



TOTEM TIMES



TODAY THE ONLY THING IN B.C. THAT DOESN'T STRIKE IS THE SALMON.

VOL. 18 - NO. 17.

CFB COMOX TOTEM TIMES THURSDAY, SEPT. 23, 1976



To Those Few ...

One of "The decisive battles of the war, and, like the Battle of Waterloo, it was on a Sunday", said Winston Churchill, Britain's great leader during World War II. "Although post-war information has shown that the enemy's losses on this day were only fifty-six, September 15, 1940, was the crux of the Battle of Britain."

There are many young officers and men (women) amongst us who were not even born when this epic battle in the sky took place. Young people in the armed forces of Canada who were in the ranks on September 17, 1976, when CFB Comox paid its annual tribute to those valiant men in flying machines who blunted Hitler's onslaught.

According to historical records, 708 Hurricanes and Spitfires and some 40 Blenheims and Defiants were to oppose 805 Messerschmitt 109E fighters, 224 ME 110 fighters and 1259 bombers. A third of the RAF fighters, however, had to be held in reserve to guard the Midlands and the North.

The armament of the ME 109, two 20-mm cannon and two 7.9-mm machine guns, could do more damage than the .303 Browning machine guns of the Hurricane I and II and the Spitfire I and II, but the Brownings had

a higher rate of fire giving them a better chance for scoring hits with short bursts.

Although vastly outnumbered, the young "Brits", "Canucks", "Cobbers", "Kiwis" and others gave their lives in the sky over that island country so those who follow could live in freedom. Their average life expectancy in the bloody battle was estimated to be three minutes.

It was not Fighter Command alone that achieved the victory in this battle. Radar and fighter control prevented the German airmen from gaining surprise and thus gave the RAF a chance to conserve its strength. Under this control, fighter aircraft were able to be sent up when they could expect optimum results.

Many brave young Canadians climbed into "humpbacked, bowlegged" Hurricanes, the "workhorse" of the Battle of Britain, and into the sleek Spitfires, never to return. Many other members of the RCAF got their baptism of fire during those "dog fights" in the sky.

Part of our airforce history was written over London in those dark days of September 1940. Colonel "Irish" Ireland (Ret'd) brought it all back on the Battle of Britain Parade last week, just after a roaring salute by a formation of 409 Squadron Voodoos.

Antenna Gets Overhaul

On the 31 August the L-Band radar antenna was lowered to the ground so that repairs, sandblasting and painting could be completed safely and properly.

The removal and installation of the antenna was directed by Mr. H.B. Wilson from Marconi Radar Systems, Chelmsford, England, assisted by Navigation Aids radar technicians. Support services were provided by the Base CE section under the direction of Mr. L. Martin who also arranged painting and crane rental contracts.

The lowering of the antenna, which weighs 6½ tons, went without incident and all planned projects were completed on time. It should be noted that during this time the Air Traffic Controllers and the Aircrews were without this primary navigation aid; however, the work was necessary and will increase the reliability and life of the system.

The antenna was reinstalled on Labour Day and all work completed by noon on the 10th of September.



"CLEAR THE LANDING PAD!"

CORRECTION

In the table at the bottom right hand page of September 2nd Totem Times, we erroneously omitted two critical lines. They identify the total obligations of the Base Fund this fiscal year. We are required to pay about \$45,000 on the outstanding loans and a total of around \$61,000 for all obligations. It should be understood then that \$61,000 is our break-even point and that any revenues beyond that level will be available to support that long list of Base Fund provided recreational facilities.

Base Comptroller

Search Resumes

Based on positive contacts made by the Oceanographic Research Vessel, Endeavour, the search for the 409 Squadron Voodoo, which crashed on July 5th, resumed on Tuesday, Sept. 14th.

Using side-scan sonar and high resolution depth sounders, the Endeavour has been carrying out a systematic search concentrated within six-square-mile area, three to five miles from Cape Lazo. The depths of 600 to 900 feet offer quite a challenge to the search team.

Lieutenant Colin Hay, and Sergeant William Careless, of the Base Crash and Salvage Crew, indicated that there are several good sonar contacts which will require verification by Pisces.

The 196-foot, 1800-ton, Department of Environment, Hydrographic Research Vessel, Pandora, with the Pisces IV on board arrived in the area to commence work on Tuesday Sept. 21st.

NEXT
TOTEM TIMES
DEADLINE
OCT. 4

Sharks Go Hungry

442 Effects Rescue

You practise and practise for emergency situations and its nice to know that all your work has not been in vain. Two Delta fishermen, John Pedersen and Gerry Sarchat off the F-V Marble Isle are alive today because of this work. Adrift in their tiny life raft for 130 hours the distressed pair were finally spotted by Buffalo 458 on Saturday afternoon 18th of Sept. about 3 p.m.

On The Hangar Line

Officers Get The Good Word

Decisions by guess and by God?

"Not so!" says Captain Brian Nix, "even though the Chaplain Generals operate out of the same area in NDHQ."

Captain Nix, a career manager, was speaking to the AERE officers here on Friday, September 10th. LCol. J.O., Butler accompanied Capt. Nix on the visit. Officers of the AERE-CELE-MILE-LORE classifications were briefed and interviewed during the visit.

He pointed out that the future demand in the engineering classifications will be for University Trained men (women) vice Commissioned from the Ranks

personnel. "Supervisors should be encouraging their younger subordinates to increase their academic education to improve their potential for future selection in the UTPM," he said.

"The writing is on the wall. Formal education requirements are on the increase. The higher one attains in rank the more education he will need."

Statistics show that very few CFR officers get above the Major level.

"Post Grad is the thing," he said, "but, a junior officer should get one field tour first."

The Officer Career Development Programme (OCDP) results so far indicate a higher acceptance rate than anticipated in the engineering classifications according to Captain Nix.

The acceptance figures would indicate a further slowing down of promotions because of the increase in time that a Major can now serve under OCPD. There is no doubt that time in rank before promotion (all other things being equal) will be longer under this plan.

"Indications are that experience may be given more weight by future promotion boards," he stated.

He parted by saying: "Believe it or not, the CM does utilize the information you place on your annual PER."

The Marble Isle had been riding out a storm on Sunday night the 12th of Sept. when they drifted away from seven other boats. At about 6 a.m. the boat capsized and the two men were forced into the stormy seas aboard their tiny life raft. Clad only in their under clothing they drifted for six days, cold, wet and hungry, waiting for rescue.

When the vessel was reported missing by the concerned families, an Air Sea Search was begun. For several days the area in the Queen Charlotte Sound was combed with no results. Saturday morning Buffalo 458 and Argus 722 continued the search.

Sometimes things just go right. Buffalo 458 developed an oil leak in the port engine and was forced to return to Comox for repair. On the way back the search was continued. At about 3 p.m. Pte. Randy Brown, Para Rescue Specialist on Buff. 458, spotted the tiny life raft with Mr. Pedersen frantically waving a signal smoke. Now the real work began!

Argus 722 was called in and directed to escort the G.B. Reed, a government research vessel working just north of the area, to the scene. RCC Victoria was advised and a Rescue helo was requested.

The pair had been found, now they had to be rescued. In a three way discussion between the Para Rescue Team, A-C Capt. Ery Cross and RCC it was decided that due to the length of time the pair had been missing and their obviously weakened condition, assistance was vital.

The Rescue Team of Sgt. Chuck Clements and Pte. Randy Brown deployed an MA-1 Life Raft Kit and then jumped in near the distressed men. An aside to the successful jump was the report from Argus 722 that the area was teeming with sharks. However it is thought that even the fish had heard of Para Rescue's seamy reputation and did not bother the jumpers.

Once aboard the MA-1 Life Raft the para rescue team

hooked up with the fishermen and began giving medical attention, getting them into warm dry clothing, and giving them food and water.

The two fishermen related their story to the team about their unscheduled departure from their vessel and the subsequent scenic tour of Queen Charlotte Sound. They did not recommend it to the average tourist.

Several hours later the G.B. Reed came alongside and took them all on board to await the rescue helo and its medical team from CFB Comox.

Even at this point things were not to be without incident. Rescue 302 enroute to the ship developed rotor brake trouble and had to make an emergency landing on Calvert Island. Buff 458 and Argus 722 flew overhead to give comfort to the chopper crew. All this time Buff 458 still had its problem oil leak so Capt Ery Cross decided with the chopper safely on the ground and the fishermen and para rescue safely on the Reed, it was time to get Buff 458 safely on the ground. The chopper was able to correct its rotor brake problem and continue out to the Reed for its pick up.

The story ends as the two men, John Pedersen and Gerry Sarchat were flown to a joyous family reunion in Vancouver. Thus terminated SAR Pedersen, a successful and satisfying rescue mission. 442 Sqn would like to thank the Captain and Crew of Argus 722 and the Captain and Crew of the G.B. Reed for their very professional assistance on this search. We are also very proud of our own Buff and Lab crews and the rescue team. All our work and practise has been worth it!

Arctic Patrol Impressions

Fabulous giant with 100 eyes! On the Barren Grounds north of Baker Lake I have turned to the sound of the great craft, watching with pride as she majestically followed her Arctic patrol. I have seen her far out over

Hudson Bay, or crossing the narrow waters of Bathurst Inlet, felt the thunder of her power as she swept over a tiny native settlement. Argus, Argus the Inuit shout, waving their arms, children jumping in excitement. When she has

passed there is no wondering or speculation as for stray craft of other names. There goes the eye of the North, the caretaker of the frontier. This is our land is the message she carries far and wide. This is our country. This is Canada!

At stopovers in Yellowknife I have seen the grand lady at rest, graceful as a dragonfly, long wings straight out from her sides, black lips of radar bulb, slim tail. And her glassed-in nose! How I envied (Continued on page 14)

'Air' Room Dedicated

On the anniversary of the Battle of Britain, the Base Commander, Colonel R.L. Mortimer, serving members of the Canadian Forces and members of the Royal Canadian Legion took part in an unveiling ceremony for the "Air" Room in the Comox Branch 160. The unveiling took place after the parade and ceremonies at the Cenotaph.

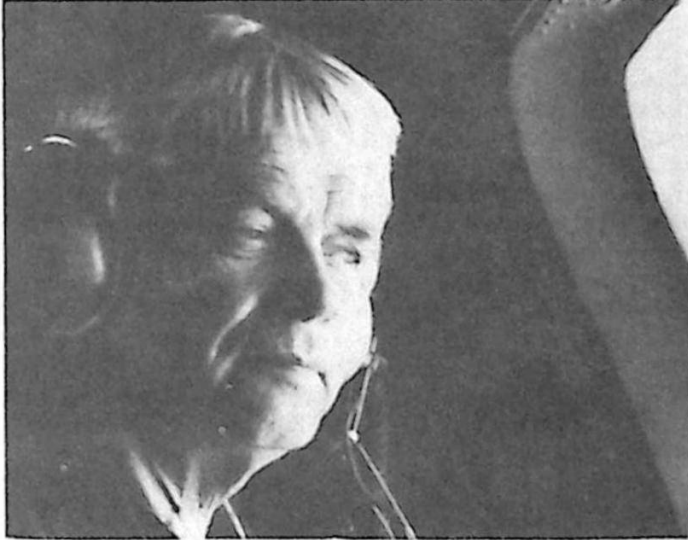
Lieutenant Commander (formerly Major) Tom Dandeno, Secretary of the Comox Legion, informed the Totem Times that the "Air" Room was one of the projects undertaken by the Branch as part of the Legion's Golden Anniversary in 1976. He said: "George Mealing and Frank Henderson started the project rolling after being presented with an old 1924 badge".

Corporal Kevin Cosby, a member of the Armed Forces who is an enthusiastic collector of service regalia, volunteered his knowledge

and expertise in assisting the Action Committee in organizing the valued artifacts into an interesting display.

"The Wing Room", in Kevin's words, along with the Army and Navy rooms will serve as an historic reference to the military past.

On behalf of the personnel at CFB Comox, Colonel Mortimer presented a full set of Canadian Forces Branch badges mounted on hardwood plaques in a case as the Base contribution to the "Air" Room.



H. ALBERT HOCHBAUM

of Delta, Manitoba. Freelance Artist and Writer, who concentrates on waterfowl and the Arctic. Former Director of the Manitoba Delta Waterfowl Research Station (1938-1970). Author of: "To Ride The Wind", "The Canvasback On The Prairie Marsh", "Travels And Traditions of Waterfowl". Mr. Hochbaum recently travelled with "Demon" Squadron Crew 6, on an Argus Arctic Patrol.

FIRE KILLS DON'T BE CARELESS

Section News



407 SENIOR NCO'S PRESENT a plaque to departing bossman LCol Bruce Montgomery. The plaque carved with the signatures of the 407 Sr. NCO's, was presented to LCol Montgomery by CWO Bush, Tech Adj. of 407 Sqn. Representing the various squadrons left to right are: MWO Harry Alstad - Servicing, CWO Russ Bush - Tech Adj., LCol Bruce Montgomery, MWO Morley Schwindt - Avionics, Sgt. Cy Pshytok - Admin., Sgt. Garry Clark - Armament. 407 Photo

Demon Doins' Tech Ramblings

The last few weeks have been hectic, to say the least. We have had our squadron handover and a mess dinner in the Officers' Mess.

Fred Sander attempted a dozen airshows until he finally got it right at Abbotsford and as a reward is being sent to charm school.

The handover parade was an outstanding success with a series of super flypasts, some planned and some not. There was even a flypast for the cocktail hour in the Officers' Mess which certainly was an attention getter in certain circles.

The party following the handover parade was well attended and it appeared that everyone had a good time. A vote of thanks must go to

Capt. Mike Gibbs and his committee for the fantastic job done on decorating the hall and organizing the whole affair. The speeches by the incumbent and outgoing Squadron Commanders were great, as they were short, sharp, to the point, and tinged with humour. Cpl. Weiner Lavigne threw in a farewell to LCol. Montgomery and presented him with six little pigs to commemorate the ones he was leaving behind. A crew of misguided fools did an Argus flypast to the amusement of all.

Well, folks, there is a picture page of the whole shebang in the paper and a picture being worth a thousand words, we'll see you next issue.

Sun Searching With Crew Two

It was a typical day in the Comox Valley, wind rain and a forecast for more of the same, as crew two prepared for their difficult search. The weather forecaster explained, with delight in his voice, the various systems that were either approaching, might approach or could approach, the area in which we were flying. His voice appeared to carry the subtle inflection that anybody who would fly in this weather was just short of mad. The crew briefing allowed the various leads to explain that this trip was really necessary and the destination was merely incidental. The brief was finally over and the crew enjoyed these last moments of peace counting their American money.

The sometimes slow process of start up was finally over, and then the moment awaited by all arrived. The steel nerved, squinty eyed engineers declared the big bird alive and well and with a mournful look allowed the pilots to have control.

The pilots following a strange ritual that resembles the ancient prayer to the Gods prepared themselves and the crew for take off. With a mighty roar (and a clearance from ATC) we leapt into the air heading for Hawaii or parts unknown depending on the whims of our nav's.

Once airborne we settled into that watchful routine that is so well known to Argus crews (would that light on the coffee pot never light). The big bird droned through the Western Pacific sky and as night slowly overtook us, our lead Obs slowly "reached" a decision. The coffee pot was either (1 - broken, 2 - very slow), he then proceeded to inspect this useful aid to flight safety. His inspection was fruitful as he soon found that the plug was not connected to the source, reacting quickly he plugged the coffee pot in. Soon the pleasant aroma of freshly perking coffee crept through the aircraft. The aroma reached the cockpit and caused strange reactions, it caused the flight engineer to shift his position and open his eyes, this caused a panic with the pilots who had never seen this happen.

Three hours later an even stranger happening occurred, a nav asked for and received a copy of EO's. The flight crew were in a state of wonder this had never happened before. The reason was soon made apparent when the nav placed his copy of EO's on the sextant stand and stood on it, he then stretched on his tip toes and with a mighty leap reached the sextant, grasping both handles he then proceeded to chin himself, holding this position for approx. two full min. With an almost casual grin the nav then lowered himself to the sextant stand took two deep breaths and was helped to the bunk by the cheering crowd.

The mighty Argus droned on through the black night the mighty engines thundering out at all aggressors when all of a sudden our steel eyed pilot spotted a strange light in the sky. This strange light caused a great deal of confusion, however using logical deduction which is a well known pilot trait they arrived at the following reasons for the light. 1. the sky had broken. 2. the earth had erupted. 3. the engineer had opened his blood shot eyes.

The answer unfortunately was none of the above, it was the dawn and soon much to the surprise of the crew, land. The second engineer quickly moved into the cockpit (in order to prevent the navs from rushing the pilot and preventing them from landing) and the weary crew prepared for landing.

At approximately six o'clock in the morning the mighty Argus settled down among the strange creatures that inhabited this Island. These creatures looked like airplanes but did not have propellers. They did not roar like the mighty Argus but howled like the sound of a thousand angry wives left behind in that cold wet country.

As our brave crew descended from the mighty Argus a strange sight filled their eyes, a bright light that warmed the body and caused the body to sweat. Could this be the sun?, there were no clouds, how is this possible. During the next three days crew two discovered some

The Nighthawks Nest

Recovering from the recent hurricane that was unleashed on them, the Nighthawks had been busy tending to their nest twig by twig and perch by perch. Some new arrivals to the brood augmented the dwindled strength. Dave Koski is one such hawk. He definitely timed his arrival well. Hardly he joined the Nighthawks, and not even Combat Ready, that word came from above that he was promoted. Hope you succeed in planning and timing your future postings as well Dave! Welcome is also extended to Lt. & Mrs. Lance Dann. Happy hunting and eternal vigil with the defenders of the Western approaches.

The ink hardly dries in the EXECO's office. If flexibility is the hallmark of the military organization, then Night Hawks have it perfected in their organizational frame work. Even some of the experienced Nighthawks are finding it hard to keep pace with changes and changing Squadron requirements and conditions.

After witnessing some last minute changes, the Battle of Britain fly past by eight of the big silver Jets led by the Chief Night Hawk on Friday 17 September was impressive indeed. The Mess Dinner held in the wake of the parade witnessed quite a few reenactments of that remarkable historic and memorable occasion in reflections and recollections. It may well be that our ever present hawk Ron "Big Man" reflected a bit too much!

Tom Potter gave his final bit of airshow-hawk-ship by staging a four plane flyby at Stanley Park, on Sunday the 19 September before proceeding along with Big Bart to Shoot the big ones

between 23 to 27 September. Rumour has it: they are going to PAM looking for ELSIE. Lucky Peggy is not around to hear this one.

Marg Patte always wanted to become a Nighthawk and finally she joined the family after Crewing up with Jim. They tied the nuptial knots on Saturday 4 September. Welcome to the Nighthawks family Jim & Marg.

Gone are the days when Nighthawks kept the vigil at the Golf table and the tube but the way things have turned lately there is no rest for the older types. Scramble at odd and any hours demand that the youth should shoulder the task more often.

Super SOOT and family gave their annual surprise visit. Tom Goodall's calculations aside, Lou Glusich managed his trip East during the period. Raleigh and his scheduler pulled a fast hat trick on Peter Ott. It was a success, of course but the gyrations we had to go through before subjecting ourselves through this ordeal by fire. Frank and Terry Martin had the best idea of course. What you can do with a bottle of wine and lobster and pizza can hardly be done better any other way. They were always good organizers at things which count! Encouraged by all this AFCT and all that Trev Wallace picked up enough courage to call a meeting of the brood at the track field and subjected the healthy and not so healthy, young and old, through the mile and a half run. Net result was fascinating in so far it still is not clear how many steps make a mile. But then if you never take that first step, you never can walk, run or wish



AND THEY BOTH USE A FLUORIDE... Boss Nighthawk LCol Herbert presents a certificate of service to MCpl. Barons on his recent retirement from the Canadian Forces...and so another Nighthawk has left the Nest!! Base photo

that mile away. Having passed his track course somehow Trev is planning to tackle the Training Command and much advanced Navigator's Course. Don't worry, there will not be any stars shots at Winnipeg, Trev. All such activity has long since moved to Cape Canaveral. Hazen is finally back from Chilliwack. I wonder if he remembers any of the air language. There should be interesting encounters as a result of the Cross Cultures.

Talking of Cultures Jon and Raleigh just returned from Ottawa after a week of high policy discussions and formal parties. Whether it is a result of their comments or the Night Hawks Nest mutterings that Ken and Company are putting on a show on Saturday 2 October. Squadron waits and watches in anticipation.

From Under The Nighthawks Nest

Even though the majority of Squadron groundcrew have completed and passed their semi-annual physical fitness test, 409 Sqn. is having a Sports Day on Friday, 24 Sept. Events include: Fishing, with weigh-in at the Base Fire Hall between 1000 and 1500 hrs. (fish cleaned and gilled with the head on); Golf, tee-off at 1000 hrs.; and Volleyball beginning at 1000 hours in the Base Rec. Hall. Food and beer is laid-on at the Beach Pavilion with a nominal price being charged for the beer. A good time is sure to be had by all.

During the past few weeks, there has been quite a turnover in the Snags

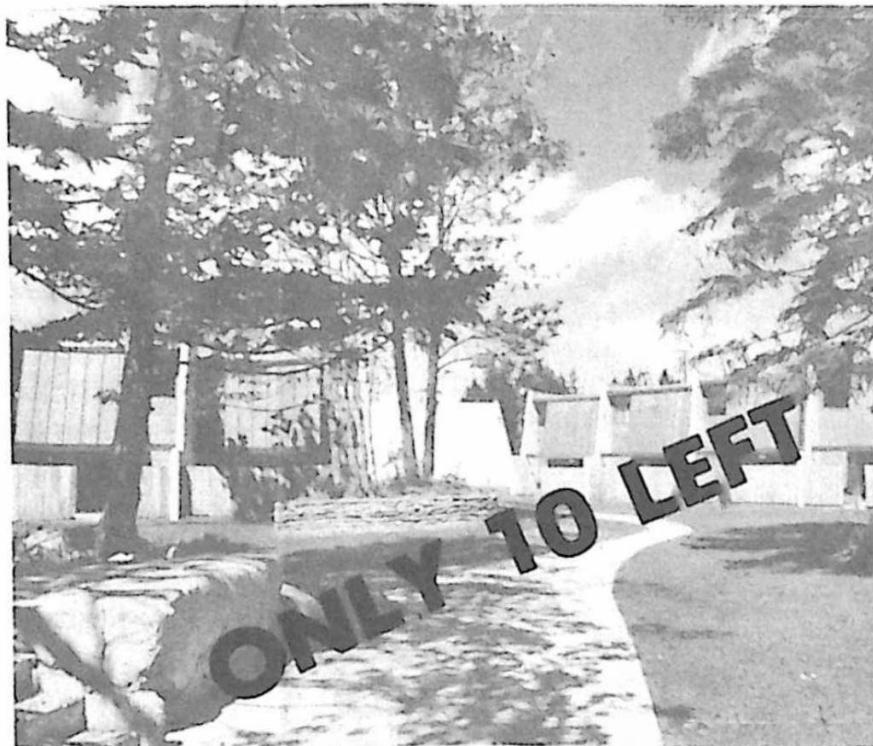
organization. Besides the internal rotations, Tom Hickey has departed for Trenton and "Punch" Nahu to Europe. Greetings are extended to Lee Chamberlain who arrived for duties in the Telecom Ground Section from Edmonton.

The Snag organization has been running well lately, with the number of snags being down in the summer months. One improvement is the new STRAIGHT yellow taxi lines on the apron. This has led to fewer navigational snags and very few aircraft getting lost on the tarmac as of late. Things will improve even more if we can get yellow lines painted at 35,000 feet.

NEW
PROGRAM
FOR

PLATEAU GARDENS

On Guthrie Road, off Anderton Road, Comox, B.C.



NEVER AGAIN will you be able to buy a home for \$1.00 down.

\$1.00 DOWN will give you the information of your exact payments before you are committed to buy.

NO DOWN PAYMENT

You can own your own home for as little as \$130.00 monthly mortgage payments — including tax.

3 and 4 Bedroom
CONDOMINIUMS \$36,000
with Fireplace and 3 bathrooms



NON-REPAYABLE GRANTS

For Low Incomes with one dependant or more.

EXAMPLES:-

INCOMES	MONTHLY MORTGAGE PAYMENTS & TAXES
\$5,000	\$129.86
\$6,000	\$150.00
\$9,000	\$204.86
\$12,000	\$213.19
\$15,000	\$254.86

Plus \$28 Condominium Fee

INTEREST-FREE LOAN: Any 2 persons with unlimited income are qualified for a \$49.50 per month interest-free loan for 5 years.

OPEN HOUSE

Saturday & Sunday 2 p.m. - 4 p.m.
Weekdays 5 p.m. - 7 p.m.

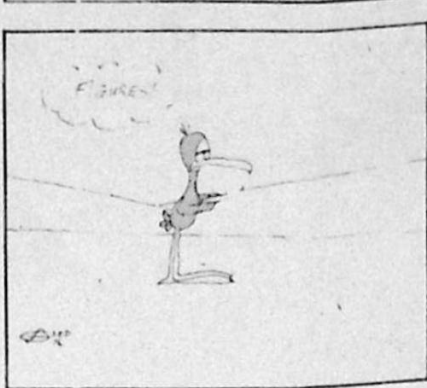
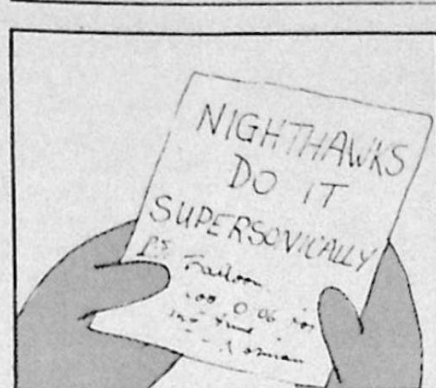
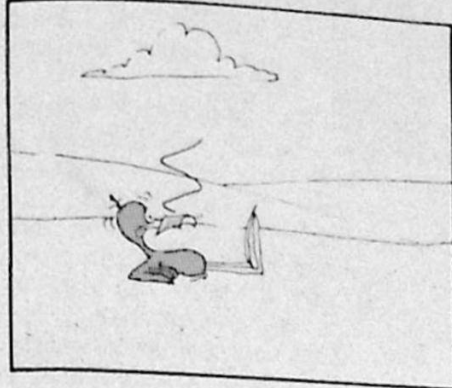
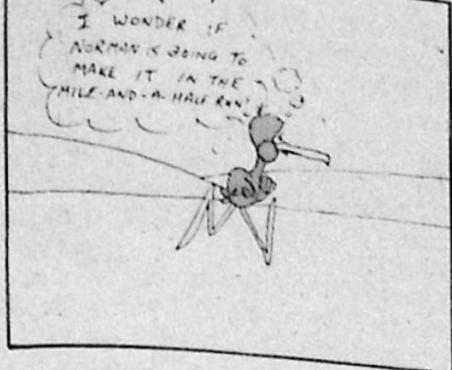
For appointment to view call 339-5445

JENSEN & SON CONSTRUCTION LTD.

334-3260 • 337-8151

GUDGEL STEW

by Rick St. Germain



The Nice People



Sergeant Cy Pshyticky

I'm glad to see that our new article on Base Personalities has stirred some interest around good ol' CFB Comox. I have had several people mentioned as future considerations and you can be sure that I will give them my personal attention. If you know someone nice who deserves a special pat on the back, then let me know -- call the Assistant Editor, Gord Kruger, at Local 404, or drop a line to the Totem Times office.

This issue gives us the pleasure to salute a great guy who toils away in the Demons Orderly Room. Sgt. E.N. (Cy) Pshyticky is the NCO I-C of the 407 Orderly Room and runs a smooth and co-operative organization. If a problem exists, Cy is always there to help with a smile.

Cy goes back a couple of years and after growing up and getting educated in Fort Francis, Ontario, joined the organization in 1950. He is an Admin. Clerk by trade and has had many interesting postings during his years of service. When asked about some of the more memorable ones, Cy mentioned a couple which he cherished. These were, Fontainebleau, France, from 1960 to 1963, then four years with the Training Command Band from 1963 to 1967, and finally, an interesting Tour in Moscow in 1970 in the services of the Attache's office.

Cy and his good wife Olga live in the PMQ area and when he isn't solving problems in the Orderly Room, Cy likes to play a little golf. He says that Comox is great, but that the Prairies are his first love and hopes to return to Edmonton some day.

So to Cy, a 'Hats Off' from the Totem Times and CFB Comox. You are one of the 'Nice People'.

Teamwork '76

Canadian ships steaming with a NATO task force in the northeastern Atlantic, have come under Soviet sea and air surveillance in what appears to be growing Soviet interest in Teamwork '76, one of the largest NATO maritime exercises ever held.

Two Kresta-class destroyers of the Soviet Northern Fleet, an oiler, and an Intelligence Collector, are reported to be shadowing the 27-ship task force, which includes the Canadian destroyers Athabaskan, Ottawa, Margaree, and the supply ship, Protecteur. As well, approximately six other Soviet Intelligence vessels have been sighted in the North Sea and other areas. There has also been a reported overflight of the American carrier, U.S.S. John F. Kennedy.

As part of Teamwork '76, a UK and Netherlands Marine force carried out 48 hours of assault operations in the Jutland area of Denmark, following an amphibious landing there on 11 September. Aircraft from HMS Ark Royal provided support flights in the battle area.

Teamwork '76, which began 10 Sept., involves forces from nine NATO nations, totalling 80,000 personnel, 250 ships, some 24 submarines, and over 900 NATO aircraft.

The exercise lasted two weeks and culminated with a large amphibious assault in Norway by UK, US and Netherlands Marines.

STOP FIRES
BEFORE THEY START!

Teach
FIRE PREVENTION
Early!

'76 Posting Score

	IN	OUT	TOTAL
APR	46	31	77
MAY	44	30	74
JUN	35	19	54
JUL	39	25	64
AUG	97	92	189
SEP	52	23	75
TOTAL	313	220	533

Known for			
Rest of year			
To Feb.	72	53	125
Grand Total	385	273	658

PLAY IT SAFE
DON'T PLAY WITH FIRE!

Sic Idur Ad Astra

Thursday, 2 September, marked the First Anniversary of Air Command. All personnel in the Command can reflect with pride on the accomplishments of the past year. Organizationally, we have forged a strong and functional entity which has become well established as a clearly identified and effective major Command of the Canadian Forces.

Already, there is strong evidence of a new cohesion in Air policy, standards, planning and execution. Despite major adjustments that were required on the part of component Air Groups to adapt to the new organization, operational activity in all areas has been of a uniformly high standard.



MAJ LITTLE 407 SQN. RECEIVES the COJO medallion from LCol. Konings in recognition of his service as a Detachment Commander in support of the 1976 Olympic Games (or XXI Olympiad) in Montreal this summer. The letter accompanying the medallion read, in part, as follows: "We are pleased to have this opportunity to forward to you this bronze medallion as a gesture of the appreciation the Organizing Committee is extending for the excellent services rendered during OP GAMESCAN 76".

LEMON TREE

STUDIO-WORKSHOP

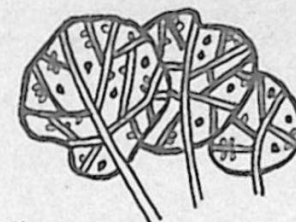
Elsie Griffiths - Artist

2231 McKenzie Avenue - Comox

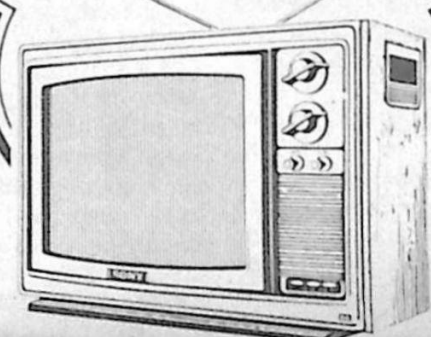
339-4202

OIL PAINTING INSTRUCTION

Adults - Teens - Children - Begins September 14th



Consider the big picture.



KV-1940 Sony Trinitron
19" screen measured diagonally

Take the family to see dazzling shows, colorful movies, and a variety of other big entertainment, on us: the remarkable family-size Sony Trinitron. The color, as everyone will gather, is at once clear and brilliant, natural yet distinct. And, owing to our advanced development of a unique 114° wide-angle picture tube, you get a bright sharp picture in the slimmest cabinet around. Why not come in today, and see what you've been missing.

"IT'S A SONY"

ARV
AUDIO RADIO VIDEO

- SERVICES -

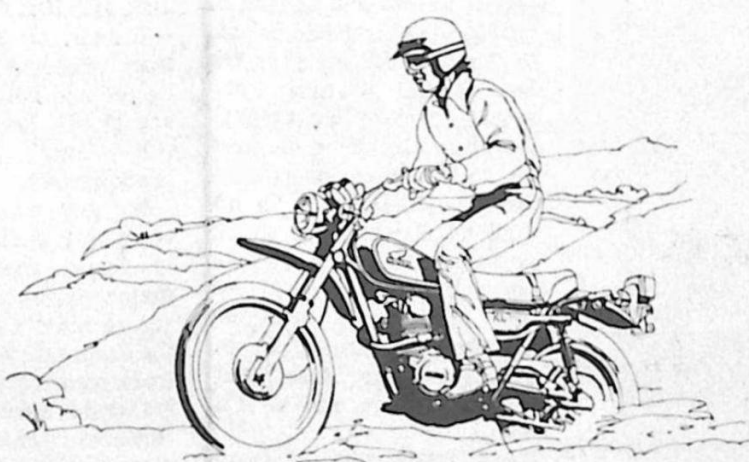
319 - 4th St., Courtenay

Box 3430

Phone 334-4114

(Across from the Civic Parking Lot)

Honda On/Off Road Bikes.



XL-250

Street legal. Dirt tough.

The Honda XL250 provides better than ever off-road performance. Features include: New trials-type exhaust system for narrow riding position and good ground clearance. Increased wheel travel and new shocks for rear suspension. Centre-mounted carburetor for narrow riding position. And a new chassis design for quick off road handling.

Now only \$1399.00. \$140 down and \$57.90 per month O.A.C.

HOLIDAY MOTORCYCLE CENTRE

3080B Comox Road, Courtenay, B.C.

Next to Animal Hospital

Phone 339-5574

Dealer No. D.00153



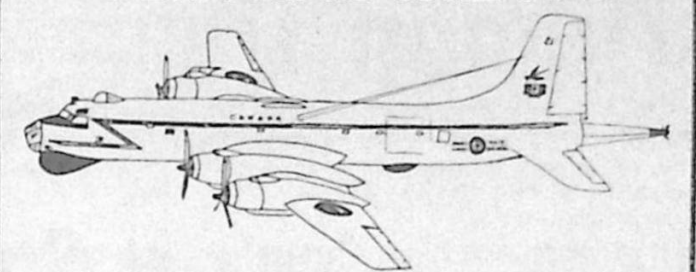
Base photo

A MASTER IS MADE.....Anyone can tell from the grin on Bernie Boutaughts face that he is the recipient of good news. Shown here is the 407 StECHO, Maj. Don Poole presenting MWO badges to WO Boutaught, the promotion effective 30 Aug. 76.

MWO Boutaught hails from Moncton, NB, where he enlisted in the RCAF in Jan. 1950. Undergoing basic and trade training at Aylmer, Centralia and Camp Borden, Bernie served for two years in Chatham, NB; posted to 421 (F) Sqn., St. Hubert, PQ, and then proceeded overseas to 2 (F) Wing, France in Sept. 52. After a three year tour overseas, MWO Boutaught was transferred to 423 Sqn. at St. Hubert in 1955, remaining there until Jan. 1962. The next 7 1/2 years were spent with 446 SAM Sqn. North Bay, then on to 442 Sqn., Comox in June 73 and finally posted to 407 Sqn. where he is presently serving.

MWO Boutaught resides in Courtenay with his wife Betty. His four daughters have all flown the coup to Edmonton and Victoria. His other interests are fishing, gardening, and when really forced to, will play some golf.

CENTRAL MEATS



Ground Round	lb.	1.19
Med. Beef	lb.	79¢
Picnic		79¢
T-Bone	lb.	2.19
Sirloin	lb.	2.09
Spare Ribs	lb.	1.49
Liver	lb.	69¢
Wieners	lb.	79¢
End cut		1.35
Pork Chops	lb.	1.65
Pork Chops Centre Cut	lb.	1.39
Cross Ribs	lb.	1.29
Chuck Rst.	lb.	1.69
Blade Bone Removed		85¢
Whole Round Steak	lb.	1.69
Frying Chops	lb.	1.59
Baron of beef		1.69
Roast Al	lb.	1.59
Spareribs	Country Style lb.	

Come in and Browse
Around.
Meet the Friendly Staff
at CENTRAL MEATS

CENTRAL MEATS

491 - 5th St., Courtenay

Ph. 334-4921

Ground Pondering

In the spring of 1980, 407 Squadron at CFB Comox may receive the first of its new Aurora aircraft. As this will mark the first new patrol aircraft our Maritime forces will have received in over twenty years, it will indeed be a significant occasion.

Predictably, one nation did not receive the July 21 announcement of the deal with enthusiasm equal to our own. Upon learning of the purchase of these aircraft, the Soviet Union quickly moved to condemn Canada for "fanning the international arms race." The message implicit in their statement is that Russia is concerned with the arms race and anxious to arrest it, while Canada, by the purchase of eighteen aircraft, is not.

To the majority of Canadian citizens, relatively unaware of military affairs and at the same time concerned with Canada's image as a major contributor to international peace, this accusation may come as an unpleasant surprise.

Their reaction may then be to oppose any further purchase of arms to refurbish our meagre and aging inventory.

Could this be exactly the response Moscow hoped to generate, or has Russia criticized Canada out of a genuine concern over the arms race? A brief look at Russia's own contributions will provide the answer.

In research and development alone, Russia spends more each year than all the Western nations combined. Annually, Russia builds enough combat aircraft to completely re-equip the Royal Air Force every six months. The Soviet navy is continually growing and

may now be the most formidable in the world. This year she added a new aircraft carrier, and another is under construction. The Soviet Navy presently operates more submarines than did Germany at the height of its U-boat campaign. Russia has on inventory 40,000 tanks outnumbering the NATO allies' combined strength by a ratio of 3:1. Since 1971, Russia has increased her overall manpower by 200,000 or 6 per cent.

Canada, on the other hand, has not received a new combat aircraft since the mid 1960's, has no plans to construct new ships, operates a limited number of tanks which were designed during World War II, and since 1971 has decreased her manpower by 8,000 or 9.5 per cent.

This comparison, renders Russia's criticism of Canada meaningless. How can they, in all sincerity, condemn us for contributing to the arms race when they construct more combat aircraft in a week than we have bought in ten years.

Russia, being the world's largest producer of arms, is consequently the world's greatest contributor to the arms race. It is only when her opponents begin producing arms that Russia shows genuine concern over the international arms race.

The intent of Russia's criticism of Canada is clear. By arousing public opinion, through such remarks, against the maintenance of at least some armed presence, Russia calculates to weaken her opponents and thereby relatively strengthen her own position, thus easing the road to unquestioned world military ascendancy.

Isn't It So?

The editor of the Greenwood Argus hit the nail-on-the-head on page 4 of his August 18 issue.

Captain Garth Meredith was writing about the Canadian Community Newspaper Association's annual convention in Halifax this year. His thoughts from the Editor's Desk is repeated in part.

"Not for the weeklies is the sensationalism of the daily press where every issue we are treated to a steady diet of wars and insurrections, famines and floods. More likely to occupy the front pages is that Aunt Emily won a prize in the county fair for her jams and jellies, or that the young man from down the street who you have watched grow up over the years has graduated from college with honors. This is the news of the community where every sparrow's fall is not only noted by the Deity, but also by the Editor. This is the news which weekly news readers want to see -- news of ordinary people, doing ordinary things -- things which are important and interesting to the ordinary person."

"Another fact which was made very obvious was that the military press was very poorly represented at the conference. Aside from Al Wilson, the Editor of the CFB Comox Totem Times and myself, the only other military delegate (and he was only there because of the services he rendered to the community newspapers while he was in the Middle East) was Dick Pepper from MARCOM."

"The military press could learn so

much from association with the civilian community press that this lack of representation was a real pity. Most military newspaper personnel are amateurs in the field....

"There is no military newspaper association -- only DPIS at Commands and NDHQ who review every issue and send messages to the Base Commander if the provisions of our bible, CFAO 57-5 have been violated."

Before this year is out, I expect to return to operational duties and someone else to fill this chair, so someone else will probably have to start from scratch all over again learning the job. If there was a military newspaper organization, at least there would be a pool of experience a new man could draw upon instead of floundering along while learning a very demanding profession."

(Editor's note: Capt. Meredith is employed full time as Editor of The Argus.)

"It is my thought that every service newspaper which aspires to be a true military community newspaper should be a member of the CCNA and be represented at the annual conventions. Further, in order to upgrade the level of experience in the military newspaper field, there should be training seminars and an organization of military newspapers to which a new editor could turn for help and advice. Unless and until something of this nature is done, we will continue to see military newspapers being the poor cousins (experience-wise) in the profession."

Local Papers Community Key

By KENNETH McDONALD

If there were one impression an observer took away from the annual convention of the Canadian Community Newspapers Association, held last month in Halifax, it was a general concern over the growth and influence of federal and provincial governments and their attendant bureaucracies.

serve, the cement that binds them together.

...

One community was dying on its feet, the newspaper with it. A new publisher, forsaking retirement, is putting new life

into the paper. Around that core, enthusiasm is building throughout the community. "We're getting young people who want to work. Not many, but enough. We're fighting the free lunch philosophy, and we intend to win."

My Thoughts

The Battle Of Britain

BY KEVIN COSBY

There are many facets to the Battle of Britain for one to remember!

At the time I was a young seven year old boy, to me the Battle of Britain resolved around one incident. I had been evacuated from London in 1939 to a small village in Northamptonshire.

Late one afternoon a J.U. 88 pursued by a Hurricane fighter aircraft zoomed in low over the village. The bomber dropped its bomb load to escape, but was shot down. The crash site was very quickly reached by us small boys and the home guard. All the crew had been killed on impact and the task of checking the crew identities began.

Although great interest was shown in the JU88 and bits of the aircraft were taken for souvenirs, respect for the dead crew was very high and military decorum was shown at all times.

A few days later the crew was buried with full military honors in the village cemetery. Every member of the community in attendance.

During the following two years, I passed the cemetery many times but not once did I see the graves without fresh flowers placed there by the villagers.

As a member of the R.C.A.F. serving at Marville in France some years later, my wife and I stopped at a small French cemetery in which were buried members of an R.A.F.-R.C.A.F. Lancaster crew, on making further inquiries about the crew we were informed by the local people of a similar event which took place in 1944 to my own experience in 1940. We placed flowers on the graves and left that crew in peace.

The range of topics covered by editors and publishers visiting the Canadian Federation of Independent Business' booth during the convention, left no doubt of the vital role played by independent community newspapers. Not for them the dailies' diet of gloom and destruction; theirs is the appetizing news of neighbors and familiar events. They are the heart and soul of the communities they



HURRICANE AND SPITFIRE IN BATTLE DRESS

We Get Letters

Criticism

Dear Sir:

In the last issue of our beloved "Fish Wrapper" the Base Comptroller gave examples of expenditures, dating back as far as twenty years, as part of the reason for the base fund, or more to the point, the Canex predicament.

Let us go over some of them again briefly and make a few opening comments:

GOLF COURSE - an annual subsidy is given, yes, but they failed to say how much. A rough average of \$12,000.00 per annum? If the club were kept open and attracted members instead of discouraging same, the deficit could be lessened or the club could become self-supporting.

FLYING CLUB - A grant of \$2,300 twenty years ago. This is really groping for straws!

WOOD HOBBY SHOP - It lost money, but I'll wager not 10 per cent as much as the golf club, yet it was closed. It provided a service to all, regardless, and should have been upgraded and publicized more, if anything, rather than closed.

CABLE TV - Apparently owes nothing and rather makes money. As for our "good quality reception", I was involved in a survey taken on just that subject several months ago and found the picture quality very lacking. Or does everybody have a "junk box" television set?

HOSPITAL COMFORTS - The biggest, best equipped and best stocked lounge in the MIR is for staff only. Do any of these facilities or furnishings come from "Hospital Comforts"? This is not a snide or sarcastic remark but rather an honest question.

BASE SWIMMING POOL - The pool is heated and anyone fit enough to swim should be able to "crawl" the eight or ten feet to the warmth and security of the "Rec. Centre" therefore abolishing the need for an \$18,000 enclosure.

SOCIAL CENTRE - To my thinking at least, this should be a money maker as regular bar prices are charged and the profits (I presume) therefore go directly or indirectly to the Base Fund. Please correct me if I'm wrong.

BASE THEATRE - I would like to know how much approximately base fund subsidizes this venture as to whether or not it is a real "drain" on the service community for the service it provides?

BOWLING ALLEY - The major expenditure of \$10,000 was six years ago and must have paid for itself by now. Again, please correct me where wrong.

LITTLE THEATRE - How much assistance was given? It is worth mentioning as compared to the other sums of money being handed out?

AUTO HOBBY SHOP - What was the cost of installing the self serve pumps and more importantly "why" were they installed. I'm afraid I would lose my bet if told that they were installed at no charge to

the base, but I'll take that chance.

For the sake of brevity there are some topics I will leave alone, and get on to the crux of the matter.

CANEX - Almost a half a million dollars spent on a building that from where I sit, nobody wanted - not the service or the civilian community! The previous facilities, albeit crowded, and a little disorganized, were every bit as good, if not better than our present ones. The number of renovations made in the last year or so were they the result of poor planning at the outset or a whim on someone's part. The chrome turnstiles and railing must have cost a few thousand dollars. It serves a purpose I suppose, but surely there was a more economical way to stop theft from, or control access to, the facility.

Trying to compete with professional retailers on a small scale and making little or no headway; to expand only compounds the problem. There are many, many suggestions or criticisms constructive or otherwise I or any number of people could have made but all would, I suspect, have gone unheeded judging from past experience.

Let me stray from the Canex controversy briefly to put to you this observation: Of the three messes on the base, the ONE that is: a. Consistently in the "black", b. plans a budget and sticks to it, c. has (or had) the largest bank account, d. constantly shows leadership in planning functions of great interest for a majority of people of all ranks - e.g. Beer Fest, leads the way to bigger and better entertainment despite constant interference from outside its membership!!

THE JUNIOR RANKS MESS - Instead of being allowed more freedom to go on to bigger and better things, we are slowly losing control of our own destiny to headquarters. My key point in all this seemingly endless chatter is to observe that when all the major decisions are made: e.g. to build Canex, etc., we the Corporals with the proven track record are never, to my knowledge asked for an input. However, when things go awry, it is the fault of us for not supporting same. By the same token, when the medals are passed out, who gets them?

I suggest that the blame should go where it obviously belongs. Judging by the records of the messes, the leadership is coming from the wrong end. To repeat an old phrase "CPLS DON'T MAKE POLICY". Maybe it's time we did.

B.J. Lavigne Cpl.

Local 417

Editor's Note: Cpl Lavigne also gave numerous constructive suggestions; however, because of lack of sufficient space, I am unable to print them. The Base Comptroller's reply to both of Cpl. Lavigne's submissions is self-explanatory.

Retort

Dear Mrs. Sauve:

I am enclosing correspondence which I had previously sent to the CRTC regarding a decision to ban American FM Stations on Campbell River Cablevision.

Since this date further deletion of FM Stations has occurred in Courtenay, Comox and Cumberland and as the Member of Parliament for Comox-Alberni, I must protest in the strongest possible terms for the ridiculous decision made by the CRTC to ban American Stations from FM broadcasting and cablevision coverage in my Constituency.

No doubt you will be receiving correspondence from other Liberal Members of Parliament from the Province of British Columbia, regarding the deletion of FM Stations on cablevision however, I must protest in the strongest possible terms and ask that your Cabinet Colleagues overrule the CRTC on this issue since no principles of Canadian Sovereignty are being threatened by these FM Stations.

The Cablevision Companies, the Canadian FM Broadcasters and the people of British Columbia have in no way indicated that deletion was desirable from either a cultural or economic point of view. I am in total agreement with the philosophy that Canadian monies across the United States border for advertising space on American Television should not be tax deductible, however, this is not the case with American FM broadcast. There is no Canadian dollars from British Columbia crossing the Border and any economic argument that could be used against the carriage of FM American Stations is negated.

I am also enclosing a petition from the Campbell River area indicating the displeasure of the residents of this area in the recent CRTC decision. I trust that your good sense and the collective will of the Cabinet will reverse this decision and I will await your favourable reply.

Hugh Anderson, M.P. Comox-Alberni

advertised in WROs) to any group wishing to enjoy a social evening and on other nights bartenders are authorized and do keep the bar open if there are sufficient patrons in the clubhouse at the 1800 closing hour.

The fees in this facility, both membership and green fees, average 35 per cent under those available at the other two golf courses in this area. Our golf course is a most pleasant, uncrowded and under-played facility. It is a mystery to me that more of our personnel do not use it.

AUTO HOBBY SHOP

I have discussed all of your suggestions for the auto hobby shop with the BAdO who agrees that they should be feasible and will try to find a way to make them possible.

WOOD HOBBY SHOP

An effort is being made to reopen the facility as a club (woodworking course) and has been well advertised in routine orders.

CABLE TV

Agreed. Did I not say that one of our obligations would be to replace all the underground cabling in the very near future? Another reason, we must become solvent.

SOCIAL CENTRE

There is so little use of the bar at this facility that the profit that does go directly to Base Fund is minuscule. I should have pointed out last issue that the social centre has become a base for a "teen town" organization and for those of us who have teenagers and are concerned about their activities it is certainly a relief to know that they can attend Friday night dances in a supervised facility not subject to the "invasions" that occur in public facilities. The social centre is also used for square-dancing Sunday evenings.

BASE THEATRE

Once again I was wrong. The base theatre is not subsidized; however, it does not produce any large revenues.

CANEX SERVICE STATION

You question the installation of self-serve pumps and of course you're right. There was a cost to install them. The installation was made after considerable consultation with the "experts" and I can now report that in August gallonage increased by over 10,000 gallons. In the Month of

August, wages including the newly-hired mechanic were \$400 less than the previous month and revenue earned by the shop had jumped to four times the average for the earlier months this year. If you haven't been there, take a hint from me, "try it, you'll like it."

I particularly appreciate being able to have a mechanical job done while at work and pick up the car on my way home. Our service station is well on the way to recovery. The gasoline price differential between Comox and Esquimalt is 7 cents and the difference is attributable to the marketing policy of the gas companies.

We all know about the bargain available at Parksville and we have had the contractor up to this Base and requested an explanation of why gas brought onto the island at Nanaimo was available in the Nanaimo to Victoria region at 7 cents less than it is north of that line. The reply was "marketing policy". We have not been able to extricate ourselves from this contract or find another source that would guarantee to eliminate the differential.

CANEX RETAIL STORE

You're right. The retail store has many areas that can stand improvement. The aim of my request was to try and make it clear that the retail store is "OUR FACILITY" and not "their facility". You have made some constructive criticism and you will have noted that some are already being acted upon. A survey of the most desirable shopping hours has just been completed. Professional merchandising help has been obtained and they have made some constructive suggestions that the BXO is putting into effect immediately.

I hope you and everyone clip the Canex Pledge on the inside of the 'Sale Flyer-Sept. 16, 17 and 18' and are prepared to insist on everyone of those five pledges being honoured. The Base Commander guarantees them; the BAdmO guarantees them; the BXO guarantees them. Now let's support our retail outlet to the extent that we were two or three years ago and our base fund will find its way back to "Easy Street".

W.D. Stroud, Major BCompt.



TOTEM TIMES

Published every second Thursday, with the kind permission of Col. R. L. Mortimer, Commanding Officer, CFB Comox.
Editor: Al Wilson (371)
Assistant Editor: Gord Kruger (404)
Editorial Staff: Chris Hosford, Sally Robinson, Moira Montgomery, Norma Mortimer, Bill Ewing.

Photographers: Ed Ellis, Chris Hosford
Sports & Recreation: Gord Kruger (404)
Proofreaders: Blanche Campbell, Cecile Begin
Circulation: The Genau Family 338-6215; in PMQs As community service by Teen Town.
Business Manager: Jack Campbell (409)
Advertising: Ken MacLean (275)

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CFB or other agencies. In case of typographical error, no space charge for the erroneous item. "Advertising is an offer to sell and may be withdrawn at any time." Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C.
Printed in Courtenay, B.C., by Comox District Free Press

And The Demons Had Their Night



OKAY NOW MONTY a joke is a joke but brown shoes on parade?

407 photo



WELL NOW BART - you just sign right here on the dotted line and that gaggle out there is all yours!

407 photo



"NICOTINE" GIBBS along with our gal Sal give some goodies to the nice folks...the Montgomerys will make Toronto home.

407 photo



Introducing



LT.COL. A.A. (BART) KONINGS

The New Boss Demon

Born at Jutphaas, Netherlands, LCol Konings has travelled a great distance prior to joining the RCAF in 1961 at St. John, N.B.

He graduated from U of NB in 1963 with a BSc in Physics and Math.

Not particularly in the Navigator's line of work, he promptly undertook pilot training in 1963.

The initial portion of his career was spent in the VP world; first, with 404 Squadron and then with 449. He attended Staff College in 72-73 and then was employed in NDHQ in the Directorate of Maritime Aviation followed by a move to the Directorate of International and Armaments Control Policy prior to coming to 407 Squadron this summer.

Bart lives with his wife, Patricia, two sons, Peter (11) and Christopher (8) and one daughter Jennifer (6) in Comox.

"It's great to be with the 'sharp end' again," he said during an interview last week.



Smooth Sailing, Skipper



AND TO A TRULY REMARKABLE FRIEND a one pound box of Canex Chocolates.



AND THIS LITTLE PIGGY had Roast beef....and this little piggy had none.



Sports Beat Comox

Totems Repeat

Pac Region Champions



PAC REGION WINNERS... Left to Right: Back Row: Ken (The Crutch) Bell, Earl Brownfield, Dennis Rochon, John Gailey, Keith Degruy, Joe Matheson, Hugh (9 Fingers) Knockwood, Ivan

Turcott (Coach) Front Row; Ken Miller, Harvey Herauf, Dave Galloway, Steve McNamee (Batboy), Rick Hamel, Owen Coffell.

Hosford photo

Totems Triumph

Once again the CFB Comox Totems won the PAC-Region Fastball Championships this past weekend when they defeated the Small Base Champions from Masset by a score of 4-1, Sunday afternoon.

The tournament was opened Friday afternoon with LCol. Read doing the honours by pitching the first ball into the backstop, high and wide of the catcher.

The first game saw CFB

Comox defeat CFB Esquimalt 6-2 with Owen Coffell pitching a fine game and Dave Galloway hitting a home run.

The next game saw CFB Comox match up against the Small Base Champions from Masset and walk away with easy 8-2 victory. Keith Degruy was the winning pitcher.

On Saturday morning Masset took advantage of some costly Esquimalt errors and scored seven runs in the sixth inning to defeat Esquimalt 7-3, to eliminate the "Down-Island Boys" from the tournament. That afternoon saw Sonny McLean pitch a one-hitter to defeat the Totems 2-1, and set up the extra game between the same two teams on Sunday afternoon. With the weatherman again co-operating, the CFB Comox Totems defeated Masset 4-1, behind the four-hit pitching of Keith Degruy and the big bat of Dave Galloway. A job well done by the CFB Comox Totems to remain as champions for yet another year. Congratulations, guys!!

Karens Kolumn

September seems to be the month for promotions and the like. Several girls on base have "moved up in the world". Simone Cadieux and Denise Campagnat are now Corporals, while Nicole Lefebvre and Gaetanne Perron have received their first hook. I hope I haven't missed anyone, but congratulations to all of you.

On Wednesday, Sept. 15th, a meeting was called for the females by the WPA, Lt. Malcolm Hygiene and guests in the barracks were among the topics discussed. Lt. Malcolm is leaving for Borden soon on a four-month course. Capt. Boshier, the Matron at the Base Hospital, will be Acting WPA in her absence. If you have a problem, I'm sure she'll do her best to help you.

Sportswise, nine Servicewomen from Comox will be teaming up with six females from Holberg to play in the Regionals held from the 19th to the 26th of this month in Esquimalt. Our representatives are: Cathy

Todd, Bev House, Debbie Edwards, Joyce Jack, Diane Taylor, Nancy Chesnutt, Pat Newton, Diane Lapalme, and Lee Ditz. Good luck, girls.

Volleyball will be starting up in the near future. Lorne Lake and Jim Clouthier have offered to come out and coach us. There will be more information in the next issue.

The trend seems to be towards moving off-base. I don't know what it is, but quite a few of the girls have already "taken the plunge"! Remember girls, to let me know anything you want placed in this column. I'll do my best to get it in the next issue.

SERVICE PERSONNEL ACTIVITIES

Flag Football

We have a five-team league this year: 407, 409, 442, MP/USAF, Fire Hall/Tower. Games are played Tues. & Thurs. evenings at 1700 hrs.

Base Soccer Team

Practice every day during the noon hour on the field by the Totem Annex in preparation for the Pacific Region Championship, Nov. 4 - 7 at CFB Esquimalt. For further information, contact Lt. Al Ettinger at Local 315.

Intersection Volleyball

The initial meeting will be held on Wednesday, Oct. 13th 1300 hrs. at the Rec Centre. All interested personnel and Section Sports Reps are requested to attend.

Noonhour Activities

Badminton, Basketball, Jogging (100 Mile Club), Soccer, and Swimming

Further information is available at Local 315.

Dependent Activities at CFB Comox

Judo Classes:

Beginners - Mon. & Fri. 6:30 to 8:00 p.m.
Advanced - Tues. & Thurs. 6:30 to 8:00 p.m.
Ladies - Wed. 7:00 to 9:00 p.m.

For further information contact MWO Ken Greer at Local 302, or 339-4078.

Indoor Soccer:

Ages 8 - 12, male or female
Monday only, 6:00 to 7:00 p.m.
Last registration deadline: 1600, 27 Sept.

For further information contact Cpl. Ray Herrington at Local 315, or 339-5393.

Youth Boxing:

Meets each Monday night at 7:30 p.m. For further information contact Cpl. Ray Herrington (as above)

Glacier Greens

Congratulations to Darlene Clarke on earning her 'Break 90' Pin and to Irene Perry for her 'Break 100' Pin.

September 7th was a Pin Day, Par Points and Putts Day. Going into the end of season records and winning the Low Net was Mary Game, Par Points went to Joan Stevens and the Putting Pro was Mary Shaw.

The final round in the Ladies' Club Championship was played on Sunday, September 12th. Congratulations to our new Club Champion - Mary Shaw. Runner-up trophy went to Millie Legg and 3rd Low Gross was Mona Ledgard. B Flight winners were: 1 Low Gross Kay Banks, 2 Low Gross Mary Game, 3 Low Gross Anne Lang. Since no one qualified for the closest to the pin award one card was drawn as a door prize and this went to Nettie Bonenfant. Our President, Nettie Bonenfant presented the prizes, congratulated the winners and then a Hamburger and Wine party followed.

Glacier Greens ladies, along with the ladies from Qualicum were visitors at Comox Golf Club on Tuesday, September 14th. Once again we were blessed with good weather and most enjoyable day was had by all. 18 holes of medal play followed by lunch, a welcome given by Marg Morris of Comox and then winners were announced as follows: Glacier Greens. 1 Low Gross Mona Ledgard, 2 Low Gross Millie Legg, 1 Low Net Kay Banks, 2 Low Net, Irene Perry, 3 Low Net, Nettie Bonenfant, MHG, Stephanie Spiers.

Qualicum: Maureen Bridge, Joy Boyes, Audrey Coke, Bev Asure, Hazel Shorter, MHG, Flora Clark.

Comox: Edith Albrecht, Madge Hart, Marg Morris, Bettie Richardson, Wynn French and MHG, Alice Mack.

Don't forget the Mr. and Mrs. Tournament or Guys and Girls on October 18th at 10 a.m. followed on October 10th by a mixed 4 ball Fun Day.

The Junior Club Championship Tournament was held Saturday, September 18th. Our new champion is Greg Williams who came in with a score of 81. Runner-up and 1st Low Gross was Kevin

O'Rourke with 83. 1 low Net - Dave Woods, 90. B Flight: 1st Low Gross, Peter Oliphant, 1 Low Net - Dave Oliphant. The only young lady participating - Wendy Walker, received a prize also.

The final round of the Men's 36 Hole Championship Tournament took place Sunday, September 19th in beautiful weather. Our new champion was Larry Cote with a gross of 157. Runner-up and 1 Low Gross was Wally Burger with 161. 2 Low Gross was Jack Lugg with 163. 1 Low Net - Nick Stolarchuk 135, 2 Low Net Graham Walker - 144.

B Flight: 1 Low Gross, Harry Lewis, 173, 2 Low Gross, Dave Jackson, 176, 1 Low Net, Bob Adams, 139, 2 Low Net, Harry Ellis, 141.

D Flight: 1 Low Gross, Stan Stevens, 2 Low Gross, Jim Freeman, 1 Low Net, Tom Earl, 2 Low Net, Ken Banks.

September 26th will be a Retired Servicemen's Tournament. Please phone Larry Cote for details.

The ladies will be visiting Eaglecrest Golf and Country Club on September 28th. A good turnout would be appreciated.

Forthcoming Attraction: - 9 HOLE NOVELTY MIXED TOURNAMENT, SATURDAY, OCTOBER 9th, AT 1 p.m.

Qualicum River Angling Notice

Effective midnight September 30, 1976 the fly-fishing regulation on the Big Qualicum River is being waived to allow sport fishermen to fish for the expected large return of hatchery-reared coho salmon.

Anglers are requested to return to the Big Qualicum River any Chinook salmon that may be caught to enable the hatchery program to build up stocks of this species.

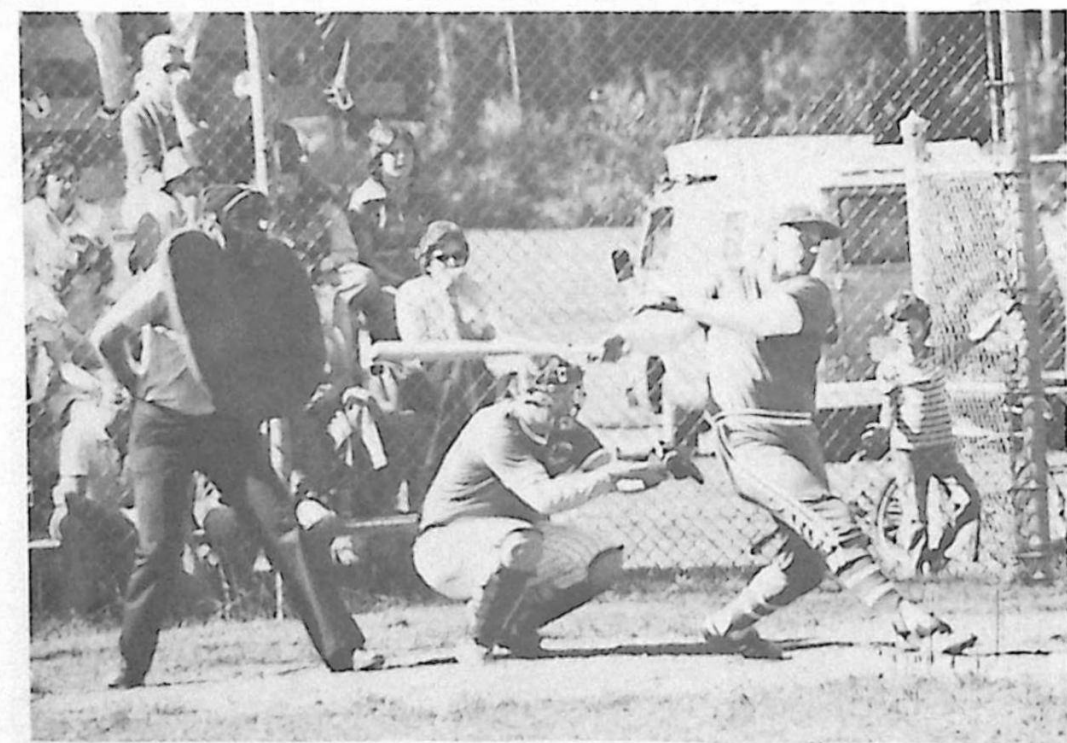
Anglers are reminded that it is illegal to fish for, take, kill, or have in possession, any Chum salmon from any non-tidal waters.

Badminton Club

The CFB Comox Badminton Club intends to resume club activities in the Rec. Centre on 6 Oct. 76. The courts are reserved every Wed and Sun. and play begins at 1900 hrs.

For further information contact:

Capt. T.J. Krayden, local 320; or MCpl. E. Stroel, local 315; or MCpl. M. Dandurand, local 417.



ACTION IS HOT AND HEAVY at recent PAC Region Fastball championships...catcher Ken Miller of CFB Comox appears to be taking a rap on the old bean as unidentified Masset slugger unloads. The Ump who was his usual sharp self called a ball.

Hosford photo

Attention

The time for the semi-annual fitness test has arrived again, and the Rec. Staff would like all eligible personnel to be aware of the following information pertinent to the test.

First and foremost, it should be remembered that CFAO 50-1 states that all members except those who have been medically restricted from doing so by an MO shall be evaluated against an appropriate Forces Fitness test for their age group in the 750 yd. swim, 1 1/2 mile run or the 2 mile walk. At CFB Comox the Base Commander has stated that all eligible personnel shall have attempted the test by the 30 of Sept. 76.

All personnel particularly those over 35 years of age, are warned that strenuous physical exercise without the precaution of previous regular participation in a training program involves personal risk of serious injury. Personnel who doubt their medical suitability to safely attempt (not necessarily pass) the test should report to the BSurg. Medically excused personnel must report to the PERI fester and present proper medical excusal documentation. This includes those permanently medically excused. Personnel must realize that short term medical excusals not covering the entire test period do not eliminate the requirement to report for testing. These mean only that the individual is not required to report for testing while actually medically excused.

SALE PRICES

1976 Mercury Electric Start Outboards

40 hp Electric Start
Long Shaft
Regular \$1513.00
Sale Price

\$1225⁰⁰

50 hp Electric Start
Long Shaft
Regular \$1881.00
Sale Price

\$1595⁰⁰

85 hp Electric Start
Long Shaft
Regular \$2548.00
Sale Price

\$2195⁰⁰

(Complete with tank and hose)



COMOX VALLEY Boatland
A DIVISION OF CAMPBELL RIVER BOATLAND LTD.
2160 CLIFFE AVE., COURTENAY, B.C.

At the Top of the Hill COURTENAY CHRYSLER PLYMOUTH (1970) SALES LTD.

Dealer Lic. 10084

TOP QUALITY

TOP QUALITY

— VOLARE — ASPEN —
"CAR OF THE YEAR" AWARD WINNER

DODGE TRUCKS - PICK-UPS - VANS -
wagons

CHECK AUTO-CLUB PRICES
AND THEN SEE US

Bank Financing
available on
approved credit.



WALTER YEOMANS
W02 (Retired)

PLATEAU MOBILE LIVING LTD.

For the Best Selection of Good Quality Used Mobile Homes.

- *Bank financing
- *Immediate Possession
- *Built-ons and Additions
- *No extra cost

- *Home owner grants
- *Park space available
- *Many makes and sizes
- *Phone for personal viewing - We will meet you at your home.

EXAMPLES

NO. 006-L. 3 BR. 12x68' MODULINE
With large professionally built cabana that cost \$3,000 by itself. TOTAL PACKAGE ONLY

\$12,900

NO. 016-L. 1971 CRESTWOOD 3 BR.
At Falcon Park. Empty -- move in immediately

OFFERS

NO. 019-L. 1973 CHANCELLOR
3 BR 12 x 68'. Fully furnished.
Set up in Comox

\$12,500

NO. 022-L. 2 BR. 12 x 60' 1973 LEADER
Large built-on
At Falcon Park

\$11,500

NO. 023-L. 1971 PYRAMID 12 x 60' 3 BR.
In Comox

\$12,500

NO. 024-L. 12 x 60' 2 BR. FRONTIER
8 x 12' detached workshop and storage shed.
On quiet lot in Falcon Park. Only

\$10,900

NO. 026-L. FURNISHED 2 BR. 12 x 52' STATESMAN
Set-up on large corner lot
at Dogwood.

\$10,900

NO. 027-L. 1969 SECURITY 2 BR.
Raised dining area and kitchen.
On large attractive lot in Royston

\$10,900

NO. 028-L. TAKE ADVANTAGE OF THIS
Just over 1 year old, 12 x 68' 3 BR. home.
Carpet throughout. Only

\$12,900

NO. 029-L. SAFEWAY 12 x 68' EXTRA LARGE 2 BR.
Set-up in excellently maintained
park close to the ocean.

\$13,500

NO. 030-L. 1971 12 x 65' KIT FAIRVIEW
Partially furnished. Pad rental
only \$55/month.

\$10,900

NO. 032-L. WHEEL ESTATES PACIFIC PLAYGROUND
1967 General 12 x 50' 2 BR.
Fully furnished, including washer and dryer

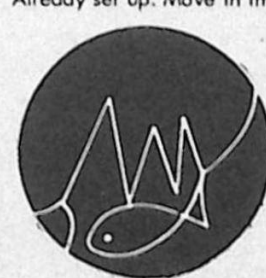
\$8,900

NO. 033-L. SEE THIS 1973 MODULINE 2 BR.
With large 8 x 40' addition. Fully furnished
Must be moved to your site.

\$11,500

NO. 034-L. 1973 FULLY FURNISHED
12 x 68' 2 BR. MONARCH
A fine home, spacious and bright interior.
Already set up. Move in immediately

\$15,500



SALES OFFICE ALSO NOW OPEN IN PORT HARDY
FOR YOUR CONVENIENCE

PLATEAU MOBILE LIVING LTD.

On Puntledge Rd. Behind Comox Valley Ford in Courtenay

P.O. Box 3177

Dealer No. 00779A

Phone 338-6791

Intersection Fastball:



AND THEY DID IT AGAIN...to the victors go the spoils and the spoils again go to the USAF fastball team upon winning the Intersection Championship. They defeated a very game A.T.C. team who hung right in there. The victors are from left to right: Front Row; Rick (thumbs) Button, Smiling Jack

Renninger, Norm (The Traitor) Brown, Garry (The Mit) Farthing. Back Row; Dave (Called Strike) Reed, Lou (Fats) Falkus, Vic (Whos He) Lee, Tiny Parkhurst, Specs Spear, Bob (The Lip) Cuvillier. Hosford photo

USAF Victorious ... Again



AND THESE ARE THE OTHER GUYS: The runners up and very game competitors are from A.T.C. They were the only team to beat USAF this year and this in itself was a big undertaking pictured left to right: Front Row; Al Campsall, Pete

Holicza, Ron (Smiley) Burt, John Fader, Tom Agrey. Back Row; Tom Evers, Dave Bews, Rod May, Dennis Pettigrew, Phil Lester, Mike Laliberte, Dal Newman. Hosford photo

442 Rescue Specialists

After six months exhaustive training, 18 students graduated from Rescue Specialist Course No. 15 here recently.

Four of the graduates are posted to 442 T & R Sqn. They are: Pte. Randy Brown, 22, from 434 Sqn., Cold Lake; Cpl. Gil Gaudreault, 27, from 1st Bn, The Royal 22e Regt., Lahr; Pte. Dave Sheppard, 21, from 3rd Bn, the Royal Canadian Regiment, Petawawa; and Cpl. Doug Wheeler, 24, from CFS Goose Bay.

Rescue Specialist courses were started by the RCAF in 1947. This was the 15th course in 30 years.

CM Gives News

"There is currently a shortage of PERI tradesmen in the CF," said Captain Charlie Skinner, "if you are interested in physical education and recreation you may wish to consider a voluntary remuster to the PERI trade."

Charlie, an Ol' Timer in the personnel business, along with other members of an NDHQ Career Manager Team are visiting this base to brief and interview Admin. Clerks, Cooks, Stewards, PERI, Security and Int. Op tradesmen. Major Bob Swenson (PCC S4) is the leader of the six member team. Captain Ron Guimond, CWO Russ Eveleigh, Captain Dan Kendrick, and CWO Lauren Vincent make up the remainder.

According to Major Swenson about 99 per cent of all personnel who have served in the Middle East have enjoyed their tours and feel that they have gained valuable experience which will serve them well throughout their careers.

Bob said: "Posting preferences are still a main bone of contention. Individuals, even after many years of prodding, continue to indicate only one, or possibly two, choices in their message to their career manager. If at time of posting these are not available, then the CM assumes that the individual concerned does not have any other particular location as a preference with the result that he could be posted to the Maritimes when in fact he would have preferred a Prairie location."

The team members advised their tradesmen that there is a new CFAO 49-4 in the mill. This order promulgates a change in the time prerequisites for appointment-promotion to MCpl and Sgt. commencing at the beginning of the 1978 promotion year. Two years as Cpl. will be required (vice one) prior to being eligible for advancement to MCpl. Two years minimum as a MCpl will be required for promotion to Sgt. in the new eligibility system.



RESCUE JUMPER prepares for a deliberate tree landing during a six-month rescue specialist course. Students make about 20 parachute jumps, many in thick bush at this training area, 200 miles west of Edmonton. The course also includes bush, arctic and sea survival, scuba diving, advanced first aid, mountaineering and ground and air search techniques.

(Canadian Forces Photo)

SAREX '76

Para-Rescue Competition

OTTAWA--In Canadian Forces search and rescue squadrons across the country, rescue specialists are busy checking their parachutes and equipment in preparation for SAREX '76, this year's version of the annual Canadian-American competition for military search and rescue experts.

The competition will be held at Eglin, U.S. Air Force Base in Florida, September 25-29, 1976. The men will compete in four events, each designed to test a different aspect of the rescue specialist's life-saving skills.

The first phase will be para-jumping competition, with each specialist parachuting from 1,200 feet and endeavouring to land as close as possible to a 12-centimetre-wide target. The second phase consists of dropping supply bundles both by freefall and by parachute, with the winner being the specialist who lands his bundles closest to the target. The third phase is a medical exercise, where each specialist's treatment of a simulated casualty will be assessed by medical experts from both Canada and the United States.

A new addition to the competition this year is the search and rescue exercise, where the entire sequence of a rescue procedure will be

tested. Each team (consisting of an aircraft and crew, including three rescue specialists) will be required to search an area of approximately 600 square miles, find a simulated crash site, then parachute in, treat the casualties and arrange for a helicopter to fly the victims to safety.

Although there will be victors in each phase of the competition, the real winners will be the Canadian and American public.

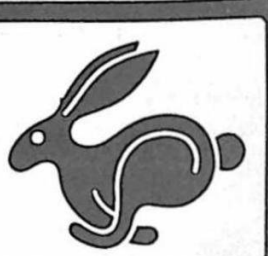
All of Canada's search and rescue squadrons will have representatives at the competition. The west coast's 442 Squadron, stationed at CFB Comox will compete with a crew using a CC 115 Buffalo aircraft. In addition, two of the squadron's helicopter aircrew will participate in the flying of a Summerside-based 413 Squadron helicopter. 442 Squadron is the present Canadian champion, and one of its rescue specialists, Master Corporal Bill Wacey, 41, of Ottawa, Ont., was the individual champion in last year's competition. The present SAREX has developed out of a solely Canadian rescue specialist competition, which began in 1968. The Americans have been competing since 1972, but always at Canadian locations.

Ladies Afternoon Bowling League

Anyone interested in joining an afternoon league please contact one of the following ladies:

Sue Eppler — 339-2184
Dot Kern — 339-3481
Edle Prime — 339-3528

NORTHGATE MOTORS CATCH A RABBIT



250 Island Highway
Phone 338-5305
Dealer Lic. No. 2576

"WHAT'S NEW?"

SEIKO QUARTZ WATCHES - The most revolutionary development in time pieces of the decade. Accuracy within 5 seconds a month. We also stock "up to the minute" styling in Orient, Wattnauer, Voltaire and Candino watches.

DIAMONDS - Traditional or modern settings for that very important occasion.

BIRTHSTONE, FAMILY AND COCKTAIL RINGS - A large stock of selective styles. Choose yours today.

CHARMS & BRACELETS - Sterling or 10K Gold. A "fun" gift to permanently record the "happenings" in your life.

ALL MERCHANDISE GUARANTEED

Geo. Hamm

CPR Watch Inspector
WATCHMAKER & JEWELLER LTD.
332 - 5th St., Courtenay, B.C. 334-3911

Let's talk!

GOLD MEDAL SERVICES

FOR APPLICATIONS OR FURTHER INFORMATION
PHONE 334-3181



The First Canadian Bank

Bank of Montreal

585 England Avenue, Courtenay, B.C.

BOB'S TOWING and BOB'S VALLEY SERVICE

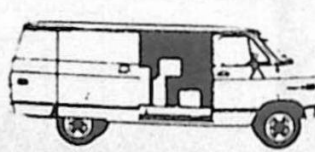


24 HR. SERVICE
CALL 334-4124

After Hours 334-4967
SERVING THE COMOX VALLEY
ANYWHERE - ANYTIME - ANY SIZE
260 Island Hwy. N., Courtenay

MOVING?

Budget rents trucks, too!



Budget Rent a Truck

Low rates by the hour, day, week. Most popular sizes. Trust Budget's truck fleet. Get you where you're going for less.

CALL:

NORTHGATE MOTORS

338-5305

Dealer No. D2576

COMOX BUILDERS CENTRE LTD.

544 ANDERTON RD.,

COMOX, B.C.

This Week's Specials:

UTILITY LUMBER

1 x 12 - 12' lin. ft.	} or	\$100 ⁰⁰ per thousand board feet
2 x 4 - 08' lin. ft.		
2 x 6 - 14' lin. ft.		
2 x 8 - 16' lin. ft.		
2 x 12 - 25' lin. ft.		

5/8 T & G 4 x 8 plywood
degrade

\$7.45 sheet

Styro-Tex ceiling panels

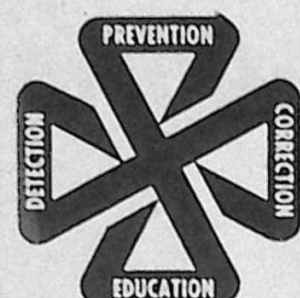
95¢

Covers 4 square feet

Light, fast, easy to apply
Just glue on

We carry the full line of
"Dew-Brite" Products
for dishes, window washing, shampoos etc.

Drop in or phone 339-2207
554 Anderton Rd.



Accident Safety

By Safety Sam

How Is Your General Safety Program?

Support Your Local Electrician!

SUPPORT YOUR LOCAL ELECTRICIAN!

A recent incident where a civilian employee of CFB Comox was exposed to a live 600 volt circuit has forcefully reminded us of the unforgiving nature of electricity. It also serves as a reminder that safety responsibility includes your own safety and the safety of others.

In this incident, a CE electrician returned to a job and received an electrical shock from a circuit which he had ren-

dered inactive and tagged earlier the same day. Fortunately he was not injured, but the scene had been all set for a fatality!

We need to rely on more than luck to escape serious injury or death. That is why specific standards have been established, approved and issued in the Department of National Defence. The standard was adapted from Part IV of the Canada Labour Code and has been cleared by the National Joint Council. The DND Electrical Safety Standard can be found in DNDP 41, Chapter 17.

How did our local electrician get exposed to risk? Obviously there is more to our story. In this particular instance, the circuit control was equipped with a lock-out device of good design. The isolation of the circuit could have been guaranteed if it had been used. Instead, the common practice of "tagging out" the circuit was used. And now the plot thickens. During the absence of our electrician, someone had ignored or did not see the warning given by the "tag" and energized the circuit!

Needless to say, the system in use is being reviewed and amended to conform with the DND standard. The other part of the equation is awareness of other base personnel, recognition of the hazard and the warning tags. Not all electrical facilities can be locked out and some reliance on the "tagging out" system will continue.

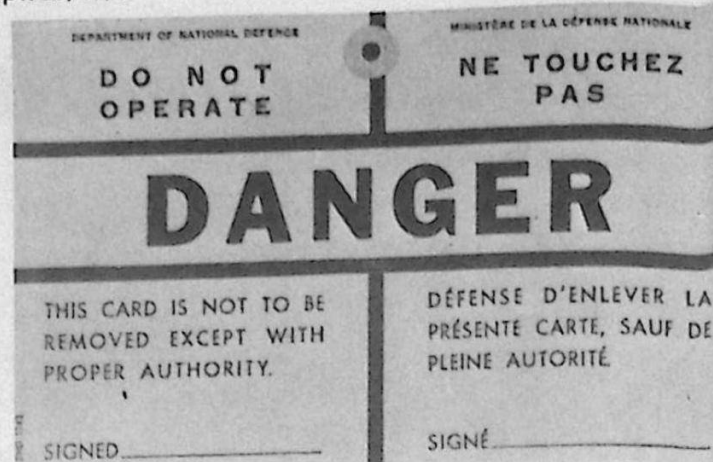
Be sure-be-very-sure that you can recognize a "tagged out" circuit, that you know that it means that the safety of an electrician, yourself and others may be at stake. Finally, accept your part of the responsibility and never, never attempt to operate the control involved or disturb the warning tag.

Watch your bird!
(and your local electrician)
SAFETY SAM

AVAILABLE TO RESPONSIBLE PERSON, service member or dependent. Position with advertising staff of Totem Times. Experience not necessary. Car or use of, a must. Opportunity to deal with local business community.

SALARY: Nil

HOURS: Your own, but deadlines must be met. To volunteer, or for more information, call Capt. Jock Campbell at Loc. 409 or 339-5796.



CLASSIFIED ADS

ENGAGEMENT
Mr. and Mrs. Reginald Cross of Sidney, B.C., formerly of Lethbridge, Alberta, are pleased to announce the engagement of their youngest daughter, PATRICIA MARILYN to Mr. DONALD W. MACFARLANE, both of CFB Comox, B.C. A May wedding is planned.

FOR SALE: Hard top tent trailer, (sleeps 6) complete with stove, canopy heater, lamp, plug in light; 4 sleeping bags if desired, ample storage \$350. Ph. 339-4339.

FOR SALE: Moving to Greenwood? Large 5 bedroom, two year old, 2 storey house. 2 1/2 baths, main floor family room with fireplace, attached garage, custom features. \$49,500. Write Box 1055, Greenwood, N.S. B0P 1N0.

FOR RENT: Three bedroom townhouse, 1 1/2 bath, stove and fridge, drapes and curtains incl. W/W throughout. Immediate possession \$260 mo. Ph. 339-4500 or 338-8927.

SEAFUN DIVERS LTD.
540 Comox Rd. (Beside George's)
334-4643

AIR RENTALS
SERVICE
EQUIPMENT
INSTRUCTION

FOR ALL YOUR DIVING NEEDS

Scuba Certification Classes Monthly

NANAIMO 754-4813 CAMPBELL RIVER 287-3622 PORT ALBERNI 723-5511

MIRACLE DRIVE IN
BLACK CREEK, B.C. 337-5097

SEPTEMBER PROGRAM
Gates at 7:30 Shows at Dusk

Fri. - Sun. 24 - 26 Sep.
Eat My Dust
Puppet on a Chain
Ron Howard

Fri. - Sun. 1 Oct. - 3 Oct.
2 Comedies
The Big Bus
Bad News Bears

74 'Mazda 808 cpe. 27,000 mi.	2495 ⁰⁰
70 Mazda 1200 tudor	1195 ⁰⁰
69 Mazda 1500 stn. wgn.	1095 ⁰⁰
74 RX4 stn. wgn. 11,000 mi., radio	3995 ⁰⁰
72 Datsun 510 2 dr. blue	1795 ⁰⁰
71 Datsun 510 4 dr. sed.	1295 ⁰⁰
70 Vauxhall Viva 4 dr.	695 ⁰⁰
69 Envoy Epic	395 ⁰⁰
72 Nova 6 cyl. a/t, p/s, new paint	2495 ⁰⁰
65 Sunbeam, runs well	495 ⁰⁰
70 Mazda 1500 sed.	1295 ⁰⁰
72 Chevelle Nomad stn. wgn. V8 a/t.	2495 ⁰⁰
67 Volkswgn. beetle, rebuilt motor.	695 ⁰⁰
66 Volkswgn. beetle.	695 ⁰⁰
72 Volkswgn. beetle, new paint	2095 ⁰⁰
74 Dodge Colt, h.t.	2495 ⁰⁰
67 Ford Fairlane 2 dr. h.t. p/s, p/b, rad.	1495 ⁰⁰
74 Dodge sdn. V8, a/t, p/s, p/b, radio, 28,000 mi., tape deck	\$2995 ⁰⁰
71 Vega h/b, radio, new paint	1495 ⁰⁰
73 Mazda RX3 stn. wgn. radio, 4 spd.	2695 ⁰⁰
73 Toyota 1600 Corolla, new paint	1995 ⁰⁰

TRUCKS

67 International van 4 door 4 x 4	1695 ⁰⁰
69 Ford 2 ton walk in delivery van	1895 ⁰⁰
68 Landrover 6 cyl. 4 dr. stn. wgn. 4 x 4	3895 ⁰⁰
71 E300 Ford window van V8, a/t	2995 ⁰⁰
72 Mazda p/u and camperette	2695 ⁰⁰
74 Ford F-100 V8, 3 spd.	3295 ⁰⁰
69 Ford F100 pickup 6 cyl.	1495 ⁰⁰
70 Ford F100 & canopy	2495 ⁰⁰

CHALET MOTORS - MAZDA DEALER



148 Island Highway
(Bottom of Mission Hill)

Dealer No. D10861

EW
Courtney
Adults \$2.25 OAP \$1 Child. \$1

Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. - 7 and 9 p.m.
No Matinee This Saturday

Thurs. till Wednesday, Sept. 23, 24, 25, 27, 28, 29

The sailor who fell from grace with the sea
Mature dialogue. "Suggestive dialogue." - B.C. Dir.

Thurs., Fri., Sat., Sept. 30, Oct. 1 & 2
"RIDE A WILD PONY" Plus "DUMBO" Double Bill
General
Fri. & Sat. - 1 complete show from 7:15 p.m. Matinee Sat. 2 p.m.

Mon., Tues., Wed., Oct. 4, 5, 6
"THE EXORCIST"
"A very frightening picture. Some extremely coarse language."

Stardust
Drive-In Theatre

Williams Beach Rd. & Isld. Hwy.
Admission \$2.50 O.A.P. \$1.00

SHOW STARTS AT DUSK

Thurs. to Sun., Sept. 23, 24, 25, 26
Rock Hudson "EMBRYO"
Mature "Some scenes may disturb children" Plus "Diamonds" "Coarse language and violence."

Thurs. to Sun., Sept. 30 & Oct. 1, 2, 3
"BILLY JACK" Mature "Some swearing & coarse language" Plus "DOC SAVAGE"

WO's & Sgt's Mess
SEPT. - OCT. ENTERTAINMENT

Sept. 24 - TGIF

Sept. 25 - Amateur Show Nite and Dance
Come out to the Mess and do your thing. Prizes for all participants. You don't have to be a "Pro". Be yourself. Dutch courage supplied free to all entrants. Open to all Mess members - their friends - neighbors - anyone who can DANCE, SING, PLAY, ACT, ETC. LET YOUR HAIR DOWN, "PARTICIPATE".

If you don't perform, come and applaud. Dance to follow with Glen Gillis and the ALLEY CATS, who will also provide backup music for contestants.

Please leave names with Mess Manager or call Paddy O'Rourke at 339-5438 or Local 329.

Food - Chicken and Chips. Price - Members \$2.00 each, Guests \$4.00 each.

October - Normal Friday TGIF's - an inter-mess game night, MONTE CARLO on 23 Oct. Further details in the next issue of T.T. Also in October, a Halloween Masquerade on the 30th. Prizes - food - band - "Powerhouse". Further details to come.

October Movies on Monday nite, 4, 11, 18, 25. Titles TBA.

OFFICER'S MESS ENTERTAINMENT
REGULAR TGIF

SATURDAY, SEPT. 25
WELCOME PARTY

Chinese food 2000
Reservations by 1300 Sept. 23.
Dance to the Beachcombers.
Informal dress.

Sunday, Oct. 3 - Family brunch 1200 - 1300 hrs.

Friday, Oct. 8 - Mixed mess dinner
Formal dress, 1900 - 1930
Band 2230 hrs.
Reservations through sections.

JUNIOR RANKS CLUB
SEPT. - OCT. ENTERTAINMENT

Sept. 24, 25 & 26 Barry Smith & Gary Powell. These fellows had the club rocking about three weeks ago. Come out again and enjoy some fine music & singing.

Bingo! Sept. 29, Oct. 6, 13, 20, 27. Start 2000 hrs.

Oct. 1 Golf Tournament & Disco.

Oct. 2, 3 Drivin Rain

Oct. 8, 9, 10 Grand Slam

MOVIES

Sept. 28 The Detectives Frank Sinatra

Oct. 5 Dirty Harry Clint Eastwood

COMOX BASE THEATRE SCHEDULE

Wed. 22 Sep. Thurs. 23 Sep. **RAFFERTY & THE GOLD DUST TWINS**

Fri. 24 Sep. Sat. 25 Sep. Sun. 26 Sep. **KARATE/KUNG-FU!**
The new screen excitement that gives you the biggest kick of your life!
Bruce Lee
every limb of his body is a lethal weapon in
"Fists of Fury"
A National General Pictures Release
Color

Fri. 1 Oct. Sat. 2 Oct. Sun. 3 Oct. **THE CHINESE CONNECTION**
Color • A National General Pictures Release

Wed. 29 Sep. Thurs. 30 Sep. **PAUL NEWMAN in "The Drowning Pool"**
PG TECHNICOLOR • FROM WARNER BROS. • A WARNER COMMUNICATIONS COMPANY

Sat. Mat. 25 Sep. **SEA PIRATE**

Sat. Mat. 2 Oct. **BLACK BEAUTY** Mark Lester

Wed. 6 Oct. Thurs. 7 Oct. **ELLEN BURSTYN**
A movie for everyone who has ever dreamed of a second chance.
KRIS KRISTOFFERSON in ALICE DOESN'T LIVE HERE ANYMORE
From WARNER BROS. • A WARNER COMMUNICATIONS COMPANY • TECHNICOLOR •

Chapel Chimes



Father Francis Swoboda-Base Chaplain (RC) Telephone 339-2211 Loc 274 or Residence 339-2102.

SUNDAY MASSES:

Saturday-7:00 p.m. (Sunday Vigil)
Sunday -9:30 a.m. and 11:00 A.M.
WEEKDAY MASSES: Are said at convenient times in the Chapel and in private homes on request.
SACRAMENT OF PENANCE: Before and after all Masses.

BAPTISM: By appointment.

MARRIAGES: Minimum of three months advance notice. Marriage counselling and preparation courses are required prior to marriage.

CATECHISM PROGRAM for 1976-1977.

-CLASSES: Classes are held regularly each week in the Airport School in PMQs on Wednesday evenings from 6:30 to 7:30 P.M.

-REGISTRATION: Classes will begin on Wednesday, October 6th at 6:30 P.M. and children are to register that evening in the School classrooms. Parents are asked to assist their children in filling out the Registration Forms.

-TEACHERS AND ASSISTANTS: There will be an organizational meeting for all Catechism teachers and assistants on Wednesday 29th September at 6:30 P.M. in the Airport School. Please plan to attend.

Telephone 339-2211 Loc 273

D.L. Martin, Major (Base Chaplain (P)) CHAPEL SERVICES

The Protestant Chapel is located in Wallace Gardens (PMQ area) and Divine Service is held every Sunday at 11:00 hours. This is the Base Chapel and everyone is warmly invited to share in the Service.

...HOLY COMMUNION: Holy Communion 1200 hours last Sunday of each month.

BAPTISM: Services of Holy Baptism are held every month.

WOMEN'S GUILD: All women are encouraged to support this group which is very active in missionary efforts. Meets in the Chapel Lounge at 2000 hours on the third Tuesday of the month.

CHAPEL CHOIR: Our Senior Choir extends a warm welcome to all new arrivals. New voices are always needed. Please speak to the Choir Director, Organist or Chaplain. Senior Choir Practice - 2000 hours, Thursday: Junior Choir Practice - 1800 hours, Thursday.
Sunday School-The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 0930 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 1100 hours. All children are invited to attend.

Office Hours-0800 to 1630 hours. Phone 339-2211 local 273.
Hospital Visitation - The Chaplain would appreciate the co-operation of the members of the congregation and would request that they phone the Secretary's office (339-2211 local 273) to report the names of any members of the congregation who may be in the hospital.

Youth Chorus Resumes Practice

Last spring the Comox Youth Chorus was started by Stephanie Spiers for dependents of Armed Forces personnel, over the age of eleven. They performed several times and now that the holidays are over, it is time to get back to the practises once more. This year it is hoped that they can spread their wings and perform Humperdinck's operetta, "Hansel and Gretel", during Christmas season. Due to summer transfers, the original number has diminished so new voices are required. Any young people new to CFB Comox who are interested, should phone Mrs. Spiers at (339-5706) for information and auditions. Regular members will be contacted by phone regarding the first practise on October 2.

LADIES FITNESS CLASSES

Starting Sept. 27, 76
Every Mon.-Wed.-Fri.
from 1000 - 1100 hrs.

Adult Education Registration Down

The Academic Program planned for CFB Comox is lacking students. If there is insufficient participation this valuable opportunity for academic upgrading will be terminated.

Students wishing to register for Math 11, Social Studies 11 or History 12 are asked to contact the BITO at loc. 469. Dependents are also welcome to attend.



MRS. JACK ADAM AND MWO HARRY ALSTAD display a commemorative plaque in memory of her husband who passed away in Southern California while on a Sqn. detachment. The hand carved Flight Engineer's wings mounted on an airforce tartan background had been presented on 10th September, by LCol Montgomery on behalf of 407 "Demon" Squadron.

Base photo

P.M.Q. Preamble

The results of the recent PMQ Elections (or as we like to refer to it- "The Semi-Annual Stick It to Your Neighbour") shall be announced in the next issue of the Totem Times. We'd like to tell you who got it now, but as some of the people are away on leave, in Egypt, or other assorted exotic places, the Council feels that the individuals should have a chance to answer before the results are made public.

We can tell you that we have a new Mayor, Major Ken Howard has been appointed Mayor and will serve for the next year.

The next Community Council Meeting was to have been held today, however due to the numbers of personnel away, we have had to postpone the meeting until next week. The BCEO is away and will not be able to attend the Council Meeting.

FIRE PREVENTION WEEK PARADE

Fire Prevention Week is 3-8 October this year and as in the past the Base Firehall will be sponsoring a parade. The parade is open to all anklebiters from 5-13 years of age. The parade will form up in the CANEX parking lot at 1245 HOURS on Sunday, 3 October, the parade will move off at 1300 Hours. The children are encouraged to decorate their bicycles and prizes will be awarded to three groups (ages 5-7, 8-10, and 11-13). Judging will take place in the parking lot prior to the parade moving off. The parade itself, complete with Fire Trucks

and bicycles, will travel from the CANEX Parking Lot through PMQs and back to the Parking Lot.

COME ON KIDS. DECORATE YOUR BIKE AND JOIN THE PARADE!

NOTICE

A film on misuse of alcohol

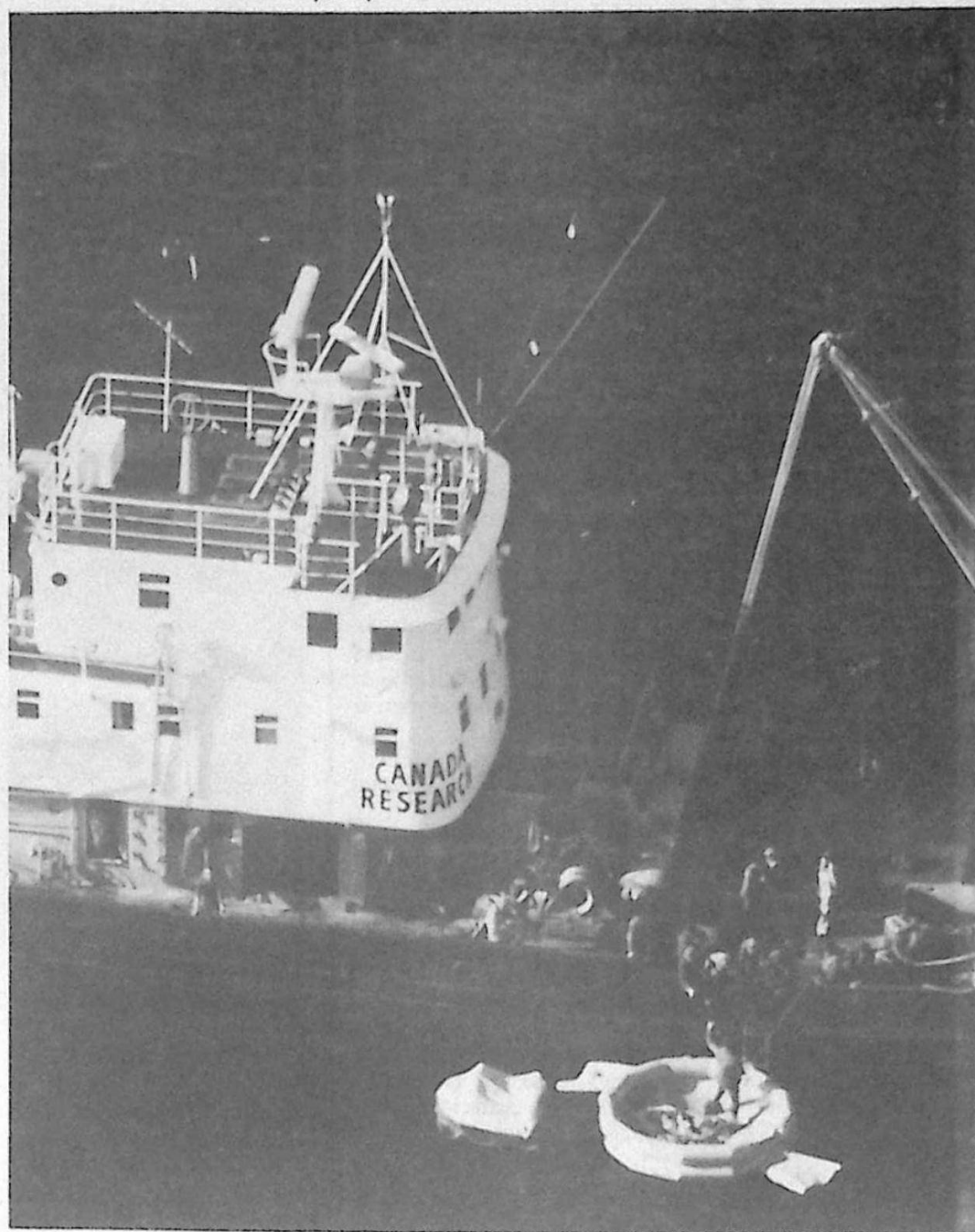
Akela Says

Scouts, Cubs and Beavers will be getting under way for the First Lazo group within the next two weeks. Those who have been registered will be contacted by the leaders if they were not informed of the time and place of the first meeting at registration.

For those that are not registered, they can just turn up at the first or subsequent meeting of the pack or colony they wish to join. The two Beaver colonies meet at 6:00 p.m. at the PMQ School Gym on Monday and Thursday evening. The three Cub packs meet at 6:30 p.m. at the Scout Hall by the Glacier Gardens arena Tuesday, Wednesday and Thursday evenings. The scout troop meets at 6:30 p.m. at the Scout Hall on Monday evening. Registration for this year is \$8.00 and a parent should accompany the boy for registration.

We have an urgent need for leaders, especially in the Cub program. If you are not inclined as a leader, but wish to help, the Group Committee is in critical need of a secretary and public relations person. There are other positions on

will be shown in the Base Theatre 12 Oct. 76 at 1930 hours. The film presentation is sponsored by the Base Drug Education Program and is approximately 90 minutes long. This evening showing is being presented primarily for dependents of both Base military and civilian personnel.



SHARKS GO HUNGRY ... Government Research Vessel, G.B. Reed takes rescued fishermen, John Pederson and Gerry Sarchat on board. 442 Sqn. rescue specialists Sgt. Chuck Clements and Pte. Randy Brown assist the ship's crew in the task. The two Delta fishermen had been adrift for 130 hours.

407 Photo

Your GREEN ACRES AGENT



BOB BAIRD
CAF Retired

CALL ANYTIME

ROY ERICKSON
REALTY LTD.

1525 Cliffe Avenue
RES. 334-3007
BUS. 334-2487

- *Homes
- *Business Opportunities
- *Lots
- *Acreage

RIVER HEIGHTS MOTEL

1820 Cliffe 338-8932 Courtenay

CLEAN AND QUIET

1 AND 2 BEDROOM KITCHENETTES

Home of Courtesy and Rest

COLOUR TV

Welcome All

CHARGE AND MASTERCHARGE
ACCEPTED

2 NEW HOMES FOR SALE



LOT 1

Full basement — Laundry — Exterior Basement Walls Finished — Rough-in Plumbing in Basement — 3 Bedrooms — Fireplace — Top quality Carpets Throughout — Citation Cabinets — Canadiana — Ensuite Bath — Paved Double Driveway — Front Lawn — 440 sq. ft. Sundeck with Carport Under.



LOT 2

1200 sq. ft. — Carport Under — Finished Laundry — Den — 3 Bedrooms — Basement exterior wall finished — Rough-in plumbing basement — 200 sq. ft. sundeck — Fireplace — Excellent quality carpets — Citation cabinets — Windsor Line — Ensuite bath — Paved driveway — Front lawn.

We will build the house of your choice on one of the 8 fully serviced lots on Cougar Crescent in Comox.

A First For The
Comox Valley



NEW HOME
WARRANTY
PROGRAM OF
BRITISH COLUMBIA
Registered Builder Member
A Division of Pacific New Home Services, Inc.

JENSEN & SON CONSTRUCTION

LTD.

334-3260

337-8151

McConochie's
FURNITURE AND APPLIANCES (1974) LTD.

Your Home Furnishings Headquarters

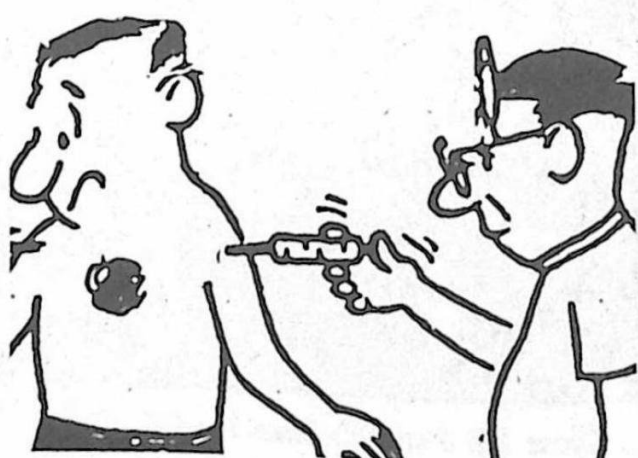
- ☆ WESTINGHOUSE
- ☆ RCA TV & APPLIANCES
- ☆ QUASAR
- ☆ FLEXSTEEL
- ☆ GIBSON
- ☆ SIMMONS
- ☆ SPEED QUEEN
- ☆ GRANGE
- ☆ LLOYDS
- ☆ COMFORT
- ☆ PRINCEVILLE

Complete ALL MAKE Appliance Service
including Domestic Refrigeration
Where Service Follows
the sale

430 Fifth St.
Courtenay, B.C.

Phone 338-8114

PREVENTIVE MEDICINE



Is a good idea for your car tool Especially with Fall here.

YOUR AUTOMATIC TRANSMISSION WILL LOOK AFTER YOU... IF YOU LOOK AFTER IT NOW.

CALL US ANYTIME

DAVE'S AUTOMATIC TRANSMISSION REPAIR

370 Puntledge Rd., Courtenay
Phone 334-2917 Nights calls 339-2078

Downed Plane Hectic Hours Precede Hunt

The first hours of a co-ordinated search for a missing aircraft are chaotic.

It is the first day of a search for four Americans in a single-engine Comanche aircraft. The aircraft was reported overdue the day before and an Armed Forces aircraft dispatched to search out any emergency radio signals. There is none.

Rescue Co-ordination Centre (RCC), responsible for all missing aircraft, organized a search team.

Capt. Bob Goldie was notified he had been named searchmaster in the hunt for the American plane.

The next day finds him setting up search headquarters in the airport fire hall in Prince George.

Goldie is standing behind a desk and talking to the Rescue Co-ordination Centre in Victoria. B.C. Tel workers are installing a hotline search phone at his feet, a man is asking about getting an electrician, and a second man is dispatched to chase down a blackboard.

"The first hours of any search are always hectic," Goldie says eyeing the search map. "So many things to do and so many people to talk to."

Goldie is assisted by assistant searchmaster Erv Cross and Provincial Emergency Program (PEP) co-ordinator Ean Gower. Together, they put together the organization that will assemble information about the aircraft, pilot, weather, route and anything that might have had an effect on the flight.

Search Map Set Up

Cross is setting up the search map. It is a large Canadian Department of Energy, Mines and Resources map. It shows the flight plan filed by the American pilot, and three colour sections described as areas one, two and three.

Area one is the primary search area. It extends 10 degrees on either side of the flight line from Prince George, Vanderhoof, Burns Lake, Smithers, Terrace and Prince Rupert.

Because of the lack of radio spottings along the route, the aircraft could be anywhere in the primary section.

The primary area consists of 10,000 square miles of dense bush, forest, and mountains.

"About 86 per cent of all crash or emergency landing sites are found in the primary area," Cross said. "There's always the chance it isn't and that's why we have the other two secondary areas."

Goldie has already spoken with the Ministry of Transport weatherman at Prince George airport and obtained the weather report along the flight route at the time the aircraft disappeared.

The aircraft was ultimately destined for Gustavus, Alaska and Goldie must consider the possibility of the pilot bypassing Prince Rupert for Ketchikan and Juneau, Alaska.

He must co-ordinate reams of possible aircraft sightings and reports, weeding out the erroneous ones, and assign priorities to the others. Each one, however unlikely and in whatever direction, must be checked out if it is within the fuel range of the aircraft.

While possible sightings are investigated, the search plane is carefully worked out on the master map.

The first searches are for any sign of an Electronic Location Transmitter (ELT) which the downed aircraft was equipped with.

If the ELT on the aircraft was functional and armed at the time of any crash or forced landing, it would send out a signal which the Armed Forces aircraft could home in on.

Follows Flight Plan

Several ELT searches at 19,000 feet were carried out with no results.

The second phase of the search consists of a "track crawl", a direct flyover of the missing plane's flight plan. Once again, with no results.

The third phase is the visual air search of definite "blocks" of territory by spotter craft. If the terrain is reasonably flat, a technique called "creeping line ahead" is used. It consists of flying over a section of land in a manner similar to a person mowing a lawn. Each flyover is overlapping with the last to ensure blanket coverage of an area.

If the terrain is mountainous, as in the Smithers area for instance, a "contour crawl" at a set altitude is carried out. The aircraft flies at a set altitude while spotters search the mountainside for any indication of a crash or forced landing.

Goldie has the use of two Armed Forces Buffalo aircraft, based in Prince George for the search, two helicopters operating out of Smithers, and a host of private aircraft.

Gower is co-ordinating the selection of private aircraft and trained spotters.

The ultimate responsibility of the search, however, lies with Goldie. He is the detective who must recreate the conditions of the flight and try to track the plane down.

"I know what I'd do in a given situation," Goldie said. "The trick here is to try and find what this pilot did."

He talks to a pilot who chatted briefly with the American flyers when they were in Prince George. He talks to the company that rented the plane in San Diego. He talks to anybody who might provide a clue as to the plane's whereabouts.

He back checks radio reports and talks to Vanderhoof RCMP about a possible sighting.

His day begins early and ends late on this search extending from Prince George to the coast and up to Alaska.

If they don't find the aircraft and missing Americans today, they'll be back trying tomorrow. Everything is subservient to the task of finding four Americans and an aircraft that could be anywhere in some of the most rugged terrain in Canada.

442 Sqdn. At Work



The Object Of Our Affection



All I Want Is Some Sleep



According To This, We're Lost



Now Where In Hell
Has That Buffalo Gone To Now

COURTESY: THE PRINCE GEORGE CITIZEN

STORIES BY JAMIE LAMB

PHOTOS BY LEN TENISCI



Guess We Shouldn't Have Tried To Close
That Bar Down

Long Hours Of Searching Dulls Senses

It's hard to convey to the average citizen the mental fatigue and numbness experienced by a member of a Canadian Armed Forces search and rescue team.

The long hours of searching for any sign of a downed aircraft in an ocean of evergreens, day after day, serve to dull even the keenest of flyers.

It's one thing to glance out of an airplane window every once in awhile and admire the view. It's quite another to keep vigil from one window, never taking one's eyes from the search area, even for a second.

This is the job of a search and rescue spotter and he does it up to 12 hours a day, seven days a week.

Last week, an aircraft with four Americans aboard, bound for an Alaska hunting trip, disappeared en route from Prince George to Prince Rupert.

The Rescue Co-ordination Centre in Victoria initiated a search with headquarters in Prince George.

Two Buffalo aircraft are operating from Prince George airport while two helicopters are based in Smithers.

Each Buffalo carries a crew of two pilots, flight engineer, navigator, two spotters, and two rescue specialists.

Huge area to cover

These men, along with civilian aircraft co-ordinated by the Provincial Emergency Program, will hunt for the aircraft from Prince George to the Pacific coast, an area of 15,000 square miles.

This is a typical run for one of the Buffalo crews:

The twin-engine STOL (Short Take Off and Landing) aircraft lifts off from Prince George airport at 9 a.m. The search crews prefer not to fly very early or very late in the day. The long shadows created by the angle of the sun make it almost impossible to spot anything as small as an aircraft on the ground.

The Buffalo flies a straight search to Vanderhoof where it is forced to leave its 1,000-foot height to climb above a patch of rain clouds.

The craft descends again to 1,000 feet to conduct its contour search in an area just north of Smithers.

The search aircraft is equipped with special bubble-type windows which allow spotters on either side of the aircraft unobstructed views.

Spotters operate on a 30 minutes-on, 30 minutes-off basis to allow each man to rest his eyes.

"We can't look away"

"You can't take your eyes off the landscape for a second," one spotter said. "All it takes is to turn away for just the smallest amount of time, and you might miss a flash of sunlight on metal on the ground. We can't take that chance so we can't look away."

The spotter is looking for anything that looks out of place on the landscape. He is looking for signs of wreckage or metal, a burn site or a swath of broken trees. Anything that might be the result of a downed craft.

On this trip, spotters will call for a number of tight-banked turns to allow a fly-over of questionable objects. These objects include trucks, survey markers, bee hives, an abandoned cabin, and junked cars.

Nobody questions the spotters on these flights. Better to make a search circle and investigate the oddity than miss the site of a crash.

One spotter mentions the difficulty of an air search in the Kamloops area because of the number of car wrecks scattered across the country.

Another spotter remembers a search where the aircraft was found where it was almost impossible to spot...in a wrecker's yard.

Should this aircraft find the missing plane, the two rescue specialists would parachute to the site.

After 12 hours of searching, they return to Prince George. Tomorrow they will start again.

The Upper Deck

Well, the search has kept everyone busy and pretty well cancelled any recreational activities since August 1st. There have been a few complainers, but it is amazing the way a major activity pulls the squadron together and everyone tries their hardest to make the operation a success - unfortunately, in this case we have so far been unsuccessful.

Bob Goldie and Erv Cross must be congratulated for a fine job in spite of all the problems and aggravations they had to overcome. Each morning they went through the same routine at 0730: 2 Buffalo crews in their room, 6 civilian pilots, spotters who seemed to appear out of the woodwork, 2 lab crews to be briefed by phone, etc. etc.

Then the problems would start, the weather was bad, one of the labs needed a part, the Buffalo's always needed parts (we even had an extra one to take spares off). The high point came when two people tripped over the phone wire within five minutes and pulled it on the floor - the language was filthy - I was embarrassed.

The days were truly exhausting, 12 hours away from the hotel with 8 airborne was a reasonable average - many of those hours spent in uncomfortable conditions. At this point I must congratulate the spotters led by para rescue for a first rate professional job. Only those who have experienced it can imagine how tiring and boring it is staring into dense forest hour after hour.

On the lighter side, we had a few comic turns: Bob Sexton alerted the whole NORAD network inadvertently penetrating the CADIZ; Mike Cummings did a stol; Kip Caudrey, while manoeuvring around a large puddle on the runway at Fort St. James, dropped a wheel into about two feet of gravel! And who was the nav who cunningly left Smithers and surprised everyone by arriving back

there in 30 minutes! Mexican Pete! Then of course we had the two turkeys in the Buffalo talking to each other - each one thought he was talking to another aircraft!

Para rescue outdid themselves with continuous in-flight entertainment but it's a lie that the hotel moved a pop machine into Rod Verchere's room to save him the walk.

The flight engineers have so far escaped the poison pen, but it was a tough three weeks for them, too. It was so hard that even Larry Cote had to leave the golf course for a week - sorry Larry, that's below the belt and you're just great at heating up those TV dinners (Television not transvestite).

Athol Malcolm and Mort MacDonnell just made it back in time to go to Toronto for staff school - the only time Athol talks to Lynne is when she's working in the tower.

The time hog competition was heated this month, the Colonel, Larry Berry, make Cummings and Bob Sexton all trying for the honour: C.B. had to settle for runner-up when the lab went U.S. Larry B. actually had the nerve to submit a memo so he could fly more than 120 hrs.!

However, lurking in the shadows of the search window was our resident pro spotter, Capt. Jack (John, Jake) Connors, who has a part time job as BNDO - when he gets home the kids cry and the dog barks.

Family day was apparently a resounding success thanks to the efforts of MCpl. Verchere, Cpl. Mann, Bob Sexton and many others. Amazing how all the kids wanted to go in the Buffalo and not the lab! Ted Miller narrowly missed all star status when he landed 10 feet from the water - that would have been hard to live down.

That's it for now - sorry Rudy, you'll make the next issue (We'll do a fire light special and the woodcutter's call).

Mushroom Mutterings

The time has come
The SAMO said,
To break-up this motley
group.

We'll shift them in
With Buffalo crew.
There'll be no more
"F TROOP"!!

They've had their own way
Long enough!
We'll put an end to that.
Once they get in with Buffalos
They'll work off all that fat!

There's no more "SAS"
And no more "TRACK".
It's alleron and flap!

No more will "F TROOP" get
away
With giving NCO's
cra.....!!

It's taken us a long, long time
To bring them to their knees.
But what with attrition and
Loss of men,
This time they'll do as WE
please!

Thus does "F TROOP" fade
away,
To mix with the common
crowd.
But still they'll gather in the
Club
To bemoan their fate aloud!!!

AIRCOM KIT STORES

ITEMS

ITEMS	PRICE
Air Force Tartan Cummerbund - male & female (waist size required)	\$14.50
Air Force Tartan Ascot-Dickie	8.00
Air Command Badge mounted on wood	18.75
Air Command Tie	not yet available
RCAF Scarf - maroon-dark blue and sky blue stripes, British made - double thickness 10½ inches wide by 56 inches long	11.00
RCAF Ascot - maroon-dark blue and sky blue stripes, British made - 5½ inches wide by 50½ inches long	7.95
RCAF Ascot - dark blue, light blue maple leaf with golden eagle superimposed, British made - 5½ inches wide by 50½ inches long	7.95
Air Command Brooch-Pin - golden crown and eagle motif on a circlet pin in gold over sterling silver	7.50
Oval Air Command cufflinks (silver plated)	6.25

Sterling silver Air Command cufflinks and tie tack set

Sterling silver Air Command cufflinks and glass set	25.00
MILE cufflinks	6.75
Sterling silver spoon with Air Command crest	7.25
Sterling silver charm crown and eagle on blue enamel	7.50
Sterling silver charm crown and eagle pierced	4.75
Sterling silver pendant - crown and eagle pierced	7.50
10K gold charm - crown and eagle on blue enamel	28.75
10K gold charm - crown and eagle pierced	22.75
Diamond set circlet pin	38.50
Air Command tankard - pewter with gold eagle - glass bottom	14.50
Zippo table lighter with Air Command crest	14.75
Zippo lighter with Air Command crest	5.35
Zippo penknife with Air Command crest	4.15
Scroll bearing "Rules for Open Cockpit Flying, Circa 1920"	2.00



THE HUP 3 HELICOPTER which was used by VU 33 for Search and Rescue and also utility transport. A similar model made the first type landing on HMCS Assinaboine.

VU 33 History

By OCDT J.A. MORRIS

Utility Squadron 33, or better known as VU 33 (from the heavier than air, U Utility), has been based here as an integral unit of CFB Comox, since Aug. 74, and now Herman and the boys think it is about time you knew a little bit more about the history and roles of probably the smallest squadron in the Canadian Forces. We may be small, consisting of ten aircrew and one administrative clerk, but we have a very appropriate motto, "The End Crowns the Deed", (or the work).

The squadron was originally formed from a VS 880 detachment, based at Patricia Bay Airport, 20 miles north of Victoria. This event took place in November 1954 and the squadron was initially equipped with two AS 3 Avengers plus a total of 24 officers and men. The previous December, the west coast naval reserve squadron (VC922) was established, utilizing Harvard aircraft. A succession of aircraft types followed such as the Expeditor, HUP 3 helicopter and the present CP 121 (Tracker) and the CT 133 (T-Bird). An interesting point to note here is that a HUP from VU 33 made the first landing on HMCS Assinaboine (Aug. 63), the first of the RCN's post war destroyer escorts to be converted to a "helicopter landing capability". The first Sea King haul-down trials commenced later that year.

Over the past twenty or so years, the squadron has counted among its tasks: weapon testing; target towing and gunnery alignment for ships of the fleet; aerial photography, proficiency flying for pilots; advanced flying for newly commissioned naval aviators; and, air familiarization for both squadron personnel and for officers and men of the surface fleet. The squadron has also assisted in search and rescue operations when required.

At Patricia Bay Airport, the squadron occupied a number of buildings in order to carry out its operations, and over the years had established a warm relationship with the citizens of Sidney. However, in 1973 an investigation into the feasibility of operating from CFB Comox, resulted in a reduction of personnel from 65 to 45 and our eventual move in August 1974.

The waterfront facilities at Patricia Bay were expanded and taken over by the Department of Environment, RCMP and the Coast Guard.

Upon arrival at CFB Comox, VU 33 operated as a lodger unit squadron which was initially housed in two mobile homes and was later to occupy 5 offices of Hanger No. 1. Further personnel changes did occur and resulted in the consolidation of all maintenance functions, in that 409 Sqn. and base Comox now maintain the three T-Birds and 407 Sqn. maintains the three Trackers. All servicing personnel of VU 33 were absorbed into these squadrons and base, leaving the aircrew and administrative clerk as sole survivors to continue the task of maintaining a viable squadron organization and role, and existing as an integral unit of CFB Comox.

The squadron's present duties consist of maritime reconnaissance in support of Canada's first defence objective; ie. the sovereignty of Canada; using the Tracker with a crew of two pilots and an observer. The observer's task is to operate the search radar, ECM, and HF radio communications while the pilots relax and enjoy the scenery. The crews are constantly on the lookout for violators of the Canadian Territorial Sea and Fisheries Closure Lines which are at present 12 NM, and also for vessels or industries which may violate pollution standards (50



FROM THIS THE HEADQUARTERS BUILDING of VU 33 which was located at Patrick Bay Airport, 20 miles north of Victoria.



NM) of Canada's west coast. To accomplish this, we must work in close liaison with our destroyer forces and Departments of Environment and Fisheries and in some cases, take civilian personnel on patrols.

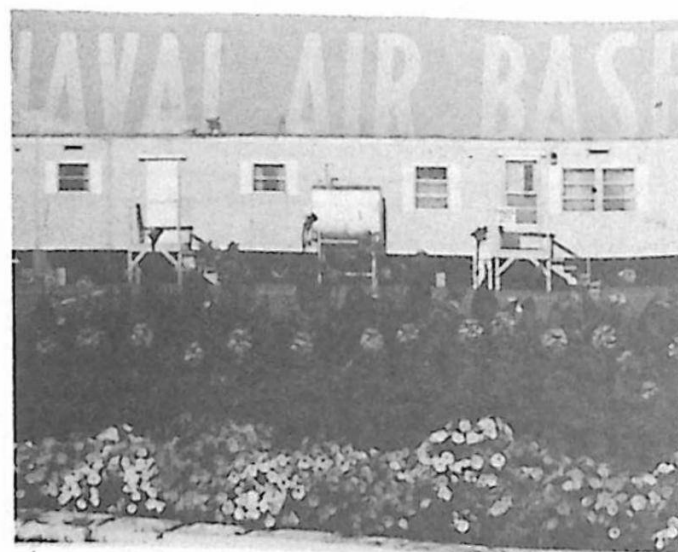
The T-Birds are flown in support of fleet requirements for gunnery practice using the Delmar towed targets and for radar tracking. They also take part in Air Defence exercises.

As part of our utility role which is receiving less emphasis as time goes by, we can be called out to transport personnel and materials to areas which are impractical or too slow by other methods, and like all other military aircraft we are available for search and rescue duties, both in the mountain regions and waters of B.C.'s coast.

In conclusion, it is considered that VU 33 is an important addition to the overall military capability on the west coast and in fact we do live by our motto, "The End Crowns the Deed."

Photo sequence

1. The Avenger aircraft which was flown by VU 33 in its early days.
2. The HUP 3 helicopter which was used by VU 33 for Search and Rescue and also utility transport. A similar model made the first type landing on HMCS Assinaboine.
3. The Headquarters Building of VU 33 which was located at Patricia Bay Airport, 20 miles north of Victoria.
4. "It's a Naval Air Base!" No, not actually it was VU 33 first accommodations upon arrival in CFB Comox in August 1974.



TO THIS 'IT'S A NAVAL AIR BASE!' No, actually it was a VU 33's first accommodations upon arrival at CFB Comox in August 1974.

Firing Away

Learn Not To Burn!

Fire prevention week is fast approaching. It is a busy week for our department as we try to impress upon all personnel the need for fire safety. Not that we don't do this in the other 51 weeks, but because this was the week that fire prevention was born. It commemorates the great Chicago fire that occurred the 8th and 9th October 1871. This fire destroyed 17,450 buildings and caused property damage of about \$200,000,000. and approximately 300 persons perished.

During 1975, we at CFB Comox were fortunate that we had only seven fires with a total loss of 2,005 dollars. Most important was that we had no fatalities. Of these seven fires, six could have been prevented. This is the reason for fire prevention education. PEOPLE CAUSE MOST FIRES AND PEOPLE CAN PREVENT MOST FIRES.

The 1975 statistical report for all DND establishments show that most fires occur in barrack blocks and married quarters. These two areas accounted for 57 per cent of all DND fires. The leading causes

of married quarter fires were overheated grease, fats and oil (32 per cent) and smokers carelessness (25 per cent). The leading causes of fires in barrack blocks were smokers carelessness (51 per cent) and incendiary (25 per cent). In 1975, one fatality occurred and that being a fire in a married quarter - CAUSE-SMOKERS CARELESSNESS.

To "kick-off" fire prevention week, a schedule of events that will take place is advertised for you. Don't forget the parade that will take place on Sunday, at 1300

hrs., 3 Oct. 76. Have your children decorate their bikes and meet us at the Base Exchange parking lot. Prizes to be given for best decorated bikes. Form-up is at 1245 hrs. After the parade, come on over to the fire department, an open house is planned from 1400 hrs. to 1600 hrs. Fire department personnel will be there to greet you and will be more than happy to show and explain our displays of fire fighting equipment. We also have a film for the kids.

In conclusion - LEARN NOT TO BURN.

VU 33 Utility Squadron



THE AVENGER AIRCRAFT which were flown by VU 33 in its early days.

HARSEEKA KENNELS

C.K.C. REGISTERED
FOX TERRIER (WIRE)
SHOW AND PET STOCK
BOARDING

Jack and Lillian Kingston

R.R. 3
COURTENAY, B.C.

ISLAND HIGHWAY AT ROYSTON
PH. 338-8891

C to C

COAST TO COAST REAL ESTATE SERVICE

As an Associate Broker of the A. E. LePage Coast to Coast Real Estate Service, our Company can obtain information concerning your housing needs from more than 160 highly reputable realtors across Canada. An advance referral can have an agency waiting to greet you with your specific requirement having been researched ahead of time.

To assist your advanced planning, we have comparative catalogues available in our office and experienced salesmen to advise you.

Start now to plan your next move. We're able to make it easier at both ends. Drop in to see us soon.

P. LEO ANDERTON & CO. LTD.

526 Cliffe Avenue, Courtenay, B.C.
PHONE 338-5321

NORM HOWARTH
DAVE AVENT
JOHN CALDER

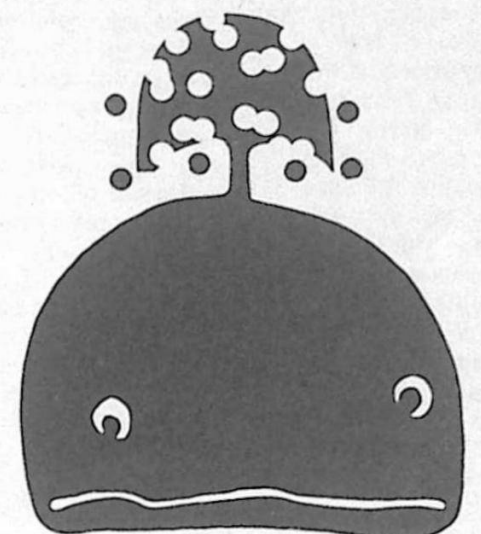
334-4570
338-8333
339-3839

CHARLES DOVE
MERT FLETCHER
TONY NAGY

339-3816
339-2484
337-5030



COMOX CF CREDIT UNION



For a whale
of a deal...

save at your
credit union
"we have money to lend"

COMOX (CANADIAN FORCES) CREDIT UNION

CFB Comox Box 400 Lazo, B.C. V0R 2K0 (604) 339-2344

THE Courtenay Florist



TWO LOCATIONS TO SERVE YOU

877 - 5th St., Courtenay

PHONE 334-3441

NEW LOCATION:

DRIFTWOOD MALL

PHONE 338-6736

Comox Valley Ford RENTAL Cars and Trucks

Mavericks, Comets, Pintos
1-Ton Furniture Van
3/4-Ton Pick-up
Club Wagon

SALES, SERVICE & RENTALS
OPEN 8 a.m. - 9 p.m. Mon. to Sat.

For Daily Rental
Call 334-3733

COMOX VALLEY FORD

SALES LTD.

Your Local Ford and Mercury Dealer

360 N. Island Highway, Courtenay, B.C.

Phone 334-3161

MOTOR DEALER LICENCE NO. 5028

Nanaimo Realty

576 England Ave.
Courtenay, Phone 334-3124
Driftwood Mall, South Courtenay

Comox Shopping Centre
Phone 339-2228
338-6701



THIS EXCELLENT TWO BEDROOM HOME with fruit trees, shrubs, lock up garage, excellent soil, redecorated with wall-wall throughout, acorn fireplace, built-in oven, stove, large lot 85 x 150. Really good buy for \$37,500.

Charles D. Roberts Res. 339-4500
Office 339-2228



COURTENAY 1450 SQ. FT. 3 BDRM. HOME WITH CATHEDRAL CEILINGS. Fireplace in living room. Master bdrm. has en suite and walk in closet. Large kitchen with dining area plus a formal dining room. Lot is 92 x 190. Mortgage at 10 1/4% is assumable.

Tom Procter Res. 339-2668
Office 334-3124

COURTENAY — 334-3124

COMOX — 339-2228

DRIFTWOOD MALL — 338-6701

Courtenay And District Fish And Game Protective Association

If you recall my previous article on our club activities you will probably remember my mention of the frustrating delays we went through in our attempts to do a clean up job on Morrison Creek, which flows into the Puntledge River at Puntledge Park in the city of Courtenay. This follow up article was deemed necessary to point out that some good things do happen if you are persistent in your pursuits.

After our preliminary survey of the creek during the winter months a complete list of all obstructions including dams, log jams, washing machines and yes even a kitchen sink were submitted to Federal Fisheries and Provincial Conservation Departments.



SALMONID ENHANCEMENT PROGRAM

A Federal Fisheries technician was designated to do a study of our cleanup program and we were advised that consideration was being given to our proposal. A condition of approval would be the attendance of a fisheries technician during initial stages to ensure that improvement and not destruction of some of the natural water barriers and diversions would be maintained.

During the month of August the Salmonid Enhancement Program was announced, all Vancouver Island Clubs were invited to attend a meeting in Nanaimo where the aims of the program were explained. Our club's project seemed made to order.

Permission to proceed was granted by telephone on the twenty sixth of August but by now time had become of the essence and phones were busy trying to organize a work party and the required tools, before the "Pinks" started upstream to spawn. As luck would have it the bird hunting season also opened this weekend and in most cases it was a toss-up as to which of two desires would win. Fortune smiled on us and a reasonably large work party was formed including the Lutheran Pastor, local business men and workers, a group of United States Airforce and Canadian Forces personnel, one woman and a group of Junior boys.

Under the capable direction of Fisheries technician Jack Trent the job was finally underway. The decision to start in the upper reaches of the creek was made with the idea in mind that as the work progressed downstream the disturbed siltation from the bottom of the creek would also go downstream. To some of our un-initiated friends from the south making the acquaintance of Devils' Club while sliding over slippery rocks was not one of the more pleasant experiences.

Needless to say education to avoidance was very swift.

We quickly learned why certain areas were good or bad for salmon spawning and which deadfalls to leave and which to remove; why a certain pool should be left as a rest area and why another with deep mud on the bottom should have additional water

flow through it. We were informed that low overhanging brush should be left in place to provide shaded pools and a dining room for fry from the bug, fly and spider population that inhabit these areas. We also learned not to remove a log that had sufficient water flow either over, under or around it to provide free

passage by the fish. (A log of this type slows down the flow of the creek and consequently keeps the spawning gravel where it should be.)

By our second day on the creek our education program was intensified and we found that any preconceptions we had entertained about this type of thing being a fun

holiday could be changed to a realization that doing the job properly was darn hard work. Log jams were never totally removed, but in most cases at least two free flowing channels were made through or around them. A total of fourteen log jams were treated in this manner along with some thirty brush and debris blockages. In most cases the brush and debris blockages were created by man who thoughtlessly proceeds to throw his tree trimmings etc. into the creek hoping that somehow it will miraculously disappear. Losses of no less than three pair of waders were incurred by the sharp ends of tree trimmings.

Some of the more exotic donations by man to the ecology of the creek included old tires, wheels and rims assorted car parts and a bumper from a vintage model car of yesteryear. A few of the other not previously mentioned donations were a fridge door, a pair of old railroad wheels complete with axle, a large kettle and various types of plastic bottles and tin cans.

By Tuesday evening the seventh of September we had completed as far as we could go. We were now at the point of entrance to Puntledge park and could proceed no farther until the local Conservation Officer had completed his arrangements for siltation removal in the park and adjacent spawning channel. In all some three hundred and thirty six man hours had been

spent on the creek up to the present point.

In closing and as president of the Courtenay Fish and Game Protective Association I would be totally remiss if I did not express my sincere and heartfelt thanks to those adult and youngster volunteers who put in long, wet and yet cheerful hours of labour to successfully complete this project.

Many thanks
"Bush" Obeir



POSTED

Call Collect or write for information on:

• Homes
• Lots
• Acreages
• CANADA WIDE FIND A HOME SERVICE

TOM PROCTER
RCAF/CAF
Retired

• Your Listings Solicited
For courtesy and prompt action call

TOM PROCTER
NANAIMO REALTY (Courtenay)
Office Residence
334-3124 339-2668

COMOX VALLEY AUTO ELECTRIC

See Mike Miner for all your Motorcraft needs

BATTERIES - SHOCKS

IGNITION PARTS - WIRE AND CABLE

CARB KITS - MOLDED HOSES

AIR AND OIL FILTERS

Motorcraft

THE PARTS PEOPLE

SPECIALS

SEAT COVERS
FLOOR MATS

COMOX VALLEY AUTO ELECTRIC

(Foot of Ryan Road Hill)

338-5073

SERVICE DIRECTORY

Use your local businesses to save time and money

KING'S PIANOS & ORGANS
Factory To You

★ HEINTZMAN PIANOS
★ HAMMOND ORGANS
PRICES THE SAME CANADA WIDE
USED PIANOS AND ORGANS
LARGE SELECTION OF MUSIC

DRIFTWOOD MALL, Courtenay 338-5662
DISCOVERY MALL, Campbell River 287-2414

BUYING? SELLING? TRADING?

Totem Times classified ads will get results
\$1.50 per insertion up to 50 words
Phone Capt. Jack Campbell, Local 409 or 339-5796
Sgt. Ken MacLean, Local 275 or 338-5188

SPECIALISTS IN:
★ CARPETS ★ LINO ★ TILE ★ CERAMICS
★ PAINTS ★ STAINS ★ WALLPAPERS
★ PROFESSIONAL INSTALLATIONS

Phone 338-5314

Comox Paint & Floor Coverings
1475 Dyke Rd. Courtenay

COURTENAY-COMOX TRAVEL SERVICE LTD.

REGISTER **NOW** FOR ALL CHARTER FLIGHTS TO

ASTA

For the First Time ALL YEAR CHARTERS TO BRITAIN AVAILABLE
Accommodation and Flights Courtenay, B.C. P.O. Box 3190

338-5421
441 Cliffe Ave.

Alpha Electrical Appliance Repair Co. Ltd.

REPAIRS FOR ALL MAJOR APPLIANCES
"Factory Authorized Service For"

JOHN HAUGHTON Owner
339-4443
2135 Robb, Comox

MOHAWK COURTENAY SERVICE
2350 Cliffe Avenue

★ Quality Tires
★ Quality Service
★ Qualified Mechanic on duty 8 - 5

OPEN 24 HOURS

COMOX SHOES LTD.

Complete Family Footwear in
COMOX SHOPPING CENTRE
OPEN 6 DAYS A WEEK

BAYVIEW COLOR CENTRE

3080 Comox Rd. Courtenay, B.C. 339-3711
(Next to Animal Hospital)

SERVING THE COMOX VALLEY WITH SHERWIN-WILLIAMS, BAPCO PAINTS AND OLYMPIC STAINS.
Come in and see our large selection of Wallpaper Books

CAMELOT ENTERPRISES
(1975) LTD.

CONSTRUCTION - BUILDING MAINTENANCE
CONCRETE WORK - BUILDING RENOVATIONS
JANITORIAL SERVICE

R.R. 1, Comox 339-3596

SERVING UPPER VANCOUVER ISLAND

TAYCO PAVING CO. LTD.

867 FIFTH ST., COURTENAY, B.C.
PAVING CONTRACTORS

• INDUSTRIAL • COMMERCIAL • RESIDENTIAL • MUNICIPAL

Phone 334-3136

TELEPHONE 338-8200

OK TIRE STORES

OUR TIRES GO AROUND WITH THE NICEST PEOPLE

971 CUMBERLAND ROAD COURTENAY, B.C. WAYNE ANDERSON

UNDER NEW MANAGEMENT

MALL TOYS AND HOBBIES
YOUR CENTRE FOR ALL HOBBY CRAFT NEEDS

R. LAND Phone 334-3663
317 - 4th St. Courtenay

Danish Teakwood Center Ltd.

DRAPES - GIFTS
KITCHEN CABINETS

445 - 10th Street Courtenay, B.C.
KAREN HALLUM President Phone 338-5053

QUALITY BICYCLES
PARTS AND ACCESSORIES
COST LESS AT THE

PEDAL PUSHER

168 Fifth St. 334-4548
CHARGE ★ MASTER CHARGE ★ TRADES

COURTENAY BAKERY

FANCY CAKES
BREADS - BUNS - PASTRIES

"IN THE HEART OF THE VAST METROPOLIS OF COURTENAY"

Phone: 334-4234 P.O. Bread Box 3218

COMOX HARDWARE LTD.

A COMPLETE LINE OF HARDWARE, PAINT, APPLIANCES AND FISHING TACKLE

IN THE SHOPPING CENTRE **LINK STORES** 339-2911

SERVICEMEN AND FAMILIES WELCOME AT

CHELtenham COURT MOTEL

COURTESY ★ CLEANLINESS ★ COLOR T.V.
994 Gorge Rd. West Phone (604) 385-9559
Corner of Gorge & Admirals Rds. Victoria, B.C.
CLOSE TO C.F.B. ESQUIMALT

CATHAY RESORT

KYE BAY R. R. 1, COMOX
Phone 339-2921

New fully equipped large 2 bedroom family units
Daily, Weekly and Monthly Rates

Owners: BETTE & DOUG HANDEL

COMOX BUILDERS CENTRE LTD.
554 Anderton Road, Comox, B.C.

We offer a good, general selection of lumber, building supplies and hardware.
BUT Our Specialty is Service

Saws Sharpened Summer Hours — 7:30 a.m. - 5:30 p.m.
Drop in and see us or PHONE 339-2207

PETER'S SPORT SHOP LTD.

ALL SEASONS SPORT SHOP
HIKING AND CAMPING SPECIALISTS

505 Duncan Ave. Courtenay

SANYO - ADMIRAL COLOR TELEVISION

J.V.C. - KENWOOD - Hi-Fi Equipment
SALES AND SERVICE

E. PAPP ELECTRONICS
"Where Every Day Is Value Day"

ERNE PAPP 1803 COMOX AVENUE
339-3877 COMOX, B.C. V9N 4A1

CUSTOM SCREENS

Custom Made Aluminum Window Screens and Sliding Patio Screen Doors
Free Estimates - Free Installation - All Work Guaranteed
Phone 339-4033 or see us at

MEL'S HOBBY CENTER
1771B Comox Avenue Comox, B.C.
Across from the Lorne Hotel
HOURS: Mon. thru Thurs. 10 a.m. - 5:30 p.m.
Fridays Till 9 p.m.

THE COURTENAY FLORIST

Phone 334-3441
Day or Night

FLOWERS FOR EVERY OCCASION

The Driftwood Mall
See Bev and Tom McNee for personal service

THE FRAME HOUSE

Specializing in
READY-MADE FRAMES
• NEEDLE POINT • PETIT POINT • ART SUPPLIES • ART GALLERY • PHOTOS
We Frame To Please

1801 Comox Avenue 339-5341
Comox, B.C. Helen Wray
Lucette Little
Eleanor Williams

Another First For The Totem Times

Introducing:

The Adventures Of Superteck

by A.C. Eine

The Editor and Staff are pleased to announce the first in a series of humorous yarns dealing with the antics of an aircraft technician.

This is the story of Superteck, who in the guise of an average Air Force technician, diligently wields his tools in pursuit of the evils of the aeronautical trade, the Gremlin and the Ginch. Unbeknownst to his fellow airmen, Superteck takes leave of them at times to become a second personality - that of a mild-mannered reporter for a small, rustic newspaper. As "Ink" Blotter, ace newsman, our hero ferrets out the truth, no matter what the price, to put before the readers of the Boatum Bi-Weekly ("We print nothing but the truth") Scandle-rag.

Readers of the Boatum Scandle-rag are also in the dark as to the dual identity of "Ink" Blotter (Ace Reporter) and would have been shocked and astounded to discover his other life as an aviation "grease monkey".

Superteck must also keep his identity secret from the light of his life, Pearl Pureheart. Pearl is a winsome young thing who dreams that someday she will marry

reporter, the cry would go up, "Keel-haul him," "Shoot Him", "Transfer him to Shearwater"! And what would his girlfriend, "Bumps" LaHanche say! (Scoop-pair? Een a desk job?? Nev-vair!!!)



So there is Superteck's problem. He has two jobs, two bosses, two lives, and more important, two girlfriends!! As Superteck, he drives a Corvette (Supercharged, with four-on-the-floor), and as "Ink", he drives a 1949 Studebaker (6-cyl. automatic) But is he worried? YOU BET YOUR BIPPY, CHARLEY!! Now that the groundwork is over, and you have met Superteck, (or "ST" to his fellow-workers), let's follow him through his latest adventure.

It is Monday morning, and the start of another week at the hangar. "ST" had been busy as usual, enjoying his first coffee of the day. Now there were six snagged aircraft in the hangar, but what's more important, aircraft or coffee?

Right! Finally, after discussing the weekend sports, fishing, the latest jokes, girls, booze, cars, girls, and finally girls, the crew strolled onto the hangar floor to take up their day's labour. The Crew-boss, Sgt. McNarley had spent the time on the phone, and so had missed his coffee. As a result, was his usual miserable self. When he came out of his office, "ST" and the rest of the crew were busy at work and he was frustrated in his attempt to find someone to yell at.



Glancing down at the 'gripe' sheet, "ST" was astounded to discover that some dunce had dropped a pen into the throttle quadrant of his pet aircraft. Reading further, he found out the villain's name and reached for the phone.

"Lt. Klumsie? Cpl. Superteck here, sir. I wonder if you could drop down to Zero-six for a moment or so. You wrote up a snag yesterday, and I'd like to know more about it. Thank you, sir."

Superteck hung up, then quickly, redialed.

"Major Boldguy? Cpl. Superteck. Sir, one of your new pilots carelessly lost a pen in the throttle quadrant of Zero-six yesterday. We're a little short-handed, and if he isn't scheduled to fly, I could sure use his help on the snag. Thank you, sir."

"ST" went out to the aircraft to meet Lt. Claude Klumsie a nice enough fellow but still green to his new career and not quite sure of himself.

"Ah, here you are, sir. Now, according to your write-up you lost a pen in the bird yesterday. Just how did this happen? Were you by any chance, just a mite sloppy?"

Taken aback by this frontal assault, the young lieutenant could only stutter, "Well, you see...er...ah...that is!!"

With this, Superteck knew he had him. "That's what I thought," he said. "Well, we're short-staffed and the boss says that you aren't slotted to fly today and can help me retrieve the pen. You had better draw coveralls from Supply."

At this display of self-assurance, Claude Klumsie turned and fled in the direction of the Supply window.

Now "ST" knew that young pilots and small children should never be allowed to handle tools or sharp objects and made a mental note to watch Klumsie very closely. Then he walked over and picked up his toolbox.

He was met at the aircraft by a very crest-fallen young officer looking extremely out-of-place in the white coveralls, and who was busy glancing furtively about the hangar to see if anyone had spotted him so out-of-dress.

"This, sir, is a screwdriver. You hang onto the red plastic handle and insert the pointy end into the screw which you wish to remove. Then you turn the screw counter-clockwise to remove it and clockwise to install it. Now that you have been checked out, hop up into the cockpit and I'll show you the panels to take off. By the way, put the screw into this small plastic bag and don't drop any or we'll have to search for them as well."

Once the completely buffaloed lieutenant was safely at work, Superteck decided that this situation had possibilities for a feature for "Ink" Blotter. (Remember?? Superteck's Alter-ego??), to use in the Scandle-rag.

Quickly he looked around to see if the coast was clear. Then he darted to his locker, where he pulled on an old trenchcoat and a snap-brimmed hat with a card marked, "PRESS" in the brim. Out of one pocket, he whipped a mini-camera and then ran back to the cockpit of the aircraft. He set the shutter speed and the F-stop, then stood up beside the cockpit, aimed the camera and said, "Smile!"

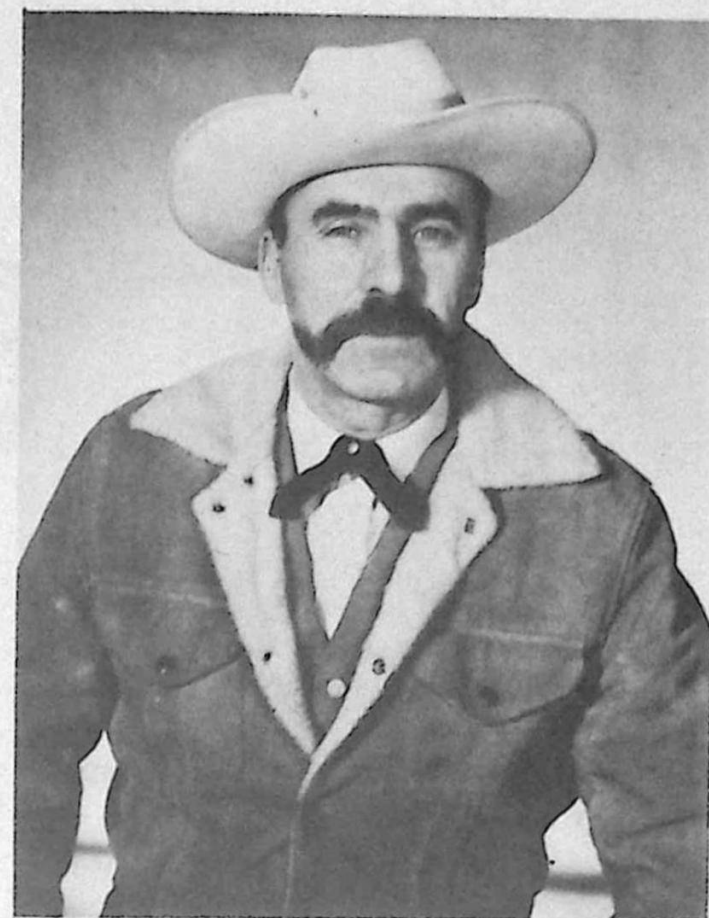
Before the astonished officer had a chance to gather his thoughts, "Ink" had snapped the picture, jumped down, and disappeared into the locker-room again. There he regained his identity as Superteck and ducked into the washroom before walking back toward the aircraft. The completely panic-stricken, Claude Klumsie,

could hardly wait for him to reach the cockpit. He jumped down and grabbed Superteck. "Where were you? Did you see him? Where did he go?" "I was in the washroom. See who? Where did who go? What are you babbling about? And where are those screws that are supposed to be in that empty bag?"

That was the last straw for

Lt. Klumsie. Throwing down the bag and screwdriver, he fled in absolute panic for the safety of the Pilot's Lounge, struggling to rid himself of the offending white coveralls as he went.

Superteck shrugged philosophically as he retrieved the tool and climbed into the cockpit. He knew he could stretch the job of locating the pen and then the dropped screws for the rest of the day. Then he grinned evilly as he thought of the photo he had taken and the story that "Ink" would be able to write around it.



Superteck? No! McLeod Maybe?

TOTEM TIMES GANG SEZ:



"SUPPORT FIRE PREVENTION WEEK 3-9 OCT."



OUR HERO... SUPERTECK

CHILDRENS PAINTING CLASS AT AIRPORT SCHOOL. SAT., SEPT. 25 will be postponed until SAT., OCT. 2nd 9:00 a.m. TEACHER: Lillian Ott 339-4944.

Wages vs prices. What's happened in 1976.

The anti-inflation program is nearly one year old.

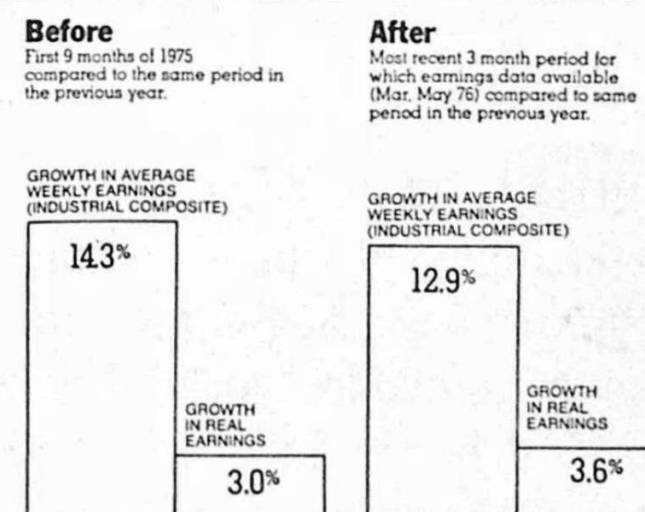
The program was announced last October 14 and the Anti-Inflation Act was passed by Parliament in December. The goal was to create a fair and stable economic climate for all of us. Guidelines were established for the control of prices, profits, incomes, dividends and professional fees. The federal government established a policy of spending restraint. The provinces are supporting the program and are applying guidelines in areas of provincial concern such as rents.

The target of the first year of the anti-inflation program was to bring inflation down from a rate of 10.8% to 8% or less. This goal is going to be reached. Still, many Canadians are concerned about rising prices and may feel in fact that prices are rising faster than their family incomes. For most of us, this is not the case. The facts prove that since the start of the program most of us are better off than we were before because salaries, on average, are keeping ahead of prices.

be added or subtracted depending on whether a group had kept up with or fallen behind cost of living increases before the program began. More than half of the agreements and settlements reported to the Anti-Inflation Board have been within these arithmetic guidelines. A gradual downward trend in wage increases has started and it should continue as more Canadians realize that because of declining inflation, settling for less won't hurt them.

The real gains

Since the start of the anti-inflation program, the average Canadian has actually improved his or her buying power. This is because lower wage increases along with lower price increases have resulted in a gain in real incomes. The real gain is worked out by taking the actual increase in earnings and subtracting from it the effects of higher consumer prices. Real incomes are probably the best measure of how we're doing, of how we can manage to pay our bills at home. By this spring, real incomes were up 3.6% over last year.



Controls on both prices and incomes are part of the reason why the inflation rate is dropping. The co-operation and hard work of most Canadians is the rest of the story. We will soon be moving into the second year of the program, with a goal of lowering the inflation rate to 6% or less. Working together we can reach this target too.

THE ANTI-INFLATION PROGRAM A REVIEW YEAR ONE

Officers' Wives Club Starts New Season

The Officers' Wives' Club at CFB Comox commenced its monthly meetings on Wednesday, September 15th with a wine and cheese party in the Officers' Mess. A warm welcome was given to everyone and all newcomers to the Valley were presented with a flower and introduced.

At the business meeting it was decided to make donations to the Heart and Cancer Funds with the money carried over from the previous year. Many exciting social events are scheduled for the coming year and it is hoped that most of these will be of interest to the club members. A large spring fashion show presented by Miss Frith of Victoria will be held in March in the Base Theatre. This will be open to the public and proceeds will be given to a charity yet to be decided.

It's hoped that a demonstration of floral arranging and a macrame display will be enjoyed by all members and guests at the next meeting on October 20th at 8 p.m. in the Officers' Mess.

Learn Modern Square Dancing

Today people are looking more and more toward some form of recreation. In this decade of the seventies when a wave of nostalgia for the past and its cultures are sweeping the country, it is not surprising that a tremendous surge toward Square Dancing should be evident.

There is nothing new about Square Dancing. It's our National heritage and has been here all the time, just waiting to be re-discovered. Modern Square Dancing as we know it today is a far cry from the old barn dance days of our early pioneers, but the same FUN, HEALTHY EXERCISE and FRIENDLINESS are still there for all to enjoy.

The basics of Modern Square Dancing are standardized, and as such, are taught all over the world. You could call it an international dance. At the last National Square Dance convention in June of this year at Anaheim, California, a record attendance of 39,796 dancers and over 1000 callers from all over the world participated in the three day activities.

Square Dance lessons are started each Fall in most communities and the same method of teaching is taught in all areas. Consequently when the course is over, the new dancers are then able to join the local Square Dance club and also enjoy this healthy recreation wherever they wish to travel.

You do not have to be a ballroom dancer to be able to Square Dance. Even if you think you have two left feet you will soon find yourself responding to the Caller and the lively beat of the music.

Why not come out and give it a try at the Social Centre, CFB Commencing SUNDAY, SEPTEMBER 26th 8-10 p.m. Please wear low heeled shoes.

For dancers who have already taken the Square Dance course, the "OCEAN WAVES" Square Dance club will start the winter season on WEDNESDAY, SEPTEMBER 22nd 8 p.m. at the SOCIAL CENTRE. All dancers will be welcome. So join us and get back into the SWING. For information phone 338-8780.



Arctic Patrol

Base photo

(Continued from page 1) those crewmen going about their business of making the craft ready for flight. Which members of this group were the fortunate ones who watched the landscape unfold from this chosen seat. This vantage point surely must be the finest of all places to view wild country.

A huge part of the world's Arctic is Canadian and Canada's North remains one of the last great wilderness ranges on the face of the earth. Sovereignty over this largest part of Canada's real estate has been established by effective occupation over an extended period of time and by various other means, recognized by international law, all an important part of Canadian history. Yet how many civilians understand the meaning of sovereignty as they read of the Arctic and of the Argus in the daily papers! Are we all aware that sovereignty is another way of saying predominant power. The word also means supremacy, dominance over land and water which is ours

and which we intend to defend against all unfriendly intrusions.

Over vast ranges of our North Country, the Argus, on her long and lonely patrols, is often our only formal presence as a Nation. She is the only symbol of Canadian power and supremacy in some regions where there are ever-growing interests of other peoples who may covet lands and waters we in the south so casually take for granted. As a living legend, the Argus is playing a tremendously important role in the modern history of the North, a reliable overseer during the uncertain present upon which the unknown future of our Arctic is building.

As a frequent traveler in the Arctic since 1960, I have recently launched a book manuscript and a series of paintings to record scenes and activities that even in these few years have changed or vanished forever. Come five years and the Argus herself may be gone. Thus my wish to learn more about this airship. In due time it was my great

good fortune to be aboard Argus 10722 when she departed from Comox August 17, bound for her northern base at Yellowknife.

Yes, I had my turn in the nose compartment! I was there to realize my longtime ambition of following the course of the Back River and from this prime vantage point I saw many other regions new to me. From other windows I looked down on the grim landscape that had defeated Sir John Franklin and his men, had a new look at Victoria Harbour, where I had camped as a member of the Franklin Probe in 1973, scanned the floe edges for seal and walrus, saw polar bears and muskoxen, native settlements and wide sweeps of uninhabited barrens which I viewed as these could be seen in no other way. The two long patrols out of Yellowknife rank at the very top of my Arctic experiences. I came home with notes, impressions and a small series of watercolor sketches. With these as foundation, I hope to do the Argus justice in

a chapter of my book.

As important as what I saw from the Argus, was my experience within as I became acquainted with the manpower that makes this ship go. Never in my life have I seen a team work so effectively together as does Crew 6 VP 407. If those in charge of our natural resources could all chime in to such coordinated effort, there could be no problems and wildlife would thrive everywhere.

Major K.R. Allen, Crew Commander, advised me at the beginning that it took 15 men to fly the Argus, keep it on course during its appointed rounds and get it safely home again. I was amazed to learn 700 miles north of the Arctic Circle with heavy undercast, that the Tactical Coordinators could advise the cockpit of the craft's location within 500 feet at any moment. All other members of Crew 6 carried out their duties with equal precision, each completely absorbed in his work, free to view the countryside only when relieved by duplicate members during breaks for rest. Perhaps the most impressive teamwork was in the galley at mealtime. Most men can't step into their own kitchens without getting under their wives' toes. Aboard the Argus there wasn't so much as an elbow jab. Nor have I ever been with a group of men, day in day out, for so long without hearing an oath. Throughout I was in the company of distinguished gentlemen, skilled practitioners of difficult trades whose effective work for their country depended on getting along together.

It was my privilege during the flight to be privy, via the intercom, to the verbal routine by which the flight crew kept in touch. It made me feel good on departure and return to hear words of praise and appreciation for the men on the ground. Between flights, the ground crew often attended the old lady many hours to put her in shape for her next round in the air. And when we came down, late at night, there they were standing ready to guide the pilot through the random pattern of parked planes, large and small, at Yellowknife.

Over the intercom I was

aware of the tight, disciplined cooperation between cockpit and the other specialists during precision maneuvering at low level or in the midst of nasty weather squalls. Then afterwards came the brief periods of low-key banter by which tensions were relieved.

"Sir, the ground seems to be getting further and further away!"

"That is because we are gaining altitude, Sir."

"So I thought Sir, but I didn't wish to seem presumptuous."

British Columbia was under a dense shroud of cloud and storm on the flight to Yellowknife. Above the undercast, the Argus was delayed to trace down a distress signal first heard by a Canadian Pacific commercial flight. It turned out that the automatic locating device in a private plane was activated on the impact of a rough but safe landing. Who on the ground knew or cared that Crew 6 had a late dinner that evening? On the second patrol, an hour out of Yellowknife, a downed aircraft was spotted on the Tundra and the flight was again delayed as the wreck was inspected. The accident clearly had taken place some years ago, but CAF at Yellowknife were informed of its exact location and condition. These incidents reminded me of my own personal debt to CAF Search and Rescue which found me and my two companions when we were grounded by storm in some bleak, unknown place at the headwaters of the Ellice River in 1969.

These departures from the planned procedure made me aware of the wide range of

activities the Argus is called upon to serve. Besides search and rescue and hosting an artist-writer, this flight carried two ice specialists from Environment Canada and a game biologist from the Canadian Wildlife Service. The Argus was deployed from her own specialized objectives to accommodate these scientists, each receiving services that could be supplied so quickly and precisely by no other aircraft. This was especially true of the biological reconnaissance where the ship's superb photographic facilities were called in to play. The resulting photographs, when analyzed by specialists, will yield the same information that would require ground crews many weeks or months to gather. I was amused by the way Crew 6 adapted to Steph Stephenson, the able and likable CWS biologist. When we reached the waterfowl nesting grounds Steph had the advantage of the nose compartment, but members of the crew were constantly one-upping him by being first to spot families of geese and swans.

In my own case, every member of Crew 6 went out of his way to put me at ease and

to patiently instruct me during the flight so that I would get the very most out of this once-in-a-lifetime experience. When there was time to relax on the ground, I found that each man had skills and special interests yielding useful information. From one I learned where I could find the best authority on Eskimo Huskies, that ancient breed of dogs now so rapidly being replaced by Skidoos. From several others I was briefed on photographic techniques. I learned things about whales and weather, search and rescue and various arts and sciences, gaining knowledge I would have found from no others but these men.

As a person who has always had to stretch money as far as it would go to manage a private biological research station for many years, I quickly became aware and was constantly reminded that The Argus program is operated under the most strict pattern of cash discipline. Nobody explained this to me. Not one man went out of his way to discuss the matter. But from my personal experience with men and money, I know that it is tough going financially to keep the Argus and

its crews in the air. This awareness of the need to be prudent with operating funds is held and supported by every member of the crew. In short, the tough job of working with less funds than required is expertly accomplished without complaint.

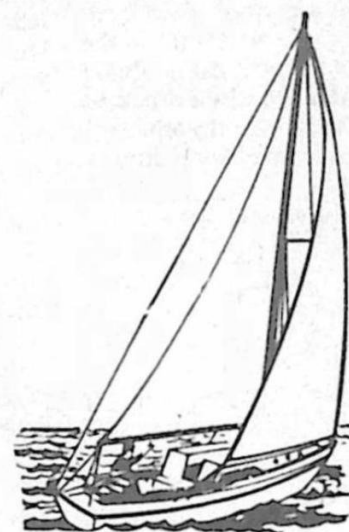
So it went. The Argus is more than an impersonal machine that suddenly appears on the horizon. Here is a group of gentlemen of many interests and abilities from all regions of Canada brought together to play their important role in maintaining Canadian sovereignty in a world that becomes ever more crowded and thus, with each passing year, more interested in the land, sea and resources within our vast boundaries. I learned that, whatever else their interests, these are military men who are dedicated to their responsibilities to Canada and proud of the service they perform. How little we civilians know of this branch of the Canadian Armed Forces! How much more we should learn!

Thank you VP 407 Demons. Thanks Crew 6, every man of you. Thank you Lady Argus!

H. Albert Hochbaum
Delta, Manitoba

PORT AUGUSTA MOTEL

- Deluxe Units
- Cable Television
- Heated Swimming Pool
- 1 & 2 Bedroom Housekeeping Units
- Dining Room



A MOTEL BUILT BY AIR FORCE ENCOURAGEMENT AND EFFORTS TO CATER TO THE SPECIAL NEEDS OF OUR SERVICEMEN.

Centrally Located in Comox overlooking beautiful Comox Bay.

RESERVE NOW AT THE PORT AUGUSTA

PHONE 339-2277

BLOCK BROS. REALTORS ... YOUR NEW HOME CENTRE IN THE COMOX VALLEY

WE SPAN THE ENTIRE MARKET ... FROM \$36,500 TO \$62,000 WITH A BROAD RANGE OF STYLES AND DESIGNS TO MEET YOUR FAMILY'S NEEDS

AHOP THE LARGEST

Selection of new homes in the Valley ... Geared to the young growing family. This plan makes home ownership possible for everyone.

\$900 down and payments less than rent.

HERITAGE PARK

28 new homes in easily the finest new home development in the area.

8 models to choose from quality homes at realistic prices!

NEW HOMES

Approximately 20 distinct models in various locations in our community -- priced from \$26,500 to \$49,000 with terms and payments to suit you.

**YOU CAN AFFORD ANYTHING - EXCEPT TO WAIT.
CONTACT THE MAN FROM BLOCKS TODAY -
YOU'LL BE GLAD YOU DID!**