



TOTEM TIMES

19 Wing CFB Comox

THURSDAY 24 JUNE 1999

Comox Valley's Longest Running Newspaper

VOL. 41 NO. 10

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When disaster strikes

by Darrel Duckworth

It's like a terrible nightmare. We walk through a large field. Fogbanks of grey smoke drift around us, blocking our vision and dimming the sun. Out of the smoke wounded people appear, covered in blood, crying for help or moaning in pain. But we can't help them. We are "non-players" and thankfully, this is just an exercise. But, it has a chilling realism.

Exercise "Max Response" actually began weeks ago, with the coordination meetings, planning sessions and so on, all coordinated by Exercise Director, Major Drew Poulos. Scenarios were discussed, discarded and modified until the right combination was found that would challenge local Emergency Response.

A Dash-8 with 25 "souls on board" would crash down on Perimeter Road, skidding through the



Firefighters remove a casualty from the immediate danger area during the critical first minutes of response.

fence and across the airfield as it broke up and spilled wounded people over 500 yards. The initial impact would also force two cars off the road and injure five pedestrians, creating 12 more casualties

to extract from crushed cars and weed-filled ditches. It would take the combined resources of base and community Emergency Response Teams (ERT) to rescue the wounded and evacuate them to St. Joseph's Hospital.

Happy Canada Day to all!

Continued on page 2...

Motel a triple treat

By Finn

Neither is the new motel complex, currently being built adjacent to the Arena, akin to lodgings found on Sunset Boulevard, nor, which should reassure, is it another version of the Bates motel made infamous by the movie "Psycho."

The complex, consisting of three separate buildings, is a modern functional and comfortable single-quarters establishment, a contemporary answer to the ever-present need for satisfactory accommodation. Many of the "guests" will be personnel recently posted in but awaiting the

arrival of family, others will be using the facility while on TD or on long-term deployment.

The overwhelming portion of construction, from excavation to cabinets, is being shouldered by CE staff. In overall charge of the project's many facets, under the aegis of WCEO, Maj Wayne Gauthier, is MWO Andre Lecavalier, soon to become the Section's new Ops Planner (replacing MWO Shields who is assuming command of AEF). CE carpenter Dave Gallagher is Charlie-on-the-spot for the Structural shop, supervising a crew of a dozen carpenters and labourers.

comprising 214 rooms constitutes a challenging project to CE. But, I have every faith in our hard-working staff. The final result, of this I'm certain, will more than live up to everyone's expectations."

"The three buildings will have ten, eight and six rooms respectively," Dave Gallagher explains. "Apart from paving and some of the excavation, which is contracted out, all the work will be done by us — the carpentry, plumbing, wiring, siding, interior, everything. Roads & Grounds have run the water lines; master joiner John Stokes eventually will furnish all cabinets and shelving. Finally CE painters will do their stint."

"If all goes well, lock-up should occur first week of September — meaning, all doors and windows will be in place. So far, we're on schedule."

MWO Lecavalier too, expresses satisfaction with progress. "A three-building motel complex



Project Superintendent MWO Lecavalier, AEF.



Appearance of any of the three units upon completion. (More photos on page 6)

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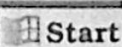
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Disaster

...continued from page 1

Setting the Stage

For the 37 casualties, the day began early with a 6 a.m. makeup call by the NBCD staff (OCdt Leo Phillips, Cpl Tom (Guts) Kennedy, Capt Mel Bush) and 7 volunteers.



Cpl Tom Kennedy sculpts another macabre masterpiece on a willing victim.

Then they were driven to the accident site where they wormed their way into two crushed cars bought from the auto wrecker or, found comfortable spots to lay in anguish while awaiting rescue. Many rehearsed their moans or dazed looks as they scattered themselves over 500 yards of field. In addition to gruesome gashes, each casualty wore a sticker detailing symptoms such as "rapid pulse" that are hard to imitate on demand. Meanwhile, the Explosive & Ordnance Disposal (EOD) team prepared the pyrotechnics and smoke pots that would simulate the impact and fire of the crashed airplane.

At the car wreck, the "walking wounded" joked around on the roadside waiting for the exercise to start. Whenever a car approached, someone yelled "car" and everyone shuffled off the pavement like a group of zombie kids playing street hockey. Local media stood by, cameras and tape recorders at the ready. Comox Valley Emergency Preparation staff stood ready to evaluate. Exercise control staff checked everything over one last time then Capt Harlan Price gave EOD the thumbs up. After ensuring all people were outside a safe perimeter, EOD staff set off the explosions to announce the impact of the doomed Dash-8.

GO!

On the Wing, the bell rings four times...a sound no one wants to hear. The PA blares: "This is the tower. A Dash-8 has just crashed on the airfield. Unknown number of souls on board. Unknown..." The details continue but ERTs are already in action, suiting up and grabbing their gear, absorbing the information on the run. Off the base, a passing citizen (Comox Fire Chief Rick Bentley) witnesses the event and places the [exercise] call to 911 about the accident on the road. The off-base ERTs snap into action.

After this, things happen fast. 0819 - Explosions signal the plane and car crashes.

0819 - The tower presses the alarm and announces the crash.

0821 - The first 19 Wing fire truck arrives and Red Leader (WO Wayne Alley) takes control. Although there are no open flames,

they hose down the wreckage to cool the metal and prevent a possible ignition of fuel. The smoke must be coming from smoldering debris or possibly grass fires. At this time, Wing firefighters are not aware of the two vehicles or casualties out on the road.

0822 - Three more fire vehicles arrive. Red Leader hands overall control to Red Chief (MWO Don Armstrong) and focuses on controlling the immediate site. With the danger of fire reduced, silver-clad firefighters begin extracting casualties from the danger zone around the aircraft. Even amidst the initial chaos, they rigidly follow safety procedures such as safe backing to ensure they don't injure anyone or complicate the accident scene.

0825 - Medical vehicles arrive and hang back, waiting for Red Chief to declare the site safe. Rushing into an unsafe site will complicate the firefighters work and perhaps make casualties out of the essential medical rescuers. While they wait, they pick the collection point and evacuation routes, and make dozens of other critical decisions.

0828 - Comox Fire Department arrives at the site of the car wreck. 0829 - OSCER (On Scene Controller Emergency Response) and more medical staff arrive. They hang back until Red Chief declares site safe. Two firefighters don their suits and don vinyl gloves to begin first aid on casualties. The remaining two fire vehicles arrive and report to Red Chief.

Red Chief declares the area safe and everyone rushes to their positions. OSCER assumes post where he can view the entire scene and coordinate activity. Part of the medical staff begin treating casualties while the rest set up the collection point.



Medical staff attend the casualties at the collection point.

lection point and make preparations for mass evacuation. Firefighters continue to bring in casualties, helping the walking wounded and carrying the unconscious to the collection point. In the heat of the day, the strenuous work in the hot suits drains even firefighters in top physical condition. They check each other constantly to ensure they don't become another casualty. Red Chief hears of the vehicle accident and sends Red Leader to coordinate with Comox ERTs.

At the edge of vision, the MP and WASF establish a perimeter along the roads leading to the crash. Out on Perimeter Road, RCMP have likewise secured the area for fire and medical crews to work. In the field, the nightmare continues.

Field of Screams

The smoke is everywhere, blinding and a little irritating in the eyes. People are crying, screaming. Others lie silent with no obvious signs of life. Some beg for help but the rescuers must first attend the more seriously wounded. The less seriously wounded casualties are quickly reassured that someone will return for them. Preservation of life is the first priority. It's a hard task in a haunting environment.

As on cue, the comedy relief appears. Two men, both dazed. One is searching for his luggage.



Comox Valley and Wing rescuers work to free victims trapped in car.

The other is carrying a shirt, trying to find the owner to return it. He turns. There's a gaping wound along the left side of his face. It's not funny anymore.

At the vehicle accident, Red Leader is already present and coordinating with Comox Valley ERTs on scene. Military and civilian rescuers work side by side to save lives. While some attend to the victims on the road and in the ditches, others work to free the victims trapped in the cars. A firefighter crawls into the station wagon to reassure and secure the casualties while his team mates cut through the door. Inside, the casualties are covered with blankets to protect them from glass and debris as the saw slices through metal and plastic just inches away. In the end, they will have to cut the roof off to extract the casualties.

The other vehicle is in more danger. A thick, severed power cable lies draped across the roof and sticks through one of the windows. The passengers cannot get out without touching the metal and the rescuers cannot reach through to help the victims without risking electrocution. Until they are certain that power to the cable is shut off, they can only reassure the casualties. It is a terrible feeling of frustration.

Back in the field, EOD continues to monitor the smoke pots to ensure no real fires spread. When non-playing staff report that sparks from a smoke pot have set a piece of strewn clothing on fire, EOD rushes in to ensure it does not become a grass fire. Even amid an exercise, real-time safety is paramount.

The man looking for his luggage has found it and is wandering off toward the airfield. Frustrated, firefighters see him but cannot break away from their rush to reach a critically wounded patient. He will have to wait until they can report his wanderings to someone else.

By 0858, just 39 minutes after impact, the situation is contained

and half of the casualties from the airplane have been moved to the collection point.

Mobile, Military & Medical

At the collection point, there are now as many patients as there are people wearing red cross vests. But the red crosses move with purpose and decisiveness under the command of Wing Surgeon Major Gary Christiansen and the direction of Senior Medic Sgt Trevor Stone. The adrenaline is pumping, but the medical staff



work in efficient teams, treating, sorting and preparing patients for "evac." A dazed patient tries to wander off, complicating the task. Firefighters pitch in, helping the medical teams in their efforts.

Pre-prepared folding signs mark the patients by group. RED for life threatening, YELLOW for serious and GREEN for "walking wounded" type injuries. As yet, there are no bodies by the BLACK sign. Beyond the immediate group, more stretchers lay ready for casualty retrieval and additional supplies are organized in pre-arranged layouts, awaiting the arrival of more patients. The doctors perform a limited amount of emergency



Volunteers and staff at St Joseph's work with Wing Medical staff to offload casualties.

surgery, but even with a full medical staff, they are limited by equipment, unsterile conditions and time.

Patients from the RED group are being loaded into military and civilian ambulances which arrive and depart by marked IN and OUT routes. As an ambulance driver eases over the rough ground, the soles of boots are visible through the rear door windows.

Command & Control

The HazMat ERT arrives. Since there are no hazardous materials, OSCER (Capt Steve Whynott) assigns them to assist the medical

staff. CE Damage Control and the Crash Guard & Salvage representatives are quickly briefed and told to stand by as OSCER fields another radio call. He returns and directs CE Damage Control to ensure that the airfield lighting is shut off. Meanwhile, OSCER 2 (Capt Serge Roy) is coordinating with MP & WASF to arrange a sweep of the woods and areas further away from the aircraft to see if there are any more casualties.

A call comes in. A Labrador is requesting permission to come to the scene with supplies and to assist in evac. OSCER scans the area for the best Landing Zone. Shortly after, four SAR Techs arrive and their talents are immediately put to use in the collection point. OSCER, MP and WASF continue their work to keep the area secure and limit access to essential personnel.

Tucked away in the Wing Operations Centre, the Command Post (CP) staff monitor the situation, provide guidance and direct Wing resources in support of rescue efforts. CP duty is sometimes a frustrating job but, for this exercise, communications with field and support personnel flows smoothly. Coordination with the media also flows well with Public Affairs staff using a two-pronged attack: Capt Dave Krayden in the CP and Capt Mary Lee in the field. All appears to be going well for command and control until the WComd, Col Bill Neumann, suffers a heart attack during a press conference, adding another casualty and forcing the chain of command to rapidly adjust.

By 0928, there are no casualties left in the field. The vehicle extractions are almost complete despite numerous complications and dangers. Some Wing firefighters take their vehicles back to the station. There is still an airport with incoming traffic to protect. The remaining firefighters either assist the medical efforts or join the ex-

panding sweep for casualties.

At 0930, a suspicious package is reported in the fuel farm. EOD jumps into their truck to respond but the package turns out to be a lunchbox left behind by workers.

At 0945, another call comes in. A Buffalo is on approach with a 2 bell emergency. The two site disaster could become a three site nightmare. Fortunately, it lands safely. Patient evac continues...

(conclusion on page 15)

All photos by
Cpl Kelley
and Cpl Morin,
19 Wing Imaging.

The Great Walk - we did it!

At 4:00 a.m. on Saturday June 5, Cpl Marie Lapierre and MCpl Suzy Cuiquer were among the 803 participants walking in the Great Walk, from Gold River to Tahsis.

The inspiration for their walk came from over \$1000 in pledges collected for YANA. The biggest amount came from Marie who managed to collect most of it from individual donations and from local businesses.

Not only was it cold and dark when the walk started, but the rain came down in buckets.

There was even three feet of snow seen along the road at the higher altitudes. At least no cougars and bears were spotted this

year - they knew enough to stay out of the rain. Spirits lifted when a terrific view of the mountains and waterfalls was seen between the rain clouds.

At each check-point, the wonderful volunteers from Gold River and Tahsis provided food, drink and vast amounts of encouragement. Both participants vowed to do the walk again next year; albeit they will each get better rain gear for it.

A big thank you to all who donated money. A special mention goes out to the following businesses: Extreme Runners, Island Honda, The Financial Planning Group, Remax and Thai Village.



CANEX News

By Donna Young

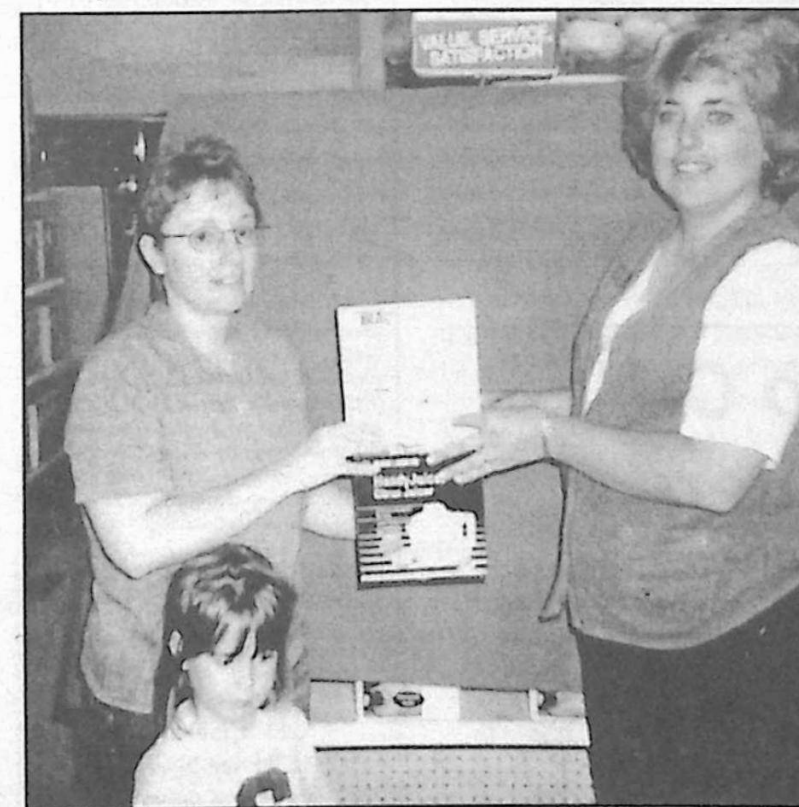
June 21 was officially the first day of summer. While many of us are making holiday plans and expecting company, we keep our fingers crossed that the weather will stay nice. It is difficult to keep little ones entertained for too long when it's pouring rain. One good spot to check out on a cooler day is the Airforce Museum.

Sue has returned from leave. We were hoping she had a fun time but she weeded and cleaned and became a surrogate mother to two tiny kittens. Apparently the mother was a stray that decided Sue's garage was a good spot to have babies. Unfortunately a car hit the still nursing mother cat and she was killed, so Sue and her Mom are bottle feeding the two kittens. She may be looking for homes for them at some point. I will keep you posted on that one.

Laura will be leaving her job as a cashier at CANEX after the long weekend in July. We will miss her, but we plan to have a staff dinner for her before she leaves for college at Olds, Alberta in September. So, if you notice a "new" cashier at the till, please be patient with her as it will be me! I normally work at customer service in the rear of the store so this will add another side to my job.

Happy Canada Day to everyone and to all staff going on leave - have a super time!

See you at CANEX!



Winner for the supplier-sponsored draw for a juicer and mixer was Patti Payton-Stewart of Comox, receiving her prize from CANEX staffer Manon Popp. Congratulations, and have fun trying all the different fruit and veggie juices!

SAR Trek

(to boldly go where no SAR tech has gone before)



Sgt Warden & MCpl Wayne Simpson at Base Camp.

By Sgt Jeff Warden

As the wind rose to 40 knots, the tent began to vibrate at an increasing rate. It became obvious that, in order to survive the night, I would have to emerge from the cocoon-like comfort of my sleeping bag and reinforce the multitude of stakes already holding our fragile domain together. Camp 6 was tenuous at best, but with little in the way of a lee at 17,000 ft. and another 100 km. to civilization, it was obvious something had to be done to maintain our existence on this, the highest mountain in Canada.

Celebrating the 75th anniversary of the RCAF took on more than met the eye initially. However, once the expedition began there was no looking back. As Search and Rescue technicians from 442 Sqn, the idea to scale the highest peak in Canada seemed only natural at first, yet given all the logistics involved, in retrospect, it was anything but routine. MCpl Wayne Simpson and I started on this endeavour with the idea that reaching the summit was secondary to representing the Air Force and coming back alive. However, it was soon realized that the moun-

tain was the least of our opponents. From the beginning, a lack of support, combined with delays in getting to base camp made for some disheartening moments. Waiting to fly in involved lining up behind four other parties who, like us, were waiting on better weather.

After reaching base camp, we noticed another party was gearing up for Camp 1. News at the time was sketchy but, unofficially, all parties ahead had experienced bad weather and were either tent bound or heading back down the mountain. Indeed, prior to our departure to base camp, all news from the returning climber was failure due to bad weather. With this subdued optimism, Wayne and I headed on up to Camp 1 in a single push. Basking in our latest accomplishment, we prepared to carry on, despite common lore, and proceeded to Camp 4 with double hauls - thereby bypassing all other parties ahead and encountering those who had given up higher on the mountain.

By now we were completely alone with the mountain and, after a couple of mixed bag days of weather, found ourselves at Camp

6 preparing for a summit bid. After constant winds of up to 50 knots, the opportunity to go for the main summit arrived only 12 days after reaching base camp. The summit in clear sight, we departed camp early and soon became aware that this would be a dash for the summit as yet another system approached, bringing strong winds and white-out conditions. As predicted, once the summit ridge was gained, the system was on us at full force. Visibility reduced to 30 ft., tagging the summit became our primary focus, with a quick retreat to Camp 6 and the safety of our delicate hold on the mountain. After a few summit photos, we made our way back to camp becoming the first SAR techs to summit Mt. Logan and the first party to summit in 1999.

As this was a coordinated initiative, Wayne Simpson and I would like to express our sincere thanks to the multitude of sponsors who came to our aid at the eleventh hour. Special thanks to the 75th Anniversary Committee and, in particular, Mr. Don Pearsons whose financial and moral support made this worthwhile endeavour possible.



MCpl Wayne Simpson at the summit of Mt. Logan.



Sgt Jeff Warden on the ice fall.

The CFB

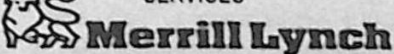
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The Most Valuable Player

In some sports, there are awards for the Most Valuable Player (MVP), with each team or sport deciding its own criteria. We in the military also seem to be in love with the idea of an MVP. We like to pick a Top Student on most courses. During PER season, we want to pick the Top Cpl, Sgt etc. In the past, we even held complex, cross-trade comparisons to pick the "best" of each rank on the unit, wing, base etc.

But we don't stop at the individual level. We also like to pick the MVG (Most Valuable Group).

- We love to argue about which trade or profession is the most important to the military. (My answer: "Which is better? A tractor, a car or a backhoe? Depends on what job you want done.")
- Support and Operations people love to debate "who is more important" to any given mission. (Ask the people we've helped, at home and abroad, if they care.)
- And, of course, there is the never-ending debate of whom is most important to the functioning of the military: the junior NCM, the senior NCM or the officer?

The pundits in each group argue feverishly for their own trade, group or rank, usually exaggerating their strengths and the other groups' weaknesses, or selecting criteria that guarantee their own victory. Like any war of opinion, the ear defenders are on and most people walk away convinced of their own viewpoint.

And it all belongs in a pooper-scooper.

The trades and professions in the CF have evolved out of necessity, not opinion. Each one exists today because they meet a need in our present world and the modern battlefield. Each one has its "moments of glory," when the entire rest of the chain depends on it.

Support without Operations quickly becomes meaningless or, in war, falls to the enemy. Operations without Support quickly fails and falls to the enemy.

The three rank groups have survived for centuries because each provides essential services to the others. They are the most effective organization for winning a war or overcoming adversity.

So, who is the MVP/MVG? That depends on what job you want done. And tomorrow, when you want a different job done, someone else will become the Most Valuable. By that criterion, every member and every group becomes Most Valuable and should be respected as such. Personally, I find that standard a lot easier to follow. All I have to do is try to respect each person and group for what they do, not how they stack up against someone else.

Darrel Duckworth

Next deadlines
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Articles: July 9 Noon

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Editorial



MILITARY TRAINING PRIORITIES



events for CANADA DAY in COURTENAY

Jun 30 6pm the LEGION BINQO @ Legion Hall on Cliffe Ave.

Jun 30 6:30pm Canada Day Celebration - a Multicultural Event taking place in the Main Hall of Fibreg Centre. Free of charge!

Wed Jun 30 the BIG EVENT! 7 o'clock on MAINSTAGE "NITE BEFORE DANCE" with XLR8-A Family Nite! in Lewis Park just behind CRA. bring the kids and enjoy!!!

July 1st Fun from Dawn to Dusk

- 07:00 KINSMEN PANCAKE BREAKFAST
- 09:00 PARADE JUDGING-upper 5th St.
- 09:00 Children's Bike Decorating Lake Trail School
- 09:00 FUN RUN REGISTRATION
- 10:15 FUN RUN down 5th St. -please keep Street Clear
- 10:30 THE GRANDE PARADE
- 10:30 HORSE SHOE PITCH - pre registration required
- 12:00 OPENING DAY CEREMONIES on Main Stage!
- Introductions by Jacki Teague 'Oh Canada' played by the C.V. District Band sung by Roland Tassie with Canadian Daughters
- 11:30-4:30 YUMMY FOOD and GREAT craft booths
- 12:30 Cutting of CANADA DAY BIRTHDAY CAKE
- 12:30-3:30 CHILDREN'S FREE SWIM @ CRA POOL
- 1:15-3:15 "story time" in the TSOLUM HOUSE
- 12:30-3:45 KIDS STAGE- come see the Puppet Show!
- 1PM DUCKY 500 RACE-watch them coming down the river
- 1:15-4 model car demo and races on tennis court
- 2PM Elks Club gives away free ice cream to kids
- 1:30-3:00 CHILDREN'S RACES
- 2pm PARACHUTE JUMPING Campbell River Ski Divers
- 2:15 DOG OBEDIENCE DEMONSTRATION
- 3pm LADIES NAIL DRIVING CONTEST
- 4pm free BIKE DRAW- for CHILDREN 4-12 YR
- 2 stages of great music all day
- 1-4:30 MAINSTAGE-hear "the Live Five", "Nite Life", "The Lonely Guys", "The Valiants", "Rude Boys", & "S.D. 71"
- 1-3:15 on BEAVER STAGE- "Uncle Harries Live Wire Choir", & "Kin Fo" and more

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Demon Doins

Welcome to the first Demon Doins of the summer of 1999. As with every summer, except the last two, posting freeze and all, posting season is fast approaching and we must say goodbye to many of our co-workers as they travel to... well, we can't say better pastures, this is Comox, let's just say to their next posting.

407 Sqn held its annual Beach Bash this month and honoured our long list of comrades soon to be departed. In proper tradition, we dug up as much dirt as we could find on them and mugged them out. On behalf of the squadron, I would like to wish them both congratulations and adieu and would invite anyone who may not be from 407 Sqn to do the same. Posted include:

LCol Reume, Majs Low, Granholm, Schalm, Mackinnon, Cpts Champagne, Gushue, Krak, Martin, Rothwell, Traynor, CWO Paulekat, WOs Lowdon, Ruthven, Sgts Neave, Patrick, Espenberg, Gilfillan, Knutson, Beadreau, MCpl Blair, Burneau, Fleet, Cpls McDevitt, Strutz, Well, Stahn and more to follow.

Gearing up for the summer block leave period, or should I say gearing down for, the Demons have pretty much kept at bay this past couple of weeks.

Crew 2 has had some concerns ensuring their tee off times at Glacier Greens. They have reverted to inviting the CO in hopes they could disguise their available days on the links. Congratulations to Maj Bob Barrett who recently qualified as MPCC. Apparently

conditions at the "back bar" were gruelling as a 2Lt and the cleaning lady hammered him with questions about tactics and personal hygiene. Farewell to Capt Burke Martin who takes his many hours of experience (all Tracker time) to the Training Cell. I'm convinced that he misses flying. The other day I passed by his office and heard him muttering "Speedbrakes... speedbrakes GO!" Maj Pat Granholm is leaving to command the Acoustic Data Analysis Centre in Victoria. "Huck" Tuohy will be leaving us as well. He's destined to wander the halls of 407 until some generous crew (perhaps that should read some "not so bright" crew) offers him a home.

The Dawgs of Crew 3 are busy preparing the young Capt "Gumby" Lines for his wedding this week. It's strange that his fiancée has made the request that the honour guard walk up the aisle behind Gumby, swords drawn!! Perhaps it was the events that unfolded the weekend prior.

Crew 4 would like to announce the engagement of Capt Anne-Renée Bouchard to Capt Mike Hogan. It seems that Jim Byrne has volunteered to organize the ceremonies. However, he's not expected to be in town and has successfully delegated all that needs to be done to his crew. Reminiscent of the Chile trip? By the way, how was Montreal Jim?

The biggest trip this month was that of the Vikings all the way to Greenwood. It was rumoured that their Crew Commander was secretly conducting a house-hunt-

ing trip, yet he seemed to deny it all week. He claimed the real estate agents he was talking to were just friends. Sorry Graham, we know that can't possibly be true, come on friends? Karl, their pilot, wasn't anywhere to be seen. They discovered later on that his pronunciation of *Legends*, the place his crew frequented, sounded more like *le-sions* and the only directions he received from the locals took him right to the hospital.

Crew 6 returned from San Diego, perhaps it was their gift for topping the Recce exam. Way to go guys! Speaking of "drips," it's about time the crew did something about WO Ruthven's hygiene, thanks to a whole lot of duct tape and the birdbath.

To mark the coming of summer 407 Sqn held its annual Golf Day. Nine foursomes participated in this event with the team of Krak, Sak, Mac and Anderson taking first place. That's Mike Krak, Steve Sakaluk, Stu MacWilliams and Craig Anderson.

Second place went to Kevin Robarts, Alan Phillips and Wayne Hay. Third place Jeff Byam, Burke Martin and organizer Gary "Fishsticks" Sereda. Other prizes included Longest Drive - Gary Serade and Closest to the Pin - Burke Martin.

Special mention to Paul "Tiger Woods" Shipton who cranked out 270 yards with a #5 iron and one hand tied behind his back. All prizes were provided by the 407 Sqn Fund and awarded to members who participated. Thanks to all who showed up.

Congratulations



In recognition and appreciation of 10 years of loyal and dedicated service to the Personnel Support Programs (PSP) of the Canadian Forces, Linda Lewis, PSP Accounting Section Supervisor, is presented her Certificate of Service by Maj M.M. Stewart, WPers Svcs O, and Mr. Dick Jackman, Regional Accounting Manager (West). Congratulations Linda.
(Photo by Wing Imaging.)

Supply promotion



MCpl John (Rug) Clairmont receives his new rank from Material Support Officer, Maj Dan Carrol and Supply SAO, MWO Art King. Wing Supply wishes John the best of luck in assuming his new position as 2 i/c 1 Sup Grp. (Photo by Wing Imaging.)

WMet promotion



Pte Jackie Cummings from WMet receives first from chevron Sgt Skulmoski and WO Worrall. (Photo by Wing Imaging Section.)

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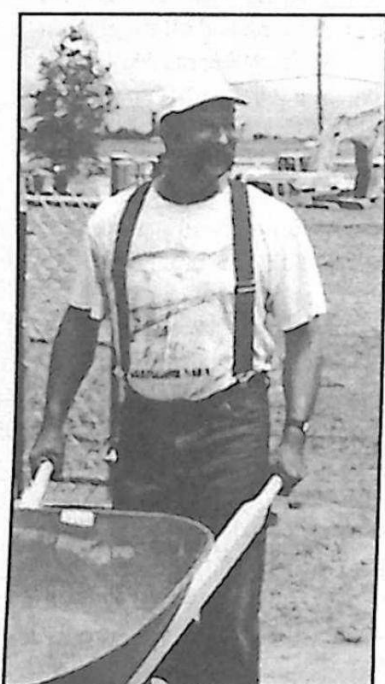
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- News Canada

Single quarters motel



(Top): Concrete foundation for two units stand ready; sand is blown into crawlspace from truck; (R): carpenter Ross Ruthven trundles wheelbarrow back for a new load; (Centre, left): Structural project supervisor Dave Gallagher makes a point; (L): Electrician Terry Simpson prepares grounding plate; (Bottom): Excavating for the third and last unit.



Lucky those who labour...

By Finn

...and if you are a student labouring at CFB Comox, you are extra lucky. Likely you found employment through the Federal student summer work program. The Comox Valley student work office, by early June, had managed to place but 150 students – out of

over 2,000 new graduates. One can only hope the figures have vastly improved since.

CE employs, as in other years, a number of students, some of them recent graduates, others with several years' college or university under the belt. Pay is gradu-

ated to reflect experience. Entry level pays \$8.14/hr.

CE's Roads & Grounds shop began hiring students already May 3, some of them returnees who have previous experience working CFB Comox. A number of students are expected to fill out R&G's workforce upon matriculation.

Student Laurel Johnstone found a work-home with Airfield engineering flight, and appears happy with the choice. "I couldn't have asked for better," she avers. "They are a great bunch of guys, very helpful."

At CE/OR, Kaitha Racicot has become proficient in assisting wherever necessary, including filling in for absent staff. Kaitha took a three-year hiatus from the books after graduating, but has now two years of college behind her.

Most students' work terms conclude end of August.



Summer student Kaitha Racicot is taught the mysteries of works control by CE's Works Receptionist Norma Hanson, a specialist in her field



CE hikers place high

By Cpl Ernie Payne, Wing Fire Hall

Faced with bad weather, uneven terrain, here and there still snow banks and 63.5 kms to walk...What would you want to be doing at 4:00 a.m. on a cold and wet June 5 morning?

Well, for four adventurous guys from CE, we had chosen to take part in a short jaunt through the BC wilderness. The hike was the recent Gold River to Tahsis walk and the team from CE consisted of MWO Wayne Shields, Ops Planner; MCpl Gary Rouzes, AEF; Cpl Ernie Payne, Fire Hall; and Capt Mike Hogan, AEF – who stepped in when CE Staff Officer Chris McCarthy was forced to cancel.

With an awesome support team consisting of Joel Keddy, Lucie Gagne and AR Bouchard, who did everything from cooking the meals to taking down and setting up the camp site, not to mention keeping the beverages cold, we set out and completed the route in 9 hours 36 minutes, placing in the nineties, out of a field of 656 finishers.

"Considering that no one had

specifically trained for this event, the result was pleasing to us," says MWO Shields, admitting to sore feet and hips as a less happy result. "But you expect that after hiking this long. Many participants never finished. We had made sure to bring extra socks and a spare pair of boots. Without that, your feet just got too hot."

There were many obstacles along the entire route, the biggest being the weather, as Mother Nature tossed a mixed bag of tricks at all the participants: cool temperatures, intermittent rain and sleet, and lots of snow in the higher elevations did make it harder, but it had the same effect on everyone. The only thing that was lacking was a lot of sun – it only managed to show itself for a few precious minutes.

Considering that this was our first time, we have much to be proud of.

Although we had a good time, if you were to ask any of us if we were going to do it again the answer would have to be... "What Da?!"

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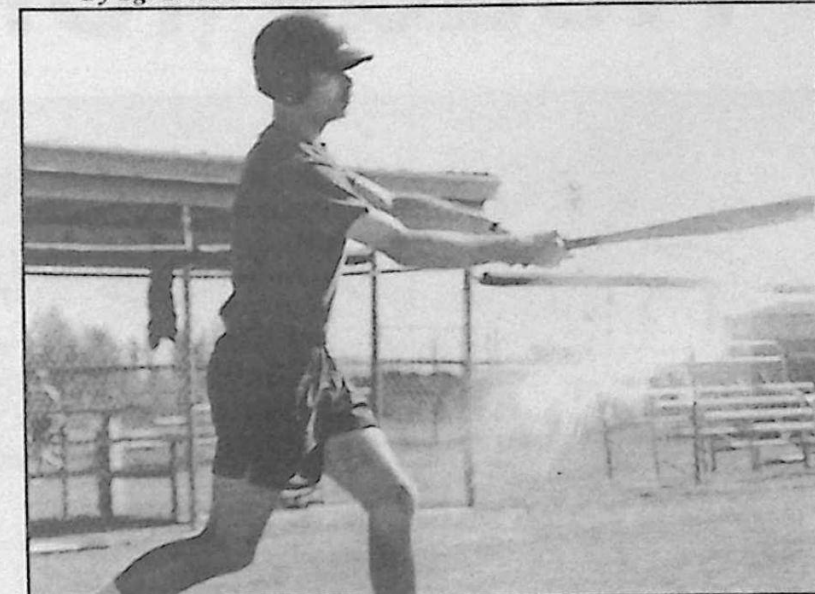


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19 AMS eagle droppings

By Sgt Steve Nicholls



Maj Bourget totally falls for the old grapefruit pitch trick.

Greetings from 19 AMS and the Aircraft Life Support Equipment Shop (ALSE) – or Safety Systems, if you prefer.

We recently had the opportunity to briefly host Capt Cary Campbell and about a dozen of his personnel from the HMCS Regina Helicopter Detachment, Esquimalt. They were very anxious to get a look at our Canadian Forces survival equipment, before they deploy with the Constellation Battle Group. They left on 18 June for the Persian Gulf and will return on 18 December. We wish Capt Campbell and all the personnel of HMCS Regina Helicopter Detachment the very best on their lengthy deployment.

The ALSE shop has had to deal with several instances of lost or missing survival equipment in the last few months, and you may have noticed the "Wanted" posters that appeared on quite a few bulletin boards around the Wing. We'd like to remind everyone that Aviation Life Support Equipment is an absolutely integral part of your life around aircraft, and should be treated with the utmost respect. You may never have to use this equipment during a whole career in the military but, like the Lotto commercial says,

"Hey, you never know!" It would be really unfortunate if the

equipment wasn't there, or didn't work, when you or one of your buddies really needed it the most. OK, enough of the soapbox stuff.

We had a truly gorgeous day for our squadron slo-pitch tournament on 11 June. Sunbuns and good times were had by all, with the AMCR0 Heinz 57 team coming out on top, trouncing the number two team in extra innings. The CO made a huge contribution to squadron morale when he was sucked into swinging at a grapefruit disguised as a ball and had a juice shower!

Upcoming events this month include a Change of Command

Parade on 30 June, where we will say farewell to our CO, Maj Richard Bourget, and greet a familiar face, Maj Arnold Kettenacker. Maj Bourget is posted to the Canadian Contingent, NATO Airborne Early Warning Force in Geilenkirchen, Germany. The best wishes of 19 AMS to with you sir, but – is there any chance that you could take us with you?

That's about it for this installment. 19 AMS/MSOP ALSE Shop would like to take this opportunity to wish everyone great summer holidays, until next time...

PER ARDUA AD ASTRA

Fire Department news

Wing Fire Chief, MWO Don Armstrong, and all 19 Wing fire fighters, have started the summer with a very busy schedule. Along with six personnel posted out and twelve personnel posted in, we have had two promotions.

We have also hosted three groups of our American counterparts – one from Birmingham,

Alabama and two from Selfridge Air National Guard Base, Alabama. The latter are currently sharing training and information associated with structural and crash rescue fire fighting. As well MCpl Dan McMahon, our resident respiratory protection and confined space entry specialist, trained a number

of personnel from these bases in confined space entry.

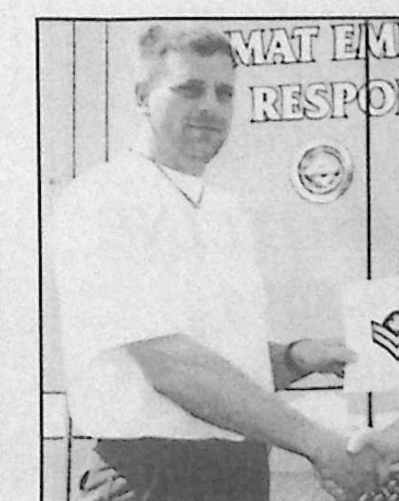
Teepee Park is receiving a new face-lift with electricity and water being put into the sites. The Fire Department, along with the Carpentry Shop and Roads and Grounds, has installed new fire points throughout the campground. The five new fire points signs have water pump tanks beside them, three of them having new standpipe outlets and hoses to fight small fires in the area. Also, on each sign is important information on the procedures to follow if there is a fire in the camping area. The fire warning sign that was located at the main entrance is now located at the access to the beach pavilion. When camping or having a beach fire, make sure you check out the fire warning sign.

The summer is going to be long (believe it or not) and the watering restrictions have already started in the local areas, so:

HAVE A SAFE AND FUN SUMMER FROM YOUR LOCAL FIRE DEPARTMENT.



Four Fire Fighters from the US Air National Guard 127th Civil Engineering Sqn were presented with certificates for Confined Space Entry training taken during their deployment to 19 Wing Comox. Instructor MCpl Dan McMahon made the presentations.



Maj Gauthier, WCEO, presented Ernie Payne with his promotion to MCpl.



MCpl Jim Buckley receives his new rank from the Wing Construction Engineering Officer, Maj Gauthier.



New recruit at the Air Reserve Flight

It was an occasion that will be remembered fondly in the lives of a pleased young gentleman and his proud parents, as well as for the Air Reserve Flight of 19 Wing Comox.

On June 16, an auspicious event took place that has not occurred in 10 years for 19 Wing's Reserve Flight. Private Ryan Benoit of Courtenay was sworn in at a short ceremony held in the Air Reserve Theatre by the Flight Commander, Capt Sandra Abbott. It was a very happy occasion for Yvon and Diana who no sooner said "congratulations" to their son than they had to bid him farewell. Private Benoit promptly departed for CF Base Borden to commence a 10-week basic training course, to be followed this fall with training in his chosen trade as a military cook.

The Air Force Reserve Flight and 19 Wing Comox congratulates you, Ryan, and wishes you best of luck for a prosperous future in your military career.

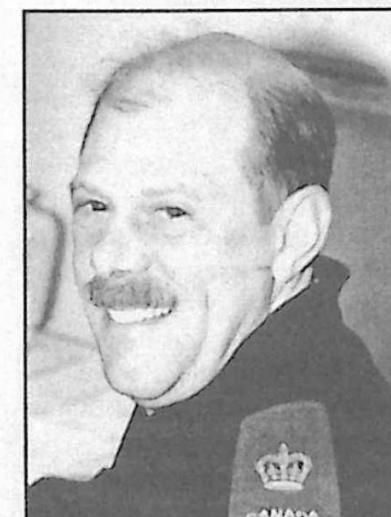
WTIS Exposed



Postings and changes to personnel are continuing at TIS. The following members are the latest to be leaving us this APS to various locations. In the up-coming editions we will be introducing the new members of our flight and mentioning where they will be working here at the Wing. There will be even more changes coming this year and, as they happen, we'll try and keep you updated.



Capt Roger Levesque is being posted back to Esquimalt in August, re-joining his family who remained there. (Photos by Wing Imaging Section.)



WO Dave Bolster will be leaving us this August to go overseas to Heidelberg, Germany. Dave is going to a newly created position and is looking forward to his new challenges.



July sees Cpl Mike Ashby leaving us, having been posted to 8 ACCS Trenton, Ontario. In addition to his posting, Mike has been promoted to MCpl, effective 1 July.

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Ready for the Air Show!



19 Wing Comox turns out for the RCAF-CAF 75th Anniversary photo. The picture was taken by Cpl Kelley of Wing Imaging from a hovering Labrador. Can you find Cpl Boggins?

19 WING COMOX 1999 ARMED FORCES DAY JULY 18

at
CANADIAN FORCES BASE COMOX
in the
BEAUTIFUL COMOX VALLEY



Doors Open at 9:00 AM
Flying Display Starts at 1:00 PM

Gate Admission \$5.00
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Advance Tickets available at all CIBC and Husky/Mohawk locations from Nanaimo to Campbell River as well as the Comox Remax office.

Countdown to Air Show '99!

There is less than a month left before Armed Forces Day and the Air Show Committee is on the home stretch in the final preparations for the big summer event. What began as a vision merely months ago has developed now into a promising certainty – this summer will be nothing short of brilliant! In celebration of the 75th Anniversary of the RCAF, the line-up of activity is sure to draw the attention of family, friends and serving military members, both past and present. It all tees-off tomorrow with the 75th Anniversary Charity Golf Tournament as a prelude to the grand affair happening on the July 18 weekend.

In tribute to the proud heritage of the RCAF, this year's Air Show features an array of vintage aircraft amongst an assortment of both military and civilian displays of yesterday and today. The aerial program will be complimented by our proud Canadian demonstration teams, the Snowbirds and the Skyhawks and will also showcase 442 Search and Rescue, 407 Maritime Patrol and 414 Combat Support squadrons. Gates open to the public at 9 a.m. with the flying program scheduled for 1 p.m. There will be more than 30 concession stands offering food, beverages and souvenirs for sale, including the ever-so-popular Beer Gardens.

In addition to the feature event on Sunday, the opening celebration on Saturday evening will fill your weekend with enjoyment. Commencing at 8 p.m. the "Wash Hangar" opens its doors to the Much Music Dance. The cost is in addition to the General Admis-

sion ticket; food and beverages will be available for purchase.

As the valley's tourism appeal continues to grow as a favourite summer destination, it is anticipated that over 20,000 spectators will pass through the gates on Air Show Day. Be sure to have your ticket ready to reduce possible line-ups. Advance ticket sales have already commenced at all Husky/Mohawk stations and CIBC branches throughout the mid-Vancouver Island region. The Re/Max office in Comox is also gracious enough to sell advance tickets at a cost of \$4, but only until July 14. On the day of the show, admission is \$5, free for children under 12. If you tune into the local stations, Coast Radio and The Eagle, you just may have an opportunity to win a Survival Pack. The contents will remain a mystery but it's all the essentials to get you through an Air Show Day.

Stand by for the next Totem Times edition where a complete up-to-date schedule of events will be posted of all confirmed acts and displays.

Look for a detailed map of the traffic routes for those travelling in from Courtenay, Comox or beyond. Information on "Park-n-Ride" for those wishing to leave the driving to the municipal bus service will also be announced. Reservations for the "Handidart" transportation service can be arranged in advance by calling 339-8211 ext. 8850.

The Air Show Committee is eager to see you on Armed Forces Day. Circle July 18 on your calendar today!

Air Force Museum Lancaster Ready to Roll

by Joel Clarkston

The Comox Air Force Museum 75th anniversary (RCAF) model is finished, test flown and ready for the annual scale model flying event to be held on June 26 and 27.

The Lancaster model is the culmination of a year long building effort by Captain Mike Benoit, Corky Hansen, and Major Joel Clarkston. It will be flown by Cap-

tain Benoit.

The entire project was enabled by the generous donation of Mrs. Kerry Kueber, whose husband Arnold served in the RCAF during World War II and in the years that followed, eventually retiring in 1963. He served as a navigator on a variety of maritime patrol aircraft, including the Lancaster, and was a member of 407 Squadron at

CFB Comox. Mr. Kueber was also the former Postmaster at the Lazo Post Office. He passed away in 1986.

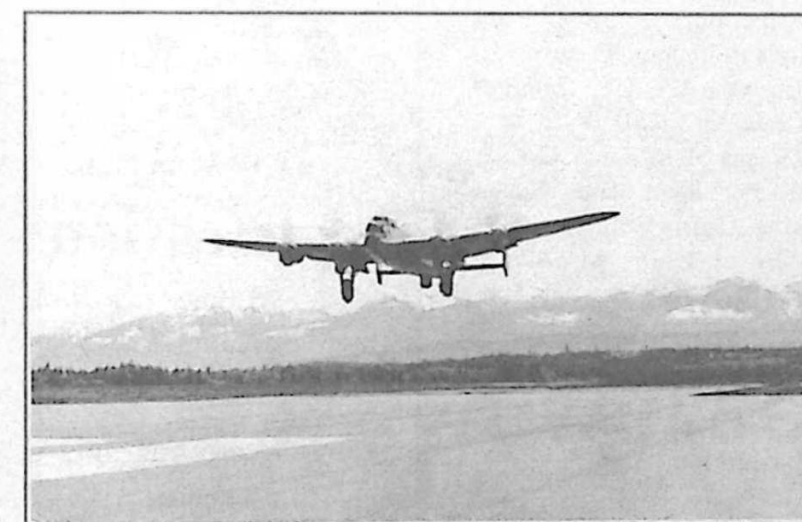
The Lancaster modelled is FM 219, (coded RX for 407 Sqn), the last operational 407 Sqn Lancaster to fly out of CFB Comox. In 1959, it was paraded past all of the then new Neptune Maritime Patrol aircraft as it left on its final journey for storage in Calgary. It was flown by a crew that had all been on Lancaster operations during World War II consisting of Flight Lieutenants K. A. Petch, J. S. Bray, P.D. Bedson, R.G. McNabb, G.W. Fisher, L.G. Coburn and Sergeant H.D. Witwer.

Strangely enough, Lancaster 219 is featured on the poster promoting Airshow 99 at CFB Comox. Due to the exquisite taste of Major Drew Foulds, and the fact that he is also the base representative on the museum committee, it just happened that the two events are featuring the same aircraft.

The scale model event and the flying of the Lancaster will begin at 9:00 a.m. on Saturday 26 June and on Sunday 27 June. The public is welcome and entrance is via the Tee Pee Park campground gate to CFB Comox. Admission is by donation, with bleachers, snack bar and comfort stations provided. The flying ends around 4:00 p.m.



Mrs. Kerry Kueber with the scale flying model of Lancaster FM219. The generous donation of Mrs Kueber enabled the construction of the model in honour of her husband, Arnold, who served in the RCAF and on 407 Squadron as a navigator. He retired in 1963 and passed away in 1986. (Air Force Museum Photo)



Lancaster FM 219 departs on its final flight from CFB Comox, 13 May 1959. (DND Photo)



The all wartime crew that flew the last 407 Squadron Lancaster mission out of CFB Comox on 13 May 1959: F/Ls K.A. Petch, J.S. Bray, P.D. Bedson, R.G. McNabb, G.W. Fisher, L.G. Coburn, and Sgt H.D. Witwer. (DND Photo)

Amongst friends

Introduction by MCpl Bill Clouter

This past winter was one of sorrow and painful memory. With the loss of six members in the search and rescue family we have managed to pull together, thanks to countrywide support, and carried on with the mission. This year's ice climbing Ex for 442 SAR Techs offered the perfect opportunity to fulfill a last request and bid farewell to one of our comrades. MCpl Dave Knubley and Sgt Jeff Warden of 442 Sqn, Sgt Keith McKellar of 417 Sqn and Sgt Mike Vatheuer of 103 Sqn ventured up the Albertan Rockies where they paid last respects to fellow SAR tech Jean Roy.



By MCpl Dave Knubley

The tragedy of Lab 305 still lingers in every SAR Tech's mind. For any person who knew the crew, the deep feeling of loss will only lessen with the passing of time. On February 17, 1999, the SAR trade was able to fulfill a last request of one of our own – Jean Roy wished that his ashes be spread in the mountains west of Calgary.

Since the early years of the SAR trade, the Rockies have been used as training grounds for mountaineering and ice climbing exercises, which honed skills, reinforced teamwork and helped to build confidence.

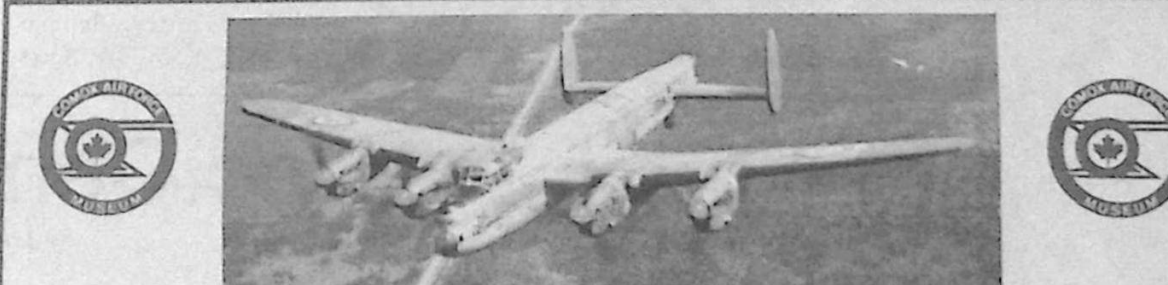
During our last ice climbing exercise, what better time to take a friend's ashes, scatter them to the winds, and give Jean his longest ride aloft without the aid of aircraft or parachute.

By the time we reached the summit at 8754 feet, it was 15:55 hours. A survey marker indicated we were at the summit of Whitehorn Mountain. The gusting wind blew ice and snow over the cornice into a glaciated bowl some five hundred feet below. Majestic, white peaks vanished then reappeared from a broken, dark grey cloud layer. The occasional beam of sunlight cutting through and drifting across the valley like giant searchlights scanning the terrain. It was the perfect spot!

Stomping down the snow, we made a small area to sit. Removing Jean's ashes from my pack, the caricature face drawn on the brown wrapping paper by an unknown comrade, smiled up at me. Carefully removing the paper, I was surprised to see that the entire weight of the package had been Jean and not a hard container.

As directed by the Roman Catholic Chaplain, we recited the Lord's Prayer aloud, then committed Jean's remains back to the earth. Each of us taking turns, scattering handfuls of his ashes into the air. The heavier particles disappeared over the edge while the lighter ones drifted even higher into the heavens, the final destination known only by Jean.

Placing the remaining ashes onto the snow, we let the elements complete our task. After taking a few last quiet moments with our own thoughts, we headed down with a more heartfelt sense of closure. "THAT OTHERS MAY LIVE"



Comox Air Force Museum 4th Annual R/C Scale Model Event to be held at CFB Comox Saturday & Sunday, 26/27 June

Radio Controlled Scale Model Aircraft will be flown in competition with builders and flyers arriving from all over Vancouver Island and the Lower Mainland.

Flying starts at 9:00 a.m. daily and continues till 4:00 p.m.

The public is welcome to attend. Admission is by donation.

Entrance to CFB Comox may be obtained through Tee Pee Park Campground. For those not familiar with the base, just go to the main entrance and follow the directing signs.

Bleachers, concession stands and comfort stations will be on hand.

For more information, contact the museum at 339-8162.

Fitness Sports & Recreation

By Bobbi Howard, FS&R Director

The FS&R section at 19 Wing Comox offers a number of programs and activities for military members and their families. Our professional staff organize a wide range of activities such as personal fitness programs, intramural leagues, recreation clubs or the Red Cross Learn to Swim program. While military training has priority during normal working hours, casual use of the facilities by dependants is very affordable with the purchase of a Recreation Pass. Privileges include use of the gymnasium including weight room, cardio room, swimming pool, squash courts and casual skating at the arena during the winter months.

Any member of the FS&R staff may be approached to answer questions about their programs or the many outdoor pursuits available in the Comox Valley. Newcomers are encouraged to drop by and see what the best posting in Canada has to offer.

FS&R Staff

FS&R Director	Bobbi Howard	8542
Facilities Coordinator	Mike Chatwin	8690
Sports Coordinator	Jake Plante	8783
Fitness Coordinator	Gregg Car	8946
Fitness Instructor	Stephane Rainville	7015
Fitness Instructor	Laurie Riddell	7016
Recreation/Aquatic Coord.	J.F. Fromont	8989
Arena Manager	Andy Andrews	8314
Secretary	Cathy Hannas	8781
Sports Stores	Jude Ireland	8782
Gym Monitor	(after 1600 hrs. every day)	8315

* To reserve squash courts, golf clubs & canoes, call Sports Stores during normal working hours or Gym Monitor after hours.

Recreation Council Clubs

Auto Body Club	Sgt Beausoliel	8488
Badminton Club	Capt J. Gallant	8805
Scuba Club	Cpl B. Scott	8657
Ski Club	WO J. Bristol	8831
Wood Hobby Club	Sgt J. Nault	8855
Yacht Club	Maj M. Drapeau	8277
Karate Club	Sgt P. Penley	8213

Rec Centre Casual Use Hours

Note: NO more Open Swim on Sunday evenings.
EFFECTIVE: 19 JUNE
Monday to Friday
1600 - 2100 hrs.
Saturday, Sunday & holidays
1300 - 1700 hrs.

Comox wins Pac Region Golf Team Event



LCol Hache presents Cameron Lowdon of Colorado Springs with the Pacific Region medal for 1st Low Gross.



Sandy Bate of HMCS Huron receives the Pacific Region medal for 1st Low Gross from LCol Hache.



LCol Hache presented the Comox base golf team with the Pac Region Banner. Their 3-day total was 954, with CFB Esquimalt in close second at 957. Third place went to Comox's "B" team with a total of 968. (L-R): Jamie Bull, Jean English, Mike Dinney, Mark Kalbfleisch, Luc Labrecque, LCol Hache. Missing from picture is Rod Cobham.
(Photos by MCpl Currier, Wing Imaging)

Glacier Greens Golf Shots

McConochies' Men's Open 1999

By Vic Crisp, Tournament Director

After a cold and windy week-end of golf, Joel Woods of Crown Isle emerged as the overall Low Gross winner with a fine 144. His nearest rival, Greg Koster from Sunnydale, finished on 146, with Kevin Maxwell third on countback from Mike Dinney of Glacier Greens at 152.

This event was supported by a first class field of 112 entries from up and down the island, plus two from the mainland. The toughness of the course took its toll on many players. (There was a 17 scored on #31) Even so, all the after-game comments praised the superb condition of the course, for which many thanks go to Steve Bailey and his crew.

The Top Net score of 141 was accomplished by Gary Ulrich from Nanaimo, with Willie Oliver of Glacier Greens and Rod McNeil of Nanaimo finishing on 142 and Scotty Morrison from Comox at 143.

A brilliant Hole-in-One was struck Saturday on #12 by Frank Russo of Glacier Greens who received a putter for this achievement. Unfortunately none of the Hole-in-One prizes: a car donated by Garf Baxandall Ford, a large television from Madman McKay and a Lazy Boy chair from the main sponsor of this event, McConochies Furniture Ltd., were won. McConochies, who have supported this event for the last 19 years, also provided the two main prizes - leather reclining chairs with footstools.

Many thanks go to all the sponsors, to Steve Dodd and his staff for the catering and refreshments, to Scott Fraser and his boys in the Pro Shop and to all the many volunteers who gave up their free time to make this major event the success it was.

Other winners were: A Flight Gross - Steve Berry, Royal Colwood; Steve Larisey, Olympic View; Lenny Cyr, BCGA; Scott

Fraser, Glacier Greens.

B Flight Gross - Rob Last, Gold River; Gary Snider, Comox; Gerry Koster, Comox; Frank Russo, Glacier Greens; Marty Petersen, Comox; Ron Marshall, Nanaimo.

C Flight Gross: Andy Clark, Glacier Greens; Nick Mykitiuk, Glacier Greens; Bill Wheelton, Crown Isle; Roy Hagg, Glacier Greens; Clayton Webber, Glacier Greens and Andy J. Clark from Cowichan.

A Flight Net: Mike Dinney, Glacier Greens; Bruce Lewis, Comox; David Waugh, Storey Creek; Paul Butcher, Seven Hills; Randy Koppa, Glacier Greens

B Flight: Dave Tribe, Comox; Brad Smith, Sunnydale; Mike Slauenwhite, Glacier Greens, Bill Whitfield, Storey Creek.

C Flight: Ed Famulak, Ted Gibson, Jim Prince and Art Trto, all of Glacier Greens, and Shawn Vincent from Crown Isle.

Bruce Pridge, Storey Creek, John Fry, Winchelsea View; Steve Lavoie, Sunnydale; Mark Middleton, Glacier Greens, and Eric Ettinger, BCGA won KP prizes.

The Most Honest award went to Gordon Prichard from Glacier Greens.

We wish to thank the following sponsors: McConochies Furniture & Appliances Ltd., Garf Baxandall Ford Mercury Sales Ltd., Madman McKay TV & Stereo, Island Honda, Odlum Brown Ltd, Comox Valley Auto Services, Upper Deck Pub, RPM Electric, Riverside Wines, RG Cockwill Chiropractic Inc., Comox Builders Supply, Ltd., Smitty's Restaurant, Comox Valley Brewmaster, Big Hammer Construction, RCMP Vets, Glacier Greens Mens' Club, Glacier Greens Pro Shop, Steve Dodd's Catering, Griffin Pub, The Edge Pub, Lorne Hotel, Middleton Meats Ltd., Red Ruby Restaurant.

Rec Centre News

By Jake Plante

Lowdon leaves Pac Region undefeated

Cameron Lowdon of Colorado Springs once again won the Low Gross in the Pacific Region Golf Championship. This was his third defense of his title with a TSN highlight finish. Lowdon's 3-day total was 226, but so was Mike Dinney's of Comox. So off to a playoff we went.

Both golfers took a short break and started the playoff on #18 - and tied once again. Off to #1 - yet another tie! Off to #2 and both Lowdon and Dinney had terrible tee shots - Lowdon in the rough and Dinney in the trees. From there it was down to a matter of who would make the green first. When the smoke had cleared, Cameron won the playoff by two strokes. Excellent golf by both players.

Bate Wins Ladies Low Gross

Sandy Bate of the HMCS Huron won the Ladies Low Gross at the Pacific Region Championship here at Glacier Greens Golf Course while her father looked on. The field of ladies golfers was very small, with the only competition coming from Comox. Sandy Bate and Jean English of Comox battled it out but in the end, Sandy pulled away by shooting very steady golf and ending with a 3-day total of 278. Jean shot a 3-day total of 293.

Complete Gym and Pool schedules on page 13.

Tuesday Ladies

By Joyce Merrill

A good turnout for golf on June 15 at Glacier Greens. Congratulations to Kathy Branch for breaking 90 with a score of 87. Winners with high score holes were Jasmin Murtough #1, Marguerite Fournier #8 and Pat Everett #16. Low score hole winner was Lorraine Courtemanche #13. Gill Iddiols had least putts with 26. Sponsor winners for KPs were won by Lorraine Courtemanche #4 (Panagopoulos Pizza) and Marg Rushton #15 (Boston Pizza). The 50/50 draw was won by Dolly Pearson.

Monday Nite Ladies

Twenty ladies played 9 holes of golf on the warmest night this year. Low gross winner was Janet Edwards. For Low Net it was Bobbie Howard-Muir/Janet Edwards. Least putts went to Sharon Warne/Bobbie Howard-Muir. The 50/50 draw was won by Betty Pearsall. Sponsor winners were Marie Israel (Aero Art KP#3), Diane Bainbridge (Panagopoulos Pizza KP#4), Diane Leahey (Anderton Nursery), Carmel Horochuk (Canadian 2 for 1 Pizza), Bobbi Howard-Muir (Aroma Crystal Therapy, The Garden Gate), Marie Israel (Fish "N" Stitches), Rose McChiesh (Griffin Pub), Bobbie Howard-Muir (Scott Fraser Pro Shop - longest putt), Carmel Horochuk (Steve Dodd Catering - longest drive). The Mystery Prize was won by Janet Edwards.



Swim Registration

26 June

Base Recreation Centre
1300 to 1600 hrs

Swimming starts on 5 July

For more information, contact
J.C. Fromont, Rec Coordinator,
8989

The Coast Westerly Hotel

Ask About our Friend & Family Rate

1590 Cliffe Ave. Courtenay
338-7741
1(800) 668-7797



F-18's in close formation depart for High Altitude attack.

19 Wing under attack

By Capt Darrel Duckworth

On 31 May 1999, fighter aircraft annihilated 19 Wing Comox...or would have, if it had been a real mission. Fortunately for us, the fighters were friendly CF-18s from Cold Lake's Fighter Weapons Instructors Course (FWIC) and they carried no real armaments, just good intentions.

The FWIC is Canada's version of the Top Gun course made famous by the movie of the same name. But, in Canada, it's not just for pilots and navigators.

Recognizing that fighter missions are a team effort from start to finish, FWIC trains all members of the CF Tactical Control System, Air Environment Controllers, the

air-to-air refueling, a procedure which greatly extends their range and mission flexibility. Then it was on to Comox for the attacks.

Low level attacks look dramatic and are fun, but not practical in modern warfare. Modern air defence and counter-offensive weapons make low-level approaches dangerous and the guided munitions available for today's fighter aircraft make the risk unnecessary.

The fighter pilot can now execute a High Altitude Precision Guided Munitions attack from miles up and away with excellent accuracy and without exposing himself or his aircraft to enemy ground forces.



(Photos by Wing Imaging)

aircrew and the maintainers (who get the opportunity to handle and load unique types of munitions during FWIC). The ground crew from Cold Lake also came to Comox to hone their skills in maintaining and preparing the F-18s for fast turnaround and sustained operation as they would in an operational theatre, in a remote location or any other place away from home base.

The students are selected from across Canada and the graduates return to their home squadrons as weapons experts, where they brief and teach others as well as carry out research to keep their squadrons current on the technology of air warfare. FWIC has been run by 410 Squadron at 4 Wing Cold Lake for approximately 20 years and also trains selected U.S. personnel.

During this exercise, FWIC students simulated a complete long-range deployment and set of High Altitude Precision Guided Munitions attacks. Taking off from Cold Lake, the team rendezvoused with an aerial tanker over the Nighthawk Military Flying Area near Mt Waddington to complete

Essentially, the fighter pilot can isolate and lock onto his target from an altitude of thousands of feet and from several miles away. Once the target is locked into the guidance system of the highly sophisticated munitions, it can be launched at the target. The pilot is now free to lock onto another target, defend herself or leave. The one drawback is that you can't get great action pictures of the planes at that distance (which is why you don't see them do it in Hollywood.)

These attacks simulate the type of actual attacks that our pilot could be called upon to carry out for NATO or the UN. In fact, demand for the FWIC course has increased for exactly that reason.

In a twist of fate, this year's exercise was led by Major Shawn Byrne, the son of our own LCol Tom Byrne, a former fighter pilot himself and now Comd of the Glider School. One would assume that professional or paternal courtesy precluded Shawn from targeting his father's gliders.

(Thanks to Maj Drew Foulds for providing professional and technical information.)

Paris in Comox?

By Capt Mary Lee

Well, it's not as alluring as the headline may sound but, it definitely was an extraordinary and rare occasion for 19 Wing Comox to play host to 90 visiting delegates from the Joint Service Defence College (JSDC) in Paris, France, on June 16. On behalf of the Wing, Col Neumann welcomed the visiting members who are currently on tour across Canada as part of their international interactions for the joint service staff course.

In a short day of informal briefings and squadron visits, our guests learned about the valuable role Canada's Air Force plays in the world theatre and what 19 Wing Comox specifically contributes to the success of our domestic and international operations. Our foreign compatriots were more than impressed to be able to witness firsthand the operations and equipment of all the squadrons, talk with the personnel, and even enjoy some fine Canadian cuisine over a quick lunch.

The Canadian visit, which began in Esquimalt, will take the staff and students across Canada and introduce them to each of our three services. 19 Wing Comox was selected as the base representing the Canadian Airforce. Upon their return, the students will be nearing completion of a two-year tenure at the Senior Staff College in Paris. Many of them will be returning to the countries from which they came. The JSDC student populous is 80% French while the other 20% is comprised of foreign officers from over 60 nations. Since its inception, the JSDC has welcomed nine Canadian officers into the program.

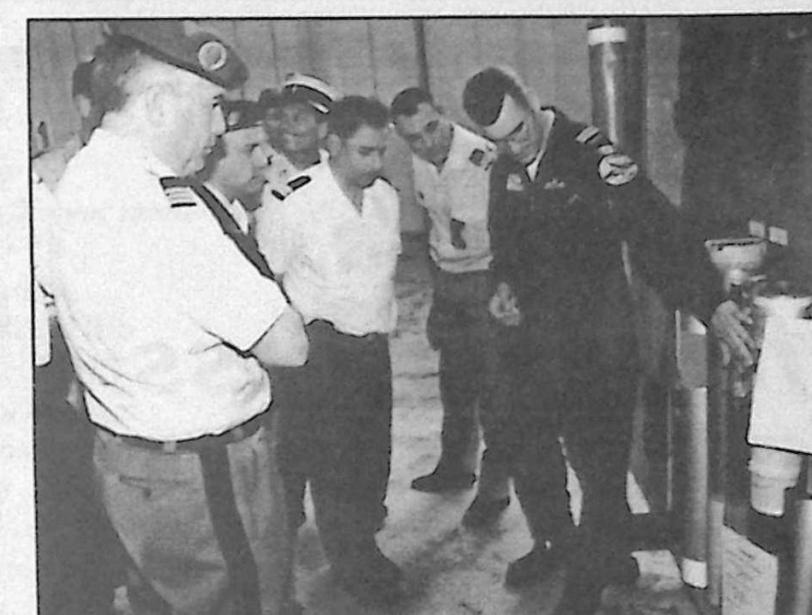
The academic curriculum is similar to the Canadian Defense College in that the senior officers are trained in preparation for command, management and staff responsibilities within their own service or in joint allied staff positions.

Jake's Trivia Corner

1. Which coaching giant informed his players: "If you aren't fired with enthusiasm, you'll be fired with enthusiasm?"
2. Which balding defense-man toiled on the Detroit Red Wings blue line from '64 to '73?
3. Which Boston Red Sox lefthander staged a 24-hour sympathy strike when Bernie Carbo was traded to the Cleveland Indians?



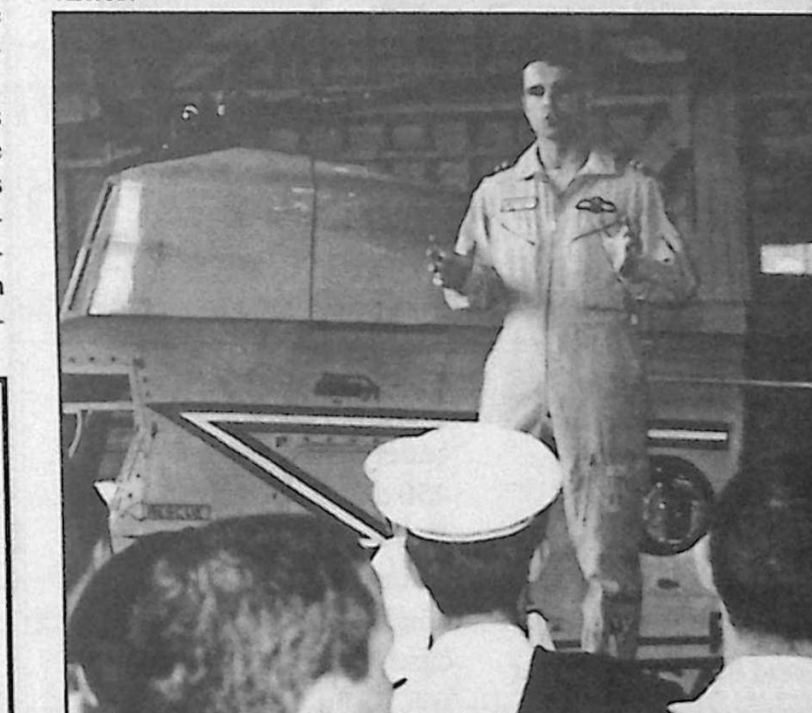
AUTO PARTS
"Two Locations To Serve You"
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338-7277
COMOX AUTO SUPPLY
821 Shamrock Place
339-5560



Visiting delegates learn more about 407 Squadron Maritime Patrol Operations.



WO Jean Carriere demonstrates SAR equipment to an interested visitor.



Capt Jeff Godbout briefs the visitors on the important role and operations of 442 Search and Rescue Squadron.

Col Neumann, WComd, presents a gift to General Francis Lenne, Director of the Joint Service Defence College.
(Photos by 19 Wing Imaging Section)

Comox Military Family Resource Centre

Phone: 339-8290

Cheesecake bake off a huge success



Hapa Christiansen's chocolate cheesecake took 1st place at the recent CMFRC cheesecake bake off. Hapa received a \$25 gift certificate for Toscano's Restaurant in Comox.

Hapa's Prizewinning Chocolate Cheese Cake

Crust:

1 cup graham wafer crumbs
1/4 cup of cocoa
2 Tbsp. sugar
1/4 cup melted butter

Combine crumbs, cocoa, sugar, and butter. Press over bottom of a 9 inch (23 cm) springform pan; chill.

Filling:

2 pkgs. (250 each) cream cheese, softened
2/3 cups sugar
3 eggs
1 1/2 cups semi-sweet chocolate chips, melted
1 cup whipping cream
1 tsp vanilla
1 tsp orange flavouring

Beat cream cheese and sugar until smooth. Add eggs, beating on low just until combined. Blend in choco-

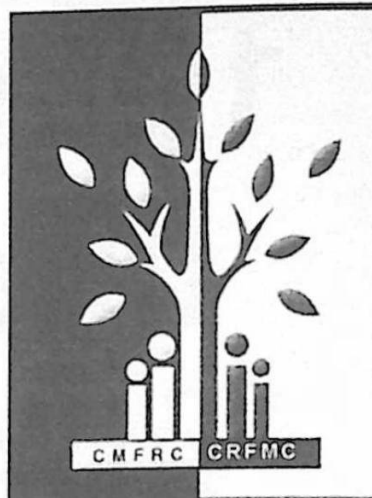
late, cream, vanilla, and orange flavouring. Pour batter into crust. Bake at 450 deg. F. for 10 min. Reduce heat to 250 deg. F. and bake for 35-40 min. longer. Cool for 10 min. carefully remove sides of pan. Cool. Refrigerate for at least 5 hours or overnight. Note: better to underbake

Garnish:

1 cup whipping cream
3 Tbsp. icing sugar
1/2 tsp. vanilla
1/2 tsp. orange flavouring
Whip together

Garnish with whipped cream, orange slices, and fresh flowers if available. Could also be served with shaved chocolate, drizzled chocolate, or just plain, as it's very yummy either way.

The CMFRC has a new logo



The CMFRC has a new logo! In this "tree" logo, the stylized people stand beneath a sheltering tree, symbolic of the tree of life and the family tree. It implies that the family members interacting with the CMFRC are not the only members necessarily affected by the support of the organization. The support spreads wider, offering

assistance to extended family as well. The tree is in its prime, in full leaf, strong and tall, protecting the family which stands beneath it. The overall outline shape of the upper part of the tree is reminiscent of the maple leaf, bringing an appropriately Canadian element to the logo identification. Trees are one of our greatest natural re-

sources - they offer shelter, warmth and oxygen, as well as a myriad of other resources. In this case, the tree is substantial enough to be strong and solid, but has delicate branches and leaf tips, implying sensitivity, which is important when offering counselling, crisis assistance and child care.

Resources available to help you with your job search

Maximize your job search potential by visiting the following Web sites:

HRDC Job Bank - <http://www.bc.hrhc-drhc.gc.ca/>

The HRDC Job Bank program is on the Internet. Job Bank is a computer program that lists job vacancies advertised by employers through the Human Resource Centres of Canada. Just select BC or any province you want to explore then specify the area.

BC Work Info Net - <http://workinfonet.bc.ca>

BC Work Info Net provides labour market and career information with current links for career exploration, education, job search, resources for career practitioners, labour market trends, government programs and services.

Work Futures B.C. - <http://www.workinfonet.bc.ca/workfutures/>

Written to help British Columbians with their career decisions, Work Futures provides employment facts and information about trends in today's labour market. It also predicts how labour market conditions and employment prospects will change over the next decade.

Creative Employment Access Society - <http://mars.ark.com/~ceas/jobshop.html>

These are a few of the many valuable resources on the Internet to help you look for work and to help you prepare your resume. Clients of the Job Shop at Creative Employment Access Centre can book an appointment for a personalized career search on the Internet.

Comox Valley HRDC through the Creative Employment Access Centre - <http://mars.ark.com/~cec5921>

Province of British Columbia Job Opportunities - <http://qp.gov.bc.ca/jobs/jobindex.htm>

Job Trak - <http://www.jobtrak.com/>

The Virtual Job Fair - Canada Job Search Resources <http://www.careerexpo.com/pub/links/canada.html>

The Career Bridge Career Centre - <http://www.careerbridge.com/>

JobNet: Human Resources On-Line - <http://www.jobnet.org/>

Comox Valley Economic Development Society - <http://mars.ark.com/~cveds>

Talent Show

Everyone deserves to have their little bit of fame, right? Well, now you can have the chance to show us your special talents. If you're interested in showing off your stuff, stop by the Wallace Gardens Community Association office, located in the Canex Mall beside the barber shop, and fill out a form outlining who you are and what your act would be.

On July 1st at Air Force Beach, commencing at 6 pm, individuals or groups will be given five minutes or so to tell a joke, sing a song, lip sync, do a dance, etc. Keep in mind though that all acts must be family oriented as there will be young kids watching. This is not a contest and there are no prizes or awards. It's your shot at fame. You never know who may see you and open the door to future stardom.

The DJ will provide you with a microphone and amp and music (not karaoke), if required, but you'll need to bring your own personal equipment ie. guitar, harmonica.

Forms may be picked up at the Wallace Gardens office.

Kids Canada Day Poster Contest

This year, the Canada Day poster contest will be held at Air Force Beach during the Canada Day festivities. From 1100-1600 hrs, children from the ages of 0-12 years are invited to "create" a poster about Canada Day. Prizes will be awarded to the first three winners of each age category: 0-3, 4-6, 7-9 & 10-12. Winners will be announced at 1700 hrs. Com on our and "create" some fun!

Note: Any craft materials which you might like to donate for this event would be greatly appreciated. Please drop them off at the Wallace Gardens office.



July 1 Schedule of Events

Family Fun Day
For CFB Members/DND Employees & their families
1100 - 1900 Hours

I.D. required at beach entrance
ENTERTAINMENT & ACTIVITIES

Special Appearance by...SPINDRIFT
Event DJ....Baxter McKee
BIKE RAFFLE...A chance to win a Precision 15 Speed men's mountain bike

TALENT SHOW...Be a Star, starts at 1800 hours
SHIRE of CRAGMERE...Relive the Middle Ages
THE DESERT DIAMOND DANCERS...

Line Dance Team...1600 hours

FOOD BOOTHS 1100-1800 hours

BEACH GAMES * BOUNCE-A-RAMA

CARNIVAL GAMES*DUCK POND

FACE PAINTING * FAMILY BINGO

POSTER CONTEST * SAND CASTLE

SCULPTURE

LITTLE TOOT * WATERSLIDE

Sponsored by the Wallace Gardens Community Association
"Enhancing the Quality of Life for Military Families"
For more information call Jane Bekus @ local 8571

Thank You

The 1998-99 program season has come to a close for the summer and Wallace Gardens would like to take this opportunity to thank the following program coordinators for all their hard work and dedication:

Family Bingo: Rhonda & Devin Hughes, Debby & Tom Robichaud

Children's Sock Hop: Pat & Paul Taylor

Adult Craft Club: Jane Bekus & Pat Nicholson

Teen Activities: Mona Baird

Children's Video: Kathy & Yvon Bertin, Liz Bech.

There's nothing quite as special as a volunteer!



Volunteers needed

The Canada Day festivities are fast approaching and we are still in need of a few faithful volunteers to make this day a great success. If you are 10 years of age or older and would like to volunteer a couple of hours out of your day, please call Jane Bekus at 339-8211 local 8571.

CANADA DAY SAND SCULPTING CONTEST

A new addition to our festivities. From 1100-1600 hrs, part of the beach will be cordoned off to allow families to "sculpt" their entries. First, second and third prizes will be awarded. Only one entry per family is allowed. Note: Plastic containers will be provided, but you might want to bring your own plastic shovel!

19 Wing Comox Pool and Gymnasium Schedules (July - September)

Swimming Pool Schedule (Jul - Sep)

TIME	MON	TUE	WED	THU	FRI	SAT	SUN
0730	Early Bird Swim (0645-0745)		Pool Maint.	Early Bird Swim (0645-0745)	Pool Maint.	CLOSED	
0800							
0830	Swimming Lessons (0830-1115)						
0900							
0930							
1000							
1030							
1100							
1130	Military Swim (1130-1245)						
1200							
1230							
1300	CV Nursing 1300-1400	CMFRC 1300-1400	CV Nursing 1300-1400	CMFRC 1300-1400	CMFRC 1300-1400	Open Swim (1300-1500)	
1330							
1400	Open Swim (1400-1600)					Lane Swimming (1500-1600)	
1430							
1500							
1530						CLOSED	
1600							
1630							
1700							
1730							
1800	Open Swim (1800-1930)						
1830	Lane Swimming (1930-2000)						
1900							
1930							
2000	Scuba Club 2000-2100			Scuba Club 2000-2100			
2030							
2100							

Gymnasium Schedule (Jul - Sep)

TIME	MON	TUE	WED	THU	FRI	SAT	SUN
0700						CLOSED	
0730	Military Fitness Classes 0730-0830						
0800							
0830							
0900	Military Training (0830-1030)						
0930							
1000							
1030	AEF 1030-1130	19 AMS 1030-1130	AEF & 414 1030-1130	19 AMS 1030-1130	AEF 1030-1130		
1100							
1130	Noon Hour Rec (1130-1300)						
1200						Open Rec 1300-1700	
1230							
1300	CMFRC 1300-1400	Military Training 1300-1430	CMFRC 1300-1400	Military Training 1300-1430	Military Training 1300-1430		
1330							
1400							
1430	WEME 1430-1530	WTIS 1430-1530	WEME 1430-1530	WTIS 1430-1530			
1500							
1530							
1600			Open Rec				
1630							
1700						CLOSED	
1730							
1800							
1830							
1900	Open Rec 1600-2100			Open Rec 1600-2000			
1930			CMFRC 1800-2100 1/2 Gym other 1/2 Open Rec				
2000							
2030							
2100							
2130							
2200							
2230							



Miscellaneous for Sale

Sofa and Chair, navy, \$150.
Metal shed 8' x 6' \$150.
339-0578. <1/2>

1989 Honda Goldwing GL 1500
Wineberry, mint cond. Lots of
extras & chrome, etched
windshield, matching pop-up
camper, murals on both. Price
negotiable. 339-4400. <1/2>

20 ft. 1980 Prowler Trailer,
sleeps 6, 2-way fridge, propane
service check done, new bat-
tery, new thermostat. Stabilizer
bars and 2 support jacks in-
cluded. \$4,500. Hm: 339-7331,
Wk: loc 8740. <1/2>

14-1/2 ft. Runabout, 60
Johnson, E-Z Load trailer, can-
vas top, one electric downrigger,
one manual downrigger, fish
finder, compass & CB radio.
\$3,500 firm or will trade for mo-
tor cycle of equal value.
1923 Bell upright piano in good
cond. \$900. 339-8282 or 890-
0057. <1/2>

Storage
Available

A-1 Mini Storage has heated,
well secured storage avail-
able next to the Base.
Mention this ad & get first
month half price. 334-6863.

Little Bear licensed family Day
Care has spaces available.
Meals & activities provided, sub-
sidies welcome. Call 897-0174.
(Puntledge Park area.) <1/2>

A perfect part-time home busi-
ness. 5-10 hrs. a week earns
you financial freedom. Training
& support provided. 1-800-521-
8563. 24-hr. toll free. <1/2>

Wanted

One used exercise step/stair in
good condition. Linda 337-8303.
<1/2>

Groupe AA
en français

Le Groupe l'Espoir vous invite
à venir fraterniser le dimanche
soir à 7:30 p.m. au 1413 Little
River Road, Lazo.
Le Groupe l'Espoir est un
groupe ouvert (Bienvenue aux
AL-ANON).
Pour plus de renseignement,
appelez Emile 339-4008.

Jake's
Trivia
Answers

1. Vince Lombardi.
2. Gary Bergman.
3. Bill Lee.

HMCS Quadra
Alumni Association formed

Commander Dave Yates, retiring CO of HMCS Quadra has an-
nounced the formation of The Alumni Association of HMCS Quadra.
The association is a non-profit corporation formed to develop and
encourage camaraderie and fraternity amongst serving and former
members of the Ship's Company.

HMCS Quadra, located in Comox, B.C. has been operating as a
training base for Royal Canadian Sea Cadets since 1943.

"The alumni was organized by several former officers who want to
bring members of all ranks together," Yates explained, "which will be
a great way for past and present shipmates to keep in touch with
Quadra and each other. We also plan to provide both financial sup-
port and expertise in support of Quadra and its activities."

Yates went on to report that initial word-of-mouth has generated
interest from across Canada and the United States. To date, over
200 membership applications have been received.

There are two categories of membership - Ordinary and Associate.
Annual membership is \$20 which includes: Alumni lapel pin, mem-
bership card, regular newsletters, access to names of members
and a "Members only" website (under development).

Initial plans also include an annual Alumni Day at Quadra, as well
as a social event in conjunction with this summer's annual Cer-
emony of the Flags in Victoria.

Longer term plans are to establish bursaries for cadets and officers
as well as develop a museum at HMCS Quadra.

"In Quadra your very best is our minimum acceptable standard"

Comox Valley Women's
Business Network

At the annual elections held on June 10, the new 1999/2000 board mem-
bers were elected as follows: President - Linda Oprica, VicePresident -
Cindy Steuart, Secretary - Ida Watts, Treasurer - Judy Snath, Past Presi-
dent - Donna Stevenson, Directors - Lois Baxandall, Lynne Saunders
Damen, Mary Catherine Lawlor, Pam Brodie and Anita Rosdahl.
Our next meeting will be on July 9 at the home of Tina Phillipson. This is
our summer, casual BBQ which is always fun, full of networking and a
great way to end an extremely high energy year for the WBN.
For more information or to make your reservations, call our hotline at 338-
0113.

Positive action in
your community
happening for
teens!

Is the Comox Valley a "youth
friendly community?"

On Wednesday June 9, "Build-
ing a Youth Friendly Comox Val-
ley" focus group was held at the
Florence Filberg Centre.

The evening was sponsored by
Youth Opportunities Unlimited Re-
source Society (Y.O.U.R.S.) whose
purpose is to work with young
people ages 12-25 to promote and
participate in a youth friendly com-
munity.

Special guest speaker was
Joyce Preston, BC Child, Youth &
Family Advocate. She provided
inspiration to the 60 adults and
youth in attendance. Ms. Preston
laid out working models of several
other youth friendly communities
in BC while applauding our com-
mitment to create this for the Comox
Valley.

The following are the top five
outcomes which will be the focus
of Y.O.U.R.S. and committed com-
munity members:

1. Positive media focus.
2. Youth driven activities.
3. Youth representation on
Town Council.
4. Transportation (perhaps a
community van?)
5. One stop access for youth.

A quarter of those in attend-
ance signed up for further commit-
ment to work on these projects.

For more information on
Y.O.U.R.S. or to find out how you
can help, please call Jill Sturrock
or David Stapley at 338-5271

Are you a youth aged 14 and
up, a youth worker, teacher, par-
ent, or someone who is interested
in remembering to play? You may
wonder what is Play Leadership?
My definition of it is to be as crea-
tive as possible and include all
ages of people to interact and build
on each others' creativity.
Gary Pennington from Sunshine
Coast Consultants, an Education
and Recreation Specialist, is mak-
ing a special trip up to the Comox
Valley to facilitate this playshop.
Gary has taught Recreation Lead-
ership in Canada, Australia and the
United States, has teaching expe-
rience in five countries and is an
author of his experiences.
Do you remember being a child
when you could play for hours and
feel totally energized? If you want
to rekindle this experience, come
to this Play Leadership Workshop
on June 30 at the CRA Lewis Cen-
tre. It starts at 10:00 a.m. and fin-
ishes at 4:00 p.m. Bring a bag lunch,
hacky sacks, and kites if you have
them.
Please register at the CRA
Lewis Centre. Adults \$25, Youth
ages 14 and up \$5. For more infor-
mation phone 338-5371.
The Comox Valley Youth Re-
source Society (Y.O.U.R.S.), the
City of Courtenay Community
Services and the Comox Valley
Youth Project are hosting this
event. We all believe in building
youth-friendly communities and
providing opportunities for youth
and adults to have fun together.

TODAY'S
CROSSWORD PUZZLE

ACROSS

- 1 Move suddenly
- 5 Singer Vaughan
- 10 Wildlifebeasts
- 14 Jai —
- 15 Cherish
- 16 — avis
- 17 Two-wheeler
- 18 Oyster product
- 19 Golden Fleece
- 20 Footfalls
- 22 Harlequin genre
- 24 Yen
- 27 Actress Tuesday
- 28 Mississippi

DOWN

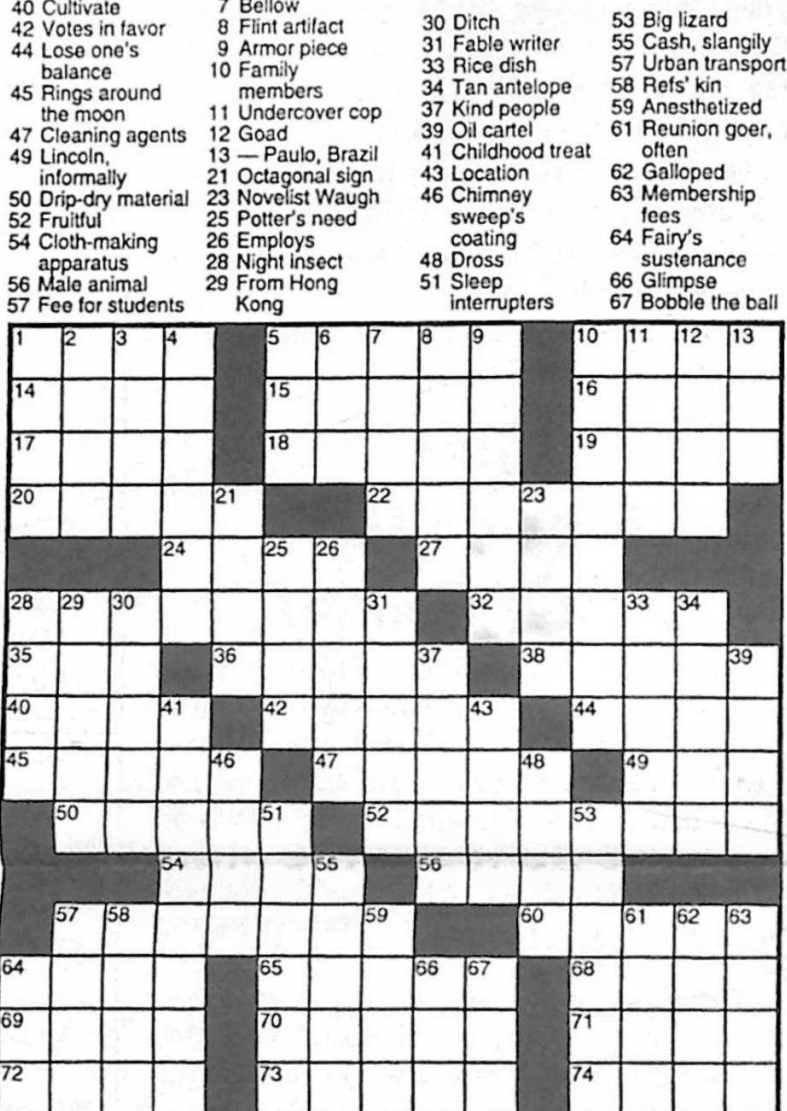
- 1 Smidgens
- 2 Landed
- 3 Gather leaves
- 4 Man's jewelry
- 5 Weaken
- 6 Citrus cooler
- 7 Bellow
- 8 Flint artifact
- 9 Armor piece
- 10 Family members
- 11 Undercover cop
- 12 Goad
- 13 — Paulo, Brazil
- 21 Octagonal sign
- 23 Novelist Waugh
- 25 Potter's need
- 26 Employ
- 28 Night insect
- 29 From Hong Kong

- 30 Basketball position
- 64 Humid
- 65 Dunk
- 68 Matty of baseball
- 69 World's fair
- 70 Fudd or Gantry
- 71 Dressed in one's birthday suit
- 72 Bit of straw
- 73 Old weapon
- 74 Iowa city

PREVIOUS PUZZLE SOLVED

ZOO ABEAM FAS
GULP COATI LACE
UNIT TAROT ORAL
MINIBUS MIRRORS
MEATS GUINEA
APPALL CRABS
GRILL HEAT TELL
RON YOUNGER PAY
ASTI VETS ARISE
GEESSE CZECHS
OPENLY DARED
DEVILRY BIDDIES
ARAT OATHS ELKE
SIDE DROOP SKEW
LED ENTRY TAD

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National Youth Summit
Delegate
Selection Guidelines

The CMFRC has been selected to send one male and one female dele-
gate to the National Youth Summit Planning Committee. One delegate
needs to be in the 14-15 year old age group and one needs to be in the 16-
19 years group. The youths selected from 19 Wing Comox will be joining
delegates from CFB Esquimalt and travelling by service air to Geneva
Park Conference Centre near Orillia, Ontario.

Applicants will be called to come for an interview with Jill and a CMFRC
co-worker during the week of July 6 and the decision of the selection
committee will be made by July 8. The two youth delegates travelling by
service air will be required to provide their social insurance number. Once
we have selected the youth representatives, registration forms need to be
filled out by July 8.

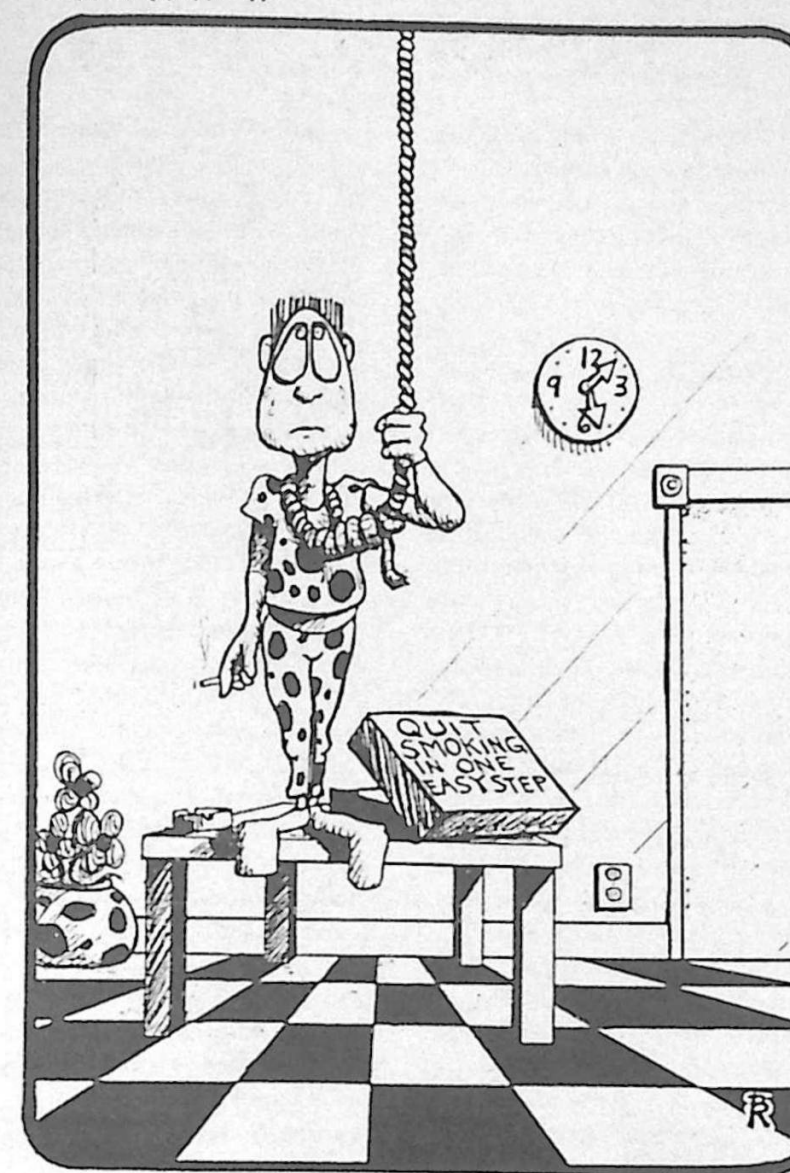
If you are interested in applying, please sign up by leaving
your name and phone number at 339-8290.

The following guidelines are designed to ensure that delegates will be
capable of representing the interests and concerns of their peers and that
there is balanced representation at the NYS in terms of the ages and
gender of the youth delegates.

The local youth consultation committee is asked to select youth dele-
gates (ages 14-19) who:

- have a parent who is a serving member of the Canadian Forces
- have demonstrated leadership abilities or have the potential to act in leadership capacity
- have participated in a local youth consultation focus group and/or local youth committee/council
- are willing and able to participate actively in the National Youth Summit (23-26 August) including discussion groups and social activities
- are willing to attend a local pre-Summit delegate planning meeting and local post-Summit activities to report on the findings and recommendations of the NYS - are willing and able to meet expectations for acceptable behaviour, including respectful interaction with other delegates, evening curfew, and no use of alcohol or illegal substances
- have the permission of their parent or guardian to attend the NYS.

FREAKSHOW



For a better alternative...
try the CF Butt Out Program.
The next course starts in
early September.
Contact Sgt Brian Buttnor
local 8789



Sea Cadets on parade

By Finn

The Port Augusta Sea Cadets recently paraded at Quadra by their new ship-shape mast from which the Maple Leaf stiffly blew in a strong breeze.

Though CE received a work or-
der for its installation, the mast was
successfully installed without the
section's assistance.

The young sea cadets are the
inheritors of proud traditions. They
are also the recipients of values
many outside the corps may wish
to emulate.

The mother of a former sea ca-
det, herself by now a 10-year mem-
ber of the Navy League, credits her
son's time as a sea cadet with the
subsequent reformation of charac-
ter and attitude which she wit-
nessed in him.

"He had serious school trou-
bles, seemed unmotivated and
without direction," she recalls. We

weren't sure what to do. We suc-
ceeded in getting him enrolled in
the sea cadets down at Quadra.

He managed to stay with it that
first summer. The next summer his
CO recommended him for a marine
mechanics course at Pat Bay.

My son wasn't enthusiastic,
but he agreed to go.

The course lasted eight weeks
and was for free. It was intensive,
and I had my doubts.

But there my son found his
niche in life - mechanics! He was
only fifteen.

He was invited back the next
year as the chief of the new batch
of cadets. He went, but missed the
hands-on part with machinery
which he liked so much.

Today he is a heavy equipment
mechanic and doing very well. I'm
very grateful to the sea cadets -
and so is my son."

DISASTER

(continued from page 3)

Off the Wing

The ride to St Joseph's hospi-
tal is surprisingly long on a
stretcher in an ambulance. The
steady "click-click" of the red
lights flashing on/off above is
hypnotic until broken by the sud-
den wail of the siren.

In the back of our ambulance
are three RED patients, a medical
officer and a medic. Enroute, the
staff closely monitor the uncon-
scious patients. A ride with REDs
can suddenly become "hectic."
Taking advantage of the unex-
pected quiet, the medical staff dis-
cuss lessons learned during the
exercise and ways to improve their
work.

At the hospital, civilian staff
and volunteers unload patients,
stretcher and all, onto gurneys. In
the parking lot, more volunteers
direct traffic to keep the lanes clear.
Despite signs announcing the ex-
ercise, several real patients are
uneasy at the sight of the casual-
ties being wheeled into the main
hall, now being used as a triage
area. There, medical staff assess
the patients and direct the order-
lies to take them to the appropri-
ate sections.

Once wheeled around the cor-
ner, the casualties are miraculously
healed and released from their gur-
neys. Downstairs, they share cof-
fee and swap stories before head-
ing home to clean up. With their
part done, the serious acting stops
and the military humour comes
out again. One particularly grue-
some-looking victim says he is
going to visit his girlfriend at work
on the way home. Someone else
suggests bringing doughnuts.

After the Disaster

Back at the site, OSCER and the
security staff keep the site secure,
preserving the evidence for the
investigations that will follow...at
least until endex is called.

After lunch, all the principles,
civilian and military, gather in the
Officer's Mess to discuss the ex-
ercise. Remarks, suggestions and
compliments flow freely and
frankly.

Everyone agrees that the ex-
ercise was a success from several
points of view. We discovered our
weaknesses and strengths within
each section, in our group effort
and in our DND/community coor-
dination.

We now know where and how
to focus our improvement efforts
and what preparations can be
made immediately for the Air Show.

In itself, the exercise increased
our confidence in our own abili-
ties and our ability to work to-
gether. It also marked a more
proactive cooperation with the
media enhancing public opinion of
both the DND and the community
ERTs. As disasters go, this one
was benign.

Greyhound Canada is rewarding high academic achievers in their "Travel is Educational Too" competition. You could win one of 50 trips for two anywhere Greyhound travels in Canada, including 15 nights free accom-
modation courtesy of Hostelling International Canada. And, a chance to win a scholarship worth \$2000, \$1000
or \$500 from Greyhound Canada.

The program is offered in western Canada and Ontario. The competition is open to grade 12 students (12
and 13 in Ontario) who achieve a GPA of 80% or higher. To enter, students need only drop off a copy of either
their spring report card or interim final report card at their local Greyhound station. Deadline is 9 July 1999 and
award winners will be chosen 13 July 1999. For more information call Cheryl Heilman (403) 260-0797.

Royal
Canadian
Legion

Branch 17 Courtenay (334-4322)

Dance: every Friday evening, 8:00 p.m.

- June 25 Ventura Highway
- July 2 Garry's Sound Machine
- July 9 Alley Cats
- July 16 Gord Kruger & Friends

Special Events:

- 26 June Casino Fun Fair
- 17 July Fun Golf at Longlands, 3:00p.m.

\$15.00 entry includes BBQ. Register at bar.

Branch 28 Cumberland
(336-2361)

Every Wednesday, Bingo 7:00 p.m.

Hall rental: non-members \$75, members \$50, kitchen use \$25.

Branch 160 Comox (339-2022)

Mondays...Ladies Auxiliary Drop-in Bingo
(Upper Hall doors open 6:30 p.m., Bingo 7:00 p.m.)

Friday Night Dances 8-12 p.m.

- June 25 New Music Man
- July 2 Amigos
- July 9 Double Play
- July 16 Highway 19
- July 23 Ventura Highway

Friday & Saturday: Meat Draws (3:00-6:00 p.m.)

For hall rentals contact Ken Seymour 339-2022, Mon-Fri.

888 (KOMOX)
RCAF WING

Air Force Association of Canada

Calendar of Events - June & July

- | | | | |
|-------------|-----------------------|--------|------------------|
| Fri June 25 | Pub Grub & Raffle | \$3.50 | 5:30 - 7:00 p.m. |
| Thur July 1 | Canada Day Party | nil | 3:00 p.m. |
| Sat July 3 | Golf Tournament & BBQ | TBA | 1:30 p.m. |

July 10 - Aug 16:

Every Saturday - Steak Night, Cards/Darts/Bocci and Rollover
Raffle, 5:30 - 7:00 p.m. \$7.50

888 Wing hours:

- | | |
|-----------------------------|------------------------------|
| Monday - closed* | Tuesday - closed |
| Wednesday, noon - 6:00 p.m. | Thursday, noon - 1:00 a.m.** |
| Friday, noon - 1:00 a.m.** | Saturday, noon - 1:00 a.m.** |

* Bar open on Holiday Mondays. ** Bar could be closed as early
at 9:00 p.m. if there are no customers, at the discretion of the Bar
Manager.

Business loans to students

Human Resources Development Canada is offering interest-free busi-
ness loans up to \$3000 to students, aged 15 or over, to create their own
businesses. Visit the BDC Web site at www.bdc.ca or call toll-free 1-888-
Info-BDC to apply. Deadline 25 June 1999.

Hire a student

The Comox Valley Student Employment Centre is looking for more
jobs. So far, they have only 120 jobs of their 600-job goal. The work
does not have to last the entire summer. The Centre runs an Odd Job
Squad to handle smaller and short-term jobs. You can hire a student for
a day, a week or however long you need them. All you need to do is call
Carmen or Valerie at 897-3348 or fax 897-3467 or stop by at 2785 Mansfield
Drive in Courtenay 8:30 to 5:00 Monday to Friday.

Calling all scholars

Greyhound Canada is rewarding high academic achievers in their "Travel is Educational Too" competition. You could win one of 50 trips for two anywhere Greyhound travels in Canada, including 15 nights free accom-
modation courtesy of Hostelling International Canada. And, a chance to win a scholarship worth \$2000, \$1000
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HISTORY OF THE MILITARY AIR SERVICES OF CANADA - Part 9a (Original prepared by Capt D. Nicks. Editing and additional material by LCol Leversedge.)

No. 1 Air Division Europe

With the increasing tension between the east and the west in Europe after the Second World War, the European communities of the west started discussing a plan for a united defence.

From these discussions came the North Atlantic Treaty Organisation. No. 1 Air Division was formed as Canada's air contribution to NATO. It was to consist of four wings of day fighters.

These wings were to be located on the continent and because of the damage to the established airfields, new airfields were to be constructed. Canada would deploy two wings to France (Marville and Grostenquin) and two wings to Germany (Zweibrücken and Fürstenfeldbruck). Because these airfields would not be ready immediately, the first wing would initially go to England (North Luffenham) and the headquarters for No. 1 Air Division would be located in Metz, France. The RCAF's original concept for overseas service was tours of one year unaccompanied for married personnel and two years for single personnel. This changed by late 1953, when it was realised that many families were going to Eu-

rope with their spouses.

The first two squadrons of No. 1 Wing crossed the Atlantic onboard the HMCS Magnificent (an RCN aircraft carrier) in November 1951. Upon their arrival in England they deployed to RAF North Luffenham, where they stayed until Marville was ready for occupation in March 1955. The third squadron of No. 1 Wing flew across the Atlantic in operation Leapfrog I, flying to Labrador, Greenland, Iceland, Scotland and to England. As the remaining wings were formed in Canada, their new homes on the continent were being completed.

Leapfrog II, in October 1952, saw all three squadrons of No. 2 Wing fly across the Atlantic to arrive at their new home at Grostenquin, France. Considered ready for occupation by the French, it was far from being ready by Canadian standards and life on the continent by these intrepid aviators was far from easy. Leapfrog III (April 1952) saw the three squadrons of No. 3 Wing fly across the Atlantic to their new home at Zweibrücken, Germany. In early 1952 it was realised that when No. 4 Wing was ready in Canada

to fly across, their new home in Fürstenfeldbruck would not be complete. The French Air Force offered Canada one of her deployment bases in Germany and alternate plans were devised. Therefore, in September 1952 (Leapfrog IV), No. 4 Wing arrived at their new base at Baden-Soellingen, Germany.

By 1955 NATO realised that there was a shortage of all weather interceptor capability and Canada responded by volunteering four CF-100 squadrons for service to NATO. Between October 1956 and August 1957, one Sabre squadron per wing was stood-down and replaced by a CF-100 squadron from Canada.

In the fall of 1959, the Canadian government announced that starting in the fall of 1962 the Sabre squadrons of the Air Division would be re-equipped with CF-104 Starfighters and the CF-100 squadrons would be disbanded.

This new equipment brought a new role to the Air Division. Instead of the Day/All Weather interceptor role, the Canadian Squadrons would now be involved with nuclear strike and reconnaissance. However, during

1964 the cold winds of change were blowing and the French government announced that all nuclear weapons located on French soil would fall under French control. Therefore, in late 1964 after being recently re-equipped with the CF-104, No. 2 Wing sent their two squadrons to the two wings in Germany and closed their doors at Grostenquin. The other wing in France (No. 1 Wing Marville) converted to strictly reconnaissance, and the communications flight (103 KU) for the Air Divisions moved to Marville from Grostenquin. In March 1966, the French government announced the withdrawal of their military forces from NATO and the NATO forces stationed in France must leave (or fall under French command). New quarters were found for No. 1 Wing and 1 Air Division HQ at Base Aérienne 139 Lahr, West Germany. The move of the operational equipment was accomplished by March 1967. Because the French were loath to move out of Lahr, the dependants and schools were moved later.

As an austerity measure, in 1968 No. 3 Wing Zweibrücken was closed and its two squadrons were

moved to Nos. 1 and 4 Wing. 1969 brought the announcement that the amalgamation of the Canadian Forces in Europe to one command and two bases, and that the Canadian army in northern Germany (Zoest area) would be moving south to Nos. 1 and 4 Wings. This meant that No. 1 Wing Lahr would close its doors and the air force in Europe would be reduced in strength (from 6 to 3 squadrons) and concentrated at Baden-Soellingen; the new name would be 1 Canadian Air Group (CAG). The Group remained until 1988 when Canada increased her commitment to NATO (3 squadrons in theatre and two squadrons in Canada) and No. 1 Canadian Air Division stood-up again. However, shortly after this, relations with the east started to warm and Canada made another announcement; Canada would withdraw her forces stationed in Europe and close the doors on her two bases by 1994. The Air Division, reduced to three squadrons then to two and finally one, ceased flying operations 1 January 1993. This ended a major era of Canada's Air Force.

"Ad Custodiendam Europam" (For the Defence of Europe).

Spitfire Mk IX arrives

By Joel Clarkston

On Friday May 28, the Comox Air Force Museum took delivery of a complete collection of Spitfire Mk IX parts and, in so doing, turned the page on another chapter in the workings of the museum. To say that the complete restoration of this aircraft is a large project would be an understatement. The goal of the Heritage Committee volunteers is to reassemble this collection into an airworthy aircraft and that is a tall order indeed. It is expected that the project will take between five to seven years to complete and involve thousands of volunteer man-hours and hundreds of thousands of dollars. The committee is very motivated, however, and will not be deterred by the magnitude of the task.

The collection is owned by Mr. Mark de Vries of Burnaby British Columbia. Mr. de Vries had been living in South Africa for the past twenty years, although he is a Canadian citizen. An avid collector and aviation buff, Mr. de Vries purchased the aircraft while in South Africa with the intention of restoring it there. He subsequently chose to return to Canada and brought his collection with him. Although he has had many offers by foreign agents for the purchase of the collection, he was quite insistent that it remain in British Columbia. The Comox Air Force Museum offered to assist him in the restoration and an agreement was

concluded between the museum and Mr. de Vries. The end result will see both the museum and Mr. de Vries as co-owners of the aircraft.

The Spitfire was originally manufactured for the Royal Air Force in 1945 and was taken on strength in August 1945 by 122 Squadron RAF (# TE 294). It was subsequently sold to the South African Air Force in 1947 and served with # 7 Wing SAAF Waterloof Air station. It then suffered a series of minor accidents that led to its retirement in January 1952. The entire collection includes parts from TE294 and another Spitfire Mk VIII. The wings are in the most deteriorated condition and will probably have to be entirely rebuilt during the restoration effort. The fuselage has had considerable restoration work already completed while in South Africa. The collection includes a Merlin 63 high altitude engine.

The movement of the Spitfire collection from Burnaby to Comox was completed by the 19 Wing Crash Guard Salvage Team. Brian O'Caín, Heritage Committee volunteer and member of 888 Wing, represented the museum during the move. This was treated as a base exercise for the team and the event was coordinated and organized by Master Warrant Officer Wayne Erskine. The move went very smoothly with MWO Erskine

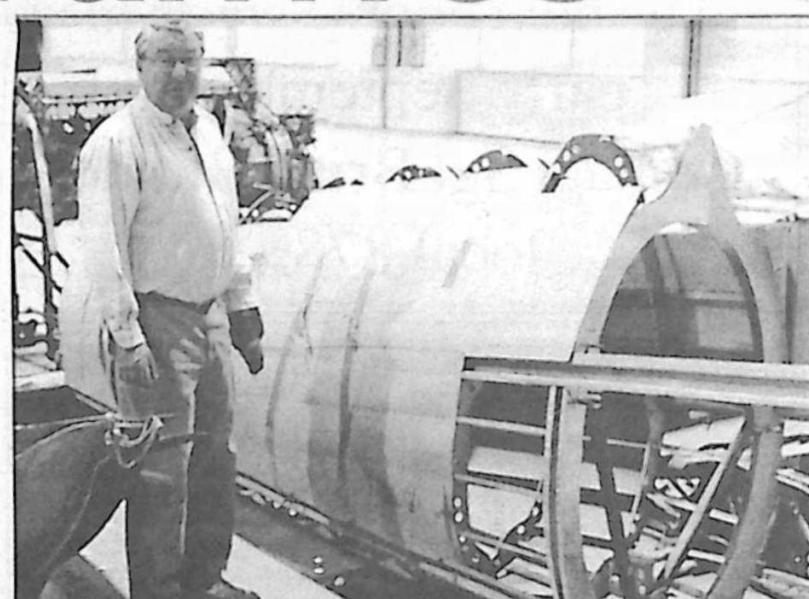
preceding the team for a reconnaissance of the collection, followed by the deployment of the entire team.

They went over to Langley (where it was stored) on Tuesday 25 May and immediately set about packaging and crating the parts. Although the collection may have looked like a pile of junk to the untrained eye, the team well knew the significance and rarity of the collection and treated it with the care and respect that it deserved. MWO Erskine then returned with his team and presented the museum with the collection on the Friday morning.

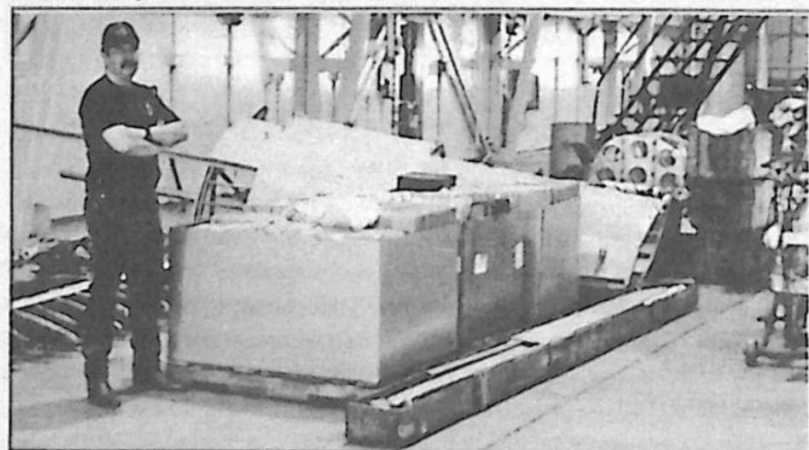
The intended destination for the collection - a sea container in 7 Hangar - was not immediately available, so the parts found their way to the Wash Hangar for a brief four-day stay. It is now safely under lock and key within 7 Hangar.

The museum executive, staff and volunteers wish to acknowledge the excellent support that they have received from the base in the recovery of this significant artifact.

As 442 Squadron flew this type of aircraft during World War II, its restoration and display will form a significant part of the heritage of the Wing and Squadron. In particular, the support of L/Col Leversedge, L/Col Spooner and MWO Erskine were pivotal in the success of the operation.



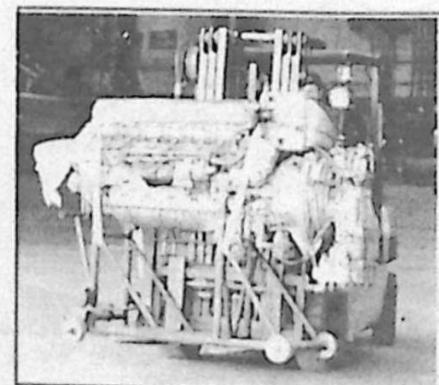
Murray Smith, Chairman of the Restoration Committee, beside the fuselage of the Mk IX. Considerable restoration work on this section has already been done in South Africa.



Above, MWO Wayne Erskine with the collection on the floor of the Wash Hangar. Many of the pieces are "new in the box."

Photos courtesy of Air Force Museum.

Below, the Merlin 63 engine is carefully transported from its temporary storage in the wash hangar to its final destination, the sea container in 7 Hangar.



Summer Hours
for
Comox Air Force Museum
Located at the entrance to CFB Comox
Open weekdays, weekends & holidays
10:00 a.m. till 4:00 p.m.

