
| WCompt           | Cpl Norlander | loc 8642      |
| 19 AMS           | Sgt Spragg    | loc 8311      |
|                  | Cpl Parker    | loc 8834      |
| WCEO             | Cpl Haggart   | loc 8234      |
| W Fire Hall      | MCpl McIsaac  | loc 8371      |
| WTNO             | MCpl King     | loc 8850/8191 |
| WTELO            | MCpl Laurin   | loc 8565      |
| WEME             | Sgt Bangay    | loc 8724      |
| WATC             | Cpl Leblanc   | loc 8115      |
| WSAMPO, WNBC     | Ls Beaudoin   | loc 8237      |
| WMET             | Cpl Doraty    | loc 8460      |
| 740 Comm Det     | Cpl Melanson  | loc 8575      |
| ABATS            | WO Thomas     | loc 8761      |



## Our Lady of the Sacred Heart Catholic Women's League 19 Wing Comox

Welcome all ladies to Comox. We look forward to meeting you. Our CWL Council participates in many parish, community and "fun" fundraising activities during the year.

Mass is celebrated in the Base Chapel at 7:00 pm before our general meeting, held on the second

Tuesday of each month. You are welcome to participate in our upcoming events. Details of our October Meet & Greet social will be announced later.

For more info contact Margaret Harris 339-5705, Amie Anderson 339-5846 or Base Chaplains Office 339-8274.

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

Chaplain - Lcdr Conrad Verreault  
Office - Bldg 22, north-west corner  
Telephone - 339-8274 or Local 8274  
Secretary - Mrs. Anita Spurrell

### MASS SCHEDULE

Saturday.....1700 hrs  
Sunday.....1000 hrs  
Daily Masses: Tuesday, Wednesday, Thursday.....1900 hrs

### 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 - please notify the Chaplain well in advance.

### CATHOLIC WOMEN'S LEAGUE

Meets the second Tuesday of each month in the Parish Hall after the 7:00 p.m. Mass in the Chapel. President: Amie Anderson, 339-5846

### RELIGIOUS EDUCATION CLASSES

September to May in the Chapel and Parish Hall every Sunday morning at 9:00 a.m.  
Coordinator - Mrs. Marie Rogers, 339-6191

### ST. MICHAEL & ALL ANGLES PROTESTANT CHAPEL

Chaplain's - Maj Charles Massey and Capt Fraser Harvey  
Office - Bldg 22, north-west corner  
Telephone - 339-8273 or 339-8275, Locals 8273 or 8275  
Secretary - Mrs. Anita Spurrell

### SUNDAY SERVICES

0900 hrs Holy Eucharist on the 2nd, 3rd, 4th and 5th Sunday of the month  
1100 hrs Divine Worship on 2nd, 3rd, 4th and 5th Sunday of the month.  
Holy Eucharist on the 1st Sunday of each month

### SUNDAY SCHOOL

1045 hrs each Sunday in the Chapel Annex

### NURSERY

During each Service for children under 3 yrs of age

### CHOIR

Chapels each Thursday at 1900 hrs in the Chapel

### CHAPEL GUILD

Meets the third Thursday of the month in the Chapel Annex. President: Sandy Lloyd, 339-2173

### BAPTISMS AND MARRIAGES

By appointment only - 90 days notice is required.

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10-2pm - 1/2 hr classes for 2-6 yrs (accompanied)

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Fri. evening - 1 1/2 hr Teen Art Night (11+ yrs)

Please call or drop in for our September calendar or for more information regarding classes.

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Watkins

## The Chief says: "I saw Elvis eat a pizza - whole!"

by MCpl Al Banky,  
442 Sqn SAR Tech

OK, so maybe it wasn't Elvis, but it sure looked like him. I remember my first thought when I met Kirk Steeves seven years ago: "hey, check out the guy with the Elvis head!" When Kirk leaves 442 Sqn on 15 Sep, he will be remembered for his friendship, his loyalty, his sense of humour, his fishing and hunting skills, his astounding abilities as an instructor, his always borderline haircuts, his ability to eat a pizza whole (no black olives) and a whole lot more.

Despite being grounded for the past few years, Kirk's list of accomplishments is long. He's the SAR Tech section's and the squadron's longest continuously serving member (nine years).

He's served as a member of the PPCLI and the Airborne Regi-

ment and is a qualified Airborne Pathfinder. When the Gulf War broke out, Kirk was loaned to the Survival School in Edmonton. Because of training he had taken in the States, he was qualified in desert survival and desert warfare. Little known fact: all of the training literature used to train the Canadian aircrews who served in the Gulf was written by Kirk Steeves.

As anyone who has had him as a first aid or survival instructor will know, he has an uncanny ability to teach anyone to do anything. I'm sure the only reason he out-fishes everyone else is because he's taught the fish to bite his hooks. He has also used his knowledge to teach survival to valley high school students.

Despite his versatility, the "system" has decided that it's time for Kirk to retire. The



Mr. Kirk Steeves

squadron will be a different place without him around. He and Dawn will be staying in the valley, where he's started his own charter business: "Thrill of a Lifetime Charters." On behalf of the SAR Tech section and the rest of the squadron, we wish Kirk the best of luck. We'll all miss working with Elvis.

## PMQ Beautification Winners

The results of the 1995 PMQ Association's annual Beautification Contest are in. This year's contest was extremely difficult to judge due to the number of PMQs that had flowers and landscaping manicured for show. The pride that was displayed throughout the PMQs this year was heart warming to say the least and I must pass a "well done" to everyone who put forth the effort to beautify their yard. The PMQ area is broken down into nine Wards for the council administration and these areas were used as a method of distributing the prizes. A Top PMQ was selected from each ward based on appeal and overall

presentation. Two Overall Winners were then selected from that list, along with three Honourable Mentions for PMQs that made the ward decisions difficult. Again, congratulations to the winners and a "well done" to all residents of Wallace Gardens who took the time and spent the effort.

Ward 1: PMQ 7A, Dave & Carole Baker - \$25.00  
Ward 2: PMQ E7, Kevin & Kerry Kilmury \$25.00 and Best Row House - \$75.00  
Ward 3: PMQ 23, Jon & Cherie Scotton - \$25.00  
Ward 4: PMQ 52, Gary & Cathy Blinn - \$25.00

Ward 5: PMQ 71A - Dan & Sandy Pettipas - \$25.00 and Best Detached/Duplex - \$75.00  
Ward 6: PMQ 84, Terry & Karen Barton - \$25.00  
Ward 7: PMQ 102B, Jeff & Tammy Kilpatrick - \$25.00  
Ward 8: PMQ 115D, Phil & Marie Daraiche - \$25.00  
Ward 9: PMQ 116E, Don & Marilyn MacKenzie - \$25.00  
1st Honourable Mention: Ward 1, PMQ 3, Craig & Glena Anderson - \$25.00  
2nd Honourable Mention: Ward 5, PMQ 77, Joe & Gail Gautreau - \$25.00  
3rd Honourable Mention: Ward 7, PMQ 107C, Gary and Carmie Dixon - \$25.00.

## Commander MAG's Farewell Message

As I depart Maritime Air Group after what seems to have been two very short, yet very full, years serving as your Commander, I cannot help reflecting on the many achievements we have realized while working together as a team. While the horizon has always appeared to be full of never-ending challenges and commitments, I believe that when you look back at what we actually accomplished during the past two years, each one of you in Maritime Air Group can be justifiably proud of our many accomplishments, both at home and around the world. Your many sacrifices and long separations from families and loved ones in support of NATO and United Nations activities in the Adriatic and Haiti and on and over the seas virtually

around the world have been both necessary and appreciated.

Together we have made a significant contribution towards meeting Canada's defence commitments here at home and abroad. At home, we have provided routine and extraordinary surveillance of our areas of responsibility, helping to protect Canada's valuable natural resources and national interests. We have assisted in numerous counter-drug operations resulting in record level seizures and we have participated in countless SAR operations. At the same time, we have honed and maintained our very perishable combat skills in both surface and subsurface surveillance. Internationally, we have served admirably alongside our allies in diverse

parts of the world helping to protect Canada's interests and help like-minded nations preserve global stability.

I cannot help feeling tremendously proud of the many dedicated men and women of Maritime Air Group, without whose tremendous effort and enthusiastic support we would not have been able to achieve the many seemingly insurmountable challenges of the past two years. These past two years have seen unprecedented change within the Canadian Forces and Maritime Air Group has not been immune. We have worked hard to re-engineer the way we do our business and I am exceptionally satisfied with your positive response to the changing culture. Your innova-

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## CURLING

at  
Comox Valley Curling Club

FUN AND ACTION  
this winter



### MIXED LEAGUES

Sunday evening 7 pm  
Monday & Wednesday evenings 7 & 9 pm  
Phone Jill 338-9097, 334-4712

### SUNDAY MORNING HANGOVER

Sundays 9 & 11 am  
Phone James 338-7502 or Ron 339-5272

### MEN'S LEAGUES

Tuesday & Thursday evenings 7 & 9 pm  
Phone Jill 338-9097, 334-4712

### JUNIOR CURLING

Register 6 Oct. 7 pm  
Phone Kevin 339-0762

### LADIES LEAGUES

Tuesday evening - rink of choice  
Thursday afternoons 12:30 - 2:30 pm

### NEW LEAGUE

### LADIES BUSINESS LEAGUE

Thursdays 5 - 6:30 pm  
Phone Marcia Stevens 339-0317

LADIES POTLUCK SUPPER  
& MEETING Tues 19 Sept. 6 pm  
All Lady Curlers welcome.  
Please bring a food item for potluck.

### SENIORS LEAGUES

### MONDAY & WEDNESDAY MIXED

Phone Ted 335-1358 or Sally 338-2280

### LADIES SILVER BELLS - 50 PLUS

Thursday 12:30 pm. Phone Kay 338-8550

### THURSDAY COMPETITIVE 10 am

Phone Doug 339-2502, 334-4712

Seniors Registration: 18 Sept. 10 am - 2 pm

### CURLING CLINIC SEPT. 26, 27, 28

Please register. 338-9097, 334-4712

All curling supplies & information 334-4712

Comox Valley Curling Club, Box 3207, Courtenay, B.C. V9N 5N4

## NEXT DEADLINE 22 SEPT NOON

## Junior Ranks Mess UPCOMING EVENTS

Fri 15 Sep TGIF. Pizza at 1730 hrs. Crib starts 1800 hrs.  
Fri 22 Sep Bosses' Night starting at 1530 hrs. Chili and  
buns will be served. One guest per member.  
Sun 17 Sep Sunday Movies: 1900 hrs Kiss of Death  
2100 hrs Hide Away  
Fri 13 Oct Oktoberfest: tickets on sale 18 Sep to 09 Oct.  
Advance tickets \$13.00, \$15.00 at door.

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338-2715

## Demons in the Adriatic

With the turmoil continuing in Bosnia-Herzegovina, 407 Sqn was once again called upon to assist in the United Nations involvement. The task was identical to 407's commitment last year where we were asked to assist NATO Forces in maintaining a 24-hour Armed Maritime Air presence. The task was primarily to assist and defend NATO ships enforcing the UN arms embargo against the former Yugoslavia. The UN activities in the Adriatic are collectively called Operation Sharp Guard. Crew 6 was sent as the 407 Sqn contingent and worked with crews from 415 and 405 Squadrons.

For the most part, our assistance consisted of helping NATO surface forces compile and maintain a surface picture of the area. Specifically, they wanted to know about ships in transit off the coasts of Croatia, Montenegro, Albania and the entrance to the Adriatic between Greece and Italy. Compiling the information was relatively easy. It involved visually identifying and reporting all surface vessels that appeared on either our, or the ships', RADAR. Most contacts were fishing vessels and, since they were of little interest to anyone, little more was done other than to report what they were. Other vessels such as ferries or freighters were more important. For them, we were asked to establish radio communications and interrogate them for their type of load, destination, etc. All the ships were highly cooperative in providing any required information. Other than working through the accents, which were many and varied, there was little trouble in getting the information.

There was little difficulty in meeting our assigned tasks. The trouble came in beating the heat which could rise to a cool 45°C in the sun and drop to about 30° at night, 25° if we were lucky. Keeping the plane cool in this

heat was a challenge. While on the ground, the aircraft windows were covered to keep the sun out until the last possible moment before flight and an external air conditioner pumped cool air in to avoid straining the aircraft's auxiliary power unit. In spite of these efforts, we occasionally encountered equipment problems which degraded our mission capability. RADAR and FLIR were the units most affected by the heat. Our AESOPs managed to work through the difficulties with the RADAR to pick up contacts and the Mark I eyeball took over where FLIR couldn't manage.

We completed 12 sorties, about half of them at night. Sometimes the flights were placed back to back with the minimum of crew rest and it seemed that all we were doing was flying. There were, however, times where we wanted to see more than sand and surf. As for food, we found it more than agreeable and I think that I'm not the only one that gained weight while deployed there. We dined on the local cuisine and drank the cheapest Sicilian wine we could find, the cheapest of which we found came to about \$1/litre. Good



Cmdr Oakley from NATO CALO, Naples came along for the ride to see our operation.

us with something different to do. Toaramina, Agrigento, Lentini, Mt. Etna, and the local beaches were the places most frequently visited by the crew. We visited each place for different reasons. Toaramina for its sights and shopping, Agrigento for the Greek ruins, Lentini to shop for gold for the wives and girlfriends back home, Mt. Etna because it was there, and the local beaches because we wanted to see more than sand and surf. As for food, we found it more than agreeable and I think that I'm not the only one that gained weight while deployed there. We dined on the local cuisine and drank the cheapest Sicilian wine we could find, the cheapest of which we found came to about \$1/litre. Good

Continued on page 10



A "Brownie Run" on the Dutch ship Jacob Van Heemskerck.

## Riverside Wines

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## Meet the new Wing Chief



CWO Dennis Dupuis, CD

CWO Dennis Dupuis has assumed the duties of Wing Chief Warrant Officer from CWO Pat Sarty who retired in July 95. CWO Dupuis graduated from High School in Saint John, N.B. After working as an apprentice printer for \$27/week (44 hours) in Saint John and a few months in Kitchener, ON, he decided to make some real money (\$118/mth) by joining the RCAF in 1966. This was not his first exposure to the military way of life, having spent 3-1/2 years in the Royal New Brunswick Regiment (militia) during and after his high school year.

After boot camp "Air Force style" only nine weeks in St. Jean, it was on to Trenton for basic trades training as a Meteorological Technician. Then it was off on his first posting to Rivers MB (67-71) where he met and married his lovely wife, Sandra, who was teaching Kindergarten at the

## DND School.

Postings followed to CFB Winnipeg (71-75), Canadian Forces School of Meteorology, Winnipeg (75-77), HMCS Algonquin, Halifax (77-80), CFB Edmonton (80-82), DCOS Air/MARPACHQ, Esquimalt (82-86). Promotion to CWO in 1986 brought a posting back to Winnipeg/Air Command HQ as the Command Met Inspector where he remained until 1989 when he was transferred across the field to CFS Met as the School CWO. Prior to this appointment as WCWO he was employed as Air T Cons 161 and Met Tech 121 from 1991.

Making the pilgrimage from Ottawa with Dennis are his wife Sandra and youngest daughter Deneen, who is attending North Island College. His other daughter Lani is married and living in Cold Lake, AB.

## CWO Dupuis says:

I look forward to working on the 19 Wing team on behalf of all the NCMs at 19 Wing by advising the Wing Commander on matters affecting our working conditions and quality of life.

Over the next couple of years, there will be many tough decisions, associated with the downsizing, that will have to be made on both the human and material resource management side of running 19 Wing. Project Glacier will help us to navigate through

this dynamic period. However, the Wing Commander will need everyone's input into this process as the Wing deals with these uncomfortable issues. There will be resistance to change by some - but I feel the team concept (everyone's opinion is important) will go a long way to alleviating the anxieties associated with change.

This should help in achieving the ultimate goal of having the right decisions made the first time.



Support the United Way!

## The Hundred Years' War

by Lloyd Bailey

We often must think that warfare is an aberration, a state of affairs uncongenial to the human psyche. The Hundred Years' War between England and France occurred between 1337 and 1453, a very obscure and long time ago, and yet replete with lessons of human greed and violence so reminiscent of Bosnia and Rwanda today.

There is often talk of no mass warfare, especially no civilian conflict, perhaps a challenge battlefield of warriors from each side, to decide all. That did occur in 1351. That year the English garrison at Ploermel in France was attacked by a French force under Robert de Beaumanoir. To avoid a siege, the garrison commander, Sir Richard Bamfborough, suggested a combat on the open plain before Ploermel between 30 men-at-arms from each side.

Bamfborough told his knights to fight in such a way that people would speak of them in future times in halls, in palaces, in public places and elsewhere throughout the world. They all fought on foot with swords and axes until four of the French and two of the English had been killed and everyone was exhausted.

A breathing space was called but when Beaumanoir, badly wounded, staggered off to find some water, an Englishman aroused the French pride by mocking him. The combat recommenced. It seemed impossible to break the English, who fought in a tight formation, shoulder to shoulder. At last a French knight stole away, quietly mounted his great warhorse and then returned at the charge, knocking his opponents off their feet. The French pounced on the English, killing nine, including Bamfborough, and taking the rest prisoner. So much for recent thought about a chivalrous alternative to modern mass warfare.



Lloyd Bailey

What of the motives for the war? In 1348, the English regarded France as a kind of El Dorado. The whole of England was flooded with French plunder, including many nobles held for huge ransoms and even the occasional French king. Table cloths and linen were seen in everybody's houses. Married women were decked in the trimmings of French matrons. Even the troops' wages were good: a mounted archer got six pence a day, the rate for a master craftsman at home; a foot archer three pence a day, when a good ploughman was lucky to make two pence. It was not the certainty of profit that lured men to service in the war, but the chance, often no more than one in a hundred, of hitting the jackpot.

The Hundred Years' War gave France its current territory. England probably had a better claim to the French throne than did the locals but, being an island apart, could hardly hope to consolidate that claim without mainland support. The eventual imposition of war taxes aroused tremendous civilian hostility in both England and its French possessions. Growing public distrust of the administration of the war made for a lost war purpose by the mid-1400's.

It would seem that modern warfare bears little resemblance to its ancestor of the 14th and 15th centuries. Greed and violence still pertain but the abject plunder of olden times has been replaced by the danger of massive civilian casualties.

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## OFFICE HOURS

Thursday 0900 - 1600  
Deadline Friday 0830 - 1600  
Monday 0830 - 1600  
Tuesday 0830 - 1200

## NEXT DEADLINE 22 SEP

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

## Commissionaire Slim Chapman

Commissionaire Slim Chapman finally set his retirement date. As of 7 Sep 95, after more than 50 years, Slim has been free of the daily routine of working.

Slim started out in 1945 as a tug boat operator working his way up to tug boat captain, touring the big Davis raft and log booms up and down the B.C. coast. In May of 1954 he joined the RCAF as a fire fighter, and retired Dec 1977 as a WO.

In April of 1978 Slim joined the Canadian Corps of Commissionaires and was with the SAMP Flight (B Secur O) for the past 17 years.

During his lengthy stay at the Main Gate he survived two major disasters, one completely demolished the Gate House. Slim was a bit tougher than the Gate House - he survived with many bruises and a broken hip. For the next one he managed to jump to safety, a lesson learned from the first incident. After the second event



Slim Chapman

most would quit, but not Slim - he stayed on for several more years.

Slim has been an active member on the West Coast Trail. Last year he was the main guide with SAMP flight crew, showing the young folk how it was done.

Slim enjoys hunting, fishing and trail breaking. Good Luck Slim from all SAMP flight personnel.

## Ukrainians Meet

Sir,  
The new executive of the Ukrainian Cultural Society met recently to plan their agenda for the coming year. Upcoming events include co-hosting a group of performers from Russia and the Ukraine at Sid Williams Theatre on 30 September, a Christmas Craft Fair at the Native Sons' Hall on 4 November, a New Year's dance at the Florence Filberg Centre on 13 January, guest

speakers from Victoria and other areas, as well as forming a choral group.

The Ukrainian Cultural Society was formed in 1981 as a non-profit, self-funded group to preserve and share a culture with a love of song, music and dance and, of course, food. You don't have to be of Ukrainian background to join our group. All new members are welcome. For more info call 338-0708 or 339-7075.

## Stay out of Handicapped Parking!

To whom it may concern;  
On numerous occasions I have had reason to go downtown in the last year and I am shocked at the way motorists park in the handicapped zones.

The other day I was at one of the grocery stores and found that a small car, with no placard, was parked crossways in two of the handicapped zones with a male loading groceries into the vehicle. I spoke to him and advised him that he was illegally parked. He stated that he did not own the vehicle and continued to load the car. Finally I told him to remove the vehicle or I would get the

authorities to move it for him. The owner finally showed up and moved it.

I have spent years on the police force and feel that the police have better things to do with their time than to look after small matters like this.

I spoke with the owner of the store and advised him of the situation, and he advised me that he did not have any control over the parking spaces and their use. I have also noted similar situations at other locations within the Comox/Courtenay area. Maybe the by-law enforcer might make an effort to enforce this important

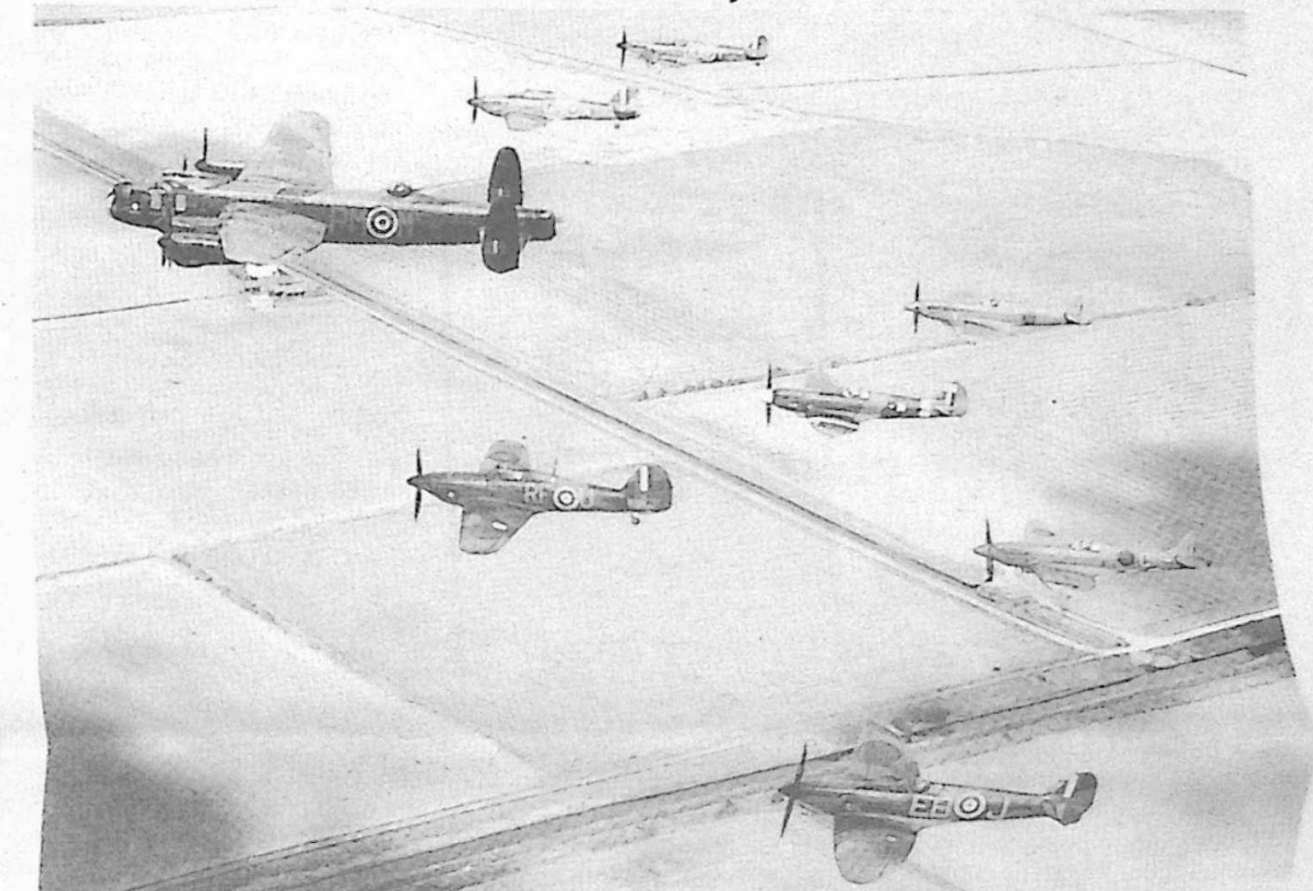
matter. I know that it is very hard on the person who has a parking permit for the handicapped zone, to drive up to the area and find that some inconsiderate person has taken the spot illegally.

I know that in the lower mainland SPARC give the handicapped notes to put on vehicles that they find parked in the wrong spot. This is a courtesy letter to advise the driver of their mistake and the ramifications of it.

It is my hope that this letter will move people to realize that the handicapped must be sure of a place to park.


(Name withheld by request)

## Battle of Britain flyover



Led by a venerable Lancaster bomber, Spitfires and Hurricanes fly over a flat part of England for Battle of Britain Day. The epic battle is celebrated every September.

## NEXT DEADLINE 22 SEPTEMBER - NOON



## For Now and Forever.

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## Off to Adak

with 3 Crew maintenance

by MCpl John Surch

The pending basket is getting full so it's time again for another submission to the Times on behalf of 3 Crew. To start, we have some movement on the crew to recognize. Welcome aboard to Cpl's Brian Comeau and Paul Macmillan, both CRS techs, Brian coming to us from maintenance in Greenwood and Paul hailing from Cold Lake. Brian brings with him six years of radar 2nd line experience so we've gone the extra step and challenged him with a month of tool crib...welcome back to airplanes Brian!

As far as Paul goes, you'll have to speak a little louder to him for the first while, at least until the ringing in his ears stops. You'll find turbo props a bit less painful, Paul. Hope the both of you enjoy it here in cloudy Comox.

With them coming in, we've obviously got a few departures to mention. Off to Bagotville goes Cpl Steve Richard who has, after six years, been paroled. With a posting to a school and the purchase of a new French built home, he leaves us with great anxiety and expediency. Steve passes along farewell to all those he didn't get a chance to speak to prior to leaving. The deal closed on his house and, without warning, he was history.

Congratulations to Cpl Gerry Jomphe who finally got his wish to be moved to maintenance. Just in case you haven't heard Gerry, rumour has it that the servicing crews may end up doing all aircraft cycles so we'll see you back here real soon, I'm sure!

Speaking a new dialect comes to us Sgt Rich Cochrane, direct from the year-long French course. He left an English MCpl and returned a French Sgt. He must have been kissed by a princess while in Esquimaux!

Sgt Ron Mackie, who just recently moved to AMCRO section, has again just recently been moved to 414 Sqn. I'm sure that the fact that he's a self-professed computer illiterate had nothing to do with his short stay in AMCRO. After two gruelling weeks up there he just needed a change!

Anyway, to all those departing, good luck in all your future endeavours and to all those arriving, welcome to the best!

On to other happenings - a

small group of Sqn members recently took part in the 4th annual Comox Valley 24-Hour Relay Race. A word of thanks should be mentioned to all those who participated and those who put up the cash in the form of pledges for this worthwhile valley event. For those who don't know the results, we ran approx. 320 kms over the 24 hours to place us in a very respectable third place. As far as pledge money goes, we collected over \$650.00 for the cause which was enough to be presented the Wing Commander's Baton for the most collected by a military team. I might add that, since its inception three years ago, we have yet to be dethroned in this department. As you can see, this year's run was a great success thanks to all the support realized at Sqn and base level.

## 407 Sqn



### Demon Doin's

Joining the ranks of 3 Crew "crazies" who leap out of perfectly serviceable aircraft is MWO Marseilles. He finally uses his gift certificate for one free jump, given him by his wife last Christmas. Although he seemed to really enjoy the experience I'd be awfully suspicious of that type of gift. I'd check your SISIP coverage for recent changes and get this terminal velocity thing out of your head before it's too late!

Here's a bit of good news - Bob Strutz and his wife just won \$2,300 in the 6/49 two weeks ago. When asked what his intentions were for the money, he mentioned something about taking the crew out to dinner. You might want to ask him about that for a little clarification.

Since our last submission there have been numerous deployments to speak of. Sgt Gary Gasper spearheaded the first

"Fosters-ex" in Australia this year. I'm not sure what this means, but I'm told he bought his very own kangaroo pouch while down south. Personally, I think it's all the good home cooking he's had since strapping on the holy handcuffs of human bondage. Speaking of Gary, to anyone owning a pet don't forget to get all your animal medical needs through him and his veterinarian friend. Congrats on the new business Gary, we all sincerely wish for an outbreak of pinworms!

Just when you thought that ADAM was a thing of the past it has come back to haunt us. Since our last article we've deployed there a number of times with what appears to be no end in sight. If you thought there was little there when the base housed 6000, well you should see it now that there's 600! A word to the wise, if you get a call to go - make sure you speak to either MCpl Greg Fleet or myself to get a good sitrep on the area.

Although it has not yet materialised, 3 Crew got lucky with one person going to Chile in September. Cpl Ron Gaudet has been nominated and is in the process of taking Spanish lessons. Here's a kicker, apparently the Spanish teacher is from Chile and informs us that, predominately, people speak English....WRONG THING TO SAY THE FIRST DAY OF CLASSES!!! With Chile pending we, of course, require a means of derailing the trip, and when I think of that the word "Sigonella" comes to mind. Contingency plans are coming together so standby for a destination change Ron!

Speaking of TD, the longest one this summer has just come to an end. Back to us after two months of "school's out" Ottawa is Cpl John Speerin. Totally exhausted from the gruelling task of commissionaire, he assures us he's ready to work on airplanes again.

Well that's about it for this instalment. A small crib note to add: welcome to our new Wing Commander, Col Brian MacLean. He is an Aurora jockey who, from personal experience, enjoys flying so expect to see him often in or around the servicing desk area.

U.N.T.O.O.H.

## All About Bones

### Supply Signals



The summer weather has been wonderful (except for August) and Supply has been enjoying it to the fullest. We have utilized the Air Force beach facilities for our farewell gatherings, for the enjoyment of all concerned. We have said farewell to more of our Supply family, the latest being MWO Doug Korfman who is on his way to Ottawa; WO (soon to MWO) Reg Lavoie and MCpl Debbie Lavoie, who are off to Edmonton; and Cpl Rob Boisclair who is taking his family and heading back to Calgary. We send out our best wishes to all.

Numerous activities were engaged in, the most strenuous being beach volleyball, and the least strenuous, albeit the most challenging, Bones. Bones? I can hear most of you asking "What is that? Do you play with dice?" This was my reaction as well, but I soon learned all about Bones. It is a very strategic game from the prairies which requires much skill. The playing pieces are horse ankle bones and they are quite expensive at \$150.00 a set. Anyway, to play, teams try to knock down the opposition's bones before their own are knocked down. It is a lot like horseshoes except close doesn't count.

Cpl Joyce Mills was awarded the Bopper award by MWO Korfman (who won it on a real bopper by trying to play volleyball with his face) for knocking down five bones with one shot. After playing this game I was under the impression that the object was to knock the bones down and that five bones at a time was an amazing feat, not a bopper, but it seems that everyone is being very careful to avoid the dreaded Bopper award.

Volleyball went very well and all enjoyed the game except some complaints were heard in reference to beach bunnies being missing. WO Lavoie and his team whined a lot, something to do with team stacking, but when yours is the team stacked, you shouldn't whine, Reg.

Numerous welcomes were extended to those who follow: Cpl Mark Ducharme, Cpl Sheila Au-

coin, Cpl Pierre Boudreau, Cpl Tom Gordon, Cpl Jason Davis, Sgt Frank Kaposvary (alias Kap), Cpl Dennis Bellamy, Cpl Chantal Racine, Cpl Darin Tufts, LS Mike Deveau, Cpl Wolf Theurer, Cpl Greg Forbes, MS Tom Harrison, MCpl Jenny Spence and MS Mitch Scott.

1 Supply Group has implemented many changes. In fact, I am told they have had a complete face lift. It is all extremely hush hush for now and I will have more information at a later date.

Gen Stores is undergoing massive changes still as the mezzanine is being dismantled and the Haz Mat section is erecting new shelving.

Purchasing Section is extremely busy assisting customers with the devolution of budget. Arlene bought a new house and bores the entire Supply section with pictures and stories for weeks. Jacquie Strutz was one number short on the lotto jackpot. Sorry, Jacquie, but you have to come back to work.

Cust Services will be losing their leader, Sgt Dwaine Neustaeter, who will be limping over to POL, and MS Scott will be taking over.

6 Supply Group has shifted to shift work for a trial run and we will let you know how it went next time. They have been extremely busy with a SLAR and 100% stocktaking, with seemingly no end in sight.

POL has finally received the pump for transferring fuel from tank to tank. Jim Wilson will be travelling to Vancouver shortly to attend his only daughter's wedding. Congratulations Jim and keep your wallet handy.

Clothing Stores is rewarehousing and attempting to eliminate the SAC and operate from the MSA. MCpl Dean Battersby and Cpl Roy MacLellan were in Esquimaux to see if any changes can be adapted to our operations. Cpl Holly Parsons is expecting a new addition to her family in approximately six months. Congratulations, Holly and Lorne.

5 Supply Group is also still undergoing changes. Sgt Debbie Humble is leaving to go to the SCO side of the house and MCpl Candy Ford is taking over. They will be extremely busy trying to keep up to the changes with CE in full swing of the implementation stage of Sociotech.

3 Supply Group is having a very busy time dealing with new major equipment but we are assured that John Miles will work it out. Cpl Al Reindeau is now working here and is the POL dispatcher.

Data Control is now working Continued on page 16

## 442 Sqn

### Delusion Peak

and other rescues



The summer months are always our busiest, and this August has been no exception. The following are just a few of the missions that kept the air and ground crew busy in the past few weeks.

#1 Cape Lazo: Rescue 318 escorts four vessels to sheltered water.

#2 Sechelt: Rescue 318 deployed two SARTechs to investigate a barge that had run ashore and still had both engines running at full power. The crewman was found unconscious in the wheelhouse. The situation was secured, no serious injuries.

#3 Delusion Peak: Rescue 452 located two hikers on Delusion Peak near Mt. Waddington. One hiker was injured and unable to complete the journey down from their 8100 level. Rescue 312, enroute to retrieve four SARTechs from a Mt. Waddington climbing exercise, responded swiftly and both hikers were hoisted aboard.

#4 Steveston Island: Rescue 318 was tasked to assist in retrieving two persons in the water near Vancouver Airport. The situation was secured by the authorities while the Labrador was enroute.

#5 Lasqueti Island: Rescue 310 medevacs two patients and four next-of-kin from Lasqueti Island to Vancouver following an automobile accident. Rescue 451 provided illumination and comms from above.

#6 Campbell River: Rescue 310 searches for possible person in water. Nothing found.

#7 Schwartz Bay: Another search for a possible man overboard on the ferry. The Buffalo and Labrador were stood down when the man in question was found still on board.

#8 Kyuquot: Early morning medevac for the crew of Rescue 310. A patient suffering from burns and fractures to the face and mouth was transported to hospital in Victoria.

#9 Comox: A Buffalo training crew pinpointed a crash site 16nm south of Comox, after picking up the ELT signal. Rescue 312 hoisted three SARTechs to the wreckage, a Cessna 172 with four people on board. The two survivors were recovered and taken to St. Joseph's Hospital.

#10 "Out to Sea": Buffalo 451 provided top-cover for the Lab when an injured man was treated and hoisted from the vessel "Sammi Aurora," 180 nm off the west coast of Vancouver Island. The patient was taken to Port Hardy, and then medevaced by Buff to Victoria.

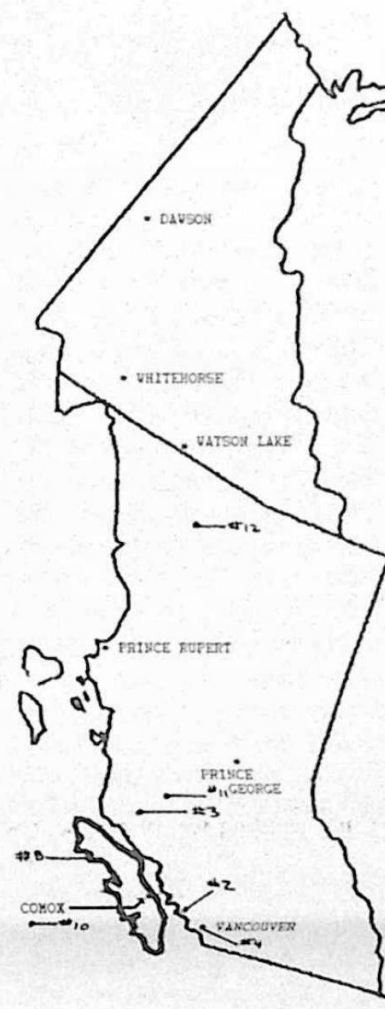
#11 Kleena Kleene: A crowd of people watched at One Eye Lake as a small aircraft with one person on board crashes into the water after take off. The SARTechs did a dive at the crash site and determined that the pilot had not survived.

#12 Fort Nelson: Rescue 451 launched late in the evening to search for an overdue aircraft and its one occupant. After several hours in the air using night vision goggles the crash site was eventu-

ally found and reached on foot by the SARTechs and RCMP. The uninjured pilot had left the crash site, and was found by the ground search party less than 1 km away.

ELT False Alarms: 18 Aug Revelstoke, 19 Aug North Pender Island, 25 Aug Clearwater, 30 Aug Cranbrook.

Vessels in Distress/Overdue: 18 Aug "Twilight Dairy" - Ucluelet, 26 Aug "Lunott," 3 Sep Ruby Lake - vessel on fire, 4 Sep "Thompson."



## 19 Wing Shows How

### Practical Rescue

Over 40 delegates from 20 countries recently came to 19 Wing to see how Canada conducts search and rescue operations. The delegates from Central, South and North American countries were here as part of the System of Cooperation Among the Air Forces of the Americas Conference (SICOFFA), an organization whose acronym is almost as difficult to remember as the phrase for which it stands. The senior air force officers were staying in Victoria for most of the conference but came to Comox to see the only search and rescue unit west of Winnipeg.

The aircrew and SAR Techs of 442 Sqn didn't disappoint them as they demonstrated their flying, para-drop and paramedical skills for the captivated audience. As SAR Tech MCpl Al Banky led the

crowd through the exercise, a SICOFFA translator interpreted his words for the largely Spanish-speaking group. "Wounded" personnel were found from amongst the summer OJTs on base, who all put maximum effort into their work.

Air Transport Group Commander BGen Bert Proulx was the chairman of this year's conference, officially representing Air Command and the Dept of National Defence. He praised the work of SICOFFA and emphasized the essential international character of search and rescue work and the need for countries of the world to share SAR expertise and experience. "Saving lives isn't about borders or boundaries," said BGen Proulx, "it's about getting the job done."

### Just Checking



MCpl Dale Robillard simulates the administration of first aid on a crash "victim." The demonstration was staged for the benefit of a group of international SAR specialists. The senior officers were here as part of the System of Cooperation Among the Air Forces of the Americas (SICOFFA) Conference.

### Master of Ceremonies



No, 442 SAR Tech MCpl Al Banky is not trying to face down a group representing the Air Forces of the Western Hemisphere. The officers from South, Central and North America were watching a SAR display while Banky delivered a running commentary and a translator (back to camera) interpreted his words in Spanish. The SAR demo was just one aspect of the SICOFFA Conference which came to 19 Wing on 16 Aug to see the only SAR squadron west of Winnipeg.

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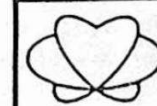
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## Airshows, Nostalgia and All That Tom Procter at the International Air Tattoo 1995, RAF Fairford

Continuing with my report on the 1995 airshows in England: the weekend after the Flying Legends show at Duxford was the Victory Airshow and International Air Tattoo at Fairford, near Swindon in Gloucestershire. This event took place on 22 and 23 July, 95, organized by the Royal Air Force Benevolent Fund, and takes place in July every year. The best way to visit the show is by car or rail to Swindon and then by shuttlebus to the airfield.

I attended the show on three days - Friday, Saturday and Sunday. The Friday visit was rather quiet - lots of arrivals, a few departures, a few rehearsals, but all rather tame stuff compared to the show days proper. The main theme for IAT 95 was "Skytanks", celebrating the giant flying gas stations in the sky. Two VC10s flew by with two Harriers hooked to the refuelling drogues of the first a/c and two Jaguars on the second a/c. This was followed by a formation of five C130 Hercules, tanker configured. Two Canadian a/c were attending and were included in the static display - a Boeing 707 and a C130 Hercules. I visited the 707 but, as there were about 400 aircraft on the field, I never found the CF Hercules. Also, static displays were somewhat overshadowed by the flying display which ran continuously from 1000 to about 1830 hours both flying days.

The flying displays were amongst the most spectacular that this writer has ever had the privilege of viewing. The programme consisted of 14 aerobatic teams with the RAF Red Arrows and Patrole Swiss flying on both Saturday and Sunday. The opening displays started with a drive by of emergency services: ambulances, fire tenders, mules, tow vehicle and various support services, a nice tribute to the ground support staff that often are unseen but without whose keen participation the show would not get off the ground. This was followed by nine TS-11 Iskra, Team Iskra of the Polish Air Force on Saturday, and by six L39 Albatross, the white Albatrosses of the Slovak Air Force. Both formations performed well; later on in the day the Slovak Air Force flew a MG29 Fulcrum solo act in which the pilot demonstrated the Cobra, a very impressive manoeuvre which starts with a vertical climb out from the centre of the field up to about 5000 or 6000 feet, the power is pulled off and an eerie silence settles and all you can hear is the gasps of astonishment. In this silence the MIG goes on coasting up vertically for between 1500 and 3000 feet, where a stall occurs. A vertical stall is quite dramatic even if you are only watching from the ground. The nose comes down rather smartly on a MIG 29 but this pilot had lots of confidence in his a/c and his

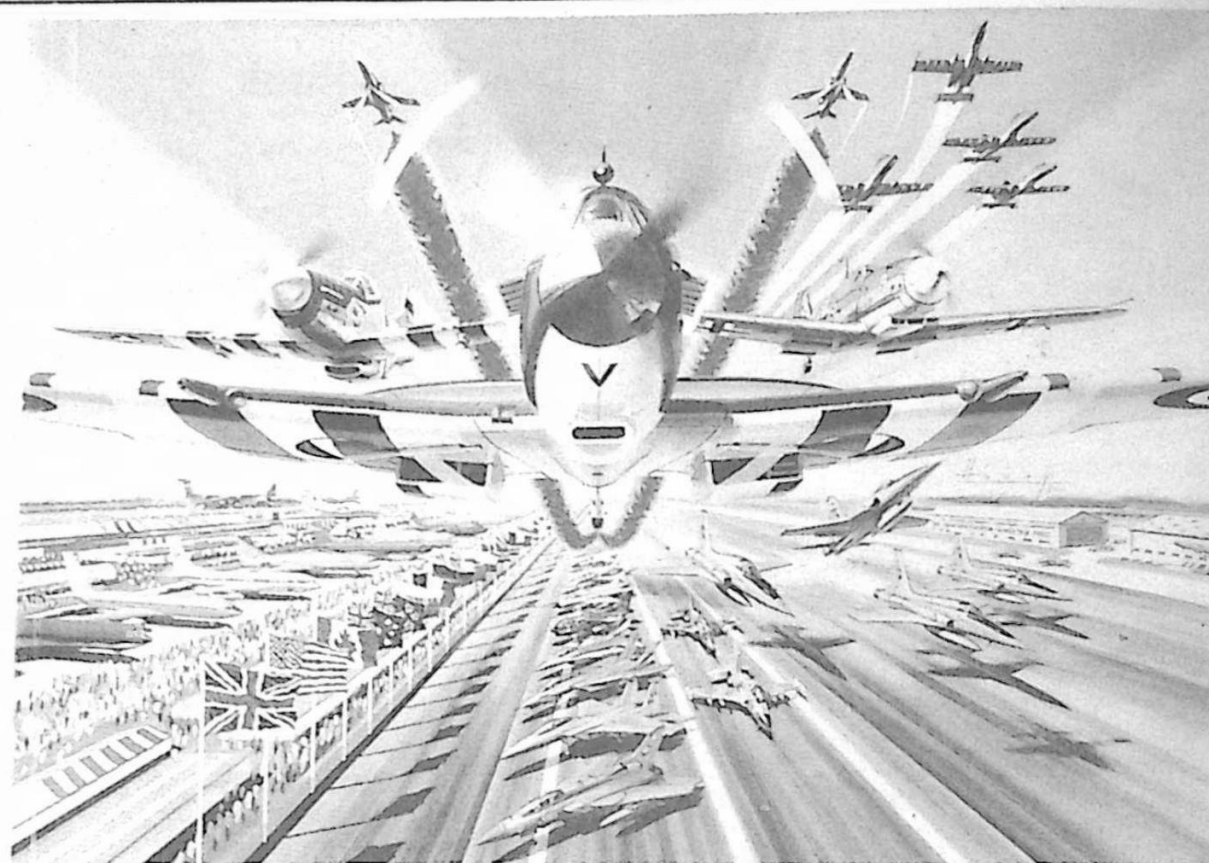
own abilities and it seemed forever before he put power on and pulled out of a rather stiff dive at about 3000 or 4000 feet. This brings a rather succulent remark from the commentator which runs something like "This is a manoeuvre which is unlikely to be found in any flying manuals. Of course, this manoeuvre can be done in a Jaguar, but you can only do it once." Another interesting fact about this a/c is that it is all mechanical control of the flaps, rudder, elevators, etc, with no fly by wire or electrical and computer assists.

The next item is the Hendon Heritage "Attacking the Fort." A sackcloth fort of some considerable size had been placed in the middle of the airfield and the fort is convincingly shot up by 1914-18 and 1930s biplanes of the Shuttleworth Collection, from old Warden aerodrome near Cambridge. Participating a/c were a SESA, a Camel, a Gloster Gladiator, an Avro 504K, a Hawker Hind, Avro Tutor, and a Fairey Flycatcher. The pyrotechnics, sound flashes and smoke were most impressive and greatly enjoyed particularly by the children in the audience. The title of Hendon Heritage stems from the very first airshows held at Hendon Airfield North London on 1 May 1911. On that occasion a correspondent of the day described it as, "centuries of strategic doctrine destroyed by a sandbag," when a 100 lb. bag of flour simulating a bomb was dropped on a warship shaped target. Hendon is now mainly built up into residential areas but the RAF Museum, the best collection of aviation artifacts in the world, still occupies the Grahame-White hangars, and the Bomber Command and Battle of Britain Museum is located there.

The tube station for Hendon is Collingdale, 40 minutes by Underground from Central London.

Now back to Fairford: The next event was "Cadbury's Crunchie," two Boeing Stearman a/c with two shapely wing walkers: they were super - and in the excellent weather it was a real pleasure to watch. Following this act were flybys for a while. Two Fairey Swordfish Stringbags from Yeovilton, the leader trailing a white ensign from the rear cockpit, followed by a Westland Lysander, a Bristol Blenheim MkIV, a DeHavilland Mosquito from British Aero Space. Next, a formation of three a/c, made up of two De Havillands - a Mk6 and a T11 Vampire, accompanied by a Hawker Hunter T7. These three a/c belonging to the Royal Jordanian Historic Flight from Bournemouth Airport. 1995 is also the 21st birthday of the British Aerospace Hawk Trainer a/c, so the Hawks of several nations participated.

The next soloist was a BAE Hawk from 19 Sqn RAF Valley. The pilot put on a spirited per-



Front cover of Fairford Tattoo Brochure (ideas for Comox 1996?) Inset: Tom Procter.

formance and was followed by four SUD Alouette III helicopters of the Royal Netherlands Air Force. Next came the Skytanker flypast, consisting of three VC10 KC3/4 from 101 Sqn RAF Brize Norton, a Lockheed Tristar KC1 from 216 Sqn, a BAC VC10 CIK 10 Sqn Brize Norton, followed by five C130 Hercules tankers from 57(R) Sqn, which I believe is the OTV Sqn at Lyneham for the Hercules crews. The VC10s and Tri Stars were accompanied by what we could literally call hangers-on in the shape of two Tornados, two Harriers and two Jaguars hooked up to receive fuel and flown at (my guess) 3000 +/- altitude! Next, a Hercules performed a short field landing, unloaded two Landrovers loaded with infantrymen who roared off to attack the fort. Meanwhile, the Hercules backed up, executed a 360° ground turn, and took off smartly with a low level departure - all within four minutes of landing.

This was followed by a BAE Harrier GR7 from 3 Sqn RAF based at Laarbruch in Germany, then the RAF Red Falcons parachute display team did a fine job of dropping in on a dime directly in front of the grandstand. Next came the Spanish Air Force display team flying six CASA 101EB AV10 jets with the team "Patrulla Aguila." These seniors put on a super show. Next, a solo act: an airsea rescue Westland Wessex from 22 Sqn RAF Valley, which was impressive. This was followed by three solo displays, a Bell Jet Ranger, an Alenia AMX Centaur and an Alenia G222, the latter two being Italian Air Force aircraft. This was followed by three Mk MI 24 Hind display team helicopters of the Czech Air Force. These machines are of Soviet Russian origin. They are certainly the meanest looking aircraft I have seen in a long time. They put on a good show considering the size of the helicopters.

The next section of the show was called Proud Heritage and was flown between 1400/1500

This part of the display commenced with the RAF Red Arrows' nine BAE Hawk T1A formation display. The Red Arrows are presently based at RAF Scampton but are due to relocate under the UK scale-down of forces, under "Options for Change." The Red Arrows put on

a most impressive display. My best memory is a seven a/c formation flying along the runway at about 200 feet trailing red and white smoke with the two soloists barrel rolling around the smoke whilst trailing blue smoke. I found it hard to believe I had seen it correctly but, after reviewing my video recording, it happened as described.

The Red Arrows were followed by a BAE Harrier from 20(R) Sqn at Wittering: vertical landings, vertical takeoffs, sideways, and rearward flying were well demonstrated by this remarkable aircraft. The next two displays were a Sepeca Jaguar from 16(R) Sqn and a Panavia Tornado F3 from 56 Sqn at Coningsby. This was followed by a flypast of the Euro Fighter EF2000 which did a slow flypast followed by a faster flyby, with a gentle bank to show off its upper surfaces. This a/c was announced as a "Fly By Wire" a/c and, like the B2 bomber and F117, is aerodynamically unstable without its computerization.



The Eurofighter

The remaining part of the programme was the best of IAT, which started with six Northrop F5E Patrouille Swiss, the Swiss Air Force Display Team. On previous occasions I had seen the Swiss team perform with the Hunter a/c and I felt that this year with a new (different) aircraft they were playing things cautiously. Next up were three solo a/c - a F16 of the Royal Netherlands Air Force, followed by a French Air Force Dassault Mirage 2000C which put on a spectacular performance - tight turns, loops and rolls - an impressive display.

Next, the Rockwell B-1B USAF from 37th Bomb Sqn, slow and medium speed fly-bys with lots of noise. This was followed

by a five a/c formation, the team "Duha" from the Czech Flying Sukhoi SU 22 Fitter K a/c. They put on a good show for about 20 minutes. Most of the formation displays were between 20-25 minutes. Other participating teams were nine a/c from the French Air Force, Dassault Alpha jets, the Patrouille De France, who conducted a polished show. Next, the Italian Air Force Frecce Tricolori Aerobatic team put on a super display flying 10 Aermacchi MB339 Pan, taking off and landing in two five-ship formations, they flew a super good show and trailed the red, white and green smoke in excellent weather. The Tricolori, along with the RAF Red Arrows, in this observer's estimation, were the stars of the show.

Another solo display worthy of mention was the Swedish Air Force's Saab AJSF37 Viggen. This a/c, like the Euro Fighter, has a canard wing forward of the main wing. The solo performance was very tight and a spectacular finish with a short field landing, backing

up under own power and executing a 540° ground turn in a turning radius which appeared to be somewhat less than a London taxi turning circle.

Another event of note was the arrival of a Concorde to drop off passengers for the show early on Saturday morning, departing about 20 minutes later, and I can assure you the landing and take off of a Concorde from close up is very impressive. This a/c was a British Airways craft.

AF18 Hornet from the USN, a Panavia Tornado from the German Navy, then a super good solo performance by an Italian Army Aviation Augusta A129 Mangusta. I can best describe this as

Continued on page 12

## Flying the Neptune Water Bomber

by Frank Steven

Summer is a time to be in contact with old friends and this one was no exception.

A visit with a long-time friend, going back to stations Gimli and Moosejaw when we were instructing on Harvards, set us to reminiscing about our time together in the early '70s flying a much larger aircraft under an even more demanding regime.

It is perhaps a little known part of Canadian and, particularly Comox, flying history that the P2V or Neptune operated by 407 Sqn had a brief civilian role in 1972/73. The Neptune went back to the front line, this time with a mighty load of fire retardant, splashing around where torpedoes and depth charges once poised, for an entirely different kind of kill - forest fire suppression.

I had been the Operations Manager and Chief Pilot for the Flying Fireman Company of Victoria since 1966, perhaps I was one of the original "double-dippers," as I was still in the RCAF until 1970. The company was owned by Alec Davidson, ex-Fleet Air Arm, who had been flying Avenger bombers before forming the Flying Fireman. The company had purchased Canso 060 from Crown Assets. It had been retired from my old unit, 121 C&R Vancouver, in 1960 when we had re-equipped with the Albatross flying boat. Alec and I met at the Victoria airport when stopping there during a boat school training session and he asked me if I would take over as Operations Manager in order to validate his company licence and also to train his pilots. Unfortunately our friendship was cut short a year later on 16 July, 1967, when he crashed fighting a fire on Mount Finlayson near Victoria. Paddy Moore, an ex-407 pilot, died also in the crash.

In 1968 the company was run by Alec's widow but the following year she sold to an American, Richard Rhude of Seattle. I continued in the same capacity, recruiting some friends from Canso and Albatross days. However, by 1970, when I had retired from the service and taken over full time in Victoria, competition was becoming fierce, with Conair of Abbotsford acquiring A26's and Douglas DC6's. Flying Fireman felt that the Neptune would be the answer.

Crown Assets originally had been responsible for the 21 Neptunes parked in Saskatoon when they had been replaced by the Argus. Eighteen of them had been broken up for scrap as it was felt they would pose a threat had they been sold to a third world country. However, three were not considered a danger so we purchased them in October 1971. That was the easy part of the whole operation. Ferrying the first would require finding an ex-Neptune pilot, not an easy task as he would be

asked to fly subsequently on bombing missions. I was fortunate in getting my friend from Harvard days, now just retired from the service and 407 Sqn. Earl Smith was excited about the project and willingly came on board.

Time was of the essence as 1 May 1972 was the start of the fire season. My log book entry shows we departed Saskatoon for Victoria on 24 November, with winter solidly on us. Ex-Airforce Neptune 013 was now civil registry CF-MQW. Because of an approaching front the initial flight test was short - gear and flaps worked, engines performed, compass unreliable - no time to swing it and no navigation equipment. It would be strictly "hands and knees" through the passes. We learned a good lesson. Wait for good weather. Earl was used to over-water flying but the mountains were my bag. Even so it took 7.9 hours with three RON's (remain overnight). Lethbridge, Castlegar, Penticton and, finally, Victoria on the 28th. In Castlegar, four inches of snow covered the aircraft in the morning. There was no equipment capable of removing this so brushes, ropes, ladders and a number of keen volunteers got us on our way.

On 5 December '71 it was off to Medford, Oregon, via Port Angeles, to pick up the U.S. ferry permit. Chico Air of Medford would complete the tank modification since they flew P2V's on



Frank Steven

contract to the U.S. Forest Service.

On our return from the States, we learned that number two was ready in Saskatoon. The lesson learned previously was taken to heart and for the next 12 days meteorological reports and forecasts were carefully scrutinised. A window presented itself on December 18 giving a ceiling of 10,000 feet over the Rockies and reasonable arrival conditions at Victoria until approximately 1400 hours. Earl and I flew up in the company Turbo Commander, flown by Bud Rhude, departing

## Nostalgia



Line-up of 407 Sqn Neptunes in the late 50's. Note CF-100s of 409 Sqn.

## Splat!



Converted Neptune water bomber dumps a load of fire-retardant chemicals on Victoria Airport in a forestry demonstration on April 7, 1971.

A week later CF-MQW was flown to Medford as #1 was ready for flight test, having completed the tank installation. All went well with these tests and she was back in Pat Bay on 1 February. Here she would complete the rest of the refit, such as a new radio and navigation package. Flight testing by MOT test pilot Seth Grosmith and also evaluation of the water drops were carried out. By 1 May '72 Neptune CF-MQW was placed on operational standby. However, she presented a totally different appearance now. Gone was the long tail boom or "mad" gear housing. Gone also was the large rounded radar dome underslung on the fuselage behind the nose doors. The bomb bay doors which once retracted flush with the fuselage were now replaced by the water tank extending below the fuselage and presenting a squarer silhouette. Gone too was all the military electronic gear which jammed the interior when she flew in Maritime Command.

The twin engined PBY5A Canso flying boat, mainstay of the Flying Fireman fleet, carried an 800 gallon load which could be scooped off suitable water areas or taken on board at an airport. The Neptune was land-based only but carried 2600 gallons, more than the equivalent of three Cansos. The 2600 gallon payload could be rammed aboard in six minutes under pressure through a

single 3-inch port. It also had four engines, two Wright 3350's, piston engines and two Allison jets, pod mounted outboard of the reciprocating engines. Apart from delivering a much greater load than the Canso, it was twice as fast in the air in a business where speed counted. It cruised at 250 mph compared to the Canso's 125 mph. The Canso came in at about 110 mph to drop its load, the Neptune to 140 mph.

The increased safety in manoeuvring the Neptune was significant in water-bombing. We always made the run-in with all four engines. Should a piston engine fail, the load was dumped and an initial climb rate of 3000 fpm could be attained on the remaining piston and two jets. Roll rate and angle of bank was also a significant improvement over any other water-bomber then in operation.

I recall a demonstration we performed for the B.C. Forest Service in Castlegar during June of '72. We were dropping water parallel to the north runway, the program was to approach and demo an abort and overshoot for another attack. On the go around a tight turn and climb was made in the narrow valley with a full payload. The aircraft performed easily in a climbing turn at 45 degrees angle of bank. The subsequent full drop on the airfield was impressive indeed. Bear in

mind this aircraft was designed with a wing for low level submarine attack. However the DC6, which Conair was demonstrating after us, tried that same thing but, with a transport wing, fell out of the turn. To avoid disaster the pilot had to level the wings and overshoot up the narrow valley of the Kootenay Lake to the north. The climb and turn-around took four times that of our machine and in a business where time is all important this was admirable proof of the Neptune's capability.

The B.C. Forest Service was, of course, very thorough when evaluating a new bomber for its fire suppression contracts. In the early 70's it was committed to the initial attack method. This meant, for the most part, land based, fast cruise aircraft capable of carrying large loads which could be divided into partial loads and dropped in series. The Neptune tank was divided into six compartments so a number of combinations could be selected in the cockpit, depending on the wishes of the bird-dog officer, a forestry specialist flying in a lead-in or spotter plane. Most attacks were made at close to all-up weight of 80,000 lbs. The retardant alone weighing close to 30,000 lbs. The bird-dog aircraft therefore had to be fast and highly manoeuvrable also to lead in the big bird and climb to watch and

Continued on page 12



# ONE KEY TO HEALTH — STAY COOL!

No doubt about it — life in the CF is stressful. How you react to stress and how you handle it will have an influence on your health.

Stress does have a bad reputation, but a certain amount of it is essential to well-being. Some types of stress are actually good for us. Anticipation of a positive event, excitement, and extreme happiness are positive "stressors." On the other hand, fear, anger, and guilt, are negative ones.

Regardless of the nature of stress, the body responds to it in a number of ways. There is an increased release of adrenaline into the blood stream, muscles tense, breathing quickens, and heart rate and blood pressure rise. This reaction, known as the "fight or flight" response, was important in primitive times when physical activity was crucial to survival. People did, in fact, fight or flee.

This innate physiological response to stress is still within us, but now we are more often denied the opportunity of having a fight or taking flight. Repeated stress, if unresolved, can lead to serious problems.

Early signs of unresolved stress include sleeplessness, headaches, irritability, depression, and fatigue. When poorly managed over a long period of time, stress can lead to health problems such as high blood pressure, ulcers, and heart disease.

The way to prevent problems is not to avoid stress entirely (which isn't possible anyway, especially in the CF), but rather to harness it and know your limits. This means identifying the negative stressors in your life, and learning how to cope with them effectively.

There are many things you can do to help manage stress. Here are a few suggestions:

- Balance work and recreation.



Enjoyable leisure-time pursuits help restore energy and enthusiasm.

• *Accept what you can't change.* Find things in your life that you do have control over, then pursue them in ways that suit you.

• *Set priorities. Don't rush.* Try to accomplish things in a logical manner and in a reasonable length of time. If your position in the CF means you have subordinates, be sure your demands on them are realistic.

• *Give (and receive) feedback.* Provide feedback to members in your charge. Recognize their efforts and their accomplishments. And ask for feedback on your own work. You can then gauge your performance and know where you could improve.

• *Discover coping strategies that work for you.* These may include regular physical activity, meditation, and various relaxation techniques.

• *Prepare yourself for stressful situations.* Overseas missions and extended periods of time away from home can be particularly stressful. Learn more about these experiences by talking to CF members who have gone through them. This will help you deal with them more effectively yourself.

For other practical tips on dealing with stress, pick up a copy of the CF booklet, *Stress and You*. You can get one through your unit medical staff.

Problems always seem worse when you keep them to yourself, so be sure to discuss things that trouble you with a trusted friend or relative. And don't hesitate to talk with CF medical personnel if you feel professional counselling would help.

**STRENGTHENING THE FORCES**

## More Demons

Continued from page 3

wine if you didn't mind the anti-freeze after taste.

As previously mentioned, driving in Sicily was an experience, to say the least. Few Italian drivers seem to care about one another, or themselves for that matter. As a result, they sped and cut one another off as if they were wearing blinders. It wasn't uncommon to see them run through stop signs oblivious to who had the right of way. This attitude, combined with the narrowness of the streets, made driving in Sicily an adventure.

One particular incident from a visit to Toaramina comes immediately to mind. The town is built on a 45° slope overlooking the ocean, the effect of which reduces the amount of room in which the Toaraminans have to build their roads. Actually, I think the roads were built long before cars existed. Many of these streets are barely wide enough to allow two cars to pass side by side between the encasement of buildings. If cars were parked at the side of the road, then it was reduced to a single lane in which the cars had to take turns passing through the area. On this particular day a wrong turn as we were trying to

Author presenting Lt. Giovanni Stoppani with a small memento of appreciation for his squadron's hospitality (the aircraft is the Italian MPA, an Atlantique).

find our way out of the city found us descending a steep, narrow road and rounding a hairpin turn to discover a dead end overlooking a drop off. No problem, we would just have to back up and turn around at the first place available. This would have been hair raising enough had the van's wheels had any grip on the road surface. The half dozen attempts required to extricate ourselves took a year each of our lives. In the end Capt Tabard proved that European driving skills are inherited, not learned, and he freed us in a cloud of smoke, with an up-close view of the drop off thrown in to boot.

We worked hard on the deployment and we enjoyed ourselves as much as we could while

Greek ruins in Agrigento, southern Sicily.

being away from home. All in all, I would say that the experience was agreeable and, given the opportunity, I would return.

Just a last note to MCpl Touhy - seat 21 is getting cold, and to Capt Saville - congratulations for the winning bet. Maybe you'll buy us all a round with the money.

## NEXT DEADLINE 22 SEPTEMBER NOON

### OFFICERS' MESS MEET & GREET

PRESENTS

COME OUT FOR A DINNER AND DANCE  
AND WELCOME OUR NEW MEMBERS

#### MENU

BBQ'D CHICKEN OR STEAK  
CORN ON THE COB  
BAKED POTATO  
SALAD, ROLLS, SWEETS

AFTER DINNER DANCE AND BE ENTERTAINED  
BY ECHO A HOT TOP 40 BAND FROM VANCOUVER

DRESS IS CASUAL  
(including Jeans)

#### COST

NEW MEMBERS FREE  
MEMBERS \$5.00  
GUESTS \$10.00

TIME 1830 HRS  
RSVP BY 18 SEP 95  
TO MESS MANAGER



Echo 22 SEP 95



## Legion Log

BRANCH 17 COURTENAY 334-4322

### REGULAR EVENTS:

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

15 September.....VESTED INTEREST  
22 September.....WYLIE & THE OTHER GUY  
29 September.....NORM'S COMBO

EUCHRE.....every Monday night 7:00 pm  
PUB DARTS.....every Tuesday night 7:30 pm  
FUN CRIB.....every Wednesday night 8:00 pm  
FUN DARTS.....every Thursday night 7:00 pm  
SUNDAY CRIB TOURNAMENT - 24 SEPT.....1:00 pm  
BARGAIN DAY.....every Wednesday, all day  
BBQ LUNCH SPECIALS.....every Weds & Fri 11:30 am - 1:30 pm

GENERAL MEETING: Tues 26 September, 7:30 pm

SPECIAL EVENTS:  
FALL AUCTION - 14 October, 1:00 pm. Please bring your donations to the Branch. Proceeds go to Legion charities.

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:

Sept 15.....SHABOOM  
Sept 22.....WILD RIVER  
Sept 24, Sun 2-6 pm.....WYLIE & THE OTHER GUY  
Sept 29.....VESTED INTEREST  
Oct 6.....WESTWIND  
Oct 13.....HIGHWAY 19  
Oct 15, Sun 2-6 pm.....WYLIE & THE OTHER GUY  
Oct 20.....CONTINENTALS  
Oct 27.....NORM'S COMBO

Sun afternoon, 22 Oct: special show & dance featuring LINDA JONES in the Upper Hall commencing at 2:00 pm. Tickets \$15.00 per couple. Open to all Br. 160 LA members & their bonafide guests.

### REGULAR EVENTS:

SUNDAYS.....Lounge Hours 12:00 Noon to 7:00 pm  
MONDAYS.....LA Drop-In Bingo, Upper Hall, 7:00 pm  
WEDNESDAYS.....Navy League Drop-In Bingo, 7:00 pm  
THURSDAYS.....\*1st Br. 160 Exec. Mtg. Upper Hall, 7:30 pm  
\*1st L.A. Executive Meeting (as required) 7:30 pm  
\*2nd L.A. General Meeting, Upper Hall, 8:00 pm  
\*3rd Branch 160 General Meeting, Upper Hall, 8:00 pm

FRIDAYS.....TGIF, Meat Draws in Lounge, 3:00 - 6:00 pm  
Dance (normally downstairs unless advised)

SATURDAYS.....Meat Draws in Lounge, 3:00 - 6:00 pm  
Hall Rentals or requests for Special Functions: Please contact Ken Seymour in office, Mon - Fri, at 339-2022.



### O.M.L.C.

Welcome to our annual  
Meet & Greet  
Fine Wine & Sweet Cider tasting  
Wednesday, 20 September  
7:00 pm for 7:30 pm  
Complimentary appetizers  
Door prizes - raffle - 50/50 draw  
\$5.00 per person. Paid members free  
See you there!

Bored with Barracks?  
Nothing on the Tube?

Paperback Book Sale  
(Mostly for men)

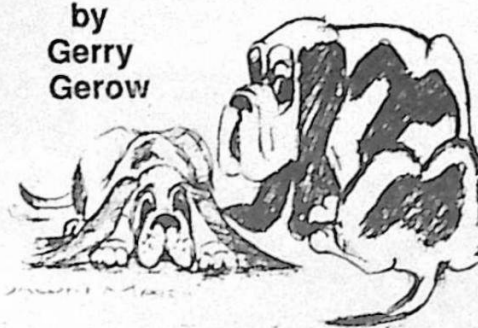
35 cents each, 3 for a dollar

Come in when we're open  
at the Totem Times

NEXT DEADLINE 22 SEPT  
NOON



Dog  
Talk  
by  
Gerry  
Gerow



### Sporting Dogs

Why don't we talk a little about the dogs that the Canadian and American Kennel Clubs both refer to as "Group 1, Sporting Dogs." Mankind's first reason for domesticating dogs was for help when they were hunting. Much later, when hunting became sport rather than a means of subsistence, they began to refine their sporting dogs. Before gunpowder came into vogue, there were two main methods employed to take feathered game. These were the falcon and the net.

In these thrilling days of yesteryear, hunting was the prerogative of the nobility. They kept extensive kennels, with kennelmasters and handlers to work the dogs. The primary dog when using falcons was the Field Spaniel. Some were big and some were small. The larger were used in the cover to "spring" game into the air, hence they became known as "Springing Spaniels." The smaller were used in the hedge-rows to hunt woodcock and became known as "Cocking Spaniels." Thus today's names of Springer Spaniels and Cocker Spaniels.

When using nets, the wont of the Springer to flush the game just wouldn't do. For this purpose the Setters were developed. They would "set" or "point" at the covey in the field, until the hunter could approach and cast his net over the birds, sometimes over the dog as well.

In neither of these methods of hunting was there much call for retrieving skills. Therefore, even today, these animals are not strong retrievers. But then along came gunpowder. Dropping a duck over water required some method of retrieving it. While these wealthy hunters no doubt had peasants with boats to do the job, it was cumbersome and time consuming. Better to have a dog do it for you.

In those days, adventurers and sailors would come to the new world from the "old country" and bring dogs with them. Later, when they returned home, they would simply abandon the dogs to the wild. Mother Nature evolved these dogs into having the hunting and retrieving skills needed to survive. When it was noticed that these dogs possessed the skills needed by waterfowlers in Britain, it was natural to take some of them back and develop them further. Thus we saw the evolution of dogs such as the Labrador and Golden Retrievers. Almost all retrievers owe their existence to some sort of Newfoundland dog.

As time went on, the gentry were allowed to take to the field, and they needed one dog which could do the job of all the specialized breeds in the kennels of the wealthy nobility. They needed a

dog which could hunt and point both feathered and haired game, retrieve the game on land and water, and track wounded game. This dog would also have to be capable of hunting in all weather conditions and be able to work a full day without tiring.

Thus, the family of dogs known as the Continentals or Versatile Gun Dogs was begun. The two most well known are the German Shorthaired Pointer and the German Wirehaired Pointer. In order to avoid the wrath of hunting and writing colleague Barry Thornton, I had also better mention the Brittany Spaniel. Despite the name, they are not spaniels, but Continental gun dogs, and good ones. There are several other breeds of these dogs, but these three account for about 95% of the dogs used in the field both here and in Europe.

Modern day dog shows were started by the sporting dog fraternity in the old days when the Lord of the Manor would show off his dogs against those of his neighbour. The term "fancier" became popular, because it really means "gambler" and huge bets would be placed by these wealthy individuals on their dogs. This, of course, led to the beauty seen in the sporting dogs of today, as they would be bred for beauty as well as hunting savvy.

### Herding Dogs

Let's now discuss the group of dogs listed by the kennel clubs as Group 7, Herding Dogs. Some of these are, of course, very familiar to us: the Collies, Shetland Sheepdogs (Shelties), Corgies, and German Shepherds are known to all. Many, however, don't consider the German Shepherd a herding dog, but that's what they are. Their name in their native German is Schaeffer Hund, or Shepherd Dog. It was only later that they started to be used for guarding and tracking, because of their extremely sensitive ears and noses.

Others in the grouping are not so familiar. Dogs such as the Briard and the Bouvier des Flandres are known only to a few. As with the sporting dogs, when the herding dogs were developed in the kennels of the wealthy nobility, a contest to develop dogs which were beautiful as well as useful began. Thus many of our herding dogs rival the sporting dogs in beauty. A well bred and well groomed English Sheepdog is really something to see.

I must digress a little here to legend. It is said that the Welsh Corgi was a gift to the sheep farmers of Wales from the Welsh fairies who used these little dogs as mounts. Anyone doubting this story has only to look at the backs of these loveable little dogs and see the marks left there by the little fairy saddles. Herding dogs, generally, excel in

## Sportin' & Herdin' Dogs

obedience trials. This is due to their natural tendency to be very obedient. They are also frequently used as guard dogs, another trait which goes back to their days of guarding herds. German Shepherds are frequently used as guide dogs for the blind.

Probably because of their smaller size, docility and obedience, the Shetland Sheepdog has become one of the most popular breeds in Canada.

Most of the herding dogs require a great deal of grooming. The Collie, for instance, or the Old English Sheepdog, both require a lot of care if they are to look their best. However some, such as the German Shepherd or the Corgies, require much less care.

As the Canadian Kennel Club opens its doors to the recognition of many more breeds, we see a lot of formerly obscure herding dogs showing up in Canada.

Like the sporting dogs, so many are kept strictly as pets that one who is looking for a herding dog to work stock has to be very careful in choosing. There are almost as many Shelties and Collies out there who have never seen a cow or a sheep as there are Labradors and Golden Retrievers who have never seen a duck. Personally, I long for the day that full registration will be denied to any puppy unless both parents are proven in their respective jobs.

### Barb's Dog Grooming

"Grooming Is My Profession,  
Happy Dogs Are My Business"  
339-0216

Just posted from Ottawa, continuing 24 years of experience.



Going Away?  
Leave your home in good hands with  
VALLEY HOME WATCH

### Home protection at it's Best

- Complete home care interior/exterior by retired RCMP officers
  - plant/lawn care
  - messages/mail forwarded
  - discounts for seniors
  - free estimates
- BONDED AND INSURED  
339-6954  
Serving Comox/Courtenay

ROADSIDE SCREENING DEVICES  
FIT IN THE PALM OF  
ANY POLICE OFFICER'S HAND...  
ANY TIME... ANYWHERE IN B.C.

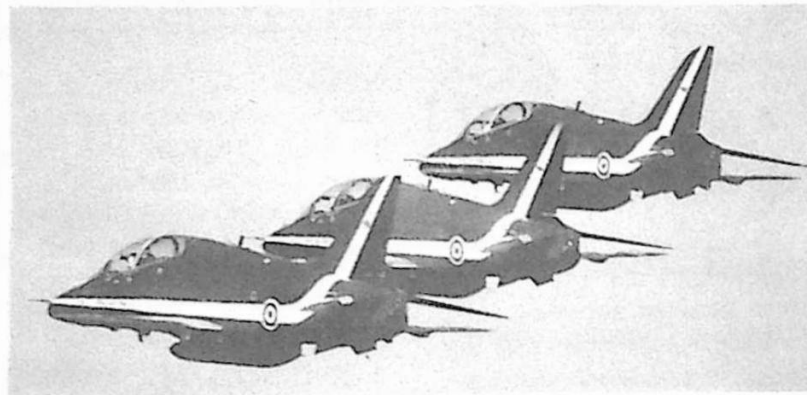




## More Airshow

Continued from page 8

## RAF Hawks

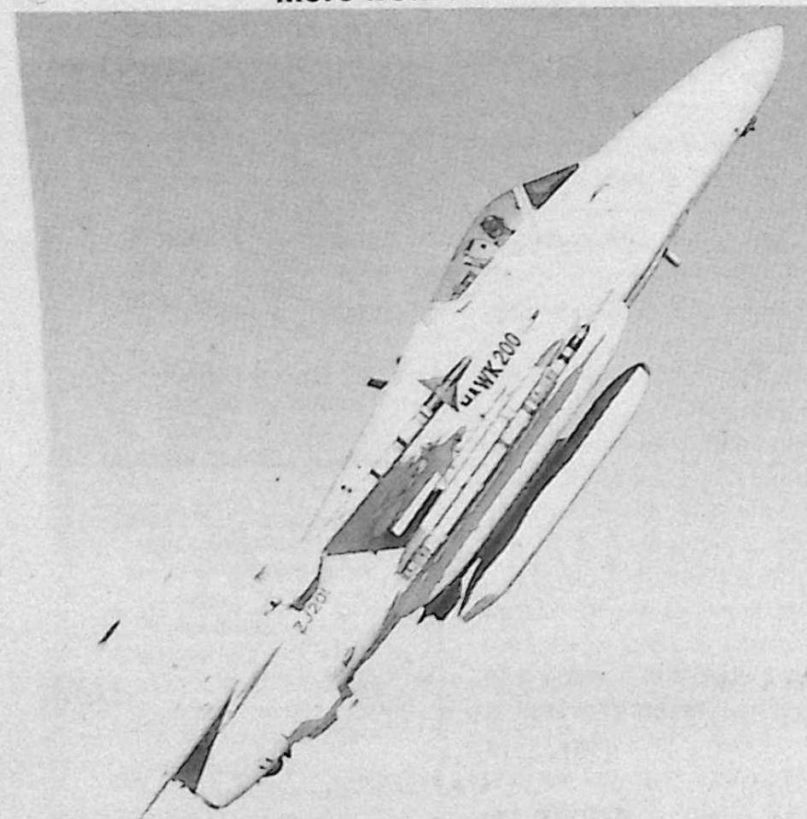


Some of the "Red Arrows" aerobatic team.

a twin engined baby Hercules and we have never seen such tight turns, wingovers and steep ascents and descents as executed in this display. A Hawker-Siddeley Nimrod from 206 Sqn at RAF Kinloss flew a fine display leading up to the finale. (I feel sure all of our deepest condolences and respects go out to the families and colleagues of the Nimrod's tragic accident victims at the Toronto National Exhibition last weekend.) Other participating aerobatic teams were four Westland Gazell Royal Navy helicopters and four Army Air Corps Gazelles, and the Royal Moroccan Air Force, with a five a/c formation.

The finale was called the "Victory Finale." Timed for 1800 hours, the show went like clockwork at 1740 while the Nimrod display was underway. The aircraft and helicopters began to taxi or hover out to their appointed places. About six marshalls spotted the a/c and by 1800 hours 44 a/c and 22 helicopters had been positioned along the runway and the helicopter line about 100 yards behind. On the grassed area the helicopters were hovering for most of the show and all 66 a/c had power on. Believe me, it was impossible to hear the commentator.

## More from Fairford

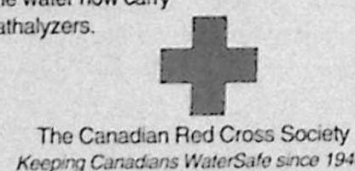


British Aerospace Hawk.

## Row, row, row your boat... Not too merrily.

Drinking and boating carries the same stiff penalties as drinking and driving. Watch out. Police on the water now carry hand-held breathalyzers.

Drinking &  
Boating  
Think it over.



The Canadian Red Cross Society  
Keeping Canadians WaterSafe since 1946

## Tragedy



DOOMED BOMBER. Twin-engine Canso was last seen on Vancouver Island's Mount Finlayson. Pilot Alex M. Davidson, 43, and co-pilot Paddy Moore, 42, both veteran flyers, died while fighting 20-acre blaze in Goldstream Park.

## More Waterbomber

Continued from page 9

asses the drop. We had acquired the twin engined Turbo Commander, high wing for good visibility and a fast cruise of 270 mph. This allowed the B.D. officer to get to the fire ahead of the tanker. He could then determine the best run-in and climb-out paths for the attack. He usually led the first attack and circled for the other.

Dropping water alone is not very effective, due to the considerable dissipation before reaching the ground. A fire retardant chemical is added to the water and a red dye provides colour so that drops can be seen easily. The fire retardant also acts as a blanket over the forest growth helping to shut off the oxygen needed for burning.

The cost of fighting fires is not inexpensive but in 1972 the Neptune proved to be much more economical than the Canso. Using a 1-hour turn around for a Canso to drop its load of 800 gals, the cost per gallon was 50 cents. For 3000

gals the cost was 3.75 x .50 or \$1.87. The Neptune could deliver the same load in a quarter of the time at a cost of \$1.10. No matter what the cost, accuracy of drop is paramount. No less than 85% accuracy is acceptable.

Safety is, of course, doubly important. Safety is a direct result of good training and screening of new hire pilots. The losses in the early seventies were high until training dollars were freed up. In that period, the aircraft were from an earlier period, all piston engined. Their pilots were mostly former Airforce, older men who had considerable flying experience.

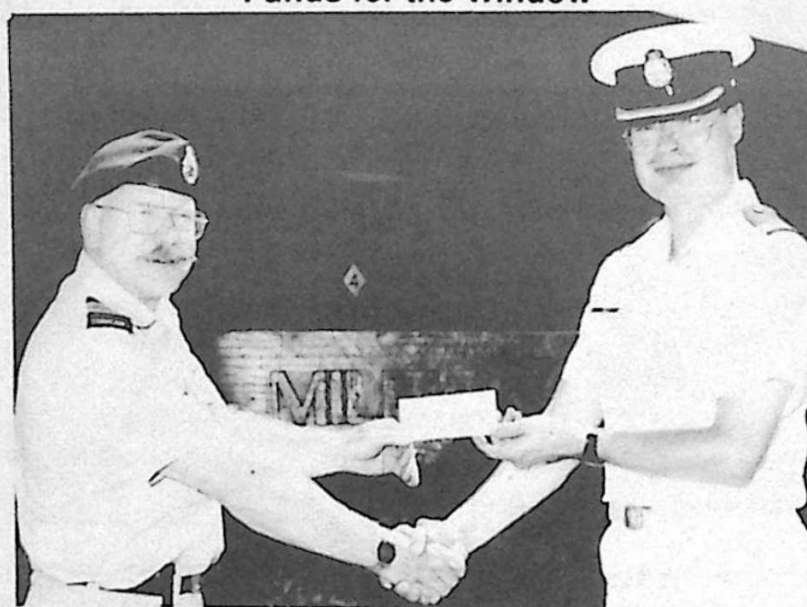
In the 10 year period from 1967 the Flying Fireman lost three Cansos, two on fire drops and one enroute to the fire. Two of the crews were non military. This rate of loss has fortunately greatly reduced with superior training and better equipment.

Sadly, the Neptune did not continue in Canada to be part of that record. Canada's CL 215 was in production as a water scooper and since the P2V did not meet the parameters laid down for the 215 we were allowed only that summer with an experimental licence.

However, the Neptune continues today as a frontline bomber with the U.S. Forest Service. Both our ex-407 Sqn aircraft were sold to a U.S. company. Unfortunately, CF-MQW crashed, leaving only CF-MQX to continue its career.

It was a great summer for us and I thoroughly enjoyed flying such a wonderful aircraft. Earl was indeed fortunate to have flown it so much, both in its anti-submarine role and its environment protection one as well. Incidentally, Earl continued to fly fire suppression on the DC6 with Conair until the late eighties.

## Funds for the Window

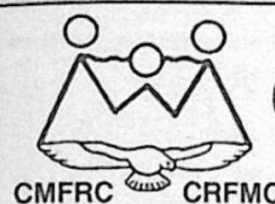


On 25 July, members of the 19 Wing Security and Military Police Flight, represented by Lt(N) Joost (R), were pleased to present Maj Massey (L), St. Michael's and All Angels Chapel, a cheque for the sum of \$325. These funds were donated towards the new stained glass window which is being installed in the church.

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



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



## COMOX MILITARY FAMILY RESOURCE CENTRE

## To Sell... or Not to Sell

Have you noticed lately that a lot more people are becoming involved in Network Marketing? People in our community are establishing themselves as *Independent Distributors*, and are selling products as diverse as: children's toys, skin care products, clothes, water filters, and safety alarms. Network Marketing, or Multi Level Marketing as it is sometimes referred, began over 50 years ago and involves a method of selling that allows independent distributors to recruit other distributors and earn a commission from their sales.

The first phase of Multi Level Marketing lasted 40 years and the second phase was ushered in by the development of the personal computer which made it possible for just about anyone to start a Multi Level company from their basement. Attitudes towards traditional marketing have changed, and the development of the remote control has given people a new pastime - *channel surfing*, which shows a remarkably low tolerance for paid advertising. As well, prospective shoppers are now more reluctant to believe what is being advertised, and they are better able to

selectively listen to commercials and ignore seemingly irrelevant information. Network Marketing is a system that depends on one to one interaction, rapport, trust and service. It takes persistence and courage to be successful. A lot of strength is required to push through comfort zones and expose yourself to rejection which is realistically what each independent distributor faces with each cold call.

If you are interested in setting up a small business as an independent distributor, it is a good idea to do some homework and find out all you can about the prospective company. Suggested reading includes: "Being the best you can be in Network Marketing" by John Kalench and "Wave 3: The New Era in Network Marketing" by Richard Poe.

On September 23rd the CMFRC will be hosting a **Business Fair** at the Wallace Gardens Community Centre from 10 am to 2 pm. Lots of exciting businesses (both Multi Level and traditional) will be represented, so come out and see how enterprising and resourceful our community really is.

## Upcoming Events!

## Business Fair

The CMFRC is hosting its first ever business fair with a wide variety of businesses participating. So, if you are looking for a particular service or home based business product or you are just interested in what type of business people are running don't miss out on this exciting day!

**Date:** Saturday, Sept. 23rd  
**Time:** 10:00am - 2:00pm  
**Location:** Wallace Gardens Community Centre

## Butt Out

The successful Canadian Forces quit smoking program is now available for spouses and dependants of military members.

This information session is a free, no obligation evening to discuss the up coming Butt Out program. Registration is required.  
**Date:** Monday, Oct. 2nd  
**Time:** 6:30pm  
**Location:** CMFRC  
**Cost:** No Fee  
**Registration:** Call 339-8290 by September 28th

## Now Open!

## Kinnikinnik Child Care Centre

(located at 118 Kinnikinnik)

Register Now for:

**Preschool (3 - 5 years)**  
**Day Care (15 months - 5 years)**  
**Out of School Care (6 - 12 years)**

For more information call  
339-5051

## Youth Activities

## • Gym Nights 6:30 - 8:30pm

Every Wednesday night at the base gym.

## • Teen Dance Saturday Sept. 30th 7 - 11pm

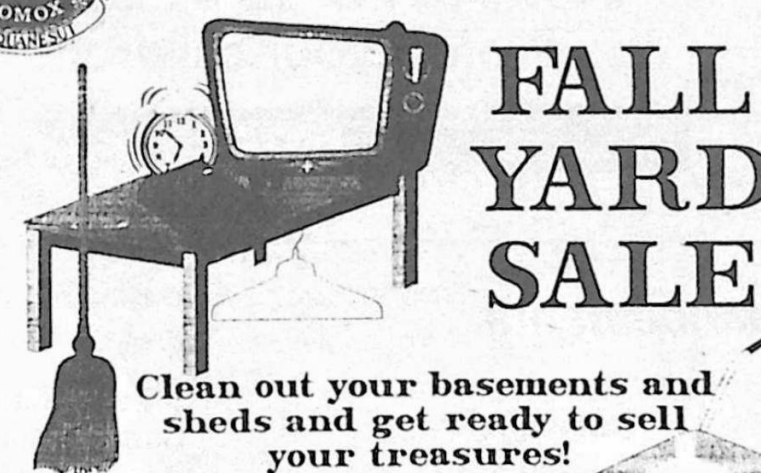
Cost: \$1.00 entry fee. Leo Phillips our new teen volunteer is a disc jockey, so come out and enjoy the music at the Wallace Gardens Community Centre.

## • Business Fair

Teenage volunteers are required to sell food at the Business Fair on Sept. 23rd from 10 - 2pm. All proceeds will go into the teen account. Phone Jill at 339-8290 if you are interested.

## • T-Shirts

Are now available at the CMFRC with the "Crows" design on the back and the CMFRC logo on the front. Cost \$7 teens \$10 volunteers. Colours are ash grey and white

Wallace Gardens  
Community Council

**SATURDAY, SEPTEMBER 30, 1995**  
**8:00 A.M. - 2:00 P.M.**

Advertising will be handled by the Community Association. Just set up your table in your driveway and peddle your wares!

Wallace Gardens  
Community Activities

Roller Blade/Skating every Friday 6-9 pm Base Arena  
Bingo - 2nd Sat. every month 6-7:30 pm Community Ctr.  
Grades 7, 8 & 9 Jr. Dance - 3rd Sat. every month 7-11 pm Community Ctr.

Grades 6 & under Sock-Hop - 4th Sat. every month 6:30-9:30 pm Community Ctr.  
Softball For Fun (ages 6 - 14) every Tue. & Thur. 6 pm  
NOTE: For August there will be an additional Sock-Hop after the BINGO

Check the notice board outside the Community Ctr. for updates to the monthly activities. New ideas and opinions are always welcomed.

Volunteers needed to assist - Please call 339-8211 local 8571

## 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 |

Keep in mind that all pets must be registered by 30 Sep 95.

## DRY GARBAGE PICK UP

OCTOBER 2, 1995 800 HRS - 1700 HRS

ALL ITEMS MUST BE BESIDE THE CURB AND BE CATEGORIZED INTO THE FOLLOWING GROUPS:

File #1 - Household Items (NOT GARBAGE)  
File #2 - Metal - eg: old water tanks, pipes, engines etc.  
File #3 - Hazardous Waste - eg: (drained) refrigerators, batteries, tires etc.

Please ensure that all of your items are sorted. Any items not properly sorted WILL NOT be picked up. It would be appreciated if neighbors would pile their items together to reduce the number of stops for the truck.

IF YOUR ITEMS ARE LEFT BEHIND BECAUSE YOUR WARD DID NOT SORT THEM, IT WILL BE YOUR WARD'S RESPONSIBILITY TO REMOVE AND DISPOSE OF THESE ITEMS!!

FOR FURTHER INFORMATION CALL  
Mrs. Linda Jeffrey at 339-8211 local 8571





## "It shouldn't hurt to be a child."

### Article 2 in the SAREX for Missing Children series

(An 8000 km cycling fund raiser from Comox, B.C. to St. John's, N.E.)

This is the second in a series of five newsletters throughout the year. The exercise is scheduled to start on 19 May 96. Although our fund-raising efforts have barely begun we have already raised over \$3,000 and, with your help, hope to soon pass \$10,000. Of course, every cent raised goes directly to Victims of Violence Canadian Centre for Missing Children. This is a non-profit charitable organization and receipts will be sent out.

I am happy to announce that we have another sponsor for the team. **Norco Products Ltd.** has agreed to supply the team with cycling clothing, spare parts and free fixes along the way. They are joined by **Discount Rentals**, whose motto is "We want your business and we will come to your door to get it," and we are also being supported by the Canadian Forces. In addition, we have also picked up a fifth cyclist for our cross-Canada ride. MCpl Dan Lameroux from 424 Search and Rescue Sqn (SAR) Trenton, Ontario will also be joining myself, Sgt Mike Maltais, from 413 SAR Sqn Greenwood NS, Sgt Glen Gray from 103 Rescue Unit Gander NF, MCpl Derak Curtis from 435 SAR Sqn Winnipeg, MB and Sgt Toney Issacs from 442 SAR Sqn Comox, B.C.

As promised in the last newsletter, I will now explain more about our trip itinerary. The team will arrive in Comox, B.C. on 19 May 96. The actual cycle trip across Canada will start on 21 May 96 and consist of five stages. We will be stopping at all the Search and Rescue squadrons in Canada.

**Stage 1:** This stage, from CFB Comox, B.C. to Winnipeg, MB will be 2500 km and take 13 days. The route will take us through the Crownsnest Pass, which is the most southerly pass in the Rockies, and from there we will cycle up to Medicine Hat, then on to the Trans Canada to Winnipeg. We will have two nights and one day for a well-deserved rest and a bit of bike maintenance in Winnipeg.

**Stage 2:** On 4 June 96 the team will depart Winnipeg for Trenton, ON - a distance of 2220 km; we plan to take 12 days to do this stage. The team will follow the Trans Canada through northern Ontario down through Sault Ste Marie and Sudbury. Once in southern Ontario we will weave our way on secondary roads to Trenton for another two nights and one day of rest and a bit of bike maintenance.

**Stage 3:** On 17 June 96 we leave Trenton and head for Greenwood NS - a distance of 1770 km in nine days. Our route for this stage is up through Ottawa, across the St. Lawrence at Hawkesbury and down to Quebec City. Once in New Brunswick we will cycle through Fredricton and on to St. John's where we will catch the ferry to Digby, NS, and from there up to Greenwood for our standard two nights and a day off.

**Stage 4:** This stage will take seven days and cover 1240 km. The team will depart Greenwood for Gander, Nfld on 27 June 96. The route will take us through the Rodon Hills to Truro, from there on to North Sydney in Cape Breton where we will catch the ferry to Port au Baux, Nfld, then on to Gander. You guessed it, another two nights and a day off.



**Stage 5:** Finally, the last stage from Gander to St. John's, Nfld. This will be a short two day run covering approximately 400 km. The team will be staying in tents except when we are near a major base. The cyclists are expected to cycle approximately 2000 km a day, four cyclists will be cycling at a time with the fifth one driving the follow-me vehicle.

Anyone wishing to make a monetary donation to this worthy cause can make cheques out to "SAREX FOR MISSING CHILDREN." Every cent raised goes directly to missing children, receipts will be forwarded upon request. Donations may be sent to either:

CO 442 Search & Rescue Sqn.  
Attn. Sgt Toney Issacs  
19 Wing Comox  
Lazo, B.C. V0R 2K0  
wk.604-339-8211, ext. 8395  
AV 252-8395

**OR:**  
Victims of Violence  
Canadian Centre for Missing Children  
President Shanon Rosenfeldt  
B-150  
151 Slater Street  
Ottawa, Ontario, K1P 5H3

Our next newsletter will be in Jan 96. At that time we will talk about the different programs where Victims of Violence Canadian Centre for Missing Children are involved and a little about a new project they hope to implement as soon as funds become available.

THAT OTHERS MAY LIVE

## 888 (KOMOX) WING RCAFA CALENDAR OF EVENTS - 1995

Fri 15 Sep Pot Luck Supper, 1830 hours  
Sat 16 Sep Golf & Steak BBQ - SOLD OUT  
Sun 17 Sep Battle of Britain Day Service & Parade  
Heritage Air Park 1040 hours for 1100 hours  
(Inclement weather - Protestant Chapel)  
Gourmet Dinner & Music Man, tickets \$17.50 ea

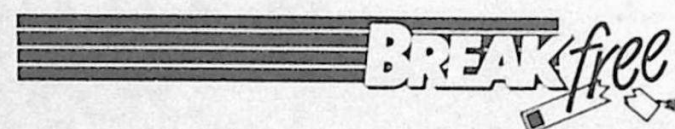
**HOURS OF OPERATION:**  
Wednesday 1300 - 1800 hrs  
Thursday, Friday & Saturday 1200 - 0100 hrs  
Sunday 1300 - 1900 hrs  
**PLEASE SUPPORT WING SOCIAL EVENTS  
MAKE NEW FRIENDS**  
Cancellation of Events Costs Your Wing Time and Money  
For information about tickets, please call the bar, 339-0888

## Can't get your Fishwrapper? Here's where to go:

**ON BASE:**  
\*Totem Times Office  
\*Air Force Museum  
\*CMFRFC  
\*Jr Ranks' Mess  
\*Senior NCOs Mess  
\*Rec Centre  
\*Headquarters  
\*AMU  
\*442 Sqn  
\*Clothing Stores  
\*MSE  
\*Base Accommodations  
\*Building 82 Supply  
\*CE  
\*Fire Hall  
\*7 Hangar  
\*Officers' Mess  
\*Building 22  
\*Base Hospital  
\*Orderly Room  
\*MPs  
\*Glacier Greens Golf Course  
\*PMQs  
\*Canex Expressmart  
\*Lazo Post Office

**COURTENAY-COMOX:**  
\*Driftwood Mall (Bookshell)  
\*Tourist Info Centre  
\*Block Brothers  
\*Westerly Hotel  
\*Courtenay Town Hall  
\*Coast Country Realty  
\*Holland & Associates Realty  
\*Pacific Coach Lines  
\*North Island College  
\*Courtenay Legion  
\*BC Access Centre  
\*Tim Horton's  
\*Kal Tire  
\*Courtenay Pharamasave  
\*Comox Valley Record  
\*Tyee Park  
\*St. Joseph's Hospital  
\*Comox Mall News Rack  
\*Comox Legion  
\*Comox Town Hall  
\*REMAX Ocean Pacific Realty  
\*Jolly Giant  
\*Port Augusta Hotel  
\*Comox Community Centre

## TOBACCO IS A DRUG Protect your children.



## Public & Personal Announcements

### 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.

### 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.

### Avis

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

### 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.

### 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.

### 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

### HOUSE for SALE

Close to Base, quiet street, new kitchen, finished basement, mature yard. \$154,500. Phone: 1-604-283-7144. Fax: 1-604-283-2481.

### Swimming Pool Closure

Construction of the long awaited pool roof began 5 September, with completion expected by March 96.

During the construction period, military members may obtain swim passes for the Comox Valley Sports Centre through the gymnasium. Passes will be limited in number and will be distributed on a weekly basis. Queries, questions, updates may be obtained by contacting the PE&R staff at loc 8315 or 8781.

### PIANO TEACHER

Experienced piano teacher accepting students. Beginner to Advanced. Adults welcome. Call Mrs. Terry Schalm 339-7382.

### Comox District Concert Band

The new season for the Comox District Concert Band opened on 5 September. Rehearsals are held in Highland Secondary School Band Room at 7:30 pm each Tuesday. New members welcome. Info: 339-5091.

The Delta Concert Band and Comox District Concert Band will give a concert at Courtenay Junior High School, Lerwick Road, Courtenay, on Saturday, 30 September at 7:30 pm. Admission by donation (\$2.00). Tickets at the door. An evening of music for everyone. Come and join us.

The Delta Band will also perform in Marina Park, Comox at 1:00 pm on Sunday, 1 October. In the event of rain, the venue will be d'Estre House Seniors Centre, Comox. Info: 339-5091.

## Bookshell Bestsellers

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**Week ending 16 September**

|                          |     |     |          |
|--------------------------|-----|-----|----------|
| 1. Lasher                | ... | ... | Rice     |
| 2. The Homing            | ... | ... | Saul     |
| 3. Wings                 | ... | ... | Steele   |
| 4. Fist of God           | ... | ... | Forsyth  |
| 5. Mask of Time          | ... | ... | Gabriel  |
| 6. Pure Instinct         | ... | ... | Walker   |
| 7. Children of First Man | ... | ... | Thom     |
| 8. Our Father            | ... | ... | French   |
| 9. Last Innocent Man     | ... | ... | Margolin |
| 10. Justice is a Woman   | ... | ... | Cookson  |

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**Local 8163**



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de la Vallée de Comox

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V9N 1G9  
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for the incredible low price of  
3.25  
caesar drinks, too!

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



649 Anderton, Comox 339-5400

## Canadian Forces Photographic Contest - 1995

The Canadian Forces (CF) National Photographic Contest will be held in Ottawa from 25 to 26 Oct 95 and will be displayed on the concourse at NDHQ, 101 Colonel By Drive, from 30 Oct - 3 Nov 95.

### Eligibility:

Entries may be submitted by:  
a) members of the CF Regular Force;  
b) members of the CF Reserve Force;

c) members of other nations who are attached to or on exchange duty with the CF, excluding those personnel of other nations who are under formal training;  
d) civilians employed by DND;  
e) dependents of those members listed in subparagraphs a, b and c;  
f) members of the Sea Cadets, Army Cadets and Air Cadets; and  
g) retired CF military members.

**Entry requirements are as follows:**

a) an exhibitor is permitted to submit a maximum of six entries

in the contest;

b) developing and printing may be done by a photo finisher or by the entrant;

c) retouching is permitted on prints;

d) no artwork, composite pictures, multiple printing or montages are allowed unless in the special effects category;

e) cropping is permissible.

**Subject Categories**

The contest comprises six categories, namely:

a) **military life** - photographs depicting military personnel in uniform, the military community or military equipment. Entries in this category must be shot in a military environment. Set-ups are acceptable as long as they are clearly done in a military setting. Studio set-ups are not acceptable in this category;

b) **portrait** - a photograph of a person or group of people;

c) **sports** - military or civilian sports events;

d) **special effects** - multiple printing, composite pictures, montages, special filters, manipulated digital imagery and hand-coloured B&W prints.

## 19 AMS Photo Report

by Cpl Spence

"You are requested to write an article for submission to the Totem Times." Or something like that. That is what the memo attached to my locker read when I came back from leave this summer. Upon reading further, I noticed that the memo was not originally addressed to me but to one of my co-workers. A posting to harsher climes for my co-worker allowed the powers that be to practice their decision making powers. Alas, you have been subjected to read an article composed with what literary talent I possess.

All that remains is a subject. I could plagiarize my eight year old daughter's summer vacation report. Maybe tell you about being a bachelor for a month while my wife visited her ailing father. Or perhaps you would enjoy reading about my joy upon seeing my parents arrive for a visit and the un-

bridled excitement watching their taillights grow ever smaller as they disappeared down the street. The list of potential subjects is endless and we haven't even looked at the military subjects yet.

I think instead I shall take this time to thank my aforementioned co-worker - not for accepting his posting to Goose Bay but for taking me under his wing upon my arrival here a year ago; for sharing his knowledge, wit and good-natured personality with all of us - even when times got tense. (Yes, we do have tense times even in Wing Photo.)

Thanks for everything Allan Brace, hope to work with you again sometime. May Goose be everything that you and your family expect it to be.

P.S. Don't complain if this sounds like an epitaph, they don't pay me to write for a living.

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**NEXT DEADLINE  
22 SEPTEMBER 1995 - NOON**



## More Supply

Continued from page 6

for ADP on a trial basis and a decision on a final move will be made soon. We will be sorry to lose you Jean, especially during our functions, O'Deadeye.

Stocktaking and Training cell is adjusting to the recent changes and elimination of the MIS cell. So, if you have time, call April or Tom and say hello cause they are awful lonely up there.

We have lost MS Sandy Stavenjord to the Wing OR. Her replacement, MCpl Jenny Spence, is also her replacement on the committee.

All in all, it has been a very busy summer for all of Supply, and it is not expected that the load will lighten. We all have many changes either to make or adjust to, so back to work, and until next time...c Servitium Nulli Secundus.

## Murder in Courtenay

There's going to be a murder in Courtenay! Courtenay Little Theatre's fall production of "I'll Be Back Before Midnight" is a frightening murder mystery that promises to be fun for everyone. Rehearsals are already under way with director Kymme Patrick. The cast includes Chris Patterson, Tony Arnold and newcomers to CLT - Claude Ferri and Greg Burnham.

Come out and see this action-packed hilarious mystery full of twists and turns. The play is scheduled to open at the Sid Williams Theatre on October 20 at 8.00 pm. For further information call 338-2420.

## NPF EMPLOYMENT TeePee Park Caretaker 1996 Season

Job applications for the caretaker position at TeePee Park are being accepted. Closing date will be 3 Oct 95.

The position is open to all personnel with previous experience. Details are as follows:

- salary \$2,000/month
- Term is 15 Apr - 15 Oct 96.
- Responsible for boat launch control, decal sales, camp site and pavilion bookings, campsite maintenance IAW job description.

Applications are to be submitted to NPF Personnel Coordinator in CANEX Mail, beside Barber Shop, or call Loc 8066 for further details.



Driftwood??? A beautiful day at Air Force Beach. Dave Boudreau, Pat Carew and her husband, Cal.



"Enjoying" the alternate to the golf? I wonder if they would consider a trade-in on that van?

## Are you retired or about to retire from

- the Federal Public Service
- the Canadian Forces, or
- the RCMP

If so, it is to your advantage to join the

## FSNA

(Federal Superannuates National Association)

FSNA is the established and recognized voice for all superannuates of the federal government. In joining the Association, you will assist yourself and your fellow members in protecting, maintaining, and enhancing your superannuate pensions, medical plans, survivor benefits, or other matters which may affect your retirement rights and benefits. As a member, you are also entitled to significant consumer benefits. Recreational, social, and educational activities are also important advantages of membership. Please note: Associate memberships for future superannuates are available at any time prior to retirement.

For info: Velda Hoggan 338-7587 Mrs. Les Hasiuk 287-3984

## Computer Fair

The Comox Valley Desktop Publishers Association will be holding a computer fair at the Filberg Centre in Courtenay on Saturday, 16 September.

The fair will run from 10:00 am to 4:00 pm. Admission: \$2 per person, or \$5 per family. Advance tickets can be purchased for \$1.50 at On Deck Computers, Valley Computers, Affordable Systems and HERE Computers.

There will be a number of software door prizes given away throughout the day.

Items for a Swap Table may be

dropped off starting at 9:30 am. Any software offered must include all original disks and manuals. A 10% commission will be charged.

The CVDTPA meets on the second Tuesday of each month to provide a forum for the exchange of ideas, tips and techniques. Membership is \$24 per year. Non-members pay a meeting fee of \$5.

For more information, contact Irv at 336-8702 or Liz at 339-4614.

## RCAF WOMEN'S REUNION - BC COMMITTEE Permanent Force from 1951 June 7, 8 & 9, 1996 Vancouver, B.C. Held at the University of B.C. in Vancouver Registration Form

Name \_\_\_\_\_ Maiden Name ( ) \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Prov \_\_\_\_\_  
Postal Code \_\_\_\_\_ Phone# ( ) \_\_\_\_\_  
Service # \_\_\_\_\_ Basic Course # \_\_\_\_\_ Trade \_\_\_\_\_  
Next of Kin \_\_\_\_\_ Phone # ( ) \_\_\_\_\_

Indicate which plan you wish. COST is an ESTIMATE only, but WILL NOT exceed amount shown.

- Plan A: \$275.00 Includes all meals and accommodation for Fri & Sat nights.
- Plan B: \$200.00 Includes all meals except breakfast, no accommodation.
- Plan C: \$ 90.00 Friday only, includes lunch and buffet dinner.
- Plan D: \$100.00 Saturday only, includes lunch and banquet.
- Plan E: \$ 50.00 Sunday only to 4:00 pm, includes brunch.

A DEPOSIT of \$25.00 is requested. Balance to be paid by 1 March, 1996. Full refund if cancellation received by 1 April, 1996, after that date \$15.00 will be withheld.

ACCOMMODATION: List person(s) to share in the same living unit. (A Unit consists of 6 single bedrooms)

BUS TOUR: Morning \_\_\_\_\_ Afternoon \_\_\_\_\_ Do not wish to take tour \_\_\_\_\_

EXTRA NIGHTS: Often people like to come to a reunion early and stay longer. Fort Camp Lounge will be open Thursday at 4 pm. Extra accommodation is available at approx. \$38.00 a night (incl. taxes).

Please state: Number of extra nights \_\_\_\_\_ Dates \_\_\_\_\_

SPECIAL NEEDS: Please advise us if you require a special diet, wheel chair, etc. \_\_\_\_\_

PHOTO for Pictorial Booklet enclosed? \_\_\_\_\_

Complete and return with your deposit to: \_\_\_\_\_ Deposit enclosed \$ 25.00  
RCAF Women's Reunion, \_\_\_\_\_ Balance owing \_\_\_\_\_  
1475 East 43rd Ave., \_\_\_\_\_ Total paid \$ \_\_\_\_\_  
Vancouver, B.C. V5P 1M3 Phone: (604)327-1221

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## Official Opening of St. Joseph's Smokers Lounge

10:00 am 17 September 1995



President T. Finnie  
Unit 39 Korea Veterans Association  
Mr. Johng-Won Kang  
Consul General of Korea  
Prayer of Dedication  
Padre D. Warren

## Ribbon-Cutting Ceremony

Mr. Johng-Won Kang, Consul General of Korea  
Mr. Michael Pontus, Hospital Administrator  
Mr. Thomas Finnie, President Korea Veterans



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