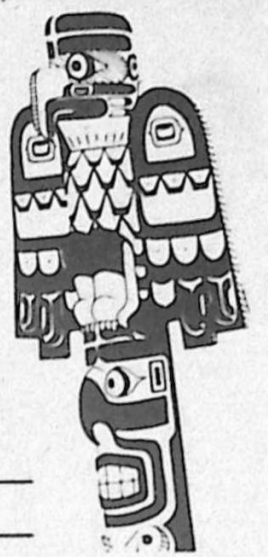




# TOTEM TIMES

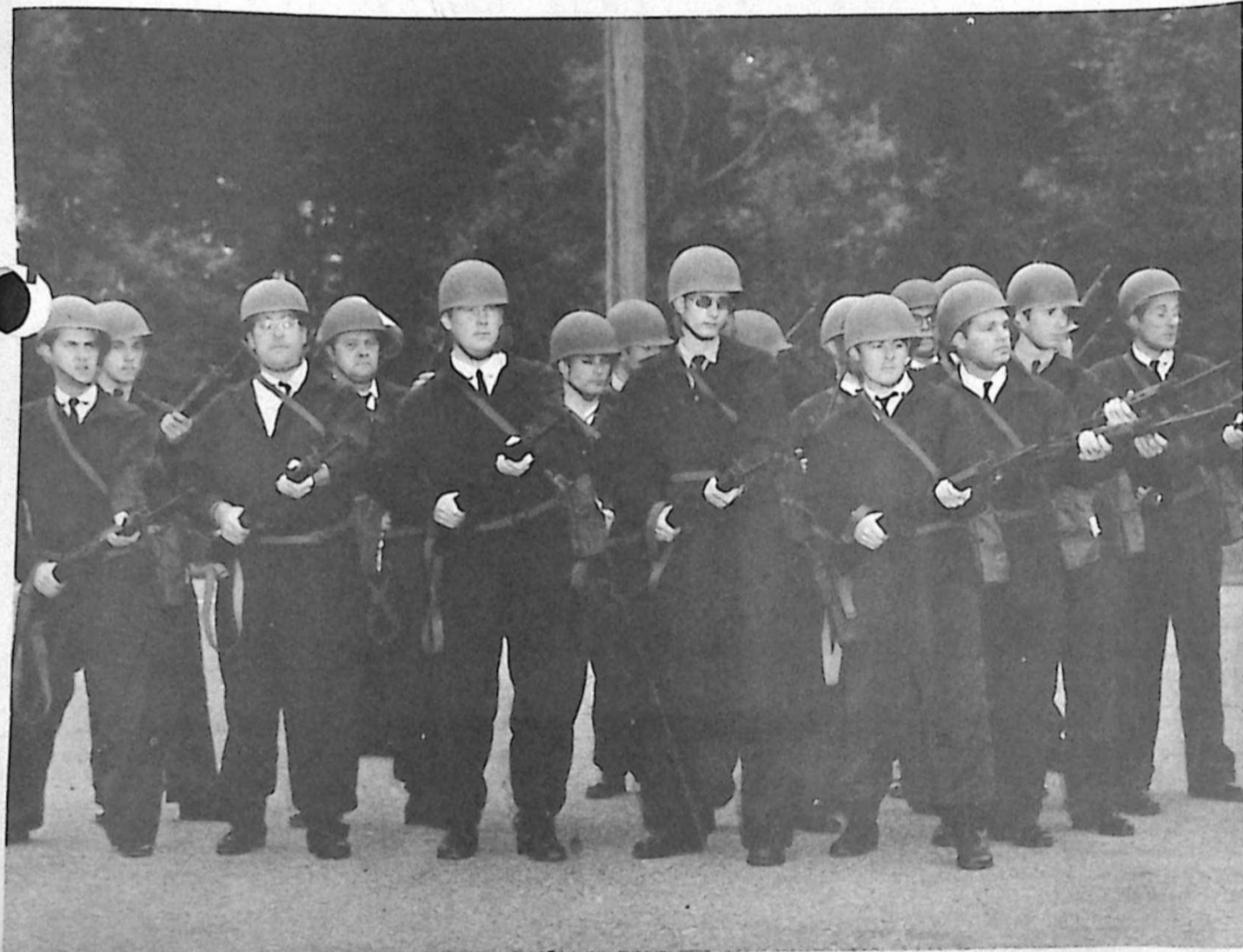


Beat Inflation — Marry a Princess

VOL. 15 — NO. 18

CFB COMOX TOTEM TIMES THURSDAY, NOV. 15, 1973

## Military Pay Raise Not Inflationary



"GUNG-WHO?!" THE WEDGE FORMATION... the fine cutting tool of the BDF used to break up the crowds - a penetrating force.

### The Base Defence Force

Base Defence Force (BDF) Course Number 7303 has just been completed. The course, within its ten-day span trains a group of "specially selected" - using the familiar SHAFT system - base personnel, from all trades into a 'dynamic force' of trained defenders.

The end of the course brought the BDF up to its required strength of three platoon strength, pongolese for a hundred. This third course was unique in many ways; it allowed the BDF to boast of three trained platoon commanders for the first time

- Capt. Jim Richardson who is normally all at sea juggling figures in the Accounts Section, Lt. John Power of the muscle mechanic division and Lt. Grey Waters usually knee deep in mud in the lagoon the engineers play-area.

The drill and crowd control techniques were covered by the experts, an elite training cadre of PPCLI from south of the Malahat, who were imported to provide the necessary military edge of excellence to the force.

All other aspects of training were conducted using base resources and all was made

possible under the 'gung ho' leadership of Sgt. Al 'Killer' Kuzminski with his assistants M.Cpl. 'Big Mac' MacDonald and Cpl. Paul Brown of the MP Training staff. In addition to the PPCLI expert assistance was provided by the Base Armament and Nuclear Defence sections.

The course proved to be quite an experience and time of awakening for the amory of the students - it took a couple of hours of being 'shouted at' to get into the rhythm of foot drill, rifle drill and range work again. Some even thought that it was a lot

of bull and malarky, but it takes time to respond accurately to the commands and 'New Military Drill'. New to everyone was the crowd control drill, terms like: Wedge and diamond formations - the sharp cutting tools of an efficient BDF. That a bunch of guys can be a section, sticks dangling on a string are batons, guns are rifles and the newer techniques of Crowd Control formations.

The final range practice was carried out in weather that grounded the flying program - marooned the MSE - but the BDF blasted away at the BULL, in defiance of all odds, under the kurt, krip commands and control of 'Killer Kuzminski'.

### CF Aircraft

#### UNEF Airlift

TRENTON (CFP) - Canadian Forces planes airlifted more than 500 troops, 43 vehicles and 115 tons of stores in just over 72 hours for the United Nations Emergency Force in the Middle East over the weekend (Nov. 10-12). The lift will continue for another week.

It was the largest airlift in such a short time. The troops, supplies and vehicles were moved in 20 flights by 707 and Hercules aircraft of Air Transport Command.

Not all the troops went directly to Cairo. Some are held at Canadian Forces Europe, Lahr, West Germany, for future deployment. Also 114 MAMS (Mobile Air Movements) personnel, who provide ground support for the Air Transport Command planes have been only temporarily stationed in Cairo. They will be returned to Canada on completion of the airlift.

In addition to the MAMS staff the total number of troops dispatched from Canada includes 236 to Cairo and 166 to Lahr. The balance of the Canadian commitment to the United Nations Peacekeeping Force - 79 - is still in Canada for later dispatch overseas.

Civil Service Executive Pay Raise For 1973 -	15%
Average Industrial Pay Raise For 1973 -	9.8%
Rise In Cost of Living In 1973 -	8.5%
Military Pay Adjustment In 1973 -	6.5%

### To Buy Or Not To Buy

Defence Minister James Richardson said Friday he has decided to re-examine his recommendation to cabinet on which two contenders should be chosen to battle it out for the contract to build Canada a new, long-range patrol aircraft.

He also said in an interview that cabinet consideration of the matter, which affects hundreds of millions of dollars in taxpayers' money, has been postponed indefinitely.

The two statements taken together seemed to make clear that the schedule for finding a replacement for Canada's present patrol aircraft, the 1950-vintage Argus, has started to slip seriously.

It had originally been planned to choose the final two contenders from four U.S. and British aerospace firms

about the end of September.

There have been reports that the range of prices tendered by the contestants - Lockheed, Boeing and McDonnell Douglas aircraft corporations of the U.S. and Hawker Siddeley of Britain - was much higher than anticipated. When the program was announced in the summer of 1972, estimates were that a fleet of 20 to 30 planes would cost \$450 million to \$750 million.

Some proposals since submitted are said to carry a tag closer to \$1 billion.

In the intervening year or so, two expensive alternatives to the Hawker Siddeley Nimrod and the Lockheed Orion, recognized front-runners, have entered the picture in a big way. They are adaptations of the Boeing 707 and the McDonnell-Douglas DC-10 jetliners which would require extensive modifications to do surveillance work.

However, their sponsors claim the end-product would be a more sophisticated aircraft, better suited for the variety of patrol jobs Canada wants done on the Atlantic and Pacific Coasts as well as in the Arctic.



HOW MANY OF THAT 36,000,000 seconds were moments of sheer terror and how many were hours of boredom?

### 10,000 Hours

10,000 flying hours is a lot of flying time! 10,000 hours on one service aircraft is an accomplishment taxing the imagination. Sgt. Hart Kelley, a flight engineer of 415 Swordfish Squadron, CFB Summerside, PEI, is believed to be the first airman in the Canadian Forces to reach this pinnacle. It is known that he is the first man to achieve 10,000 hours on the Argus long-range patrol aircraft.

Sgt. Kelley was presented with a commemorative scroll

to mark the occasion by his Squadron Commander Lt. Col. G. Van Ek, appropriately enough on 31 Oct, 1973, thirteen years to the day from his first Argus flight on 31 Oct, 1960. Sgt. Kelley has accumulated all his flying time on two squadrons; VP 405 at CFB Greenwood, N.S. and VP 415 at Summerside, PEI. He reached his 10,000th hour in September while flying a patrol out of Montijo, Portugal where the squadron was on a NATO detachment.



NEW PAY RAISE PLUS TV advertising blitz produces record response at Recruiting Centre. - Totem Times Photo



HER MAJESTY THE QUEEN decorated Corporal T. J. Miller, CFB Comox, B.C., with the Medal of Bravery during a ceremony August 2 at Government House. Corporal Miller was one of 10 Canadian recipients of the decoration for heroism, presented for the first time by The Queen during her visit to Canada for the Commonwealth Conference. - CF Photo



NOVEMBER 11th, REMEMBRANCE DAY celebrated in the Comox Legion. Reverend Edmondson, Cpl. P. J. Lunney, Pte. T. M. Andre and Mr. Ed Tillotson, from North Vancouver holding a cup of cheer. "The first War had nothing like this." - Ford Photo

### In Retrospect

"There are clearly customs and traditions in any institution that are very valuable and which ought to be preserved if at all possible. Unification of the Canadian Forces does not imply the abandonment of tradition, of pride in the unit and other ingredients of esprit de corps. The preservation of the intangible factors which support and sustain any fighting unit is an essential goal but along with this it is important to foster innovation. The stimulus of new ideas and methods injects enthusiasm and vigour into any organization.

Morale is related not just to the glories gone by but equally or even more to the importance of the job to be done and the effectiveness of the leadership, training and equipment to do the job well. People, including military personnel, like to feel that what they are doing is worthwhile, is in the public interest and is recognized as such. The development of clearly defined roles, the provision of better equipment to carry out those roles, and the anticipated public recognition of the efficient and useful defence concept being developed, should have a beneficial effect on the morale of service personnel in the unified force. They will have the added satisfaction of knowing that they are setting the pace for the world in modernizing the organization of military forces.

Unification will result in a single service not abandoning but building upon traditions of the past and injecting that enthusiasm and vigour required for a dynamic new organization."

Paul Hellyer  
Dec. 7, 1966



A RARE PHOTOGRAPH INDEED... This picture of Maj. Snowballs was taken last week when he and his reindeer stopped at Comox for a quick turnaround. Maj. Snowballs, Santa Claus's Instrument Check Pilot was doing a re-ride on Comet who apparently failed his first ride because of an altitude violation.

— Carr Photo

## 407 Tech Ramblings

With the VP 407 minor hockey team sponsorship fee of \$100 secured within the first few days of the campaign, funds available for the Xmas cheer raffle continue to climb at a steady rate. While the number of prizes to be offered is not known at the time of writing, the prospects for a lengthy list of winners appears certain. In any case, the draw will have been completed by the time you read this so check your section notice board for details.

**ARMAMENT HANG UPS**  
After a busy two months, the section has finally settled down to a state of normalcy. Bruce and Bob were successful in convincing MWO McMullen that their hearts were in servicing and now, when "2 Crew" is on shift, the still of the Comox evenings is shattered by the rustle of cards.

The welcome mat is out for Garry Clarke who is a recent arrival from Canada's Atlantic playground. Although the west coast weatherman has not treated you too kindly thus far, Garry, we trust that his offerings will improve and that you and your family will have a pleasant stay in our favorite area.

One of our illustrious

members went off the deep end recently and we cannot help but wonder if there was any connection with the recent pay adjustment. Larry you should watch that first step, it's a big one.

Zeke Zielke, the incorruptible timekeeper, wound up in the local krankenhaus with a fatigue problem after watching Wayne Green and the "Chirper" hustle around the track.

The new image of a dynamic military force was clearly evidenced by MWO McMullen's time for the mile and a half run. We doubt that other sections can boast of having their own greyhound since ours is the only one where empty dog food cans have been found in the garbage.

We wish John Martin the best of luck when he departs for courses at Kingston and Borden preparatory to his remuster. With luck, John, we may be able to reallocate sonobuoys to the electronic trades and all you will have to do is bring your O.J.T. book in for signature.

**TORP TOPICS**  
**WE NEED RECRUITS**  
Get involved with Undersea Technology in the Torpedo Specialty. Work with proven

equipment (WWII) and acquire a feeling for history. Formal training is not necessary, just get in there and start banging away. Management is seeking potential Torpedomen with these qualifications:

- Combined IQ and age of 42
- Clean and jerk 508 lb. (any surplus in b. may be applied to a. if needed.)
- With arms extended fully, knuckles MUST come within one inch of the floor.
- After careful preparation, do the comprehensive test of reading ability below.

**SEE WARHEAD**  
**SEE WARHEAD DROP**  
**SEE BUDDY**  
**SEE BUDDY RUN.**  
If interested, you need only do two (2) things:

- Have someone make out a request chit for you and place your mark at the bottom.
- Take the chit to Captain Fisher, in his cage, any time after 0830 daily.

The World Trefoil, the symbol of the World Association of the Girl Guides and Girl Scouts, is a golden trefoil. The golden colour represents the sun shining over all the children of the world.

## Mushroom Mutterings

With search operations at Cranbrook now terminated, your poison pen scribe will again attempt to scratch out some news from the Fungus Farm.

First of all, congratulations go to Sam Fatt and Bill Ritchie of the F.E. section, on their promotions to Sergeant, effective 1st December. But with three stripes you get four engines, so Sam will be going on the Hercules, while Bill gets the "flying oil slick".

Recently, four "bulls o' the north" returned from the interior after the conclusion of "SAR Moose", which unfortunately, drew a blank. No sweat, guys, at least they won't become an endangered species this year.

Alas, the system strikes again, and has snatched two riggers, Phil Beauce and Mick Blake, off the floor and posted them over to Base. Seems ADC needs all the help they can get. Meanwhile, Roger MacLeod from Avionics is heading "down home" to Greenwood, Fred Beauchesne to Cold Lake, and

Jam Plamondon is going back across the pond some time next year.

Over on the Ops side Capt. Bob Baird has gone to RCC, Victoria, Ron Richardson is going on the Herc. course.

New faces around the patch include: Ed West in Avionics, Al Ruggles over in Workshops, Al Stephenson in Avionics, and Bob Hornby in Repair. Sorry to hear Bob has been in the Hospital lately; hope it's not too serious.

The recent CO's parade saw LCol. Mortimer presenting CD's, clasps and awards to quite a few mushroomers. Special awards went to Capt. Ron Richardson for his efforts in the Defensive Flying Program, and M.Cpl. Garry Fiske for his designing of a rigging tool for the CH 113 engine.

Nice going, gentlemen. Don't forget the dinner dance at the Totem Lounge on 1st December; that is, if the next search is over by then, which incidentally, just started.  
Hebrews 13:8.

## Nighthawks Nest

The major 101 Fighter Squadron in the West has a new Major pilot on its roll call. Tony Brett last week put up a half stripe and changed his name from Tony to Sir. Tony (a cross trained R.O. or Navigator) has been a pilot with the squadron for over three years. This summer Tony led the 409 Sqn. Formation Team and did such a fine job that the rest of the boys on the team decided to promote him. It's going to take a while to get used to calling him Sir after calling him some of the things we did during our practices this summer. All the best Major Brett - Sir.

Jon Pew is back flying for the first time since his accident this summer. Jon did a few trips in the dual 101 with a couple of ex-navigators before he was declared "safe for solo". According to Jon the trips with Ernie and Orv went well with only a few minor points mentioned in the debriefing. Jon said it made him feel good when Orv decided to put the blind bag up for the take off.

According to Orv he was too scared to watch. 409 Squadron aircree are now required to wear their immersion suits on all local flights. The suits which are designed to give airtrew protection against exposure in the event of a bail out over water are not as uncomfortable to wear as expected.

Last week 409 had its first Cudgel Caper (a flying competition between flights) of the season and as was expected "B" flight won despite the fact that most of the judges were from "A" flight. Actually "B" flight won by only 80 points just to make sure they wouldn't be accused of cheating. Ernie Poole, Vern Barker, Doug Jackson and Phil Schreiner did a fine job of organizing the whole thing and rumor is that "A" flight will get a chance to win back their beer sometime before Christmas.

Most Nighthawks and their wives turned out for a Squadron dinner last

Saturday. The party was to welcome Jon and Gary back to the Squadron and to meet the new Nighthawks and their wives. A demonstration of motorcycle riding was provided by Major Mike and his rodeo bike.

A Moose Meat Party which was scheduled for November has been cancelled due to the lack of moose meat. Col. Jenks led an expedition of great white hunters into British Columbia's northern interior for a week in October.

The expedition was well planned and the hunters well equipped with all the essential items required for a successful hunt. On the advice of Capt. Tim O'Rourke a block and tackle was taken along in case a moose was shot in a tree. According to Tim a block and tackle is essential in lowering the large animal out of the tree where they often hide during hunting season.

Phil Schreiner went moose hunting with another group of guys all the way up to the Alaskan Highway. Phil isn't having any moose meat parties either.

The Squadron has finally had its long awaited Alert Force Capability Test and the results were good. Col. Price promised he would have a squadron luncheon when it was all over and one is planned for the near future.

Maj. Pete Zinkan hosted a half dozen officers for a dozen or so eggs in the hole after Friday's beer call. Harry Chapin, an ex-nighthawk was on hand to show Maj. Pete how to cook a medium-rare egg in the hole. Harry also criticized Maj. Pete for not using the slowest ketchup in the west on the finished product.

If anyone is interested, Paul Gill, the Squadron Fund Officer, is selling raffle tickets on the old color T.V. out of the QRA. The tickets are one dollar each and if you are lucky enough to win this jewel, Paul will also lend you \$500.00 (at reasonable interest rates) to get it fixed.

Until next Nighthawks Nest fly safely, keep the dots centred and don't forget to powder your poopy suit.



A COMMON SCENE IN THE Comox area... a 442 Sqn. Labrador landing at St. Joseph's Hospital responding to a call for a mercy flight. Base Hospital and 442 personnel have combined talents to perform 120 such flights this year, covering all of B.C., the Yukon and the N.W.T.

— Base Photo

## Hospital Anesthesia

The last issue must have been a little too bland - it didn't even cause any fights. But, we'll try again.

In case anyone is interested, the Hospital is selling tickets on a pool for the Grey Cup Game. Prizes are as listed:

1st Prize - one week admission to the Base Hospital. Private room, double bed, use of the sun lamp, all meals in bed, color TV and back-rubs twice a day courtesy of "Hotlips".

2nd Prize - two days in hospital. Double room, single bed, black and white TV (that only works sometimes), breakfast only in bed (YOU provide your own lunch and supper) and backrubs three times a day courtesy Sgt. Larry Cole.

3rd Prize - one day light duties and a month's pay raise equivalent to that of a Pay Field A Medical Assistant, plus a full bottle of Gravitol to cure the nausea.

All proceeds will be used for camel driving lessons for Base personnel selected for

UN peacekeeping duties. In case a camel cannot be procured for lessons, a used dune-buggy will be purchased.

Hey! speaking of the raise - well, let's not; hardly seems worth it, anyhow.

**QUOTE OF THE MONTH**... upon encountering one of our Techs, a certain somebody (she shall remain nameless) said: "Gee, I hardly recognized you with your clothes on!" H-m-m-m.

**NEEDLES & JABS**

Sgt. Larry Cole is sporting the "new look" these days, as everyone can see. HE is seeing - out of new glasses, that is. We don't know if it's because he's trying to hide from Internal Revenue or just trying to find a newer, handsomer face. We-e-ll, all we can say, Larry is - nice try, guy, but ...

And, another Sgt. that we know is trying to spread the rumor that he might be going to the land of the midnight sun. (No, Mother, not the moon.) But, it's no-go with us.

If WE have to stay here, so does he! (All in jest, Sandy. Heh! heh!)

Capt. Ann Doran has been on leave these past few weeks, down East trying to get away from the blistery winter of the Island. But why did she choose Ottawa? Just wait! we have someone tracing movements back east.

Mrs. T. is in a bad mood these days because it was learned from confidential sources, she's envious of one of the Med A's who makes better coffee than hers in the early mornings. (It's okay, Mrs. T. He still can't fry an egg without ending up having the egg yolk break on him.)

**DIRTY SURGERY WARD**  
(This is a new Ward that we are opening up here in print - the treatments on this Ward consist of malicious, false and absolutely outrageous rumors having no basis or truth).

... Rumor (ours) has it that John Maddison, our sensuous pharmacist has written a new trades specs manual - "You and the Pill".

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Victoria ..... CHEK-TV 7:00 - 9:00 a.m.

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THIS IS ONE OF THE fine people in the ATC Section. Lt. Denise Fergusson was finally cleared to do some work in the Tower.

### Voodoo, Nuts Bolts And Volts

**BY NORM BLONDEL**  
**THE MONEY ROLLS IN**  
 The above is not in reference to our 1973 pay adjustment, but to the latest BAMEO groupie to win a suggestion award. MCpl. Frank Wiley cleared eight hundred dollars recently, for correcting an engineering defect in the Sage computer on the Voodoo Flight Simulator.

The BAMEO stag on Friday Nov. 9 was well attended. Commando teams from 409 Officers and 442 attempted to wrest away the beer drinking championship held by 409 groundcrew, but in spite of the awesome talent of Maj. Ernie 'Supergullet' Poole, groundcrew maintained their swallowing supremacy - earned, no doubt, through having to live on a beer budget. Especially after that last pay adjustment.

Another, more awesome trophy was presented to Captain Jon Pew that evening, by Major Perry. The trophy is made largely from the heat-fused plexiglass of a Voodoo canopy - the canopy which for brief seconds confined Capt. Pew and his navigator Lt. Gary Raindahl in blast furnace temperatures during the recent Voodoo incident at Abbotsford. There is a duplicate trophy for Gary, and both feature the rear view mirrors, also salvaged from the Voodoo. Trophy workmanship was by Base Workshops.

You just have to wonder, when inspecting the greenish, opaque plexiglass, how a human body could have survived in the temperatures that could cause such a startling change to a material. Jon and Gary are back at work now, courtesy it should be remembered, of the SAFETY SYSTEMS BOYS prior to all others.

**INS AND OUTS**  
 Now departed for civilian life is MWO Ron Campbell, after 31 years of service and Cpl Henry Schulz is on his way to Cold Lake Safety Systems. Arrivals are Sgt. Chuck Eddy to MOR from Trenton, Pte. Louis St. Michel AFTech to Servicing from Borden and Pte. Rolly Chapdelaine AETech to Snags from the same place.

### Vitamin Folly

Mothers who purchase fruit flavored or animal shaped vitamin supplements for children are buying expensive nutrition, says Consumers' Association of Canada. These tablets cost two to three cents more per tablet than ordinary shaped, plain flavored supplements that contain the same nutrients. CAC national headquarters is located at 100 Gloucester Street, Ottawa.

### Quotable Quotes

On the civil service language classification program - "Well, that'll solve the problem of unemployment in Quebec."

On the October, 1973 pay adjustment - "They keep this up and in ten years the only people remaining in the service will be Majors and above."

Source - No names, no packdrill.

### Poisonings Under Five

In 1971, according to figures supplied by Poison Control Centres across Canada, there were 31,000 incidents of poisonings involving children under five years of age. One major cause was that common household drug, aspirin.



"ONE RING-Y DING-Y... two ring-y ding-y..." - Ford Photo

## SAFETY - 75 - SECURITE

### HOW IS YOUR GENERAL SAFETY PROGRAM?

You should have heard, read or seen a lot about the "Safety 75" campaign - it's a special effort within the Department of National Defence to reduce the pain, inconvenience and expense of accidents. The target is at least a 20 per cent reduction by the end of March, 1975. We'll have more to say about the specific objectives of CFB Comox within the campaign in later issues.

For now - let's look at what October and the Great Pumpkin brought us!

**FIVE IN THE EYE- OUCH!**  
 Five (count 'em) incidents of unplanned contact between foreign bodies and eyeball! and those weren't UFO's either, they were identified as metal particles, cement particles, a 6 inch spike and a giant pry bar - listed in ascending size.

Keep "B.C.-looking" beautiful - wear eye protection.

**ENERGY CONSERVATION**  
 At least one person has found out how to keep his feet warm without fuel consumption - just spill Turbo fuel on your boots. Fortunately, the injury was only skin deep and no sadists were present to yell "Flame On!"

Handling any fuel takes special precautions and safe procedures. Make sure!

### Blood Donor Clinic

Because of an increased need for blood over the holiday season, a Blood Donor Clinic will be held:  
 Place: Recreation Centre.  
 Date: 14, December, 1973  
 From: 0900 hours  
 Needed: YOU!!

### REPEL BOARDERS!

Smooth and sophisticated, our streamlined CF101 triumphs again, sloughing off another boarding attempt by a ground pounder! He made it easy to be sore - using a cockpit ladder.

Work stands and ladders are available - use them.

### GUSHING GEYSER

A member of the hourly rate aristocrats received an unwanted facewash while clearing a drain line. The potential improvement was totally cancelled by the "Drano Delight" lovingly prepared just for the occasion by a housewife.

Protect yourself from caustic comments - don't try to clear stopped drains with caustic solutions. Take the Plunge!

### BLACK IS BEAUTIFUL - UNTIL DENTED

Two incidents of unfair competition were reported. Both took advantage of the lack of agility exhibited by parked cars to display Newton's law about actions and reactions and they did it their way - backwards.

Neither vehicle was demolished but the operators DND 404's were.

Backing is a hazardous manoeuvre - give it all your time and attention.

### FOREWARD!

So you've just-a-come from Portage La Prairie? and-a-you know all about winter driving?

You've come a long way baby! But you've still got a lot to learn!

Wait till you try our brand of black ice, deep slush, super heavy snow, narrow roads, old wooden bridges and (let's hear it - prairie dogs) hills! And if you like these, be sure to try our weekend special - logging roads and ski-hills.

Safe winter driving tips are being announced along-side the morning time-check, so lend an ear.

### I SPY DEPT.

No pedestrian walkway between Ryan Road commercial area and the PMQ's. The first hockey injury reports have arrived.

Extra fuel carried in cars has been described as having a bomb in the trunk. Fumes from expansion, overflow or

spill could ignite, trapping the occupants in an inferno.

DND Personal Protective Equipment Standard was applicable to civilians only.

Safety glass between spectators and hockey players! What will those upstarts think of next?

The three Great Powers have agreed that a hazard is a hazard is a hazard - and one report form will be used for Nuclear, Flight or General Safety Hazard reporting.

Surgeons at the University Hospital of Cleveland are urging protective screening for the front and rear wheels of bicycles to reduce no joke spore injury.

Consumer and Corporate Affairs Minister, Herb Gray, has announced that after 1 Jan. 74, hockey helmets that do not meet the Standards regulations of the Hazardous Products Act may not be sold, advertised or imported into Canada.

NASA has announced a system to warn motorists when their brake lines are worn thin. A heat-insulated wire imbedded in the lining contacts the brake drum and illuminates a warning light. NASA favors separate lights for each wheel, since brake wear is often uneven.

Now amended to cover military personnel not employed on military operational equipment or exercises.



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One of the many new houses being built in Comox and Courtenay. Some already sold, some nearing completion and more in the near future. Phone for an appointment to view at your convenience.  
 Bruce Lory Res. 339-3537


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# Editorials

## A Marketable Skill

The CF Pay adjustment for 1973 continues to stress the remarkable "marketable skill" concept for pilots while relegating navigators to the status (for pay purposes) of general service officers. This pay difference between two groups, who historically and until integration were regarded as equal (well, almost) members of the military team, is now widening again. And the underlying excuse for the practice of what amounts to professional discrimination, is that pilots possess "MARKETABLE" skills that navigators do not.

The whole odious business began in early 1966, during the initial stages of integration, when the airlines were involved in an expansion which required large numbers of trained pilots. Many R.C.A.F. pilots, not believing nor trusting in integration, began to leave the service in droves to join the airlines and the Department of Transport. The military, believing that money was the answer, immediately undertook to raise the pay of pilots substantially above that of the general service officer, including navigators. At that time, several heated discussions and near riots broke out on many flying bases, including Trenton, Comox and Greenwood, between pilots and their former comrades, the navigators. The wounds of that period have still not healed completely and the latest pay adjustment will not help at all.

In spite of the substantial pay increase of 1966, pilots still left for the airlines and DOT. The next step undertaken by the military was to apply a little more stimulus to the "keep our pilots" campaign and in 1967-350 pilots were promoted to Major and in many cases elected to remain in the military. Included in this number were a few pilots who had opted out to the airlines and then were rewarded on their return to the fold by BEING PROMOTED to Major!

This last policy appeared to be the stopper but in reality the airlines, their appetites satisfied for the time being, slowed down and even turned off their recruiting drive. This drive is now in full gear again with the airlines seeking pilots to man the new generation of jumbo and feeder jets. Many Pilots are leaving the military.

Why do pilots leave the military for the airlines? Everyone screams -- money! But although money, particularly after the first few years, is certainly above that made by a military pilot, it is not the whole nor even the chief reason. Most pilots want to fly, even as glorified "bus drivers" in the airlines. In the military, they do fly; but in between flying tours they are recruiters, administrative officers, staff officers, instructors, etc. When they do fly, they are bothered by all manner of seemingly unrelated trivia: -- orderly officer, duty operations officer, escort officer, parades, searchmaster, unit PIO, inventory holder and checker, etc., etc., etc. You say that that is all part of being in the military. Well, true enough, but in the airlines all they have to do is fly and they don't have to be bilingual to do it.

Another factor which influences

more than a few younger pilots is that as a Captain (and the 1967 mass promotion decreased the promotion opportunities for many younger pilots as the CF for many younger pilots as the ledger) the pilot sought to balance the military at most compulsorily leave the military at age 45, just when he is at his professional peak. At that age it is very difficult if not impossible to get a flying job with a reputable airline -- so many younger pilots are opting out before 30 in order to establish themselves in an environment which allows them to fly (medical permitting) until age 65. Giving these officers a pay differential of \$130 per month (plus flying pay) will NOT keep them in the military.

Navigators, whether they fly on Voodoos, Argus, Buffalos, 707's, Hercules or whatever, are professional military officers and aircrew. They take the same risks, work the same hours and have comparable MILITARY skills to the pilots. On the voodoo, even pilots will agree that the navigator is a vital necessity to the success of the operational mission. There is no doubt at all that the Argus would be totally useless if it didn't have the navigators and observers to make the electronic decisions and to operate the electronic gear. Even in Air Transport Command, where no aircraft are equipped with dual inertial navigation systems, navigators are vital to the operational world-wide flexibility of ATC.

We are losing sight of the fact that in the Canadian Armed Forces we should be military first and tradesmen second. We have put ourselves into the dangerous game of trying to compete with outside employers by equating marketability with money. If we are going to play that game, then infantry, artillery and armoured personnel should be paid NOTHING -- because there is no outside market for them.

Before integration, personnel were paid according to their rank -- Majors made more than Captains and Warrant Officers made more than Sergeants. Those personnel whose employment involved hazardous or special duties were paid an extra allowance -- air duty allowance, sea duty allowance, etc. Everybody was happy and proud to be in the military. The services offered interesting, challenging and rewarding careers to Canadian youth.

Since integration, the body of the armed forces has been reduced by almost 50 per cent, although the head hasn't shrunk noticeably. Even in this period of high unemployment the military is not only experiencing recruiting difficulties but many service personnel are leaving before reaching C.R.A. Pay policies based on "marketable" skills and equated to the Public Service will not solve the problem.

Whether it be practicing interceptions at 45,000 feet or "MAD" runs at 200 feet, searching in the mountains or over the sea, servicing aircraft or vehicles in the rain and snow, standing guard at 20 below zero or chipping paint at sea -- military personnel should be paid according to their MILITARY skills not their "marketable" skills.

## The Moonlighter

That old ogre "moonlighter" has reared up its ugly head again. This time by a labour council spokesman in Victoria, condemning the Federal government for refusing to stop moonlighting by Armed Forces personnel.

You'd think by the condemnation that the Armed Forces were responsible for the sad unemployment situation that has been plaguing our governments. If anybody is to share the blame, it would be the labour unions themselves. They bemoan the fact that a moonlighter is taking a job that a union man should have. They insist, of course, that the employer pay the union wage scale that they set up so high that few employers can afford. That's fine if the employer can afford such help.

If he can't, he'll have to get what help he can afford. This is where the moonlighter comes in. He's willing to sacrifice something to gain that extra something he needs or wants.

There are as many reasons for moonlighting as there are moonlighters. The primary reason would be a need to bring an income to an acceptable level for a family's basic needs of food, shelter and clothing.

All too often, the moonlighter's regular job doesn't bring enough to pay for his basic needs. It could be he has a debt to pay off, wants to buy a better car, or pay off his mortgage. Some want to build a nest egg for a rainy day. Others want luxuries that they could not possibly afford on their regular incomes.

Whatever motivates the moonlighter, to him it's a need to fill a void or desire. Moonlighting as we know it is not without its drawbacks. The moonlighter has to sacrifice something to earn that extra income. The jobs take time and effort that could be spent elsewhere, on recreation, hobbies, entertainment, or just time with the family.

The moonlighter himself does not feel he is taking anyone else's job away, but is filling a position that would not be suitable for anyone else.

The employer on the other hand hires a man to do a job; he will pick the most reliable and suitable man he can find. He doesn't want a big turnover of personnel -- it's too much trouble. He would sooner stick to one reliable man. Once he finds him he wants to keep him.

The moonlighter's job invariably starts as part time, a few hours a day or weekends and gradually progresses to longer hours, even to a fulltime job, depending on the requirements of the employer. The employer is not interested in who needs the job most, but who can do the job best for him.

It's true the unemployed union man could probably do the moonlighter's job as well as anyone, but most of the time the job is only part time and does not pay enough to keep an unemployed person happy. He will be looking for something better and will be gone as soon as he finds it. The employer would just as soon hire someone he knows will stay with him.

The labour unions don't like moonlighters because they feel the moonlighter is working for minimum wages that are not what a union man will work for. The unions want their members to work at union wage scales; after all that's what the game is all about. There's no room for sacrifice or compromise.

There's no doubt that the labour unions have done a great deal to improve the lot of the worker from unscrupulous employers but all too often they go overboard on their demands to the detriment of the workers, employers and the community as a whole. Unions look after their members but the members pay for that service.

To single out the servicemen as a scapegoat for the labour unions employment problems is ludicrous, but to ask the Federal Government to legislate against a person seeking to improve his lot through honest labour is outrageous.



Naah! -- We're the new Canadian Forces Press gang - Oops - Recruiting Team.

## The Pay Raise And You

The pay raise has come and gone without many cheers over its size. Nearly everyone was dismayed in that in most cases the raise did not cover the cost of living increase for the past year. People feel they are losing ground and they're right.

You may recall that the May 1973 Personnel Newsletter mentioned in its article on pay, that a study group comprised of personnel from all elements and payfields had sat and submitted a list of recommendations to the Chief of Personnel regarding the pay differential and that their recommendations were being studied. I was a member of that study group.

The study group perused various publications on pay, mens careers and payfields, etc., as well as numerous letters on file from personnel complaining, among other things, of the payfield differential. The group also visited several bases and interviewed a large number of personnel, predominantly from payfields A & B and from all trades.

Personnel interviewed felt that they were not properly equated to their civil servant counterparts. Our investigation revealed that in the lions share of the cases

they were fairly equated, and in many cases were doing better than the civil servant, not only moneywise, but even more so when other service benefits were counted up.

The main complaint on pay differential was the size. About 93 per cent agreed that there had to be a differential between payfields. More than 80 per cent stated they would happily accept a pay differential of \$50.00 between payfields. Personnel were also unhappy about each payfield having a different amount of incentive pay and the fact that it only carried on for four years while some officer ranks carried on from 6 to 13 years. Complaints boiled down to seven significant items, three of which did not fall under the terms of reference of the study group.

We had occasion to meet and question nearly every senior officer in the CP's staff, including the CP himself. Contrary to the author of the letter to the editor in Totem Times Oct. 4, 73, there are people at NDHQ concerned over our pay package -- deeply concerned. We found these people dedicated to the point of being obsessed with getting us a better pay package. Hence the decision to invite personnel in from the

field -- none of which were pay trades -- to see if a solution to the pay differential could be found that would not offend the Treasury Board (TB). We could find none that would not offend them because all would cost considerable money.

During our stay at NDHQ we were advised of the pay raise. It was immediately obvious to the study group that to implement some of our recommendations the pay group (the CAF have a permanent group that work with the TB on pay) would have to go back to the TB and ask for increased raises. My interpretation of the pay raise is that they did go back and win some additional monies.

The study group recommended that incentive pay be the same for all payfields and what the amount should be. These recommendations were implemented and in a couple of cases increased a dollar. We recommended that more years of incentive pay be instituted. They were not, but could still be under consideration -- only time will tell.

We recommended that the pay differential be reduced. It has been -- not by much I'll admit, BUT IT DID NOT INCREASE. In fact your pay branch in Ottawa came within a couple of dollars in all ranks

except Pte 1-2-3 and CWO in payfield "C" of the table from our submission and very close in "B". A MCpl payfield "C" no longer receives more pay than a WO. Another of the study groups observations and recommendations.

We cannot complain that NDHQ are not concerned with the field. The fact that a study group was brought in from the field and that most of its recommendations on pay were acted upon is in my opinion an outstanding example of concern.

I feel confident that with a longer time to work on the pay differential than the interval between the study group's recommendations in May 73 and the past pay raise that our pay group in the "head shed" will reduce the differential even more in the future. Remember there has always been a pay differential and that it increased over the years and that it cannot be reduced in one fell swoop.

Personnel should be aware that their percentage pay raise is based on their basic pay, not on the pay they may be getting due to incentive increases.

I have a copy of the study groups submission to the CP. You are welcome to come and see me and read it if you desire.

CWO Brown

### What's Wrong?

Dear Sir:  
I have listened to a great deal of discussion lately from members of various ranks regarding service life and the service in general. I also read with great interest the article by LCol. Robinson in the last Totem Times. All of this discussion has enticed me into adding my 2 cents worth, who probably doesn't know what he is talking about.

All except the most diehard over 40s that I have talked to agree that there definitely is something wrong with this organization we work for. No, it is, but it is undoubtedly there. The fact that the conditions of Service Study even exists indicates that NDHQ would agree with this opinion. The problem is what to do about it.

Many people seem to believe that integration is the basic cause and that there is no solution except disintegration. Having spent only a

very short time as a member of the RCAF (NO 102317) and never having gone to war, I do not agree with this. I honestly feel that integration was a reasonable and progressive step and that to a great extent, as Mr. Hellyer said at the time, the loyalty is to the formation or squadron, rather than to the individual service. The problem seems to be that we are slowly eliminating the squadrons in an attempt to economize. As a result we are naturally getting a resultant decrease in morale and less identification with why we are really here. The only way to reverse this is to centralize and homogenize.

Another relatively large group of people seem to think that the continual reduction in money is the root cause of our problem. I don't agree with this either. It is the function of the politicians to decide how the much money National Defence deserves. On the other hand, it is our function to be sure that we do not spread ourselves too thin and

that we can perform all our jobs as well as is possible. At present we seem to be doing so many things that everyone is forced to do his job only as well as he can within very limited resources. We must decide what our most important jobs are and do those jobs well.

The third area of concern that I have heard expressed is the lack of trust of NDHQ by almost everyone in the field. No one really seems to think that headquarters knows or cares about his particular problems and frustrations. This is a very sad state of affairs. LCol. Robinson touched on this when he mentioned that many people do not believe Ottawa when "They" say everything is on the up and up with respect to the 28 per cent thing. Things have reached the near critical stage when we do not trust our own bosses. In my opinion, there are two things which should be done to correct this situation. Firstly, something should be done to dig those people out of Ottawa who have

been there forever. It is impossible to understand someone's problems by (Continued on page 10)

## Dear, Dear Mr Howard

Dear Mr. Howard  
As one of the many taxpayers in the Canadian Armed Forces, Mr. Howard, and especially one from CFB Comox it was with dismay -- nay, shock -- that I read in the newspapers of your charges about 442 Sqn. -- or was that 407 Sqn or both?

I don't know where you got your information, who gave it to you, or what that person or persons know about the operational status of this base, but one thing is certainly clear to me -- with the aircraft we have, when they are serviceable and have enough men to fly them, they are certainly not wasted on "recreational flights" for the benefit of Armed Forces personnel, at least not the personnel on this base.

And, I shudder to think of myself being in a Buffalo or Argus that is "stunt flying"! Sometimes, with the materials at hand, when these materials can be procured from maintenance depots in, the east, it is a miracle what the groundcrew and aircrew do to GET these aircraft into the air! There is a lot of "burning the midnight oil" (and overtime) by these men to see that even a part of our operational status can be maintained.

Of air evacuations I cannot say enough, for this is where 442 Squadron and my interests meet. Our record of air evacuations this year speaks for itself. Already we have surpassed the mark set in previous years and are still not into the new year.

The people we air evacuate -- yes, some come from Skeena riding, too -- certainly are not going to the Islands to "hunt, fish, carouse and booze". They could not and would not tolerate "stunt flying" whilst THEY are in the aircraft.

And, I think Maj. Veale said it all when he said: "I can think of better places than the Queen Charlottes to go carousing and boozing." I know, I've been on one of their training flights. And, it wasn't all "boozing and carousing". Nor fun, either. That comes on the ground, not in the air where your fellow aircrew depend on you as much as you depend on them.

Sir, we are human too and need relaxation and rest and we don't make a "goddamn nuisance" of ourselves. In fact, from what I saw the people were glad to see the "boys" again and we certainly didn't "flaunt" ourselves in front of them. I have yet to hear, in all the time I've been on this base of any aircrew not being welcomed wherever they went. The most "non-training" part of our training flight was the unserviceability of the aircraft during the trip. Again, a good crew performed the miracle of getting the aircraft in the air again and saving the Government that much more money.

To close, Mr. Howard, did you know the B.C. government expressed "Thanks" to 442 Sqn. and Base Hospital personnel of CFB Comox for giving them a dinner Victoria? The Hon. Mr. Dennis Cocke, Minister of Health and Insurance Services for B.C. said that he realized this dinner was a "very, very, very small token of appreciation" by the people of B.C. for the work we had done. I had thought that this dinner would remain forever untarnished and remembered by me and the others. But now I have the thought that maybe, just maybe, we haven't really been appreciated all that much after all.

MedA

## TOTEM TIMES

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# Guest Editorials

## The Pay Raise In Retrospect

Once again treasury board officials have bestowed upon us their blessings for a job well done. Our current salary increase was destined to bring us in line and give us overall pay parity with our counterpart public service employees. Officers received a 6.44 per cent average increase and men 6.71 per cent.

The disappointing part of the increase was contained in the first message we received, and I quote, "To stress team concept of a dynamic military force and to recognize contributions made by all members to the strength of such a force, it was necessary to decrease the dollar differential between equal mens ranks in the highest and lowest pay fields for all ranks, except Privates." To the average reader this would mean the monetary difference between pay fields "A" and "C" would lessen. Let's take for example a serving Corporal with four incentives; the old rate for pay field "A" was \$690 and for pay field "C" was \$857 -- a spread of \$167. The new rates are \$740 for pay field "A" and \$900 for pay field "C" -- a spread of \$160. Yes indeed, pay field "A" certainly has closed the gap.

At this time the SEAGULL COURIER would like to offer its solution to the \$160 spread for equal ranks. Using the CPL again as an example, let's make \$900 a base of 100 per cent. Then the earnings of a pay field "B" CPL would be \$792 (88 per cent) and pay field "A" \$740 (82.2 per cent). With a captive society as we have in HOLBERG, it would be relatively easy for Station Fund, Canex and the Messes to close the gap proportionally. Why should a pay field "A" person pay the same price for a loaf of bread as a pay field "C" individual? We could pay according to our income and some examples are set out as follows:

EARNINGS PERCENTAGE	PF "C" 100 pct	PF "B" 88 pct	PF "A" 82.2 pct
Gasoline	.51	.44	.41
Butter	.85	.74	.69
Porterhouse Stk.	2.09	1.83	1.71
1 lb. Coffee	1.35	1.18	1.10
Btl. Beer	.35	.30	.28
Movie	1.25	1.10	1.02

	PF "C"	PF "B"	PF "A"
1 doz. eggs	.86	.75	.70
Swim Badges	5.00	4.40	4.11
Cigarettes	.65	.57	.53
Snack Bar Coffee	.15	.13	.12
Dog Licence	2.00	1.76	1.64
Mess Dues	5.00	4.40	4.11

I could go on as you can see the possibilities are endless. Servicemen and their dependants would be given identification badges according to their pay field, and upon presentation of these badges they would be allowed discounts. If the Courier formula were instituted the "BANK" would do a booming business in pennies and the pay squabble would be ended forever.

CFB Holberg Seagull Courier

# By George!

I have been doing a little reading of the Press Roundup, and I see that recruiting stations are having their problems. It states "We (the CF) have 89 different jobs for unskilled workers in the CF, and it isn't only spit, polish and drill work. (I guess that the infantry is not included in the 89 jobs), from cooks to clerks to apprenticeships. We don't just grab a guy and sign him on and tell him what trade he is going into. (I guess that they've changed that since I joined. We were just stuck into a trade that happened to be down in strength that month.)"

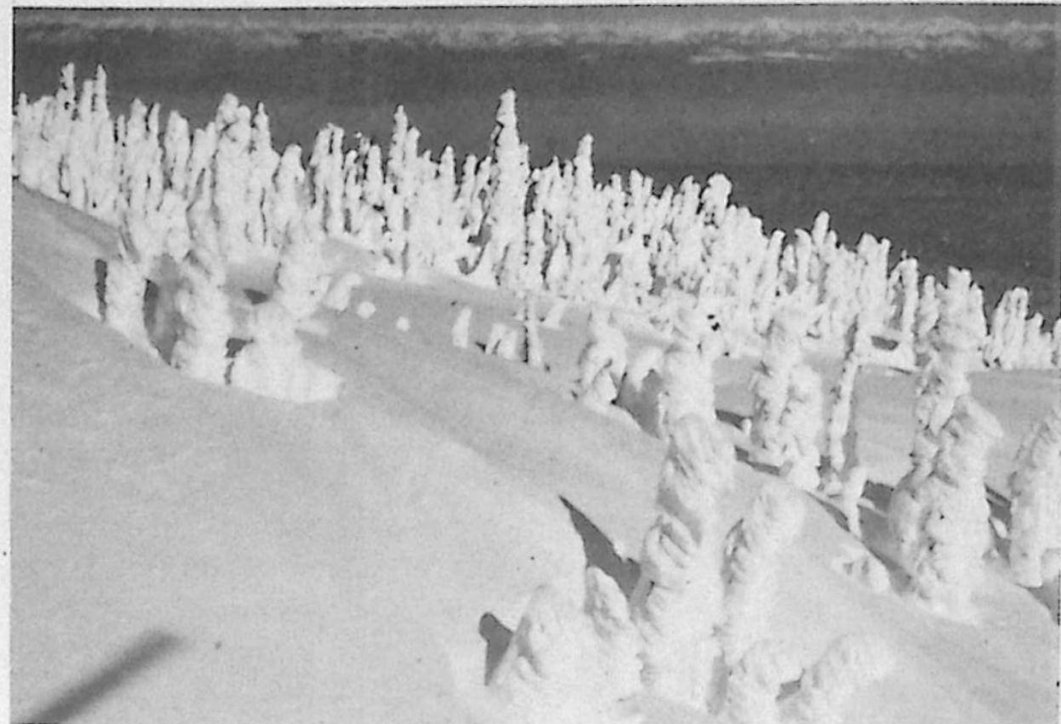
The CAF offers a worthwhile aim for young people right out of school who have nothing to do. Some have become COMPLETELY changed individuals, (I've seen some in cells); they have an aim in life now. (It seems that some of these aims are to get out of the service.) (Especially when they find out that the \$290.00 a month is cut down to about \$45.00 a week clear, after income tax, pension, room and board and

unemployment insurance.) It also stated that after 4 years in the service, depending on trade, pay can be about \$8,000 a year (but it doesn't mention that maybe after 7 or 8 years in the service you might not even make \$7,000).

Although training in the forces equals that of civilian apprenticeship, no licence will be issued. (That means that you have to write civil service exams, as service time in some trades is not recognized on civvy street, even if you were trained better.) But he does not tell you that you may have to take a course of a matter of several months before you are allowed to write the exam of your trade. In a later issue of the Press Roundup it states that it is increasingly difficult to find "what was once the backbone of any nation's fighting men, the foot soldier. (And I can see why, when a soldier retires from the CAF and an employer asks "What are your qualifications?" You can always say "I'm the backbone of Canada's fighting

machine! I can spit, polish and do drillwork. You can tell me to turn left or right and I can even turn right around!") What kind of a licence does he get for 25 years faithful service? ... Mind you, the soldier has come a long way throughout the years. When Canada still had the 13 colonies the men used to tie straw to one foot and hay to the other. Instead of left, right, left they said hay foot, straw foot. I see that they want to cut down the 5 year contract to 3 years. They hope that this will help them find the 20 per cent of recruits that they couldn't find in the first quarter of 73. So we will see a whole new concept of recruiting by April of 74. It also states that "I'm convinced that if we go to the people we'll find more of them will be willing to come to us." GOOD LUCK!

I see that the Americans are offering a \$1,500 enlistment bonus and a starting wage of over \$300 with free board and they still have troubles finding recruits.



WINTER WONDERLAND — Forbidden Plateau near CFB Comox.

## YOU And The Law

This article is not written to encourage separations, Heaven forbid, but to simply explain some aspects of separations. Often people come to my office and tell me

they have a legal separation, which they assume to be an expression that I clearly understand. The fact is that there are two kinds of legal separation, and the im-

plications of each are quite different.

The first is a separation agreement where a husband and wife hire civilian lawyers (Continued on page 8)

## Canada Pension Plan

I'm often asked about the CPP reduction in our CFSA annuity at age 65. It has been explained a few times but some of you may have missed it or not twigged the explanation.

House of Commons Bill C194, March 1970, introduced the formula for this reduction after the CPP was around for several years.

It should be first of all understood that your CFSA annuity will not be lower than it was when you started receiving it. For example, if your CFSA annuity was \$400 month it will be reduced by an amount according to the CPP formula. You'll receive two cheques that will not total less than \$400 and in most cases they will be more.

When your CFSA annuity is being calculated at the time of your retirement, your CPP reduction is also figured out at

remains constant throughout your retirement. Should you work after retirement and contribute further to the CPP your CPP benefit will increase.

The reduction is figured out by taking the number of years and days you have contributed to the CPP since the 1 Jan. 66 and the average wage that the CPP was contributed on for the year in which you are retiring plus the preceding two years and multiplying the works by .007.

Example: Supposing you contributed to the CPP for 6 years at CRA. As you are aware each year we contribute to an increased CPP pensionable earning rate. The first year 1966, we paid on \$5,000, 1968 on \$5,200 and so on. Take the CPP earning rate of the year you retire in and the rate for the preceding two years, add them up and divide by three. For my example

we'll say the average was \$400. We end up with the CPP formula constant .007 x 6 years x \$400 = \$226.80 per annum or \$18.90 a month.

If our example got a CFSA annuity of \$400 a month it will be reduced by \$18.90 a month at age 65. If he never worked after retirement he'd end up with two cheques, one CFSA and one CPP totaling \$400 (this is disregarding any increases in pension due to SRB). If he worked and contributed to CPP till age 65 or so his CPP would increase and his cheques would total more than the \$400.

CWO J. W. Brown

## Public Skating

CFB COMOX  
Tuesday and Thursday: 8:30 to 10 o'clock evening  
Saturday and Sunday: 2 o'clock to 4 o'clock afternoon.

## As We

War! Strange how that one short word can mean many things to many people. To some it was a time of excitement and challenge, to others it meant pure hell, and to others it was a time of personal loss. In spite of all the precautions we take in this present day, wars shall continue. Our country has chosen to play the role of peacekeepers, but still men must be trained in all aspects of warfare to better defend themselves in time of hostility. As the eleventh hour approaches, our thoughts turn to those who died in defence of their country. It is also a time to remind ourselves that servicemen and women have given their lives in time of peace. All of the incidents cannot be recorded at this time, however, some of the instances where members of the forces have died in the performance of duty are as follows: a sudden fire on board HMCS Nipigon, Capt. Lavolette in Vietnam, the crew of the CF aircraft which crashed during a recent search operation. These tragedies did not occur during a time of war, but the supreme sacrifice was paid none the less. Members of the Forces belong to a rather exclusive group, and as we bow our heads in silent prayer, let us recall all those who have given up their lives while serving both past and present.

— CFS Masset Eagle

## Ladies Fitness Class

LADIES FITNESS CLASSES BEING HELD IN THE BASE GYM ON THURSDAY MORNINGS FROM 10:30 TO 11:45 A.M. INCLUDE EXERCISES, SPORTS, JOGGING AND GAMES. IT'S FREE, SO COME ALONG AND BRING A FRIEND.

**Elect**  
**RON WEBBER**  
Alderman  
City of Courtenay



•Owner of Ron's Grocery  
•Born and raised in the Valley  
•Past Chairman Mid-Island Zone Lions Club

•Member of Lions Club, Legion, Chamber of Commerce, Director of C.V. Curling Club  
•Member of Pool-Arena Committee since its inception  
•Interested and Energetic

I have been attending City Council meetings for the past five months to familiarize myself with the proceedings of Council and to gain knowledge of the inside story of the City of Courtenay.

**WEBBER Ronald V.**

## Happiness is..

going to the mess

### JR. RANKS CLUB

November Entertainment

Thur. 15 — Games Nite in the Annex  
Fri. 16 — TGIF  
Sat. 17 — "Ebb Tide" Band  
Sun. 18 — "Ebb Tide" Band  
Tues. 20 — Movie — Mach Gallagher starring David Janssen  
Wed. 21 — Bingo  
Fri. 23 — TGIF  
Sat. 24 — Band "Middle Earth"  
Sun. 25 — Band "Middle Earth"  
Tues. 27 — Movie — Doc (Western) starring Faye Dunaway  
Wed. 28 — Bingo  
Fri. 30 — TGIF

### WO & SGTS MESS

November Entertainment

**BINGO - 17th**

DANCE MUSIC BY THE ALLEY CATS  
Admission: Reg./Ass. \$1.00 - Hon./Guest \$2.00  
\$100.00 JACKPOT TO GO  
CARDS 5 FOR \$1.00

### OFFICERS' MESS ENTERTAINMENT

**FRIDAY, NOV. 16** — Monster Mixed TGIF. Subsidized drinks at 1700 for approx. one hour. Bottle Draw - Chicken and Rice - 1830 - 2000. Harad Comba - 2100 - 2400. Informal Dress - \$2 per couple - \$4 per guest couple.  
**SATURDAY, NOV. 24** — Mongolian Night Exotic B-B-Q cooked individually. Made up from your choice of ingredients. Food available 2000 - 2300. Cost will be proportional to the amount (weight in oz.) of food you take. Band in attendance for listening and dancing 2100 - 0100. Informal dress. Reservations.  
**SUNDAY, NOV. 25** — Grey Cup Day. Pancake and sausage breakfast at 0930. Game at 1000. Chili con carne and buns at noon - Casual Dress.

**FRIDAY, NOV. 30** — Stag — M.O.T. Visit. Our friendly controllers from Vancouver will be paying us a return visit. Subsidized drinks - Bottle Draw. Informal dress in Main Lounge.  
**SATURDAY, DEC. 1** — Decorate the Mess Night. Casual Dress. Come and decorate your Mess for our Christmas functions - Subsidized drinks.

### CFB COMOX OFFICERS' WIVES CLUB

November 21, 1973

Wednesday - 7:30 p.m.

**SMORGASBORD**

IN THE OFFICERS' MESS

Ticket sales close Friday, 16 Nov.

SEE YOU THERE!

Non Members & Guests \$3.25

NO MEETING IN DECEMBER

### BAZAAR & BAKE SALE

December 1st

PROTESTANT CHAPEL GUILD

### THE LADIES' AUXILIARY

To

2nd COMOX CUBS AND SCOUTS

invites you to their bazaar, Saturday, Nov. 17th, 1 - 3 p.m. in the PMQ School gym. Proceeds to assist the boys. We will have handicrafts, white elephants, bake table, candy and Kool-Aid for the kids.

COME TAKE A CHANCE

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VIDEO CENTRE (60 Seats)

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Cliff Robertson Geraldine Page Rated General

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ADMISSION:

3 p.m. & 5 p.m. Adults - \$1.25 OAP & STUDENTS - 75 cents Children - 50 cents

7 p.m. & 9 p.m. \$1.75 \$1.25 75 cents

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presents

"NIGHT MUST FALL"

By Emyln Williams

Directed by Brian MMather

22nd - 23rd - 24th November

COURTENAY CIVIC THEATRE

Curtain: 8:30 p.m.

Tickets: adults \$2.00 Students and OAPs \$1.25

### BASE THEATRE

Theatre Information  
Call 339-2433 Anytime

RESTRICTED SHOWS: 18 years and above — Under 18 years of age must be accompanied by a person over 18.  
ADULT SHOWS: 16 years of age and above — Under 16 years must be accompanied by a person over 16.

Wed. 14 Nov. **SUNDAY** Glenda Jackson  
Thurs. 15 Nov. **BLOODY SUNDAY** Peter Finch  
Show Times 2000 - 2155 Hrs.

Fri. 16 Nov. George Segal  
Sat. 17 Nov. **WHERE'S POPPA** Ruth Gordon  
Sun. 18 Nov. Comedy  
Showtime 2000 hrs. to 2155 hrs.

Wed. 21 Nov. **BANANAS** Woody Allen  
Thurs. 22 Nov. Hilarious Comedy  
Showtime 2000 hrs. to 2155 hrs.

Fri. 23 Nov. **LAWMAN** Burt Lancaster  
Sat. 24 Nov. Robert Ryan  
Sun. 25 Nov. Western  
Showtime 2000 hrs. to 2200 hrs.

Wed. 28 Nov. **WITHOUT APPARENT MOTIVE** Stephanie Audran  
Thurs. 29 Nov. Dominique Sanda  
Murder Mystery — Tough Detective  
Showtime 2000 hrs. to 2200 hrs.

Fri. 30 Nov. **COUNTS OF DRACULA Plus VAMPIRE CIRCUS** Double Horror  
(May be disturbing to children)  
Showtime 2000 hrs. to 2310 hrs.

Sat. 1 Dec. **WHAT'S THE MATTER WITH HELEN** Murder Suspense  
Sun. 2 Dec. Shelly Winters  
Showtime 2000 hrs. to 2200 hrs. Debbie Reynolds

**SATURDAY MATINEES**  
Sat. Mat. 17 Nov. **DEAR BRIGITE** James Stewart, Comedy  
Showtime 1400 hrs. to 1555 hrs.

Sat. Mat. 24 Nov. **FOUR CLOWNS** Laurel & Hardy  
Comedy Buster Keaton  
Showtime 1400 hrs. to 1550 hrs.

Sat. Mat. 1 Dec. **SEVEN CITIES OF GOLD** Anthony Quinn  
Adventure  
Showtime 1400 to 1555 hrs.

**COMING SOON:**  
YOUNG WINSTON — NICHOLAS & ALEXANDRA  
HITLER'S LAST TEN DAYS — SAVE THE TIGER  
BROTHER SUN, SISTER MOON — BADGE 373  
SISTER MOON — LITTLE BIG MAN — LE MANS  
RED SUN — BIG JAKE — A MAN CALLED HORSE



MAJ. BILL GRIP PRESENTS trophies to: Jim Aucoin, who ran a distance of 4,567 miles, leaving 1,433 miles which puts him 134 miles east of Montreal on his way back to Comox; and Jack Langille, a 1,000 miler as of Oct. 7, 1973, who has participated in two local races this year with respectable results.

# So You Think You Want To Ski ?

Each sport comes fully equipped with its own standard humor. Golf: the weekend widow. Fishing: the one that got away. Football: the player who runs the wrong way with an interception. Skiing? You guessed it: the broken leg. Skiing even puts its traditional joke in writing with the plaster cast signed by friends.

But skiing doesn't stop there. If you're unlucky enough to qualify, and for a nominal fee, the National Ski Patrol will send you a sterling silver pin - a miniature replica of a fractured tibia - proclaiming your membership in that fine organization's Broken Bone Club. (Your fee, incidentally, will help carry on the National Ski Patrol System's vital rescue work.)

Does all that gallows humor have any basis in fact? Yes,

according to Dr. James G. Garrick, head of the Division of Sports Medicine at the University of Washington in Seattle.

Dr. Garrick reports at least 105,000 American skiers break bones, dislocate joints, sprain ligaments or cut themselves each year. And about 35,000 of those casualties wind up sporting skiing's favorite sight gag, the autographed cast.

Not too bad, statistically, when you consider there are roughly five million skiers in the country today.

But if you and your family contemplate taking up the sport, possible mischance may be avoided by glancing at these figures - the results of a 10-year study by Dr. Arthur Ellison, orthopedic surgeon and physician-in-residence at Mount Snow, Vermont.

Of every 1,000 skiers who take to the slopes for a day, six will be injured - two of them seriously.

Women are more likely to suffer injury than men because they have a weaker musculoskeletal structure. But the beginner, male or female, is the leading contender, with an average accident rate of 25 per 1,000.

Should your family take up skiing? By all means. Should you and your family take precautions against injury?

You bet your sweet tibia! Future historians will note that, in our time, "tibia" became as much a part of skiing's vocabulary as "herringbone," "christie" and "schuss". In nickel English it means shinbone. To your friendly, neighborhood orthopedist, the tibia extends from the knee to the ankle - and it's the bone most often fractured in skiing.

It's important for you to know this, if only to avoid confusion. For the National Ski Patrol rescue toboggan is sometimes called either a "Meat Wagon" or a "Tibia T-Bird!"

To keep you from completing a ski run in that toboggan, the following safety precautions are presented by the National Ski Patrol System, the U.S. Forest Service and the National Safety Council.

### SCOUT THE SCENE

Getting to know all about skiing might well begin with a preliminary family visit to a ski resort, perhaps without actually skiing on your first trip. Get the feel of the place and the skiing itself. If your reconnaissance patrol proves satisfactory, advance in strength.

### PHYSICAL CONDITIONING

Skiing is a strenuous sport, calling for muscles you never knew you had. So get in shape

with recommended calisthenics, and either jogging or bike riding. Good conditioning helps prevent injuries.

**EQUIPMENT**  
It's wise to rent equipment during the honeymoon period, but make sure it fits properly. Later, if you're really hooked on the sport, buy your gear from a reputable dealer.

Bindings are particularly important. They must be carefully adjusted to your type of skiing and, ideally, should be accompanied by an effective anti-friction device. (Excessive friction between the boot and ski can interfere with a binding's release mechanism, which is supposed to keep your leg from breaking in a fall.) Check your bindings at least once a day to make sure they're free of ice and dirt.

Always wear safety straps (definitely not elastic). When your bindings release in a fall, safety straps will prevent your skis from schussing down the slope and into another skier.

Don't wear heavy, bulky clothing (not necessary with thermal underwear). Tuck up long hair and avoid scarves that can snag on lift ropes and pulleys.

**LESSONS, LESSONS!**  
Learn to ski safely at a certified ski school. Like

scuba diving, skiing is not a self-taught sport.

**ON THE SLOPE**  
Take it easy until you find your ski legs. When you find them, don't try to outdo Jean-Claude Killy by going 90 mph. Control is the word. Always ski under control.

If you fall (you probably will) you'll make a hole in the snow called a "sitzmark". Fill it in immediately; it's a booby trap for other skiers.

Stop skiing when you're tired. But rest at the side of slopes and trails, for obvious reasons.

Obey all signs posted in the area. Ski signs label slopes "Easiest," "More difficult" and "Most difficult", or words to that effect. And, like traffic signs, trail warnings signal hazards like merging trails, congested areas and avalanche zones.

Take regular breaks even if you don't feel tired. A nourishing breakfast and lunch, coupled with between-meal snacks, will also postpone fatigue. Remember: fatigue causes accidents.

If you follow the preceding precautions, you'll have the time of your life (just ask any skier).

And if you make more than a few sitzmarks -- well, chances are the only thing you'll fracture is your ego!  
Courtesy Family Safety



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## Festive Season Hours ~ 1973/74

		16 to 24 Dec 73		28-31 Dec 73	
S	Closed	16 Dec 1300-1700	21 Dec 1200-1700	28 Dec 1200-1700	
M	1200-1700	17 1200-2030	22 1000-1600	29 1000-1600	
T	1200-1700	18 1200-2030	23 1300-1700	30 Closed	
W	1200-2030	19 1200-2030	24 1000-1600	31 1000-1600	
T	1200-2030	20 1200-2030			
F	1200-1700	CLOSED 25 to 27 Dec 73		Commencing 4 Jan 74	
S	1000-1600	CLOSED 1 to 3 Jan 74		(Reg. Hours)	

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SAVINGS throughout the whole store.  
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**TOYLAND SALE**  
SAVINGS!  
TOYLAND  
SAVINGS!  
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**STORE OPEN**  
Wed & Thur until 2030 hours

# Comox Gliding Club

This is the Gliding Club's first Totem Times article in some time; we have been busy with normal training whenever possible and the usual club functions as the need arose; but the newspaper has not had an entry since July, mostly due to lax enthusiasm by the author.

Since our last article the club celebrated the solo status of a number of our keenest people. Perhaps unique to gliding in Canada were the accomplishments of Kim and Kevin Arneil, this brother and sister team soloing on the same day! A fine post-flying party that caused. Later on the club's Secretary and hard-working tow-car fixer Zenon Jalbert, improving his flying skill rapidly in the final weeks was off alone in the Rhonlerche, much to the delight of his friends and flying instructor. Congratulations Zen. September proved the month for the final responsibility for his airplane for Paul Flynn, his back seat being empty after several months of his instructor "Chev" Cheverie being there. Congratulations go out to our 15th trained pilot, and many thanks for the refreshments at the celebration Paul.

Weather, the god and devil of the soaring pilot, has not been kind lately. Our last 4 week-ends resulted in cancelled flying and our pilots are getting anxious. Hopefully we will have fine weather soon and we can be off into the sky again. It cannot snow and rain and blow forever. Can it?

Many thanks are extended by club pilots to our ATC people in the Tower for their close and understanding control. With jets, large

submarine hunters, light aircraft, helicopters, parachute jumpers and airliners about every weekend we note the fair treatment we receive despite the very different characteristics and requirements of our sailplanes. Our launch rate is high as a result and for this we are pleased.

On behalf of the members warm thanks are also extended to the personnel of 407 Squadron who provided space in the corner of their hangar for the club's 2 sailplanes. We had to move from our last hangar and were worried for the security of our machines; your generous assistance is much appreciated. Also our thanks to the BAMEO, Major Perry, for our home in 3 hangar he provided since we formed in March and the other behind-the-scenes assistance he provides whenever possible.

For those interested in statistics we wish to trumpet our passing the 1000 launch mark for the club in September. With our limited equipment and very young experience we are very proud of that plateau. Our next goal - more than 10 licensed pilots by next April.

All club members are reminded of the General Meeting being held on Wednesday Nov. 21 at 1930 hours at the Gnd. Training Room in the Recreation Centre upstairs. It is our last meeting for 1973 and many important decisions must be made, so everyone is urged to attend. Also anyone else interested in our sport is by all means invited to be there and contribute to the meeting. See you all there.  
Good flying.



WHO IS THIS?? Owner of same please contact Major George Mealing, Loc. 209. —Mealing Photo

## Sailing Regatta — Howling Success

The weekend weather of 3 and 4 November is still a local topic of conversation as we remember high winds and snow lashing the Comox Valley. These same winds provided excitement aplenty for the 24 dinghy sailors participating in the third and final Canadian Forces Sailing Association Inter-squadron Team Racing Regatta.

The host team's congenial Racing Committee Chairman, Chip Bowness, maintained a late vigil at Chilliwack Cheam Centre to ensure that the late Friday night arrivals from Esquimalt, Vancouver and Comox were suitably refreshed and bedded down.

Saturday morning loomed cold and windy with the colorful sails of the Flying Junior fleet contrasting sharply with the dark ruffled waters of Cultus Lake. The Comox team were drawn to sail the first four races and were immediately trounced two in a row by Esquimalt's terrible trio. However, Comox reciprocated by matching two wins against Chilliwack's best. Two wins and two losses placed Comox in position for second place overall if only they could beat HMCS Discovery twice the following day.

By Sunday morning the wind had hardened even further, whitecaps predominated and the sky threatened snow. Both Comox and Discovery got off to a good start although it soon became evident that it was a matter of survival getting to the windward mark in such wild conditions. It wasn't long

before the leading Comox boat tried to drive too hard in an extra violent gust, was swamped and forced to retire. The same gust blew flat and capsized a Discovery boat dumping its two young lady occupants in for an early morning dip. This left four boats to battle it out. The victors emerged Alex Fox-Jan Zaharko and Doug Wilkinson-Dave Price of Comox.

By the final race everyone seemed to have adapted to the wild conditions which produced screaming 10 knot planing reaches. Once again the Comox team showed its surprising speed to windward and led the field 1, 2 and 3. However on this occasion a tactical error gave Discovery an unexpected but deserved win leaving Comox in third place with three wins and three losses. The final standing was Esquimalt, Discovery, Comox and Chilliwack.

The family nature of the sailing sport was well borne out by the composition of the teams. The Esquimalt teams consisted entirely of husband and wife skipper-crew combinations (one way to acquire a steady crew), while on the Discovery teams the girls outnumbered the boys two to one. The all male Comox team ranged all the way from Juniors to Grandfather.

The last of the 1973 Inter-squadron Regattas will long be remembered for its good fellowship, good fast sailing and good hospitality at Chilliwack's beautiful Cultus Lake.  
by Alex Fox

# Flag Football

## ADMINISTRATION 6 USAF 0

On Monday November 5 the Administration flag football team, comprised of players from the Firehall, ME, CE, Supply and Headquarters squeaked by a combination team of USAF and MPs 6-0, to win the Flag Football Intersection Championship.

The two teams ended the season in a tie with first place going to USAF by means of a point spread. This gave the Americans and MPs a bye into the finals and Administration were forced to play Aircrew in the semis. Aircrew who were winless throughout the season gave the Admin team a run for their money before bowing out 20-13. This set the stage for Monday's final.

An exciting final it was. Both teams moved the ball quite consistently during the first half but were unable to post any points on the scoreboard. The second half started just as the first had ended, a see-saw battle with neither team dominating the play. Then with less than five minutes remaining in the third quarter running back Owen Smith took a handoff from quarterback Guy Thibault and rambled forty yards around left end to pay dirt.

For the remainder of the game the Admin offence kept the ball on the ground, while their defence held on tenaciously to prevent the USAF squad from mustering any threatening drives.

The stars of the game were both defences, and the USAF-MP team showed a well drilled offence led by quarterback George Cummings, and even though Cummings to Peterkin combinations gained plenty of yardage they were unable to score on the Admin defence.

A tribute to all participants must be expressed at this time and also a special thank you to referees Doug Neal and George Cummings Jr.

Sir Baden-Powell, founder of Guiding, was elected Chief Scout of the World in 1920, and a year later was created a baronet.



FLAG FOOTBALL Final. Base Administration vs USAF. — Ellis Photo



THE CHAMPIONS. Base Administration. — Totem Photo

## Sports And Recreation Safety

By CAPT. W.M. KEENER BPEdO

Last week's heavy snowfall on the Forbidden Plateau certifies something that everyone has been suspecting for some time - winter is here. For those who welcome the snow because of skiing interests, the message for ski safety is clear. Prevent those nagging ski injuries by starting a regular moderate exercise program now in preparation for going up the hill. Strengthen those major leg muscles and reduce the possibility of knee and ankle injuries through jogging, light weight training and stretching exercises. Don't be a weekend skier without first preparing your body to withstand the use of those long dormant muscles. Personal safety in skiing is a long neglected area in this ever popular winter sport.

Cpl. Jean-Guy Rivest, a high finisher in last year's Forces National Ski Championship is currently conducting a Ski Fit class which runs every Thursday evening 1830 - 2000 hrs at the Base Recreation Centre. The class is now open to servicemen and their dependants so plan to attend. No cost is involved. Come prepared to participate.

In the Inter-section Hockey program several safety measures have been incorporated this year. The wearing of helmets is now required plus the new ruling that either an internal or

external mouthguard must be worn. The risk of mouth, teeth and jaw injuries has been shown to decrease dramatically if a proper fitting mouthguard is worn. Internal mouthguards will be fitted for servicemen at no charge at the Base Dental Clinic - external mouthguards must be purchased at the individual's own expense. Remember - your personal safety is the question at hand.

Participants in the indoor winter gym program are urged to wear high quality athletic shoes. Generally the sole is superior on better class athletic shoes such as Adidas, Converse and Puma - this results in better traction during volleyball, basketball or badminton and could possibly save a slip or fall on the hardwood surface. Proper fitting in these shoes is also essential for maximum safety and enjoyment.

New overhead lights with protective screens have also been recently installed in the Gym, courtesy of the CE Section. Better lighting is the obvious benefit but the safety screen will prevent the shattering of glass bulbs should a ball strike the fixture.

In Canadian Guiding, the Brownie Law is "A Brownie is cheerful and obedient. A Brownie thinks of other people before herself."

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PMQ Council 1973

## Hatch o' the Patch

The people listed below are your Community Council. They are elected by you and serve a one year term. Elections are held at the first of April and the first of September. Council holds a meeting once each month, normally the third Thursday of the month at 1300 hours in the Base Conference Room. The next meeting is on the 22nd of November. If you have something of importance which you feel should be brought up at this or any other meeting please contact the Councillor in your Ward.

Remember your Councillor is elected by you to serve you and your community.  
 Wallace Gardens PMQ Council effective Oct. 1, 1973.  
 Mayor, D. Kidd; D-Mayor, B. T. Montgomery.  
 Ward 1 - B.C. Corke, V. S. Bartlett.  
 Ward 2 - R. W. Bryson, G. W. Trenholme.  
 Ward 3 - H. E. Sleight, H. A. Alstad.  
 Ward 4 - J. C. Nix, W. H. Kruschel.  
 Ward 5 - A. A. Bell-Chambers, A. F. Arsenault.  
 Ward 6 - D. Boychuk, B. T. Montgomery.

Ward 7 - L. R. Koester, L. C. Head.  
 Ward 8 - P. L. Miller, D. R. Bell.  
 Ward 9 - J. D. Langille, D. C. Mann.

(Continued from page 5)  
 and if he agrees with the wife's submission, will sign a Separation Order which usually orders the husband to pay a certain amount of support either on behalf of the children, or on behalf of the wife and children, and also orders certain visiting privileges whereby the husband can see the children. If the Separation Order is disobeyed, then the disobeying party is in contempt of court and could be subject to serious penalties, such as imprisonment, for being in contempt, unless he or she can show a valid reason for, or an inability to, comply with the Order.

The second type of legal separation is a Separation Order which is applied for by a wife or husband (normally by the wife) in Provincial Court (Family Division). Here, the Judge hears from both the husband and wife,

In both types of legal separation described above, the parties should hire a civilian lawyer to assist them. If financial difficulties are such that the cost of hiring a civilian lawyer would unreasonably aggravate the financial problem, then one or both of the parties should go to the Family Court and explain their problem.



BABYSITTERS' Directory 1973.

## Baby Sitters' Course - 1973

NAME	AGE	Ken Langille	13	Kevin Moller	12
Charles MacDonald	11	Lorrie Chute	11	Joan Justus	11
Theresa Smith	12	Nancy Stagg	11	Maureen Uddenberg	11
Natalie Savoy	12	Corinne Deegan	11	Robert Naso	14
Crystal Patterson	11	Cathryn Folster	11	Karin Naso	13
Darrel Aucoin	13	Dwayne Dicks	12	Mike Naso	11
Sharon Curtis	15	Daryl Dicks	11	Diana Hicks	11
Lynda Curtis	13	Bonnie Clarke	11	Barbara Denton	12
Gerald Huot	11	Donna Thibault	12	Marcelle Ouellet	13
Jamie Fullbrook	12	Debbie Thibault	11	Chris Ouellet	12
Deborah Shaw	12	Debbie Bell-Chambers	14	David Wiley	12
Jahn Shaw	13	Mark Thibodeau	13	Brian Uddenberg	13
Lynn Lussier	11	Jamie Barth	12	Debbie Ross	13
Keiry Salmon	12	Philip Koester	11	Donna McKay	14
Kim Ritchie	13	David Kidd	12	Kevin McKay	12
Laurie Opperman	12	Cheryl Totten	13	Brooke Jepsen	11
Doug Montgomery	13	Greg Totten	12	Donna Bowers	14
Ann Montgomery	15	Christopher Jones	12	Joey Geneau	14
Gordon O'Brien	11	Margaret Jones	11	Ann Adamschuk	13
David McLaughlan	12	Brian Belliveau	11	Tammy Wilson	12
Graham Faulkner	13	Brenda Mann	11	Lee-Ann Wilson	13
Grant Faulkner	13	Tammy Cowden	11	Sharon Robert	11
Yvon Taillon	13	Nancy Bahnman	12	Elaine Robert	13
Anne Taillon	15	Richard Bahnman	11	Ron Miller	12
Michael Arsenault	12	Michael A. Ross	13	Mike Arsenault	12
Daryl Morgan	11	Susan Cameron	12	Yvon Taillon	13
Leslie Weninger	11	Allen Cameron	11	Michael Williams	11
Vern Langille	12	Cindy Hannam	14		

## Knights' Knooz

This month Defence Minister James Richardson announced a "new financial defence solution" for the CF. With hotel rates sky-rocketing, and the price of bacon in Whitehorse reaching record highs, the CF can no longer afford the price of late-night meals "necessary for the successful completion of duty". Rather than providing take-out box lunches for both aircrew and groundcrew, it was decided to remove the real cause of all this expense - the CF100. Due to the large supply of parts in CN freight yard offices and Air Canada cargo depots, the phase-out is expected to take two years to complete. While the government refuses to speculate on a replacement for the Clunk, Crown Assets has been quickly buying any Harvard it can get its hands on. Although supersonic targets would pose a problem for the Harvard, its excellent ground handling capability and room in the cockpit have made it as good a replacement as any other. Apparently the army general in charge of air operations in Ottawa is suggesting deuce-and-a-halves for 414. While high level targets would be cut to a minimum, he suggests that increased low-level effectiveness (camouflage, etc) makes the suggestion feasible.

The Shield, North Bay

## 'Tis the Season to be Jolly ...

OTTAWA (CFP) - Soon it will be that lovely time of year again - Christmas carols, colored lights, good cheer and all that.

Servicemen, like their civilian counterparts, will be out in full force, buying gifts for loved ones. And that's the way it should be.

But if they are anything like Dapper Dan, somewhat uncertain about the right size to get, some of their gifts might have to be exchanged.

So, take a tip from an old hand at returning goods - find out the policy of the store before you actually buy the gift in the first place.

Remember, when you buy something, you make a contract. There are always two parties to any contract - the seller and you, the buyer.

If you, the buyer, want your money back or a credit, you are asking the seller to cancel the contract. The seller, of

course, has the right to decide whether or not he'll do so.

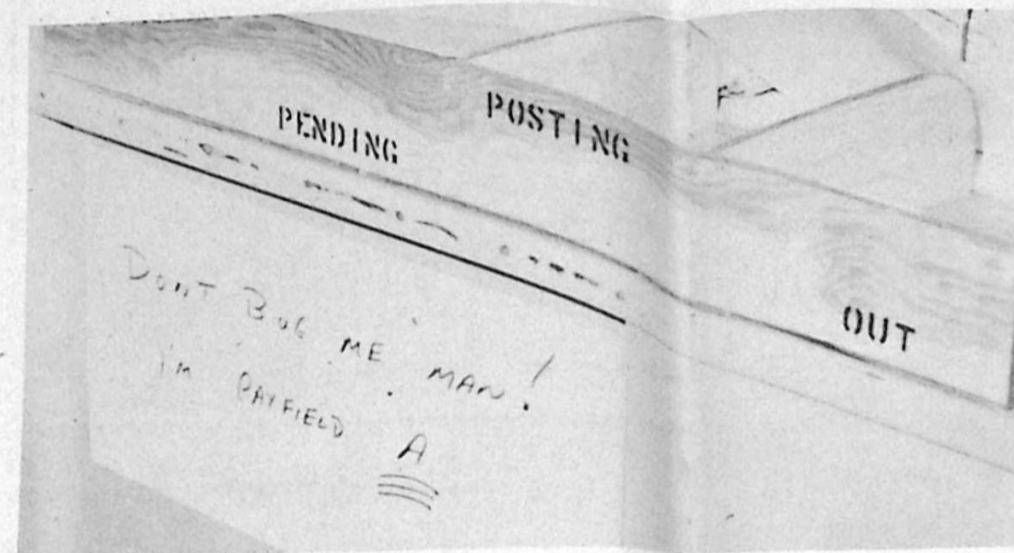
The Better Business Bureau of Mainland, B.C., suggests you should become familiar with store policies:

1. Some consider all sales final. They won't refund or give credit slips.
2. Others refuse to refund in cash but give a credit slip which may be applied on the purchase of other merchandise.
3. Some stores regard refunds a "privilege" they extend their customers, not an obligation. If you abuse the privilege by needless return of merchandise you add "tremendously" to the cost of doing business, thus penalizing all customers.

So, Buyer Beware!

A single Black Walnut tree was sold for \$5,050, in Ontario in 1972.

## You And The Law

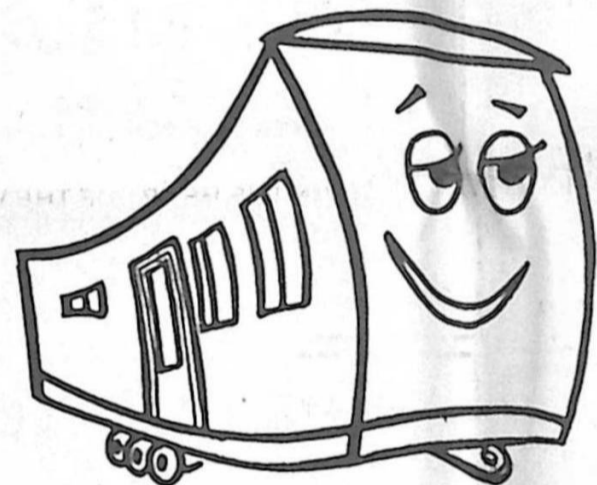


Self-explanatory.

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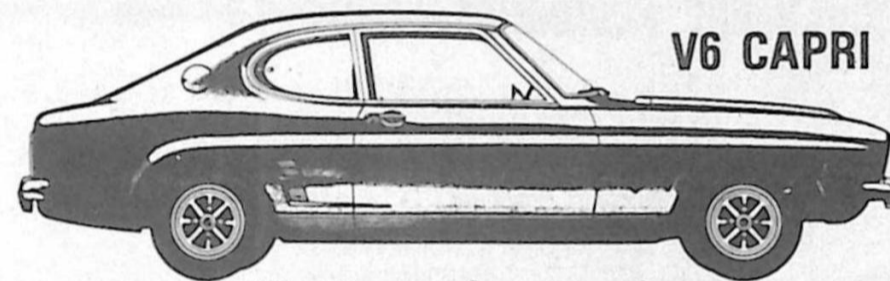


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600 x 13		600 x 13	17.75
650 x 13	16.25	650 x 13	18.25
735 x 14	17.20	735 x 14	19.25
775 x 14	18.15	775 x 14	20.30
825 x 14	20.30	825 x 14	22.45
855 x 14	21.10	855 x 14	23.85
560 x 15		560 x 15	18.85
775 x 15	18.15	775 x 15	20.30
825 x 15	20.30	825 x 15	22.45
855 x 15		855 x 15	23.85

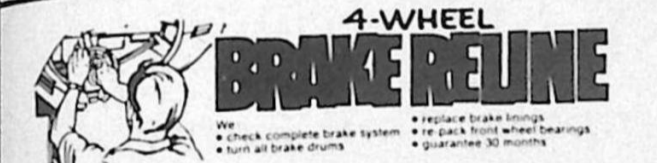
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**ANNOUNCEMENT**  
The RCAF (WD) Association of Hamilton, Ontario after several years of planning and research have published a book about the Women's Division in the R.C.A.F. This book is the first story of the RCAF Air Women serving from 1941 to the current air element. A factual humorous, illustrated hard cover book selling for \$4.50 per copy. Prepaid orders will be mailed through RCAF (WD) Association Book Committee P.O. Box 712 Hamilton, Ontario.

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RATCON SAVINGS

# The Gravel Pit

In response to the many letters and calls coming into our office we have decided to break with tradition and tell it like it is. This first column is designed to answer some of the more common questions we are asked. In addition it will probably result in many questions you never thought of. For example, you may well ask why we call this column, "The Gravel Pit".

We realize that you would probably like to hear about some of the fine people we have in our section. Well, you're not going to. In future weeks we will let you know of comings and goings among our people but if you want to get to know any of us who are out here right now, I would suggest paying us a visit. We are always open and enjoy meeting people from the less fortunate areas to the South. Also, in future weeks, we may even put something in

this column that is worth reading. If that should ever happen, you have our word as ladies and gentlemen, that we will retire without being asked. After all, we wouldn't want anybody to be able to say that it was our fault that this paper folded. Far be it from us to try to inject a little class into it.

The Fourth Annual ATC Grey Cup Pool is now in full swing. We strongly urge you to support this worthwhile effort as all proceeds are generously donated to the Old Controllers Home. For any of you ATC people who can read, may we remind you of the Broomball game on the 19th, the Hockey game on the 26th and the section Christmas party on the 14 of December. Let's have a good turnout for all of these events.

In closing we would like to leave you with this sobering thought: ".08".

# Chapel Chimes

## RC CHAPEL

Father J. A. Borg - Base Chaplain (RC) Telephone No. 339-2211 Loc 274

MASSSES: Saturday - 7:00 p.m. Sunday Vigil Mass Sunday - 9:30 and 11:00 a.m.  
WEEKDAYS: Tuesday - 7:00 p.m. in private homes on request. Friday - 10:00 a.m. in the Chapel.

On other days Father Borg will celebrate Mass on request. SACRAMENT OF PENANCE: Before Mass on Saturday from 6:30 to 7:00 p.m. and before other Masses.

BAPTISM: By appointment. Whenever possible on the third Sunday of the month at 1:30 p.m. On other Sundays for a good reason.

CATECHISM CLASSES: Every Wednesday in the PMQ School from 6:30 to 7:30 p.m.

JUNIOR CHOIR: Meets in the PMQ School every Wednesday following Catechism Class at 7:30 p.m. Ages 10 years and over.

## PROTESTANT CHAPEL

Rev. R. J. Ritchie - Base Chaplain (P) Telephone No. 339-2211 Loc 273

Sun. 18 Nov. 7:30 - 10:30 a.m. - Church School  
11:00 a.m. - Divine Worship

Sun. 25 Nov. 7:30 - 10:30 a.m. - Church School  
11:00 a.m. - Divine Worship

11:45 a.m. - Holy Communion in accordance with the custom of the Presbyterian Church.

Sun. 2 Dec. 7:30 - 10:30 a.m. - Church School  
11:00 a.m. - Divine Worship (First Sunday in Advent)

Ladies Guild: Tues. 20 Nov. 7:30 at 8:00 p.m. in Chapel Annex. Work and fellowship.

Young People: Every Tuesday at 7:30 p.m. in Chapel Annex.

# Letters To The Editor

(Continued from page 4)

visiting his hangar or sand dune one afternoon a year. Secondly, something should be done to decentralize NDHQ. I think that if NDHQ was less frightening and omnipotent, people would trust it more. (CP to Calgary or Vancouver?) They might not even object to being posted there.

The last and most important area that needs close scrutinizing is pay and benefits. As LCol Robinson points out, if we turn ourselves into a uniformed civil service we are really just admitting that we don't have a valid reason to exist. There are a great many constraints that are placed on Servicemen that are not placed on civil servants and if we expect people to put up with these constraints we must give them some form of compensation. I for one doubt that a supposed 3 per cent differential by itself is anything close to being reasonable. I think we should be taking a detailed look at our pension scheme and the benefits it provides. The first thing that comes to mind in this area is that the money in the pension fund, our money, should be put to work by a good, sound, conservative investment company and the returns used to increase our benefits. At present we are "retiring" a lot of good people without enough money to support their families at an age when they have great difficulty finding a satisfying or enjoyable job.

Once we address these problems, we could undoubtedly stop worrying about recruits because we would then be a company with an exciting, meaningful job and good employee benefits. That's all most people want.

G. B. Clark, Captain

Lord Baden-Powell, founder of Scouting, said: "God has given us a world to live in that is full of beauties and wonders; and He has given us not only eyes to see them, but minds to understand them if we have only sense to look at them in that light".



MINOR HOCKEY in action at Glacier Gardens.

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**New construction**, Comox. 1160 sq. ft. all on level. 3 bedrooms, 12 x 21 living room with fireplace, dining room. Wall to wall carpeting. Close to all schools.  
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Call Cliff Townsend 334-4904 or 334-3111

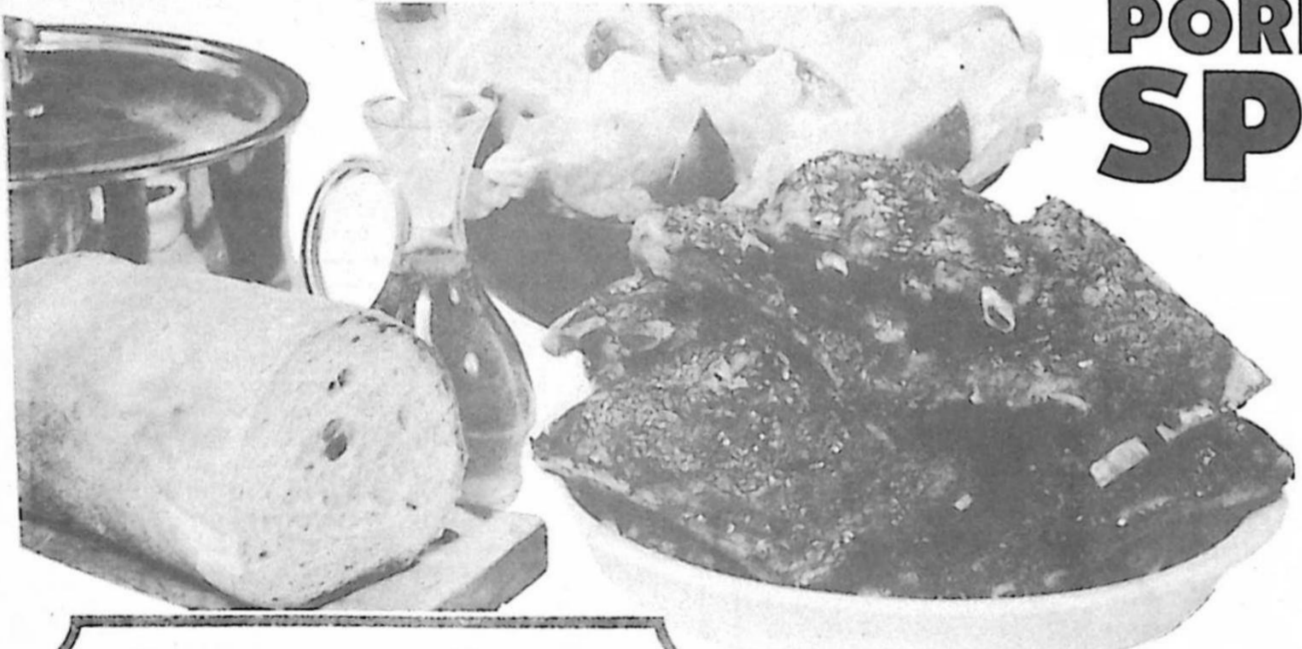
**This spacious home** in the Puntledge Park area can be yours for the low price of \$17,200, including fridge and stove.  
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**Cross Rib Roast** BONE IN ..... lb. 1<sup>39</sup>

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NABOB Mincemeat MADE FROM CHOICE FRUIT AND SPICES 24-OZ. JAR	<b>77¢</b>
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MARTINS • AUSTRALIAN Raisins SULTANAS ..... 3-LB. PKG.	<b>1<sup>35</sup></b>
GOLDEN HARVEST Pitted Dates 3-LB. PKG.	<b>63¢</b>
GOLD NUGGET • SHELLED Walnuts 14-OZ. PKG.	<b>93¢</b>
ROBINSONS • CUT Mixed Peel 4-OZ. PKG.	<b>39¢</b>
ROBINSONS • DELUXE - FRUIT Cake Mix 14-OZ. PKG.	<b>99¢</b>
ROBINSONS • ICING Sugar 3-LB. PKG.	<b>38¢</b>

**SUPER-BUY**  
SUPER-VALU • RECONSTITUTED UNSWEETENED

**Grapefruit Juice**  
48-OZ. TIN **53¢**

**SUPER-BUY**  
SUPER-VALU • WHITE OF COLORED

**Bathroom Tissue**  
4-ROLL PKG. **54¢**

**SUPER-BUY**  
GLEN VALLEY • STANDARD

**Cut Green Beans**  
5 14-OZ. TINS **1<sup>00</sup>**

**SUPER-BUY**  
SUPER-VALU

**All Purpose Bleach**  
128-OZ. BTL. **46¢**

**SUPER-BUY**  
LIBBY'S • CHOICE

**Tomatoes**  
SO GOOD - SO MANY WAYS  
28-OZ. TIN **34¢**

**SUPER-BUY**  
WESTINGHOUSE

**Light Bulbs**  
SOFT WHITE 40 - 60 - 100 WATT  
2 PKGS. OF 2 BULBS **88¢**

**Tea Bags**  
SUPER-VALU 90's PKG. **69¢**

PRICES EFFECTIVE:  
Wed., Thurs., Fri., Sat.,  
Nov. 14 to 17  
Courtenay and Comox  
  
WE RESERVE THE RIGHT  
TO LIMIT QUANTITIES

# SUPER-VALU

BUY BETTER - SAVE MORE!