

# PROJECT



# GLACIER

"Lay an egg or get fried"

....page 9

The Comox Valley's Oldest Newspaper.



# TOTEM TIMES



19 Wing CFB Comox B.C.

VOL 37 NO 15

THURSDAY 16 NOVEMBER 1995

COST: PRICELESS

## We Remembered

Scenes from Remembrance Day at Comox

(Photo MCpl Edith Cuerrier)



Sea Cadet stands silent vigil



Haunting tones of the "last Post"

## Comox Parade of the Veterans



Photo MCpl Edith Cuerrier

On a bright November day, proud flags waved,, veterans and 442 Sqn 19 Wing marched. 407 Sqn represented us in Courtenay and 414 Sqn paraded in Cumberland.

## Restructuring got Pete Torqued!

by MCpl Al Banky,  
442 Sqn SAR Tech

What do you think it takes to accurately torque the nuts tight on the ten aircraft at 442 Squadron? Obviously it takes a bunch of torque wrenches; the number floats between 60 and 100. It also takes a bunch of skilled technicians and something in the way of

muscle power. What else? How about 1200 trips to 7 Hangar, 100 trips to Victoria and thousands of lost work hours each year? That's what 442 Squadron's Master Corporal Pete Polson found when he started to investigate the way we test our torque wrenches.

According to the Canadian Forces Order governing the testing of torque wrenches - no kid-

ding, there really is such a beast - every month, each and every one of 442 Squadron's torque wrenches had to be carried over to 7 Hangar and tested on a torque wrench tester to ensure that they were accurate. A hundred wrenches, five or ten at a time, a few minutes to test each, transit time between buildings, idle workers waiting for wrenches being tested...literally hundreds of wasted hours each year.

Wasted time and energy wasn't the only thing Polson discovered in his investigation: the same orders that said the wrenches had to be tested monthly also stated that to ensure accuracy, the machine used to test the wrenches had to be tested at an "official testing unit" in Victoria once a year. That part makes sense to me: make sure the testing machines you're using to test the wrenches are accurate by testing them.

Continued on page 9



Cpl Tsagatakis Photo

FRP\*

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Lida Osborne  
J. Kevin Dobbeltstein



## Discrimination

by  
Fr. Conrad Verreault  
Wing Chaplain (RC)

Because of daily use, the words of our language tend to take on overtones that are not strictly part of their meaning. When someone is unable to rent a house because of colour or race, we call it discrimination. When a woman is fired because she refuses to make morning coffee for her boss, we call it sexist discrimination. When a teacher is constantly picking on one child, it's discrimination.

Discrimination in these cases involves seeing a difference; noting a difference in people or things and penalizing someone because of it. But strictly speaking, discrimination has a wider meaning. When a person knows the difference between the effect of two or three drinks at a party and refuses the third because he is driving, that too is discrimination. When someone knows the difference between right of freedom of speech and the publication of obscene magazines, then that person is discriminating.

Seeing the difference and acting accordingly is what we mean by discrimination. When used well, discrimination becomes the



Chaplain's Chatter

basis for wisdom and prudence.

In his letter to Galatians, St. Paul tells us there are no differences between Jews and Greeks, slaves and free men, males and females. He is saying that there are no real reasons for discrimination among human beings.

He reminds us that we are dedicated to this principle. Baptism is a commitment to equality. Baptism is a commitment to seeing people in the way God sees and treats them.

Renouncing ourselves and taking up our cross to follow Jesus sounds dramatic but in fact it is made up of a lot of small actions. Acting on our prejudices, doing things the way we have always done them, expressing our

dislikes of people and things is the easy way to go. But treating someone whom we dislike with courtesy and civility may involve renouncing ourselves by taking up a little cross frequently during a day.

Talking about renouncing. The best image of renouncing oneself is the image of a father. It needs discrimination to understand the role of a father in modern life. It involves a lot of renunciation and loss of self. A father is no longer just a boss. He has to be responsible, give leadership, direct and guide, but without being domineering and authoritarian. That takes discrimination.

He has to have time to be with his family; not always in a rush; not always too busy to listen. At the same time he has to earn a living and develop his career. That takes discrimination.

A father has to be strong but also gentle. He has to know when to be firm. But he must also know how to be tender.

Fathers are not cry-babies, but fathers know how to cry and are not ashamed of tears when it is time to be sad. That takes discrimination. Think about it.

## Le Coin du Padre

### La douane

Plusieurs personnes profitent de leurs vacances pour aller faire un tour aux États-Unis; les Américains, pour leur part, sont attirés par la grande variété de nos régions canadiennes. Ça veut dire que, été comme hiver, il y a bien du monde qui traverse la frontière entre nos deux pays.

"Passer les lignes" est devenu une formalité très simple: on vous demande combien de jours vous avez l'intention de vivre en territoire étranger et quel est le but de votre visite. Bien souvent

vous n'avez même pas à arrêter: on vous fait signe de continuer. Au retour on vous demandera si vous avez quelque chose à déclarer; l'officier fera peut-être une inspection de routine dans le compartiment à bagage de votre auto, puis c'est tout.

Vous êtes-vous déjà demandé ce qui arriverait si les douaniers obligeaient tous les voyageurs à subir l'épreuve du détecteur de mensonge? Plusieurs de ceux et celles qui affirment n'avoir rien à déclarer auraient l'air fin!

Ça nous rappelle qu'un jour,

que nous le voulions ou non, il nous faudra tous traverser la frontière qui sépare la vie présente de l'autre vie. On ne doit pas s'énervier avec cette idée, mais il faut quand même être réaliste. Ce qu'il ne faut pas oublier c'est que CELUI devant lequel nous devons nous présenter est un papa qui nous connaît très bien et qui nous aime. Nous devrions avoir hâte de le rencontrer; qu'aurions-nous à craindre s'il n'y a rien de suspect dans nos bagages?

Ton Padre

## NEXT DEADLINE 1 DECEMBER NOON



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## Letter from Commander MAG

I want to take this opportunity to let you know that since becoming Commander last month, I have been busy getting up to speed on the diverse operations and issues in which operational squadrons and support units which operate from Maritime Air Group's Wings have been continuously engaged. The manner in which units from all air groups work well together in our Wings demonstrates how our air force is postured for success. All of you can take great pride in the good work you are doing around the world. Since coming back to the Maritime Air community, I have already been impressed as you continue to represent Canada. With respect to Maritime Air units, I recognize how busy you have been over the past month as the tempo of operations has remained unabated.

In support of United Nations operations, the return of the Auroras from the Adriatic has been followed by the deployment of a 443 Helairdet embarked in HMCS Calgary to the Persian Gulf and subsequently to the Adriatic Sea where they have joined NATO's Standing Naval Force Mediterranean. This marks the first time Canadian ships and helicopters have been assigned to that fleet. In the Adriatic, they join a 423 Helairdet embarked in HMCS Ville de Quebec participating in Operation Sharp Guard as part

of NATO's Standing Naval Force Atlantic. Elsewhere, our people are deployed with peacekeeping forces in Haiti as well as other countries around the world.

Breaking new ground in South America, Canada is being represented sequentially by Auroras from 407, 405 and 415 (Maritime Patrol) Squadrons through their participation in Exercise Unitas 96. In Scotland, we have just witnessed the winning of the prestigious international Fin-castle Competition by Crew 5 of 415 (MP) Sqn. Crews from our rotary and fixed wing test squadrons have been busy in the Bahamas' instrumented ranges, trialling equipment to improve our future operations.

Closer to home, we have been involved in successful search and rescue missions, counter-drug operations, fisheries and environmental monitoring as well as patrols in Canada's Arctic, and off the East and West Coasts conducting routine surveillance and training; a highlight being the joint operations of Exercise Amalgam Warrior. And that is just scratching the surface!

Your high standard of professionalism and contribution by all of the Maritime Air community towards maintaining this high tempo of operations is not going unnoticed. Nor is the fact that it is being done in a period of wage freezes, rising rents and

Incentive

## "OUR VISION"

One team focussed on efficiently and effectively achieving the mission, serving our nation with commitment, motivation and pride.

## "NOTRE VISION"

Une équipe dont le but est d'accomplir efficacement son mandat et de servir son pays avec dévouement, enthousiasme et fierté.



Freshly-dug graves in front of signs: Incentive for success?

other situations that cause personal stress, which means this is a "family" undertaking. I know you have all been experiencing a period of dramatic change during the past few years as the air force has been adjusting to maintaining core combat capability while adapting to the very real cuts to its budgets. This has seen us examine a wide range of options which will permit us to maintain a multi-purpose combat capable force.

Unfortunately as we try to look at all the options, this often leads to lots of rumours. At this point, I can only say that more change will be experienced over the coming months as we cope with the amalgamation of the air trades at each of our Wings. Another of the many areas we are presently examining is the fu-

ture look of MAGHQ itself, as the air force moves to re-engineer its command and control elements. At the end of this month I, and the Wing Commanders, will be representing your interests at the Air Command Commander's Training Session. By the end of November, I will discuss with Wing Commanders, Commanding Officers and the Wings' CWOs the way ahead for Maritime Air Group.

The objective is that together we will generate a more results-oriented, cost-effective team which will be more responsive to people's needs. Re-engineering will eliminate duplication, overlap and conflict. We will have a less rigid, more flexible organization. Decision-making will be at the appropriate level and there will be less paperwork

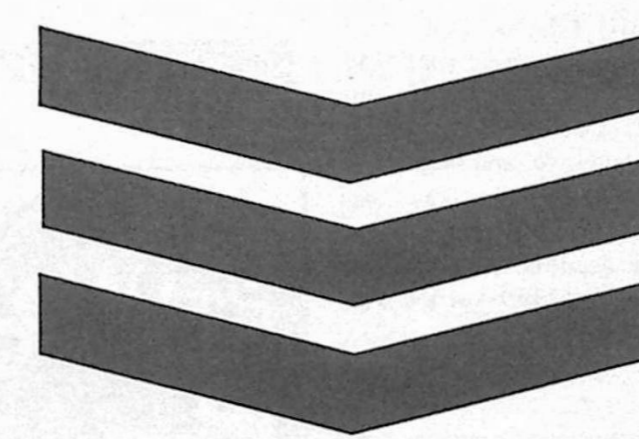
and red tape.

It is my desire that most of the re-engineering effort be undertaken at an appropriate level to leave those of you engaged in the high tempo of operations able to get on with the job at hand. I urge each and every one of you to remain focused on the tasks before you and to not forget that safety, both on the ground and in the air, is paramount.

It is my hope that, despite your busy schedule and mine, I will be able to soon meet with as many of you as possible. In the meantime, I will endeavour to keep you informed of developments which will have an impact on you and our community. Keep up the good work. Our livelihood, and indeed our lives, depend on it.

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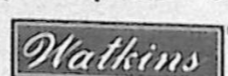


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## Serviceperson of the Quarter



Recently, 19 Wing Commander Col B.B. MacLean had the honour of presenting MCpl E.A. Ring with 19 Wing's Serviceperson of the Quarter Award. This award was presented to MCpl Ring for expertly maintaining administrative and operational capabilities during the absence of her supervisor; for putting forward and implementing operational cost-cutting measures; and for clearly demonstrating her outstanding leadership as well as her dedication and commitment to the mission at hand.

414 (CS) Sqn is very proud to have MCpl Ring counted as one of our own.

## 35 Years....



Civilian employees receiving long-service awards from the WComd on 26 Sep 95 are Mr. Keith Geldert (WTnO) 45 year medallion and Mr. Hank Oke (WHosp) 35 year medallion.

## 10 Years....



Mrs. Carol Andersen of Wing Food Services receives a plaque recognizing 10 years of service with the Employee Assistance Program. Presenting is Mr. Keith MacKenzie, President of UNDE Local 1007 and Co-chair of the Labour Management Relations Committee.

## NEXT DEADLINE 1 DEC

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Every person or institution has a set of values that they use to measure their every activity. Here at 19 Wing we have adopted the following values:



## 19 Wing Values

- Everyone is a valued member of the team.
- We will promote the concept of one military family where every one is a valued member of the team.
- We will encourage participation in our decision making processes.
- All members of 19 Wing understand the mission and are committed to its accomplishment.
- We will embrace the ethical values of the Air Force through integrity, trust, justice and honesty.
- Service with pride and respect for others.



## 19 Wing United Way Campaign Report

The 1995 19 Wing United Way Campaign is winding down as you read this article. The final results will not be available for another couple of weeks, due to the Raffle and Silent Bid Auction, but a good effort to attain our goal was put forth by all of the section reps. As of November 9 we raised \$19,627.87 (79% of our goal, with a participation of 22%).

Don't forget to send your bid for portrait, squash lesson, and the fabulous parking spot of the Wing Commander at HG 7 and WHQ.

The wing's campaign may be finished but by no means has the Comox Valley's! Various activities to raise funds will be held in Courtenay, Comox and Cumberland by various businesses and volunteer agencies that are part of the United Way team. You, as a resident and possible utilizer of the various services, are encouraged to support these activities as

the Comox Valley is our home as well as our workplace.

One of these fund raising activities is the **United Way dinner** at the **Convenient Gourmet** restaurant, at the corner of Cliffe and Sixth Street in Courtenay, on 25 November. You will be served by the United Way Board of Directors and some local town celebrities. There will be a double menu available, your choice at \$12.95. All the tips made by the waiters will be donated to the Comox Valley United Way.

**A BIG THANK YOU** to all who donated their time and money to the 1995 Wing Campaign! Don't forget to "Give where you Live" and support the Comox Valley United Way Campaign.

The deadline for the draw and the Silent Bid Auction is 22 November.

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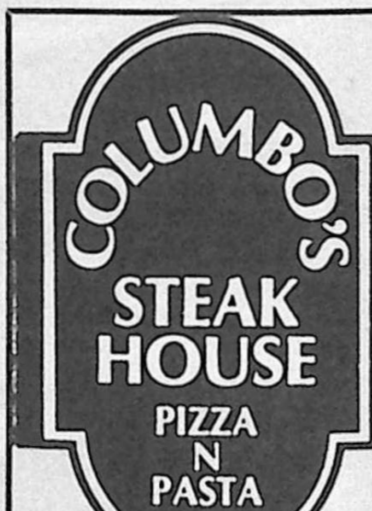
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## The South End of a North Bound Horse

Dear Sir;

Tet Walston's "Bring on the Goils" article must remind all those who served, particularly the "old sweat," of the various characters they ran across during their tour for king and country, and I don't mean McKenzie King.

The character that comes to my mind was one "Sgt Mann." I first met him in 1938 at RAF Halton. I was just 17 years old at the time, and on the parade square with a 1,000 other "brats," and although he was speaking to all of us, his eye seemed to zoom in on me. These were his words: "I'm Sgt Mann, I am, I am. You play fair by me and I'll play fair by you, but if you don't play fair by me, watch your bleedin' step!"

By trade he was a splicing instructor and taught us how to splice the control wires to the elevators and ailerons, etc. I remember when I took my first splice to him for approval. He held it up so the class could see it and said in a

very loud voice "You call that a splice? It looks more like a bloody bird cage." That man made my life a misery. He always hove into view when I was doing something wrong. He stuck me on "Jankers" cleaning pots and pans in the cookhouse. I couldn't walk by him without receiving a nasty remark from him. I started to hate him and avoided him as much as possible.

Then one day when WWII was about a year old, a pal of mine had his house bombed with many family casualties. I learned that Sgt Mann had called my "oppo" into his room, gave him five pounds (\$25.00) and a 72-hour pass to go home - and told him that if he told anyone, his life wouldn't be worth living!

So you see it's hard to keep hating the south end of a north bound horse.

Yours truly,  
Bert Linder

## Regional Cubs Thanks

Letter to the Base Commander of HMCS Quadra

Dear Sir;

On behalf of myself, Cub leaders and our group committee, I wish to thank you for the use of your facility in our recent Regional Cub camp.

I realize these terrific facilities are expensive to maintain and I'm sure 600 youth and leaders once a year add to your budget. However, if you could experience the pleasure I do of hearing and seeing last year's Cubs telling this year's new Cubs just how great Quadra is, you'd smile.

The memories gathered by these young ones watching the Grand Howl performed on the parade square could not be purchased at a video store.

I hope in these times of federal government cutbacks, coupled with increased youth crime, we

can continue putting memories like those born this year in the minds of future Cubs.

I asked my Cubs to put in their own words, what they thought of this year's camp. I enclose their letters and hope you enjoy their thoughts.

Yours in Scouting  
Gary Smart

The following is one of the Cub letters received:

Dear Base Commander,

We really liked the barracks, the food and the campfire. We all had fun and we would like to come back again. The thing we liked best was the military rescue demonstration. It was nice of you to have us and we would like to come back next year.

Yours in Scouting  
Montana, Donnie, Matthew  
Smart, Jordan, Brad.  
1st Departure Bay, Green Six

## 120 (RAF) Sqn Appreciation

Text of a message received from CO 120 Sqn RAF:

Dear Colonel MacLean:  
Thank you for your kind words and thoughts following the loss of crew in Toronto.

We have now laid our lost colleagues to rest but our responsi-

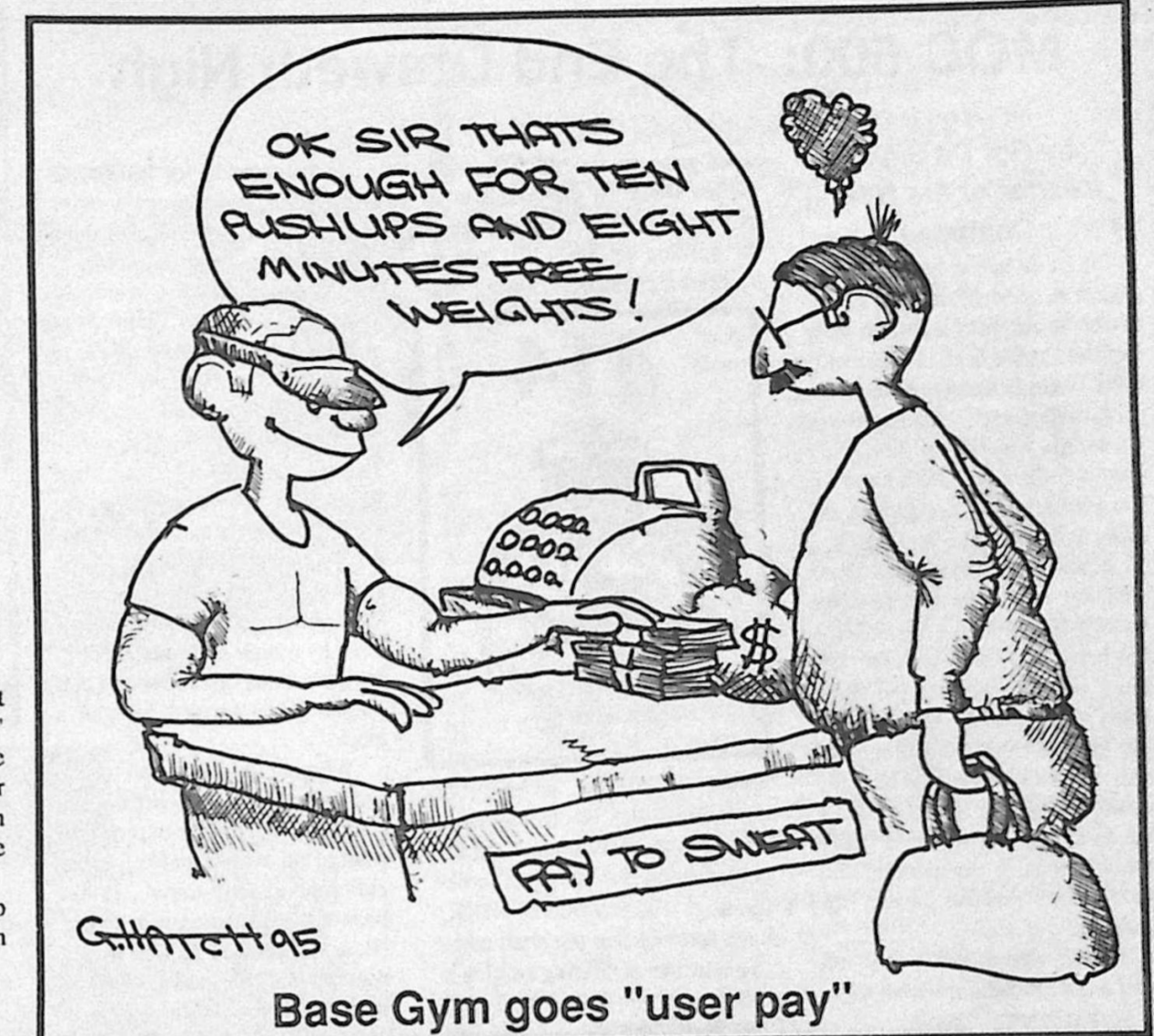
bilities to the bereaved families continue with zeal.

The squadron has taken great comfort from the warm response received from wellwishers everywhere. On behalf of 120 Squadron and the bereaved.

## CF Dental Care Plan Changes

We have been advised of a change in the address for Great-West Life Assurance. The correct address for the form letter is: The Great-West Life Assurance Company, Health and Dental Claims Centre, P.O. Box 3050, Winnipeg, MB, R3C 4E5.

A slight modification is also required in the first line of the French text, under the participant's name. The term "participe" should replace "contribue" as this better reflects the nature of a group insurance plan.



Base Gym goes "user pay"

## A Special Tulip Created

by Duke Warren

As most people, and all horticulturists, know, new strains of flowers can be developed. Roses are often created unlike any rose before, and a name given to the new bush. This can also be done with tulips.

Now what country is most closely associated with tulips? I shall give you a clue - it is the country in Europe which, of all countries in Europe, is the most appreciative of what Canadian soldiers did in WWII. Need I say more? - Holland!

The governing body which regulates such activity is Koninklijke Algemeene Vereeniging

Voor Bloembollencultuur which is called KAVB in short form. They have approved a special tulip which meets the requirements to be considered a separate strain. In effect, grants a pedigree to the bulb.

The new tulip bulb and flower is officially called "Canadian Veteran." It was presented to Mr. Serge Rainville, Executive Director of the "Canada Remembers" program on 5 May 1995 during the official ceremony on the Trainusplein at Nijmegen. At the request of the National Committee "Thank you Canada" the name has been reserved by the International Registration Authority for



Duke Warren

This information was brought to the Comox Valley by Mr. W. Warschick, who was recently a guest of Duke Warren at a meeting of 888 Wing. Mr. Warschick also brought a copy of the signal sent to stop fighting to his reeve unit on 4 May 1945. The copy was displayed at the Veterans' Night in the Comox Legion.

## DECEMBER - CALENDAR OF EVENTS

Christmas Barrel of Fun 10:30 am - 4:00 pm

2nd December 1995:  
**Santa arrives**  
at Driftwood Mall

## Christmas in Bearville

The Teds perform "Sleeping Beauty"

Time: 11:40 am

12 noon: The Teds unwrap a very special Christmas gift!

Saturday 9th December 1995:  
"Ish" Children's entertainer

Times: 11:30 am  
1:30 pm  
3:30 pm

Saturday 16th December 1995

Ian R. Johnston - Canada's unofficial Ambassador to Children

Times: 1:00 pm  
2:30 pm  
3:30 pm

Choirs from various schools will perform throughout the month of December.

## MOC 500: The End Draweth Nigh

by Sgt Da Silva  
Keeper of the Holy  
Compass

To be or not to be, that is the question. 414 Maintainers have restructured into a brand new family. At the head of the clan is Lord Doug Doucette (aka MWO) with his enforcers. Sir Peterus of Chenard, Keeper of the Holy Hammer (aka WO ASO) and Sir Gregorius Lyon, Keeper of the Holy Schedule (aka WO ARO).

It has been written that there shall no longer be two families (crews) but three in ASO and so it has been done. Now the edict has been put into action, the three clans will see to the launching of our knights to slay that dragon of old. Arise O sleeper and hear the rumble of NENE X in the still of the morning sunrise, make ready the weapons of our warfare and let not one gremlin escape our checks.

Gather round and I will tell you a tale; the end draweth nigh,

soon gone are the old 500 series, boiled down in the cauldron of restructure. The ancient secrets of burning jet fuel, lift, human catapulting, electron chasing, and



armour laying; the wizardry of navigation and electromagnetic radiation are now hammered together upon the anvil of cross training. The prophets of NDHQ have foretold that our shall come two families of shining knights at the dawn of 1997: AVN and AVS.

In preparation for fulfillment of the great prophecy, members of the squadron have taken it upon themselves to create a suitable environment. Take for instance Sir G-Man of Sura who, on his own, provided the ideal atmosphere in Tofino for engine and wheel changes. Many thanks to Wing Transport for supplying us with a flatbed to haul our equipment (thankfully not required for the T-Bird). The Tofino family reunion was attended by Gypsy Cousins Hose and Heron who managed to get lost, but were rescued by female park rangers deep in the woods of Tofino. Later cousin Wain arrived without a hitch.

Wiener Lavigne retired for the second time and the roast was on. Cousin Wiener toasted and roasted all within earshot, especially pooppy-suit-Espo! It has been reported that cousin Foster (Bear) progressed so well in line dancing that he is now giving lessons for a nominal fee. Also in

the area of personal improvement activities, aircrew have taken up a new PT regime related to caber tossing, the local movers have approached SQN OPS with application forms.

Let us not forget the Maintainers' Creed, passed down from

knights of old:

Keeper of norms lead us not into over-torquing.  
Deliver us from false indications.

For tomorrow brings another flying schedule.

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## Safe Driving Week 1-7 Dec 95

The theme this year for Safe Driving Week is  
"Impaired Driving"

### DRINKING AND DRIVING

People who choose to Drive, while impaired are making a decision which affects everyone. They are committing the single most serious and costly criminal activity in British Columbia.

#### HERE ARE THE FACTS:

- In an average year in the province:
- 110 people are murdered
- 250 people are killed in drinking driving accidents
- 450 people are wounded
- 7,200 people are injured in drinking driving accidents

#### VICTIMS LEAVE VICTIMS BEHIND

The amount of human suffering can't be measured, but the financial costs can. Conservative estimates show the yearly bill for drinking and driving in B.C. is over 130 million dollars.

But the insurance, hospital and enforcement costs are only the beginning. Drinking drivers also place a heavy burden on our justice system. About 22,000 people are charged with impaired driving every year. That's one third of all criminal cases. One third of the people in B.C. jails are convicted drinking drivers. Their average stay is 50 days.

#### UNDERSTAND THE PROBLEM. BE PART OF THE SOLUTION

When you add up the costs and think about the unnecessary tragedies, it's obvious why drinking and driving is our most serious crime.

Yet in a recent survey of people over 15 years of age in B.C. one third admitted to being a drinking driver or a passenger with one in the previous month.

- seventy per cent had no idea of the penalties for drinking while impaired;
- not one person could correctly identify all the penalties.

INFORMED PEOPLE MAKE INTELLIGENT DECISIONS.

AN INFORMED PUBLIC IS THE BEST DEFENCE AGAINST DRINKING AND DRIVING.

### HOW MUCH IS TOO MUCH?

The percentage of alcohol in 100 millilitres of blood is Blood Alcohol Concentration (BAC). BAC is determined with a breath sample or a blood sample. It is a criminal offence to drive with a BAC in excess of .08%.

But if a police officer believes your ability to drive has been impaired by alcohol or drugs, you will face criminal charges, even if your BAC is below .08%. If a police officer has reasonable and probable grounds to believe that a driver's ability to drive has been affected to any degree by alcohol, his licence will immediately be suspended for 24 hours.

#### REFUSING TO GIVE A BREATH OR BLOOD SAMPLE

Failure to provide a breath sample or a blood sample is a criminal offence, subject to the same penalties as an impaired conviction. A blood sample is taken by authorized medical personnel when a breath sample cannot be obtained.

#### IF A DRIVER IS UNDER THE INFLUENCE OF ALCOHOL OR DRUGS, HE FACES THESE CRIMINAL CHARGES:

- Driving While Impaired
- Driving with a BAC over .08%
- Failure to provide a Breath or Blood Sample

If Crown Counsel decides to prosecute one of these charges as an indictable offence, the penalties, even on a first offence, can be up to:

- an unlimited fine
- 5 years imprisonment
- 3 years prohibition from driving

If Crown Counsel decides to prosecute one of these charges as a summary offence, the penalties are:

- Maximum: \$300 fine
- 12 month prohibition from driving
- Maximum: \$2,000 fine

### WHAT CAN YOU DO?

Drinking and driving is a problem we all must solve. The police, courts and jails cannot do the job alone. Finding a real and lasting solution requires individuals as well as collective action.

- 1 Make arrangements to ride with a sober driver BEFORE you go out. Take a taxi, or bus, or ride with a sober friend or relative.

- 2 After making the decision not to drink and drive, influence other people.
  - Get involved and speak out, at work and meetings. Initiate groups to fight impaired driving.
  - Friends don't let others risk their lives or the lives of innocent people. Hosts can provide alternatives to drinking and driving.
  - Parents can talk about the dangers and must importantly, SET A GOOD EXAMPLE.

- 3 Drive defensively, especially at night and on weekends when there is a higher percentage of drinking drivers on the road.

- 4 Never ride with a drinking driver. 75% of the dead and injured in drinking driving accidents are in the impaired driver's vehicle.

- 5 Report drinking drivers to the police. Take the time to get the licence number and description of the drinking driver's vehicle. 10 to 15% of all impaired charges are reported by concerned citizens.

#### A CONVICTION FOR A DRINKING DRIVING CHARGE WILL CHANGE THE COURSE OF YOUR LIFE

Fines, suspensions and jail terms are only the beginning. Additional points added to a driving licence can increase the cost of insuring a motor vehicle for years.

A criminal record means you can't be bonded. You may be banned from some professions and barred from some countries, like the United States and Mexico.

If a drinking driver kills or injures someone, the victim's claims will be met, but the money is normally recovered from the drinking driver. These claims can run into hundreds of thousands of dollars and can take a lifetime to repay. Damages to a drinking driver's vehicle will not be paid.



DRINKING DRIVING  
COUNTERATTACK

#### Schedule of Events:

- 6-7 Dec. Dependants Defensive Driving Course 1800 - 2100 hrs. (two evenings) Bldg. 22, Rm 11. Call MSE Safety, Loc 8603, for course bookings.
- 7 Dec. The B.C. Licensing Bureau will have a Drinking and Driving Counterattack display in the Canex foyer. The Licensing Bureau's representative will answer any questions you or your family may have. Come out and check it out!

Remember, if you drink don't drive! Be safe this festive season.

### Country Village Kitchen Bin

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We serve the Service

190 Port Augusta Mall, Comox, B.C. V9M 3N1  
Don Gates "Our Business is a Grind" 339-7313

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(ACROSS FROM THE BANK OF NOVA SCOTIA)

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## 442 Saves a Finger

Mr Happy?



Together with his severed finger, patient is hauled aboard chopper

Downed aircraft - 312 tasked to search for Beaver on floats near Prince Rupert. CG located survivor holding on to one of the floats.

ELT false alarm - RCU 465 - Nelson

Congratulations to Cpl Simpson on his first operational jump/rescue. A Bell 206 from Canadian Helicopters was reported down near Salmon Arm. When 465 arrived on scene it was apparent that urgent medical attention was required. Cpl Simpson and MCpl Robillard jumped into (well....close to) the area and were then longlined to the crash site by a civilian A-Star. The patient was evacuated on a 412 from 417 Sqn and is expected to recover fully.

ELT false alarm - RCU 465 - Port Hardy

ELT false alarm - RCU 318 - Howe Sound

Severed finger - RCU 316 was tasked to medevac a fisherman from the vessel *Viking Storm*. Seems one of his fingers had been severed in the nets. 452 provided top cover, and the patient and his finger were hoisted off the vessel and flown to Victoria. (See photo).

Sinking boat - 452 was tasked to investigate and escort a 50 foot vessel taking on water. CG arrived first and the Buff was stood down.

Sinking boat - 316 tasked to assist a 53 foot vessel taking on water. Stood down enroute.

WComd Col Brian MacLean presents a gift of thanks to MP MCpl Peter Klingerman while WSAMPO John Pumphrey looks on. The plaque arrived via the family of eight year old Kristen Martin, who was recently given a unique Pentium computer with money raised from the local MP Blind Fund for Children. The computer is designed to serve the special needs of the blind and will open up a whole new world of education for Kristen.

## Junior Ranks Mess UPCOMING EVENTS

24 Nov Bosses' Night starting at 15:30 until 22:00 for SNCOs and Officers. Chili buns at 17:15. Jr. Ranks members are entitled to bring one guest of SNCOs and Officers rank.

2 Dec Kids Christmas Party (6 and under). Doors open 11:00. Hotdogs for kids only at 11:15 (sandwich available for young children). Entertainer starts at noon. Tickets \$5.00 per child on sale 14 Nov - 3:00 pm 29 Nov at Jr. Ranks office and Bar. Late-comers will NOT be accepted. Member or spouse may register (if spouse is on TD or course). Office hours: Mon to Fri 07:30 - 15:30. See ad for more details.

NOTE: Volunteers needed for wrapping kids' Christmas gifts on Fri 1 Dec starting 08:00 at Jr. Ranks reading room. Dependents are welcome. Call local 8430.

4 Dec PMC Christmas Bingo (for adults). Doors open 18:30. First number drawn at 19:30. Cash prizes and "Christmassy stuff." \$5.00 for first set of cards. Limited seating so get there early. Bring your own dabber. For members and guests only.

10 Dec Children's Christmas Bingo (7 years and over) starts 13:00 - 16:00. Tickets \$2.00 on sale at Jr. Ranks office only from 14 Nov - 3:00 pm 5 Dec. Don't forget to bring a non-perishable item for the Food Bank - it is required for the bingo. Bring your dabber! Member or spouse may register.

14 Dec Living In Christmas Luncheon & Party - all attendees assemble at 11:30 at Jr. Ranks Lounge. Luncheon starts noon at Jr. Ranks Mess Hall. Karaoke (Ann Loveless) and music at 14:00 in Jr. Ranks Lounge.

NOTE: No movie on Sunday 24 and 31 Dec. Movies resume 7 Jan 96. TGIF will start 12 Jan 96.

## NEXT DEADLINE 1 DEC.

### TOTEM LOUNGE



## Junior Ranks Mess Children's Christmas Parties Saturday December 02

11:00 am - 2:00 pm  
6 years and under  
\$5.00 per child  
Food: hot dogs

Entertainment provided by Mr. & Mrs. Jelly Roll

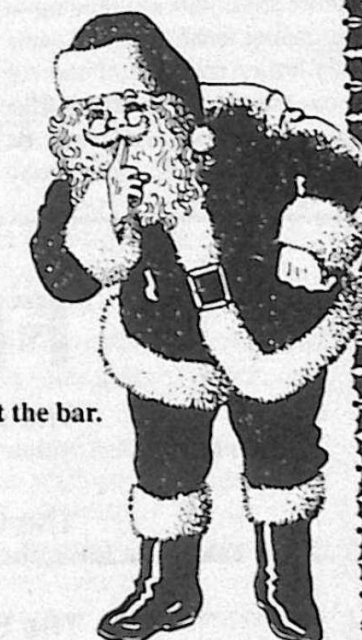
Member or spouse may register at the Mess Manager's office between Nov 13 and Nov 29 by cash or acquittance roll at the bar.

## Children's Christmas Bingo

Sunday December 10

1:00 - 4:00 pm  
7 years and older  
\$2.00 per child  
Snacks provided

Member or spouse may register at the Mess Manager's office between Nov 13 and Dec 05 by cash or acquittance roll at the office only.



## The Flyer

### THE CHANGING FACES OF ACES

ACES is here to stay...there's no doubt about that, but the former Team ACES now falls under the umbrella of Flight 97. Flight 97 is the Commander's vision of where the Air Force is going and how it's going to get there.

TEAM ACES, Project Genesis, and the Air Force Command and Control Review Team (AFCCRT), along with folks from Business Process Re-engineering, Socio-tech Systems, and Business Planning and Cost Centre Management compose the Flight 97 Team. Operating under the leadership of the Commander's core team - Col Roy Mould (PM Genesis), Col Bob Smith (Business Planning/Cost Centre Management), Col Bob Pirson (AFCCRT) and Group Capt Brin Sharp (Culture/Training) - the Flight 97 team will be leading the way to the future. There will be much more to follow as time progresses.

### What do you mean, I've got to change?

How often have you heard that phrase lately? Probably more than you'd care to, but it's commonplace and expected in most cases.

As the Air Force identifies and implements new ways of "doing business," there will be barriers to overcome. Most of those barriers come in the form of human resistance. It's only natural. We are often resistant when faced with change that is unfamiliar and for which we feel unprepared. In other words, most resistance to change arises from lack of information or training. With good, solid training most, if not all, of those barriers can be knocked down and resistance overcome.

The Commander has said he wants the entire Air Force trained in the principles and practices of continuous improvement. The Flight 97 team has taken on that monumental challenge.

Beginning in October, a series of three day courses will be run in a cascading fashion so that eventually every member of the Air Force and Air Command (that means civilians too) will be trained to deal with changes by

way of continuous improvement. For more specific details, feel free to call us.

### "Ouch, that smarts"

In a recent ACES newsletter we relayed the story of a senior officer who experienced some minor difficulty in getting an item from Supply. While the story may have seemed fairly simple to this author, it caused concern in the Supply world, and fair enough.

Supply techs take a great deal of pride in their work, and many of them rushed to reassure us that if, in fact, the incident did take place, it most certainly is not the norm. We agree with them. The Supply system has undergone and is undergoing changes for the better, and the folks who are responsible to satisfy our supply requests continue to strive for 100% customer satisfaction.

So, to all who took offence from the story...our apologies, it was not our intent to insult or to discredit the system or, most especially, the people behind the counter. We pledge to do better ourselves in getting our message across.

### And finally

Did you know? That as a result of a change initiative from 22 Wing, the Financial Signing authorities for certifying the receipt of goods and services has changed? FAA Section 34 signing authority has been modified to allow personnel below the rank of sergeant and civilian equivalent, based on certain criteria. The Directorate of Financial Policy and Procedures (DFPP) will be providing the details to all levels of DND very shortly. KUDOS to 22 Wing!! We can make a difference!

If you have any ideas or suggestions that you believe will make the Air Force a better team, don't keep them to yourself. Pass them along the chain of command, and don't forget to keep your ACES rep informed.

We welcome your comment on anything in "The Flyer." Send them to: Flight Plan 97, Air Command Headquarters, Westwin, Mb, R3J 0T0. Phone: Commercial (204)833-5606. CSN/RCCC 257-5606.



Comox hosts MARCOT exercise



(Photo Cpl Luc Champagne)

## 19 Wing Personnel Kidnapped by US Navy

On Sunday 22 October, 18 members of 19 Wing were abducted by the US Navy, seated in a windowless C-2 transport plane and flown to a ship somewhere in the Pacific Ocean. Everybody was back on base later that afternoon and the USN can come back and get us anytime it pleases.

In all seriousness, the last month's trip via a C-2 Carrier On-board Delivery (COD) aircraft and subsequent tour of the USS Constellation was a truly exciting, informative and satisfying experience. Our group of officers, NCMs, senior NCOs and NCMs were treated to a first-rate luncheon, flight and ship's tour. The aircraft carrier, dubbed "America's flagship" by former U.S. President Ronald Reagan, supports a crew of over 5,000 sailors and officers as well as fighter, transport and helicopter aircraft squadrons totalling 90 aircraft. We were flown to the great ship from AMU of Comox and back again. The flight down took about one and a half hours, as the Connie was steaming near the Pacific Coast, somewhere near the California-Oregon border. There is something about

landing on a carrier, with that sudden, jerking, tailhook stop that is surprising. It is even more so when you are sitting backwards in a COD with no windows to let you know where you are or when you are going to land on the flight deck. Then, in a moment, you go from motion to immobility and seem for a second to be suspended in space.

We were greeted upon our arrival by Constellation's CO, Captain Marc Ostertag (USN) and immediately led to the Wardroom for a sumptuous lunch that was already waiting for us on a table covered with starched cotton tablecloths and laden with china and silverware. Two formally-attired waiters hovered at the ends of the table, eager to replenish our glasses with water or ice tea (remember, US ships are dry!).

The three hour tour that followed took our three appointed groups into every operational corner of the ship. During that time, dozens of aircraft were launched and recovered and we were all afforded the opportunity to stand on the flight deck and observe F-18 Hornets and F-14 Tomcats take off and land.

You cannot but be impressed with American resources when touring a US military facility, whether it be a USAF base or a carrier such as the Constellation. Here is a ship that was commissioned during John Kennedy's first year as president (1961) but whose sheer size and power still overwhelms we Canadians, who sold our last aircraft carrier for scrap. It reveals not only that the US Navy has a lot of money to spend on equipment; it suggests that the American people are willing to support their navy, and all their armed forces, with the tax dollars they need to provide a military force that everyone can be proud of. Do we have that pride in Canada? It's just a thought.

After wandering throughout the ship, the best was saved for last. The greatest ride in the world must be that of being catapulted from a carrier deck, going from 0 to 160 mph in five seconds. It was the crowning glory to a very appreciated day. Our thanks to the captain and crew of the Connie; may blue skies and clear weather always await you!

# PROJECT GLACIER

## "Lay an egg or get fried"

Group Captain Brin Sharp (RAF), in his recent presentation to the personnel of 19 Wing, put that message across loudly and clearly. It's not that AirCom wishes to threaten anybody with unemployment, it's simply that the Air Force must get on with the renewal process or suffer the ultimate consequence.

Speaking of the presentation on the "Pre-Flight Plan 97 Ground School," it was an obvious success with a near sell out

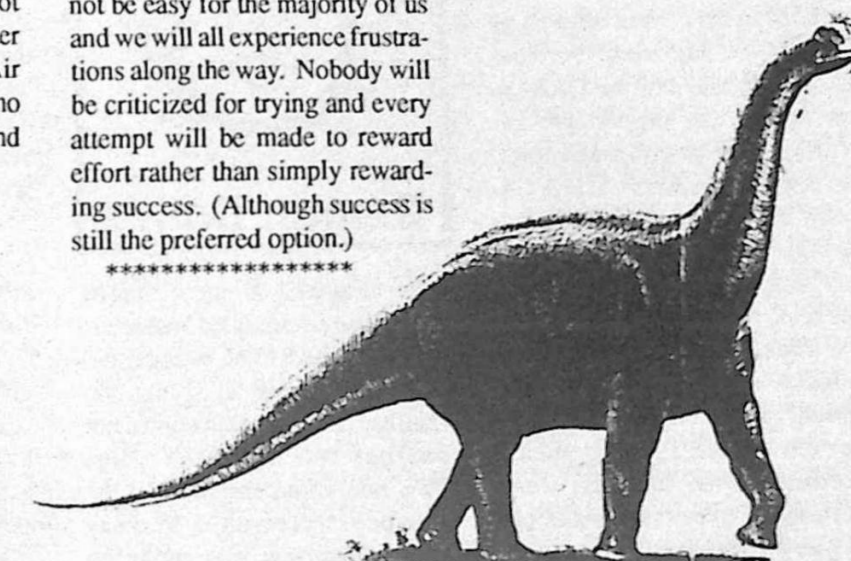
crowd for each of the three sessions. Group Captain Sharp is clearly gifted in the speaking department and was able to leave the majority with a good feeling about Flight Plan 97, even if a great deal of uncertainty about the future of the Air Force remains.

For the few of you who missed the pre-flight, the gist of the message was that change is the way of the future and those who are not willing to change for the better will be left behind. The Air Force, indeed the country, can no longer afford the status quo and

we, collectively, must find ways to make processes more efficient and effective. Certainly, this will not be easy for the majority of us and we will all experience frustrations along the way. Nobody will be criticized for trying and every attempt will be made to reward effort rather than simply rewarding success. (Although success is still the preferred option.)

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Captain Rick Tillotson's definition of Project Glacier: "A large, slow moving object that heads off in no particular direction, leaving massive destruction in its wake." We like it.



So why do we have a dinosaur on the Project Glacier page? You probably already know that one full page of each and every Totem Times will be dedicated to Project Glacier. The dinosaur will be a regular feature on that page and may even turn up around the base from time to time as a symbol of success or non-activity on the renewal front. For this inaugural Project Glacier page we have two dinosaur slayer stories and thus winners of the "Dino Award."

Atta boy Mac! The first winner is Major "Mac" Fraser from CE (of all places). It seems he was having a little trouble accounting for all the time his troops

were spending in transit to and from their work sites. It's not that transport wasn't working as promised, it's just that the process was too cumbersome and not effective. So he went out, on his own initiative, and leased nine trucks and issued them to each of his newly re-engineered work teams. Now they no longer rely on transport trucks and drivers for routine transportation. It's more effective, more efficient and the increased productivity will pay for the leasing costs over time.

The other success story is on the front page. Right where it should be.

\*\*\*\*\*

### Restructuring - continued from page 1

So here we have a mitt full of wrenches that are tested monthly on the tester and testing machines in 7 Hangar that gets tested once a year as a backup. Hey, what if the machine used to test the torque wrenches isn't accurate? How else do you think we could ensure the testing machine has been accurately tested? How else do you think we could ensure the testing machine has been accurately tested? Like the annual test isn't enough? Come on, haven't you figured it out? We test the wrenches that have just been tested on the testing unit that gets tested in Victoria, not just one or two of the wrenches, but each and every one of what I estimate to be close to 500 torque wrenches in 19 Wing. And where do we test them? Victoria of course.

Because of Polson's concerns, and a subsequent initiative by 442's Op Snake office, 442 Squadron now have their own set of torque wrench testers. Total cost: \$3705.74. No more trips to 7 Hangar. No more wasted time and energy. If a tech needs to test a wrench, he or she walks to the centrally located tester and tests it. If they are at all suspect about

the accuracy of a wrench, they can test it there and then. The cycle for testing the wrenches has also been extended to three months instead of monthly. The issue of testing the wrenches in Victoria is also being addressed and is likely to be discontinued. The savings in terms of work hours is incalculable, suffice to say that a simple change in regulations has likely saved 19 Wing hundreds of thousands of dollars annually. Dollars saved means jobs saved.

This is what restructuring is all about. The people who do the work actually getting a chance to show what's wrong with how things are done and suggest solutions. How many of you have seen something as ridiculous as this and wanted to do something to change it? Here's your chance. If you've got a suggestion about how we can save money or make things more efficient, tell someone about it. If you've got your own "Torque Wrench Story," send it to the Project Glacier office so we can share your successes with all of 19 Wing. Op Snake, Project Glacier and Flight Plan 97 are about you. Pete Polson got torqued and he got things changed. You can too.

\*\*\*\*\*

© 1988 Cynthia Scott & Dennis Jaffe / Flora Elkind Assoc.

## Experiencing Change and Understanding the Transition Process

*It's not so much that we're afraid of change or so in love with the old ways, but it's that place in between that we fear...It's like being between trapezes. It's Lina when his blanket is in the dryer. There's nothing to hold on to.*

Marilyn Ferguson  
Change isn't so difficult. It's accepting something new - a new policy, new team roles, a new location. However, before you can accept something new, you have to let go of the old - the old way of doing things, the old roles, the old colleagues. Letting go of the old isn't always easy. It can be "like being between trapezes," particularly when you don't quite know what the something new looks like.

Transition, the time between the old and the new, can be very difficult. Cynthia Scott and Dennis Jaffe, two change specialists, have studied people in transition and have described four phases that people go through. The diagram shows you the four phases

and describes what you might see and hear during each phase.

The first phase is called denial. During this phase, nothing happens. Employees stay focused on the way things were. They withdraw. People need this time to let the change sink in, and to mourn the loss of the past.

The second is resistance. Employees experience self doubt, anger, depression, anxiety, frustration, fear or uncertainty because of the change. Usually, productivity dips during this phase. Accidents, sickness and work-related accidents are likely to multiply.

The third phase is called exploration. In this phase, employees are willing to explore options, take risks and experiment. There may be some over-preparation, and confusion but employees are willing to accept that confusion more willingly. Things are looking up.

The final phase is commitment. Employees accept the

change and begin working together again. There is cooperation, and a better focus. People start looking forward to the next challenge.

Everyone goes through these four phases. You can't skip a phase though, sometimes, the time you spend in a phase can be short. If you understand the phases and how you are likely to feel, you can move through them more quickly.

If you think you are in phase 1 or 2 - denial or resistance - share your feelings with your family and friends. Don't try to go it alone! Better still, find others who have gone through a change successfully - they can help you see the light at the end of the tunnel. Don't forget to exercise, eat well, and keep reminding yourself that the last two phases are coming.

(Reprinted from OP Excellence News)

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## FRP

### The Problem

What is the best option for a successful retirement?

### The Options

Taking the leave, the cash, or a combination?

### The Solution

A free one-on-one consultation to guide you in making the correct decision for your future.

Call me at 334-1833 for an appointment

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**The Maritime Life Assurance Company**

## The End of Major O'Brien's Moustache

As October came to a close the 407 Demons saw the termination of MARCOT 95 and OPEVAL and the end of Maj O'Brien's moustache. A Flight Suit Mess Dinner which was held at the Officers' Mess was an excellent way to celebrate the success of both MARCOT and OPEVAL. The evening was an excellent way to unwind after a hectic two week, 183 mission, 512 hour flying schedule and work on informal international relations. The Demon Dawgs of Crew 3 were able to take time out of their other lives to attend the gathering. Perhaps the crew should read the QR&Os concerning the proper way of wearing makeup with the uniform and apply it to Crew SOPs. It seems as though not only do the Vikings work together but they also shop together and get their hair done by the same hairdresser. The Vikings with their long golden locks were the envy of all the balding pilots on squadron. By the end of the evening, many members of the squadron were sporting the very fashionable olive green flight suits, courtesy of the American and the Australian aviators. Although there was no formal entertainment organized, several Demons took it upon themselves to entertain the crowds. Thanks to the needlework of the Wing Surgeons on the pool table, Lt Bard was able to come back from a near fatal chin injury to lead the Demons to vic-

tory on the crud table. We once again reign supreme. To the rest of you, better luck next time!

A BZ and a monstrous thanks goes to Maj Gibbs and his entourage for the organization of and the set up of the dinner.



Once again a 407 crew came to the rescue of stranded mariners. During a MARCOT mission the Cowboys (Crew 2) flying the Cadillac of the Fleet, received not one but two MAYDAY calls. Two hours into the mission the Cowboys received a Mayday from a ship that was taking on water, RCC Victoria tasked them to search for the distressed vessel. Simultaneously a call was received from a ship that required an air lift of a burn victim. Although Crew 2 were able to find the vessel within 13 minutes of the initial call, they did not directly aid the sailors. However, their professionalism and consci-

entious work ethic allowed them to quickly respond to the calls and provide support when required. It is flexibility of the MAG crews which distinguishes us from the other guys.

After stacking their team with a new member, Lt Edwards, the Icemen of Crew 4 are ready and able to regain the O'Brien Cup. Hopefully, Lt Edwards' recent six month spy mission in Greenwood will provide beneficial to Crew 4. We wish the Icemen well as they leave for an exhausting 16 days in ZX on Friday to try to dethrone the Tunafish. If successful, the Icemen will be heading to New Zealand for Fincastle in the Spring (the Fall to those down under).

After the exhausting flying schedule of MARCOT (have I mentioned that MARCOT was 183 missions and 512 hours of flying?) the squadron has returned to their routine flying schedule of Corexs, PPFs and MPATS. Three crews were able to take part in an American ASW exercise during the first week of November. After working with the American Navy we gained a new respect for the Canadian Navy and the way they do things. During November the Cowboys and the blond haired Vikings of Crew 5 will be preparing for their big Christmas shopping excursions to San Diego. Oops, that should read "the crews are preparing for the ever-stressful Com-

putex being held at North Island Naval Air Station in December." I am sure that both the aircrew and the maintenance crews will be able to fit the flying and the maintaining into the hours that the outlet malls are closed.

Besides the Computex in December, members of the squadron are anticipating another successful Christmas party (2 Dec) at the Officers' Mess, the Officers' Mess being At Home to the WOs and Sgts (15 Dec) and, most of all, the Christmas leave period. On a serious note, remember during the upcoming festive season (and all other times) if you drink please do not drive.

Our condolences and empathy

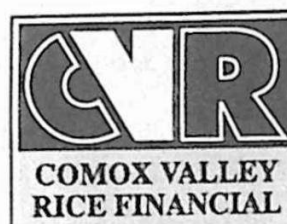
go to Rick, Rick, Ron and John as they prepare for their MOAT in Greenwood. Good luck on the course and when things get tough just remember that you are coming back west and the other people on your course will be staying in Greenwood.

The Demons of Div A are playing above 500 at this point in the season which, according to sources close to the team, is better than ever. The team asks for any and all support from the rest of the squadron. If you have a spare hour or so, go and cheer our teams on. Unfortunately at press time other teams' results were unavailable.

That's all for now.

## FRP - CRP OPTIONS

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## Wallace Gardens Community Council



### COME OUT AND SUPPORT YOUR COMMUNITY

**Bingo**  
Lic#800366  
over \$1500.00 in Prizes  
Meat Packs and  
SSSSCASHSSSS  
**\$800.00**

### Jackpot Game

18 November Junior Ranks  
10 Earlybird games for Turkeys  
and Hams at 6PM Sharp  
Regular Program for  
\$1200 in meat packs and  
SS\$cash\$ at 7PM SHARP  
**This is an ALL RANKS Function**  
Sponsored by  
Wallace Gardens Community Assoc

### Hallowe'en Party

On Saturday, 28 October, the Wallace Gardens Community Association held a Halloween party for all Community Association children. Over 250 children attended this all-day event with the little ones (7 years and under) beginning the festivities at 2:00 pm, and the teen dance that evening finalizing the event.

There were many fun activities including a haunted house for the kids, all prepared by your ward councillors. The children all came dressed in their Halloween attire, making the judge's job very difficult for the Most Popular Costume Contest. They were all winners though, and went home with lots of treats!

This was one of many family oriented events sponsored by your Community Association. Watch this paper as well as the flyers delivered to your door for upcoming activities, including the annual Skate with Santa!

Remember, if you are not an association member, you can easily join by calling Mrs. Linda Jeffrey at the MQ Council office: 339-8211, local 8571.

## Bored?

**Bingo**  
Sat 18 Nov  
Jr Ranks  
6 pm for  
7pm

Doors open  
at 5

Meat  
Packs

Only 250  
seats

Door book  
\$5  
Additional  
6-ups \$5

Wallace Gardens  
Community  
Association

800336

This is an All Ranks Event



## 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

TONY POLLON.....Nov 17  
WYLIE & THE OTHER GUY.....Nov 24  
SHABOOM.....Dec 1  
WILD RIVER.....Dec 8

Don't forget we have Line Dancing every Saturday night at 7:00 pm. Join us and have a great time.

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 - 26 NOV.....1:00 pm  
BARGAIN DAY.....every Wednesday, all day  
BBQ LUNCH SPECIALS.....every Weds & Fri 11:30 am - 1:30 pm

GENERAL MEETING - Tuesday 28 November.....7:30 pm

**SPECIAL EVENTS:**  
"GREY CUP PARTY - 19 NOVEMBER 1995"  
Come and enjoy the football game with us.  
Food provided at half time.

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 339-2922

### ENTERTAINMENT:

Nov 19.....GREY CUP GAME  
Dec 01.....NORM'S COMBO  
Dec 08.....ALLEYCATS  
Dec 15.....VESTED INTEREST  
Dec 22.....WESTWIND  
Dec 29.....WYLIE & THE OTHER GUY  
Dec 31.....NEW YEARS EVE  
WYLIE & THE OTHER GUY

(Tickets now on sale for New Year's Eve \$15.00 per person - includes free transport to and from Legion. Tickets at the office.)

### 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 339-2922.

19 AMS

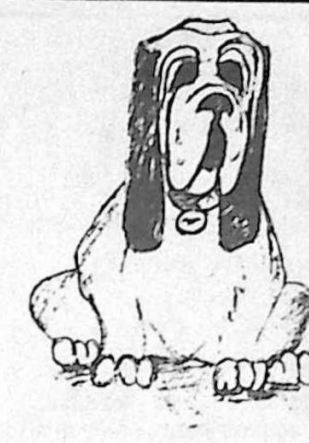
## The Mad Doctor

by MCpl Ken Bedford

Let's start with a quick farewell to Cpl Gebauer, gone to Winnipeg. G.G.G.-Goodbye. Next off the list is Cpl Levine whom we traded for Cpl Dumonceau from AMSE. We are not sure if anyone over there knows about it since Rick hasn't shown up yet (something about working for the T.A.C.O. Bell).

Sgt Aitchison has been enjoying his stay at the school as well, and would rather be there than anywhere else. In fact, he said "I wouldn't wish this job on anyone." With the Sgt on a temporary leave of absence, the shop runs efficiently at the hands of "The Mad Doctor." He's not really mad, just a little upset about all the personnel on their IOC

training at once. Talking about IOC training, two of our own, Cpl Richard and Cpl Gassner have completed their training and will soon join the ranks of the happy world of AVS in the NAVCOM labs (TRAITORS!!!). Did I say that or just think it on paper? Cpl Dunn is on course now that she has figured out the fastest, if not the easiest way out of Battery Shop. Cpl Broadbent has been sentenced to another two years less a day in her spot, but is hoping to be paroled on good behaviour earlier than that. Cpl Lefebvre is still doing hard time in the AVTRON world and MCpl Bedford is still waiting to go to a squadron with REAL aircraft on their D.A. (Any takers???)



Dog  
Talk  
by  
Gerry  
Gerow

This week two very interesting books: *The Complete Book of Pet Care*, by Dr. Peter Roach, Macmillan General reference/Howell Book House, New York (US\$15.00). In his book, Dr. Roach covers care of birds, cats, dogs, fish, guinea pigs, hamsters, horses, mice rabbits, and reptiles. A large section is devoted exclusively to dogs. This is a huge 8" x 11" 272-page edition, with over 400 colour photos to explain the text. It's soft cover and extremely well priced. One of the best priced books I have seen.

Dr. Roach covers everything you might wish to know about the health care of your pet or pets. There are large sections on each type of pet. Housing feeding, grooming, breeding and handling are covered for each of the 10 common species of pets. This one is heartily recommended for the library of all pet owners. It is just published, so ask the book or pet store to order it for you from Macmillan.

My second is a breed book: *The Ultimate Rottweiler*, edited by Andrew H. Brace, Howell Book House, Macmillan Company, New York, (US\$25.95).

This is a huge book - 11" x 8" with 288 pages. It is excellently illustrated with over 200 colour photographs. Each chapter is written by a different Rottweiler authority. That makes this book a little different, and given it a bit more of an international flavour. Also, chapters on feeding and health care have been written by veterinarians, which is refreshing.

Everything you would hope to find in a good breed book is here, and more. As with many other books, Canada is largely ignored. The writers have lumped us in with our American friends in a chapter titled "The Rottweiler in North America," and then barely mentions Canada, again. However, all in all it is a massive work on the breed, and one that every Rottie aficionado will want to own. It is hot off the press, but

there is time to order before Christmas. Ask the book store to get it or you.

### Kennel Club listings Group 2 - Hounds

Group 2 in the listings of the American and Canadian Kennel Clubs is comprised of the dogs known as hounds. While hounds were developed and used for hunting, they were used differently from the sporting dogs. Hounds are used primarily for chasing furred game, and either capturing it or causing it to go to tree or to ground where the hunter can take it fairly easily. Some of the hounds, like the Dachshund (badger dog) are used to actually enter the burrows and flush out the game for the hunters. Hounds are basically separated into two groups: "sight" hounds (those who locate their prey by sight) and "scent" hounds (those who use their noses to locate prey).

Today, very few hounds are used for their original purpose. Most are kept simply as pets, or in the case of greyhounds, to be used in the so-called sport of dog racing. I am not a friend of dog racing and, to the best of my knowledge, it is not practiced in Canada. Thousands of dogs are euthanised every year, simply because they are no longer of use in racing. I feel very strongly that when an animal has outlived its usefulness, it is entitled to a safe and restful retirement, just as we ourselves are.

By far the most popular hound in Canada is the Beagle. Over 1400 were registered in 1994, and this had been fairly constant over the last several years. Next would be the various types of Dachshunds, who together account for about 1100 registrations each year. Basset Hounds have a little over 300 registrations each year, making them a very distant third. As with most groupings there are a few who are quite rare. Only one Pharaoh Hound was registered in the last two years. A litter of 10 English Foxhounds was

## New Dog Books

registered in 1993, but none in 1994. Other very rare breeds are the Otterhound and the Coonhound (black and tan). So there is room here also to get yourself a very rare and different doggy.

### Group 5 - Toys

Next, let's talk about Group 5, the "Toys." At the risk of getting in trouble with someone, these are very small dogs which are not good for much except loving and being loved. Some of them are very well known, such as the Cavalier King Charles Spaniel, Toy Poodle, Chihuahua, and the Yorkshire Terrier. Others such as the English Toy Spaniel, Brussels Griffon, Italian Greyhound, and Chinese Crested are much less known. Yorkshire Terriers are by far the most common, followed by Pomeranians and Cavaliers.

Back in our history, dogs were not kept by the common man unless they earned their keep. Thus most of the breeds we know today as "Toys" were associated with wealthy aristocrats who could afford to keep something just as a pet. Some of these little dogs have an extremely acute sense of hearing. Thus, they were used as alarms to wake up the larger guard dogs when an intruder approached. Another use of these little guys was as bed warmers. Half a dozen or so of them would be placed on the bed to warm it up before the master or mistress retired. So, when your little toy dog sleeps on the bed, it is just following ancestral instincts and doing what it is supposed to do.

The rarest of the toys is the English Toy Spaniel, with only five dogs registered in 1994, making it one of the rarest dogs in Canada. So, if your thing is to own a dog that no one else has, or knows what it is, get one of these - if you can find one.

### Barb's Dog Grooming

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### Museum Gifts

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P.S. The sweatshirt of the Avro Arrow is a real beauty!

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## Doctor Bob

## Breach of Confidentiality

Unfortunate of course, but ironic nonetheless, that the College of Physicians and Surgeons of British Columbia managed to slip up and fax confidential patient information to, of all places, CBC Radio. The college is the watchdog over physicians' behaviour. Its usual role is chastising or disciplining doctors for being careless in protecting patient data.

There has been a minor epidemic in breaches of patient confidentiality during the last 18 months or so. Charts were left burning in a beach bonfire (they didn't) and on the front lawn of a doctor who was moving house. Confidential patient information was faxed to a major daily newspaper when an incorrect pre-set button on the machine was pushed.

Charts are vulnerable to being perused by cleaning staff, burglars and others who may wander through doctors' offices. Keeping them locked in a vault is just not practical.

While most information about patients is pretty dull stuff, there is still a lot of sensitive material around. Patients often bare their souls to their physician, and many of life's little (and large) foibles may be etched in the doctor's chart. Confidentiality is a cornerstone of any physician's practice.

It is not only the chart that should be kept out of sight. The appointment book of a psychiatrist, or of a physician who performs abortions, will contain names of those availing themselves of his or her services - food for gossip at the very least, if seen by others.

All health care workers must be tight-lipped about their patients or clients. Even if they are conscientious about the need for secrecy, lapses are inevitable. Most of these will be embarrassing but essentially harmless (re-

member, most medical information is dull stuff), but occasionally there will be a major gaffe. While apologies may suffice in some instances, others may result in lawsuits and financial compensation.

Physicians are at risk of being fined by the college when the confidentiality barricade is infringed. The fairness of this is questionable when the breach has been truly accidental or beyond the doctor's control. It will be interesting to see if there will be more leniency now that they themselves have been "caught."

Patients' charts are no longer sacrosanct. It seems relatively easy for a lawyer, for example, to obtain a patient's chart. All that is needed is a court order, and these seem to be relatively easily obtained. And under certain circumstances physicians can be forced to divulge the content of a medical record - in court, for instance. Secrecy is a relative thing.

## Abdominal Surgery

When the belly wall is wide open during abdominal surgery it is impossible to miss seeing the peristaltic activity of the intestines. This consists of the slithering gyrations of the small bowel and the worm-like waves of contraction of the large. Both serve to propel food (or what is left of it) along.

Our whole intestinal tract, from mouth to anus, is an active structure. Meals do not work their way along using gravity. Something called gastrointestinal motility is needed to do the job. Like so many other topics in medicine, the more we know about this the more there seems to be to learn. GI motility is a hot topic right now.

Only recently have we been able to accurately measure the normal and constantly changing variations in pressure in the esophagus, stomach, duodenum and lower bowel. This has led to



a better understanding of the relationship between the muscles that do the pushing, and the complex web of nerves that control the process. This has led to an increased awareness of the part played by disrupted GI motility in a number of diseases.

Spasm of the esophagus, heartburn or reflux of stomach acid into the esophagus, dyspepsia (indigestion), bowel paralysis (after surgery) and irritable bowel syndrome all modify, or are modified by, GI motility. Even constipation may be a result of faulty motility. These are common diseases, affecting many people.

Treatment of many of these problems has been somewhat hit-and-miss for years. Diet changes, antacids, laxatives, and digestive enzymes are among the usual remedies. Some of these are still useful, but they have been supplemented by a few new drugs. These tend to reorganize uncoordinated intestinal activity and get the peristaltic waves moving in the right direction again. These are first-generation drugs and, while not perfect, they are helpful.

We can probably anticipate the development of more effective GI motility medicine in the near future.

We have not gone into the methods that can be used to diagnose motility problems. In most instances a simple history is sufficient. No tests at all may be needed. Occasionally simple x-rays will help. Passing a scope and looking at the inside of the bowel is useful in certain cases - mainly to diagnose the underlying problem that is causing the GI motility upset.

The fancier pressure-measuring tests are still mainly a research tool.

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## Pickle Ball Challenge

by Capt K.A. Taylor,  
Prince of Pickle '94

I would like to start by saying thank you to all my supporters (jock and otherwise) over my year as the reigning "Prince of Pickle." The PERI staff was especially supportive (jocks) throughout the training period prior to the World Championships held in Liechtenstein. Unfortunately, the flight bookings so carefully and thoughtfully arranged by the PERIs landed in Port-au-Prince, Haiti, instead of in Liechtenstein. I attempted to exchange my ticket but was told that since it was the lowest class ticket ever seen, exchange would not be possible and I would have to wait an entire six months to return home to Comox.

Needless to say, I have returned with a vengeance since I was unable to play in the World Championships where I would have undoubtedly been crowned "King Klausen - The Ultimate Pickle."

There were also many nay sayers in the wings last year who kept muttering how well they would have placed if only they had been able to play. I say to them, with all the dignity this title holds, "Put up or shut up!" Many things have changed in the year, though, so I will make my excuses now before play begins:

1. The gym floor used to be carpet, I think the hardwood floor may make a dramatic difference in play;

2. The paddles are a year older and have more cracks, dents, and splinters which may make a difference in play;

3. I bought a new pair of sneakers which I may not have enough time to properly break-in before the tournament; and

4. The pickles handed out as trophies last year tasted funny - I think I was purposely poisoned so my play would be affected this year.

There are also treasonous rumours that the Royal Pickle Family will be "dethroned" this year. This may happen, but remember, if we are not dethroned the treasonous rats who attempt the coup will be dealt with appropriately.

Garf Baxandall Ford  
would like to welcome  
GARRY DeYOUNG



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## COMOX MILITARY FAMILY RESOURCE CENTRE

phone: 339-8290

## REGIONAL CONFERENCE

### A GREAT SUCCESS

On the 25th and 26th of October the British Columbia Region of Military Family Resource Centres held their Annual Regional Conference at the Kingfisher Inn located in Royston. This year's conference was hosted by the Comox Military Family Resource Centre. Board members, Executive Directors and Staff members from Aldergrove, Chilliwack, Comox, Esquimalt and Masset were in attendance. Maj. Linda Tyrrell travelled from Ottawa to represent DMFS and give a briefing.

The conference was opened by LCdr. Andy Garwood of 19 Wing Comox, who welcomed all guests and stressed the importance of such events for the sharing of information and the building of strong organizations and networks. Dennis McMahon (Executive Director CMFRC) Master of Ceremonies had the privilege of introducing a well balanced and varied array of workshops and round table discussions.

David Stapley, (Comox Valley Youth Coord.) facilitated a workshop on issues concerning Military Teens today. He was joined

by a panel of four local teens who openly and eloquently shared their experiences. Through an honest exchange of ideas and concerns the teens provided information on what role they would like to see the MFRCs adopting to better serve their needs; and how, as an organization, the MFRCs can help teens empower themselves through education, awareness and training.

Capt. Kim Delisle the Base Social Worker gave a Critical Incident Stress Debriefing Workshop. (C.I.S. is any incident beyond the normal range of experience that might cause stress to overwhelm an individual i.e. the death of a child.) aimed at dispelling some of the myths that surround this often misunderstood and under utilized program. The workshop addressed the question "What is C.I.S.?", and provided information as to what role the MFRCs have in this relatively new service. The result of the workshop gave the FRCs a mandate of awareness and education on the issue of C.I.S..

Other workshops included an

informative and useful presentation on team building facilitated by Marge Storey-Abrahamson (Private Consultant). For many the highlight of the conference was the guided tour of the Kinnikinnik Child Care Centre by Claudia Naaykens (Child Care Administrator). Everyone was impressed by the beautiful and functional new building and the variety and quality of the Child Care Programs.

Round table discussions over the two day period included topics as diverse as policy making; harassment in the work place; deployment; child care and the Internet.

There was a strong sense of unity among those who participated and a feeling of moving forward to meet the demands of an ever changing Military Community.

Thanks again to those who facilitated, participated, baked and travelled to be with us. And a great big thanks to Edith Picard (Office Support & Welcoming Volunteer) for keeping the FRC a warm and welcoming place to visit while the staff attended the conference.

## Kinnikinnik Child Care Centre

REGISTER NOW FOR;

- **Preschool (ages 3-5 years)**  
Tues. and Thurs. 12:15 - 2:45 pm. Starting October 5th
- **Daycare (ages 15 months - 5 years)**  
Full-time, Part-time & Drop-In Welcome
- **Out of School Care (ages 6 - 12 years)**  
Transportation provided to and from Airport Elementary
- **Childminding**  
Tues. & Thurs. 9 - 11:30 am. Drop-in or monthly registrations
- **Parent and Child Play Group**  
Fri. 10-11:30 am. A playgroup for children under 36 Months. Older siblings are welcome. Drop-In or monthly registration.

OPEN 7:00 am - 5:30 pm



### Halloween at the KCCC

Mickey Mouse (Colin Harvey) & Raggedy Ann (Caitlin Petterson) enjoying the party.

## Youth Activities

• **Gym Nights 7 - 9 pm**  
Every Wednesday night at the base gym. Come out and join in activities such as volleyball, basketball, badminton and indoor soccer. No recreation passes are needed for CMFRC teens during this time only. Please bring white soled shoes.

• **Teen Dance Saturday Nov. 24th: 7 - 10:30 pm**  
Theme "Christmas Drive for Charity". Ages 12-16 years.  
Cost: \$1.00  
Location: Wallace Gardens Community Centre.

### T - Shirts

"Crows" design on the back and the CMFRC logo on the front. Cost \$7 teens \$10 volunteers. Colours are ash grey and white. Only a few left. Get yours while they last!

## DRUG AWARENESS WEEK NOVEMBER 19TH - 25TH

The Comox Military Family Resource Centre, 19 Wing Comox, The John Howard Society, RCMP, Counter Attack and The Elks Royal Purple are hosting their third annual information booth at the Driftwood Mall for Drug Awareness Week which is November 19th - 25th. The information booth will be open during mall hours which are Mon. - Wed. 9:30am - 6:00pm & Thur. - Fri. 9:30am - 9:30pm.

There will be an substantial amount of information available at the booth, balloons for the children as well as friendly people to answer any questions you may have. This combined community effort is well worth checking out. Hope to see you there.

Also keep your eyes open for other activities going on in the Comox Valley during Drug Awareness Week.

## Upcoming Events

### Life Skills

Dates: January 22nd, 23rd, 24th & 25th  
Time: 8:00am - 3:30 pm  
(25th 8:00am - 12:00pm)  
Location: Bldg 22  
Registration: Call 339-8290  
Fee: No Fee

The CMFRC is working in partnership with 19 Wing Comox to create opportunities for spouses and military members to participate in the popular Life Skills Program

"It offers alternatives or choices that an individual can use or reject, when dealing with our responses to life."

"Very beneficial to everyone"

### Earthquake Preparedness

Guest Speaker: Tom Miles  
Preparing your house and family for the possibility of an earthquake.  
Date: Wednesday, December 13th  
Time: 7:00 pm  
Location: CMFRC  
Registration: Call the CMFRC at 339-8290 by December 8th

### Groupe de Conversation Anglais

Tous les mercredis matins entre 10 h et 11 h 30. Le groupe converse en anglais dans une atmosphère détendue et amicale. Les personnes intéressées sont invitées à se joindre au groupe. Si vous êtes intéressé appeler à Mara: 339-8290

## Expedition "Sore Feet"

by MCpl J.F.G. Grenier

Three members of the 19 Wing Security and Military Police Flight recently completed seven days of Adventure Training on the West Coast Trail (WCT) along the west coast of Vancouver Island. The WCT is known as one of the most gruelling hikes in North America. Although it couldn't be that hard, being as popular as it is, or one of us thought!

The hike consisted of 75 km over a period of seven days and despite the torrential, monsoon-like rainfall, we managed about six hours of hiking a day.

The WCT is isolated, strenuous, challenging and potentially dangerous with the threat of meeting an ever-friendly black bear (which we did on two occasions) or even a cougar. Even though this was the end of the season for the WCT hikers, employees of the WCT Provincial Park had spent several months bringing the trail back in shape after the winter storms. Nevertheless, the trail was still in rough shape after several days of rain and high winds.

Upon our arrival at Port Renfrew on 24 Sep the clouds started to move in with the rain falling immediately where it remained with us for the next five days. On our first day we registered at the Provincial Park office and received a brief orientation followed by a quick video.

After catching the nine o'clock ferry the following morning we arrived at the beginning of the WCT at Gordon River. Our first 5 km between Gordon River and Trasher Cove consisted of hiking in the rain up Pandora Peak to an altitude of 700 ft. The heavy torrential rainfall which made some of us wish we were back home between two dry bed sheets. The

next six days required us to negotiate such wonderful obstacles as crossing deep gullies on fallen trees, navigating steep wash-out slopes, following irregular and extremely slippery/broken boardwalks. The heavy rainfall made the trail so muddy and slippery that at times we could have made the grunts in the movie "Hamburger Hill" look like they were on a picnic. Our first evening at Trasher Cove was spent trying to dry our wet muddy boots and our clothes. As our rucksacks weighed 55-70 lbs due to all the necessary equipment and rations required for seven days in the wilderness, we didn't waste any time eating our Individual Meal Packs (IMPs) to lighten the weight of our rucksacks.

The next three days were spent getting up by 0630 hrs and back on the trail by 0800 hrs after eating a hot breakfast under the tarps to avoid the rain. The evenings were spent by a campfire drinking hot drinks, eating as much food as we could to lighten our packs and drying our muddy boots and clothes.

On 28 Sep, just prior to arriving at our campsite at Cribbs Creek, we had the opportunity to enjoy a cold drink and some hot dogs which we purchased at a small snack stand owned by the local natives at Carmanah Pt. After eating IMPs for almost four days, this kind of food was more than welcome.

30 Sep up at 0700 hrs with no clouds in the sky. After enjoying a long, hot breakfast and watching the sunrise we departed Tsusiat Falls around 9 a.m. Today's hike consisted of hiking a distance of 13 km with only 5 km of the muddy trail and the remain-

ing on the beach. Even though we finally had the opportunity to enjoy a sunny day and the occasion to walk on a sandy beach, the walk wasn't any easier. Walking against high winds and the weight of our packs made us sink in the soft sand. Upon arrival at our next campsite at Michigan Creek, we all took the advantage of the weather to dry the remaining wet clothes and to have a quick freezing cold bath in the nearby creek to prepare ourselves for our return to civilization.

1 Oct, "Finally the last day on the trail," one of us said. The last 12 km on the trail was easy even though the rain was back. This last 12 km hike was completed in about three hours compared to our first hike between Gordon River and Trasher Cove which took us almost six hours to hike 5 km. Upon arrival at the end of the trail in Bamfield and due to the heavy rain it was unanimously voted that we spend our last evening between two dry bedsheets at the only motel in Bamfield. Our first evening back to civilization was spent at the only local pub increasing our cholesterol levels.

Beside bumps, bruises, sore knees/ankles and a mild concussion by one of the hikers (which he asked for), things went without incident. Just two of the three hikers will be looking forward to suffering through it again as soon as possible.

I would like to thank everyone who supported our Adventure Training and special thanks to those who purchased 50/50 tickets to support the cost of the WCT Adventure Training. Without your support we would still be along the WCT trying to survive with only a few crackers and no money for our return.

## French & English Language Training for DND Personnel

The Decentralized Military Second Language Training Program (DMSLTP) will continue to offer French and English language training to all interested personnel from 8 Jan to 29 Mar 96.

The format will be the same as in the past, i.e. 6 hours/week (3 hours during regular duty hours and 3 hours of students' own time). Class schedules will be finalized after all applications have been received and placement tests completed. We hope to offer the following courses if numbers and finances permit:

a) Three levels of French classes: Basic, Intermediate, and Advanced/Maintenance (for those personnel with a profile of 2 or better); and

b) One level of English writing: Intermediate/Advanced which will be aimed at improving communication skills (writing

and speaking).

All interested personnel are to complete the application form at Annex A, (to be locally reproduced), and ensure that the form is signed and authorized by the appropriate supervisor and CO or Branch Head. Forward the application to the WCOL office NLT 13 Dec 95. Placement tests will be conducted 13 Dec 95 for all new applicants. Those personnel who will be continuing from the course which ends in Dec 95 do not need to be re-tested but must complete the application process. Appointments for testing may be made by calling 8299 prior to 13 Dec. It must be emphasized that candidates ensure they will be available for the required training prior to submitting the application form.

For more information, contact the WCOL, Capt Bouchard, at local 8299.

## Association Francophone de la Vallée de Comox

L'Association Francophone a mis sur pied une chorale, sous la direction de madame Tardif.

Venez chanter en français avec nous tous les mercredis de 7.30 à 9.00 pm au Centre Communautaire Francophone au 479c 4ème rue, tel: 334-8884. Bienvenue à tous francophones et francophiles. Les instructions seront aussi données en anglais.

A Francophone choir has been formed under the direction of Madame Pauline Tardif. Come and sing in French with us every Wednesday from 7.30 to 9.00 pm at the French Community Centre 479c-4th Street, Courtenay. Tel: 334-8884.

Welcome to all - Francophones and Francophiles. (Singing instructions will also be given in English.)

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Orchid cactus plants - two varieties. Large showy blooms. Plants can be left outside when no danger of frost. \$10.00 each. Phone: 339-3486.

### Avis

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

### 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.

### Comox Valley Ski Club Annual

**Meet & Greet**  
Thursday, 19 October  
1900 hours (7:00 pm)  
Glacier Greens Social Centre (Base Golf Club), located off Knight Road.

Everyone welcome!

### 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

### 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.

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### 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

### 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.

### The Filberg Gallery Xmas Craft Fair

Nov 18 & 19, 10 am - 4 pm in the Lions' Den (below Comox Library), 1729 Comox Avenue.

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| 1. Kill all the Lawyers ... | Deverell |
| 2. Self Defence ...         | Kelleman |
| 3. Mirror Image ...         | Clancy   |
| 4. The Homing ...           | Saul     |
| 5. To Have and to Hold ...  | Michaels |
| 6. Lasher ...               | Rice     |
| 7. The First Sacrifice ...  | Gifford  |
| 8. Kolymusky Heights ...    | Davidson |
| 9. Sanctuary ...            | Kelleman |
| 10. Wings ...               | Steele   |

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**Local 8163**



Melissa Longe

Thanks everyone for her gifts from First Party. See ya next year!

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## New Loadmasters



Maj Al Astles, Wing Transportation Officer



WO Claude Bolduc, Wing Traffic Officer.



Sgt Gary Dixon, 4000 hours in Hercs.

## New badge for Loadmasters

During a recent awards ceremony, LCol Peter Abbott presented the new outspread wing flying badge to several members of Transportation Flight. The new badge gives formal recognition to the important role loadmasters play as a member of the aircraft crew on passenger/cargo aircraft.

Over the years, the loadmasters have evolved from wearing no badge, to the airman's flying badge, to the now distinct loadmaster badge which was developed and approved for wear in 1974. However, as early as June 1975, the Commander of Air Transport Command advised NDHQ that the upswept wing design was not acceptable and that "loadmasters truly deserve the awarding of the outspread wing." In the years that followed, from 1976 - 1978, several general officers sent correspondence requesting the outspread badge, including BGen Hush, MGen MacLean, and BGen Theriault. However, it was not supported by the Chief Air Operations at NDHQ, and on 25 January 1979, Her Majesty Queen Elizabeth approved the upswept wing for wear.

As recently as May 1992, the Commander Air Transport Group, BGen Diamond at the

time, outlined again the various and numerous reasons why loadmasters should be awarded the outspread wing and given the recognition of full aircrew status that they deserve. Unfortunately it was not supported.

In July 1994, Aircom HQ received a classified service paper detailing loadmaster shortfalls and concerns, in terms of morale and operations. In particular, it stated that the greatest dissatisfier in the loadmaster community was the lack of recognition as full aircrew vis a vis an outspread wing flying badge. So, the challenge was taken up again; arguments were reiterated and validated, and formally documented to NDHQ. Fortunately, this time we had the right people in the right place with MGen Diamond as A/DComd and BGen Popywch as Chief Personnel Services to review and support the application. This time the efforts were successful. In January 1995, the Chief of Personnel Services, BGen Popywch, approved the request.

The new badge is similar to the old upswept wing badge in that it retains the distinctive weight and balance symbol in the centre. The triangle with the bar and two like triangles balanced one on either end draws attention to the "prudence" required in preparing

loads for transport by air. It emphasizes the important role that loadmasters play in the overall stability of the aircraft and the spread wing finally gives formal recognition to the loadmaster as a full member of the aircraft crew.



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Phone: 334-4416

## NEXT DEADLINE 1 DEC. NOON

### CFB Comox Bowling Centre

Any individuals, couples, or teams interested in league bowling please call the contacts listed below, or call Bowling Centre staff members Scott Teasdale at 334-1937 or Pat Andrews at 338-8317. Info also available from PERI staff.

League Times	Contact
Tuesday Ladies 6:45 - 9:00 pm	Sylvia Smith 339-0663
Wednesday Ladies 1:00 - 3:15 pm	Joan Breault 339-2045
Wednesday Mixed 6:30 - 9:00 pm	Darrin Hartley 339-1818

Interested in playing in a Men's League? - call the Bowling Centre staff and put your name down.

**Casual Bowling**  
Friday 6:00 - 9:00 pm  
Sunday 1:00 - 4:00 pm

### Youth Bowling League - Saturdays at 9:30 am

Anyone interested in registering their children for the Saturday League can contact the coordinator, Byron Tordoff, at 339-7852. The kids have a lot of fun and get professional coaching at the same time.

We also book parties for section parties, sports afternoons, organizations, birthdays, etc.

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**THE RESUME HUT**

## Auto Hobby Club Thriving

The Comox Auto Hobby Club has been very successful this year. With a membership of 315, we are the largest club on the base. With this substantial membership base the club will be able to expand, offering better and more services into 1996. A new expansion proposal and major equipment acquisitions are in the planning stage. Memberships for 1996 are also being accepted at this time.

ACAHC member is entitled to discounts from local businesses and use of the club facilities. Local businesses offer members discounts on parts, labour, and new vehicle purchases. The club facilities are available to members during normal operating hours. Included is the use of the club tools and equipment. We can accommodate any job from an oil change to a full restoration project.

The cost of membership is \$25.00, that includes a \$5.00 Base Recreation Fee. If the applicant has paid the Recreation Fee to another club the cost will be

\$20.00. The applicant must show proof of payment. Join before December 5 to be eligible to win a gift certificate redeemable at Kirks Auto Supplies. The draw will be for one \$50.00 and one \$25.00 gift certificate, to be held on December 6.

The club has generated enough revenue this year to buy some new equipment. Included is a drill press, mig welder, gas welder, tire balancer and a portable sand blaster. Future purchases include a new tire installation machine and a replacement brake lathe. The acquisition of this equipment has increased our maintenance cost. This is the main reason for the increase in membership fees. Our hourly bay rental fees have not increased and are \$1.50/hr. for the hoist and \$1.00 for a bay.

The original expansion plan, that included a new building and the purchase of a long list of tools, has been cancelled. In its place the CAHC and the Base have come up with a new expansion

project that is much smaller in scope and more financially responsible for these times. The project calls for closing in the overhang where the gas pumps were formally located. This will give the club two more bays along with a small machine shop. New tools and major equipment acquisitions are also part of the project. With hard work and cooperation between the CAHC and the Base, this project will become a reality giving us the much needed space a club our size requires.

Drop by the Auto Club if you require any information or would like to join. Our hours of operation are:

Mon thru Wed - 18:00 to 22:00  
Saturday - 10:00 to 16:00  
Sunday - 11:00 to 17:00

**CAR WASH**  
1 ♡ dollar ♡  
seven minutes ♡  
Open 24 hours. Located beside Auto Hobby Club. Open to all.

## 2nd Annual Pickle Ball Tourney

When: 8 Dec 95

Where: 19 Wing Pickle Dome (Rec Centre)

The Wing Pickle Association is looking for worthy men and women in the following categories to be members of the Royal Pickle Family:

- Prince of Pickle-Singles (M)
- Princess of Pickle-Singles (F)
- Pickle Pairs-Doubles
- Mixed Pickles-Mixed Doubles
- All Military/DND Employees are welcome.

• Deadline for entries is Weds. 29 Nov.

• For more info contact the National Pickle Ball Headquarters located on the top floor of 19 Wing Gymnasium, Loc 8783. It's time to dethrone the Royal Pickle Family and maybe you will be the Royal Pickleness.

## 19 Wing Squash Mania

(Base Tournament)

When: Nov 23 - 24

Where: Rec Centre (Squash Courts)

Who: Military & DND Employees

- Tournament format, divisions and timings, dependent on number of entries.
- entry deadline to Rec Centre NLT 1130 hrs 20 Nov.
- For more info contact PERI staff, Loc 8315/8781.

## Officers Mess Ladies Club

The OMLC would like to thank everyone who participated in the Silent Auction held November 15. It was a great way to start the holiday season, with all profits being donated to charity.

The OMLC, together with the Mens' Mess Committee, will be holding the annual Mixed Mess Christmas Decorating Party and

Bingo on 1 December. The event is always a huge success with a large turnout and tons of fun to be had by all. Keep your eyes open for the Officers' Mess calendars stating times for the event.

Everyone is encouraged to come out for an evening of fun to get into the Christmas spirit. See you there!

## NEXT DEADLINE 1 DEC

### BC 21 Community Projects make community visions realities.

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

The next deadline is January 1, 1996.

For applications and information contact:

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

The Honourable Glen Clark  
Minister of Employment and Investment  
The Honourable Bill Barlee  
Minister of Small Business, Tourism and Culture



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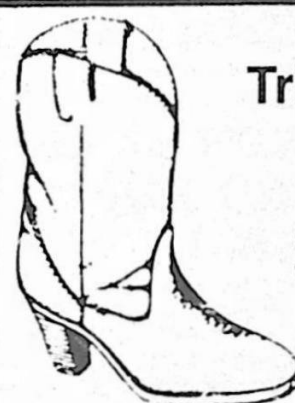
Monday ..... Closed  
Tuesday to Thursday ..... 11:30 a.m. to 9:30 p.m.  
Friday ..... 11:30 a.m. to 11:00 p.m.  
Saturday ..... 4:30 p.m. to 11:00 p.m.  
Sunday ..... 4:30 p.m. to 10:00 p.m.

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## Officers' Mess Ladies Club 1996 Entertainment Schedule

Jan 17 Home decorating  
Feb 21 Pizza and Game Night  
Mar 20 Appetizer tasting  
Apr 17 Fashion Show  
May 15 Farewell evening

\*\*All events 7 pm for 7:30 pm at the Officers' Mess Lounge\*\*



## 888 (KOMOX) WING RCAFA

### CALENDAR OF EVENTS - 1995

Sat 18 Nov	Medieval Night	1900 hours
Fri 01 Dec	Wing Decorating Night & Pot Luck supper	1900 hours
Sun 10 Dec	Christmas Dinner, Music Man	1900 hours
Sun 17 Dec	Christmas Brunch, games	1100-1300
Sun 31 Dec	New Year's Eve	T.B.A.
	Pot Luck finger foods	T.B.A.

#### HOURS OF OPERATION:

Wednesday 1300 - 1800 hrs  
Thursday, Friday & Saturday 1200 - 0100 hrs  
Sunday 1300 - 1900 hrs

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