



# TOTEM TIMES

19 Wing CFB Comox

THURSDAY 14 OCTOBER 1999

Comox Valley's Longest Running Newspaper

VOL. 41 NO. 16

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## SAREX '99



**Skill and Teamwork pays off -  
442 Sqn captures Overall Title**

### Air Force suspends CT-133 operations

The air force has ordered the temporary cessation of CT-133 operations as a precautionary measure until new ejection limits for the aircraft can be defined.

The decision follows the latest in a series of tests the air force has been conducting at the Aerospace Engineering and Test Establishment (AETE) at CFB Cold Lake, intended to identify possible problems with the operating envelope for the CT-133 ejection system. These tests have focused on the aircraft's minimum ejection limits - ground level and approximately 130 km/hr - conditions encountered during the takeoff and landing phases of operations. Although no Canadian Forces pilot has ever ejected at the limits in question, the safety of our aircrews is paramount.

The ongoing tests were also the impetus for a decision three weeks ago to restrict from flying, those CT-133 aircrew members who weigh more than 80 Kg (175 lbs).

The most recent testing conducted at AETE indicates that these weight restriction alone are insufficient to ensure the safety of a crewmember ejecting at minimum limits. Accordingly, the air force will be re-evaluating ejection limits through further analysis and testing.

The CT-133, commonly known as the T-Bird, participates in electronic countermeasures and target force training for airforce, army and navy units and conducts practice intercepts for Aerospace controllers as well. However, it is not assessed that the current restrictions will have an impact on the ability of the Canadian Forces to conduct operations.

The T-Bird has been in service with the Canadian Forces since 1953 and was the primary jet training aircraft until 1974. The ejection system in use was installed in the early 1970s. The 27 active T-Birds are located at air force bases in Comox, B.C.; Cold Lake, Alta; Bagotville, Que.; and Greenwood, N.S. The fleet is currently scheduled to be retired in early 2002.



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## Construction begins on new armament storage complex

By Capt E Travis ArmPAvo

The Wing Commander, Col Neumann, and the CO of 19 AMS, Maj Kettenacker, demonstrated the proper shovelling form for the contractors, the WCEO and all others in attendance at the ground breaking ceremonies for the new explosive storage area. Note in the photo how they skillfully do not use their backs.

It can also be seen that the WCEO has had some training in camouflage, as strategic positioning under the sun makes him almost indiscernible in the photograph.

On a more serious note, the groundbreaking ceremony was held on 8 September and the construction of the new storage area is now well under way. This construction will allow 19 Wing to consolidate all explosive storage in one area, away from all other buildings. This will satisfy two main goals: 1) All explosive safety

distances will be met, allowing the storage area to be licenced with no waivers required, and 2) It will free up an area in the north section of the flight line that was previously engulfed by the explosive safety arcs of storage buildings 119 and 120. A third, less known goal is that the Armament Technicians will have to move further away as well (ha, ha!).

The new Explosives Storage Area is scheduled to be completed by 15 March 2000. It will exceed all explosive safety regulations, be capable of storing all necessary types of explosives for 19 Wing Operations and, with any luck, will look almost as nice as that new Air Traffic Control Tower. The 19 AMS armament technicians await its completion with baited breath and the rest of us are more than eager. I will be sure to brief you all upon its completion early in the New Year.



Col Neumann (L) and 19 AMS CO Maj Kettenacker break ground for the new Explosives Storage Area.



## Cops Corner

By MWO Baye

Cpl Frank Perry, a member of the 19 Wing Security and Police Flight, presently serving with the Kosovo Rotary Wing Aviation Units Airfield Security Force, recently organized the first Kosovo Terry Fox Run. Through Frank's efforts and the exceptional participation of the entire Canadian contingent, over \$6,500 was raised for this worthy cause.



## 1-88-88-BUDMAN

By Capt M. Lee

Catchy phrase and probably the most prominent thing remembered from the visit by our Ombudsman, Andre Marin on 30 September. Mr. Marin spoke to two audiences during his one-day visit to 19 Wing Comox. His visit was part of a weeklong tour across Canada to speak to each military base/unit and deliver the Ombudsman's message.

The Ombudsman dedicated his lecture to explaining his functions, the structure of the office and the staff and, most significantly, the authority by which he can act. It was not a politically driven lecture to campaign for changes to the Forces. The lecture was designed to give facts and provide an open forum to address questions and concerns. Few individuals took this opportunity, saving their personal issues to the end for a one-on-one interaction. However, the purpose of the toll-free hotline is to address those issues on a more individual basis. "Of all the 1-800 numbers sense of humour himself, Marin decided the name worked well enough to use for his toll-free hotline.

Members of the CF, their families and civilian employees may at

any time raise their concerns by using this toll-free number. The Office of the Ombudsman provides a direct source of information or can act as a referral service. In essence the role of the office is to help individuals access existing channels of assistance or redress depending, on their concerns or complaint.

Understanding how a complaint or concern is addressed to higher authority is quite another matter and this tends to be where there are some misconceptions. Mr. Marin stressed to his audience that he operates independent of the formal DND chain of command, reporting directly to Minister of National Defence (MND), Art Eggleton.

Although none of his recommendations based on his findings have any force in law, they can force changes in DND practices. Furthermore, reports on his recommendations submitted to the MND must be made public within 60 days.

The goal of the Canadian tour was to clarify the role of the Office of the Ombudsman. At the Newsmaker Breakfast, National Press Club in Ottawa, Marin ex-

pressed how valuable it was for him to reach out and "spark awareness, then build credibility, and ultimately earn trust among the public. That's the only way we can do our job properly."

Mr. Marin has noticed that since he was appointed as the Ombudsman in June 1998, the growing amount of skepticism in reaction to this new position has subsided and is now replaced with increasing support. His backing from the leaders finally came with the announcement by the MND on the mandate for the Office of the Ombudsman. The mandate gives the Ombudsman the legal authority to begin investigating concerns and directing the findings. The 100-Day Report Card has since been prepared for the MND to reflect the operations of the Ombudsman thus far.

To learn more about the role of the Ombudsman you can access the Internet site at:

[www.ombudsmman.dnd.ca](http://www.ombudsmman.dnd.ca)  
or contact the office at the following address:  
Carriageway Bldg.,  
55 Murray Street, Suite 500,  
Ottawa, ON K1N 5M3  
(613) 992-0787

## A1 Air Reserve Co-ordinator (Western Area) office takes shape



A1 AR Co-ord (WA), LCol Al Astles, welcomes the newest member of his team, Cpl Annette Bugutsky, while A1 AR Co-ord (WA) 2, Capt John Lalonde looks on.

### Who are we?

A1 Air Res Co-ord (WA) is a lodger unit at 19 Wing and we come under 1 CAD in Winnipeg.

### Why are we here?

Our office was recently re-located here at 19 Wing from 4 Wing Cold Lake. Our role is that of support to 4 Air Reserve Flights, they being AR Flts Bagotville, Cold Lake, Comox and 440 (T) Sqn Yellowknife.

### Where are we located?

We are in Bldg 11 (along with the AFIS Theatre and Air Force Museum) and down the all from the Air Res Flt offices and orderly room.

### What do we do?

We handle various policy and staffing issues relating to the Air Reserve in the Western Area. We also provide incremental Class B funding for reserve personnel in support of regular and reserve force operations. As well, we perform Staff Assistance/Inspection Visits to the units we support.

Though we have only been on the ground for a short while, we have made great strides in settling into our new surroundings and making new contacts. We will not be having an Open House, but we encourage anyone interested, to feel free to drop by and pay us a visit.

## HISTORY OF THE MILITARY AIR SERVICES OF CANADA - Part 13a

(Original prepared by Capt D. Nicks./Editing and additional material by LCol Leversedge.)

### Air Force Uniforms

Where did the uniform patterns and the traditional air force rank come from? Where did the colour come from? Why do we wear the various rank badges? These are all questions I hope to answer in this article.

Originally, when air services were created by their respective elements, they adopted rank that was similar to that already worn by that service. However, with the creation of the Royal Air Force on 1 April 1918, there was an amalgamation of the two current flying services, the Royal Flying Corps and the Royal Naval Air Service. Initially the RAF adopted the army type rank labels, but this changed shortly after World War One to a system that was more emblematic of the job performed by the person in rank. The chart below shows a comparison of the three rank structures:

#### Royal Naval Air Service

-Flying Officer  
-Flight Sub-Lieutenant  
-Flight Lieutenant/  
Flight Commander  
-Squadron Commander  
-Wing Commander  
-Wing Captain

#### Army

-Second Lieutenant  
-Lieutenant  
-Captain

#### Royal (Canadian) Air Force

-Pilot Officer (P/O)  
-Flying Officer (F/O)  
-Flight Lieutenant (F/L)

-Major  
-Lieutenant-Colonel  
-Colonel  
-Brigadier  
-Major-General  
-Lieutenant-General  
-General  
-Field-Marshal

-Squadron Leader (S/L)  
-Wing Commander (W/C)  
-Group Captain (G/C)  
-Air Commodore (A/C)  
-Air-Vice-Marshal (A/V/M)  
-Air-Marshal (A/M)  
-Air-Chief-Marshal (A/C/M)  
-Marshal-of-the-R(C) AF

As you can see the air force rank described the squadron level position. This worked until World War Two, when the squadron size increased (especially on bomber squadrons) to the point where a Squadron Leader (Major) could no longer exercise control over an entire squadron. Most bomber squadron commanders during World War Two were Wing Commanders, while fighter squadron commanders remained Squadron Leaders. During the immediate post-war years, this continued to be the pattern followed by higher headquarters; Wing Commanders for large squadrons, i.e. transport and maritime patrol, and Squadron Leaders for smaller squadrons, i.e. fighter squadrons and radar squadrons. With the integration of the Canadian Military in 1968, the rank structure also had to be integrated. One proposal was to field an entirely new system where a Captain would become an O-3 and a Major would be an O-4. However, this did not bode well with the different elements and a compromise was reached; the officer rank structure from the U.S. Army was finally adopted.

The Non-Commissioned-Officers of the military also saw change. After years of the Corporal rank being the first hard-earned rank of a supervisor, this was changed in 1964 to a rank of trade qualification. Later the rank of master corporal was introduced, when it was realised that a junior supervisor was still required. The old and new NCO rank structure is listed below:

#### Royal Canadian Air Force

-Aircraftman 2nd Class (AC2)  
-Aircraftman 1st Class (AC1)  
-Leading Aircraftman (LAC)  
-Corporal (Cpl)  
-Nil  
-Sergeant (Sgt)  
-Flight Sergeant (F/Sgt)  
-Warrant Officer 2nd Class (WO2)  
-Warrant Officer 1st Class (WO1)

#### Canadian Forces

-Private (Pte)  
-Private  
-Private  
-Corporal (Cpl)  
-Master Corporal (M/Cpl)  
-Sergeant (Sgt)  
-Warrant Officer (WO)  
-Master Warrant Officer (MWO)  
-Chief Warrant Officer (CWO)

## Examples of Air Force Dress

Uniforms have always been subject to the fashion of the time (flared or tapered pants, pleated or plain front); the current uniform pattern dates back to the late 19th century when the British decided that the dress of the Victorian era (scarlet tunics and fine gold embroidery) was unsuitable for field use. The field dress adopted was a five button (the fifth button closed the neck), front closure jacket with pockets on the skirts and on the chest, in a khaki (light brown) colour. This pattern was also very popular amongst outdoor enthusiasts in England during the late Victorian era. With the exception of a slight deviation during World War Two and post-war period when a short waistcoat became popular (battle dress), it has changed little over the intervening century.

The top button fell out of popular use in the 1930's, and the actual cut of the pattern and material have changed from the original, but the general pattern has remained. At integration the pattern adopted was based on the airman's jacket and this has followed into today's distinctive environmental uniform (DEU).



Capt N.R. Anderson in CAF uniform.



07 Sep 1920; Group Captain R. Leckie in full dress RCAF uniform.



Flying Officer W. Dinsdale of 410 Sqn in typical WWII battle dress (complete with tie).

Shirts are another part of the uniform that have been subject to current fashion statements. When the field service jacket was first worn, it was buttoned right up to the neck, so the shirt was primarily worn as an undergarment to protect the skin from the jacket material (sometimes wool serge) and the jacket from sweat. However, as collars became more popular in everyday fashion, so to they became popular in the military. These original collars were actually buttoned onto the shirt collar and a tie was then tied under the collar; shirt cuffs too were buttoned onto the shirt sleeve (WW2 issue in the RCAF was one shirt and four sets of collars and cuffs). Additionally, in the Commonwealth the use of hangers to store shirts led to the custom of ironing shirts flat except the sleeves, which were creased. In addition, because cuffs at one time were a separate item of clothing buttoned onto the

sleeves, they are pressed flat. The European tradition has been to fold and store shirts in drawers. This led to the shirts being pressed along the folds, i.e., vertical creases in the front and rear like today's French and U.S. Army shirt.

The wedge cap is another item of our uniform that has been the subject of discussion for years. The army originally designed it in the late 19th century for wear with the field service uniform. It was called "a cap field service" until the mid 60's when the RCAF changed it to the "Wedge Cap." It was designed to be worn with a slight tilt to the right side (one inch above the right ear) and centred forward and aft on the head (the front was one inch above the eyebrow). It was also designed with pull down ear flaps and neck protection in mind; the current issue wedge caps have these sewn up and are now purely decorative.

The cap field service lost a lot of its popularity with the army when they started to wear the peaked cap (service/forage cap) during the early part of the 20th century. During World War One, when most army units were wearing peaked caps, the Royal Flying Corps adopted the field service cap. It has been an air force symbol since that time.

Where did the particular shade of Air Force blue originate? Officially it was called Azure Blue, but to others it has a different name. When the Royal Air Force was first formed on 1 April 1918, a major world conflict was reaching its zenith. There was not much time for all the finer points of creating a new element force and many things had to be scrounged: uniform patterns were taken from the army, rank patterns were from the RNAS, officers' ranks were more from the RNAS than the army, and many of the traditions were from the navy

(RNAS Sqn became the 200 block of Sqn, i.e. 1 Sqn RNAS became 201 Sqn RCAF).

But the uniforms colour had to be something distinctive and a blue/grey was looked at as the ideal colour. As stated, there was a war ongoing and where was this amount of material to be had for a new force?

Fortunately for the RAF, Burbury's of London had a large stock of a beautiful blue/grey on hand, ready for immediate sale. This material was ordered by Imperial Russia for a cavalry unit, but before delivery could be completed, the October 1917 revolution had overthrown the Czarist regime and the new government did not have a requirement for this material.

So the RAF got a good deal on some quality material and they helped Burbury's out of a predicament and the colour code was changed to azure blue.

The cavalry unit influence in uniforms is illustrated in this photo of a 1933 graduation parade in Camp Borden. Pilot Officer (Provisional) W.A. Orr receiving a trophy from then Chief of the General Staff, General A.G.L. McNaughton.

History can't on page 5...



## Just keeps on ticking



The Eveready bunny is a bit over-used these days, so I'm going to pick on Timex watches. Some of you may remember the old Timex watch commercials where they strap one to the wrist of a cliff diver and watch as he plunges 500 feet into the Pacific Ocean. Closeup follows of his wrist, presumably the rest of him was intact also, to show that the Timex watch, "takes a licking but keeps on ticking." Nothing, it seems, can stop that watch from carrying on.

Timex watches and the Totem Times have a lot in common. After receiving several body blows over the last six months, including a summer schedule that was analogous to dropping off a 500-foot cliff, the staff carried on and the newspaper was produced on schedule. Thanks to the efforts of Jenny Cooper, Brenda Trombley and Tina Matchett-Bianco the show did go on, despite the loss of two consecutive managing editors within three months and the lack of anyone to promote and sell advertising. Now, thanks to an infusion of cash from Base Fund to hire a part-time managing editor, and continued personnel support from Wing Imaging, it looks like the fishwrapper will be dragged from the dangerous waters to take the full measure of its condition as a base newspaper.

Cpl Carl Schofield has recently been loaned to the Totem Times by Wing Imaging to take over the managing editor's position for the next six months. Carl has a great deal of computer expertise and is keen to assist in the production of the paper. He intends to set up office at the Totem Times so base personnel can reach him through there, currently Monday to Friday at 339-2541. As a long-term solution to the managing editor vacancy, base fund has authorized a sum of money to fill the position on a part time basis. When the new Human Resources Co-ordinator arrives on base, around 18 October, the position will be advertised.

At long last it looks like the rescue boat is near. When the body is examined, let's hope the watch is still ticking.

Joel Clarkston.

## 19 Wing United Way Campaign Kicks Off



Pictured (L-R) are LCol M. Spooner, WAdminO; CWOD. Dupuis, WCWO; Col W.J. Neumann, WComd; Mrs. J. Munro, United Way rep and Capt C. Fowler, 19 Wing United Way chairperson.

19 Wing Comox has set a goal of \$20,000 for its 1999 United Way Campaign. The campaign, which runs from 27 September to 29 October, is organized by approximately 20 volunteers. As in the past, participation is the KEY to success for the United Way Campaign. Without everyone's support, it will be very difficult to reach our goal. Therefore, designated United Way Canvassers will approach all DND employees of the Wing. Everyone is encouraged to contribute either by pay deduction, cash or cheque. Even those on an attached posting or TD may make a donation. Any amount, no matter how big or small, is most welcome. By giving a little you will be helping a large number of people who rely on the various agencies

supported by United Way.

The Comox Valley United Way plays an important part in raising funds for non-profit community organizations in the valley. This year, the Comox Valley United Way will be distributing the funds amongst 26 agencies. All funds raised at the Wing will be distributed locally; in this way, all of our donations will be helping members of our community. This year approximately 29,000 Comox Valley residents will benefit directly from the donations made to the United Way. The B.C. Children's Hospital, the B.C. Paraplegic Association Vancouver Island, The Canadian National Institute for the Blind, The Comox Valley Branch St. John Ambulance and the Comox Valley Ground Search and

Rescue Society are five of the twenty six agencies that will benefit from your donation.

19 Wing Comox is a significant contributor to the Comox Valley United Way. Remember, the contributions you make have an enormous impact and effect on those who live in the Comox Valley. Together, we can accomplish our goal.

The various unit/section representatives have been canvassing, and will continue to canvass, all individuals. If you think you have been missed by a canvasser or require more information, please contact the Wing Coordinator: Capt Craig Fowler at loc. 8111. This is our opportunity to help our community. Your support WILL make a difference!

## United Way Special Events

### Weapons Shooting

19 AMS is hosting a Weapons Shooting day at the Wing Range in support of the United Way. This event is open to ALL Wing personnel and will take place EVERY Wednesday during the month of October from 0830-1430 hrs. The cost is only \$2 per 10 round magazine for the 9 mm pistol, and \$2 per 20 round magazine of 5.56 mm on the C7 rifle. Come out and have some fun in supporting a worthwhile organization. Please direct any questions to Cpl Brian Scott at loc. 8657.

### Pancake Breakfast

19 AS will hold their annual pancake breakfast (for all Wing personnel) in support of the United Way on 29 October in the AVS labs (3rd floor 7 hgr). The cost will be \$2.50 per plate (pancakes & coffee) and all proceeds will benefit the United Way.

### Civilian (Dress) Friday's

The United Way Civilian (Dress) Friday's will be 15th and 29th Oct. If participating, you are required to give \$2.00 to your Unit Representative.



## A MATTER OF COORDINATION

**Next deadlines**  
Advertising: 20 Oct.  
Articles: 22 Oct. Noon



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## HISTORY OF THE MILITARY AIR SERVICES OF CANADA - PART 13a continued

# The Mess Dinner

Traditionally the mess dinner was the time after working hours when the mess sat down for dinner with their commanding officer. It must be remembered that not long ago most members of a mess were single and one needed the CO's permission to marry. Additionally, all the members of the mess lived in the mess and it was the custom of the day for gentlemen to dress for dinner. Therefore, the mess dinner was a result of the rules of gentlemanly conduct and the fact that every officer lived in the mess. Generally speaking, every night was a mess dinner.

Today's mess dinners have taken on a different air. They are normally held for a traditional reason: Air Force birthday/anniversary or a retirement. The pomp and ceremony are shrouded in mystery. Why do we associate ourselves with Scotland? Why do we wear the mess kit? Why is there a head table? And why do we have so many courses?

Our association to Scottish heraldry stems from World War Two, when Group Captain Fullerton, Commanding Officer RCAF Station Summerside, decided to form a pipe band on his station. This

decision was made during a mess dinner to celebrate "Robbie Burns" day; a traditional highland celebration on 25 January when haggis is served. Now, in the highland tradition, we have a piper who pipes a 15 minute warning during cocktails, another warning comes at five minutes before dinner and then, when it is time for dinner, the piper approaches the CO and the Guest of Honour and pipes them into dinner. The piper next appears to pipe in the port for the loyal toast. At the termination of dinner the CO thanks the piper in traditional highland manner; they share a *quaich* (a two handled friendship cup) of Scotch with a highland toast - Piper says "*Slàinte*" (Slawn-cha) "Good Health" and the CO says "*Slàinte mhath*" (Slawn-cha Vah) "Good Health to You."

The loyal toast is another area where there are traditional differences among the services. At an Air Force dinner, a piper pipes in the port, and once all the servers are in position, the piper stops playing. At an Air Force dinner the port bottle never touches the table, symbolising the flying aspect of the air force. Other elements

have their own tradition for passing the port: the navy port bottle does not leave the table and the artillery have small gun carriages for their port. However, the actual toast is the same throughout the forces; it is a toast to "the Queen of Canada"/"la Reine du Canada."

The loyal toast indicates the close of the formal portion of the dinner and this is when a guest speaker will make his presentation. It also signifies that smoking may now commence and mess games may be played. However, it is common courtesy to allow the guest to speak without interruption.

Traditionally, members of the mess attend the dinner until the guest of honour departs. If for some important reason you must depart early, you should seek out the guest of honour and bid him farewell (it should be remembered that this guest is attending your mess).

The origins of the mess kits are another item, which is surrounded in mystery. One must remember that the traditional costume for a gentleman's evening was "Black Tie." This tradition precipitated the military adopting a formal mess uniform. The mess kits pattern

comes from the time that mess dress was first adopted by the Air Force in the late 1920s. During this time the short coat (with tails) and coveralls (trousers) were immensely popular with the general population and the military was fashion conscious; therefore, this pattern was accepted and is still in use today. Fashions have changed and so has the mess dress. Starched shirtfronts and vests lost their popularity in the 50s and the Air Force dropped them from their mess dress; additionally, wing collars lost their popularity after World War Two and in the late 50s the Air Force ceased wearing them. When unification came in 1968 the Canadian Forces adopted a new tri-service mess dress. This mess dress followed the traditional pattern but with some fashionable changes; the collar was changed from a peaked type (not fashionable in 1968) to a shawl collar (fashionable in 1968) and the colour was changed to a tri-service midnight blue. While the other two elements have changed their mess dress back to more traditional lines for their elements, Air Command has decided to retain the tri-service mess kit for the sake of personal

economy!

Head tables are another area of interest. Why do we have one and why is it where it is? Again one must return to the days when military units were full of single people and the mess was their home. The dinner was the social time of the day and the CO normally wanted to see all of his officers. This was accomplished by arranging the seating in a manner that permitted the CO to view all attendees.

A head table was established with the CO seated in the middle with the tables extending out like arms from the head table. This layout permitted the CO to see everybody. This accomplished two things, the CO could take attendance and he could monitor the social behaviour of his personnel.

Finally the number of courses has always intrigued people. Again we must return to the era of the social gentleman when each portion of the meal was treated separately.

European eating establishments and fine restaurants in North America continue with this mode of preparing and serving a meal.

# Heritage Flight opens new Island Highway

On September 25, members of the Comox Air Force Museum Heritage Flight participated in the opening of the newest section of the Inland Island Highway.

Two vintage jeeps were fully manned by volunteers and were driven along the section from Mud Bay to Courtenay under clear skies and chilly temperatures. They even stuck it out and watched as the local MLA and the Mayor of Campbell River unveiled the road sign officially opening the section of the highway to the public. Now that's dedication!



The boys check under the hood of the 45 Willys to see if they can get any more horsepower out of it. The organizers of the ceremonial trek asked that the participants maintain at least 80km per hour while on the freeway. Surprisingly, this was no problem for the mighty 45.



Rob Roy and John Shepherd race alongside the 45 Willys in their 53 Willys, demonstrating the awesome power available in the later model.



Three-quarter ton SMP Dodge military vehicle (and driver) also participated in the opening vehicle parade.





## SAREX '99

Every year Search and Rescue personnel take part in a CF-wide SAR exercise (SAREX). The aim of this event is to evaluate operational SAR techniques, standards, and procedures used by the CF. The format is competitive, and involves teams from different SAR units around the country.

The events include:

- precision parachuting
- confined-area parachuting
- medical response
- maintenance
- rescue search (navigation)

Both SAREX '99 and MAJAID provided a rare opportunity for SAR professionals coming from bases as far east as Gander Nfld. to work together and compare notes. It also offers them a chance to work with the Canadian Parachute Company from Trenton Ontario.

The CPC is an army unit that parachutes into crash scenes with the equipment and supplies required to sustain 80 people for 3 days. This year, 13 members of the CPC parachuted from a Hercules aircraft to the "crash scene."

Photos by  
Cpl Joseph Morin &  
Cpl Doug Desrochers,  
Wing Imaging



## SAREX '99 results

Our own 442 Sqn team worked hard to win the Diamond Trophy as the overall SAREX Winner as well as the Allison Trophy for Team Parajump. 442 Sqn placed second in the Medical and Team Jump / Bundle Drop.

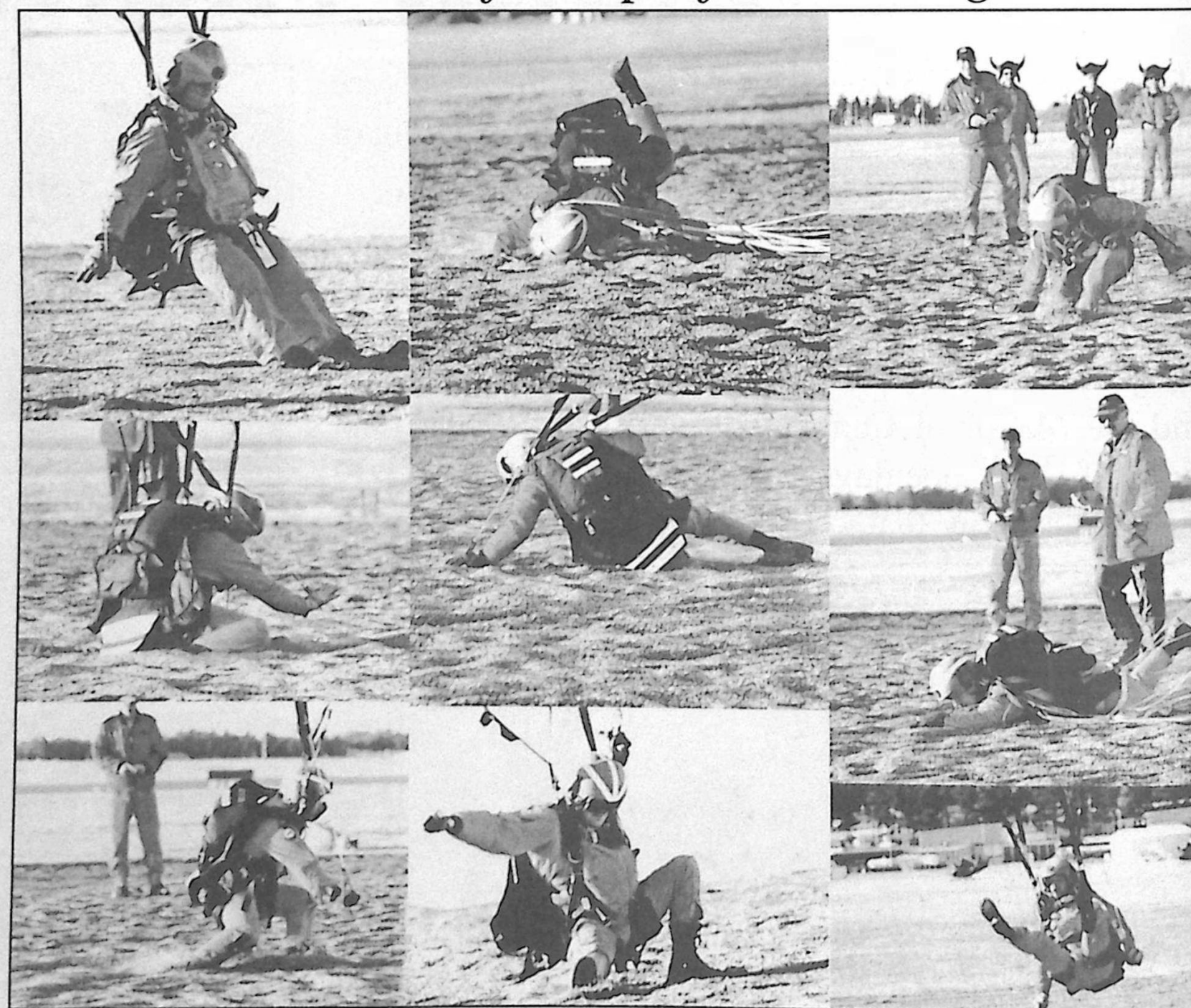
But, not to be left out in the cold, WO Vatheur from CFSSAR managed to edge out the competition to win the Bell Ringer Trophy for Best Over 40 Jumper. Showing just because he is over 40 it does not mean he has lost the "Right Stuff."

The winner of the Leslie L. Irvin Trophy for Best Individual Jumper went to 435 Sqn's (Winnipeg) MCpl Dave Lazarowich.

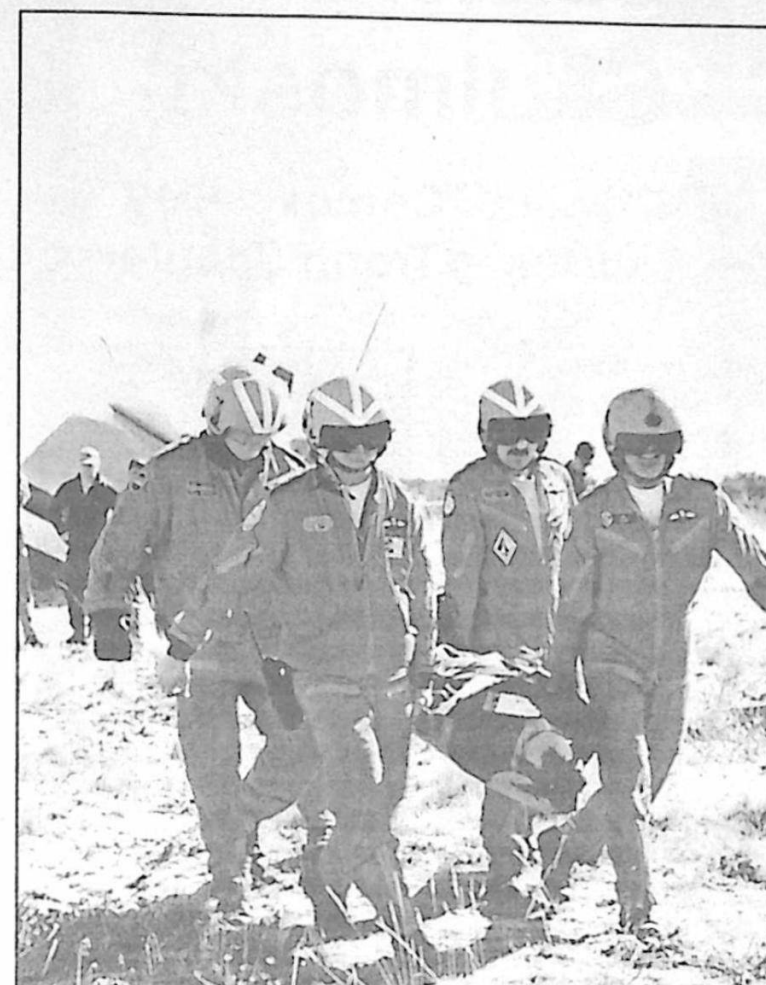
413 Sqn (Greenwood) won the Team Spirit Award. Again 435 Sqn struck again to win the Maintenance Trophy.

424 Sqn (Trenton) won both the Sullivan Cup for the Medical competition and the Team Jump and Bundle Drop.

Sgt. Yves Carignan was named SAR Tech of the Year. After battling stiff competition, Sgt. Mario Michaud won the prestigious Aircrew Toilet Seat Award.



## Major Air Disaster Exercise (MAJAID)



The Major Air Disaster Exercise (MAJAID) was held 30 September 1999 at Goose Spit, Comox and marked the end of SAREX '99.

This year's event involved the simulated crash of a small airliner with 50-70 people aboard. Approximately 50 members of the Canadian Forces were involved in MAJAID, in addition to military members from 19 Wing Comox acting as casualties.

Photos by Cpl  
Joseph Morin  
& Cpl Doug  
Desrochers,  
Wing Imaging

**Congratulations**  
**442 Sqn**  
for winning the  
**Diamond**  
**Trophy**  
as the overall  
winner of  
**SAREX 99**

442 Sqn Team Members:

### Aircrew

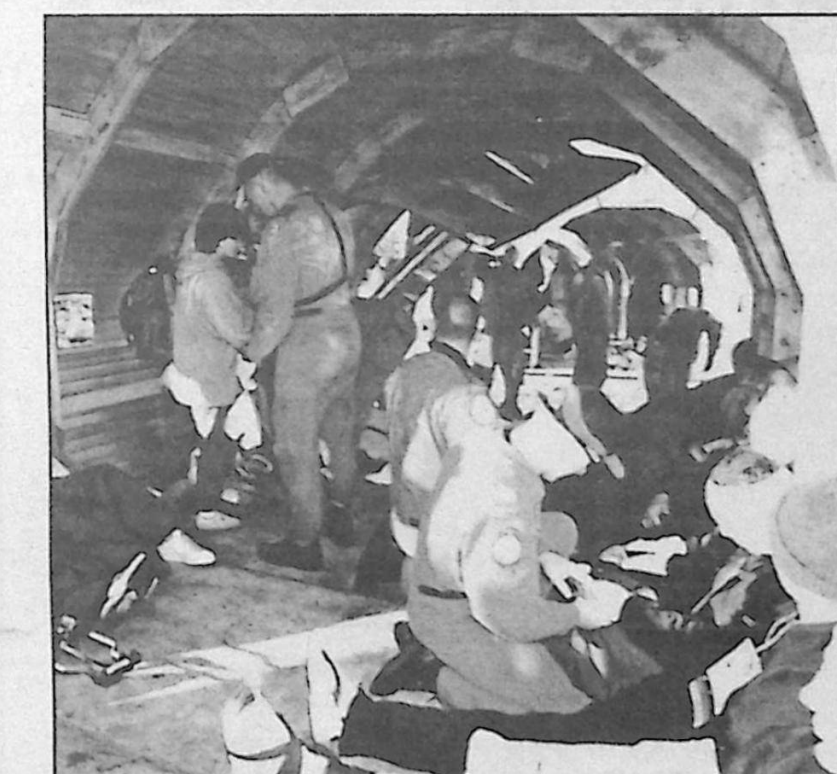
Capt Chris Denko  
Capt Jen Tyldesley  
Capt Brad White  
Cpl Mike Hambley

### SAR Techs

Sgt Ron Rea  
MCpl Dave Cooper  
MCpl Dave Knubley  
MCpl W. Simpson

### Ground Crew

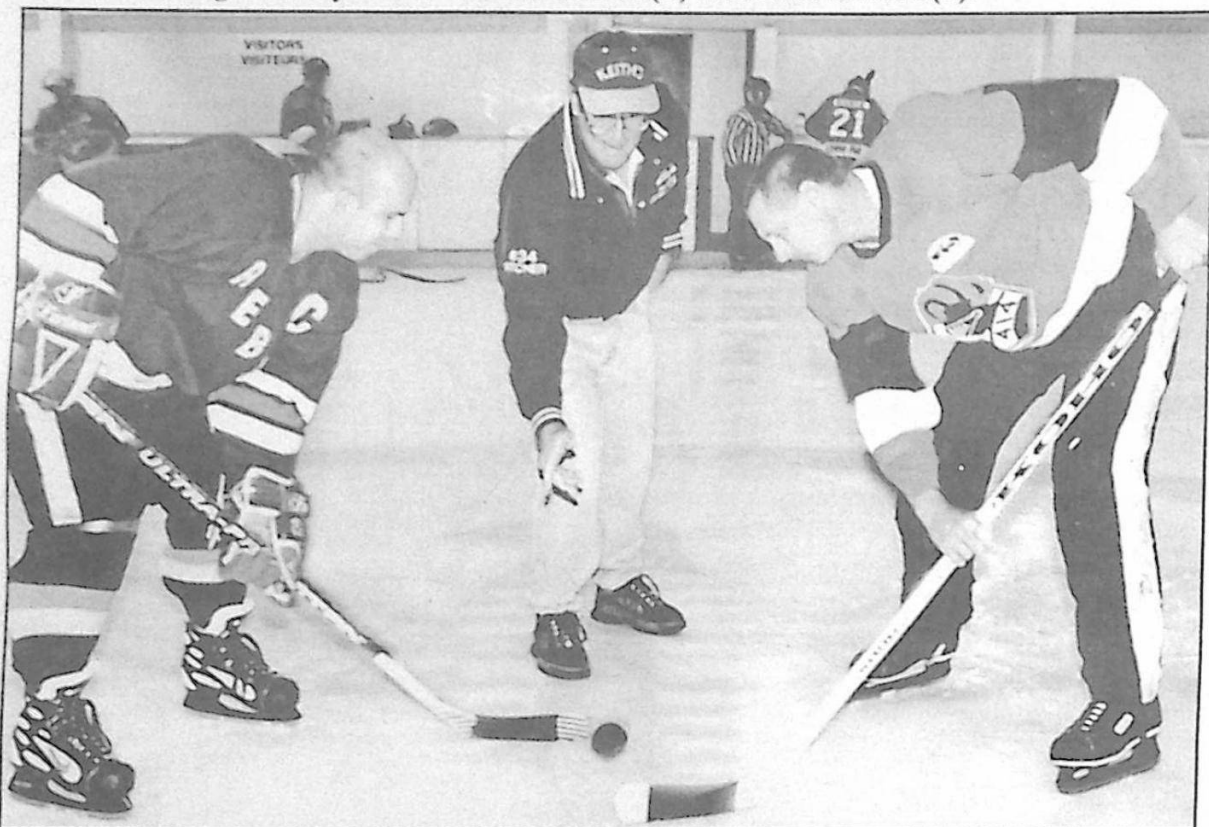
Sgt Brian Helpard  
MCpl Dean Harms  
MCpl Carol Wishart  
Cpl Will Brunskill  
Cpl Stan Mills  
and the  
forgotten crew member  
CWO Bradley





## Intersection Hockey season starts

The 99/2000 Intersection Hockey season commenced on 4 October with 414 Sqn taking on 407 Sqn Rebels. Jake Plante, the 19 Wing Comox Sports Coordinator, drops the puck to officially open the season. Watching the lovely bounce was Rich Malone (R) with Brian Comeau (L).



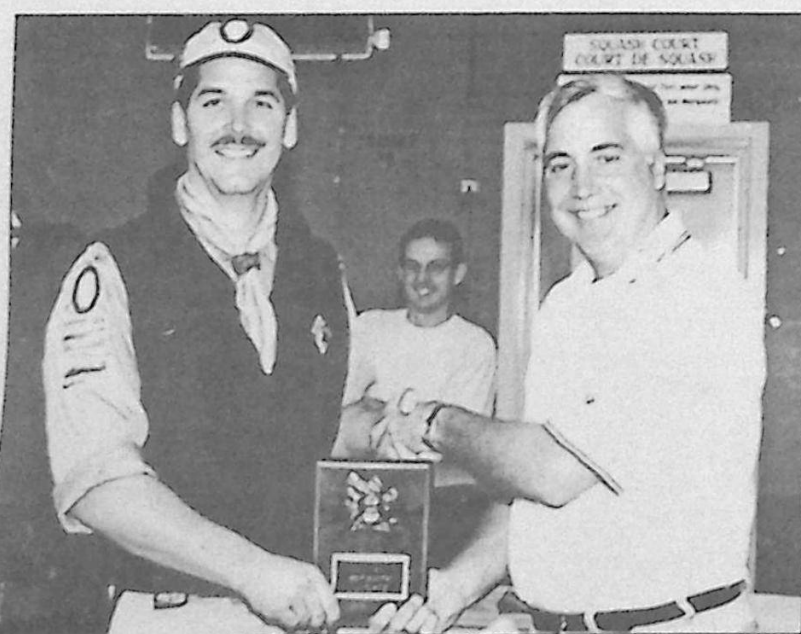
## EXPO '99



Cpl Brian Scott, President of the Scuba Club, accepts runner-up plaque for Best Booth from Col Neumann.



Cpl Yve Boulay, President of the Sailing Club, receives Third Place plaque for Best Booth.



First Place plaque for Best Booth went to the Scouts and Beavers Association. Cpl Paul Gilmore accepts the award from the WComd.

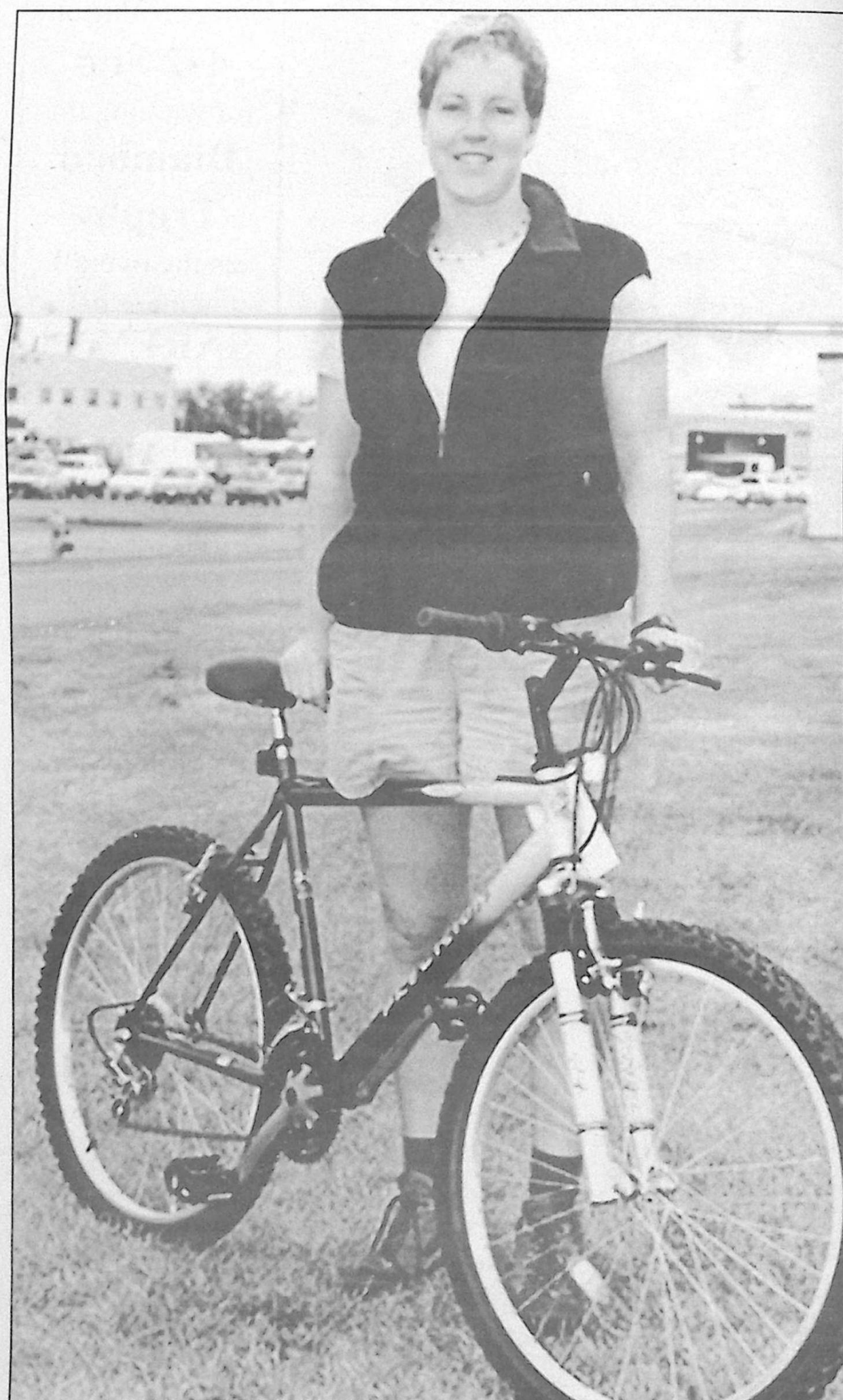
## Scouter Kelly Skulmoski

### ADC Scouts Comox Valley 2nd Courtenay Troop Scouter

Kelly Skulmoski (aka S9) has been actively involved in Scouting since 1990. Prior to moving to the Comox Valley in 1997, he worked with the 148th Lancaster Park Beavers in Edmonton, Alberta, as well as the 4th North Bay Cub Pack and 1st North Bay Scout Troop in North Bay, Ontario. For the past two years he has been a Scout Leader with 2nd Courtenay Troop. This past year he has become part of the District Training Team, training leaders from the valley and the islands region. Last year he assumed the duties of Assistant District Commissioner Scouts for Comox Valley District.

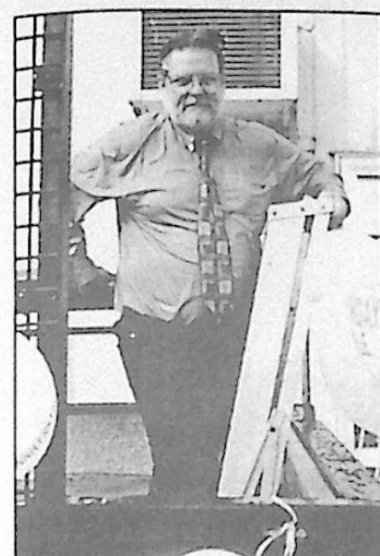


Kelly is currently employed as a Meteorological Technician/Briefer at 19 Wing Comox.



Michelle Brunskill was the lucky bike winner.

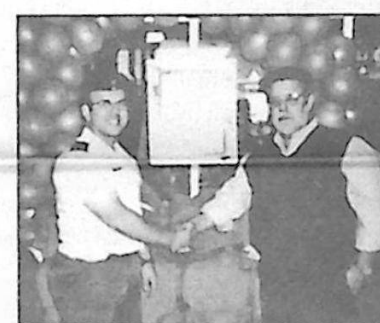
## CANEX News



Terry looks real happy about being wet from the dunk tank! He was a good sport.



Kevin Driver, pictured with Diane Maggilo, guessed the correct answer to how many were in the jar.



Brian Comeau, being congratulated by Canex Manager Terry Zerr, after correctly answering the age of the staff.



Pie eating contest winner, Cpl Sykes from 407 C Crew. Looks yummy!



Manon Gauthier presented Philip Wallace with his prize for winning the colouring contest in the 9-12 age group.



Col Neumann officially starting off the 31st Anniversary Sale with Canex staffer Manon Popp.

We have had a tremendous week and a half during our 31st Anniversary Sale here at Canex. Col Neumann started us off with the cutting of our cake and was gracious enough to be the first to have a piece. He said it was delicious and complimented the combined mess for preparing it.

On September 16 there was a huge crowd gathered around trying to dunk a Boss in the Dunk Tank. Terry Zerr (Canex Manager) was the first on the hot seat waiting for his fate to enter the cold water. Anxiously waiting was Col Neumann with a handful of balls to dunk him when, lo and behold, before he could throw the ball, a Canex staffer accidentally hit the arm of the dunk tank and down went Mr. Zerr into the freezing water. What a photo op that was. There were others in the tank during the course of the day - Jim Ramsey of CFHA was on the seat when all the contractors lined up with fistfuls of money to dunk Jim. It's payback time a lot of them said. We had so many good sports sitting in the tank, they include Capt Wright (Wallace Gardens, Capt Eric Travis (19 AMS), MWO Nurse (407 Sqn), Capt Fleet (407 Sqn), WO Skrzyzala (407 Sqn) and WO Keith Sprague. Special thanks to Capt Travis for volun-

teering most of the good sports and to Cpl Mike Long (19 AMS) for repairing the dunk tank. Without his help we could not have held this event.

At the same time, Wallace Gardens Community Centre put on a BBQ. It was a huge success for them as they made \$263.50. This will be a great help in funding their upcoming activities.

On September 23 we had a bunch of hungry men waiting around to eat a 9-inch coconut cream pie. Most were enthusiastic until they saw the size of the pie and thought "Do I have to eat it all?" Col Neumann officially started the hungry crowd eating. There were large cheers for all of them, especially when Cpl Sykes was down to the crust when lots of others were still trying to eat the cream. A few minutes later Col Neumann announced that Cpl Sykes from 407 Sqn C Crew had won the Pie Eating Contest. Standing there with his face full of cream, his crew congratulated him on winning the BBQ for their section. All of the other contestants walked away with a Canex Gift Certificate for their efforts.

For all of you that entered our Trivia contests and Guess the Age of the Staff, I am sure you are waiting for the answers. The total

age of the staff was 564. We had many different answers - one in particular thought we were really a young crowd with an answer of 177. Boy, that made us feel good! Some people thought we were really old, as some of the answers were 1000-2000 years. If you were wondering what year Star Wars premiered, it was in 1977 and Neil Armstrong was the first man on the moon, in 1969.

Our colouring contest was a success and all the pictures were beautifully coloured which made it really hard to judge. Dale Sjerven (Western Regional Manager) judged the artists with great difficulty as he stated that he liked all of the pictures.

We would like to express our thanks for being patient with us during our store renovations. All this will be over soon as we will be having a Grand Re-Opening on October 27. Come in then and look for the great sales we have planned for this event, as well as super door crashers.

Overall our 31st Anniversary sale was a huge success and we hope you all enjoyed participating in our contests as much as we have enjoyed bring them to you. Our thanks go out to you, our customers, for making this event such a success.



Hilary Giblin receives her award for winning in the colouring contest, 4-8 age group, from Manon Popp. Her sister Megan came along to join in the excitement.



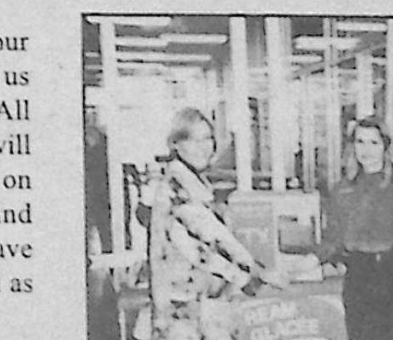
Winner of the Trivia Contest, Teresa Rainville, with Canex staffer Al Beck.



Little artist Nicole Besnard won the colouring contest in the 0-3 age group. Helping hold her picture is Canex staffer Manon Popp.



Trivia winner Byron Halborne and Dad with Canex staffer Denise Potvin.



Trish Johnson, Supervisor, congratulates Dena Chagnon for spending \$50 in the store and winning a 13" Daewoo TV.



# Recollections of a "Vampire" pilot instructor, Part 2

By Irish Ireland

Take-offs were usually straightforward and provided very few surprises to anyone except the pilot himself with his sensation of speed close to the runway (as mentioned earlier). Similarly, the first in-flight sorties were not usually punctuated by any surprises unless conditions on the ground (wind, runways or rain) changed significantly from what had been briefed before flight. I recall some anxious minutes when an unpredicted windshift at Trenton made it advisable, if not down right essential, for us to recover one of our first four Jet Babies (P/O Claude la France) on one of his early exercises, not on the long runway which was now 90 degrees out of wind, but on the short runway in front of 6 Repair Depot. He'd never even been on that one before but, after one approach 180-degrees out of direction (downwind, of course), he got squared away and put it down, sans sweat, we think!

First landing approaches were usually OK because the fledgling jet driver was going pretty well by the book as instructed without too much else to go by. Problems could arise later when he tried a little experimentation on his own techniques.

Once on the ground, keeping straight was easy with no tendency to swing (tricycle effect) unless a crosswind component required the slight use of rudder to counteract the weathercock action. Enter a new problem for the pilot, young or old, who had not previously used the British type pneumatic braking system.

While most North American wheel brakes were toe-actuated by depressing the top part of the rudder pedals and equal braking could be obtained regardless of the position of the rudders, left, right or centre, the Brit system required that the rudder bar be centralized to obtain equal braking on each wheel. The amount of air pressure

to each brake bladder and hence the amount of braking applied was controlled by the squeeze handle on the spade-grip of the control column. Apply a little rudder with the brake squeezed and Presto, you had differential braking and a resultant turn. Hence, in a good crosswind it was not unusual to see a Vamp zigzagging down the runway in the hands of a newcomer to the Dunlop Pneumatic Brake System.

Another factor entered into the landing run that set the jet apart from the prop job. While the jets were equipped with air, speed or dive brakes, as they were variously named, and these were used on the approach and landing rolls, they were relatively ineffective at low speeds and pilots really noticed the absence of the great idling propeller braking effect. Add to this the high RMP idling thrust effect of the jet engine (set high to assure some degree of engine response from idle to full RPM, about 10 seconds at low air speeds!). And the result was that the Vampire would roll on ad infinitum at idle RPM unless wheel brakes were applied or the engine was flamed out.

This free wheeling feature of the Vampire led to two more interesting developments. Pilots, at least many using the new type of aircraft, were notorious for "adding on" a few knots to the recommended landing approach speeds (5 for the wife and/or girlfriend, 5 for the first born, 5 for the second, etc.) until a "hot" approach was the eventual and inevitable result.

Next came the longer float period, the disappearance of runway behind the diminishing smooth surface out front with the resultant desire "to put her down." Now any aircraft will skip, scallop and gallop a bit, if it is not placed on the ground in a near stall angle condition, or if dropped in from too great a height at a low angle of attack. But the result of trying

to force a tricycle undercarriage onto a firm surface at a speed well above the stall and at a low, zero or negative angle of attack is spectacular, to say the least, to all concerned be they pilot, crew, passenger, or just onlookers. — especially in the onlooker is a check pilot watching his protégé doing his first thing.

I believe the USAF first gave the "gallop" what became its standard name — "the J.C. manoeuvre," although I am certain that many pilots had invoked the Heavenly Assistance long before someone gave it a name! Generally, in those days, runways weren't long enough to rectify the J.C. manoeuvre by waiting for the machine to run out of speed and stall on, especially if a little throttle had been applied on the first high buck as was Standard Operating Procedure with prop jobs. The only safe thing to be done was to swallow pride and, fuel permitting, go around again to reduce the size of the family speed margin on the next approach.

The free wheeling effect and the fact that the pneumatic wheel brake bladders were just that, expanded rubber bladders, led to the second development worthy of note.

The pneumatic brake was supposed to be applied in a series of "squeeze and release" actions. Light pressure initially at the higher speeds, increasing as the speed decreased and more weight came into the wheels, but always allowing a series of pressure releases to allow the brakes and wheels some cooling. If the bladders became too hot, the rubber (or some synthetic material) quickly vulcanized into an unexpandable Bakelite like substance and blew out allowing the escape of air and no brakes. A no-brake condition could also develop if a leak in the air system occurred in flight as there was no back-up system (the parking brake was merely a ratchet

that held the brake handle in the "on" position). After several Vampires were damaged by running out of runway after brake pressure failure, the edict came down from the "Great Men" at Air Defense Group, H.Q. (On the questionable advice of inexperienced staff, no doubt), that in every case of known brake failure before landing, a wheels-up landing was to be executed. This directive was quickly rescinded when it was demonstrated that a no-brake landing in about 3500 feet of landing roll could be accomplished using the recommended approach speed, flaming out the engine over the button and easing the aircraft onto the side grass off the runway by using the rudders, which were still effective at very slow speed.

One final detail required emphasis to new and old jet converters alike — use of the oxygen system. While most of all WWII pilots had used oxygen, the new "Jet Babies" were experiencing it for the first time.

Generally, a high altitude chamber run became Standard Operating Procedure for those who had not used oxygen previously and later a chamber run was mandatory for all jet trainees. Following WWII procedures, oxygen was turned on climbing up through 10,000 feet and off coming down through the same altitude.

This procedure was fine for the slower climbing prop jobs but, as it proved, not good enough for the jets which had you through 10,000 feet in a couple of minutes after wheels up. Eventually the procedure became "oxygen on, pressure and blinker checked" before start-up. It is reasonably certain that our first RCAF Vampire casualty from CFS Trenton (S/L Stan Broadbent) was due to hypoxia on his first height climb exercise to 35,000 feet.

For aerobatics, formation flying and especially formation aerobatics, the Vampire, like all jet fighters, was sheer joy to fly. Once a pilot was accustomed to the slightly slower response to the application of the throttle, both increasing and decreasing power, it was a piece of cake. True, one could get an engine flameout if the throttle was advanced in too much of a ham fisted fashion at low indicated airspeeds, at high altitudes, but this was a really rare occurrence. The jet aircraft had such a wide range of speeds and so much reserve power at high speeds that some manoeuvres could be accomplished easily that were difficult, if not impossible, to do in late WWII fighters. In addition, with hardly any change of trim (due to lack of propeller gyroscopic and torque effect) from slow speed stall to limit mach number, station keeping was made much easier with very little trim control adjustments of "booting the rudders." Really a pleasure to perform.

The early Vampire program at CFS achieved two important goals, at least. First, it provided a cadre of experienced pilots, who had a wide variety of backgrounds, with their first jet flying. Toward the end of 1948, many of these pilot/instructors were posted out to various units just forming on Vampires (e.g. No. 1 (F) OUT St. Hubert), or these units converting from their prop WWII roles on Harvard or Mustang aircraft (e.g. 401 and 438 Auxiliary Squadrons in Montreal).

Secondly, the program proved that pilots trained to Wings standard on Harvard aircraft could advance directly onto jet aircraft at the Operational Training Unit level without additional training on higher performance propeller aircraft. This was only a stop-gap step, however, until the T33/Silver Star aircraft could be introduced, first as a conversion link to jet flying and, eventually, as the aircraft on which pilots received their wings.

## Glacier Greens Golf Shots



### Tuesday Ladies

By Joyce Merrill

The final round of the second Glacier Greens Ladies Shoot Out got under way on 28 September. At least we came in dry, but a bit wind blown!

The three round event started 7 September with Anne Gibbon and Leslie Mann winning the scramble. On September 21, Dolly Pearson and Anne Patterson won the alternate shot. September 28 was best ball, with Sonja Famulak and Judy Fellbaum winning. Congratulations to Gussy Prichard and Caryl Diwert, the overall winners with a low net of 186. Duane Miles and Irma Rowland won gross with a 241. Other net winners were: 2nd Judy Fellbaum and Sonja Famulak 189, 3rd Irene Perry and Kathy Branch 191, 4th Sue Powers and Carmel Horochuk 192 c/b, 5th Dolly Pearson and Anne Patterson 192, 6th Sharon Warne and Marguerite Fournier 194 c/b and 7th Anne Blake and Marlene Hall 194.

KP winners were: #4 Sonja Famulak, #12 Pat Everett, #15 and #17 Joyce Merrill. Gussy Prichard won the 50/50 draw.

A BIG THANK YOU to the following sponsors from the prize committee of the Glacier Greens Ladies Club for helping make our Annual Shoot Out a success: Steve's Catering, Joey's Only, Panagopoulos Pizza, Ricki's Restaurant, Cheap John's Bar & Grill, The Leeward Pub, Butcher Block, Middleton Meats, Hot Chocolates, First Choice Haircutters, Art Knapp's Plantland & Florist, Driftwood Florist, Woofy's, Nevada Bob's, Comox Golf Course, Glacier Greens Pro Shop, Mulligan's Golf Course, Pacific Playgrounds Golf Course, Storey Creek Golf Course, Sunnydale Golf Course and Mt. Washington Ski Resort.

A great job done again by our prize committee — Ellie, Fran and Anne.

## Monday Nite Ladies

Twenty ladies showed up the final round of Monday Nite Golf. Carmel Horochuk was winner of low gross and June Rushton won low net. Janet Edwards had least puts. Sponsor hole winners were: June Soper (Aero Art, KP #3), Lori Cameron (Panagopoulos Pizza, KP #4), and (Anderson Nursery), Marie Israel (Canadian 2 for 1 Pizza), Gussy Prichard (Aroma Crystal Therapy/The Garden Gate), Fran Hume (Fish "N" Stitches), Rose Jacobson (The Griffin Pub), Diane Burke (Scott

Fraser Pro Shop — longest putt), Judy Brown (Steve Dodd Catering — longest drive), June Soper — the Mystery Prize. Gussy Prichard won the 50/50 draw.

Many thanks to all the sponsors who donated the prizes this year. Kudos to our captain, Pat Belanger for doing such a fine job of running the Monday Nite golf and to helpers Diane Burke and Betty Pearsall.

A special thanks to Ray Belanger for looking after the sponsor signs each week.



## 19 WING BOWLING CENTRE

NOW OPEN FOR THE 1999-2000 SEASON

The winters are wet and long in the Comox Valley. League or casual bowling with friends is one great way to get through it in style.

All interested individuals, couples or teams interested in league bowling please contact the people listed below. Space is limited so don't dally!

League Times		Contacts	
Monday Celtics	2:00-4:00 p.m.	Doug Toombs	897-0406
Tuesday Ladies	6:45-9:00 p.m.	Moe Eisan	338-7569
Weds. Ladies	12:30-3:14 p.m.	Nancy Potvin	339-1782
Weds. Mixed	6:30-9:00 p.m.	Rod Spurr	339-6067
Thursday Mixed	6:30-9:00 p.m.	Rod Spurr	339-6067

**Casual Bowling**  
Fridays 6:00 — 9:00 p.m.  
Sundays 1:00 — 4:00 p.m.

If you have any queries or are unable to contact the persons listed above, please call the Bowling Centre manager, Scott Teasdale, at 334-1937 or Pat Andrews at 338-8317.

We also take bookings for section parties, sports afternoons, various organizations, birthdays, etc.

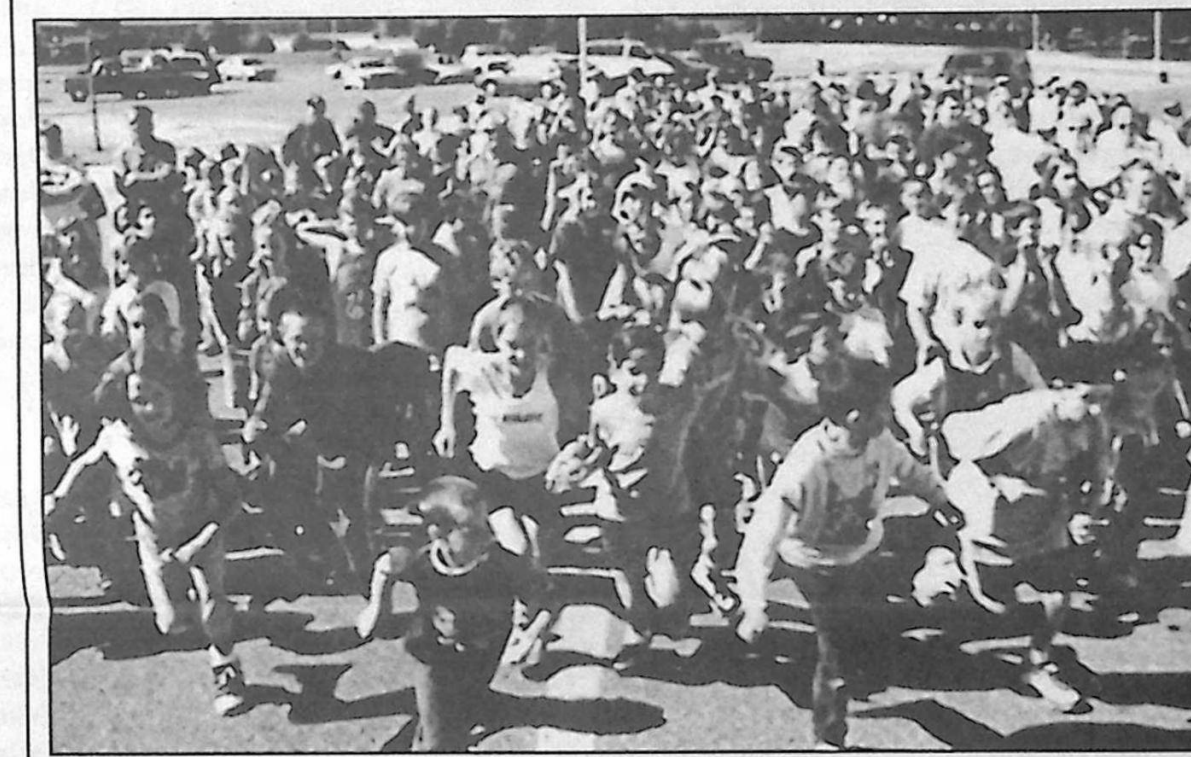


# Rec Centre News

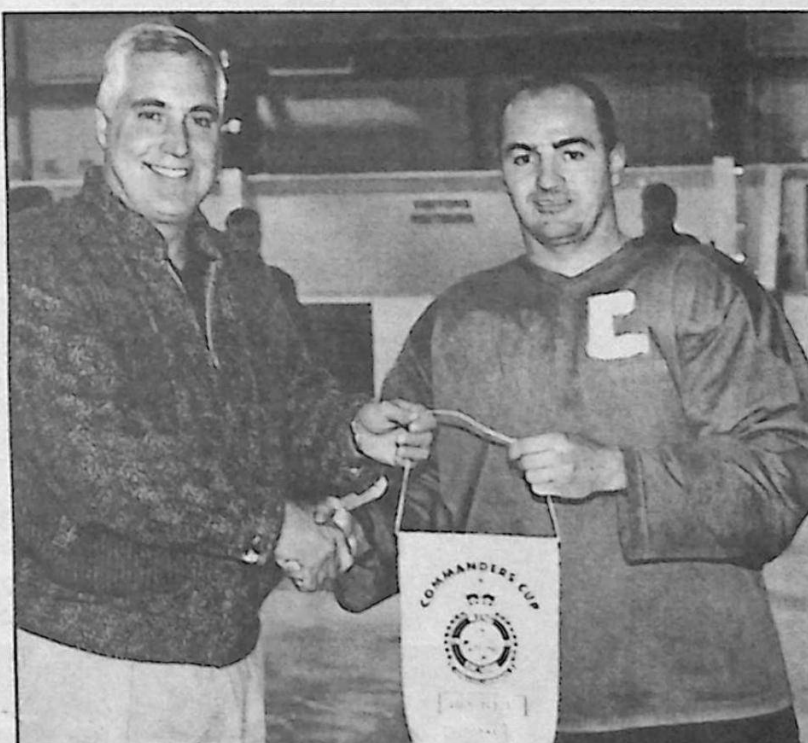
By Jake Plante

## Terry Fox Run

It was a wonderful day with warm temperatures and clear skies. Participants from Airport School, civilians and military members contributed their time and energy to the run. The event was a great success. Our thanks to all participants.



## 407 Wins Commander's Cup Hockey



Above, WComd. Col Neumann presents team captain Gilles Gagnon with the winning pennant. Below, 407 Squadron's winning team.



## I/S Curling

Curling has started. If you want to play and do not have a team to play with, call Capt Steve Whynott at loc. 7077.

## Commander's Cup Basketball

A meeting for the CC Basketball will be held at the Rec Centre at 1000 hrs. on 20 October. All team reps must attend. This is the last one for this year.

## Jake's

### Trivia Corner

1. Who has the most base hits in a major league baseball career?
2. Who has the most plate appearances career?
3. Who has the most at bats career?

(Answers on page 14.)

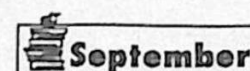
## Millennium cookbook winners

Congratulations to the following winners of Company's Coming Millennium edition cookbook:

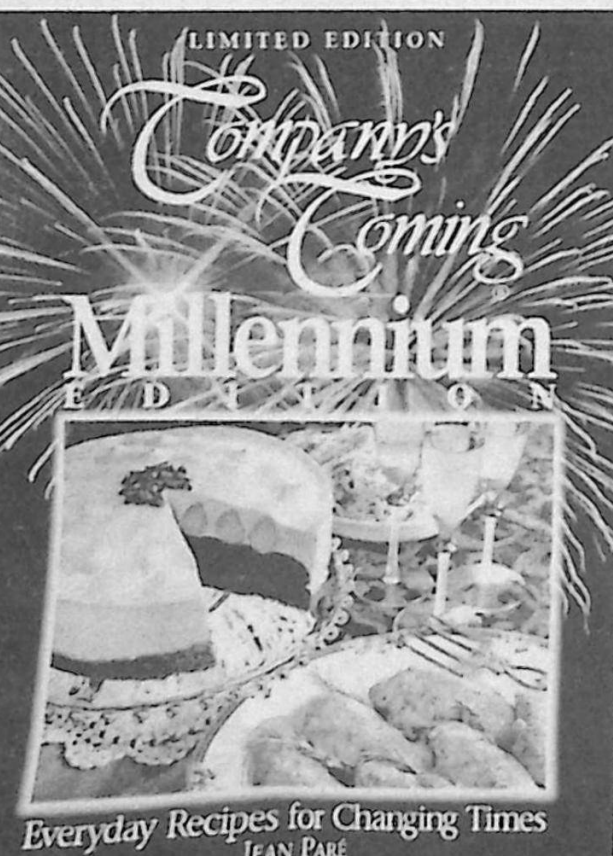
Rachel Forest  
Suzanne Sakaluk  
Ruth Wilken  
Rick Skrzyzala  
Destinée Barrow  
Sylvia Smith  
Pat Nicholson  
Lee Guertzen

We hope you enjoy the many great recipes. Please call by the Totem Times during office hours to pick up your book.

## Weather



September was slightly warmer, but much drier than normal. The total hours of bright sunshine (275.4 hrs.) was exceeded only by September 1993 when 278.6 hrs. were recorded.  
Highest monthly temperature 25.1°C on 19th  
Lowest monthly temperature 4.8°C on 27th  
Total monthly rainfall 18.4 mm  
Average monthly rainfall 47.5 mm  
No. of days with 0.2 mm or more rainfall 7





# Comox Military Family Resource Centre

Phone: 339-8290

## more thoughts on tomatoes and marriage

Tomatoes will grow in the desert if you want them; marriages are happy if you take time to nurture them. There are five important areas to consider in determining if a relationship is a good one: communication, sharing, affection, trust and sex. Successful couples enjoy their sexual relationship, are affectionate with one another, share some common interests, and know how to communicate clearly and resolve their differences and build trust.

No two people can live in close proximity without conflict. The central struggle for every couple is handling differences. Boys

learn about hierarchy from day one. They understand that the guy with the most power wins. Girls are taught to be nice. Nice people don't learn to negotiate; they learn to give in.

Handling conflict well is critical to the future of a relationship. And communicating well is critical to handling conflict. There are two keys: Making it clear and making it safe. Clearly communicating and intimately connecting with your partner on a continuous basis are important ingredients in successful coupling. The ongoing practice of sharing, receiving and affirming

each other's personal experience is positively correlated with relational satisfaction. These intimacy skills must be learned and used if the relationship is to become and remain intimate. There is no substitute for this. Listening means putting yourself in the other's shoes, understanding the other's point of view and conveying that understanding. Most of us did not learn how to communicate effectively in the families we grew up in. And it is never too late to learn. Two evening workshops, November 23rd and 30th, sponsored by the Comox Military Family Resource Centre will help teach you how.

## supporting families in a time of stress

Do you love having children around? Would you be willing to care for a child if a parent has an emergency? Would you support a family in crisis?

Many residents in the Comox Valley have lived here all their lives, or at least have been here long enough to put down solid roots. They are often fortunate enough to have other family members close by, or they have a network of friends to count on in case of an emergency. The military family often does not.

Moving to many different communities throughout their careers, the military family has a unique set of challenges.

Routinely, this family had to become familiar with a new house, new neighbourhood, new school, new daycare, new babysitter, and new job, and also find new friends so they can build trusting relationships.

Add to this the fact that the military member of the family may be away from home and family due to work requirements. This often leaves the spouse as the sole parent with the responsibility for parenting for periods of time ranging from weeks to months, to in some cases, a year. Where will this parent turn in an emergency?

The Comox Military Family Resource Centre has programs and services to support military families here in the Comox Valley. A new program has been developed to help military families prepare a plan for periods when a military member is sent away on deployment or an emergency occurs.

An essential part of this program is having a list of quality child care providers to assist military families. If you are interested in making use of these services or becoming a childcare provider who will be fully compensated for your services, please call Alex Greenwood at 339-8290.

## Workshops

### Couples Communication Workshop

(Marilyn Armstrong and George Penfold)  
Dates: Nov 23 and 30  
Time: 6:30-8:30pm  
Location: 120 Kinnikinnick  
Fee: \$25/military couple; \$40/non military couple  
A childcare subsidy is available for military families attending this workshop

### Encouraging Positive Self-esteem in Young Children

(Vi Robertson)  
Dates: Nov 2, 9, 16  
Time: 6:30-8:30pm  
Fee: \$10 per person and \$15 per couple for military families; \$15 per person and \$25 per couple for non-military family. A childcare subsidy is available for military families.

### Anger Management

(Mara Pungente)  
Dates: Nov 8, 10, 15, 17  
Time: 6:30-8:30pm  
Fee: \$10 per person for military families; \$15 per person for non-military families.

For more information or to register please call the Family Resource Centre at 339-8290.

## Programme en Français

### Nouveau Groupe FRANCO FEMMES

Du nouveau au CRFMC, nous débutons notre groupe de femmes francophone. Nous nous rencontrerons une fois par mois pour un souper ou une activité sportive. Aucuns frais d'abonnement. Vous êtes conjointe de militaire, membre militaire, francophone ou anglophone s'exprimant en français et bien joignez vous à nous en contactant Danielle Bernier au 339-8211 local 8656 pour plus d'information.

Bienvenue aux nouvelles arrivées.

#### Horaires:

**Octobre:**  
Vendredi le 22: Soirée Pizza/Quilles 19hrs

Confirmez votre présence avant le mercredi 20 octobre, en contactant Danielle 339-8211, local 8656

**Novembre:** à déterminer

#### Décembre:

Vendredi le 10: Souper de Noël

A noter que les femmes qui étaient membres de réseau femmes C.-B. recevront une lettre expliquant les procédures à prendre pour celles qui voudront renouveler leur abonnement avec le groupe réseau femme provinciales.

### Microsoft Word niveau 2

Pour les personnes qui connaissent et qui travail déjà avec le MS Word. Vous apprendrez à faire des tableaux, des insertions de documents, de dessins, etc...

Animatrice: Doris Houle

Date: Les mercredi 3, 10 et 17 novembre

Heure: 18:30 à 21:30

Coût: \$10.00

Endroit: Édifice Quartier général #45-BFC Comox  
Inscrivez-vous dès maintenant 12 places disponibles.

### Nutrition santé (Diète pour un esprit serein)

Un esprit heureux commence avec un corps en santé! Dans cet atelier, on explorera les facteurs divers, nutritionnels et autres, pour une santé mentale optimale. On y apprendra les divers facteurs physiologiques qui affectent le fonctionnement de notre cerveau et nos émotions, ainsi que les herbes et suppléments bénéfiques. Vous serez contentes d'être venues!

Animatrice: Lucie Desjarlais

Date: Jeudi 4 novembre

Heure: 19 à 21hrs

Coût: \$5.00

Endroit: Édifice des programmes du CRFMC

Pour tous renseignements et inscriptions, veuillez contacter le 339-

## employment Information sessions

### Friday, October 22nd

(9:30-10:30pm)

North Island College with Dorothy Winner, Career Counselor  
Dorothy will present on the many opportunities and services offered at North Island College.

### Friday, October 29th

(9:30-10:30pm)

Canadian Forces Community College Network with Pat Allen  
Pat Allen has worked as an employment counsellor and college instructor as well as with DND. She will use this background to provide information about the ways to build career options through college education. Distance education opportunities and special course offerings on the Base will be discussed.  
Please call 339-8290 to register.

## WALLACE GARDENS COMMUNITY ASSOCIATION NEWS



Winter



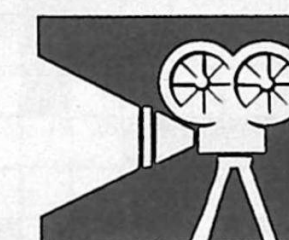
## Sports Program

We are offering a fall and winter sports program for our young members, ages 9-13, on Saturday evenings at the Base Gym from 1800-2000 hrs. The type of sports played will vary from week to week. Children should come wearing proper gym attire. During inclement weather they should carry their sneakers as wet sneakers are not allowed in the gym due to safety reasons.

**Come on out and join the fun!**

*Note: to avoid timing conflicts, this program will not run the weekends of the children's Sock Hops.*

## Video Afternoon



Sunday 17 October

1:00-3:00 p.m.

Temporary Community Centre  
Cost: 50 cents/member, \$1.50 non-member for popcorn & drink.

## Are you ready to become a Pokemon master?

Calling all Pokemon players and traders - there will be a drop-in Pokemon Club for you at 19 Wing Comox. Come inside where it's warm, with your friends and family, to play or trade Pokemon cards.  
Date: Saturday October 16  
Time: 1:00 - 3:00 p.m.  
Place: Temporary Community Centre building (between Canex and Post Office.)  
Cost: FREE!

Canteen will be available for snacks and drinks.

For further info call  
Paul Gillmore 339-1158



## Teen Dance

Saturday, October 16

from 7:00-10:30 p.m.

at the WARF (Bldg 10)

Cost: members \$1.00, non-members \$3.00

For more info:  
Mona 339-4627

## Celebrate with US!

The New Millennium  
Fill out your survey now and drop it into the Wallace Gardens office.

## 1st Lazo Beavers, Cubs & Scouts Apple Day



Saturday 16 October  
from 9 - noon

The kids, in uniform, will be going door to door throughout the MQ area offering apples in exchange for a monetary donation. Please help support your local scouting movement.



## Craft Club Calendar of Events

Scarecrow Straw Wreath

17 October from 7-9 p.m. at the temporary Community Centre. WGCA members free, non-members \$3.50 drop-in fee. Pick up your materials list and view the craft at the WGCA office.  
For more info call Jennifer 339-7183 or Jane 339-8211 local 8571.

The following is a list of possible projects for the 99/2000 crafting year:  
November - Country Christmas tote painted Santa.  
December - Javex bottle Santa face & potluck supper.  
January - Mother Goose or doll air freshener.  
February - Granny's kitchen plastic bag organizer.  
March - Rope braid twist.  
April - Wooden spoon flower pot doll.  
May - Garden glove doll & strawberry shortcake tea.  
June - Terracotta saucer potpourri pie & potluck dinner.  
*Note: The above are just ideas. Projects may change at any time due to interest and material availability. Read your flyers for more info.*

## Halloween Party

Saturday, October 30  
1:00 - 3:00 p.m.

Airport School Gym  
Dress up and have some fun!  
You must be a WGCA member to attend

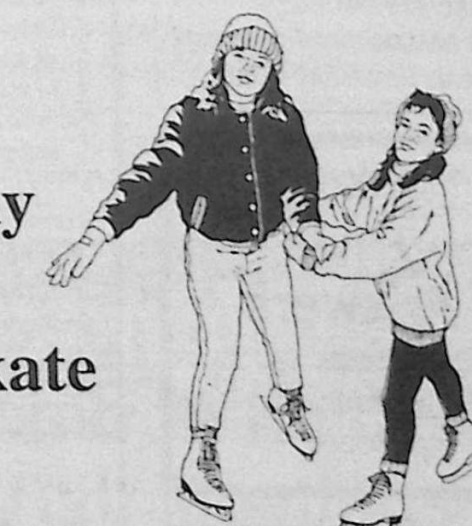


## Halloween Colouring Contest

Our annual contest is open to all members from 0-12 years. Picture entries may be picked at the WGCA office. Finished entries must be returned to the office by 25 October. First, second and third prizes will be awarded in four age categories: 0-3, 4-6, 7-9 and 10-12. Winners will be announced at the Halloween Party on 30 October.



## Pro-D Day Special Public Skate 22 October



Glacier Gardens Arena  
1300 - 1500 hours (1:00 - 3:00 p.m.)  
Military Dependents/DND Employees:  
Children \$1.00, Adults \$2.00  
Military members and Rec Pass holders: FREE  
Civilians:  
Children \$1.50, Adults \$3.00





## Women of Distinction Award

Soroptimist International of Courtenay, plans to present a "Women of Distinction" award to honour women in our community who have made outstanding achievements in professional, business, or volunteer activities. The award will be presented at "Women's Day" scheduled for 23 January 2000.

Criteria for the award include: "The candidate has made outstanding achievements in her professional, business, or voluntary activities relating to any of the following programs of service during a period of at least 10 years." Programs of service are: Economic and Social Development; Education; Environment; Health; Human Rights/Status of Women; International Goodwill and Understanding.

Candidates put forth for consideration should be an ideal role model for women, having demonstrated exemplary character and integrity along with outstanding ability and demonstrated leadership. The consideration should also include: scope of achievements, demonstrated character, integrity, leadership and visibility. Submissions will be accepted until 30 November 1999 in order that all applicants may be reviewed by a panel of judges.

Nominations may be mailed to: June Rushton, Chairman, 2169 MacKenzie Avenue, Comox, B.C. V9M 1M8.

### 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

### CROSSROADS CRISIS-CENTRE VOLUNTEER POSITION DUTIES:

1. To listen actively on the crisis line for four hours per week.
  2. To be non-judgemental
  3. To make at least a six-month commitment.
- QUALIFICATIONS:**
1. To be open to new ideas.
  2. To be able to be empathetic.
  3. To be able to work as part of a team.
  4. To understand confidentiality.
  5. To be able to treat all clients and peers with respect.

Training and back-up support will be provided. New and former volunteers are encouraged to call Gwyn at: 338-0512



### Enviroclick...

(NC)—More than a million people a month visit Environment Canada's Green Lane for information about weather, environmental issues and federal government environmental programs and policies. The Green Lane is at <http://www.ec.gc.ca>

## Hong Kong's "Dragon 2000" design contest

Elementary school children, aged 13 and younger, will have three more months to enter the Hong Kong Tourist Association's "Dragon 2000" Design Contest and win a trip for four to Hong Kong. The competition has been extended to November 30, 1999.

"Dragon 2000" was launched to celebrate the coming Year of the Dragon and is an effort to foster a better understanding of Chinese culture and traditions, and to promote cross-cultural exchanges.

Dragon designs must be submitted on 8-1/2 x 11 inch paper using any medium (crayons, coloured pencils, magic markers, pastels, paint or others). All entries will be judged by a panel of six renowned Canadian artists/designers. Only ONE entry per person will be accepted. Results will be announced in mid December 99.

The Grand Prize Winner will be invited to travel to Hong Kong with his/her family (trip for four) as VIPs of the Hong Kong Tourist Association; to attend the Parade of the Dragon: Chinese New Year Parade on 5 February 2000 and to celebrate the Year of the Dragon, courtesy of Cathay Pacific Airways and The Regent Hong Kong. In addition, the Grand Prize Winner will receive a \$500 deposit in a new saving account while 10 consolation prize winners will each receive a \$200 deposit from HSBC, a national bank in Canada.

For a complete list of rules and regulations please visit [www.hkta.org](http://www.hkta.org) or contact The Hong Kong Tourist Association at 9 Temperance Street, 3rd Floor, Toronto, ON M5H 1Y6. Ph: (416)366-2389, 1-800-563-4582. Fax: (416)366-1098. E-mail: [hkta@hkta.org](mailto:hkta@hkta.org)

## Activites pour les mois d'octobre

Sortez votre costume des boules a milles et venez feter l'Halloween en famille a l'Association francophone, 1491 avenue McPhee, Porte #2. La fete commence avec un souper-partage a 17h30 suivi de jeux, d'un concours de costumes, de musique et du plaisir pour les petits et les grands. Contactez l'Association au 334-8884 pour confirmer votre presence et le plat que vous apporterez. On vous attend en grand nombre.

## Year of the Older Person Awards

The Upper Island/Central Coast Community Health Services Society is pleased to announce the following winners of the Year of the Older Person Award: Ethel Bryant, Courtenay; May Crookall, Port Hardy; Bill Georgeson, Comox; Kay Moncrief, Cumberland; May Noble, Campbell River; Marjory Pope, Denman Island.

The award is presented to individuals who have made significant contributions to their communities in volunteerism. Presentations will be held at the Adult Day Care in Campbell River (142 Larwood) on October 15 at 1:00 p.m. The public is invited to attend and help us recognize our Seniors.

## TODAY'S CROSSWORD PUZZLE

### ACROSS

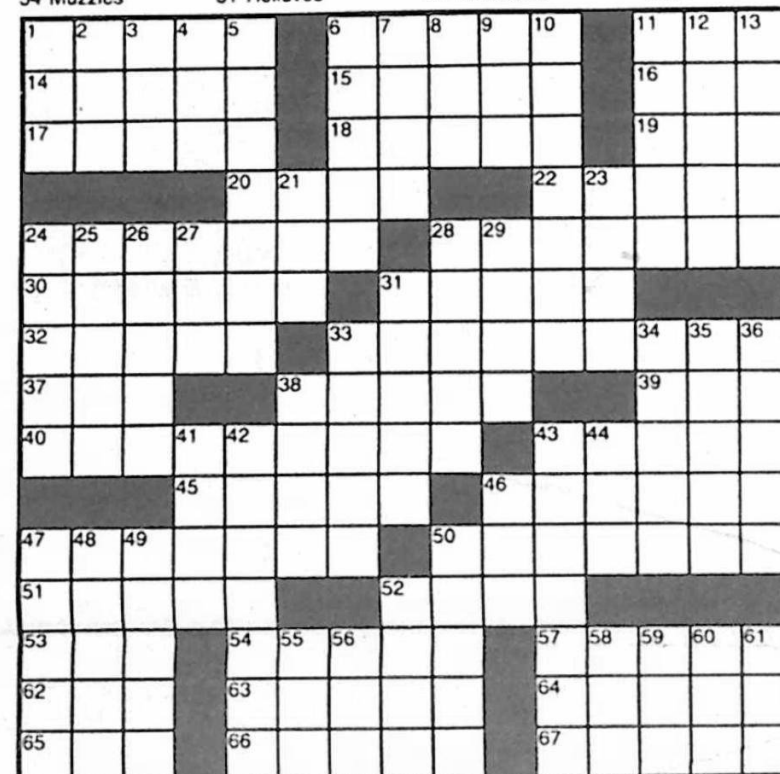
- 1 Dropped a line
- 6 Parsley serving
- 11 Tend the lawn
- 14 Long-legged bird
- 15 City on the Nile
- 16 Expression of disgust
- 17 Teamed up, as oxen
- 18 Our Miss Brooks' star
- 19 Day of the wk.
- 20 Cheerful tone
- 22 Goes out with
- 24 Concealment
- 28 Arrogant one
- 30 Contract item
- 31 Praise
- 32 Hemp products
- 33 Maurice Hines, for one
- 37 Gorilla, e.g.
- 38 Nitrogen and oxygen
- 39 Manipulate
- 40 Staff
- 43 Brief
- 45 Sleep rocks
- 46 Filthy rich
- 47 Coups
- 50 "La Mer" composer
- 51 Singer O'Day
- 52 Bhagavad
- 53 — and outs
- 54 Muzzles

### DOWN

- 1 Scientist's question
- 2 Antique auto
- 3 Mork's planet
- 4 Digit
- 5 Infinite
- 6 Rough, as a snake
- 7 Hair line
- 8 Get — (throw out)
- 9 Rage
- 10 Balloon
- 11 Civilian dress
- 12 Monsters
- 13 Bridge ancestor
- 21 Finish the cupcakes
- 23 Envelope abbr.
- 24 Bit of fabric
- 25 Merry in haste
- 26 Heist, slangily
- 27 Street, in Strasbourg
- 28 Out
- 29 Rooms about
- 31 Relieves
- 33 Perky flavors
- 34 Part of Miss Muffet's diet
- 35 Curly letters
- 36 Like tall grass
- 38 Pesky insect
- 41 Glasgow native
- 42 Florida city
- 43 Virginia cash crop
- 44 Water, in Quebec
- 45 Allow to
- 47 Invasions
- 48 Boredom
- 49 Cap's brim
- 50 Computer storage items
- 52 Actor Hackman
- 55 "Is that a yes — no?"
- 56 Family mem.
- 58 Gout
- 59 Flower garland
- 60 Chemist's workplace
- 61 Winter sports item

### PREVIOUS PUZZLE SOLVED

CURT VALET AMEX  
ALAI ERASE CALM  
SNIP NECKS CUBE  
SALTED ITALIAN  
ORES MYNA  
HOT POTATO NICKS  
ALAI STIR OMAHA  
LIKE ADOBE SCAN  
EVENES OONA ANT  
RENEW APPALOOSA  
RAGS SMOG  
ENIGMAS EULOGY  
WADI REBEL REIN  
EPEE BREVE REIN  
SEAS STEAD SOBS



# A bonanza of distance learning programs

By Pat Allan, CFCCN Coordinator

Colleges across the country are trying to meet your needs for education in as many ways as they can. For many people, the best way is through distance education, more often called correspondence courses. This is becoming a more popular way to take certificate and diploma courses, offering flexibility to fit education around work and family responsibilities. Computer and e-mail access is enhancing these traditional print-based courses to make them even more accessible.

The Canadian Forces Community College Network (CFCCN) has revised its Catalogue of Distance Learning, and our third edition provides the latest information about courses available from the 21 community colleges which participate in the Network.

The catalogue is over 100 pages long, providing an overview of your choices all in one place. The range of programs and subjects, which you can take by distance education, is quite astounding.

There are lots of traditional programs in areas like Business, Accounting and Human Resources, but also many very unique programs that might be of interest to someone looking for specialized training. Many programs carry credit towards certification in professional associations, and are pre-requisites for work in those fields.

Also offered by many colleges are courses that could be considered as refreshers, or specialty training programs. These fall often in the Health Sciences or technical fields. These post-basic programs require that you have basic training or are already working in a particular field.

As well, there are all sorts of individual subjects available. These can be used as credits toward many certificates or diplomas. If you are missing a credit to complete a program at a college no longer close to where you live, this could be a way to pick it up.

Many people take these single subjects with no intention to complete a full certificate. For example, someone going into business might find it helpful to take an introductory Accounting course, so that they can understand what their accountant is talking about.

Each program on the list has a separate page in the binder. It lists the subjects required for the certificate or program, the name and address of the contact for the program at the college, the contact's telephone number and, when provided, the e-mail address for those who want to use the Internet for further information.

Some courses require teleconferencing or e-mail access. Some require specific prerequi-

sites or work placements that are tied to the program. It is possible to identify some of these extra requirements before making that first call to the college.

Since most of the subject fees vary because of text prices, students almost always need to make at least one contact with the college to check the full fee payable. Often, the college can take the registration over the phone right then using a credit card, and study material can be on the way almost immediately. The right people at the college can answer questions on the subjects or procedures at this time.

The beauty of Distance Education is the opportunity to tailor what you take to your individual needs. You can, to a great extent, do your study when and where it is convenient for you. Some courses run in traditional semester cycles, and others are available on a continuous basis. Some allow up to six months for completion.

Whatever your interests, if you are unable to attend regular classes because of work or family commitments, Distance Education may be for you. To discuss the advantages and challenges of these courses, call Pat Allan, the CFCCN Co-ordinator at 339-8211, local 8889. You would be surprised what is out there.

## Dog Morsels

By Gerry Gerow

### The Great Dane

By Jill Swedlow (Howell Book House, Macmillan Publishing, New York. \$38.00)

Another in Howell's Best of Breed series. The huge sized Great Dane is not a dog for everyone but, if you think it might be the dog for you, then you owe it to yourself to read this book before committing to something you might regret.

Everything you want to know about the breed is here in this large, very attractively jacketed, 225 page hard covered book. The large print easy to read text is excellently illustrated with many black and white and colour photos.

From the official standard to chapters on health, grooming, showing, training, breeding and much more, this excellent book will answer all your questions.

The author has owned, trained, shown and bred Great Danes for over 25 years. She certainly quali-

fies as an expert on the breed and her book shows her knowledge of her subject.

This book will make an excellent gift for anyone who owns or is thinking of obtaining one of these beautiful animals.

### Advanced Schutzhund

By Ivan Balabanov & Karen Duet

(Howell Book House, Macmillan Publishing, New York. \$38.00)

For those into Schutzhund training, this is the ultimate book and a "must read." It takes a problem solving approach to Level III work that will help competitors bring their dogs to the highest level. Tracking, obedience and protection tasks are dealt with individually, analyzing specific problems that crop up in each skill and offering step-by-step solution.

Ivan Balabanov is a three-time member of the USA World Schutzhund team and has bred, trained and coached many dogs to National and World Championships at the Schutzhund III level.

Karen Duet is a co-founder of Kingston Kennels and K-9 companions.

She and her husband are trained security agents, holding the degree of Personal Protection Specialists.

Both of the authors are well qualified on their subject.

Schutzhund isn't for everyone but to those who wish to get involved and go to the top levels of the sport, this book is for you.

This is an attractive hard cover edition with 211 pages, well illustrated with 65 photos and eight pages of full colour photos.

Ask your book or pet store to order the above books for you, or you can look them up on Howell's web site: [www.mgr.com](http://www.mgr.com)



## Royal Canadian Legion

### Branch 17 Courtenay (334-4322)

Dance: every Friday evening, 8:00 p.m.  
Oct 15 Eldorado  
Oct 22 Country Cousins  
Oct 29 Island Country

### Special Events:

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

Halloween Dance - 29 October

Prizes for the best costume(s). Come out and support your hard-working entertainment committee and the branch.

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.

Oct 15 Vested Interest

Oct 22 Double Play

Oct 29 Alley Cats

Special Events

Oct 23 - Annual Vet's Dinner

For Branch 160 Vets ONLY, 7:00 p.m. Sign up at Bar.

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



## 888 (KOMOX) RCAF WING

### Air Force Association of Canada

### Calendar of Events

Sunday Brunches & Games: First Sunday each month.

Pub Grub Fridays - Horse Racing, Darts, Cards.

Oktoberfest - October 23.

L.A. Craft and Bake Sale - November 27 at 9:30 a.m. in the Driftwood Mall. Bring contributions to 888 Wing Friday evening (26 Nov.) or the Mall rear door next to Overwaita, 09:00/27.

General Meeting - Wednesday, December 1, 20:00 hours at the Wing. Long-term Pins will be awarded.

Regular Force Members Welcome!

888 Wing hours:

Monday - closed\*

Wednesday, noon - 6:00 p.m.

Friday, noon - 1:00 a.m.\*\*

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

Tuesday - closed

Thursday, noon - 1:00 a.m.\*\*

Saturday, noon - 1:00 a.m.\*\*

## WComd to hold Town Hall Meetings

A series of Town Hall Meetings, with the intent to quickly pass on information received at the annual Commanders' Combined Training session in Winnipeg, will be scheduled as follows:

20 Oct - Officers, 1000-1200, Officers' Mess.

21 Oct - Sr NCMs, 1300-1500, WO's & Sgts Mess.

25 Oct - Jr. NCMs, 1300-1500, Jr. Ranks Mess.

26 Oct - Civilian Personnel, 1300-1500, Officers' Mess.



# Heritage Happenings

By Joel Clarkston

19 Wing Public Affairs was recently contacted by Gordon Williams Sr. of Smithers B.C. enquiring about the exact crash location of an OS2U Kingfisher aircraft that had crashed on Calvert Island B.C. in August 1942. Mr. Williams had been stationed at Shearwater (Bella Bella) at the time of the crash and had participated in the recovery of parts from the wreckage in 1942. In 1964, the remains of the aircraft were recovered from the island by helicopter airlift and he was trying to locate any of the aircrew who participated in the 1964 recovery.

I visited Mr. Williams in Smithers on October 1 and he supplied me with many details of the Kingfisher crash (as well as some details of his fascinating tour in the RCAF). Having visited the Battleship North Carolina, I was aware of the connection between the Kingfisher on display there and the one that crashed on Calvert Island. I was not, however, familiar with the details of the flight or the circumstances surrounding the crash and recovery. Here at last are some of the details.



H-21 Piasecki helicopter from 121 KURCAF (Sea Island) prepares to recover OS2U Kingfisher aircraft from Calvert Island, British Columbia in 1964. The Kingfisher is now on display on the Battleship North Carolina.

## OS2U Odyssey

*The story of a Kingfisher which is again alive...and well!*

By Arthur L. Schoeni  
Vought Aeronautics Company

A dense fog shrouded the 3325-foot slopes of Mt. Buxton on barren, uninhabited Calvert Island, British Columbia, nearly halfway between Vancouver and Alaska. It was August 20, 1942.

The United States had been at war with Japan for nine months and the Japanese had invaded the Aleutian Island chain in Alaska and American forces were pouring reinforcements of planes, ships and men north to oust them. Among these were three scout-observation planes... OS2U-3 Kingfishers built for the U.S. Navy by Vought-Sikorsky Aircraft Co.

One of the planes in the formation that August morning was being flown by Ensign Mac J. Roebuck with radioman-gunner Stanley S. Goddard, aviation machinist's mate, first class, in the rear seat.

An hour after takeoff on that foggy morning, the Kingfisher plane with Roebuck and Goddard aboard smashed into the brush-covered mountain. Both men walked away from the crash unscathed, although the plane was nearly demolished.

Today, that same Kingfisher plane lives again, thanks to military and civilian agencies that teamed together to salvage it from the wilds and rebuild it.

Only three of these planes exist today in the United States and all three are on public display aboard memorialized battleships. For it was aboard such U.S. Navy battleships and cruisers that Kingfishers established their wartime reputation, spotting gunfire hits on enemy shore strongholds and rescuing scores of American pilots shot down in aerial combat or by Japanese anti-aircraft guns.

The latest Kingfisher to go on display is the one aboard the USS

North Carolina Battleship Memorial at Wilmington, N.C., and this is the very plane which Ensign Roebuck and AMM/1 Goddard were in that foggy August morning in 1942.

The other two Kingfisher planes are aboard the USS Alabama at Mobile and the USS Massachusetts at Fall River.

But back to the USS North Carolina's Kingfisher - the story of the finding and restoration of this OS2U reveals a combination of luck, mystery and dedication of men who built the plane in the Chance Vought plant early in the war.

The unusual saga began on August 1, 1942 and ended on June 25, 1971 when the plane was dedicated aboard the USS North Carolina - nearly 30 years later.

The Navy needed planes for its Aleutian campaign and a squadron of Kingfishers were dispatched to Dutch Harbor, Alaska without waiting for three members who were in New York to pick up new planes and join it.

Lt. (junior grade) Ray G. Thorpe and two other pilots, Ensign Roebuck and Ensign Jack Sanderson, received their new \$40,000 planes on August 1 at Floyd Bennet Naval Air Station, Long Island, N.Y., and flew across the United States in seven days. When the group landed at Sand Point Naval Air Station, just north of Seattle, the planes traded their fixed landing gear for floats.

"No sooner had we gotten to Seattle than they handed us .45 calibre guns and told us to be ready to ship all of our belonging in two hours," Roebuck recalls.

"Leave at 6 a.m. for Alaska, we were told. Now that was quite a shock. We had been destined to go to Hawaii and points south. I remember all the tennis shoes, shorts and swim trunks that we had

accumulated to enjoy the South Pacific beaches. They all went to waste when we went to Alaska," the former Kingfisher pilot continued.

Moving from Sand Point up the coast, the three Kingfisher planes next touched down at Coal Harbor on the northern tip of Vancouver Island, about 200 Vancouver in B.C.

On the morning of August 20, the Kingfishers left Coal Harbor for Ketchikan, Alaska, a flight of about 370 miles. Some 80 miles from Coal Harbor, the planes were in the midst of dense fog and became separated.

Roebuck was flying his Kingfisher at about 1,500 feet altitude when the plane slammed into the side of Mt. Buxton, the impact tearing off the right wing and the main pontoon.

Neither Roebuck nor Goddard was injured when the plane hit the side of the mountain, covered in spots with thick brush and dotted with large boulders.

"I was flying on instruments at 85-90 knots (95 mph) and at 1,500 feet the wind blew our plane over the island. 'I just happened to be in a landing attitude and speed when we hit the mountain. A tremendous boulder ripped the right wing off, but we didn't even get a big jar or jolt out of it,'" Roebuck recalls.

"We didn't even have time to get scared. When we hit, I actually kept on trying to fly the plane for a few seconds. I was thinking of Goddard in the rear seat and wondering what he was thinking - entrusting his life to a man he hardly knew."

Goddard's comment about the crash: "...suddenly...the fog shrouded hillside was going up faster than we were. That OS2U, with the main float taking all the force of the 'landing,' just bounded merrily through the

brush and didn't roll or burn, for which we were thankful. That plane was good to us."

The crash didn't knock out the plane's radio, although after the crash most of the plane's instruments "went wild." Roebuck recalls hearing Flight Leader Thorpe's voice and they talked a few minutes and planned how they would get together again. Thorpe notified Canadian authorities and rescue was on the way!

Roebuck and Goddard started the hike down the mountain in a westerly direction, knowing they would reach the coast eventually. The fog was so dense, they tied themselves together with a rope and used the plane's compass to maintain their westerly heading. They took turns leading the way and carrying their baggage and broke out of the fog at about 500 feet after about five miles of hiking. They heard a plane overhead, looking for them, so quickly built a signal fire to create enough smoke for the pilot to spot them.

"We were able to communicate by Morse code, using my flashlight and their signal lamp. I was directed to proceed to a beach a quarter of a mile away and then some Canadians picked us up in a boat. We were pretty exhausted when we got to the beach," Roebuck remembers.

"Flight Leader Thorpe and Sanderson had landed their Kingfishers and Goddard went on with them to Alaska and I stayed behind, camped in a tent on the beach with six Royal Canadian Air Force men to see what could be salvaged from the Kingfisher," the pilots adds.

"The RCAF took some aerial photos of the wreckage and found a better route to the plane than the way Goddard and I stumbled out in the fog. The Canadians and I made about eight trips up the

mountain and carried out the machine guns, instrument panels and radio on our backs.

"The engine was too heavy so we loaded it on the right wing (the one torn off in the crash) and pulled it down the mountain till the brush got too thick. We then dismantled the engine and carried it the rest of the way to the beach. We reassembled it there and cleaned the machine gun. All this took two weeks. The crowning blow came later when, after all that work dragging the engine out, I heard the Navy in Seattle had decided the engine was unrepairable and junked it!" Roebuck said.

After all the salvage operations had been completed, the remains of the OS2U Kingfisher were left on the side of Mt. Buxton and Roebuck journeyed on to Alaska to join his squadron.

The years passed the wreckage by. It was discovered in 1963 by persons unknown. The Air Museum of Canada in Calgary, Alberta, heard of the wreckage and the wheels began to turn.

It was suggested to Paul Hellyer, Canadian Minister of National Defense that salvaging the plane would serve as a valuable practice operation for members of the Seal Island based Search and Rescue Flight, 121 KU.

The equipment usage was authorized and, in the spring of 1964, the wrecked Kingfisher was airlifted from its site (buried in two feet of snow) to Port Hardy on the north coast of Vancouver Island, which is only six miles north of Coal Harbor, the place where the Kingfisher had left from that day in 1942.

From Port Hardy, a C-130 Hercules airplane ferried the wreckage to their museum's headquarters in Calgary. Five years later, the wreckage arrived by sealed van at Wilmington North Carolina.