

IN AIRCRAFT CRASHES

Beacon helps 442, 440 save lives

Positive proof of the value of electronic search aids was given not once, but twice during the past couple of weeks, as 442 Squadron was successful in two searches in rugged terrain in the Canadian north. Searches that would normally have taken weeks to complete were, with the aid of personnel located for beacons and crash position indicators, brought to speedy conclusions. The first search had a happy ending; the other, unfortunately, did not, but at least the relatives were spared the awful uncertainty which accompanies the average search.

While in the search area, the squadron also prevented another pilot from becoming lost, and hence another statistic in RCC's grim summary of those who defied the law of gravity unsuccessfully.

The first search started Sunday afternoon, January 23 when Mr. and Mrs. Troy Hankins went missing on a trip from Whitehorse to Fort Nelson. They had planned to follow the highway and their last radio transmission was to Watson Lake radio from overhead Liard River. Shortly after that the weather began to deteriorate and the poor visibility in ice crystals caused them to miss a

turn in the highway they were following. The fact that there were good roads in the area that were not marked on their map also hampered their map reading with the result that they ended this leg of their journey at the upper end of a small valley on Yedhe Mountain, 20 miles south of track.

Once they became overdue on their flight plan RCC was notified and swung into action. The first step was to carry out a communications check to ensure the aircraft was actually missing and had not just stopped at an enroute airfield. Because the pilot had the foresight to carry an emergency beacon the next step was to start on an electronic search. This was accomplished that evening by a Hercules from Naino with negative results. As we found out later Mr. Hankins had not expected such quick action and did not have the beacon turned on when the Herc. was in the area. As well, the cloud and high winds prevented him from seeing or hearing the Herc. so he kept the beacon off to save the battery until he knew that aircraft were in the area.

The next morning at 5 a.m. Capt. Guy Campbell and his crew departed Comox for

the search area in the standby Buffalo. He was followed shortly by two Labradors from 442 Sqn. and later that day a Twin Otter from 440 Sqn. Naino joined the search team.

Guy and his crew reached the search area quickly and spent the rest of the day searching Hankins proposed track with no results.

Meanwhile the two Labs were laboriously plodding their way north to Prince George to refuel. The 50 Kt. + headwinds and the turbulence associated with the strong outflow did not make it an easy trip but with perseverance they finally landed at Prince George. By this time the wind and turbulence had subsided only to be replaced by poor visibility in ice crystals with the result that the choppers were unable to reach Fort Nelson that day and instead spent the night in Fort St. John.

Tuesday the Buffalo was to continue on track crawling and searching a possible alternate route while Capt. Ken Durrant and his Twin Otter crew were to search the area near the bend in Hawkins proposed route.

Meanwhile the two Labs were still on their diligent trek to Fort Nelson and finally arrived around 11:00 a.m. The short hours of

daylight and the poor visibility meant later starts but their timing was perfect. The choppers were no sooner refueled and ready to go when Fort Nelson radio received a call from Ken saying they had found the missing aircraft and required the help of a helicopter. Capt. Perry Cunningham and his crew left immediately for the crash site. There they found Mr. and Mrs. Hankins alive and well and extremely happy to see them.

The Twin Otter is certainly a cute little aircraft but Hankins went on to say that it was the most beautiful aircraft he had ever seen. Perhaps the cold was getting to him as he also felt the ride to Fort Nelson in the vibrating Lab. was the most enjoyable ride he had had.

It is worth noting that the happy and speedy conclusion of this search was due in a large part to the Hankins themselves. They showed common sense in the preflight planning in that they carried two weeks supply of dried food, adequate warm clothing for the 40 and 50 below zero temperatures, a rifle and most importantly they carried an emergency beacon. Because of their position in a tight valley it would have been a long

time before the aircraft was sighted visually if at all and in those temperatures time was of the essence. In this case it was the emergency beacon which made their rapid location possible and these beacons are heartily recommended for all aircraft. In fact the question most often asked is, "Why are these beacons not compulsory?"

CHECKING INDIANS

Wednesday the SAR crews dispersed, the Twin Otter to Naino, the Buffalo to Comox, one Lab on a northern trainer and Capt. Bill Leslie and his crew to Whitehorse for a lecture and demonstration tour. They gave the lectures that night on defensive flying but the demonstration the next day had to wait until they had finished helping the RCMP. This case centred around a band of Indians at Aishihik Lake with whom there had been no contact since October. The RCMP felt a check was necessary and Bill and his crew flew them to Aishihik Lake where the band was found to be in good health. The Lab. then returned to Whitehorse where the crew demonstrated some of the SAR techniques.

(Continued on page 3)

TOTEM TIMES

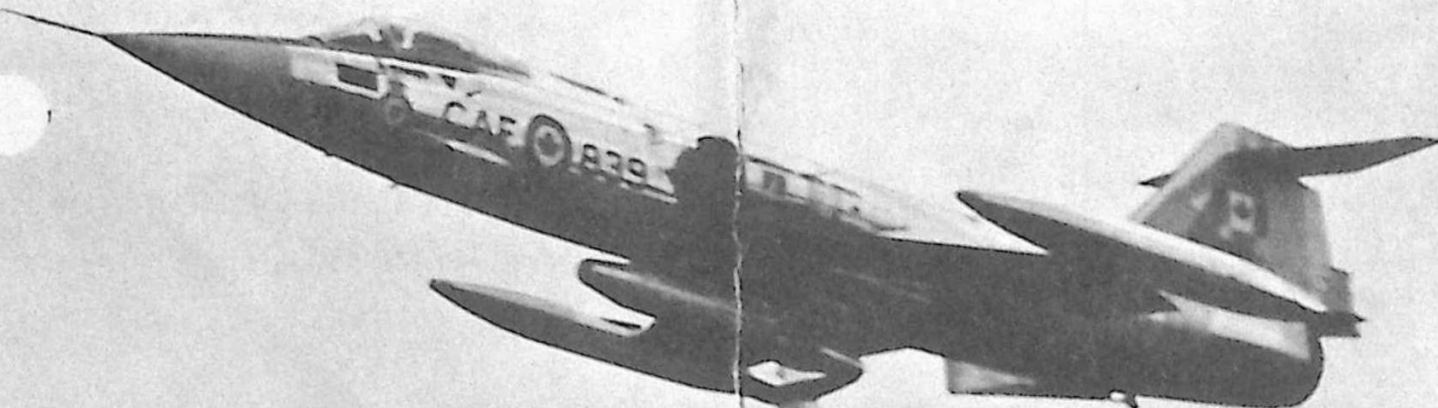
What would Dick Merrick say if Canex started selling insurance?

VOL. 14 NO. 3

CFB COMOX TOTEM TIMES

Thurs., Feb. 10, 1972

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SKIPPING HAPPILY through the air, shedding its restricted area pass, this CF-104 celebrates the freedom it gained from the CFB.

device hanging under the airplane is a container of strawberry milkshake. (Canadian Forces Photo)

For Air Div.

forces aircraft in the Canadian Armed Forces, the CF-104 Starfighter, terminated its nuclear strike role with 1 Canadian Air Group in Germany on January 1.

Affected by this change were 421 and 441 Strike-Attack squadrons at Baden Soellingen. Now designated tactical fighter squadrons, they have been assigned roles in involving conventional weapons. The third CF-104 squadron, 439 Reconnaissance-Attack Squadron, will continue its reconnaissance activities until July 1 when it will become 439 Tactical Fighter Squadron.

The Starfighter can carry a 900 pound bomb on its centre pylon and 1,000 pounds on each

will be fitted with the American-made M-61A 20-mm. rapid-fire cannon. The decision to end the nuclear role of the Canadian

Forces was announced in September 1969 as a follow-on to Prime Minister Trudeau's defence policy statement in April of the same year. This change of role for the CF-104s in Europe ends

Canada's nuclear, offensive capability. Defensively, Canada retains a nuclear capability in its CF-101 Voodoo interceptor squadrons at Bagotville, Que., Chatham N.B., and Comox, B.C.

Tax laws affect servicemen

OTTAWA (CFP) — Bill C-259, an amendment to the income tax act, became law on January 1, this year and it affects you — the serviceman. Basic policy of the new law is that servicemen shall be taxed in the same way as civilians. Therefore, all military personnel are now

required to file annual income tax returns and T-4 slips (statements of earnings and tax deductions) will be provided for this purpose.

Income tax deductions will continue to be made at source but retroactive adjustments no longer will take place. Instead changes will be made

when the member submits his TD-1 Form (employee's tax deduction return).

If you wife is working, she should have been deleted as a personal exemption by January 1. If you failed to do this you can expect a heavy tax bill next year.

Under the old system of taxation it was possible for a serviceman to earn up to \$50 of non-service income and not pay tax on it. That no longer is the case: he'll pay on all his taxable income for the year.

Monthly premiums paid for unemployment insurance will be allowed as deductions from taxable income when the serviceman files his tax return.

Under the new law, an annual exemption of three percent of gross salary, up to a maximum of \$150 without receipts, will be claimable as an exemption. This will allow for such incidentals as transportation, parking and special clothing. However, the military clothing upkeep allowance will now be subject to taxation, as will the uniform conversion grant for officers.

Also under the new law a change in pay resulting from a promotion or an incentive increase will be taxable as of the date the raise in salary occurred. Under the old system such increases were not taxed until the start of the following month.

The legislation covered by the new act is considered to be very complex and all of its ramifications are not yet known. Additional information will be provided as it becomes available.

Further information on this new tax legislation is contained in CANFORGEN messages 222 and 256 dated 050700Z NOV and 031300Z DEC respectively.

RUNS OUTFIT

Sergeant makes good

A one-time army sergeant who left the service over 25 years ago has returned to the Department of National Defence, in a vastly different role. Edgar J. Benson, who served with the Royal Canadian Artillery in Great Britain, France, Holland and Germany during World War II, has returned as Minister of National Defence, succeeding Donald S. Macdonald.

Since leaving the army in 1946, Mr. Benson has had a varied career. He attended Queen's University in Kingston and graduated in 1949 with a Bachelor of Commerce degree, and in 1952 he obtained designation as a chartered accountant.

In 1962, he began his political career, winning election to Parliament as a member for Kingston - The Islands. After the 1963 election, he was appointed Parliamentary secretary to the Minister of Finance, and in June 1964, he became Minister of National Revenue. The following year he became vice-chairman of Treasury Board, and in 1966 he was named president of the Treasury Board.

Since 1968 Mr. Benson has been Minister of Finance, a post he held until his recent appointment as Minister of National Defence.

How bi is your lingual?

OTTAWA (CFP) — As of January 1 this year your skill, if any, in French will be measured on a five-level scale. The change has been made to bring Canadian Forces language ratings into line with an internationally-used system.

Under the new system the numerals from one to five indicate proficiency on a rising scale. A zero means you have no measurable skill and an eight means that you were unable to attend when scheduled for testing.

The actual ability rating process hasn't changed. There are still four tests to determine how well you can understand both spoken and written French and how well you can speak or write it.

Airmen save driver

Several unidentified servicemen from CFB Comox saved the life of Corporal Bruce W. Hayhurst, whose car went out of control on Anderton Road Monday morning.

When the car bounced to a halt in the ditch by the side of the road, it was upside down in several inches of water. Corporal Hayhurst was trapped inside, with his head below the water.

Several passing cars rolled to a stop and their drivers rushed to the stricken car. Realizing that the driver was stuck, they lifted the automobile, and pulled Corporal Hayhurst to safety. He was taken to base hospital where he was found, amazingly enough, to be suffering from superficial injuries. The car was totally destroyed.

The good samaritans then carried on to work, before anyone could get their names.

New houses at Kingston, V'cartier

OTTAWA (CFP) — The Canadian Armed Forces' latest construction program, ranging from living quarters in Kingston to housing and schools at Valcartier, will benefit officers, junior ranks and school children.

At CFB Kingston 20 new, junior officer suites and 30 student officer quarters will be constructed. As announced last October, Valcartier is to get 230 married quarters and additions to its three schools.

At Kingston some of the quarters were substandard: 69 officers were housed in two buildings built before the Second World War. Apart from that, there just wasn't enough space. Then, on September 1 last year, the situation became critical when CFB Clinton, Ont., closed and many of its personnel moved to Kingston.

The 20 suites for staff officers will consist of a bedroom, sitting room and bathroom — total floor space about 350 square feet each.

The 30 new student officer quarters will also be single occupant dwellings but will be smaller in size. Both the staff officer and student quarters will be built near the Vimy Officers' Mess. Construction begins this spring and should be completed in April 1973.

At Valcartier the requirement for new facilities is based on two factors. First, a survey by Central Mortgage and Housing Corp. shows that local housing is insufficient to meet the military's needs. Second, troops of 5e Groupement de Combat based at Valcartier must be housed close by and be available quickly if they are to be truly combat ready.

The housing units will be a mixture of semi-detached and row-units and will range in size from three to four bedroom dwellings. The construction is expected to last from early summer this year until the fall of 1973.

With more families at Valcartier, there will be an automatic requirement for more school space. To this end single-storey additions will be built on to the three existing schools. These will provide 10 more classrooms; larger libraries and more office space.

The pupils who will benefit most from Valcartier's enlarged schools will be those in Grade 8. When the classroom additions are completed in December 1972 these students will no longer have to travel 20 miles to Quebec City each day for schooling.

Air cadets plan summer

OTTAWA — For more than 8,000 air cadets this summer will again be the highlight of the year as they engage in a wide range of activities at Canadian Forces bases across Canada or take part in exchange visits to one of 13 foreign countries.

Most of the cadets will go to summer camp where, for two weeks, they will pursue active programs ranging from sports to sight-seeing tours. They will also experience silent flight in air cadet gliders and a somewhat noisier passage through the

air when they take familiarization trips in military aircraft. Other cadets will take technical training in a variety of skills involving aero engines, aircraft instruments, safety systems and radar.

Some 240 cadets will be selected for a six-week senior leaders course at CFB Borden where they will be trained to handle positions of greater responsibility. Others will take physical education and recreation training courses at CF bases Esquimalt, Borden and Valcartier. These courses are so demanding that cadet

candidates must demonstrate an acceptable standard of physical fitness to qualify for selection.

Another course which is of a rugged nature is the ground search and survival course to be held in the foothills of the Rocky Mountains. For two weeks selected air cadets will be taught to live "off the land" and will learn how to search for persons missing in the bush.

For 250 air cadets dreams will come true this summer when they begin flight training leading to private pilots' licences and air cadet flying badges. This training will be carried out at various flying clubs and schools across the country.

About 60 cadets will be sent overseas on the International exchange visits program. Of these, 25 will go to Britain, ten to the U.S.A., four to France, four to The Netherlands, three to Israel and two cadets each to Norway, Sweden, Austria, Belgium, West Germany, Switzerland, Spain and Portugal.

As in past years the highly popular air cadet movement has again planned a dynamic summer program for its members — the young men of today, the community leaders of tomorrow.

Good year for searches

Canadian Forces Rescue Coordination Centre, Victoria, chalked up another busy year in 1971 according to the statistics released by the centre today.

In the Pacific Region search area which includes the Yukon, aircraft incidents increased from 96 to 129; marine from 1,052 to 1,120; and mercy missions-missing persons from 180 to 219. Communication checks and miscellaneous incidents

decreased to 147 from 222. In addition, the Victoria Rescue facilities were instrumental in saving 114 lives in 1971 an increase of 15 over 1970.

All told, the RCC logged a total of 1,615 incidents in 1971. The upward trend in search and rescue activities is reflected in the figures for 1970 and 1969. In 1970 the RCC handled 1,550 incidents and in 1969 the total was 1,149.



L. COL ANDERSON, the base fitness and technical king, slowed down long enough to present Corporal Pete Mugford with a Certificate of Award that Pete had earned for designing a device to control entry to explosive demolition areas. Two hours after this photo was taken, L. Col Anderson had to slow down again, this time to present Pete with a brand new set of sergeant's hooks. (Canadian Forces Photo)

Lithos for sale

OTTAWA (CFP) Professionally photographed color lithographs depicting a wide range of Canadian Armed Forces equipment and activities are now on sale to the general public. There are 14 pictures in all and they sell for five dollars a set or 50 cents each.

Of interest to airmen are lithographs of the CF-5, T-33, Boeing 707, CF101 and CH-113 Labrador.

For sailors there are color plates of HMCS Skeena taking on fuel, HMCS Annapolis with a Sea King helicopter in anti-submarine operations, HMCS Portecout and HMCS Bras d'Or. For submariners HMCS Okanagan poses, outboard.

Of interest to pongos are lithographs showing an armoured personnel carrier charging through the snow, troops disembarking from a Hercules in the Arctic, infantry putting in a helicopter attack and soldiers training in the desert.

The color plates measure 13 by 17 inches and are printed on good quality white stock measuring 18 by 22 inches.

Orders, accompanied by cheques or money orders made payable to the Receiver General of Canada, should be sent to:

The National Museums of Canada, Marketing Services Division, Room 926, Century Building, 360 Lisgar Street, Ottawa, Ontario, K1A 0M8.

Hazard pay for EOD

OTTAWA (CFP) — Exceptional hazard pay has been approved for members of explosive ordnance disposal (EOD) teams, retroactive to October 1, 1970.

The amount is \$50 per incident and is payable to an officer or man who, when ordered to do so, carries out normal disposal procedures on a known or suspected makeshift bomb.

EOD specialists who may qualify for the new hazard pay are clearance divers, field engineers, ammunition technicians, air weapons technicians and their officer counterparts. Some 200 of them are located with EOD teams in Canada and with Canadian Forces Europe.

Unlike paratroopers, submariners and divers who get danger pay on a regular, monthly basis, EOD personnel will be paid by the incident — and not all incidents qualify.

For example, in the year ending August 31, 1971, there were 570 calls for service EOD teams. Of this total an estimated 52 incidents were classified in the exceptional hazard category. The rest, involving routine disposal of commercial explosives or military explosive devices, were considered to be part of an EOD man's normal work.

By awarding exceptional hazard pay the service recognizes the high risks faced by EOD personnel. It has nothing to do with "incentive". In the game nobody is beating down doors to get a piece of the action!



AFTER THREE YEARS of work, the Payot family of Winnipeg have completed a detailed scale model of a Canadian Forces CF-104G Super Starfighter. Built on a scale of 1 to 5 1/2, the model is authentic right down to the uniforms and badges which were the handiwork of Mrs. Payot. Sergeant Phil Payot and sons, Darryl, 20, and Stephen, 18, now have a full time job trying to keep the 104 serviceable. (Canadian Forces Photo)

Nighthawks Nest

Spring arrived this week in Comox and the annual 409 Squadron rites of spring have begun. Once again gaggles of Nighthawks have been swarming to the sundeck to watch the various flying tricks, performed by our steady eyed one-oh-wonders. Currently, Major Mo and Major Sosnokowalskichucnik have been leading the display, with their wing takeoff competition; with the prize at stake being a post-flight beer, owed to the person who got the furthest ahead, or behind, on a formation lead. Both contestants seem to have more than the average number of quarters for the shiny new beer machine in the officers' mess.

Speaking of the rites of spring, John Laidler will be heading down to Victoria for the annual Young Peoples' Ball sponsored by the Lt. Governor of B. C. John has been on leave for the last two weeks, presumably to rest up for the onslaught of the bevy of beauties he expects to encounter.

For some strange reason the base had trouble getting bachelors to volunteer for a free party, complete with the trimmings (girls). Dale Kilshaw is going, so 409 would have a cross-section representation. Even though it may sound bad, everything is

above board, because he is taking his wife. The number of bachelors officially dropped back to the normal establishment of 3 pilots and 1 nav, when Phil Schreiner married last weekend. Phil flew off to England as part of the ICP course after a short stay in the Maritimes. Since he went along, ICP takes on the new meaning of Intensely Celibate Pilot in this one case. There are signs that he and his new wife are about to return to Comox; as anyone searching for a parachute in the safety equipment room will testify. In every corner could be found trunks and loot of various description.

More happenings in the equipment room: Major Grip was so interested in his surroundings that he grabbed his parachute in a new and clever way and enabled the safety equipment troops to get some extra practice in repacking his chute. Perhaps he felt it wasn't fair that the T-33 pilots have all the chute popping glory.

Lance-by-Chance Chambers is on another sports equipment kick. When he found he couldn't use his scuba equipment because of all the ice on the water (he kept bruising his body trying to jump in), he decided to take up skiing. Lance, not being

one to do things halfway went out and bought himself some solid gold ski boots. Well, at least they cost more per pound than gold.

If anybody has been wondering where Harry Chapin is now working, rest easy. Harry is now located in the Brain trust H-hut injecting his own particular administrative know-how into the workings of the BPServO office.

There are rumours going around about Tats having to take a test soon, to prove his

Winter war tests army

About 600 soldiers of 3rd Battalion, Princess Patricia's Canadian Light Infantry, left Victoria Feb. 23 by air to participate in a winter training exercise at Chilcotin training area near Williams Lake.

The exercise, called Rapier Thrust II, will last until Feb. 19. According to 1st Combat Group Commander, Brigadier-General C.A. Hamilton, "The purpose of the exercise is to train and practise a battalion battle group in a Defence of Canada operational setting under winter conditions."

Also participating in the exercise will be CF5 aircraft from Cold Lake, Alta., helicopter and Buffalo aircraft from CFB Edmonton and an air observation troop from CFB Shilo, Man.

Last year's 1st Combat Group winter exercise took place in Dundurn, Sask., where soldiers not only "battled" each other but a combined temperature and wind chill factor of 75 degrees below zero.

Lt.-Col. Phil Roy, commander, 3rd Battalion, PPCLI, is expecting below zero weather at Chilcotin although he is optimistic the temperatures won't plunge to last year's level.

The "MUST" medical facility was developed by the American Garrett Corporation for the U.S. Army, from whom Canada is buying the unit.

Hospital a "MUST"

OTTAWA — A completely-equipped 100-bed transportable field hospital — capable of providing initial support for military or civilian-emergency requirements within an hour after arrival on location — has been ordered for the Canadian Armed Forces at a cost of \$2,835,000.

Called the "MUST" system (Medical Unit Self-Contained Transportable), it will replace outdated equipment and shelters of the 1st Canadian Field Hospital at CFB Petawawa, Ont. Delivery is scheduled to be completed by August, 1973.

The complex, considered to be the most advanced concept

of its kind in the world, may be utilized under battlefield or civil-emergency conditions. It can also operate in temperatures ranging from 65 below to 120 above, withstand 80 mph winds, and snowloads up to 10 pounds per square foot.

Mobility and flexibility are achieved through a modular, building-block design, permitting erection to anysize complex, as well as transportation by Canadian Forces sea, land or air elements.

The equipment includes 11 air-inflatable shelters for wards, and eight rigid, expandable aluminum shelters

for surgery, x-ray or laboratory use.

A turbine powered utility element provides electricity, heating, air conditioning, pumping and heating of water, as well as air pressure for erection of shelters.

The 11 inflatable units each provide 1,000 square feet of space, with the eight expandable shelters each comprising an area of 230 square feet.

The "MUST" medical facility was developed by the American Garrett Corporation for the U.S. Army, from whom Canada is buying the unit.

By PAUL KLEM

The confirmation list for Master Corporals, that were left hanging 1 Oct. 71 and due 1 Jan. 72 finally arrived 1 Feb. Anyone that was expecting a supplementary list was disappointed. We hope the disappointment is only temporary since any additional appointments to Master Corporal and probably all promotions have been suspended until 1 Apr. 72.

We might have guessed, the usual problem is a lack of funds. Working to a tight budget has its drawbacks. I'm sure most of us have felt the effects of a right budget when some unusual expense has come up. The Defence Department is also run by people who run into the same problems. Maybe one of these days a computer will take control of our budget, and control our expenses so that there would always be enough money for any eventuality — even promotions, although I don't see it in the immediate future.

Voodoo Nuts, Bolts and Volts

The DEVIL (Development of Integrated Logistics) is still having its problems with the computer. Maybe our friendly supply people will straighten things out before too long. We're still getting the wrong parts under the right numbers. I understand some of our supply people are already scheduled to be replaced by a computer.

WO Floyd Smith and his Servicing Control Crews are constantly being dazzled by all those RED lights. It seems to me, the blue and green ones would be much easier on the eyes and nerves!

Snag Control had to get an extra issue of grease pencils to keep their serviceability

board up to date. WO George Allen of the I & E Section is getting more than his share of grey hairs trying to direct all his mini volts along the right wires to the right places, on all of our shiny new camouflaged flying machines. With the able assistance of Sgt. Bob Bonner and Sgt. George Dawson, maybe they'll also find the answer to why the magnetic pole keeps moving out of position.

Our Peace Wing Acceptance and Aircraft Maintenance crews are holding their own with only two more aircraft due in. Things got a little hectic in Number 3 hangar last week

when one of the boys got trapped in the cockpit of a Voodoo with the canopy locked. The best one can do in a situation like that is grin and bear it, until someone figures out how to open it. Meanwhile back in the Engine Shop our last compressor change is being pressed, which will wrap up an unproductive cold weather repair program. It appears the last few weeks have taken their toll. Col. John Novak came to work one morning with a long sad face. It seems his prize rooster just couldn't take it and froze dead in his tracks. It just goes to show if the pot don't get him the weather will.

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407 Ramblings

The recently arrived quarterly promotion message was the most welcome release from the banks of the Ottawa in a long time insofar as five of our 407 stalwarts are concerned. Either already sporting the adornments of their new rank, or soon to do so, are WO G.W. Ruscoff, Sgt. J.G. Roy, Sgt. I.B. Ruthven, Sgt. B. Tanner and Sgt. C.E. Boyce. Congratulations, chaps.

AVIONICS

First, the welcome mat is out for a few recent arrivals. Sgt. Beard has joined the boys in servicing and seems to be thriving on a diet of heater snags. Al Grinnell reported in from Europe and has been heard to express a great desire to get back to Bagotville, to each his own, Al. Another newcomer is Steve Prokop who, like Al, left the weinerschnitzels and Lowenbrau (sorry Mr. W.A.C.) behind in Baden.

With so many deployments coming and going, the faces in the section seem to change every time one looks around. Anyway, have fun guys!

Our B league hockey team still appears to have a lot of cheering support, particularly our CHL goaltender who has had the opposition skate by his net after a score saying, "thanks for being Good-man". (That's sick). It appears as though we have won third spot in the league and the sight of a few cheering Avionics faces in the stands would be very nice when we start into the playoffs. Incidentally, WO Schreiner has moved up from the status of spectator to take over the coaching reins of our puck-chasing aggregation and we wish him more luck than his elevation to Avionics Repair appears to have gained for him — OSMET has recommended deletion of that position. Meanwhile, WO

Raymer can breathe easier for a while since a position was found for him in Projects. **TORP TOPICS**

The hot news item for this issue is George Ruscoff's promotion to Warrant Officer and the simultaneous automatic advancement of Mrs. Ruscoff to Master Warrant Officer. Congratulations to you both. Sgt. Jack McNaughton was a recent visitor to Camp Borden where, as a member of the base rink, he participated in a service-wide armament bonspiel. Many old acquaintances were renewed during the period and reports have it that the clanking of steins could be heard as far away as Barrie. Our boys acquitted themselves quite respectably with their two wins and two losses.

Speaking of curling, it has been said that it couldn't be done, but it has: Roy Covey's rink has finally won a game in the local Hangover League.

Wednesday, 26 January, was a good day for the section volleyball team when a well co-ordinated offence resulted in a staggering five wins as opposed to a single loss.

The section athlete of the month award goes to Denny Wickiam who plays on one of our B League hockey team forward lines as well as the section volleyball team and has proven himself to be an outstanding competitor at both games.

The recent cold weather undoubtedly gave a promotional boost to the sale of combination long johns and at the same time reminded us of a little ditty we used to recite as kids:

I bought a pair of combination underwear,
To keep out the cold and grizzly air,
Wore them for six months and got an irritation,
Couldn't get them off because I lost the combination.



AND SOME FOR GARBAGE

Millions for defence

OTTAWA (CFP) — At Canadian Forces Base Rockcliffe, Ont., money is being made in garbage removal — \$12,000 to be exact.

That was just one of the 100 unclassified contracts awarded to Canadian firms, in the \$10,000 or more category, on behalf of the Department of National Defence during the first 15 days of December 1971.

The statistics released by the Hon. James Richardson, Minister of Supply and Services indicated that defence contracts awarded during this period amounted to \$5,664,893.

The largest single contract awarded was for \$612,998 to Chrysler Canada Ltd. of Toronto for 213 panel trucks.

Other contracts of interest included a \$120,000 snow and ice removal bill for CFB Kingston, Ont., from

November 1, 1971 to April 30, 1973. Snow removal at CFB Uplands, Ont., was arranged from November 25, 1971 to April 30, 1972, for \$19,000.

Peeping Toms near Canadian Forces Base Suffield at Ralston, Alta. will be thwarted as a contract for \$10,369 has been awarded for the installation of draperies in the Permanent Married Quarters (PMQs).

The shivering PMQ residents at St. Hubert will see the installation of forced air furnaces in their residences at a cost of \$14,000. Their equally cold counterpart PMQ dwellers at CFB Winnipeg, Man., will see the installation of storm doors and windows for \$13,958.

The installation of power driven humidifiers for suffering PMQ residents of CFB Chatham, N.B. should relieve

the dry air problem there at a cost of \$14,332.

Things are shaping up also for PMQ residents at CFB North Bay, Ont., with the awarding of a \$15,000 contract for interior painting of the government owned houses.

PMQ residents in the dark at CFB Petawawa, Ont., will finally see the light when installation of lighting fixtures at a cost of \$24,059 commences. The replacement and maintenance of lighting fixtures at CFB Calgary, Alta. will cost \$13,725.

Maintenance and repairs to HMCS Ottawa and the Canadian Naval auxiliary vessels Fort Frances and Quest will cost \$38,747; \$48,369 and \$22,317 respectively.

Oh, Yes — CFB Rockcliffe personnel should think about spring cleaning soon. The \$12,000 garbage removal contract expires March 31.

A FLIGHT COMMENT
Good Show Award was presented by L. Col. Haire to Cpl. O. E. Harvey for finding a crack in an Argus engine cylinder while

carrying out a Primary Inspection. Cpl. Harvey's thoroughness probably prevented the break up of the cylinder and a resultant in-flight emergency. (Canadian Forces Photo)

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Beacons save lives

(Continued from page 1)

The Friday departure was delayed 24 hours due to mechanical difficulties but by Saturday they were under way again. This time they were enroute to Comox via Fort St. John when another emergency presented itself. **HELPING THE LOST**

An American private pilot was flying from Prince George to Fort St. John when he became lost. He had radio contact with Fort St. John and told them he was going to try to find a landmark. The Lab. was approaching Fort St. John when the crew heard this transmission. The co-pilot, Capt. Barry Farnham, asked the lost pilot to give them a long count so they could get a homer fix on him.

This he did and Barry then suggested that he take up a heading of 330. Again he complied and by following directions he was able to reach Fort St. John in 30 minutes. The timing was quite close as he landed with only 20 minutes fuel on board. In this case the fast action of the Lab. crew had again prevented a possible tragedy. **BEACON POINTS TO TRAGEDY**

On landing at Fort St. John, Bill made the customary phone call to RCC and was told to remain in the area to help look for an aircraft that had just gone missing on a flight from McKenzie to Robb Lake.

The missing aircraft was a Beaver on skis owned by Northern Thunderbird and flown by a Peter Davies. He was on a freight run and did not have any passengers on board. Part of his emergency gear was an emergency

beacon so the first part of the search activity was an electronic search. Captain Gary Foster and crew took a Buffalo from Comox Saturday evening to carry out this part of the search. Again because of the beacon, the Buffalo was able to find the missing aircraft before midnight. The valley the Beaver was in was covered with cloud and they were unable to see the wreckage and thus unable to tell whether the pilot had survived or not. But at least they had a position.

The following morning Bill and his crew went in to the site along with a helicopter from Northern Thunderbird. There they found that the pilot had been killed in the crash. The beacon had turned on

automatically and the quick location of the wreckage at least saved relatives and friends from suffering the long days of waiting.

ATTEMPT TO SAVE HIKER
The next call for help didn't come until Monday afternoon. This time it concerned a 15-year-old boy who had fallen into a ravine near Pitt Lake.

A Labrador, flown by Capt. Frank Willis and crew, was dispatched immediately to the scene of the accident.

Unfortunately these rescue attempts were in vain as the boy had died in the accident. The rescue team then carried the body back up to the Lab. and from there it was flown to the waiting RCMP. Another accident had ended on a tragic note.

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Thurs., Feb. 10, 1972

CFB COMOX TOTEM TIMES 3

DEMON DOINS

By SCREWDRIVER

There are congratulations in order for a few Demon families, namely Tony and Ellen Davis, on the birth of a son, Ray and Maureen Windsor, on the birth of a daughter, and, belatedly, Dave and Betty Thompson on the birth of a daughter. Was anything special happening nine months ago, I wonder?

Bill Ainslie has moved into Standards, passing the con of crew 3 to Major Ron Beecher. Don Robinson has apparently finally completed his check ride for an "A" category, and Bob Brown of Crew 5 was successful in his quest for a "B" cat. J.P. Le Boeuf, crew 6, has completed his check for "A" Category, but at this writing the results are not yet in. With all of this fervent activity in the standards section there will undoubtedly be crew changes in the future. While still on the personnel side, Martin Vogt has been promoted to Captain, and Cpl. Roy in the Sqn. O.R. will be Sergeant Roy in March. Congrats.

There have been several changes in the allocation of space in 7 Hangar recently, the result of the training staff moving here from the Headquarters building. Although the training people are now within easy reach of the crews the move was not made without causing some problems.

About a year or so ago, the space allocation in the squadron area of the hangar was changed, giving the crews smaller crew rooms, but allocating three larger areas as training rooms and one other area as the ASW library. One of the training rooms was immediately liberated by the Flight Engineers, a move which caused no great problems. With this latest change, however, the ASW Library is now the Tactics Officer's office, and the larger of the crew training rooms has been

taken over by an as yet unidentified group. This leaves the smaller room, which has become a convenient repository for apparently unwanted furniture from the overcrowded crew rooms. Which leads to my question: Where, in 7 Hangar, can a crew hold a crew meeting?

In case anyone has noticed Sandy Fraser around the Mess at all hours of the day and night, there is a very good reason for it. Sandy is acting Mess Manager during the absence of Cpl. Fleet, which may explain his recent penchant for pink shirts, purple ties and dark blue jackets.

REPORT FROM CREW FIVE

Crew 5 started the new year off right with a very pleasant trip to the island of pineapple and Mai Tais. We all enjoyed the beaches, BX's and bars though not necessarily in that order. Needless to say, it was a rather reluctant group that gathered for the departure back to Comox after less than 48 hours in the balmy climes. We did, however, manage to bring a little bit of the Islands back with us judging from the amount of pineapple unloaded at Comox.

There are a few new faces around the crew room lately. We would like to welcome Capt. Ken Weaver and Major Tony Davis to VP 407 and especially to crew 5. Both are recent graduates of the MOAT Course. John Clough is on the 'other' coast on the Captain-TACCO course, so Paul Dubois is filling in as First Officer. CWO George Howard has left the crew to devote more time to his duties as PMC of the Sergeants' Mess. I suppose fuel consumption will increase now that George is no longer on the crew. Welcome aboard to MWO Peter Orosz, who is the new crew lead FE.

Captain Rick Collins has also joined the crew as

TACCO during the absence of Martin Vogt who is serving time on the AANC course in Winnipeg. Welcome back to Lt. Dave Mosher recently returned from the French Course. Perhaps the quality of the box lunches will improve now that Dave is back.

I had notification of only one new arrival since the last instalment. The Demons welcome Cpl. Rod Nixon and his wife Francis. Prior to becoming an Observer, Rod saw service at 3 Wing, Bagotville, and Portage, all as an AFP.

If any of the crew PIO's read this column, please remember that we depend on your help to write this tome. All submissions should be in the PIO's box in the Squadron OR on the Friday prior to publication.

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EDITORIALS

Bilingual airplanes

A recent revision to CFAOs details the procedures to be used for signs and markings of DND property and equipment. In most areas, the changes in the merely codify procedures that are already in effect. They say, for example, gate at CFB Comox, should be in both official languages, and they spell out which language should have the predominant position on the sign. As precedence in English-speaking areas, and French takes precedence in French-speaking areas. The order also lays out which areas of a sign are considered to be the predominant areas. (For vertical signs, it's the left-hand side. For horizontal signs, it's the top.)

Where the new order will change things is in the system of marking aircraft. Currently, Canadian Forces aircraft ricochet around the world bearing Canadian Armed Forces on one side of the aircraft, and Forces Armees Canadiennes on the other side, an arrangement that has prevented any of the teapot-tempests that have plagued the solicitor-general's department.

But this practice will now cease. Both legends will now appear on both sides of the airplane, in equal size printing, and before all you Anglo-Saxon bigots out there reach for your pens and start bending the editorial ear about a French conspiracy, be advised that English will have the predominant (top)

position, except for when the airplane is upside down.

Regardless of which language occupies which spot, this solution has about it all the unsatisfactory airs of a compromise that has been advanced for want of a better idea.

And perhaps there is a better idea. We are by now accustomed to Radio Canada, Air Canada, Information Canada and a few other things that mean the same in French and English.

Therefore, why not paint Forces Canada on the airplanes, and be done with it?

It has the advantage of being short, so that larger letters can be used, and it means the same thing in either language, which will cut down on the workload in the art shop, and it will save having a bunch of typographers crawling over small airplanes wondering where they can put all the printing that will be required by retaining the Forces Armees Canadiennes - Canadian Armed Forces motif.

Forces Canada is simple, dignified and is more fitted to be painted on airplanes than the Canadian Armed Forces - Forces Armees Canadiennes, and notices saying that this airplane is in its fourth printing.

Let's solve our language problem by adopting a bilingual name that can be painted on the airplanes. Forces Canada fits the bill, and it will fit the airplanes, even down to the smallest Musketeer. Forces Canada, anyone?

Biting the hand that fed him

The spectacle of a former serviceman sniping away at the Canex complex, as one did on the front page of yesterday's Comox District Free Press, is almost transfixing in its effrontery. One can understand local merchants being unclear as to the real nature of Canex, and somewhat fearful of its effect on their businesses. To them, Canex undoubtedly seems to be competition that they could well do without, set up with no useful purpose in mind. To have an ex-serviceman making uninformed comments can only serve to fan their fears.

The purpose of Canex is not the bankrupting of local merchants. Rather, it is an attempt to provide for service communities, most of which are far less lavishly endowed than CFB Comox, with some of the amenities that civilian communities take for granted.

Servicemen who are subjected to compulsory moves every three or so years are not in much of a position to acquire a proprietary interest in skating rinks, swimming pools and other such recreational outlets as their more settled civilian brethren. In many cases, although not here, the service community is remote from the civilian community, and the civilian facilities are not available to the servicemen, and would be hopelessly overtaxed if they were. Again, at the remote sites, with which Air Defence Command abounds, the limited number of servicemen on strength makes it very difficult to raise the money that might be required for,

say, an ice rink, and no government funds are available for such projects. If these amenities are to exist, and anyone who has spent the bulk of his career hopping down the radar chain from Holberg to Barrington Passage will heatedly tell you that they should, then the servicemen must pay for them. Canex, which is essentially a consolidation of the old dry canteen operation is the agency that makes all this possible.

CFB Comox needs a Canex because some of the profits from its operation go to provide better facilities at CFS Outback. And why not? Servicemen from Comox can readily be transferred to Outback where their need for amenities is the same as it is here.

But Canex can only build all these wondrous things if it makes a profit. And as more than one disgruntled caller to the TOTEM TIMES "How Come?" service has pointed out, often at tiresome length, that profit brings the prices up to about the same point that one might find downtown.

Occasionally, Canex serves more than just the service community in its local area. One need look no farther than Glacier Gardens, which is open to all comers. It's the sort of thing that Canex can do, and it's the sort of thing that no one else around here seems willing to do.

There are two sides to every story, and disgruntled ex-servicemen scurrying for votes would be well advised to learn both of them.

Bring on the beacons

Within the past couple of weeks, 442 Squadron has been involved in a couple of major searches. In both instances, the downed aircraft were in rugged terrain, far from civilization. Normally, such searches take weeks. The crews fly their aeroplanes into every valley, circle every mountain and scan every tree in an effort to find the downed aircraft and its crew. Often, at this time of year, abominable weather prevents them from searching all possible areas until a foot or so of snow has been dumped over everything.

But on these two occasions, things were different. Almost before the searches were properly underway, they were over. The downed aircraft had been found. In one case, the crew and passengers survived the crash. In the other case the pilot was killed.

The downed aircraft were not found because search and rescue crews these days are more hawk-eyed than they were in days past. Nor was luck a factor. The aircraft were found because their The aircraft were found because their The aircraft were found because their

Because of this, long, inconclusive searches were avoided. The couple who survived the crash of their aircraft were picked up and taken to safety before the extreme climate could kill them. The relatives of the pilot who was killed were spared a lengthy period of uncertainty. And, search and rescue crews were saved a lot of troublesome searching.

If saving work for search and rescue crews were the only consideration, emergency locator beacons would not be worth another thought. But it isn't. There are many other powerful considerations that cry out for making the use of these beacons mandatory.

442 Squadron is responsible for providing the search and rescue capability for all of B. C., and all of the Yukon and Northwest Territories west of

the McKenzie River. It is a large area made larger by the convolutions of a complex coastline and several mountain ranges. If the squadron is tied up with a lengthy search in, say, the Prince George area, it doesn't have much left to cover a search in, say, the Penticton area. With the increase in air traffic, it doesn't take much imagination to envision concurrent emergencies. If neither of these concurrent emergencies has a beacon, the resources available to deal with them are small indeed, as are the chances of finding anything. Even a staggeringly large increase in the available resources, at vast expense, would not begin to cover all the possibilities.

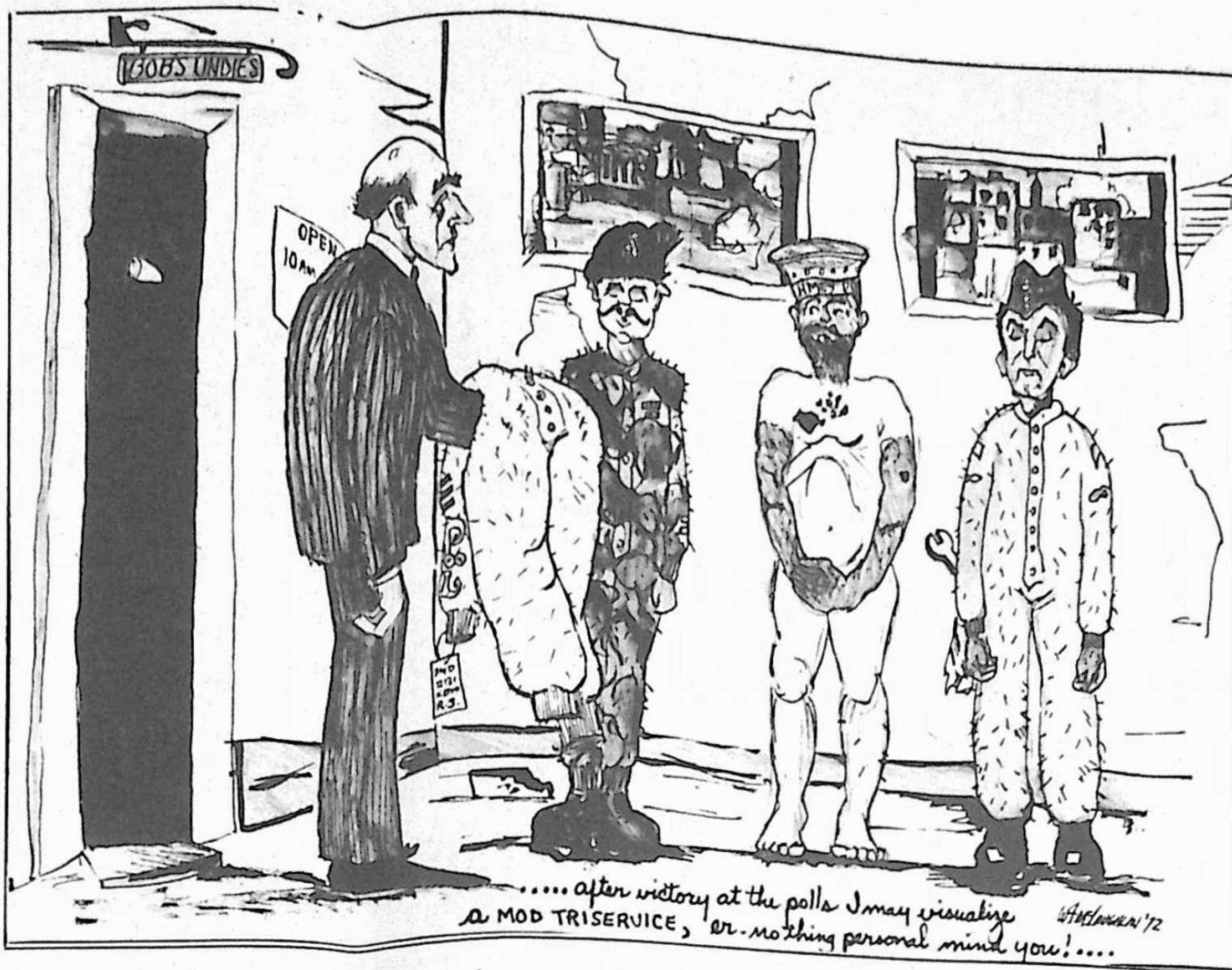
But the primary consideration is saving lives. The world's largest fleet of search and rescue aircraft cannot save any lives if it cannot find the downed aircraft. Emergency locator beacons now make it possible for them to do so even, as was the case last week, when no one survives the crash.

So why aren't they mandatory? The beacons have decreased in price to the point where even the most impecunious aircraft owner can afford one, and they have increased in reliability to the extent where they will virtually guarantee that he will be located, if only by his banker so that he might pay off the loan on his airplane.

It is high time that regulations required that all aircraft operating in Canada be equipped with either personal locator beacons or crash position indicators. Trusting to luck and 442's eyesight is all right as far as it goes, but in this country it doesn't go far enough.

A crash position indicator or personal locator beacon will go a lot farther to get a downed pilot out of the weeds and back with his family, and it will do the same thing for a search and rescue pilot too, so everyone benefits.

Let's have mandatory locator beacons.



AVic-Tory-ia's statement

Dis-integration for forces?

Recently, the leader of the opposition was quoted as saying that, should he be elected, he would study the unification of the armed forces. While not committing himself to any course of action, he did say that he felt that a lot of tradition had disappeared, and promised to look into the matter should he become prime minister.

In a fit of journalistic endeavor, our intrepid reporter strayed east of the Rocky mountains, and came back with these interviews.

Ottawa: BGen Howie Tzer: I'm totally opposed to dividing

the forces. Unification of our forces provided the opportunity for the balanced transitional concept outlined by Mr. Hellyer to be adopted in a synchronized incremental time phase projection with the resulting systematized digital distinction capability best exemplified by Mobile Command.

Our reporter, still intrepid, took this message to the crypto centre for decoding, but it proved to be, like all army messages, totally unintelligible.

Ottawa: BGen J.L.C.P.R. Duolanguie, Director of B and

B, and Chief of Winter Carnivals: "I think this will provide an excellent opportunity for the forces to expand their special roles supporting the cultural, linguistic, sociological and artistic character of our nations."

Ottawa: BGen B. Lighter (ANav) "I'm all for it. I got three promotions jumping on the last bandwagon and this should be good for a couple more."

Beyondville: Corporal (16 years) Phil Lipscomb: "As a

WASP I am reluctant to express any opinion. I'm looking forward to the clasp to my CD."

Halifax: RAdm "Salty" O'Shen, who was still nattily attired in a fetching midnight blue suit, "What was integration?"

As it was obvious that the proposal had not really stirred up the service(s) one way or another, our reporter returned to Ottawa to get cabinet reaction to the story. He was told, "Don't bother us now. We're all changing jobs today."

Helps cure blahs

Dear Sir:
Having read your last issue of the world's most famous "fish wrapper" ... Page one, para 2... "O S M E T" works from the ground up; starting at the Pte and Cpl Level... the team looks at the job and assesses the number and type of tradesmen required to do it. This group that "looks at the job and assesses" have been conspicuous by its absence as they have not looked at anything "ON THE FLOOR" in maintenance. One might say that possibly having come from Summerside and Greenwood they have already seen maintenance crews at work on the MIGHTY ARG1 before so when you have seen one you have seen them all. Quite true. I suppose, but if that be the case then why waste time to come out here to tell us we are wasting time.

Also on page one Jan. 27 issue - "CD not the only award for service". This new system appears to give the old "TIME INNERS" a second shot at priority four before most of us get out first. While one of the above mentioned gentlemen has for the sake of argument recently had a priority four trip and used his points to beat out a rookie in the 8 to 16 year bracket he now grabs a free gratis handful of extra points and jumps to the front of the queue for a second attempt. May I be so bold to suggest that they first give Service personnel priority over hippie clad dependents and others in the same class. It is maddening to see an airman in shirt and tie omitted from a manifest and then have to stand by and watch a mobile garbage can in mouldy sneakers boarding an aircraft. Anyone who thinks this does not happen is either blind or ignorant or both.

The Franglais Question is getting out of hand in my opinion. After unifying the "FUZZY BUMS, PONGOS AND PIGEONS" to make things more efficient the political and HEADSHEED boys turn around at the next breath and split again the factions they just merged. After three years in Germany coping with a foreign language I'll be damned if I am coming home to learn a third. The country's prison guards are having a bout with the same relative problem on shoulder flashes. Perhaps they should leave them blank and keep everyone guessing. How about new auto licenses with numbers written out in

anglophone and francophone for front and rear plates.

As for the credibility gap; perhaps it would be better to describe it as a chasm. I could write a full page on the pretences of some local food stores in particular, if their so called CHECK AND COMPARE, FEATURE TODAY, SPECIAL AND BUY AND SAVE items on at the regular price. One specialty is to raise the price of an article by 12 or 15 cents this week and next week mark it down to the original price and advertise it at a tremendous savings. I know of one instance where the special, in stacks on the floor, sold for a couple of cents more than the regular stock on the shelf around the corner. This is fact and I can quote item, store and price if need be. There was a mention of a proposed Co-Op in the area some time ago but I have heard nothing of late. If someone involved in this venture, if it got off the ground, would make some information available it would be appreciated. Possibly the Green Sheet would publish the information in the place of Magnus Opper's Weekly Column.

Thank you for allowing me the opportunity to air some of my beefs and also to test run a CURE FOR THE BLAHS.

B. J. Lavigne, Cpl.

Disappointed by coverage

Dear Sir:

I wish to bring an error in the last issue to your attention. The photographer Miss CFB was smiling for was Dave McNair, but for my husband, Jim Anderson. It's a small point, but I am very proud of my husband's talents and I feel that he should receive credit for them.

Another point I wish to make is the disappointment of the contest committee in the coverage of the results. A write-up was sent in with the film, but was not used. I feel that the many people (the judges, contestants, base sponsors, Gruen Watch Co., Golden Crown Knitting, Courtenay Florist, and the two-member committee) who helped to make a very successful contest all deserve public recognition.

My personal thanks to all the unnamed persons who helped smooth the bumpy road of organizing this type of venture.

Mrs. Margaret Anderson

Best offer today

Dear Sir:

We continue to tolerate your scurrilous articles, your slanted editorials, your grammatical criminality, your crooked advertising, your half-baked humour, and your fanatical adherence to lost causes, but if you don't correct the address on our subscription, this tolerance may disappear in the postal morass.

Be a sport. Update our address. We, in turn, will read your rag.

H. L. Graves
Lieutenant Colonel
CO 417 OTS

P.S. - Your rag isn't all that bad actually. It is probably the second-best base newspaper alive.

Ed Note: The Beaconville Bagel will be pleased to hear that.

Vote early, vote often

Dear Sir:

Your comment that, "One might find that one's statement of ordinary address for federal election purposes

is no longer up to date, and one would thus be unable to vote against the candidate who least turns one on," was certainly timely and just the reminder I needed.

If my memory serves me well - I recall that our representative for Comox-Alberni electoral district, advocated the phasing out of CFB Comox. This was during the last Federal election. I have not seen any indication of him changing his mind since.

This was reason enough for me to switch my vote to Comox-Alberni electoral district. How about you?

February is your last chance for this year. Next year could be too late.

Yours truly,
F. E. Perry

Cancer help

The newly opened Branch Office of the Canadian Cancer Society, located at 857 Caledonia Avenue, in Victoria, now have a full library of educational films and literature available to the general public, at no charge.

The films, ranging from the dangers of smoking, used primarily in school programming, through to some of the more personal aspects of the disease, requiring a medical person in attendance, are available to any bona fide club or organization on request.

Simply call 382-3414 or 382-3442 Monday through Friday, 9 a.m. to 5 p.m., with your request. The Society will be pleased to hear from you.

Drive for your life

Safe driving week comes once a year, but it should be followed through the whole 52 weeks of the year.

RCMP investigations and reports state emphatically that 90 per cent of the accidents are preventable and should never happen. Surely there must be a message in these statistics.

Car accident statistics point to different factors in each case, but impatience must rank as one of the greatest causes of accidents.

Impatience can be caused by many things, anxiety, anger, frustration. It has often been said that an angry or frustrated man should never drive until he has cooled down. How many of us heed this piece of sage advice? Not many, only when the inevitable crash or near miss occurs does the driver suddenly become aware of the fact that his emotional state was a factor. So often it's too late. If every driver would think for a moment of the dire consequences that could result from a car accident, our road casualty toll would be considerably reduced.

If they could only visualize the emotional impact of the wife, children and family, when they are notified of the victims in a car accident, it would be a big step in reducing these accidents.

Thousands are killed on the highway every year and the survivors bear the scars of the loss, often for the rest of their lives, thousands of others are seriously injured and crippled by needless accidents that could have been avoided.

Next time you have the urge to pass a vehicle that's not going as fast as you'd like or you see an open stretch of road where you can floor the accelerator - reflect a moment and think - is the extra risk and speed worth it?

How come?

One subject that has prompted a lot of calls to the HOW COME? robot at Local 377 is that of parking tickets. Over the years, some degree of official tolerance has been extended to people parking their cars on some roadways, such as the one which runs alongside the officers' mess, which are not really main thoroughfares. This tolerance was extended because, in some areas, there was insufficient parking space, and one was faced with the prospect of either dismantling his car, or parking it illegally, under the strict interpretation of base standing orders.

But time marched on, and more parking lots were built. It was no longer strictly necessary to park on some of these less-travelled roadways. Despite that, the tolerance continued. But one day the fire chief was out for a drive, and he noticed that the shortest distance between his trucks and some conceivable fires was often blocked by cars that were illegally parked.

His prompt complaint to the police chief was met by a prompt response. The tolerance which had been extended to illegally parked cars would be withdrawn. Signs would be posted, WRO entries would be promulgated, and tickets would be issued. Unfortunately, the ticket issuers were somewhat faster than the sign-posters and the WRO promulgators, and quite a few people were ticketed for parking their cars in the same slots that they had been using for some years. Because of this, those who received tickets before the signs were posted will not lose any points. However, those who continue to park in these now-forbidden areas will find themselves losing points.

The military police were also the subject of the next call from an out-of-breath pedestrian who wanted to know why the pedestrian gate, and the automobile gate too, were not opened at 0730 hours each morning. The answer to that is that 0730 is exactly the time at which the military police change shifts, and they cannot always make it to the gate on time. Rarely, however, are they as much as ten minutes late, and in that period of time one can easily drive or walk down to the main gate.

Let HOW COME solve your problems. Call the electronic secretary at local 377 and ask "HOW COME?"

Note: Those who called about miniaturized coveralls and Canex prices will get an answer next issue.

TOTEM TIMES

Read in the best news in the Canadian Forces

Published on alternate Thursdays, with the kind permission of Col. G.H. Nichols, Base Commander, CFB Comox

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Printed in Courtenay, B.C., by Comox District Free Press

The spade work continues

More than fifty CFB Comox personnel and dependants have expressed their interest in organized sailing since John Fox and I began our survey six weeks ago. Approximately one-fourth of those surveyed own a boat.

What happens now? The sailing club concept is of concern to three branches of the base command structure. First, the Base Recreation Officer must be satisfied that there is real — not casual — interest in the sport sufficient to earn his support and encouragement for the formation of a club.

Secondly, Base Admin and Technical Services will want to know to what extent a sailing club would affect base fund and facilities.

Thirdly, since granting a CFSA squadron charter is at the request of the

Base Commander, the Colonel must be satisfied that the case for organized sailing at CFB Comox is sufficiently well prepared and supported at all levels before he applies on our behalf. The gathering of information, negotiation and explanation of the sailing club project is being carried out by John Fox.

And so the spade work continues. Meanwhile, please be patient, continue to send in your names, and while you are at it, study your capabilities as possible executives. A sailing club needs as much skill on its committees as on the water, if it is to serve its members effectively.

Send those names to John Fox or Norm Blondel, phones 339-4216 and 338-8307 respectively.

Comox gliding club

By DANNY V. WEBBER

Our first General Meeting, called for the 20th of January, brought 30 interested Glider flyers to the Totem lounge. A somewhat modest turnout that yielded 25 firm members. (The rest of the following week contributed 41 additional to bring our present membership to 66).

Our president, Lt. Col. Sam Telford, opened the meeting with a presentation of our hopes for and advantages to the military community; possible link with the Air Cadet organization; the meaning of the soaring art as a Sport and what had been accomplished by the core of enthusiasts so far.

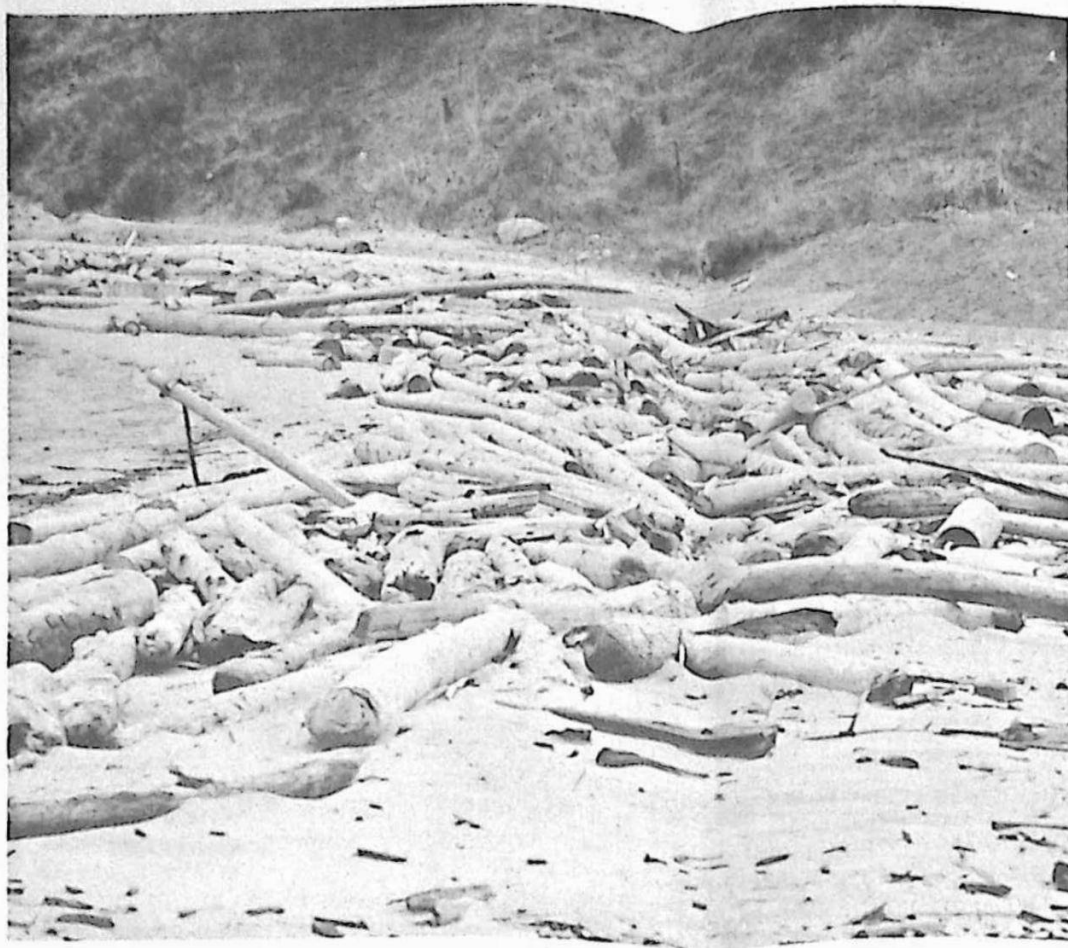
There followed an election of a Board of Directors. Capt. Ted Johnston is now doing double duty as Vice President and Treasurer; Sgt. Joe Wittington's technical expertise will be exploited as our Chief Engineer; Sgt. Joe Wood volunteered amidst cheers to the secretary's position; and yours truly to the responsibilities of Chief Flying Instructor. We like to think we have a very talented group to lead our club.

Our first chance at serious

flying came on the weekend of Jan. 29 and 30 — five hours of flying in good weather with the Voodoo people finished and little other traffic. Our new \$50 Tow-car worked as advertised for 18 fine launches; a very good rate with one Glider and launch crew. Average launches gave heights of 1400 to 1700 feet and 5 to 8 minutes of flying. Many thanks to Capt. Henry Dierwart for the use of his aircraft radio; that smoothed our operation considerably. Fun was had by all and we wait excitedly for a whole uninterrupted weekend of flying.

Station Fund again listened to our appeals at their last meeting when three Club members presented our case for their review. Everyone hopes they smile warmly at 'Budget Time' in the very near future.

An ill wind flowed over our plans this month when we recently learned the B.C. Air Cadet League is re-claiming their 2-22 Glider much sooner than expected. Consequently the end of February will see a temporary end to Glider flying at forces base Comox.



IF YOU'VE been lying in the sun on the Air Force beach lately, you'll have found that it's a bit difficult to find an area that hasn't been taken over by logs deposited by B.C.'s winter gales.

(Dave McNair Photo)

LOST AN ARROW

I know not where

By NORM BLONDEL

The CFB Comox Archery Club will begin shooting indoors very shortly, as soon as its safety procedures are approved.

An application to CFHQ for the use of the indoor rifle range has been okayed, and at print time, the safety rules will have been submitted. Sgt. Ralph Guthrie has carried the negotiating load — it's an involved business starting up a new club — and his efforts are about to pay off.

The range can accommodate six archers shooting the twenty yard distance, and is situated below MPHQ, opposite to the Base Hospital. Archers will be

notified when shooting is to begin, and it is hoped that we'll see a few spectators too. This sport grabs hard, and we'll be glad to help the process along. Interested? Call Ralph (T.R.) Guthrie or Norm Blondel. We wouldn't bullseye you.



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Armed Forces good sports

A special Armed Forces co-ordinating staff has been set up to help in the training and development of Canadians in international sports competitions.

Under Brig.-Gen. James C. Gardner, Director General Operations Land at CFHQ, the special co-ordinating staff will deal with all major requests for DND support for top-flight sports events. Requests will be screened by the Fitness and Amateur Sports Directorate of the Department of National Health and Welfare before being passed to CFHQ. Defence Minister Donald Macdonald has attached particular importance to the provision of DND facilities and logistic support for Canadian athletes preparing for the 1972 and 1976 Olympic Games, the 1975 Pan-American Games and other associated sports events and activities.

Arrangements have been under way since last September for the Forces to airlift personnel to Sapporo, Japan, site of this year's

Winter Olympics. Airlifts will also likely be the Canadian Forces' contributions to the 1972 Summer Olympics in West Germany, the 1974

Commonwealth Games in Christchurch, New Zealand, and the 1975 Pan-American Games in Santiago, Chile.

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