



# TOTEM TIMES

19 Wing CFB Comox

THURSDAY 23 SEPTEMBER 1999

Comox Valley's Longest Running Newspaper

VOL. 41 NO. 15

## 442 Sqn Techs save big bucks

On August 30, military technicians at 19 Wing Comox completed repairs to a Buffalo Search and Rescue aircraft initially described as a "write off" after an engine fire in February 1998. By doing the repairs themselves, they saved the government close to a million dollars, according to 442 Sqn Commanding Officer, LCol Grant Smith.

"The estimated cost of out-of-service repair to the engine, wing and fuselage damage was between \$750,000 and one million, a cost considered prohibitive at the time" said Smith. "But thanks to over 8000 hours of effort and a lot of initiative by our technicians, we were able to complete the repairs at a cost of approximately \$45,000. Our talented technicians effectively saved the aircraft."

Repair work to Buffalo 465 started in June 1998 and was undertaken in addition to the normal workload put on technicians to keep the squadron's remaining Buffaloes and Labradors in the air for SAR call-outs. "We're extremely busy, particularly during the summer months when there is a significant increase in SAR activity. Sustaining the repair effort with no outside assistance was a challenge and involved a lot of unpaid overtime from our technicians" said Maj Tony Appels, 442 Sqn Aircraft Maintenance and Engineering Officer. "I'm extremely proud of these hard working technicians and their accomplishment."

Parts for the repairs to Buffalo 465 were largely taken from Field Aviation in Calgary, the Canadian Forces Supply System, and mothballed Buffalo aircraft in Borden and Trenton, Ontario. One part had to be shipped from Florida.

Buffalo 465 will begin SAR standby duties in the near future and is expected to participate in this year's Comox-based National SAR Exercise to be held September 23-30.



Above: Team Leader Sgt Derek Ross (left) with some AVN techs who worked on the Buff 465 repairs project.



Above: In recognition of their assistance, CO of 19 AMS receives appreciation presentation from the CO of 442 Sqn.



Above: CO 442 Sqn receives Wing Commander's Commendation from Col Bill Neumann.

Left: Aircraft Structures Techs who spent many hours on the restoration project.

## What would you do in a home fire emergency?

A person confronted by a home fire emergency goes through three phases: discovering the fire, taking action, and reaching safety or being injured or killed.

**What actions should we take once we have discovered there's a danger of a hostile fire in our home?** It depends on how we assess the fire situation.

- *It may be controllable.* For example, a pot of cooking oil erupting in flames on a hot stove. All that may be needed in the early stages of such a fire is to turn off the stove and slide a tight fitting lid over the pot.

- *In the case of a small-sized fire,* a fire extinguisher may be used. The operator should be close to an exit to allow quick escape if the fire gets out of control.

- *A rapidly spreading fire and dense black smoke* requires swift action by warning everyone to evacuate. In such cases a pre-practised fire escape plan can be put into automatic action.

### Essentials of a fire escape plan are:

- identify two exits from every room;
- feel the door with the back of your hand to ensure it is not hot, then open door cautiously. If fire and smoke are suspected on the other side, use your second exit to escape;
- crawl low under smoke;
- call the fire department from a neighbour's phone.

### High-rise building:

- carefully assess the fire situation, deciding whether to stay behind or leave the building;
- a pre-planned fire emergency procedure for the building, developed and practised with the assistance of building management and your local fire department will reduce the chances of a tragedy.

### Risk factors:

Research shows males have a higher tendency than females to fight fires, return to burning buildings, remain behind to rescue property or move through smoke. These behaviours are reflected in fire death statistics which show twice as many males dying in fires than females. Researchers have also confirmed the value of fire safety education. They found that people who had received previous training on what to do in a fire were more likely to raise the alarm or evacuate as the first action in a fire emergency. The numerous lives saved by children taught "Learn Not To Burn" also confirms that prior knowledge about fire dangers can be a lifesaver for oneself and others.

### What should you do in a home fire emergency?

The only answer to this is - *be prepared, become knowledgeable about fire hazards and prevent them; install, test and maintain smoke alarms; and, put a fire escape plan into practice.*

## Fire Safety Escape Plans

If fire breaks out in your home you have to get out fast. Escape planning is a must. Prepare an escape plan for your home.

1. Draw a floor plan of your home marking **two ways out of every room** - especially sleeping areas. Discuss the escape routes with every member of your household. If you live in a building with an elevator, do not include this route in your plan - **use the stairs.**

2. Agree on a meeting place outside your home where every member of the household will gather after escaping a fire to wait for the fire department. This allows you to inform the fire department if anyone is trapped inside the burning building. **Once you are out, stay out.**

3. **Practice your escape plan at least twice a year.** Have fire drill in your home. Appoint someone to be a monitor and have everyone participate. A fire drill is not a race. **Get out quickly, but carefully.**

4. If you live in a two-storey house, and must escape from the second storey window, be sure there is safe way to reach the ground. **Fire escape ladders are recommended** for a fast and safe exit from two or three level buildings. Make special arrangements for children, older adults, and people with disabilities. People who have difficulty moving should have a phone in their sleeping area and, if possible, should sleep on the ground floor.

5. Make sure everyone in the house can unlock all doors and windows quickly, even in the dark.

6. Once at the meeting place, have one person go to a neighbour's phone to call the fire department. In addition to telling them your name and address, tell them if anyone is still in the house.

## Casualties Needed!

On Thursday, September 30, there will be a simulated major air disaster in Comox. A planeload of 50 passengers will "crash" so 50 volunteers are needed from the Wing.

Volunteers are needed to act as victims in the crash. The day will start early with a hot breakfast and then casualties will be "made up" to simulate various injuries. 442 Sqn and the Wing will respond, and First Aid will be performed. Volunteers should be finished in the early afternoon.

Please volunteer your time for this important event. The crews at 19 Wing need some victims! Talk to your boss, then e-mail CWO Bradley or call him at loc. 8886.



### FIRE PREVENTION WEEK

**OCTOBER 3 - 9**

### Fire Drills: The Great Escape!

#### FIRE PREVENTION CANADA

*Working with the private and public sectors to achieve fire safety through education*

## Getting out when there is a fire

When your smoke detector goes off **remain calm.**

While kneeling or crouching at the door, reach up as high as you can and **touch the door, the knob and the space between the door and its frame with the back of your hand. If the door is hot, DO NOT OPEN IT.** Use your alternate escape route.

**If the door is cool,** open it with caution. Brace your shoulder against the door and open it carefully, being ready to close if quickly if heat or smoke rush in. **Crawl low under smoke.** Smoke contains deadly gases and heat rises. During a fire, **cleaner air will be near the floor.** If you encounter smoke when using your primary exit, **use your alternate escape plan. If you must exit through smoke, crawl on your hands and knees,** keeping your head 12 to 24 inches (30-60 cm) above the floor, and maintain contact with the walls as you head to the nearest exit.

**If you are trapped,** close all doors between you and the fire. **Stuff the cracks** around the doors to keep out smoke. Wait at a window and **signal for help** with a light coloured cloth or a flashlight. If there is a phone in the room, call the fire department and tell them exactly where you are.

**In case of fire, don't stop for anything.** Do not try to rescue possessions or pets. Go directly to your meeting place and then call the fire department from a neighbour's phone. Every member of your household should know how to call the fire department.

**Once you are out, stay out.** Once you are out of your home don't go back for any reason. If people are trapped, the fire fighters have the best chance of rescuing them. The heat and smoke of a fire are overpowering. Fire fighters have the training, experience and protective equipment needed to enter burning buildings. **Make sure everyone in the family understands the importance of not going back for anything.** If you go back in, you may not come back out.



## Tips for treating burns

What you do for a burn in the first few minutes after it occurs can make a difference to how bad the injury will be.

1. Stop the burning process - remove the source of heat. If clothing catches fire "Stop, Drop and Roll" to smother the flames.

2. Remove all burned clothing - clothing may retain heat and cause deep injury. (If clothing sticks to the skin, cut or tear around area to save good skin.

3. Poor cool water over the burned area. Keep pouring the cool water for at least 3-5 minutes (30-40 minutes for chemical injury). Do not pack the burned areas in ice. This may increase the extent of injury and cause hypothermia.

4. Remove all jewellery, belts, tight clothing, etc., from the burned areas and around the victim's neck. Burned areas start swelling immediately.

5. Do not apply ointments or butter to wounds. These may cause infection due to their oil base and convert wounds to deeper injury.

6. Cover burns with a soft, clean, dry dressing, bandage or sheet.

7. Keep victim warm.

8. Seek medical attention as soon as possible. If the burn is larger than a dollar coin, see a doctor. Even small burns endanger infants and the elderly. Hands, feet, face (especially eyes) and genitalia are critical areas which require medical attention.

## Next Deadlines

Advertising:

5 Oct.

Articles:

7 Oct. - Noon

For more information

call: (250) 339-2541

## Two new Lifeskills Courses

5 - 8 October & 23 - 26 November

Each course runs 3-1/2 days and covers a wide range of topics using presentations, discussion and interactive exercises. Topics to be covered include: boundaries, risk taking, values, stress, goals, anger management, communication and self-esteem.

Location: Sailing Club at HMCS Quadra

Note: Military members and DND employees must submit a registration form to:

19 Wing BBS/Squadrons/WAdministration/WDECLifeskills

Open to military and DND personnel and their spouses.

For more info: Sgt Brian Buttner 339-8211 loc 8789 or Mara Pungente 339-8290

## Dental Clinic raffle

By Lisa Sheppard

In the past month we, at the CFB Comox Dental Clinic, have been working hard and selling raffle tickets for a beautiful crate of wine and stuff. With everyone's support, we raised \$641.00 for the Comox Valley Child Development Association.

The raffle was drawn on 9 September and the winner was Carolyn Sherbo. She is a 1<sup>st</sup> Lazo Beaver Leader (code name Tic Tac).

The \$641.00, along with additional personal donations from staff, earned us the prestigious Tin Grin Cup at the 2<sup>nd</sup> Annual Golf Tournament at Crown Isle, hosted by Dr. Paul Helpard, Orthodontist. We proudly display the cup at our clinic and hope that next year we will receive your support again when we will offer an even bigger and better prize.

All of us at the Dental Clinic would like to say thank you to all who bought tickets and to Dr. Paul Helpard and his wonderful staff.



Carolyn (Tic Tac) Sherbo can't wait to dig into her prize. (Photo by Cpl Derochers.)

## Cops Corner Valley welcomes Tour de Rock

By LS Hebert



On 9 September, the Tour de Rock team returned to the Comox Valley for their second annual Cops for Cancer bike ride. Various Vancouver Island Police Forces, including RCMP, Municipal Police and Military Police, provided members for the team.

As you probably know, the aim of this 1,000-Km plus bike run is to raise research money for people diagnosed with cancer.

19 Wing Comox provided accommodation and meals for the group and our Military Police Section provided vehicle escorts for the team while they were in the Comox Valley. Again this year, Black's Cycle provided spare parts and free labour in support of the Tour de Rock team while here at the Wing. Special thanks to Black's Cycle and notably to Alan Livsey who spent more than five hours repairs and tuning up the team's bikes.

Early the morning after their arrival, the Tour de Rock team attended the Thrifty's fundraiser where a full breakfast was served to community members by RCMP personnel and our very own MCpl Kevin Leblanc. We noted that Kevin took his cooking quite seriously and, not to be outdone, he reported to his cooking station in full dress uniform.

A good cause, sunny skies, and a promise of a fine meal were the ingredients for an outstanding turnout. The community donated over \$3,000 at the breakfast alone.

Congratulations and thank you to all participants, sponsors and particularly the community for your support of this worthwhile cause.

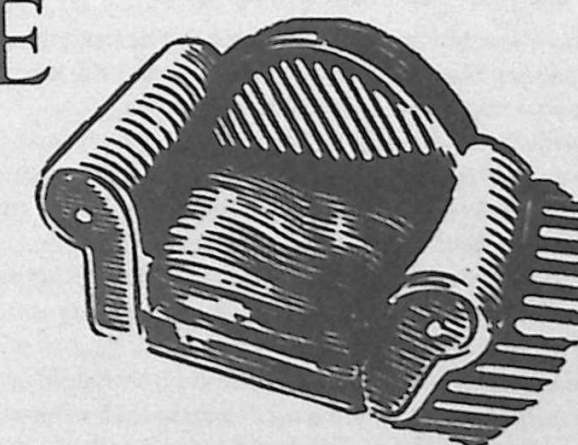
**We look forward to next year's Tour de Rock 2000.**

## Notice to all Comox Military Family Resource Centre Society members

The CMFRC 1999 Annual General Meeting has been postponed from September 30 to the end of October. The date and time of the AGM will be published in the next edition of the Totem Times.

For more information: 339-8290.

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## Modern technology

Each year it strikes regular as the high tides of winter. Modern technology that is. That cursed medium that so captivates us all with its allure and fascination. If something works well, why then must we try and improve upon it?

Every year, it seems, the ceremony for the Battle of Britain gets bigger and better. And every year I end up writing an editorial that comments on that fact. The ceremony is now so big that it rivals, at least in my opinion, the Remembrance Day ceremonies held each year throughout the valley. The only problem, and it is one that is repeated each year, is the sound system. Each year, if I'm still around, I will be willing to attain and make available an old cable and tube system that a friend of mine used to use to call square dancing (no, I am not a participant). It's old, it's not complicated and it works. Very much like many of the people that the parade is designed to honour.

The Battle of Britain parade was a great success this year, and a real tribute to the men and women of the Air Forces that sacrificed so much for us. After all the obvious effort and organization that went into the success of 6th ceremony, it really is a travesty to have it falter on the mantle of modern technology.

Joel Clarkston

## Checking salmon for research

When you return to shore after a day of fishing, don't be too surprised if someone carrying a long blue wand (similar to the hand-held security devices used at airports) asks to look at your salmon catch.

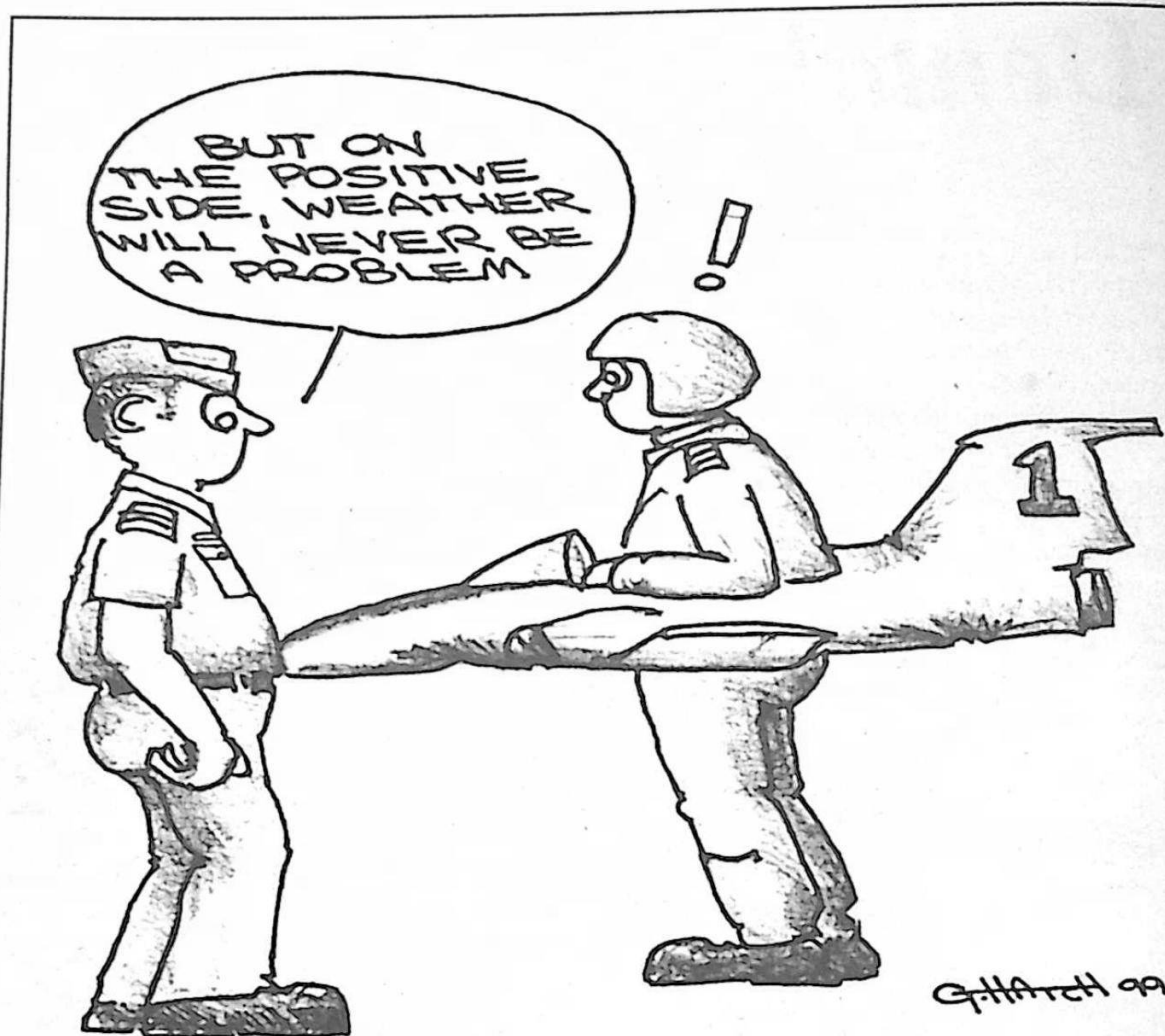
You may already be familiar with Fisheries and Oceans Canada's Salmonid Head Recovery Program. This voluntary program involves anglers dropping off the head of salmon with a missing adipose fin (the small fleshy fin on the salmonid's back, just in front of its tail) at a recognized depot. Historically, a missing adipose fin indicated that the fish had a coded-wire tag implanted in its head. Since a coded-wire tag is not visible to the naked eye, the adipose fin was clipped when the fish was tagged to serve as a visual indication that the fish may be tagged. By bringing the dead to a depot, anglers were participating in the Department's program for assessing and enhancing salmon stocks.

Beginning this year, a missing adipose fin on a coho salmon will mean that the fish came from a hatchery. It does not automatically indicate that there is a coded-wire tag in the fish. There will also be coho salmon with an intact adipose fin that contain a tag. Because a clipped fin is no longer a visual indication of a tagged fish, direct electronic sampling will take place this fishing season to identify returning salmon containing a coded-wire tag.

At selected southern coastal locations this summer and early fall, creel survey technicians will be approaching anglers and asking to check their salmon catch. By running an electronic wand over the fish, the technicians will be able to determine if a coded-wire tag is in the fish. If a wire tag is detected, technicians will ask to take the head of the fish to remove the tag.

If a technician removes the head of a fish, anglers will be given an official card, signed by the technician, indicating the species and length of the fish. This card will permit the transportation of the fish to the angler's place of residence, as per the catch transportation guidelines set by Fisheries and Oceans Canada.

Anglers can continue to participate in the voluntary head recovery program by dropping off the salmon head at a Salmonid Head Recovery Depot. Call collect (604) 291-6401 for the depot nearest you, or check in the 1999/2000 BC Tidal Waters Sport Fishing Guide.



SNOWBIRD FUTURE

**Next deadlines**  
Advertising: 6 Oct.  
Articles: 7 Oct. Noon

### Back to school breakfast tips

Finding time for the most important things, like breakfast can be a challenge for most families these days. The following are some simple strategies from the Registered Dietitians at Kellogg Canada to help make your mornings a little easier. The key is to get kids involved. Letting them help out at breakfast is a great way to foster their interest in nutrition.

- Make up breakfast menus so that you never run out of ideas.
- Make a shopping list to stock up on a variety of your favourite breakfast foods.

- Experiment with different food combos like mixing different ready-to-eat cereals together to find new snacking treats.

- Set the table for breakfast and prepare school stuff and lunch in the evening so there's more time for breakfast in the morning.

- Let kids help themselves to their favourite breakfast cereal, fruit, milk and juice.

- Pack breakfast-to-go with cereal bars, fruit, cheese sticks and juice boxes when you're tight on time.

## Base posts record youth employment

The Department of National Defence employed a record number of high school and post-secondary students at 19 Wing Comox this summer. DND hired a total of 49 students, aged 15 and up, under the Federal Student Work Experience Program. They worked in a variety of base sections, including food services, administration, telecommunication and information services, and trade shops.

"This is the highest number of students I've seen employed under the program in the past eight years," said Base Human Resources Project Coordinator Dianna Caswell. "The number has been growing every year."

As well as giving young people much-needed work experience, the program provides valuable benefits to the base itself, according to 19 Wing Commander, Col

Bill Neumann. "When base employees and military personnel go on leave during the summer we're often hard-pressed to replace them," said Neumann. "We welcome the enthusiasm and hard work these students provide."

In addition to the 49 students employed under the FSWE, CFB Comox employed six students under the University and College Co-op program, over 100 Air Cadets and staff at the Regional Gliding School (Pacific), and hosted close to 1,000 Sea Cadets and staff at HMCS Quadra.

Across the country, over 10,000 summer jobs are usually available under the FSWE. Interested applicants must be enrolled as full-time students, intend to return to school full-time the following term, and be registered in the FSWE national inventory accessible at [www.psc-cfp.gc.ca/jobs.htm](http://www.psc-cfp.gc.ca/jobs.htm)

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TOTEM TIMES

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## Double Cross

The Inside Story of James A. Richardson and Canadian Airways

By Shirley Render

(Publisher: Douglas & McIntyre, Vancouver)

Double Cross tells of James Richardson's dream of airway development. It is a tale of intrigue, turf protection and deliberate covering up of facts, which changed the course of our aviation history. It covers key people in government and civil and military aviation. It is a case of private enterprise being caught in a web of inept government decision-making, with Canada and Richardson the losers.

Richardson, president of James Richardson & Sons, was the moving spirit behind the biggest flying organization in Canada at the time. His vision to use aviation to open up the north prompted his formation of Western Canada Airways in 1926. A passionate patriot, he formed Canadian Airways in 1930 to prevent the Americans from gaining control of Canada's airways. He began laying the foundation for a national network and routes "around the world and over the top." Canada was poised to take the lead in international airway development, when government foolishly clipped Canadian Airways' wings and jeopardized Canada's airway and economic development.

Unfortunately civil aviation was under military control and its development was hampered by departmental rivalries and a chief of general staff, more interested in protecting the Air Force that in developing a sound aviation industry. Richardson, a man of integrity, assumed that government would keep its word to make Canadian Airways the chosen instrument for national and international airline development. He sank millions of dollars of personal money to keep his company alive throughout the depression. Instead, he was undercut by government in 1932, betrayed by the Chief of the General Staff in 1933 and double-crossed by the Minister of Transport in 1937.

Ever the optimist, he kept Canadian Airways flying, struggling against a policy that was shaped to the advantage of Trans-Canada Airlines, rather than to the airline industry as a whole. Government

ignored his pleas to provide controls for the developing industry. By 1939, all air operators, except TCA, were on the brink of bankruptcy.

War brought change and another shake-up to the industry. Canadian Airways and the CPR forged a partnership to gain control of the remaining operators. TCA watched warily. But Richardson's sudden death left the company without its guiding spirit and, in 1941, the Richardson estate sold its interests in aviation to the CPR. Canadian Pacific Air Lines was born. However, the Canada goose, Canadian Airways' well-known logo, flew on CPA's planes and James Richardson's legacy lived on.

Canada's aviation history has had many glorious moments but they do not hide two over-riding theses. First, the Canadian government ignored the fact that Canada held the geographical advantage of having the most direct routes from North America to Europe and Asia — all pass over its territory. Government procrastination caused Canada to lose her chance to become a world leader in aviation.

Second, the air transport industry was pioneered, financed and developed largely by private enterprise. In Canada, "civil aviation flew by itself." The key figure was James A. Richardson. A man with vision, money and credibility. Richardson's company represented the beginning of the air transport industry in Canada on a sound financial basis and adequate organization. In fact, the development of commercial aviation in Canada and the circumstances leading to the creation of Trans-Canada Air Lines (1937) and Canadian Pacific Air Lines (now Canadian Airlines) are the story of Richardson and his Airways companies. Canadian Airlines can trace many of its roots to Canadian Airways and the Canadian Airways logo, the Canada goose, flies on Canadian's aircraft. Called the Father of Canadian Aviation, James Richardson's dream lives on.

### Jake's Trivia Corner

1. Which baseball team won 108 games in 1975, the most by a National League club since 1909?  
2. Who is the only man to have won Ring magazine's Fighter of the Year award more times than Joe Louis?  
3. What was golfer Juan Rodriguez' nickname?  
(Answers on page 14)

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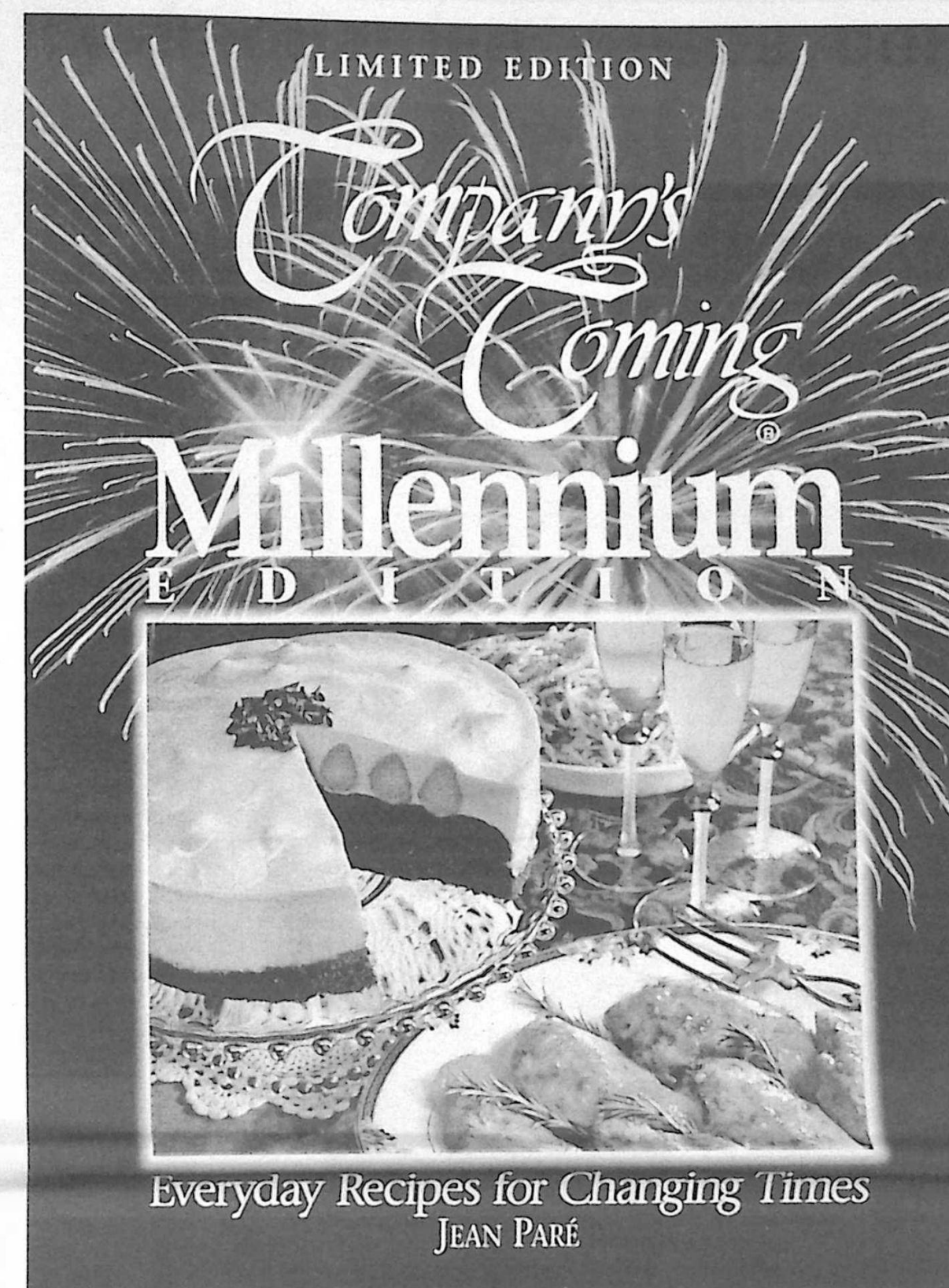
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Here's your chance to win a copy of the great Company's Coming Millennium cookbook! Fill out the questionnaire below and return it to the Totem Times by 14 October in order to be entered in a draw for the eight books we are giving away.

Name of entrant.....

Phone # wk..... Phone # home.....

- Who invented the dishwasher?
  - A wealthy housewife who grew tired of servants breaking her expensive dishes.
  - Overworked kitchen staff at the All-Night Coffee Cup Inn in Dirtydishville, Alberta.
  - Mrs. Clean, the year before her husband invented his household cleaner.
- When a door-to-door aluminum cookware salesman gave away S.O.S. steel wool pads with every in-home demonstration, what did he say S.O.S. stood for?
  - Sink or Swim.
  - Scrape on, Susie-homemaker.
  - Save Our Saucepans.
- What did Girl Scout Troop 129 sell for the first time in Philadelphia in 1934 as a fundraiser?
  - Chocolate-covered armadillos.
  - The Pocket Fisherman.
  - Everybody's favourite — Girl Guide cookies.
- What was one of the first convenience foods ever introduced?
  - Squirrel on a stick by cavemen (Aug 3, 10,000 BC).
  - Quick-cooking oatmeal from Quaker Oats (1921).
  - Fruit al fresco from Mother Nature (around the time of Adam and Eve).
- Which of these hit the market in 1912? (The other two came out in 1954 and 1990.)
  - Oreo cookies.
  - Bread machines.
  - Swanson's frozen TV dinners.
- How did Pound Cake get its name?
  - From the pounding the batter took while being beaten.
  - Because British bake shops charged one pound Sterling for a cup of tea and slice of cake.
  - The original recipe called for one pound each of sugar, butter, eggs and flour.
- Where were Buffalo Chicken Wings first served?
  - In a bar in Buffalo, New York (1964).
  - At Chicken-On-The-Way by Buffalo Bill.
  - At a barbecue in 1788, right after a herd of buffalo collided with a trainload of chickens.
- Who invented aluminum foil?
  - R.S. Reynolds.
  - Big Al Uminum.
  - An anonymous woman — right after she finished scraping burnt baking pans.



# Sir Cedric says...

A great welcome to the round table. 414 is pleased to have armoured a few new faces. With all of the recent good-byes, it makes sense to say hello. Cpl Brad Jessome and Cpl John Johnson are here until the cows come home. I think I can hear a bell off in the distance though. As well, Capt Paul Zorz is here from 17 Wing and that breathing thing they call I CAD. Sir Cedric welcomes everyone and their families. It should be an exciting few years here with the Black Knights.

A well deserved pat on the back, and I don't mean Snap, to now MWO Dan Amirault. Well done and we're all going to miss you when you sail away. Why do they call it sailing anyway? I don't see no mast or nothing! No jib, no main, just up and down - what a pain. There is, I believe, only one commissioned ship in the Canadian Navy that does sail and serve those great 30-cent shots. Does anybody know the name of it? If you do, write it down on a piece of paper and mail it to "Good 4 U" c/o Big recycling bag, located at the entrance to 7 Hangar.

By the way, the Baltimore Orioles have really cool uni's.

The following is 414's contribution to the joke section of such a great paper. Can you decipher what the hidden message is?

Chest Beat Wean Husk Hurls. (Just say it a couple of times and

see if you can figure it out.) How about Goat Threw Them Oceans.

Do you know why in the olden days they painted barns red? Was it because:

- a) Red was a cool colour and easily made with wheat chaff;
- b) Red was a hot colour and made with food colouring;
- c) Red was "in" at the time;
- d) Red was hot and easily made with rusted metal?

So, Sir Cedric was on leave for a week or two and found out that the squadron can hear the clock ticking. It would be quite groovy to close down such a great squadron, but sad at the same time. Maybe we'll start a count down to the day that will be forever known as the day the chickens came to town. Yes, that's what we'll call it - The day that the chickens came to town. September 23 is T - too many to count out but will start later.

Hockey has started up now and the old rusted blades are back on the ice. 414 has got some great new uniforms to wear. Look out, we're looken snazzy. Also on the sports scene, is our upcoming T-Bird baseball tourney. Should be fun on the john at first base. Scooting home on the old tricycle should be a hoot too. Possibly a few more quarks. Everybody came back from the great escape to the cape safely. I hear they filmed it. I wonder if CBC will get

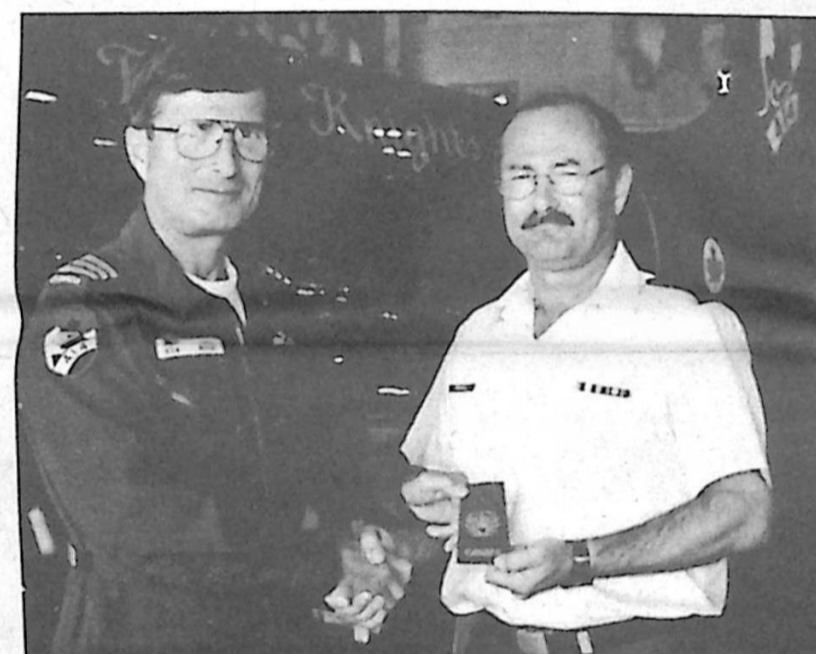


Farewell flight for Maj "Crisco" Harris.

hoid of that tape to see what wild and crazy hiking 414 does.

The Black Knights have been quite busy with the Navy and the Navy has been quite busy with boats coming from far away. Maybe we ought to put the old camera back on the old Bird, just in case. TGex is coming around the corner along with Fabric Brave. After the full of missing Maple Flag, we seem to be spooling up again to 94.7%

That is all for now. Until we mount up and dip the might lance into the inky world of news, live by a creed that has outlasted John Wayne films: Do unto others as you would have others do unto you. Unless you're bigger than they are, in that case, screw 'em!



MWO Amirault receives his promotion from LCol Bosse Aug 17.

## Battle of Britain Parade '99



Photos by  
Cpl Morin,  
Wing  
Imaging



On Sunday, September 19, military and civilian personnel paraded to pay tribute to those who fought and died during one of the most famous aerial battles of modern history, the Battle of Britain. Under a blue sky and warm sunshine, wreaths were placed at the base of the memorial cairn in the Heritage Air Park by representatives of the Air Force Association, the Comox Valley Legions, the Air Cadet Squadrons of Comox and Campbell River as well as the Royal Canadian Naval Association, the Korea Veterans Association, 19 Wing and Air Reserve Flight.

## Public invited to view national SAREX competition

By Capt Tyldesley

442 Sqn will be hosting a national Search and Rescue Exercise (SAREX) to be held at 19 Wing from 24-30 September.

SAREX is held annually at different SAR squadrons across Canada. Over 250 participants are expected to take part in this competition which will involve a search event, medical event and precision and confined-area parachute jumping.

SAREX is an opportunity for crews to practice their skills and compare operational techniques. The competitions involve maintenance crews, aircrews and support staff.

"Maintaining the skills required to save lives in some of the most rugged terrain in the world requires a lot of training and practice," said host unit 442 Squadron's Commanding Officer, LCol Grant Smith. "This exercise will give us a chance to compare notes with other SAR units and learn from one another."

On Sunday, 26 September, the public is invited to view the events at two different venues. Air Force Beach (at the end of Kilmorley Road) will be the location for the confined-area para jumps from 1130-1215 hours. The infield of 19 Wing (accessible via the Glacier Greens golf course) will be the location of the medical competition and the precision parachuting events which will take place from 0900-1130 and 1300-1530 hours. Ample parking will be available at both locations. Refreshments will be available at the Air Force Beach concession and snack fare will also be available for purchase at the infield location.

Come on out and see some exciting competition between Canada's military SAR squadrons!

Last year the Air Force conducted over 1,100 air searches, while Canadian Forces ships, aircraft and people saved 1,044 lives in SAR operations.



## Demon Doins

We would like to welcome the following personnel who have recently joined us at 407 Sqn:

### Aircrew

Capt Arnold, WO Beyerback, Maj Brabant, Cpl Boulay, Capt Bullis, Capt Gloumeau, Capt Fenske, CWO Mercer, Capt Moffat, Sgt Potvin, Sgt Raithby, Capt Chris Smith, Capt Ken Smith, Sgt Truesdell, Capt Verville, Capt Wade, Lt Wright.

### Maintenance

Sgt Gasper, Capt Jones, Cpl Knight, Cpl Mills, Lt Payan.

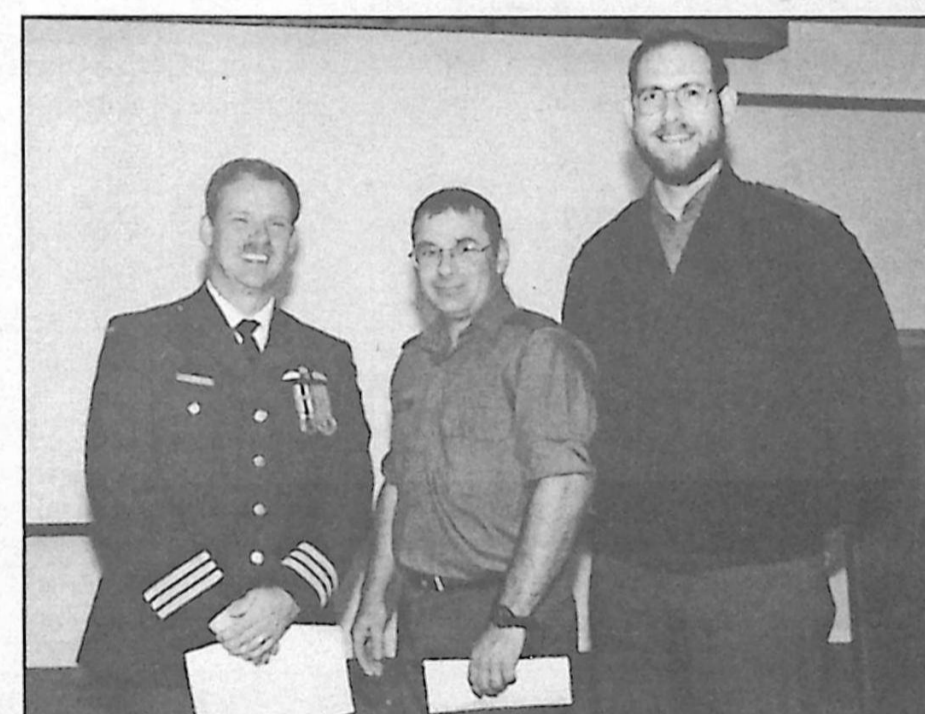
### Admin.

MCpl Fraser, Cpl McElwee, Sgt Ulm.



Some of our new arrivals with LCol Szczerbaniwicz.

## No Retreat Awards



407 Sqn CO presents No Retreat Award to Cpls Allard and Murray who did a great job of painting the squadron crest on the flight line.



Cpl Brent Olmstead receives his No Retreat Award for restoring the Argus engine now on display in the Heritage Air Park.

## CD Recipients



Cpl Ray Girardi.



Cpl Chris Parks.



Cpl Dan MacIver.

## Re-roofing in record time

Firefighters generally cannot get enough water and foam, but even for Wing Fire Hall water can become too much of a good thing – as when it comes into the hall itself through a leaky roof.

A CE roofing crew has now remedied the problem, and with good results. "I believe we have done the job in record time," says crew captain Brian Bowden. "There's certainly nothing shabby about completing 11,000 or so square feet in three weeks and some. But everything has just clicked perfectly, even the weather proved great. We even managed to change, with WCEO's blessing, the flashing from red to blue, a wish expressed by the firefighters themselves. We always aim at customer satisfaction."

Darlene Jedras, Don Nesbitt, Tammy Thornton and Charles Williams round out the crew.



Safety rails are being set up by Don Nesbitt preparatory to commencing the laying of a new roof on Wing Fire Hall.

## Building brighteners

At CE the painters they paint and they paint  
Until they fall down in a faint.  
Mere mortals may think such an ardour quite quaint,  
But then *they* 'll never make saint.



Ken MacKenzie vigorously spray painting B79 while fellow painter Tim Prad directs the Genie platform.

## Moving down the road A fence freshener

Apart from Plumbing & Heating Team leader Steve Eggiman still doing office chores at the old location, the team's move to new quarters at B1087A is fairly complete, though the process of settling in is bound to take a while longer.

"We are operational, but I wanted work on my new office to be the last item on the renovation

agenda," says Steve Eggiman. "It shouldn't take long now."

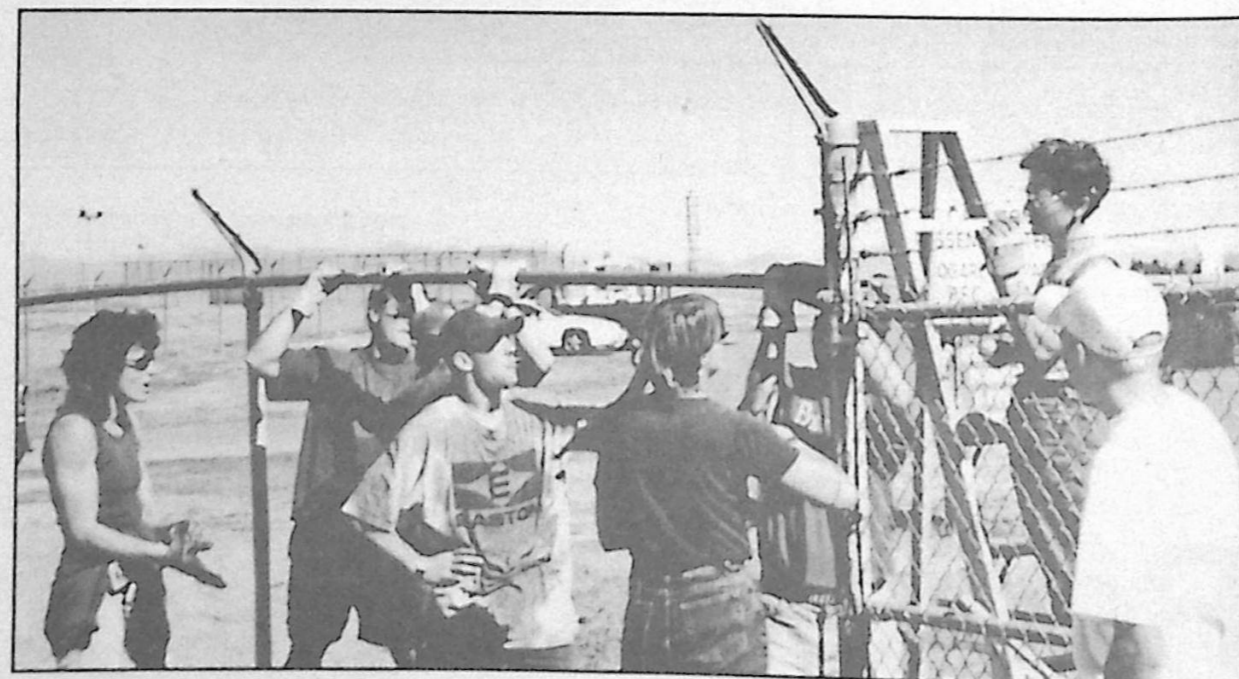
The new building offers more space and far better lunch room facilities – the latter not a hard feat since they were non-existent at the old site. The downside is the increased distance from Base "downtown," since the shop now is close to QRA. But generally, satisfaction reigns with the swap.



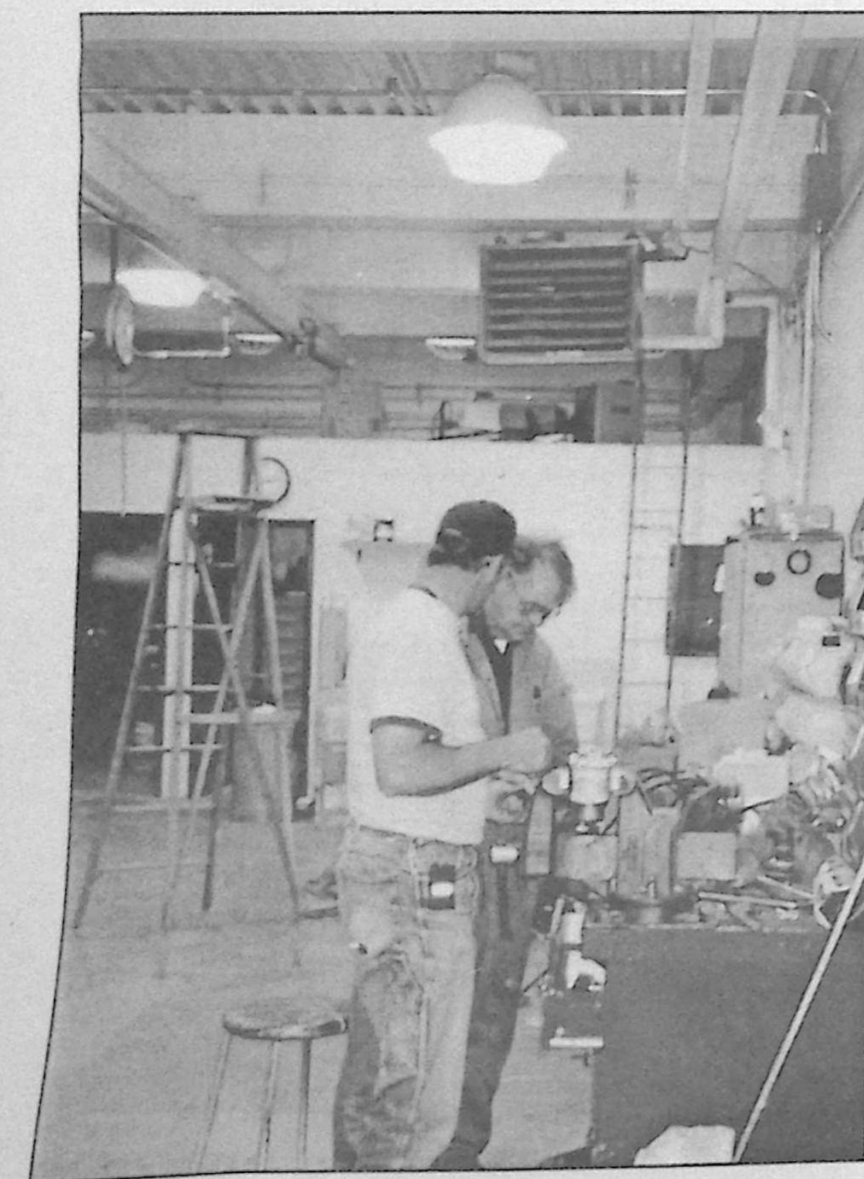
Plywood skirt, ramp, fence – these are but a few of the CE supplies modifications and additions to AMU's temporary quarters by the wash hangar. "Temporary" in this case likely means a couple of years, so efforts have been made to ensure accessibility and a measure of comfort.

Airfield & Works Team (previously known as Roads & Grounds), going all out to ensure that the fence was installed as expeditiously as possible, managed to complete the work in one day

But the day was hot, and when Robyn asked colleague Trevor for some water, he wasted no time in supplying the precious commodity.



The CE crew putting up posts, beams, mesh, topping it all with barbed wire, consisted of Robyn Boguski, John Egan, Steve Gosling, Trevor Vance, Carrie Nagel, Norm Maximick, Patricia Walker and Robert Morrison.



Plumber Dan Dupuis and steamfitter Dave Souter at work in their new location, B108A.

## Base growth natural

### By Finn

Few get around the Base more than CE's tradespeople and labourers – not counting airborne pilots. Thus they notice a natural growth which, if not denied to others, perhaps appears a little less evident. Some growth, of course, is highly visible. The new tower, for example, sprouting like a giant asparagus. Or the massive recreation centre, spreading in its patch like a monster pumpkin. Beach pavilions and AMU temporary quarters blossom like square, flesh-munching orchids.



Most have heard of tree houses, but house trees! The small tree atop the roof of B109, CE's main building, brings scant shade to the adults labouring within, but it does lend its own quaint touch of growth to a section which has spent the entire summer ensuring structural growth elsewhere.

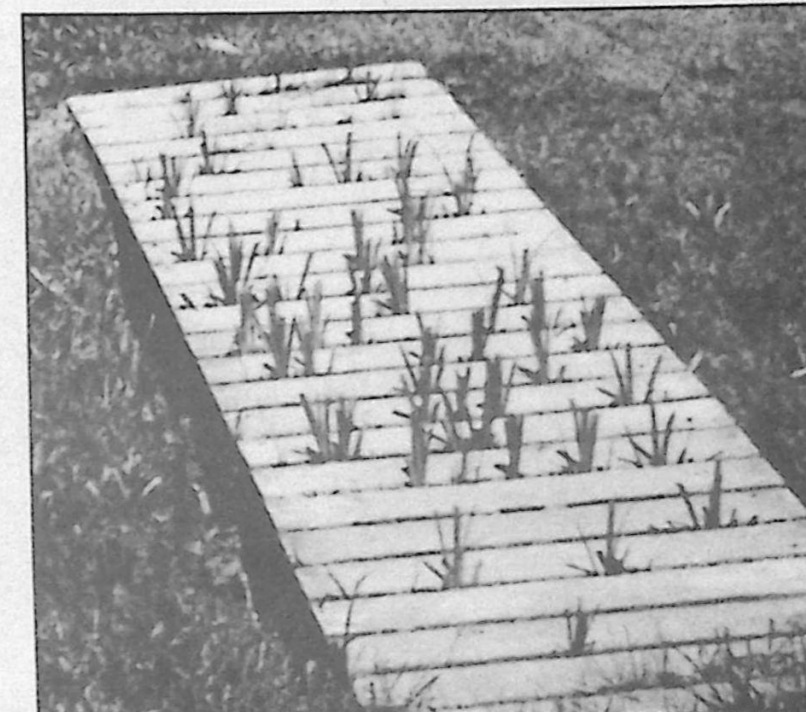
The growth that CE staffers are privileged to observe is nature's brag to beauty – plants and trees of any kind. The carpenters who did not permit grass to grow under their feet while they prettied up AMU's new quarters had no control over the grass which made its way through the small bridge spanning an adjacent ditch.

As the jungle will swallow up even huge temples, and as an unattended weed-killer will itself become buried in weeds ere too long, thus leafy, chlorophyll-filled vegetation these days plays seek-and-hide with a large mechanical attachment situated at CE's storage compound. In a few millennia, galaxian explorers will no doubt uncover what they believe to be the belt buckle of some gargantuan, perhaps not-quite forgotten member of that peculiar species, *Homo Ingeniator Militaris*. Perchance a WCEO?

Legends, too, grow.



CE's electricians found a little treat practically on their doorstep – a tomato plant with ripening fruit. Though it did not happen to grow there accidentally, the plant was seen as a welcome addition to Bernie Gagnon's well-cared-for flowerbed, adding its splash of colour to the hues of summer. And someone eventually also enjoyed the taste of its red-ripe tomatoes.



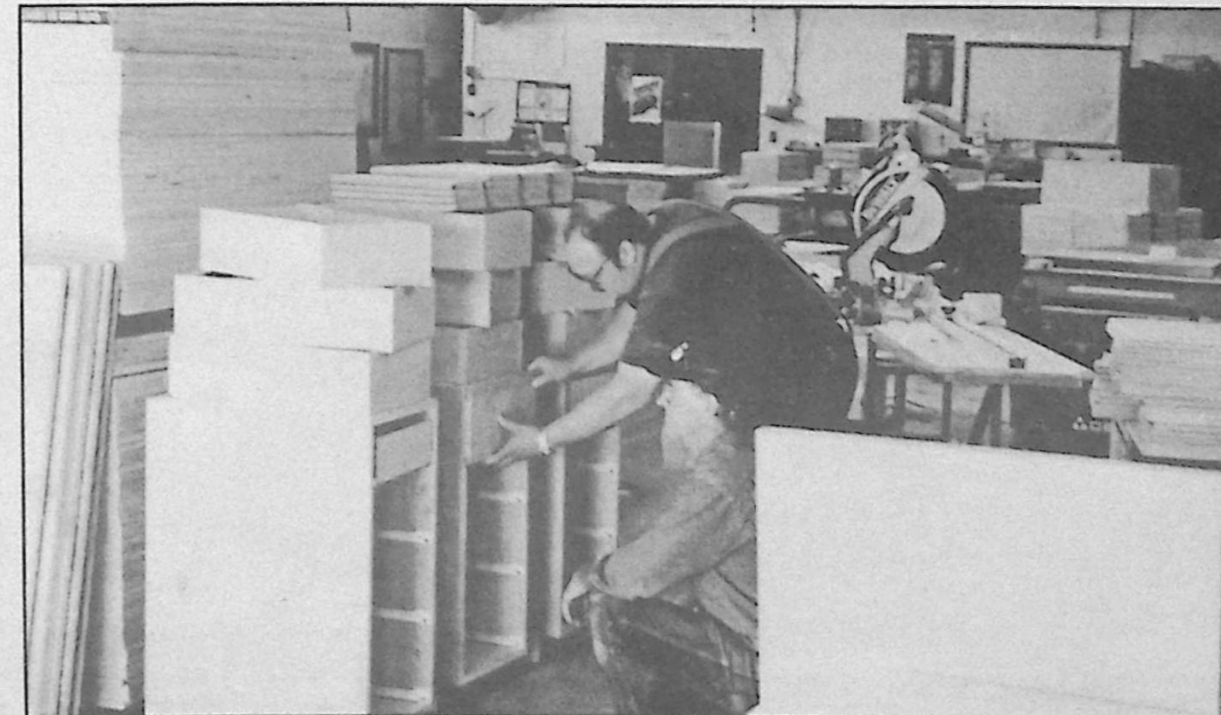
Most berries may be gone by now but, while in season, blackberries hung lush and drooping in many places, including the area by CE's pumphouse, there to be picked and eaten fresh, perhaps in a bowl with a little cream. If not, they may by now have been turned into blackberry pie, or jam for winter's pancakes.

## Meanwhile, back at the ranch...

...the Structural Team ranch, that is. While the builders of edifices visible and impressive usually run off with the credit, back in the shops equally important jobs go less noticed and therefore less heralded. But who wants to live in a room without furniture?

The new motel-style single quarters comprise 24 units and for master joiner John Stokes, lately backed up by carpenters Dave Elliot and Robert Parr, weeks have been spent on preparing cabinets, dresser drawers and what else may make life more pleasant for the occupants. As it so often goes, omission will be noticed whereas the combined efforts of the carpenters will no doubt be taken for granted. John has reaped much appreciation from other sections on base, though, for the workstations he supplied to units earlier in the year.

Until the single quarters stand ready to receive the furniture – and shortly, is the word – the relatively spacious Structural Shop floor will remain inordinately crowded.



John Stokes watches as Robert Parr checks nearly completed dresser drawers.

# HISTORY OF THE MILITARY AIR SERVICES OF CANADA - Part 12 (Original prepared by Capt D. Nicks, editing and additional material by LCol Leveredge.)

Prior to unification, each of the Air Force sister services had separate and distinct aviation branches. In the context of Canadian Military Aviation, it is useful to understand their heritage as well...

## Aviation in the Royal Canadian Navy

Canadians have been involved with naval aviation since World War One; however, the RCN did not officially form an aviation division until after World War Two. During World War One the Royal Navy viewed Canada strictly as a potential source of recruits and the Royal Naval Air Service did the same. The RNAS' top scoring ace came from Canada, Raymond Collishaw from North Vancouver. However, with the formation of the Royal Air Force, the RNAS and the Royal Flying Corps were amalgamated into one service. Naval aviation remained very low-key until World War II when it earned its spurs.

Although Canada did not have a naval aviation division during World War II, the RCN did man two RN escort carriers, *HMS Nabob* (commissioned September 1943) and *Puncher* (commissioned February 1944). *HMS Nabob* was torpedoed in August 1944 and although she made Scapa Flow was paid off while *HMS Puncher* served through to VE Day. With her wartime experience available, the RCN decided to start a naval aviation division immediately after World War II. Initially two fleet carriers were considered by the RCN and after accepting the use of *HMS/HMCS Warrior* it was decided, because of cost,



1920 aerial view of Dartmouth Air Station.

that the RCN would operate only one carrier. *HMS Warrior* was returned to the RN (Canadian service from January 1945 - February 1947). *HMCS Bonaventure* (ex-*HMS Powerful*) was purchased and while "Bonny" was being finished to Canadian specifications *HMS/HMCS Magnificent* was borrowed by the RCN (from April 1948 - April 1957) for carrier operations.

The first flying unit of the RCN was Fleet Requirements Unit (FRU) 743, a fleet refresher unit tasked with refresher training for some of the wartime aviators who were returning to the RCN or recruited from the ranks of demobilized RCAF pilots. The primary role of the aviation division of the RCN was anti-submarine warfare. The first operational units formed were 803 and 825 Squadron (the "800 block" of squadron numbers was assigned to the RN and all 8XX Squadrons in RCN service were from this block) flying Sea Furies and ASW Fireflies respectively. These squadrons served on board *HMCS Warrior* and *HMCS Magnificent*. 825 Sqn formed in England and was transferred to the RCN for service aboard *HMCS Warrior*. 825 Sqn's home base in Canada was Royal Canadian Naval Air Station Dartmouth (later *HMCS Shearwater*).

In 1951 as their primary ASW platform, the RCN selected an updated version of the USN Avenger aircraft and the Sea Fury continued as the fighter. These aircraft served with 880 Sqn (RCN) and 870 Sqn (RCN) on board *HMCS Magnificent* (825 and 803 Sqn's reverted to the RN). In 1952 the RCN adopted the USN designators for her squadrons, so "V" was heavier than air and "S" was anti-submarine and "F" was fighter. In 1955 the RCN expanded their aviation division and created VS 881 as their Airborne Early Warning unit. VF 871 (another fighter squadron) and HS 30 the RCN's first helicopter squadron (in 1974 HS 30 was split and HS 423 and 443 were created). As the follow-on ASW aircraft the RCN selected a Canadian-built version of the Grumman S-2F Tracker; VS 880 and VS 881 were equipped with this aircraft type. The arrival of these aircraft coincided with the acceptance of *HMCS Bonaventure* (commissioned January 1957). The "Bonny" had been modified from her original plans and included many new innovations, steam catapults, angled deck and mirror landing system to name a few. These advances meant higher performance aircraft could be carried as part of the ships complement. To replace the Sea Furies from "Maggy" day's ex-USN Banshee aircraft were selected; VF 870 and VF 871 Sqn's were equipped with this aircraft type.

However, by the early 1960s budgets were becoming tighter and it was decided that the RCN would be strictly an ASW force; therefore, the two fighter squadrons were reduced to nil strength and the Banshee was mothballed. As another austerity measure the two ASW squadrons were amalgamated into VS 880 Sqn. In 1970, after a major refit, it was decided that *HMCS Bonaventure* would be paid off. This was not the end of naval aviation in Canada, because in the early 60s Canada had been working on a helicopter destroyer (DDH), a destroyer capable of landing, securing and supporting helicopter operations. These were to be the future of naval aviation in Canada. From the mid-60s through to the present naval aviation has been primarily helicopter ASW.

On 1 February 1968 the naval aviation division was absorbed into Maritime Air Group, a part of Maritime Command, and in September 1975 MAG became a part of Air Command.

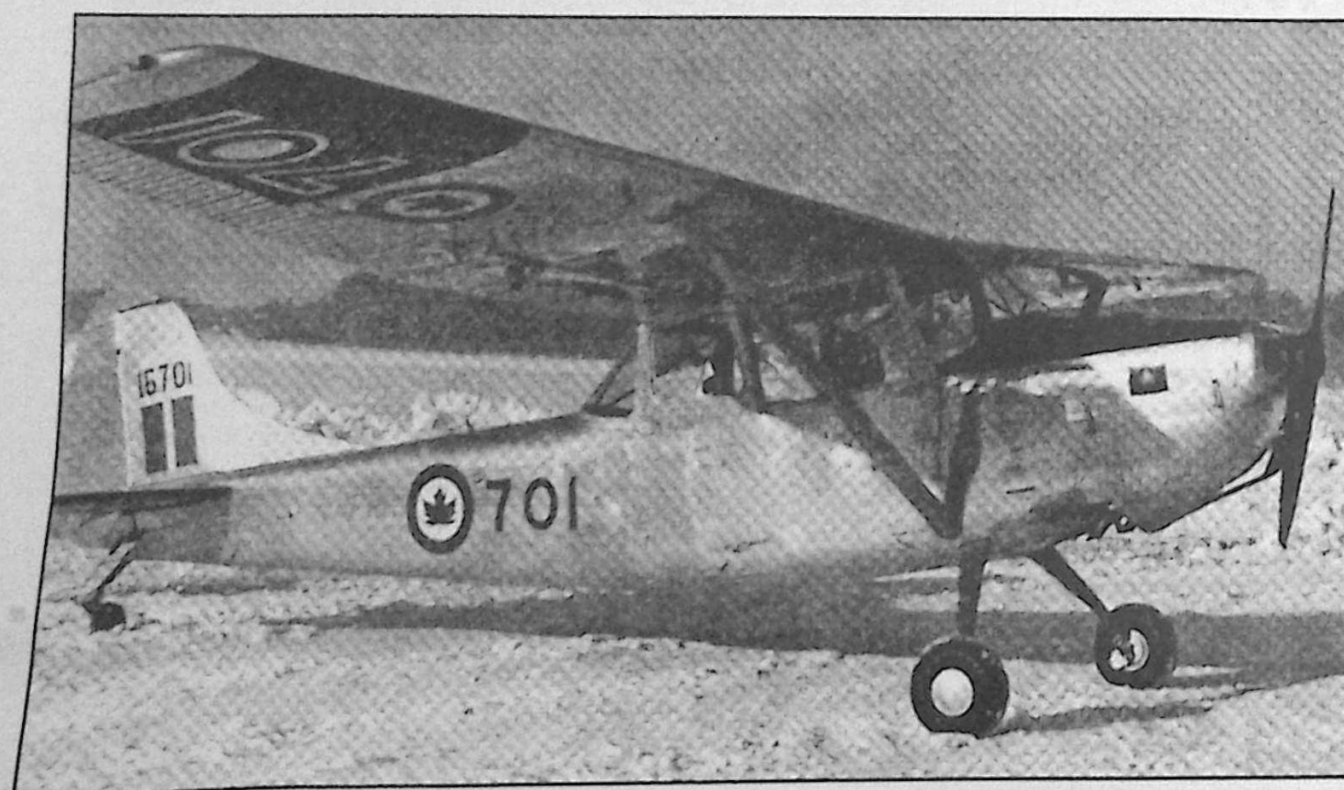


Gruman Avenger aircraft logged many hours for the RCN's Aviation Branch.

## Army Aviation

Aviation in the Canadian Army was not formed until the early 1950s. They relied upon the Tactical Air Group of the RCAF for their support. However, in the mid-1950s it was decided to equip a number of aviation troops to provide artillery spotting and advanced armour reconnaissance with Hiller helicopters and L-19 Bird Dog aircraft. Later, in the early 1960s, heavy helicopter transport was added to the task list with the introduction of the Voyageur helicopter. These functions continued after unification and did not change until the early 70s when the Hiller and L-19 were replaced by Huey and Kiowa helicopters. New tactical aviation units were formed and they stood-up as air squadrons using the "400 block" of squadrons instead of being an aviation troop within a regiment. Additionally, airborne assaults became a reality with these new aircraft. With integration these tactical aviation squadrons were absorbed into Air Command.

Cessna L-19A aircraft were used by the Canadian Army as liaison and spotter aircraft.



# Rec Centre News

By  
Jake Plante

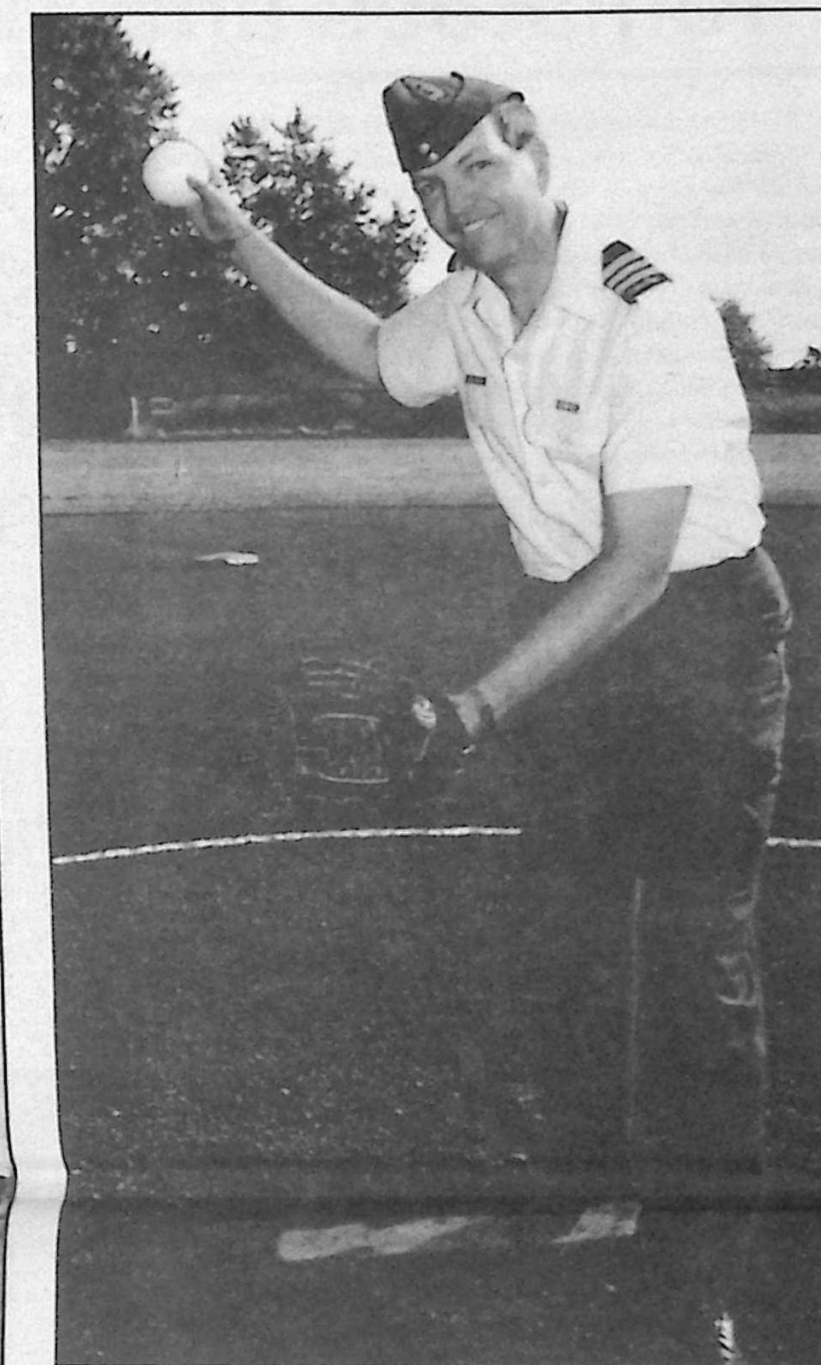
## Let's play ball!



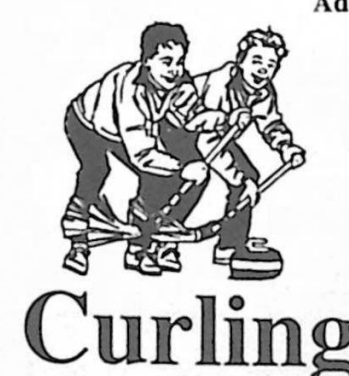
LCol Leversedge presents the Admin. team captain, Vince Hopkins, the winning pennant for Commander's Cup Softball.



Admin. - '99 Commander's Cup Softball Champions.



LCol Leversedge throws the first pitch to open the '99 Commander's Cup Softball tournament.



## Curling

There will be a meeting for the 99/2000 Inter-section Curling season on 30 September at 10:00 hours in the Rec Centre Conference Room. Interested teams are urged to attend.

If you cannot make the meeting, contact Capt Steve Whynott at local 7077.

The rink starts operation on 3 October.

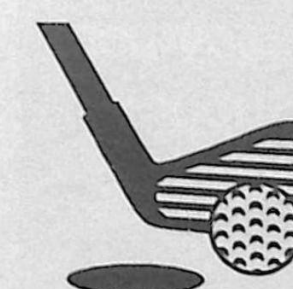
## Play it smart with electric garden tools and equipment.

For many Canadians, taking care of the lawn and garden is one of the many joys of the summer season. By following a few simple precautions, people can make the most of their gardens and reduce the risk of an accident occurring.

CSA International offers the following tips to help you enjoy the gardening season:

- Always read the manufacturer's instructions for safe operation before using your tools and equipment.
- Never operate electric garden tools and equipment in the rain.
- Always turn equipment off and disconnect the power cord before cleaning or changing accessories.
- When using an electric lawn mower take care to keep the blades a safe distance from the power cord.
- Keep hands and feet away from moving parts such as lawn mower blades and hedge trimmer teeth.
- To reduce the risk of electric shock, never operate electric garden tools or equipment on wet ground or expose the units to water.

## Glacier Greens Golf Shots



## Tuesday Ladies

It was a beautiful day as the first round of the big Shoot Out got under way on September 14. The format was a Scramble with 20 teams taking part. Low Net winners were the team of Anne Gibson and Leslie Mann, shooting a 53.

## Monday Night Ladies

By Joyce Merrill

It was perfect weather as 28 ladies (14 teams) played three holes of Alternate Shot, then a Scramble, followed by Three of Your Own game. The winners will be announced at the wind-up dinner on October 4.

Sponsor hole winners were: Marie Israel/Caryl Diewert team (Aero Art - KP#3), Verle Lafferty/Rose Jacobson team (Panagopoulos Pizza - KP#4), Fran Fredrickson (Anderton Nursery), Lori Cameron (Canadian 2 for 1 Pizza), Gill Iddiols (Aroma Crystal Therapy - The Garden Gate), Marg Rushton (Fish "N Stitches), Mary Kelly (The Griffin Pub), Kathy Branch/Teri Healey team (Scott Fraser Pro Shop - longest putt), Fran Fredrickson/Ev Viklund team (Steve Dodd Catering - longest drive) and Jennifer Holt the Mystery Prize. Louise Hotsenpiller won the 50/50 draw.

Many thanks to Mulligan's who donated two rounds of golf, won by Joyce Merrill.

# Comox Military Family Resource Centre

Phone: 339-8290

## Tomatoes and Marriage

"Building a happy marriage in our culture is like trying to grow fat, ripe tomatoes in the desert! Whoever said that speaks the truth with humour, the latter being an ingredient that goes a long way toward maintaining that happiness. Others include tolerance, patience, honesty, commitment, and goodwill.

People used to marry for economic security, sex, and to have children, (and money, sex, and kids are what couples argue most about). But war, mobility, loss of supports, the women's movement, changing roles, increased awareness, education and expectations, have resulted in demands on the couple unit that did not exist in the past. This is the first time we have combined intimacy and commitment. And usually this is all complicated by the addition of raising children, with all the increased expectations that now brings.

Partnering with someone of the

opposite sex has the added complication of the differences between the sexes. Awareness of these makes getting along much easier. Conversationally, men are problem-solvers and women are feelings-sharers. Women tend to discuss problems, share their experiences, and offer reassurance. Men tend to hear requests for solutions when women (or other men) talk to them, rather than looking for a sympathetic ear. Talking is a way of connecting for women. So the partnership is working if they can talk about it. Since men look for action and solutions, the relationship is not working if they keep talking about it. Even something as simple as "a simple question" can cause problems. Women seem to regard questions as a way to maintain conversation, while men view them as requests for information. So! No wonder getting along with the opposite sex is challenging!

Differences exist between everyone, not just the sexes. Handling these is the central struggle between any two people, regardless of the nature of the relationship. Knowing and practicing good communication techniques go a long way in resolving the inevitable conflicts that arise out of these differences.

Most of us did not learn how to communicate effectively in the families we grew up in. But it is never too late. The CMFRC will be offering a two evening workshop, November 23 and 30. The facilitators for the workshop will be Marilyn Armstrong and George Penfold. Marilyn is a registered Marriage and Family Therapist, and George is a community and organizational consultant with training in communications, conflict resolution and group process. They have been married for 31 years and have two adult children. For more information on the workshop call 339-8290 for more in-

## Fall happenings

### Life Skills

This is a workshop to strengthen existing lifestyle choices needed to deal with the challenges life offers.

**Facilitators:** Mara Pungents and Coreen Cherry.

**Dates:** Oct. 5, 6, 7, 8  
**Time:** 8:00am - 3:00pm (Oct. 8, 8:00am - 12:30pm)

**Fee:** No fee for military families; \$75 per person for non-military families.

**Registration:** Call 339-8290

**Location:** Sailing Club at HMCS Quadra.

### Taking Charge of Your Financial Future

A Workshop for Women  
Susan Weeda, an Edward Jonwa investment representative, will help you take the first step towards financial security by offering an educational seminar. Participants will learn how to set financial goals, make plans and act on them.

**Date:** Oct 4

**Time:** 6:00-8:00pm

**Cost:** Free

**Location:** 120 Kinnikinnik

**Registration:** Call 339-8290

### Parenting Teens

This three session workshop will cover a number of topics including adolescent development, communicating effectively with your teen, and setting limits and consequences. Each session will have lots of practical tips, time for discussion and lots of laughter!  
**Facilitator:** Stephen Gordon and Vicki Weiss

**Dates:** Oct. 12, 19, 26  
**Time:** 6:30pm-8:30pm

**Fee:** \$10 per person and \$15 per couple for military families; \$15 per person and \$20 per couple for non-military families

**Registration:** Call 339-8290

**Location:** CMFRC Program Building #120 Kinnikinnik

### Stress Management

This workshop will explore the causes of stress in your life and provide you with the opportunity to effectively manage your stress and make it work for you.

**Facilitator:** Mara Pungente

**Dates:** Oct. 13, 20, 27, Nov. 3

**Time:** 6:30-8:30pm

**Fee:** \$10 per person for military families; \$15 per person for non-military families.

**Registration:** Call 339-8290

**Location:** CMFRC Program Building #120 Kinnikinnik

## Deployment Support Services

### Nature Walk and Beach Combing

**Date:** Sunday, Oct. 24th

**Location:** Meeting in parking at Seal Bay Regional Nature Park (East side of the road)

**Time:** 10:00am - 12:00 noon  
Bring a bucket and shovel, or spoon, and a plastic bag to keep your treasures in. If it is a nice

day bring a picnic lunch and your camera.

### Pizza and Movie Night - Fun Time for Kids

The kids can build and bake their own pizza, and enjoy a children's movie which is appropriate for all ages.

**Date:** Thursday Sept. 30

**Time:** 6:00-8:00pm

**Location:** The All Ranks Facility

## Employment Services

### Information Sessions: Excel Career College

Dianne Hawkins, Operations Manager from Excel Career College will be at the CMFRC to give information on the full-time and part-time training programs as well as the business and corporate programs that are available through the college.

**Date:** Fri. Oct. 8

**Time:** 9:30-10:30am

**Location:** 120 Kinnikinnik

### Opportunities

Dianne Huddle, Program Director of Opportunities will be at the CMFRC to give a presentation on services that they provide such as individual career counselling and assessment, resume and cover letter preparation.

**Date:** Fri. Oct. 15

**Time:** 9:30-10:30am

**Location:** 120 Kinnikinnik

## PROGRAMME EN FRANÇAIS

Programme d'automne Inscriptions: Pour tous renseignements et inscriptions, veuillez contacter le 339-8290 ou Danielle au 339-8211 poste 8656

### Lundi matin bilingue Réflexologie

Sept. 27

\$5.00

Jill Sturrock & Louise Veilleux

### Club de marche

On marche on jase, on se tient en forme sans aucun frais, que peut-on demander de plus! Cette année on débute un club de marche et c'est ouvert à tous. Qu'on soit 2, 7 ou 15 personnes beau temps mauvais temps on marche. À noter que, le mercredi 22 septembre, Stéphane Rainville (éducateur physique) de la base viendra nous parler des bienfaits de la marche. Il nous parlera du cardiovasculaire (avoir un coeur en bonne forme). Voici l'occasion de se mettre en forme après un été mouvementé.

**Date:** Tous les mercredis jusqu'au 15 décembre

**Heure:** 12:30 à 14:00hrs

**Coût:** Gratuit

**Endroit:** Rencontre à l'édifice des programmes du CRFMC (2e maison)

### Club de dictée

Vous voulez améliorer votre français écrit dans une atmosphère agréable et sans avoir à faire de devoirs à la maison! Et bien cet atelier est, pour vous. Chaque session Française donne une dictée et vous faites votre propre correction avec le corrigé du texte. Française donne des explications individuelles concernant les règles de grammaires. Les dictées, c'est toujours bon!

**Date:** Les jeudi 23 septembre, 14 et 28 octobre et le 11 novembre.

Les dates pourront être changées selon la demande et les disponibilités

**Heure:** 19 à 20hrs

**Coût:** Gratuit

**Endroit:** Édifice des programmes du CRFMC (2e maison)

### Microsoft Word niveau 1

Apprenez, ouvrez, sauvez, fermez des documents, créer des lettres, souligner, etc., la base du programme MS Word.

**Date:** Les mercredi 29 septembre, 6 et octobre.

**Heure:** 18:30 à 21:30hrs

**Coût:** \$10.00

**Endroit:** Quartier général édifice #45-BFC Comox

**Date:** Jeudi 30 septembre

**Heure:** 19 à 21hrs

**Coût:** Gratuit

**Endroit:** Édifice des programmes du CRFMC (2e maison)

## Kinnikinnik Child Care Centre

### Preschool Programme

Ages 32 months - 5 years

### French Immersion

Mon.-Wed. 12:15-2:45pm

### English Preschool Sessions

Tue. - Thurs. 8:30-11:00am

Tue. - Thurs. 12:15-2:45pm

Fri. 12:15-2:45pm

Fees: \$40 - 1day/mth

\$80 - 2 days/mth

### Toddler Playgroup

Ages 15-36 months

Fri. 8:30-11:00am

Fee: \$40 - mth

### Creative Children Child Minding

Ages 15 mth - 5 years

Mon. 8:30 - 11:00am

Fee: \$9 drop in

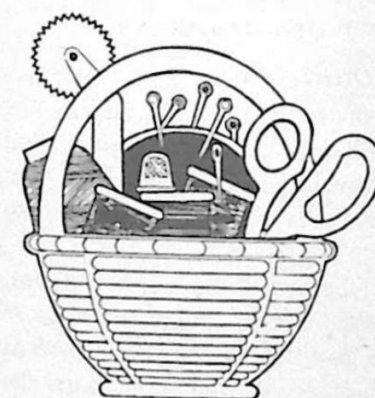


## Anniversary for Canex

If you were driving by Canex on 17 September between 1100-1400 hours you probably heard a lot of laughter and smelled the wonderful aroma of frying onions and barbecued hamburgers and hotdogs. To celebrate their 31<sup>st</sup> anniversary, a BBQ was held with all proceeds going to the Wallace Gardens Community Association. Our thanks to the following members for their culinary skills: Will Bech, Jane Bekus, Rhonda Hughes, Kevan LeBlanc, May LeBlanc and Tom Robichaud.

The dunk tank was a great hit. Mr. Terry Zerr, Manager of Canex, was the first to brave the cold water. The Wing Commander threw the first set of balls to start things rolling but, alas, had no success. Terry's reprieve was short-lived as the girls from Canex lined up to ensure he got his just desserts. The Mayor of Wallace Gardens, Capt Curtis Wright, was the next to be sacrificed. The Town Clerk was the first to take out his frustrations, and down he went! The contractors from CFHA took great pleasure in dunking Jim Ramsay over and over and over...

The WGCA would like to thank the following people for participating in this event: Mr. Terry Zerr, Capt Curtis Wright, Mr. Jim Ramsay (Inspector for CFHA), Capt Eric Travis & WO Keith Spragg (both from 19 AMS), along with MWO Nurse, Capt Fleet, and WO Rick Skrzyzala (all from 407 Sqn).



The winner of the WGCA Adult Craft Club's Craft Gift Basket draw at REC&PO 99 was:

Mrs. Rosanne Hale

Congratulations Rosanne and keep on crafting!

## VOLUNTEERS REQUIRED!!

We need volunteers to deliver our flyers for the 1999-2000 season. If you are willing to offer your time and get into great shape at the same time, please call Jane Bekus at the WGCA office 339-8211, local 8571.



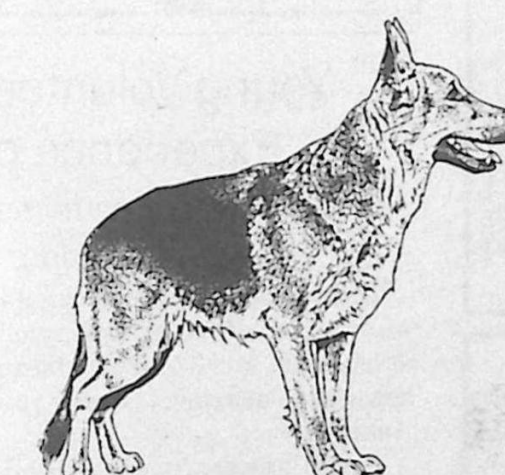
## Halloween Costume Ball

All you little Ghouls and Goblins are invited to attend the Monster Bash on Saturday 8 October from 1800-2000 hrs. at the Wing All Ranks Facility, Bldg #10. Dress up and you might win a prize!

**Cost:** .50c member

\$1.50 non-member

For more info: Dolina 890-0679 or Shelley 339-4169.



## GREEN TIPS

(NC)—If you are having difficulties with unwanted insects in your garden, try this spray recipe: blend 2 or 3 very hot peppers, 1/2 onion and 1 clove garlic in 4 quarts/litres of water, boil, steep for two days and strain. Put the liquid in a spray bottle and apply to plants which are attracting insects. This mixture can also be frozen for future use.

If you would like a free copy of "Stepping Lightly on the Earth, Recipes for Responsibility," please write: Greenpeace Information Office, 250 Dundas Street West, Suite 605B, Toronto, Ontario, M5T 2Z5.

- News Canada

## Did You Know?

(NC)—You don't have to participate in vigorous physical activity to improve health. Moderate physical activity, such as a brisk walk, on most, if not all, days of the week can help to improve your health. To obtain a free copy of the Canadian Active Living Challenge Family Pack, contact CAHPERD at 1-800-663-8708 or www.activeliving.ca/cahperd.



## Family Bingo

The first family bingo was a great success, unfortunately it was a tad crowded. Due to fire regulations, we will have to move all future Family Bingos to the Wing All Ranks Facility Bldg #10 until the new recreation centre is completed. We apologize for any inconvenience this may cause.

The next Family Bingo will be held

Sunday, 3 October from 1:00-3:00 p.m. at the WARF

**Cost:** 25¢ members

\$1.25 first card non-members, .25¢ each additional card.

For more info: Debbie 339-6317 or Rhonda 890-7535.

## Teen Video

Where: Temporary Community Centre

When: Saturday, 2 October

Time: 1900-2300 hours

Cost: Free to all!

## Sock Hop Themes 1999-2000

Dolina and Shelley, the WGCA Sock Hop coordinators, would like to give the pre-teens an idea of the themes they have planned for the upcoming year:

October - Halloween Costume Ball (win a costume prize).

November - 70s Flower Power Dance (dress for peace and love).

December - Christmas Ball (dress is semi-formal, Santa is scheduled to appear).

January - TBA

February - PJ Party (dress in your best pjs).

March - St. Patrick's Day Dance (wear something green).

April - Easter Dress Up Bash (face painting on site, visit from the Easter Bunny).

May - Spring Fling Hoe-down (dress country style, learn how to line dance).

June - Beach Party (beach wear).

## Pet Registration

By now, all pets residing in MQs should be registered as per Wing Standing Orders.

If you have not already registered your pet, please do so immediately as fines may be incurred.

Pets may be registered at the WGCA office Monday-Friday 0730-1200 hours.

For more info: Jane 339-8211, local 8571.



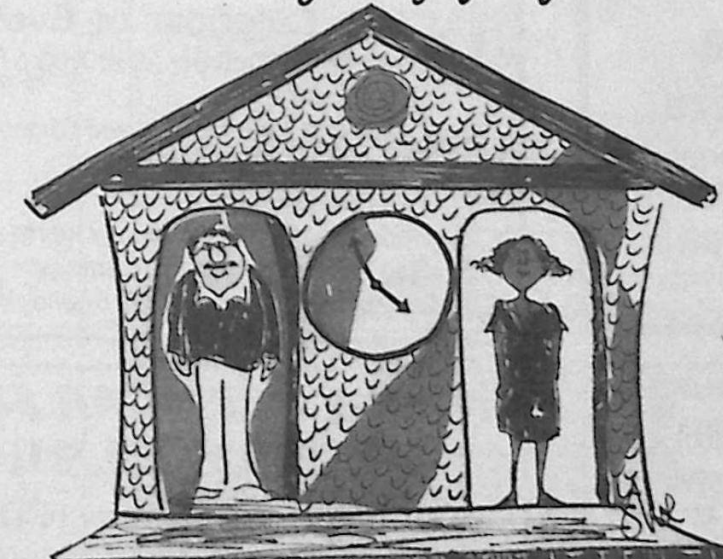
## Winter Sports

We are offering a fall and winter sports program for children ages 9 to 13.

For more info contact Jane Bekus at 339-8211, local 8571.



## Volunteers, your gift of time...



is what makes our community tick!



## House for Sale

4-yr, 3-bdrm strata duplex. Gas, HWT & FP, 4-ft. crawl-space. Garage. 4606 Muir Road, Courtenay East. \$109,500. Ph: 338-5569 <1/2>

## Boat for Sale

35ft. Chris Craft Express Cruiser 1962 model. Steel hull, twin Perkins diesel, head, Dickenson stove, sleeps 7, VHF, radar, Ross depth sounder. Many other extras. Recent survey available. For quick sale \$16,000. Ph: (604) 864-5753.

## Mobile Home for Sale

3-bedroom, one owner, spotless, four appliances, window treatments included. Minutes to Base, centrally located in quiet park. Ph: 338-6859

## French Lessons (CFB Comox)

3 spots are available in PL1 (Beginners) Sept 28 - Nov 5. T - Fri, 7:30 am - 2:30 p.m. 2 spots are available in PL3 (Int. I) Sept 27 - April 2000. Mo 7:30 a.m. - 3:30 p.m. Please contact Dr. Fathi at local 8828 or 339-5788

## Comox Valley Minor Hockey registration

contact: Dale Stewart 334-0567 or John Jackson 339-1901

## 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 renseignements, appelez Emile 339-4008.

## Jake's Trivia Answers

1. The Cincinnati Reds.
2. Muhammed Ali.
3. Chi Chi.

## AUTO PARTS

"Two Locations To Serve You"  
COURTENAY AUTO SUPPLY  
780 Cumberland Road  
338-7277

COMOX AUTO SUPPLY  
821 Shamrock Place  
339-5560

## Quit Smoking!

Another 4-week session of the highly successful Fresh Start program for people who wish to quit smoking, and stay quit, is being organized by the Comox Valley Unit of the Canadian Cancer Society. Meetings will be held at 102-1409 Cliffe Avenue, Courtenay commencing in October. Cost is \$50 per person or \$75 per couple. Call 338-5454 to register.

## Comox District Concert Band

Rehearsals: Tuesdays, 7:30 p.m. in the Band Room at Courtenay Junior School. New musicians welcome. Further info: Pat 339-5091

## Volunteers needed

The Breast Health Group of the Canadian Cancer Society needs volunteers for receptionist duties during the screen mammogram appointments at St. Joseph's hospital. Duties include: showing a video on breast self-examination, assisting ladies in answering prepared forms, chatting with clients and generally making their visit a pleasant experience. Those interested please call: Peg at 339-4068 or the cancer office at 338-5454.

8 Wing Trenton Pipe Band, proud members of the Official Air Force 75th Anniversary Band, introduce a bold new-comer on the Celtic music scene -



## Order on-line today!

www.airforce.dnd.ca

or

www.8wing.trenton.dnd.ca/pipesanddrums

Proceeds donated to: RCAF Memorial Museum, United Way, Frontier College Frontiere, Haven of the Heart Animal Sanctuary and Durham Regional Police.

## Ex-Airwomen's Pot Luck Supper to be held at

Comox Legion Branch 160 (Comox) Sunday, October 24 at 2:00 p.m.

For more info contact:

Pat 339-5829, Jean 338-6872

## Officers' Mess Ladies' Club Calendar of Events

Wednesday, October 20 at 7:00 p.m.

Craft Night

Learn new crafts for fall and Christmas.

Wednesday, November 17

Fall Fashion Show

Doors open 7:00 p.m. show starts at 7:30 p.m.

See this year's holiday fashions.

For more info and tickets call Shelley Wright 339-9981.

## NEW &amp; USED CAR SPECIALIST HENRY ALBRECHT

(Warrant Officer (CD) Ret'd)

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For All Your New & Used Vehicle Needs

Collect (250) 287-9171

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## TODAY'S CROSSWORD PUZZLE

PREVIOUS PUZZLE SOLVED

1	2	3	4	5	6	7	8	9	10	11	12	13
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ACROSS  
1 Abrupt  
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10 NYSE alternative  
14 Asia's - Mountains  
15 Clean off  
16 Reassure  
17 Cut a little  
18 Chicken parts  
19 Sugar lump  
20 Like many pretzels  
22 From Venice or Trieste  
24 Lodes' contents  
26 Feathered talker  
27 Controversial topic  
31 Small notches  
35 - carte  
36 Mix  
37 City on the Missouri  
38 Similar to  
40 Sun-dried brick  
43 Read hastily  
44 - up the score (ties)  
46 Eugene O'Neill's daughter  
48 Picnic post  
49 Freshen  
50 Mottled horse  
52 - to riches  
54 Air pollution

DOWN  
1 Mama - Elliot  
2 Arm bone  
3 Banister  
4 A-one  
6 Bitter feud  
7 "You Lonesome Tonight?"  
8 Arctic dweller  
9 Snappish  
10 Praises  
11 Hawaiian island  
12 Napoleon's place of exile  
13 Mutant heroes of the comics  
21 Force of love  
23 Part of A.D.  
25 Uttered  
27 More vigorous  
28 Martini garnish  
29 Seized  
30 Cavalry  
32 subdivision  
33 Chocolate tree  
34 - Fe Trail  
39 Solar and hydroelectric  
41 Hits on the noggin  
42 Painted  
45 Dog-paddled  
47 Matty of baseball  
50 Declare  
51 Lustful lookers  
53 Clothes  
55 Woolly females  
56 Scrull  
57 Brainchild  
59 Hydrox competitor  
60 Fast-talking  
61 Desires  
64 Busy as a -  
65 Zsa Zsa's sister

## Young Volunteers wanted for Experience of a Lifetime

Adventurous volunteer work projects in developing countries

Three months in remote areas of Costa Rica or Guyana may be just what you need if you are looking to build job skills or help with global development. Youth Challenge International invites youth ages 18-25 to apply for volunteer projects next year in Costa Rica and Guyana, South America.

Youth Challenge promotes youth development through powerful community, health and conservation projects. Young people from across Canada and around the world will work on a variety of projects, such as reforestation, school construction, or health education, under the guidance of experienced youth leaders and project managers. All you need is energy, enthusiasm and a willingness to learn.

The next overseas projects in Guyana and Costa Rica leave this coming winter and throughout next year. Positions are still available so be sure to apply as soon as possible.

To receive an application and for more information about YCI, call (416) 504-3370, e-mail at [info@yci.org](mailto:info@yci.org) or visit our website at [www.yci.org](http://www.yci.org)

## National Newspaper Week October 3 - 9

## DCCORAMA PARTY &amp; CRAFT SUPPLIES

Drop in and pick up a FALL CLASS SCHEDULE and see all our new wood pieces and books  
CHECK OUR OUR LOWER paint prices  
Kids Trick or Treat Bag  
class for 6-8 year olds

Friday Oct. 22/99. 4-5 pm

9:30-5:30 Mon. - Sat.  
102 - 307 5th Street, Courtenay  
338-8302

## Bookkeeping and management courses coming soon

By Pat Allan, CFCCN Coordinator

The Canadian Forces Community College Network will be offering two courses on base, starting in October, one in bookkeeping and one in management.

In response to many requests, we are pleased to offer Seneca College's *Bookkeeping for Small Business* course, starting Tuesday, October 19 and running to December 14. The registration deadline is October 12.

This course is geared to people who want to be able to keep or understand the routine financial paperwork of running a business. It will especially interest those who now run or plan to run their own business.

Business is about making a profit, and understanding financial procedures and how to interpret what numbers mean is critical for success. This understanding can help translate the business plan into daily reality. Even if you don't plan to become a professional bookkeeper, understanding general ledgers, journals and accounts receivable and payable are "must

have" tools for business people.

The instructor will be Murray Erickson, owner of the Black Fin Pub and an instructor with many years of experience. Murray taught the Starting a Small Business course offered last spring. As an accountant and business owner, he is a rich source of information, from the general to the specific. We received very positive feedback from participants in his previous class and we expect this one to be equally valuable.

We will also offer the next course in the Management Development Program series. This course is MDP300 - Effective Supervision. It is an overview of the management function and the tools and techniques managers use on the job. This is a "use it on Monday" kind of course. Not theory-based, but practical ideas to use as you work with other people to achieve things together.

Pat Allan will instruct the course. She is a local consultant, with management experience in many organizations, large and

small, giving her lots of real-life examples and situations to draw on. She likes to challenge the class to question theory and their own experience, through discussions (preferably with lively differences of opinion) and case studies. The course starts at 6:00 p.m. on Friday, October 15 and from 9:00 a.m. to 5:00 p.m. on Saturday and Sunday. Registration deadline for this course is October 8.

Both these courses are open to military, civilian and NPF employees and their families. These are opportunities that can make a difference to your future. Take the time to grow and learn. You'll never start any younger, and you won't start to benefit any sooner than if you do it now.

Each of these courses will cost \$130.00, plus materials. You can register at the WPSO's office in Building 22 with payment by cheque, Visa or Master Card. For more information, contact Pat Allan, CFCCN Coordinator, at local 8889 or 339-2280.

## Computer users' prayers are answered - just in time for back to school...

Imagine printing unlimited color pictures on your home computer printer without having to second mortgage your home. Would you be interested if you could save 90% off your colour and black printer cartridge bill? The thought of paying \$5.00 per cartridge, rather than \$50.00, seems too good to be true. With school just starting, your printers are going to be more active than ever.

That is why Island Ink Jet Systems (located at #2-2924 Cliffe Avenue, Courtenay - across from the Driftwood Mall) is having more success than ever, after 2½ years in business supplying kits to many businesses all over B.C. It's as easy

as calling and ordering a refill kit, or sending in your cartridges and having them refilled at a fraction of the cost.

Island Ink Jet Systems is the only kit manufacturer on Vancouver Island selling refill kits for most brands of printers (Canon, Lexmark, Hewlett Packard, Epson, etc.) at a savings of over 90%, as well as providing a full-service refill outlet open five days a week.

We provide a product and service that people can no longer afford to pass up. You wouldn't throw out your car each time it ran out of gas, so why throw out your empty cartridge when it can

be refilled up to 40 times? Millions of empty ink jet cartridges are thrown away each year. Refilling helps reduce the amount of solid waste entering our landfills.

The ink quality we provide is as good or better than the factory cartridges you can purchase. Island Ink Jet offers a 100% satisfaction guarantee or your money back - NO QUESTIONS ASKED. There is no risk to the consumer. We use over 60 different types of the highest quality inks available. There is a lot of research involved with our process and there are no short cuts.

For further information, contact Rob Dixon (250) 897-0067.

## Association Francophone de la Vallée de Comox

"The mission of the Association Francophone de la Vallée de Comox is to promote the French language and culture by means of educational, cultural, economic and social activities within the community at large."

Notre mandat est de promouvoir la langue et la culture francophone dans la Vallée de Comox en répondant aux besoins de la population dans les domaines communautaires, socio-culturels, éducatifs et économiques par la réalisation de activités et de services.

Activités et Classes Septembre - Décembre

(M = membre, NM = Non-membre)

Français Débutant I: Le 30 septembre. Les jeudis de 18h30-20h30. M/\$64, NM/\$80 (10 sem.)

Conversation française (jour): Le 21 septembre. Les mardis de 10h-12h. M/\$48, NM/\$60 (12 sem.)

Français Int./Avancé: Le 27 septembre. Les lundis de 18h30-20h30. M/\$64, NM/\$80 (10 sem.)

Français Débutant II: Le 28 septembre. Les mardis de 18h30-20h30. M/\$64, NM/\$80 (10 sem.)

Espagnol Int. Avancé: Le 28 septembre. Les mardis de 18h30-20h30. M/\$64, NM/\$80 (10 sem.)

Espagnol Débutant I: Le 30 septembre. Les jeudis de 18h30-20h30. M/\$64, NM/\$80 (10 sem.)

Conversation française (soir): Le 27 septembre. Les lundis de 18h30-20h30. M/\$50, NM/\$40 (10 sem.)

Chorale adulte: (Pauline: 338-2193) Le 15 septembre. Les mercredis de 19h-21h. M/\$30, NM/\$37.50

Club Jeunesse - Septembre

Marche rapide - 21 septembre. Les mardis et jeudis à 9h.

Chorale enfants 4e+ Le 16 septembre. Les jeudis de 15h-16h. M/\$16, NM/\$20

Mini Franco-fun - Octobre. 2 fois par mois - les mercredis de 15h15-16h30. M/\$2, NM/\$2.50

Vente de pâtisserie: Le 27 novembre. Le samedi de 12h-17h. Driftwood Mall.

Souper partage: Halloween. Le 29 octobre. 17h-20h. Jeux, concours de costumes, musique.

Souper partage: Noël - Le 4 décembre. Le samedi à 17h30

Concert et Soirée de Variétés de Noël. Le 18 décembre. Le samedi de 19h30-21-30. M/\$5, NM/\$6



## Royal Canadian Legion

## Branch 17 Courtenay (334-4322)

Dance: every Friday evening, 8:00 p.m.  
Sep 24 Island Country  
Oct 01 Cary's Sound Machine  
Oct 08 Alley Cats  
Oct 15 Eldorado

## Special Events:

Hillbilly Hoe-down - 24 September  
Come out and enjoy some Tennessee foot stomping hillbilly music - dress accordingly.

## Crib Tournament - 26 September

Registration noon, play starts 1:00 p.m.

## Fall Auction - 2 October

Viewing commences at noon. Auction starts at 1:00 p.m.

## Veterans' Luncheon - 17 October

No Host bar at noon. Luncheon commences 1:00 p.m.

Please sign up on the list provided or call 334-4322

## Annual Early Bird Membership Renewal

It's that time of year again for membership renewal - be an early bird and have an opportunity to win for 2/3 of the pot, 1/3 of the pot, or your 2000 dues.

## 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.

Sep 24 Alley Cats

## Special Events

Oct 1 - Dinner/Dance with music by Country Cousins  
Cost \$7.50 each - Ribs 'n Rice meal - 7:00 p.m. start  
Oct 23 - Annual Vet's Dinner 7:00 p.m. Sign up at Bar.

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

## Comox Ladies Auxiliary Events

Regular monthly meeting of the Ladies Auxiliary will be held 14 October at 8:00 p.m.

For membership info call 339-3335.

Ladies Auxiliary Crib:  
Tuesdays in October at 7:30 p.m. in Lower Lounge. Open to members and signed-in guests. Beginners welcome. For info call 339-3199.

Ladies Auxiliary Euchre:  
Monday afternoons at 1:30 p.m. in Upper Hall. Beginners welcome. For info call 890-0696.

Soup, Sandwich & Pie Lunch:  
Thursday, 21 October, 11:30 a.m. - 1:30 p.m. in Upper Hall. Enjoy a wonderful lunch and lovely Comox Harbour view for only \$5.00.

## 888 (KOMOX) RCAF WING



## Air Force Association of Canada Calendar of Events

Sunday Brunches & Games: First Sunday each month.  
Candlelight Supper - 25 September. Seating plan, music by New Music Man. Tickets September 8.  
Pub Grub Fridays - Horse Racing, Darts, Cards.  
Oktoberfest - October 23.  
Next Wing General Meeting: Wednesday, 6 October, 8:00 p.m.  
Regular Force Members Welcome!

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 as 9:00 p.m. if there are no customers, at the discretion of the Bar Manager.

# Recollections of a "Vampire" pilot instructor, Part I

By Irish Ireland

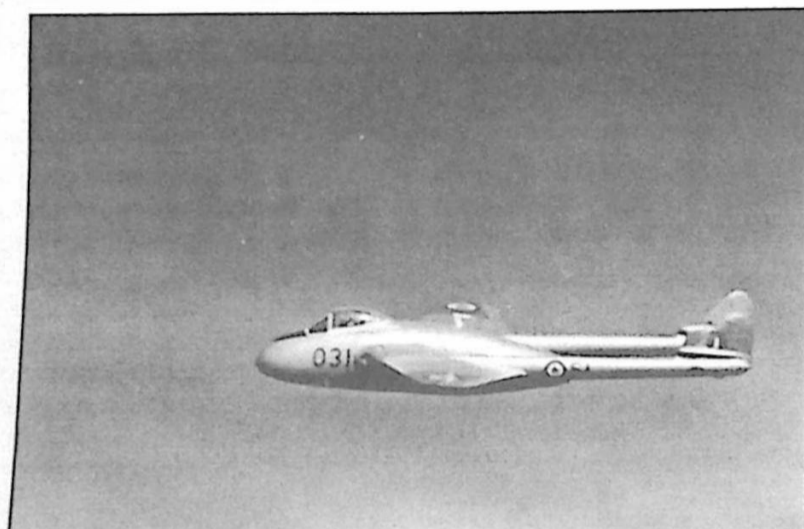
The Vampire aircraft were introduced into the RCAF in late 1947 and early 1948. The aircraft were built by DeHavilland in England, test flown, disassembled, shipped to DeHavilland Canada at Downsview, Ontario, reassembled and test flown again before delivery to the RCAF.

The first two acceptance and ferry pilots (both graduates of the RAF Empire Test Pilots School) were S/L Bill Foster and F/L Vic Earson. The first technicians were trained at the DeHavilland (Canada) Factory and half a dozen officers and two pilots were given a five-day technical course on the bird in May 1947. The pilots were F/L "Buff" Kates from Maintenance Command and myself (F/L) from Central Flying School (CFS) Trenton. Emphasis was based on the jet engine aspects as the airframe and systems were very much conventional.

We received our first Vampire at CFS on, I believe, 30 January 1948. After having had a test ride in a Harvard with S/L Foster, the aircraft having been accepted by the unit, I had my first jet flight in Vampire MkIII 17014 on 4 February 1948.

To an ex-Spitfire jockey the transition was straightforward and easy, although the ex-bomber boys we check out later, who had flown only Ansons and Halifaxes or Lanes, found it "a bit different." The cockpit layout was quite the same as any British WWII fighter aircraft, right down to the spade grip control column with its hand squeeze wheel brake handle and gyro gunsight (GGS Mk 2) twist grip throttle. The most dramatic experience on the first flight was the impression of speed before lift-off. The Vampire was very low slung and, without a big prop out in front and a great piston engine between the pilot and the runway, one felt very much like sitting on a toboggan, dragging your feet and buttocks, and doing 110 knots with nothing up front but some plate glass. Actually we were sitting on a pretty substantial platform that secured the 4-20mm cannons and pilots walked away from some pretty spectacular belly landings, merely by undoing the harness straps and standing up. (A la Ray Himmelman) who put one down at night, out of fuel, about one and a half miles south of Chatham airport and walked into the mess bar demanding to know "where everybody was." The response was "out searching for you, you bloody lucky idiot!"

Belly landings were the most secure emergency measure as the engine had no re-light capability if it flamed out for any reason (most usually from complete lack of fuel), and although we all wore seat-pack



parachutes, they were more for morale and comfort purposes than for the nylon let-down. With its twin booms and rudders and cockpit-level tail plane, with no ejection seat, "bailing out" was something of a problem and I know of no recorded experience of one from a Vampire. The recommended procedure was, under ideal conditions, to roll the aircraft inverted with the canopy jettisoned and the harness undone and push forward with all force to "bunt" yourself out of the cockpit. No wonder so few pilots ever resorted to this last desperate resort!

Handling characteristics and feel of controls were pleasant and responsive throughout its speed range from take-off to limit mach.78 down to landing. DeHavilland aircraft all had/have a good balance of control. I think the Vampire handled very much like a Spitfire (which felt beautiful), much more so than the Mustang which was itself very pleasant but more like the Harvard.

The one characteristic of the aircraft, any pure-jet powered aircraft for that matter, which made it a bit different from the prop-jobs was the slower response to the throttle and the fact you couldn't "hang on the prop" at low speeds and expect a burst of engine power to get you out of tight corners. This meant thinking "out front" a bit more than we had been used to doing and planning the landing approach a little more precisely, especially on short runways. I think the runway at Picton, Ontario was around 3000 feet, or less, and we were flying the Vamps into short-term storage there in the summer and fall of 19487, with a light fuel load of course. (No drag chutes or tail hooks.)

The amount of fuel carried and consumed in a sortie and the difference in handling characteristics between take-off and landing weights, of course, was another major difference between prop and jet aircraft, especially at high ambient temperatures. This all added up to the fact that although the Vampire, with its tricycle undercar-

riage, was easier to fly and land than the Harvard trainer, for example, to really exploit its performance as a fighter required a little more skill, cunning and experience than did WWII aircraft (in my opinion).

To convert a propeller-trained or what was referred to then as a "conventional" pilot to jet aircraft, without the luxury of a dual control jet, let alone the benefit of a two-seater, required first that he could handle the Harvard adequately. This meant flying it heads-up without constant reference to turn, skid and airspeed. In other words, by the seat of your pants and being able to recover promptly from any unusual position that a devious check pilot could inflict upon one.

Once assured that the potential jet-jockey could handle the Harvard and having given him five days of ground instruction and cockpit drill relating to the Vampire, the final flight check in the Harvard was "a high speed circuit" to simulate and demonstrate the slightly larger circuit and turning radius required by the higher speeds and heavier wing loading. This involved speeding around the circuit at climb power setting, giving a downwind speed of some 160 to 170 knots, a crosswind speed of about 140 and a flapless approach (to make it flatter) at about 110 gradually slowing to about 90 knots over the button, followed by a "wheeler" landing as opposed to the traditional "three-pointer." All this added up to circuit speeds about 20 plus knots faster than normal Harvard speeds and was just about what the Vampire liked when the fuel load was down to normal landing weight.

After the Harvard high speed checkout the pilot was set to go Vampire solo and, with the instructor/check pilot standing on the fuselage side step to supervise strapping in, hooking up and starting the engine. With a pat on the shoulder or helmeted head (no hard hat) the guy was off on his own, monitored on the 4-channel VHF by his instructor in the tower.

## Totem poles unlimited

Early in September the Comox Air Force Museum received a referral donation from a Mr. Robert Clarke of Hillside, Ontario. Mr. Clarke is a retired airman who donated a "hand knit sweater with eagle motif on back" to the Base Borden Military Museum with specific instructions that it be offered to the Comox Air Force Museum. Upon their contacting our museum, and with a little investigation, it became evident that it was of great significance to the base and the Comox Valley. The following article has been reprinted from the November '62 edition of *The Roundel*. It tells the story behind the sweater that now resides safely within the walls of the Comox Air Force Museum.

Does anyone know any more about the proposed museum in Centennial Park, Courtenay and the carving school in Comox?



Chief Andy Frank presented an eagle-design Indian sweater to LAC Bob Clarke as a farewell gift before the airman left for his new station.

The carving of totem poles, for years a symbol of Indian culture in British Columbia, has been a dying art. Now, thanks to Chief Andy Frank of the Comox tribe and LAC R.A. Clarke of the RCAF, native craftsmanship and displays of Indian culture are about to experience a renaissance.

While station at Comox, LAC Clarke, a telecommunications statistics clerk, decided to do something about the decline in culture and handicraft of the West Coast Indians. He developed a friendship with Chief Frank and together they made plans for forming both a totem carving school and an Indian museum.

For more than a year the pair carried out an extensive campaign for funds for both these projects. They gave numerous talks to service clubs, church groups, youth movements, schools, women's organizations and historical societies. They organized meetings where they explained the significance of various Indian regalia and accoutrements and the reasons for lagging interest in Indian art. They put on a modified "potlatch" for local Boy Scouts during which a wiener roast was held and Indian dances were performed by Chief Frank and his granddaughter, Miss Florence Prince. Franks and Clarke also contacted various provincial and federal government agencies to appeal for assistance.

Chief Frank's and LAC Clarke's dedicated efforts were successful. One organization, the Fair Board, agreed to take on responsibility for the museum and negotiations are being undertaken for another interested group to do likewise for the totem carving school. If all goes well and museum is actually built it will be well equipped as the National Museum in Ottawa has offered to lend, on permanent loan, 17 cases of artifacts. These items, such as masks, robes and rattles will be supplemented by others owned by Chief Frank.

Since the National Museum has stipulated that a warm, dry and fire-proof building must be provided for the artifacts, the Indian museum will have to be built to adhere to these requirements. The carving school, which will be constructed by the volunteer labour of Chief Frank, will have rough cedar boards for the walls and shakes for the roof in order to resemble the old style Indian log house as much as possible. When this building is completed Mr. Mungo Martin, internationally famous Indian totem carver, intends to teach his art to the younger Indians. It is intended to construct the proposed museum in Centennial Park in Courtenay and the carving school in Comox on the Dyke Road Reserve.

LAC Clark was posted to RCAF Station Chibougamau before the projects, for which he had worked so hard, were completed. But he has the satisfaction of knowing that there is a good possibility they will be carried out. Thus the Indians will acquire a new interest in their heritage and, at the same time, create a new source of income from the revitalized art of totem pole carving.



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