



TOTEM TIMES



'FORDS OUT - PEANUTS IN'

VOL. 18 - NO. 20

CFB COMOX TOTEM TIMES THURSDAY, NOV. 4, 1976

Nov. 11, A Time To Remember



C.F. photo

ALERT — In the land of the midnight sun, just 450 nautical miles south of the North Pole, a small handful of Canadians observe the world's most northerly annual Remembrance Day service, in total darkness.

Canadian Forces Station Alert, situated at 82 degrees 30'N and 62 degrees 30'W, commemorates the fallen of two world wars, and in particular the fatal crash of an RCAF Lancaster aircraft on a peaceful mission, July 31, 1950.

The Lancaster, on final approach during an attempt at an air drop, crashed when the parachute came out and tangled around the elevators.

All nine aboard, including two scientists, were killed when the plane crashed and immediately burst into flames.

The supplies were intended for an Arctic scientific mission.

Killed were Flying Officer J. R. G. Dube, Wing Commander D. T. French, Charles J. Hubbard and Dr. D.W. Kirk, both scientists, Flight Lieutenant L.M. MacLean, Flying Officer T. D. Martin, Flying Officer J. E. McCutcheon, Leading Aircraftman R. L. Sprange and Flight Lieutenant F. L. Swinton.

A stone-cairn, erected by the Arctic Institute of North America, commemorates the event on a plaque,

with the names and inscription "The task in which they gave their lives continues."

Nine white crosses, each with a simple bronze name plate, stand in front of the cairn.

This year, Maj. W. W. Dyke, MMM, CD, of Ottawa commanding officer of CFS Alert, and a small group of NCOs and men, will move down to the commemorative site. They will place a wreath in front of the cairn, Maj. Dyke will salute, all will bow their heads for a moment in the freezing cold, then silently make their way back to camp.

Attending the service this year will be Master Warrant Officer Al Blackett, 46, of Ottawa, for whom it has special significance.

In 1957, then an aircraftman, second class, he helped move the bodies from their original resting place to the new location in front of the cairn, just beyond the landing strip.

A line in the historic poem, "In Flanders Field," states, "at the going down of the sun we will remember them." At Alert, the men will remember them after the sun has gone down completely for the six month-long winters' night. The sun made its final appearance Oct. 9, not to reappear until next spring.

New Muscle

- For 'Ground Pounders'

The Canadian Armed Forces will receive new armour. After much talk and too much time, the aged Centurion tanks are to be replaced. Contracts worth a total of \$187 million are to provide 114 German-built Leopard C-1 battle tanks, plus six armoured bridge-layers, and eight armoured recovery vehicles.

Part of the contract provides for the immediate loan of 35 of the Leopard tanks by the West German Army to units of the 4th

Canadian Mechanized Brigade Group at Lahr, Germany. The loaned units will be returned to them at the end of a two-year period.

Choice of the Leopard came due to the extremely high cost of refurbishing Canada's current Centurion tanks, and the desire to standardize military equipment within NATO. The Leopard C-1 has been in production since 1965, and over 4,000 of the tanks are in use by Belgium, Denmark, Germany, Italy, the Netherlands, and Norway.

Another "Giant Step" In The Works

At the crack of dawn on November 7th, two CF-5s of 434 "Bluenose" Squadron, CFB Cold Lake, will depart CFB Comox, in an attempt to set another record for Air Command of the Canadian Armed Forces.

The flight will be an attempt at the first non-stop Coast-to-Coast crossing of Canada by Fighter aircraft. Air-to-Air refueling of the CF-5s will be carried out by a Boeing 707 of 437 Squadron, CFB Trenton. Eastern terminus for the flight will be Halifax, N.S.

Pilots for the flight are slated to be L.Col. Clements, and Capt. Sword. Servicing at CFB Comox of the aircraft will be provided by 409 AW(F) Sqdn.

Should weather prevent the attempt on November 7th, the alternate date is set for November 11th.

Our best wishes to 434 Sqdn. for success in this mission: the CF-5s made it across the "Pond", now we'll find out if they can handle 3,000 miles of Canada as well.

Base Joins Vets

Nov. 11

Personnel of CFB Comox will be parading with the veterans on Nov. 11, in Courtenay, Comox, Cumberland and Qualicum Beach this year.

Officers and men (women) in uniform are taking part in this annual tribute to those who fought and died so that freedom would survive. According to written reports, 114,000 Canadian men and women were killed in wars which Canadians were involved.

Those personnel not detailed for one of the four ceremonies, are urged to take part in this National Remembrance Day activity in one of the local areas.

Have You Given Your Fair Share?

CFB Comox traditionally goes over the top. Will it this year?

United Way Co-ordinator, Captain L. Glusich states

that the '76 campaign at CFB Comox has only reached 70 per cent of its quota so far.

He said, "The Campaign has been extended so that

everyone will have the opportunity to be canvassed. It has been extremely difficult this year because of the number of people on temporary duty."

Not all sections have been slow in their response to this very worthwhile programme; for example, the Base Hospital (110 per cent), Construction Engineering (104 per cent), BCompt (133 per cent), and BAMSO (138 per cent) have exceeded their quotas early in the campaign. A number of others are up over 90 per cent. There are, however, a few who have barely reached 50 per cent.

Remember, you are effectively giving to 13 organizations not just one.

"We urge you to give from the heart to help us get over the top."

For information, contact Capt. Lou Glusich at Local 409 (or 339-4475) or your local canvasser.

VFR Pilots Are Lost In Clouds

Bad weather claimed another life last weekend as Mr. Howard Meisner of Williams Lake was killed in the crash of his Cessna 180. Mr. Meisner was returning from Bella Coola late on the evening of Oct. 23rd., when he ran into heavy snow showers. He reported over Mt. Alex Graham about 30 miles west of Williams Lake and was not heard again.

Buffalo 458 launched that evening on an ELT search but was unsuccessful and spent a short night in Williams Lake. At first light on the 24th, Buffalo's 456 and 458 were out beginning a survivor search while Lab 304 began its long transit from Comox. Several hearing reports for the night of the crash had given a general area of probability but fog and snow showers hampered activities and SAR crews were unable to get into prime search areas.

The morning of the 25th saw an improvement in the weather and Search Master Maj. Mike Anglesey launched his crews with firm instructions that they were to locate the downed aircraft that day as his experience as an Assistant Search Master was limited to 2 days and he had no instructions as to what to do on day 3.

As in the past the Shock Troops, the Buffalo's came through again with a NOCAL

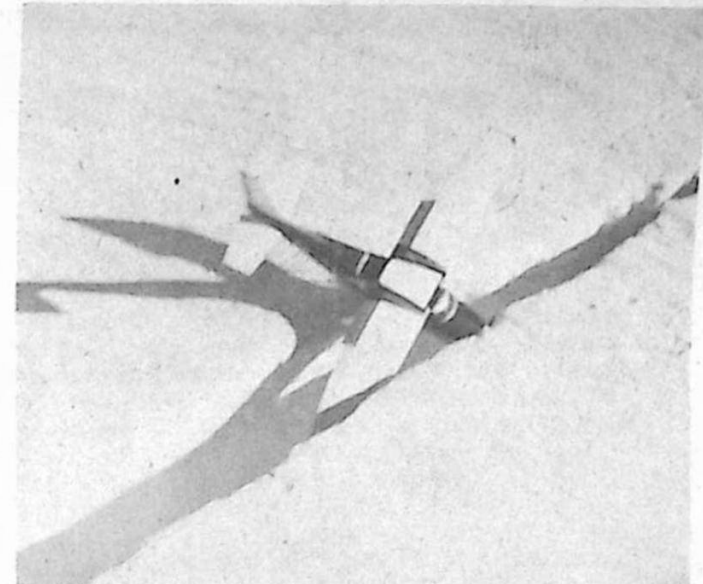
just after noon. Cpl. Ron O'Neil, Rescue Specialist, spotted the crashed aircraft on the side of a hill 15 miles from Williams Lake. Lab 304 was called in and confirmed that Mr. Meisner had died in the crash. His body was flown out to Williams Lake later that day and the incident turned over to the RCMP and MOT.

The Buffalo crews flew back to Comox to await their next mission. Bad weather had claimed another victim.

Cessna Down

Redmond Spots It

When you work at 442 Sqn. you are often called upon to perform a multitude of tasks. M-Cpl. Jim Redmond proved that during a recent SAR incident involving a missing Cessna 182. M-Cpl. Redmond is a skilled Aero Engine Tech who works long hours to keep the 442 Sqn. Buffalos flying but occasionally he is asked to perform other tasks.



The aircraft with pilot Murry Fowler went missing on a trip from Edmonton to Pemberton via Kamloops. The first day of searching had not uncovered the missing

aircraft or pilot. Time was very important because of the possibility of snow. On day 2 of the search M-Cpl. Redmond was sent to Kamloops to repair Buffalo 458. After rectifying the snag he remained with the other MRP members as spotters on the aircraft.

Their mission was to fly survivor coverage over the prime SAR areas. About two in the afternoon M-Cpl. Redmond caught a glimpse of light on a glacier and called the aircraft around to investigate. Success! The glimpse of light was the missing aircraft and one very happy pilot was spotted nearby. Lab 304 was called in and airlifted the pilot to Pemberton. A novel way of getting to his destination. The area in which the crash occurred was on the outer limit of the SAR area and had M-Cpl. Redmond not spotted the aircraft the pilot would have had several more cold days and nights on the glacier.

Later in telling his story Mr. Fowler told how his attention had been diverted because of a bad engine and when he returned to navigation he was past Pemberton and lost. He force landed on the glacier and activated his dead ELT. That night he worked on the aircraft and in the morning he attempted a take-off but was forced back down on the glacier when his engine quit.

Murry Fowler may well be alive today because of Jim Redmond and people from 442 Sqn. and Base Comox who don't stop at doing one job.



Base photo

Miss Aitken Singled Out

For an unusually high level of performance over an extended period of time earned a merit award for Miss C.M. Aitken. A certificate and award cheque in the amount of \$624.00 were presented to Miss Aitken by the Base Commander, Colonel R. L. Mortimer on October 27th.

The citation read in part: "...Miss Aitken has demonstrated her qualities of being an extremely capable and conscientious person who possesses a thorough knowledge of her trade and one who contributed greatly to the objectives of CFB Comox."

"Mamie", as her friends call her, has been employed with the Department of National Defence here at Comox since July 20th, 1953. She currently works as a CR 4 in the Base Civilian Personnel Office.

She has many hobbies; including, golfing, sailing, swimming and Scottish Country Dancing. She is also a member of Soroptimist International.

Mamie is a very pleasant person who can relate many interesting tales regarding her life in the Comox Valley. She can recall the days during the Second World War when the keeping of chickens was a very necessary hobby - and

within city limits too, she added.

"Then there was the time that Sid Williams (a well known actor, comedian in Courtenay) helped carry me out of the woods after I broke my angle while skiing on the slopes of Mount Becher," she said.

"My father was one of the pioneers in this area. He opened the first telegraph office. For recreation he and his friends used to play golf in a farmer's field."

Mamie was born and raised in the Comox Valley and she calls Courtenay home. She resides with her sister, Cherry, in the family home on 5th Street.

'8 Per Cent - What We Think'



Pte. Floyd Murrin

"I am very happy with the 8 per cent raise. I feel that the benefits of Service life still outweigh the life on civvy street."

"The raise has met the increased cost of living, just. I find that my costs for rent and food have jumped considerably in the last year without any apparent controls. I would like to see some very rigid guidelines applied to food cost increases so that they be kept in line with wage increases."

"The AIB? Okay, I guess, but I don't think that it is really doing a good job."



CWO Russ Bush

"My only sentiment is why do we get eight per cent and most others get ten or twelve!"

"The cost of living in this area is very high as compared to many other areas in which we serve and I think that this aspect has got to be taken into consideration. The Provincial government seems to show little concern for the plight of the Islanders."

"Yes, I think that the AIB serves a very necessary function and seems to be doing as good a job as possible under the circumstances."



Pte. Becky Flavel

"Yes, I think that maybe it has met the increased cost of living, but only that! I think it's okay and accept it because that's why I'm here - I'm here because I want to be, and I think I'm being treated fairly."

"However, the cost of living in this area does make it difficult and the 8 per cent is hardly enough for Vancouver Island living."

"I do think that the AIB provides a most necessary function but it seems to limit the progress of the wage earner while not necessarily slowing the price increases."



Sgt. Bob Delorme

"No! I don't think that our raise was comparable with some other industries. It seems that we are always left in a take-it-or-leave-it situation with little or no bargaining power!"

"The cost of living on the Island is very high and I think that increased costs of finished products and processed products to Island residents puts them in an unfair bargaining situation."

"Sure, the AIB is needed. But it seems to tie wages and not prices - it must do something more to control prices if it is going to continue to control wages."



Cpl. Glen Barrett

"No, I don't think of it as a raise at all. The cost of living in this particular area is very high and I personally do not feel that the 8 per cent boost meets my increased costs over the past year. I'm certainly not saying that it didn't help, but a little more is needed to keep up with the local costs."

"Sure, I'm in favor of the AIB, but it seems to lie in the hands of the wage earner and lets the power of industry continue to escalate. More control is required over rising prices."

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Canadian Team To Scorch Sky At Tyndall AFB



THE UNSUNG HEROES. All sporting smiles as the air of the Miramichi clears their nostrils, the

Comox maintenance contingent takes time out from their busy schedule to pose for posterity. DND photo

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Of
Luck**



**At
Tyndall
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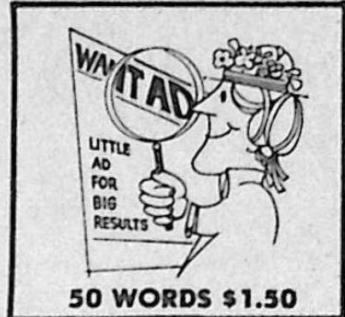
Comox Team



AIRCREW FROM 409 SQN. participating in William Tell '76. The Navigator Capt. Challe Gladders and the pilot, busily looking over the tailpipe during his pre-flight walkaround, Capt. Kent Smerdon. DND photo

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William Tell '76

Canadian Team Beginning To Take Shape

(CFB Chatham, N.B.) We finally got our act together. From coast to coast the various trades which make up the Canadian representative team at William Tell '76, assembled here just recently for the first time.

Unlike previous teams representing Canada at the Bi-Annual weapons meet, this year's team is a composite of personnel from all four CF-101 squadrons, all three Voodoo Servicing Units, and controllers of the 22nd NORAD Region from both North Bay, Ontario, and St. Margarets, N.B. Exercise "Call Shot", the Canadian selective competition which usually precedes William Tell, could not be staged this year because of maintenance problems as well as heavy commitments to the Olympics in Montreal, and thus it allowed Air Defence Group to gather this unquestionably "representative" team.

At the time of writing, it is mid-October and things are falling into place with surprising assuredness and outstanding dedication.

The team is flying two missions of five aircraft a day, seven days a week. The day starts at seven in the morning and by the time the last de-briefing advice is given and the aircrew leave the flight-line, it is six at night.

As for the ground-crew, the "unsung heroes" of all meets, they are putting in an average of fifteen and sixteen hour days...and they have another five weeks of this routine ahead of them yet!! Observing them work and dedicate themselves so, brings to mind the old saying, "The ground-crew do all the work, and the aircrew get all the credit"...the tragicomedy of the situation is ever present at any meet, yet these proud technicians carry on like the

true professionals they are. Any aircrew or controller you ask will attest to the tremendous motivational impact this attitude has on a team.

The Team Leader, Lt. Col. Al Sundvall from 416 Squadron, CFB Chatham, is setting both the pace and the mood of the Team just right. "Uppermost in our minds, we are striving to win; but equally important, if not more important, our second objective is to leave a

favorable impression of the Canucks to our American friends." The Team Lead goes on, "This will be a unique experience for all concerned; therefore we will go to Tyndall, we will fight hard, fight fair and when there's no fighting to be done, we will play hard! When we leave

Tyndall and the dust finally settles, we want all of those concerned with William Tell '76 to remember the Canucks as one hell of a bunch of great guys."

Needless to say, the Team is finding abiding by those guidelines a big but most pleasant job.

409 Sqn. History

409 was reactivated at RCAF Station Comox, on 1 November 1954, as an air defence against the rapidly growing Soviet bomber force. It was armed with the Canadian designed and built CF-100 Canuck, an all weather fighter. In 1961 the Sqn. received its present aircraft the CF-101 Voodoo, a supersonic all weather interceptor.

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Nighthawks Nest

It was the best of times. The Canadian Forces contingent at Colorado Springs in association with the local civic authorities celebrated a first ever event coinciding with the bicentennial celebrations of the city. There were high ranking officials of both countries including the Canadian Ambassador, who had specially come for the occasion. Just like Maj. Jon and his "A" flight. The trip for the Nighthawks was variously described as an exercise in building friendship, cementing relations. The schedule included, among other things, a cocktail party with the city's Chamber of Commerce, a pre-football game luncheon at the Academy and visits to the Art and Cultural Centres at Springs. One of the highlights during the game intermission was the spectacular aerial manoeuvres of the academy Falcon whose split second timing on the various feats had thousands of spectators spellbound. And all this was apparently done without once reaching the boundary. A word of appreciation will suffice. Thanks to one and all who made our trip to Springs such a pleasant and happy one.

Back at nesting grounds, the Nighthawks are involved with mundane affairs like holding alert, meeting daily flying and simulator requirements involving real life or imaginary emergencies. It is interesting how individuals react to all these. Some try to create order where chaos exists while others add to the existing confusion. In the final analysis, they all serve - but which master - that is the question.

Nighthawks held their annual Poopy Dipping spree at Comox Lake - but at the end of October? No! they were not kidding. But then Nighthawks are noted more for their brawns! In any case thanks to Bob Goldie and his crew from 442 S&R Sqn. They all came back and in fine form. Maj. Dave to note the lessons learnt on this one and ensure it is recorded somewhere in squadron SOPs.

George Wissler is making good progress towards his Combat Ready status. It must be that he is smarter than most older type Naves. He knows when to cancel out!

Rich Littler and Nighthawk ONE are heading East and find out what Kent and Bill had been up to for over a month. Maj. Wes and his incognito backseater are going to ensure that Rich and Company don't falter in their pursuit. It is all so secret that don't believe in any of the substitute, make-believe, stories they spread on their return. Nighthawks have the knack of eliciting the truth out.

Capt. Sam Burton is on exchange with the Nighthawks. Considering he is from the Lynx family I hope he is not finding himself sure of place flying with the birds. Just to make things doubly sure our scheduler attempts to crew him with his own kind. Good to have you with us Sam and enjoy yourself. But please don't tell boys back home how hard we work over here.

Of visitors to the nest from higher Headquarters Capt. J.C. and Maj. Gord are the latest. I don't know what type of important information they are attempting to unearth from the field. I hope they are not at the wrong place considering they don't even get their share of the flying time.

Adieu - More in the next.....



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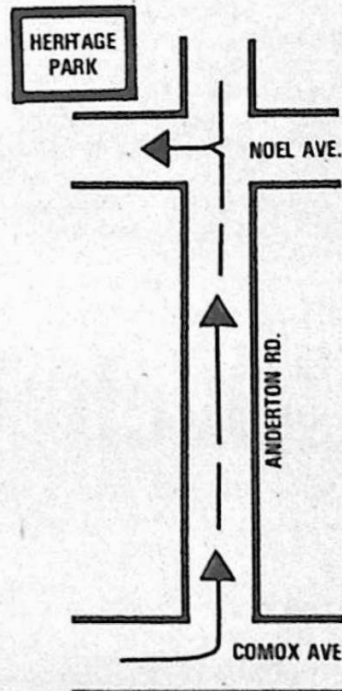
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Ground Pondering

There is little doubt that the significance of Remembrance Day is on the wane. Indeed, if it were not for the fact that November 11th is a National Holiday, the date itself would have probably long since passed into the oblivion of history along with the Great War and the Treaty of Versailles. Even to Service personnel, most of whom were born after the last world war or were too young to remember much, Remembrance Day conjures up little in the mind than the act of getting cold hands and feet while standing around a cenotaph on a cold, blustery day. There is, of course, the inevitable speech about the casualties, supreme sacrifice, selflessness, personal hardship, and grief, but the words have little emotional impact and are soon lost.

There is little surprise in this. Those who are younger have lived in perpetual peace and have had no personal contact with war.

For those who actually endured the hardships of the last conflict, over thirty years have dulled both the memory and the pain. The death, suffering, and destruction have since taken on a senseless, hypocritical air when we can look about us and see that those who were our arch enemies and whom we were bent on destroying only three decades ago rank now amongst our closest allies. Consequently, there is little compunction, particularly from the point of the young, to remember what have been black spots, on the record of human history.

Should we make the effort to

remember? Perhaps we would be well advised to, for to forget is both unfortunate and ominous.

It is unfortunate in that we DO owe a debt to those who fought. Whether we care to acknowledge it or not, the fact is that we enjoy liberty and freedom from that we enjoy today because of the oppression of our countrymen in two world wars. People forget that the Japan and Germany we trade with now are not the Japan of Tojo and the Germany of Hitler. There is no doubt that the liberty we possess would not be the same were we subject to Nazi or Imperial Japanese domination. For this alone we should pay homage to those who suffered.

To lose sight of the fact that the preservation of the peace and freedom we enjoy was dearly paid for with much suffering and heartache is ominous, for history has demonstrated that those who take peace and freedom for granted are those who are most likely to forfeit the same. It is not something maintained at no cost, and it is naive to suggest that there are not those today who have stated categorically their intention to deprive us of our democratic liberties. To acquiesce and let this freedom so dearly won slip through our fingers would be the supreme insult to those who fought for it, and the supreme tragedy for us.

Although we may now attach little emotional significance to Remembrance Day, it is none-the-less a day we should not forget.

The Editor Speaks

As a direct result of the number of complaints received, and for the protection of the innocent, volunteer staff members, I must say a few words regarding the current editorial policy of this newspaper.

The last issue of the local "Fishwrap" offended a few of the more voiciferous people associated with this airbase. The particular offence involved the publication of a photograph of two very beautiful ladies; one, according to the cutlines, was presenting the other with flowers on the occasion of her (and her husband's) retirement from the Canadian Forces.

The complaint: The husband was the one who was retiring, not the wife; therefore, it should have been his picture published on that occasion.

I would normally go along with the statement that it should have been the husband's photograph (or, why not husband and wife) vice the wife's alone. However, as editor I had a choice: to publish a picture showing the retiree in a poor light (the back of his head in prominence); to publish a photograph in good taste of two beautiful women; or, not to publish a picture of the occasion at all.

"The Other Side Of The Coin"

There are always two sides to a coin. Most of us look at the face and don't pay much attention to the reverse side of the coin. However, there are some times when the reverse side is much more interesting and important than the face.

If one considers the continuing relationship of Canada to the United States as a coin, we have been examining the face for a long time and forgetting the reverse side.

For many long years Canada has been seeking, and with some success, to attract U.S. enterprises to establish plants in Canada. Some years ago that success was quite marked and much of Canada's industrial strength resulted from the investment in the form of plant facilities based here by U.S. enterprises.

For a long time this was the way it was and a great many people believed it would always be so. We offered more attractive wage rates, less Government interference and the advantage of British Commonwealth preferences. We had good workers who applied themselves to their tasks just as hard as did American workers. But now it appears that the coin has turned over and we are looking at the reverse side.

No longer do we have the advantage of Commonwealth preferences as an attraction and we can no longer offer the American entrepreneur lower wage costs. No longer can we talk about less Government interference and, some people are claiming that elements in our work force are no longer as dedicated as their U.S. counterparts.

So what is happening? Increasingly Canadian firms are looking at expansion plans by branching out into the U.S. or moving there. Greater profitability,

lower labour costs and other production costs are some of the attractions being offered in certain U.S. locations.

As a result, an increasing number of state development agencies are visiting Canada to tell Canadian businessmen about the opportunities and advantages of opening in or expanding into the United States. Exactly what we were doing with some success a few years ago is now being done by our neighbour to the South and also with some success.

The reverse side of the coin has become very important to us in Canada and we should look at it pretty carefully. No one can fault the U.S. business development agencies for soliciting business from this country. It is a very fair game and if they play it better than we do, they are going to win the game.

At the moment, according to a lot of people, Canada's mix of policies and attitudes has changed the balance which used to be in our favour, to a balance which favours opportunities and attractiveness of operations, in the United States.

This is a matter which must concern Government, labour, business and all other elements of Canadian society. Something has to change if we are not to see a continuous sapping of our economic vitality and a very serious reduction in the potential which we have for so long believed was ours for the taking.

If we don't change and the coin is reverse side up for any length of time, it will no longer be a case of "heads we win", it will be a continuing case of "tails we lose".

(Vancouver Board of Trade)

Much To Learn From Quebec

By KENNETH McDONALD
There is a grave danger that bilingualism will be made the scapegoat for many of the far more serious problems that threaten Canada's future.

The blazing absurdities of the federal program - trying to make 55-year-old civil servants fluent in French; sending senior mandarins and wives on year-long immersion courses - have obscured the legitimate goal of

bringing a sense of partnership to the two founding races.

It's a tragedy that Canadians should be engaged in a national debate on an issue like language, a debate which serves only to weaken the national fibre. The political focus in a country such as Germany, for example, is on issues such as apprenticeship training and co-worker determination, which

serve to strengthen the nation.

It's easy to sympathize with Quebec's concern for the preservation of its traditions and language. Though Quebecers represent 25 per cent of Canada's population, they are a shrinking minority on the North American continent. And despite what people may think in Victoria or Charlottetown, Quebecers aren't trying to push French down anyone's

throat - that's been the preoccupation of self-seeking politicians and bureaucrats.

Small business has much to learn from Quebec. It is the most progressive of all the provinces in the development of policies to strengthen small businesses and local communities - attitudes more European than North American. In relation to the rest of Canada, Quebec has the

largest small business community.

Yet Quebec suffers more than the rest of Canada from the power confrontations among Big Labour, Big Government and Big Business. An independent Quebec could be dominated by the labour unions which have repeatedly declared that their objective is to destroy the free enterprise system.



Five Minutes To Live

Thoughts From The Trenches

By EDGAR ALDERSLEY

The Fourth Division took over the trench lines in front of the village of Souchez, at the West end of the Canadian front. The enemy lines at this point were about forty lines from ours.

Vimy Ridge overlooked a vast area of low flat land behind our lines and much effort had been previously made to drive the Germans back. Efforts made by the French army in 1915 resulted in 150,000 French soldiers being killed or wounded but had failed.

The first efforts of the Canadian Corps on Vimy Ridge were to reach out for all possible information on enemy strength and, for this purpose, a number of large

and small bombing raids were carried out, during which the German front and rear lines were penetrated. We young fellows rather enjoyed these wild "goings on" but we had just ourselves to think about. I realize now, as I look back, how much those of us who were married and had families dependent on them must have worried about the possibility of their being killed in action and how their loved ones would get along without them.

We gave the enemy a rough time during the weeks we were preparing for the final battle, with all our bombing raids. It was a very vicious and nasty business.

All four divisions of the Canadian Expeditionary

Force were lined up on Vimy Ridge ready to attack the German lines at dawn on April 9th, 1917. The attack opened with a heavy artillery barrage on the German lines from our big guns and, as soon as this was lifted to hit the German support lines, over the top we all went.

I was a member of a rifle grenade squad whose duty it was to fire mills bombs into German machine gun posts and attack any survivors with our bayonets. We young things thought that we were big stuff! However, I was wounded during the big event. My right leg had collapsed on me, I could not stand up and was dragging myself around on my hands and knees. I finally slipped down into a

shell hole full of water with no way of pulling myself out. So big stuff didn't feel so big anymore. However, I was just plain lucky for along came three of our stretcher bearers with their stretcher and pulled me out of that shell hole. I have always felt very thankful as I recall these three lads, we were deep in the German lines when they picked me up and they had a long hard haul to get me back to one of our field dressing stations.

After receiving first aid treatment I was shipped back to the Canadian base hospital which was operated under the direction of Colonel MacRae (the author of "In Flanders Fields The Poppies Grow"). As soon as I sufficiently recovered for further travel, I was taken by hospital ship across the English Channel and by hospital train to a military hospital in England for final recovery.

Looking back on those troubled times I remember how the people of the old land did their best to carry on and to protect themselves from injury during bombing raids. A good example was my mother and father who used their coal storage cupboard under the stairs as their bombing raid shelter.

I remember too, being down in a dugout in the front line on Vimy Ridge with other members of our duty watch, taking a rest between our periods of guard duty in the front line. The Germans were firing heavy artillery shells at our support lines some distance to our rear and the noise they made was somewhat similar to that of an express train passing over a bridge when one is standing beneath it.

Each time one of these howling monsters went over we would say: "Five minutes to live". Then one of these shells appears to have just skimmed the ground above our dugout.

All the candles we used for lighting went out and we heard the entrance to our dugout caving in. So, here we were buried alive and we had to dig ourselves out. Needless to say, this was the end of our rest period.



EDGAR ALDERSLEY

Squadron Leader (Retired) Edgar E. Aldersley is not only an original member of the RCAF but is also a veteran of WWI. At 80 years young, he is still hale and hearty, presently living with his daughter and son-in-law, CWO and Mrs. R. W. Bush in Courtenay.

Edgar emigrated to Canada from England as a young boy prior to the first world war; finding his way out to southern Alberta where he worked as a farm hand.

Upon declaration of war, he walked the 15 miles to the nearest recruiting office and enlisted in the 151st. Central Alberta Farmers' Battalion, served overseas, and was wounded in the Battle of Vimy Ridge.

After WWI was over, he returned to Canada, settled in Alberta; joined the Air Force in 1920 where the first beginnings, of what became the RCAF, were being formed at Morley Alta. on the Stoney Indian Reserve. On 1 April 1924, the Air Board became the RCAF. Mr. Aldersley was at the High River Air Base and then to Jericho Beach Vancouver. His original RCAF Service Number was 221. He can well remember when communications was via carrier pigeons.

Actually, he spent most of his pre WWII service in the Ottawa area at Victoria Island, but was stationed at Trenton upon Canada's entrance to the second war. He was active in setting up the British Commonwealth Air Training Program from the supply and accounting aspect; finally retiring in 1945 to Vancouver after 30 years service.

Losing his beloved wife in 1974, he took up residence with his daughter Marg here in Courtenay. To keep him busy his family encouraged him to write his memoirs. Over the past 30 years, CWO Bush has heard many war stories while listening to his father-in-law and retired RCAF friends talking over old times. Many a time he has wished he had a tape recorder to take it all down.

Mr. Aldersley has taken two years to put it all together. He has personally hand written a copy for each of his children: son Harold in Guelph, Ont., Margaret in Courtenay, Mae in Sacramento, Calif., and Marie Ann in Surrey, B.C.

THE OPPOSITION 1914-18



WE GET LETTERS

"Send Me!"

Dear Sir:

Why is it that even though I volunteered for service with 116 ATU, I haven't been selected for that overseas duty?

You placed an ad in the Totem Times indicating that there was a need for volunteers, and my boss got a memo which also pointed out that there is a requirement.

I am a young "buck" who joined this outfit to see the world. The recruiting unit also implied that I would probably receive an opportunity early in my career. It was apparent when I joined up that Canada needed young people to represent it in the peace keeping role, so what's the score?

Private Anxious
Devil's Platoon

Editor's Note

As I understand the situation, there is a continuing requirement for qualified tradesmen of certain trade and rank levels at 116 ATU. The Base receives a message every six months indicating the tasking for the next rotation.

In anticipation of forthcoming tasking, a request for volunteers is sent out. The memos received as a result of this request are kept on file on the Base and a copy is sent out to Air Command Headquarters in Winnipeg.

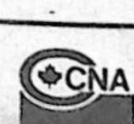
Warrant Officer Haupt in the SOPers cell at Aircom HQ states that these memos are considered at the time the Bases are tasked to supply people. The major problem in the technical trades is that a private is not normally acceptable to the ATU - individuals must be qualified to sign out aircraft maintenance forms (an example of an aircraft technician requirement). The unit is not manned to give OJT.

Don't give up, you may get the opportunity to go at any time. You never know when an additional tasking will be received requiring your rank level with an any trade stipulation.

Next
**TOTEM
TIMES**
Deadline
Nov. 15



TOTEM TIMES



BLUE
RIBBON
AWARD
1976

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Photo Pot Pourri



"THEY FOUND ME!" Sgt. Walsh, from 442 sqn., receiving the 22 year clasp to the C.D. Presented by Lt. Colonel Durrant commanding officer 116 A.T.U. Ismailia U.N.E.F. Chimo Photo, Ismailia



CF Photo

P-40 Salutes "Ladies From Hades"

The Air Command Pipes and Drums of CFB Ottawa will perform at wrap-up activities for NORAD's William Tell '76, at Tyndall AFB, Fla. Nov. 19 to 21. And if a Canadian aircrew or weapons controller team wins top score at the air defence "Olympics", Pipe-Major Archie Cairns promises an extra tune or two from his airmen pipers and drummers. No strangers to NORAD events, the

band performs annually at NORAD HQ ceremonies in Colorado Springs, Colo. They were last there in September to mark the retirement of Lt.-Gen. R. C. Stovel when he stepped down as Deputy CINC of NORAD. The group wears the distinctive Royal Canadian Air Force Tartan, and includes in its repertoire specially-arranged medleys and drum salutes suitable for on-stage or on-parade functions.



INTRODUCING BIG JOCK, latest addition to Base Transportation fleet and capable of carrying quite a load. Hosford photo



M. Sugimoto

OTTAWA — Colonel M. Sugimoto, 44, of Raymond, Alta., has been promoted to the rank of brigadier-general and appointed director-general of communications and electronics engineering and maintenance at National Defence headquarters here, it has been announced by acting defence minister Barney Danson.

He is the first Japanese Canadian to attain general officer rank.

He succeeds Brigadier-General R.N. Senior, 45, of Verdun, Que., who becomes commander of Canadian Forces Communication Command, Ottawa.

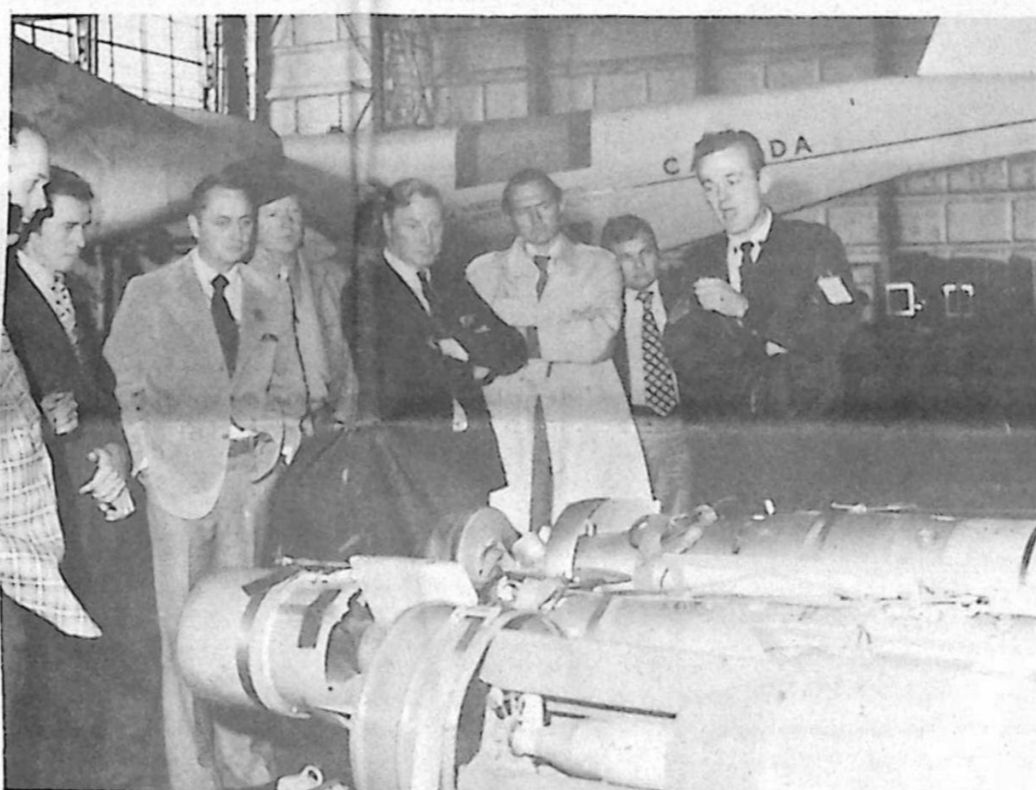
In his last post, Gen. Sugimoto was with Air Defence Group headquarters in North Bay, Ont., as chief of staff, communications and electronics.

He joined the Royal Canadian Air Force in 1950, and two years later enrolled in Royal Roads Military College in Victoria, B.C. He obtained a Bachelor of Applied Science degree in electrical engineering from the University of British Columbia in 1957.

He has served a variety of appointments in Canada and abroad, including a tour at headquarters, 1 Air Division, Lahr, Germany in 1969.

In 1973, on promotion to the rank of colonel, he was appointed deputy chief of staff, communications and electronics, at Air Defence Command headquarters, and became chief of that branch two years later.

Gen. Sugimoto is married to the former Noriko Ikuta of Richmond, B.C.



"...AND THEY ARE CARRIED BY THE ARGUS" Sgt. Gary Clark of 407 Squadron Armament briefs members of the National Defence College, Course XXX, regarding ASW weapons available to the Demon Squadron. The College group is on a Western Canada Field Study. They were also to visit the Powell River Pulp and Paper Mill complex in addition to CFB Comox. While on the Base, they received briefings on, and tours of, the airfield areas. Base photo



BSecuro RETIRES — Capt. Slievert was recently presented with his retirement certificate of service by the Base Operations Officer, L.Col. D. E. Carney. His career as a police officer spans a number of years including service with the RCMP and 21 years with the Canadian Forces. Capt. Slievert and his family will make their home in Comox. Base photo



THE LAST WORD. Capt. Val Cretny is presented with his Certificate of Service by L. Col. Read. In addition to his duties as Public Information Officer Capt. Cretny was also Base Housing Officer. Base photo



"AT LAST!" Maj. Faubert, presents M-Cpl. D. R. McMillan (Armament Support Section) with a Certificate of Award. M-Cpl. McMillan's suggestion of a design for manufacturing an arrow gun to enable EOD operators to deal effectively with suspected Improvised Explosive Devices, was accepted as an original suggestion. An award of \$200.00 accompanied the Certificate. Base photo



"SORRY TO SEE YOU GO." After twenty years of service Sgt. Jerry Marks is presented with his Certificate of Service by Maj. D. S. Poole, STechO of VP 407. Sgt. Marks, originally from Moncton N.B., enlisted in the RCAF in 1952. He completed his basic aero engine course in Camp Borden and began his technical career with 407 Sqn. from 1952-57 on the wartime Lancasters and later on the Neptunes. After various tours and experiences encompassing overseas with 4(F) Wing, C.E.P.E. Detachments at both Ancienne Lorette PQ and in Ottawa Ont., he completed a "salty" tour with VU33 Sqn., Pat Bay B.C., prior to moving to Comox where he completes his Service Career with a second tour in beautiful British Columbia. Jerry plans on remaining in the Comox area. Specific plans — nothing definite. But as can be seen, another "downhome" realizes the "better things in life." Base photo

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5 6 5 9 2
8 0 3 3 1
3 0 2 6 3
7 1 7 5 7
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2 0 8 5 4
6 6 7 3 6

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5 9 2
3 3 1
2 6 3
7 5 7
3 4 6
8 5 4
7 3 6

If you have any of the above winning numbers, check the back of your ticket for how and where to cash your winning ticket.



NOTE: Fifty dollar winners (\$50) may claim their winnings by presenting their ticket to any branch of Canadian Imperial Bank of Commerce only in British Columbia, Yukon, Alberta, Saskatchewan and Manitoba.

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BRAND NEW. Maj. Faubert tries out new stripes on newly promoted Sgt. F. B. Harnish of Base Workshops. Base photo

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On the 25th of October the Bears and Wolves won their games by 2-0 scores. It was the Bears over the Falcons with all the scoring coming in the second half. Goals were scored by Lee Jepsen from Steve Duchesne and Bruce Mortimer. In the other game the Wolves downed the Lions with David Flower and Steve Redmond scoring in the first half. Greg Hill scored in the second half on a pass from David Flower to put the game out of reach. On the 1st of November the Wolves downed the Bears 3-1 while the Falcons squeaked by the Lions 1-0 in the second game. The Bears took a 1-0 lead in

halftime on a goal by Lee Jepsen but a devastating second half attack by the Wolves eliminated their early deficit. Scorers for the Wolves were Steve Redmond from Kevin Mann, Graham Hill from Mann and Mann from Judy Boone. A late second half goal by Chuck King, assisted by Shawn Gailey and Clay Verchere, gave the Falcons their win in an exciting end-to-end contest.

STANDINGS						
	P	W	L	T	Pts	
Wolves	4	4	0	0	8	
Falcons	4	2	2	0	4	
Bears	4	1	2	1	3	
Lions	4	0	3	1	1	

Bowling With Stan

Men's League: The Voodoos have the lead with 20 points. Dusty Miller is still hanging onto High Average with 221, but there are four others right behind him. Stan Prime had last week's High Single with 305, and R. Burt, High Triple with 716.

Ladies League: The Half & Halfs are in the lead, and D. Dickens still has High Average with 203. Alice Allison took the High Single with 276, and F. Marks, High Triple with 671.

Wednesday Night Mixed: The Old Timers hang onto a 1 point edge with 18. Stan Prime and Gail Engelmeyer have High Averages of 235 and 195. Men's Single was taken by J. Savill with 281, and the Triple with 720 by Stan Prime. The Ladies Single was taken by Lynn Hanson with 231 and the Triple by Gail Engelmeyer with 634.

Sunday Mixed League: The Don't Have A Clues, take over in first place with 16 points. Jim Brown and L. Fillier have High Averages of 215 and 196. For the ladies, both weekly High Single and Triple was taken by L. Fillier with 221 and 570. The mens' single of 289 was taken by B. Perron and the Triple of 715 by John Gailey.

Ladies Afternoon League: The Whitebows are leading with 8 points with Edie Prime holding High Average of 199. Both High Single and Triple last week were taken by N. Bonenfant with 239 and 603.

YOUTH BOWLING
On the 24th of October, we held a Master-Bantam

tourney with the team of Al Gagnon, Lise Hebert and Raymond Hill taking First with 152 pins over their average. The team of Duncan McNiven, Nicole Sinclair and Darren Lavigne were Second with 114 pins over average. The First-place team will be advanced to the Regional finals; place to be announced at a later date.

In the Bantams, the Osmonds have gone ahead with 45 points, 4 points up on second place Cheetahs. Patricia Stallard and Stace Blackmore are still hanging on to first place averages with 120 and 148. Karen Alstad is keeping High Single with 184, while Natalie Gagnon has taken the High Double with a 287. On the boy's side, Stace Blackmore has increased his own High Single and Double to 201 and 369.

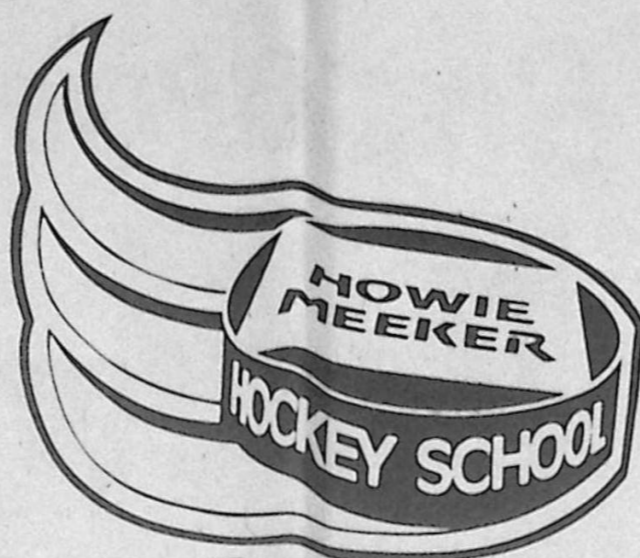
Juniors Theresa Pokol and Ronnie Shaw maintain High Averages with 166 and 153. For the girls weekly High Single and Double, Kelly Everill rolled 219 and 383. Ronnie Shaw held onto the boy's High Single and Double for the week with 169 and 313. The Strikers have moved into first spot with 12 points over second-place Slow Pokes with 10.

In the Seniors, the Headpins are still ahead with 16 points. Diana Earl and Yvon Taillon have taken over the High Averages, both with 188. Helen Lightfoot keeps both the girl's High Single and High Triple with 267 and 591. Danny Bryson comes out ahead for the boy's with 245 and 562.

Inter-Mess

Car Rally

A mixed, inter-mess car rally is planned for Nov. 20, '76. Teams will consist of one driver and one navigator per car. Entry fee \$2.00 per person. Presentation of prizes and a dance for participants to follow in the Totem Lounge. Further details will be available on mess and club bulletin boards in the near future. Anyone interested should contact their mess or club sports member.



Canadians should have learned at least one thing from our four encounters with Russian and other European hockey teams. Unless there is a drastic change in our approach to the game we're not going to be Number One much longer. Canada invented ice hockey and I suppose its understandable that we thought our professionals were the best in the world.

European teams have enjoyed tremendous success against our best since the first series in 1972. A bunch of comparative newcomers have shown us, among other things, that you don't pass stiff exams without doing a lot of home work. And that, dear hockey player and fan is what this series is all about. Homework. Going back to hockey's primary school (to which most of us never went) and learning the ABC's, the three R's or whatever else you call basic training. Because it's something I never had. Oh, I learned enough about hockey to spend 8 years playing in the

N.H.L., and several more coaching professional teams. But, it was not until after my professional career, when I started working with children that I discovered the real guts of the game, why many kids' skates are junk, why a hockey stick can be kids biggest handicap, why no youngster can be a good skater without learning balance.

I had to learn by observation, the simple mechanics of developing power in a skating stride. I tried to figure out why a kid stops thinking when he starts moving. Only then did I realize that most Canadian boys never had a hope of reaching the N.H.L., because of the haphazard way they broke into the game. So I began the meticulous inspection of the boys skates, sticks, and protective equipment and over the years devised drills for teaching the basic skills. I wanted to create a learning experience that would be of value to all young hockey players, whether they had big league ambitions or not.

WITH STEVIE

Since my last report, things have started to look up. We haven't won a game as yet, but at least we're managing to bring the scores a little closer. We met the Campbell River Stylers, on Sunday 24 Oct., at the Gardens, and the Stylers managed to squeeze us 4 - 3. Our goals were netted by Carey Mann, George Wissler, and Rollie Cramer, with assists by Dan Cloutier and Bob Main.

Saturday Oct. 30th, took us to Parksville to meet the Coho's, and once again go down to defeat with a score of 7 to 2. Our goals were picked up by Carey Mann and Dan Sanscartier. Sunday Oct. 31st, saw us back in the Gardens to face the Coho's for the second time in as many days. Final tally for the second game was closer, 5 - 5. Goals for our side were by Carey Mann, Dan Cloutier, Rick Hamel, and a pair from Olan Richard. Assisting on these goals were Andy Barnes, Lou Goulet, Armen Vartanyan, a pair from Dan Cloutier and three from the stick of (who else?), Carey Mann.

Outstanding Player of the Week for 23 - 29 October, was Dan Lamouche for his outstanding performance in goal for the Totems, blocking 50 shots in the contest with the Campbell River Stylers on Oct. 24th. Thanks a lot, Dan. Keep up the good work!!

Outstanding Player of the Week for 30 Oct. to 5 Nov. is obvious from the above write-up. Carey Mann for his 2 goals and 3 assists in the double-header against the Coho's.

Keep racking them up, Carey!!

Mr. Mike's Steak House in Courtenay.

There are still seats available on the bus going to out-of-town games so come on down. The bus leaves the Glacier Gardens, two hours prior to the games.

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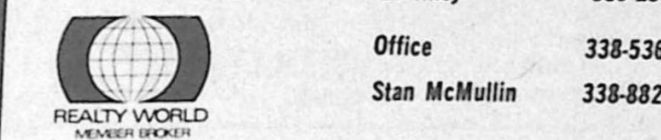
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North To Alaska

GINNIE BEARDSLEY

It is unfair to say, as some have, that the Alaska Highway was laid out by a couple of drunken engineers on a lost weekend. The truth is that the locations of the tortuous route from northern British Columbia to Alaska was determined by the need to build the highway as quickly as possible - and that meant following the river valleys and avoiding the mountains wherever possible.

in sections of about 50 miles to a contract, and making it barely passable with hundreds of "cats". Trucks in their thousands brought in life's and construction's necessities, and the highway was, incredibly, finished in October, 1942, eight months after it was begun.

Quite a few improvements have been made in the 35 years since the highway was built, when bridges consisted simply of pilings with planks

Fairbanks, the highway is paved.

The Peace River country, where the highway has its start, is characterized by wide views of golden grainfields and big sweeping river vistas. Major population centres are few, but centres offering lodging, food and gas are situated strategically, frequently at scenic lake or river bank sites. Campsites are even more frequent, for this is campers' country.

Like any gravel road, the Alaska Highway offers the hazards of flying rock, dust conditions when dry and soggy sections when wet, and severe wear on tires. It is advisable not only to observe the speed limit but also to carry various spare parts for your vehicle, especially if it's a foreign make. Although the pioneer spirit still prevails, the days of construction when huge numbers of spare parts were kept in stock and a bottle of whiskey which sold for five dollars in Fairbanks and 40 in Whitehorse would get you anything are long gone.

During the construction, trucks were told to drive 100 yards behind the vehicle in front and to keep their lights on. The reason? Easier to find if you dropped through the muskeg or not-quite frozen ice of a hidden lake. Even now, it's still a good idea, since it keeps you visible in flying dust.

The high points of this adventure trip? Fort Nelson, Mile 472 with its mineral licks and attendant game, fishing at Sikanni Chief River, "Suicide Hill" (once a real problem for truckers, but now a pleasant diversion in otherwise flat country) and Liard River Hot Springs.

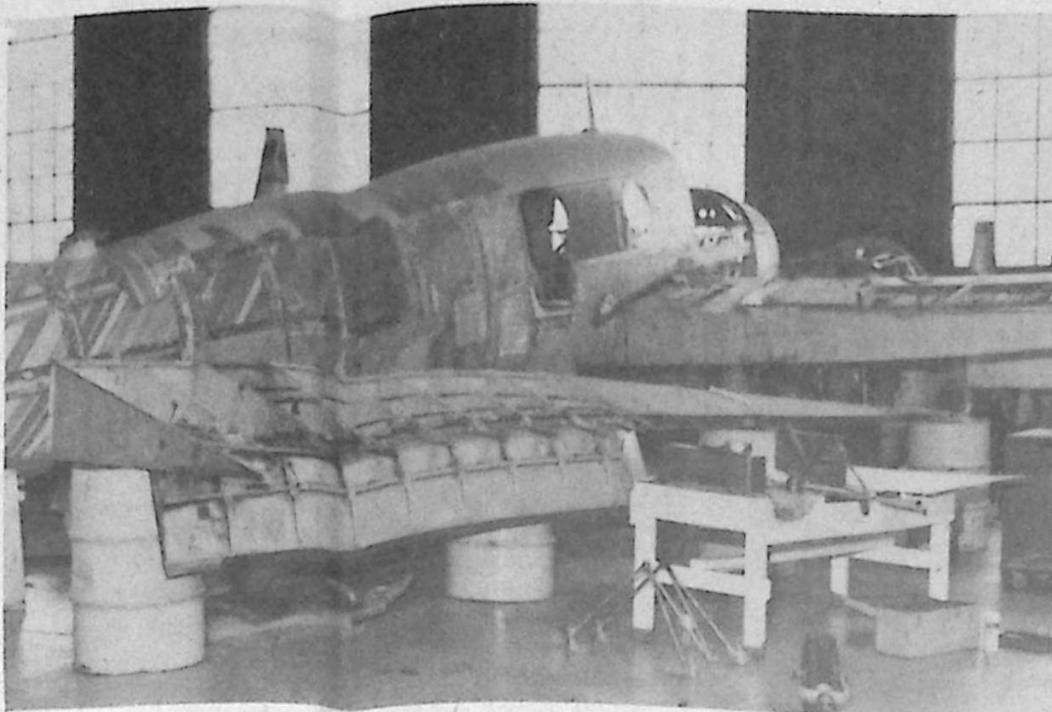
Last stopping place in British Columbia is Lower Post - there's no Upper Post.

laid across, but the Alaska Highway is still an adventure road. The highway starts at the Mile 0 sign on the wide, wide streets of the pleasantly Prairie town of Dawson Creek; is paved as far as a place called Blueberry just beyond the oil centres of Taylor and Fort St. John; is good but gravel for the rest of its miles in British Columbia and the Yukon. From the Alaska border to its end at



The highway was the response of the United States Army to what was seen as the threat of a "back-door" invasion through Alaska in the Second World War. United States Army engineers, sleeping in tents in weather that dropped as low as -55 degrees C, laid out the 1,523-mile route that would give access to Alaska by road. Contractors followed, bulldozing the very basic road

Annie To Fly Again



BYEWING

The aircraft restoration scene in Canada is fairly active, and the unofficial headquarters seems to be the Canadian Warplane Heritage hangar in Hamilton, Ontario.

Since the Heritage received Foundation status from the Canadian Federal government and all donations became tax-deductible, CWH has never looked back.

In the Spring of 1975, Jack Austin of Austin Airways donated CF-HQZ, an Avro Anson Mk. V. This aircraft has had a very interesting career spanning thirty-one years. It is hoped that once the restoration is completed, its career will continue for at least another thirty-one years.

Federal Aircraft manufactured CF-HQZ as RCAF serial 12477 in November 1944. It was flown directly into storage, and in June 1945 went into 8 Repair Depot in Winnipeg, Man., for radio installation. After that, it was returned to storage. War Assets took it over in

October 1947, but it was withheld from sale for possible future military use. It was finally struck off strength in June 1954 with a total airframe time of less than 11½ hours.

Transair Ltd. of Winnipeg purchased CF-HQZ and flew it until it was sold to Northland Airlines of Winnipeg in December 1965. Austin Airways purchased it finally in April of 1969.

Through this period, HQZ suffered several minor accidents, although nothing of consequence. In February 1957 during a take-off from Lac du Bonnet, Man., using a wheel-ski combination, the starboard ski came loose, damaging the wing trailing edge and flap, and the fuselage aft of the wing.

A year later, again in February, she was again slightly damaged in a wheels-up landing at Churchill, Man. In November of the same year, the aircraft broke through the ice of the McConnell River, NWT,

damaging the starboard undercarriage and prop tip. It's last contact with "Mother Earth" came in April 1971, when the port gear collapsed at Sioux Lookout, Ont.

The restoration work at Canadian Warplane Heritage is being ramrodded by George Clow. He reports that so far the major portion of damage has been found in the starboard wing trailing edge and wing root...the area of the crunch during the first accident. There has also been damage located at the base of the rudder-post. HQZ had been used for geo-physical exploration and required the removal of flat copper coils from within the fuselage. The overhaul was slowed when volunteer help dried up for a while, but has picked up again. The biggest problem remaining is the acquisition of replacement P&W R985 Wasp Junior engines as the original pair had to be returned to Austin Airways. There is also a second problem. Someone decided that they needed the Flight Instruments more than did "Annie".

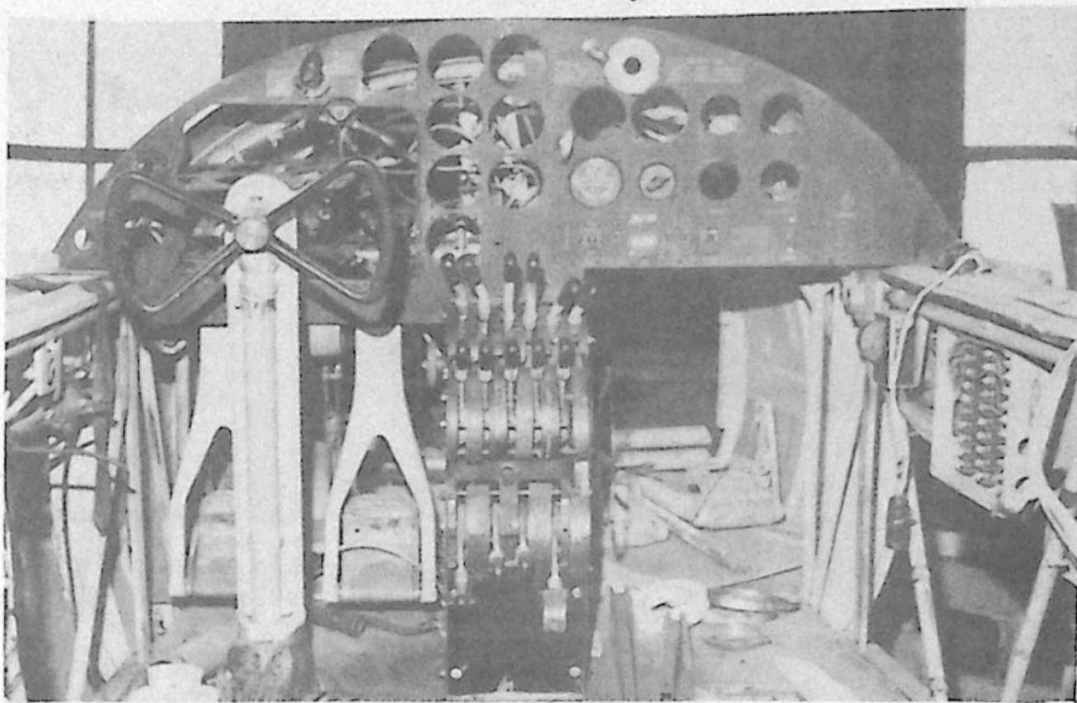
At the beginning it was decided to convert the aircraft to dual controls if they could

be located. Through the kindness of a farmer near Headingly, Man., a complete set were removed from an Anson hulk on his property and will be installed as the Aircraft goes back together. This will allow the Anson to be used as a crew ship for airshows.

It is hoped that the restoration will be completed by Spring 1977 and that the missing engines and instruments will be located and installed. An authentic color and marking scheme has been chosen and will be applied at the conclusion of the restoration.

With the Avro Anson Mk. V again flying, another link in Canada's aviation past will have been restored to its rightful place in the skies. George Clow and the others of Canadian Warplane Heritage are to be saluted for their efforts.

(background material and photographs: George Clow.)



EW COURTESY	Mon. to Thurs. - 8:15 p.m. Two Shows Fri. & Sat. - 7 and 9 p.m. NO MATINEE THIS SATURDAY.
Adults \$2.25 OAP \$1 Child. \$1	
THURS. THU WED., NOV. 4, 5, 6, 8, 9, 10 Michael Sarrazin - Susan Flannery "THE GUMBALL RALLY" Mature	
THURS. THU WED., NOV. 11, 12, 13, 15, 16, 17 Karen Black - Bruce Dern Alfred Hitchcock's "FAMILY PLOT" Mature	
STARTS THURS., NOV. 18 "FUTURE WORLD" Peter Fonda General	
Stardust Drive-In Theatre	Fri., Sat., Sun., Nov. 5, 6, 7 "VANISHING POINT" Plus - Peter Fonda "DIRTY MARY, CRAZY LARRY" Mature "Coarse language throughout."
Williams Beach Rd. & 1st Hwy. Adults 2.50, O.A.P. \$1.00 Gates 7:30, Show 8:00 p.m. All niter \$3.00 per person	
SPECIAL SEASON-END ALL-NITER Fri., Nov. 12 - 5 BIG SHOWS	

WO's & Sgt's Mess

NOVEMBER

NOVEMBER 5, 12, 26 - TGIF

NOVEMBER 11 - WO's and Sgts' Mess Remembrance Day Hosting. Time: 1400 - 1600 hrs. Mess members in uniform with medals. Come out and reminisce with the oldtimers. Beverages for all tastes to be served.

NOVEMBER 19 - Retirement Mess Dinner (Mixed). Cocktails: 1900 hrs. - Dinner 1930 hrs. Dancing 2100 - 0100 hrs. "Powerhouse." Dress: Member \$1 - Spouse - Formal. Reservations through Mess Manager. Cost TBA.

NOVEMBER 27 - Grey Cup Bingo and Dance - Prizes merchandise. Time: Bingo 2000 to 2200 hrs. Dancing: 2200 to 0200 hrs. "The Buddies." Cost \$2.00, includes one card. Extra cards on sale. 25c each or 5 for \$1.00. Dress "C".

NOVEMBER 28 - Grey Cup Day. Come out and cheer your team on. Food: Hot Dogs and Hamburgers. Time: Approx. one hour prior to kick-off, TV sets courtesy of McConochie's. Check your TV guide (No charge).

MONDAY NITE MOVIES FOR NOVEMBER

Nov. 8 - **STUDENT TEACHERS** - Susan Damantis
Nov. 15th - **MANDINGO** - Jason Mamson
Nov. 22 - **NIGHT MOVIES** - Gene Hackman
Nov. 29 - **MAHOGANY** - Diana Ross

OFFICER'S MESS ENTERTAINMENT

NOVEMBER

Fri. 5 Nov. - Mixed Happy Hour. Italian Food. 2000 - 2200 hrs.
"Music Factory."

Fri., 12 Nov. TGIF

Sat., 13 Nov. - 407 "Demon Night."

Sun., 14 Nov. - Brunch. 1200 - 1300 hrs.

Wed., 17 Nov. - O.W.C. Christmas Meeting.

Fri., 19 Nov. - TGIF

Sat., 20 Nov. - Beefy Burgundy. 2000 hrs. "Ripple Rock."

JUNIOR RANKS CLUB

NOVEMBER

SPECIAL EVENT

Thurs., Nov. 11 - REMEMBRANCE DAY - Open House, Sgts. Mess and Jr. Ranks. 1300 - 1600 hrs.

BANDS

Fri. - Sun., Nov. 5, 6, 7 - "SCREECH." Note: Sat., 6 Nov., Full Moon; No nuts admitted without a nut cracker.

Sat. and Sun., Nov. 13, 14 - SOCK-HOP DISCO. Dress: Bobby sox, jeans, ankle bracelets, ducktail haircuts, ponytails, jean cuffs - A Must!

Sat. and Sun., Nov. 20, 21 - "MIDNIGHT CITY" A country rock group, brought to you all the way from Vancouver, B.C.

MOVIES

Tues., Nov. 9 - "STUDENT TEACHER" - Susan Danantis
Tues., Nov. 16 - "MANDINGO" - James Mason

COMOX BASE THEATRE SCHEDULE

Thurs., 4 Nov. - Sun., 7 Nov.

The terrifying motion picture from the terrifying No. 1 best seller.

JAWS

She was the first...

ROY SCHNEIDER ROBERT SHAW RICHARD DREYFUSS

WED. - FRI., 10 Nov. - 12 Nov.

HEARTS OF THE WEST

"A funny movie about the early days (of Hollywood)... a real pleasure and a pleaser."

Gene Shalit, NBC-TV Today Show

HEARTS OF THE WEST STARRING JEFF BRIDGES ANDY GRIFFITH DONALD PLEASANCE BLYTHE DANNER ALAN ARKIN

Sat., Sun., 13 Nov. - 14 Nov.

"BEST FILM OF THE YEAR"

STANLEY KUBRICK
STARRING RYAN O'NEAL and MARISA BERENSON

PG PARENTAL GUIDANCE SUGGESTED (PG) FROM WOLFE BROS. A Warner Communications Company

Wed., Thurs., 17 Nov. - 18 Nov.

"TRACKDOWN"

United Artists

MATINEES

Sat., 6 Nov. - DOC SAVAGE
Sat., 13 Nov. - TREASURE ISLAND

Light Hearted Reading

The Adventures Of Supertech

PART 4
By A.C. EINE

When we left our hero last, he was getting over the shock of being introduced to Major Snoope, B. Secur.O., as "Ink" Blotter. He hoped that the frantic coughing and the use of his hands had prevented the Major from getting a good look at him. As well, E. Bertrum Bignickel wanted to talk with him.

Our hero did what any red-blooded Canadian boy would do, he split!! His heart was still overspreading, and the only place to calm down was at home... alone!!! Besides, he had been at "Bumps" place the night before, and then out with Pearl all day... he was bushed.

He left the copy for the St. Agnes Quilting Bee and Corn-Shucking Festival on the editor's desk on his way out the back door. E. Bertrum Bignickel could talk to him later. In the meantime, out of light, out of mind.

It was Sunday evening when Supertech returned to the hangar. Being on shift did have its advantages. For one thing, he could date his girls one week at a time.

Sgt. McNarley was waiting for him as he came out of the locker-room.

"Supertech!! Get your toolbox to Multi-Engine Snags. See MCpl. Whizzer. Oh! And leave the Mule where it is. Never mind using it to carry your toolbox."

"But Sarg!! That box is a brute. Besides, I'm supposed to be checking out that newspaper thing."

"That's tough! You're a tech, not a military cop. You'll be over there as long as Whizzer needs you. Now get a move on."

Supertech looked around for a small pushcart. Orders or no orders, a hernia didn't come with the job. With his scrounge, bits and pieces, and special tools, the box could hardly be lifted. He wasn't about to carry it alone. He was getting a bit choked, too.

Every time he got nicely settled into a job, they'd shift him to something else. Now he was going back on multi-engine stuff when he'd just got off the darned things. It was supposed to be just a temporary, but he wondered. "Em-shash!" Whizzer was waiting for him when he walked into the blister.

"Hey, Supertech, don't sit down. Coffee comes later. I want you to check out a mag drop on Six-one-seven. I'm short of qualified guys, and you've had the course. They need that bird at twenty-three hundred, so you're going to have to hustle."

"Gee, thanks, Whiz!! Thanks for nothing. Do I get any help, or am I supposed to crank it without even a fire-guard?"

"Help?? What are you, crippled?? Okay, you can have Pte Hunie. Now get going!!!"

"Yes sir. No sir. Three bags full, sir!!" He turned and yelled into the crewroom, "Hunie, let's go!!"

Supertech turned to go out, then stopped short. "You're Hunie?!"

He spun back to the desk. "What kind of a joke is this? What are you trying to pull?"

The techs in the crewroom started to laugh. "That's right," said MCpl. Whizzer. "You haven't been here for a while. Allow me, Cpl. Supertech, meet Pte. Hunie; Pte. Anne Hunie. Pretty little thing, isn't she?"

"A GIRL!! A Female!! She isn't even big enough to carry a plug wrench, and she's supposed to help me? I'll have to lift her up onto the ladder!!!"

At this, the young Private blew up!! "Stupidtech, you are nothing but a male chauvinist slob!! You notice that I didn't say pig. That would be an insult to the pig. I was top of my course, and I had to beat a dozen males to get there. I'll lay odds I know as much about that aircraft as you do."

The cat-calls started behind him. "Oooo-eeee!! Consider yourself told, Supertech!!... Watch it, you've got a live one there!!... Fight!! Fight!!!"

There's gonna be a fight!!... and there was always one character, "Go get him, Annie!!"

Whizzer broke in, "Listen,

you wanted some help, and Anne is the only one who is free right now. She is also a pretty sharp tech, so belt up and get busy."

"Ah... Alright!! Hunie, get your coat and let's go!!" Supertech with the young Private in tow went out. They loaded his toolbox onto the Mule, then hooked up a powercart. He kept muttering to himself through the whole time. This was going to be interesting.

Doing a full power run on a large aircraft is a fairly complicated job. Supertech decided to make her prove just how much she knew, and made Anne do most of the work. To his surprise, the girl not only knew what to do, but did it well. They found the affected engine and he sent the diminutive Private to get the spares and tools required to fix it. Then he pushed back the seat and lit up a cigarette.

He was willing to accept change, but this one had him on the ropes. The girl didn't look as if she weighed as much as his toolbox, and would need a ladder to climb up on a Mule, but he had to admit she knew the aircraft. He'd just have to watch how she handled the plug change.

He heard the Mule returning and quickly butted the smoke. Why teach her any of

his bad habits; let her learn her own.

He was surprised to see that she hadn't forgotten a thing. A spare set of plugs, wrenches, and a stand to work on. Maybe she even knew enough to bring along a coffee. No! That would be asking too much!

Supertech still wasn't fully convinced, so after they had lowered the cowlings, he stood back and watched her handle the snag. Halfway through the job, she looked down from the stand. "Hey, guy. Your mouth is open. What's the matter, never seen plugs changed before?"

His jaw shut with a snap. "Never mind the cracks, small one. Just get the job finished."

"It would get done faster if a certain male chauvinist would get off his butt and help."

Supertech silently admitted defeat and climbed up beside her.

"Okay, I give up. How is it you know so much about engines anyway?"

"Easy! My father was a Flight Engineer on Lances until he retired. He taught me all sorts of good things... including how to put the stops to wise-apple Corporals."

"Just because your old man was a Flight Engineer doesn't

prove anything. Most of them forget which end of a screwdriver to use the minute they sew up the wings. Talk about prima-donnas! Most of them are worse than the pilots!"

"Watch it, joker, or I'll drop you off the stand. Of course, if you landed on your head, you wouldn't hurt yourself much."

"If you are quite finished, let's get this thing buttoned up and go get some coffee... and you're buying!"

The little digs continued as they finished up the snag and then cleaned up.

Unbeknownst to Supertech, while he was out on the aircraft, the fates had been setting him up again. When he walked into the blister, the axe dropped from a great height.

"Supertech! I hope your dress uniform is up to scratch. There's a Base Commander's Parade tomorrow afternoon, and you are invited to attend. In fact, all of us are. It's an Identification Parade, and you WILL be there!"

Things are getting a little tight for Supertech, aren't they. Well, is he going to escape this time??? Get the next issue of Totem Times and find out!!! Stay with us for further:

Adventures of SUPER-TECK

Canadian Coin World

BY VICTOR HAYES

The most basic aspect of a collection of things is the idea of completeness. Coins especially are issued in series from year to year in various denominations of face value. Ideally the collector is not satisfied until the whole series in desired denominations has been assembled. A typical series might be all the pennies issued between 1920 and 1975, or all the nickels in the years from the end of Queen Victoria's reign to the year of Queen Elizabeth II's coronation.

Sifting through endless pockets of change and piggy banks for THE coin - the one that is going to fill that empty spot in the album that stares up at you every time you open the book - that's the thrill of the hunt for the coin collector. A beginning collector should think in terms of series of

specific coins, and not rush off excitedly, buying a nickel here, a silver dollar there, and having little to show for his troubles. This makes sense when you think of it. What we are after is a collection, not a pocket full of exotic change.

Coins are often issued in groups that have something in common to join them together. This something can be one of many things, but it is frequently a thematic approach to the Reverse of the coin. (The "tails"). The Obverse ("Heads") usually shows the head of the monarch or carries the principal legend. The theme on the reverse can and has been almost anything throughout history; most recently Canadian coins have featured nature and sport.

The 1967 Centennial year coin issued had a nature theme, and the 1976 Olympic coins have a sport and

Olympic theme developed through the seven series of coins.

To organize your first collection along denomination series lines, the most rewarding approach is to begin with coins of relatively small face value. From there a trip to your local coin dealer is in order. You will need an album or two to keep your coins neat and organized and while you're there, you might pick up a guide book.

An inexpensive magnifying glass will bring the same details to the collector's eye. Once you have all of the above, a quick trip to the bank to buy a few rolls of the chosen coin and you're in business.

A benefit of these first few rolls of coins is the feeling that begins to grow for YOUR coins, and what interests you about them. Some collectors favour oddity coins, off-strikes, mint errors, or some other approach. You never know where that first actual contact with the coins will lead you.

Wherever you decide to go from there, you'll have made a good beginning, and have plenty to occupy your time for the next little while - perhaps for a lifetime.

Digging Clams

BY GINNIE BEARDSLEY

If you live or holiday near any of the thousands of pocket beaches which nestle between the rocky promontories of British Columbia's 17,000-mile (27,000-kilometre) coastline, you are missing much of the fun of living off the land if you don't try clam digging. A clam beach may be a mixture of sand-mud-gravel in varying proportions, and you tell whether it has clams by stamping over it slowly on a falling tide, looking for siphon holes or jets of water made by clams squirting.

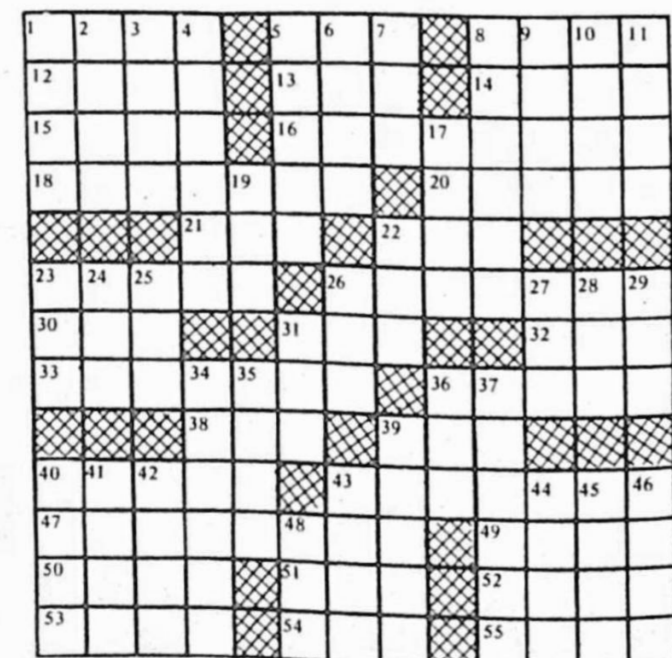
The only requisites for the exercise are the strength and stamina you developed digging weeds in the garden; and the tools you used there will serve you nicely for clam harvesting.

British Columbia, in common with most of the Pacific Coast from Alaska to Southern California, is home to dozens of varieties of bivalves; you are looking only for some of the bigger and more common ones for your chowder.

You are likely (if you have progressed to the point of digging with your flat-tined potato fork) to find the Little-neck sharing living space with the much larger - up to five-inch (12 centimetre) - Butter Clam, which can burrow (depending of course upon the length of its siphon) as deep as 12 inches (30 centimetres). This oval fellow is, understandably, British Columbia's principal commercial clam, because of his size and distribution on sand-gravel-broken-shell beaches all along the coast. Also, importantly to the commercial harvester, all of his meat is tender and succulent without special treatment.

This is not the case with either the horse clam or the geoduck (goosey-duck, so

named for an Indian word meaning "dig deep"). You have done just that to get both of these clams, so don't waste them.



ACROSS

- 1-TV award
- 5-Monk
- 8-Shady walk
- 12-Rake
- 13-Roofing slate
- 14-Exchange premium
- 15-Karenina
- 16-Feelings
- 18-Saddle attachment
- 20-Borders
- 21-Guided
- 22-Before
- 23-Plunders
- 26-Flags
- 30-Atmosphere
- 31-Strike
- 32-Golf mound
- 33-Beggar's portion
- 36-Barter
- 38-Twilight
- 39-Red or Coral
- 40-A mockery
- 43-British African explorer

- 47-Estrange
- 49-Throw
- 50-Masculine name
- 51-Bulgarian coin
- 52-Scottish Gaelic
- 53-Native of Latvia
- 54-Overwhelm
- 55-Graceful animal

DOWN

- 1-Epochs
- 2-Western state (abbr.)
- 3-Paul
- 4-Annually
- 5-Sigmund
- 6-Sloping road-way
- 7-Past
- 8-Young miss
- 9-Excited
- 10-Cord
- 11-Destruction
- 17-Sea bird
- 19-Thing (Law)
- 22-Consumes
- 23-Exclamation
- 24-Inlet
- 25-Sea eagle
- 26-Morsel
- 27-Greek letter
- 28-Communist
- 29-Perceive
- 31-Color
- 34-Respectable
- 35-Furnace
- 36-Beverage
- 37-Raved
- 39-Allen
- 40-Season
- 41-On the sheltered side
- 42-Tumult
- 43-Simmer
- 44-Learning
- 45-Being
- 46-European river
- 48-Wing

Chika's FUN SQUARE by NORM DREW

CAN YOU UNSCRAMBLE THESE NAMES OF CITIES IN THE PROVINCE OF ALBERTA? WHAT NAME AND NUMBER GO TOGETHER? FIND THEM ON THE MAP.



ASK ABOUT THE FOREST

Can arbutus Trees be transplanted and survive?

Yes. But you must be extremely careful to disturb the roots as little as possible.

Choose a very small tree that is growing away from large rocks. Then dig out a very large ball of soil with the roots and cover with damp burlap. Replant as soon as possible.

Do Douglas Firs, Cedars, Hemlocks and Maple Trees transplant successfully?

Yes. But much depends on the time you transplant, the size of your tree and the care with which you work.

Plan to do your transplanting in the fall after the first frost or during the winter. And, no matter what species of tree you are moving, remember it is important to have a good sized ball of soil around the roots so that you keep disturbance and damage to a minimum.

This means that in general, the smaller your tree the better. Best not to attempt a tree over 2 feet tall, unless you are prepared for a lot of digging or have a backhoe to do the job. Remember that hemlock and cedar like damp locations.

How close should trees be planted to form a windbreak?

I would suggest spacing at three to four feet. As the trees get larger and compete for space, some can be cut out, if necessary.

Do transplanting trees need fertilizing. If so what kind of fertilizer?

In most soils, forest trees do not need fertilizing. Where it is discovered they do, nitrogen will usually be the nutrient to use. Fortunately, when you buy a tree from a nursery, directions are usually supplied and it is wise to note them. Too much fertilizing can actually kill a tree, so your best course is to follow the directions and be conservative.

If Douglas Fir is grown from seed, how large will it be in a year?

About five to six inches. Can a person get maple syrup from maples in the west or do only the eastern maples produce syrup?

The sap of all maples contains a form of sugar and in the old days all species were tapped. Today, only two species, the Sugar Maple (Acer saccharum Marsh) and the Black Maple (Acer nigrum Michx f.) are tapped for commercial purposes.

These are found in eastern Canada.

How many logs can a person cut to make a log cabin or house?

If trees of the right size and species are available on vacant crown land within convenient reach of where you are going to build, you can usually make arrangements to get enough logs to construct your cabin. Procedures for this are handled by the local Forest Ranger who should be approached before you finalize the plans for your cabin or log house.

How long does it take to be a forest ranger and what jobs are offered by the forest service?

Replies to these questions are discussed in two booklets, The Forest Ranger and A Career in the B.C. Forest Service. For free copies write the Information Division, B.C. Forest Service, Room 10 - 525 Superior Street, Victoria, B.C.

If you have any questions about trees and the forest please send them in. A book will be sent to each person submitting a question that is published. Write "Ask About the Forest," care of Canadian Forestry Association of B.C. V6E 2S9.

The Misadventures Of Oscar McFoisy

HE'S A HUNTER OF DUBIOUS CALIBRE

Conservation Officer Lawson battles his arch-enemy Oscar McFoisy in this series of articles explaining regulations affecting outdoorsmen. Prince George Conservation Officer Doug Adolph, of the Fish and Wildlife Branch, sheds a humorous light on the sometimes unknown risks taken by those not familiar with the law.

THE STATUTE
Section 7 (1) of the Wildlife Act states that:

"No person shall hunt wildlife with a firearm during the prohibited hours or under conditions of visibility that render the use of firearms more dangerous."

THE INCIDENT

A British Enfield .303 cal. rifle is a firearm that was mass produced in the early '1900s and used in both World

Wars. It is estimated that there are several million of them in existence today and sold on the market, usually for less than \$50.

Oscar purchased his from a friend because he was told that it was a collector's item.

Some poachers prefer to use the .303 because the clip magazine holds lots of ammunition and Oscar always carried three spares.

It was a rather cool, foggy Sunday when Oscar spotted the outline of a moose crossing a farmer's field and he licked his lips in delight of the prospects.

G. W. Lawson (the local Conservation Officer) just happened to be discussing some predator problems with the farmer that morning. He was a little late to arrive at the farm because of poor visibility presented by the foggy weather which occurs from time to time during the onset of winter. Windshield wipers and eyeglasses are always a problem during this time as well.

As Oscar lined his sights up on the moose, he may not have been able to see the buildings behind, through the glasses that closely resembled the bottoms knocked out of two coke bottles.

When the shooting started, it somehow reminded G. W. of the trenches during World War II so he, the farmer, and a housecat ran for cover.

It was easy to tell which direction the moose was travelling by the bullet holes spraying out the opposite wall of the barn.

The moose was last seen walking away, nonchalantly and unscratched, through the fog.

G. W. had to type up a report the next day in regards to the horse, three chickens, tractor and a barn swallow that were wounded in the barrage.

Oscar McFoisy had done it again!

THE ADJUDICATION

The Judge couldn't believe his ears when the evidence was presented in Court. In fact, he had to call a 10-minute recess to locate his bicarbonate of soda.

What could he say though, except that it is a matter of common sense where hunting in poor visibility is concerned.

Oscar's trigger finger hurt when he was ordered to pay \$300.00 in fines, plus cost of the damage, not to mention the confiscation of his .303.

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Do's And Don'ts - Rumpus Rooms

Fire Safety And Prevention

By Captain Don Carmichael, B.F.C.

BY CAPT. D. J. CARMICHAEL BFC

The Fire Department and Construction Engineering Section have recently had to weather a storm of criticism for our attempt to upgrade the standard of construction with regard to the building of rumpus-recreation rooms in MQ basements. The purpose of this article is to explain the various regulations and the reason for what apparently is a very unpopular program. Reference material used to gather information for this article includes the National Building Code (NBC), Canadian Building Digest by the National Research Council, CFAO's and an article titled "Insurance losses soar on 'unsafe' mobile homes" which appeared in the Oct. 16 issue of The Financial Post.

First of all, let's start with the regulations governing this type of project. CFAO 28-3 is the administrative authority for

improvements to M.Q. and in particular para's 47 to 53. The rules are quite clearly stated and it is highly recommended reading for anyone contemplating the construction of a recreation room. In short, before you start, you must have prior approval, all construction must comply with National Building codes (Residential Standards) projects shall be undertaken in an orderly fashion and completed within time limits prescribed by the B.C. Code. All projects shall be inspected by the B.C.E.O. at suitable stages of progress and on completion, to ensure compliance with the appropriate codes and DND standards.

What are the requirements as laid down in the National Building Code? There are a number of requirements such as, the minimum clearance around a furnace, however, the requirement which has caused the most concern is the type of wall covering which will meet the flame spread rating of the National Building Code. These materials are listed in supplement No. 2 of the Code and include gyproc, plywood minimum thickness 1/4" painted, hardboard 3/4" thick and weighing at least 60 lbs. per cu. ft., 1/4" hardboard unfinished, 4 mm. wood panelling which seems to be a popular choice does not meet the requirement and in fact burns violently. There are a great many wood, plywood and wood panel products which have been tested by the Underwriters Laboratories of Canada or independent testing agencies, that do meet the standard, however, many have been pressure impregnated with a flame retardant chemical and all those that have been tested and have passed, will have a ULC label affixed to the sheet or at least the bundle of sheets. I might add that these products are hard to find on the local market and will be very expensive if you do find them.

I think it would be appropriate at this time to explain what is meant by "flame spread" and what effect it has on a fire. The flame spread rating of a material is determined by testing it in a standard test chamber called the "Tunnel test". The chamber is lined with the test material and then set on fire, time and distance are measured then applied to a formula with asbestos cement board rated at "0" and red oak rated at 100. The numerical rating derived from this test dictates where the material can be used, i.e. 150 for use in residential occupancies.

The flame spread rating of the interior lining of a room or building is a very major factor in the development of a fire. Slow development generally improves the chances of escape, where high flame spread materials are used, flame development is so rapid that survival of the occupants is often impossible. It also means that fire departments have a major fire on their hands instead of a minor fire.

If you are still with me, you are obviously interested in the subject and you are probably wondering what is the connection between the referenced article "Insurance losses soar in mobile homes", and rumpus-recreation rooms. According to the article, reports in Insurers' Advisory Organizations and Co-operative Fire and Casualty Co. indicate that mobile homes are not as safe as conventional dwellings. Specifically their lives and homes are three to five times more prone to hazard compared with persons who live in convention housing; their chances of dying in a fire once it starts are 2 1/2 times greater; and, claims are at least double (\$1400 vs \$600) those on similar-priced conventional houses. The article goes on to say - both reports place the blame on the very factors that have made mobile homes a major alternative to "normal" houses during

the current housing squeeze - low cost and mobility. These have resulted in flimsy construction and use of combustible materials that make the homes much more prone to wind and fire damage. The IAO (Insurers' Advisory Organization) report places much of the blame on inadequate Canadian Standard Association (CSA) guidelines, which have created uniformity in manufacturing standards but do not go far enough according to the report. Regarding fire losses, it states: It is quite obvious that the CSA standards on mobile homes have to be augmented by a standard dealing with fire safety. It is worthy of note at this point that 11 of 21 members of the CSA Committee setting standards for the industry are manufacturers, according to the article. Which reminds me of the story about the curl in a pig's

tail - it doesn't do much for the pork, but it gives the pig a little class.

In summary, our efforts to upgrade the standard of rumpus-recreation rooms is aimed at two things - improve life safety standards and limit the possible fire loss in the event of a fire in a PMQ. For our own satisfaction and hopefully to convince you the occupant, the fire department conducted a burn test of the two most common materials we are finding in basements, namely, 4 mm panelling and 1/4" hardboard. Pictures of this very simple test accompany this article and I would like to emphasize that in no way is it a scientific evaluation of the burning characteristics, but a simple burn test. The tests were conducted in the smoke room at the fire fighter training area and consisted of two sheets of material placed in a corner of the room with a standard metal waste paper container, with a discarded newspaper for fuel. The results were as follows: -

TIME	CHARACTERISTICS
1min. 05 secs	Began to burn
3min, 10 secs	Engulfed and burnt through
	heavy scorching and flashover
	Fire put out

TIME	CHARACTERISTICS
2mins, 45 secs	Began to burn
4mins, 20 secs	Burnt through, heavy scorching
	no flashover
	Fire put out

In conclusion, 1/4" hardboard burns slightly slower than 4 mm panelling and is only acceptable in an unfinished state previously mentioned in the article.

To reiterate a previous statement, if you want to build a rumpus room, contact the Requirements Officer at Local 378 or phone the fire prevention office at Local 250. Get your project approved before you build, not after. Last but not least, for those who might not have had the pleasure, if you see a pretty face under a fire fighter helmet, it belongs to Pte. Shannon McLaughlin, one of two female fire fighters in the Canadian Armed Forces.

Quitting Smoking? Get The Facts

Smokers intending to quit should obtain as much information as possible before giving it a try, advises Health and Welfare Canada.

The department is urging people to break the habit.

According to the department, it's much easier if you have all the facts and pros and cons. There are, it argues, very few pros and very many cons.

Countless studies have led to the conclusion that smoking not only lessens the enjoyment of life

through the deterioration of health, but contributes to many deaths as well. Smokers run a greater risk of lung cancer, chronic bronchitis and emphysema as well as heart attacks.

Two recent department publications that provide hints and information on smoking hazards and how to stop smoking are now available. One is a Smoking Self-Testing Kit, the other "So-Im Living Dangerously". Write to O.D. Lewis, Health and Welfare Canada, Ottawa, Ontario K1A 1B6.

4mm Panelling

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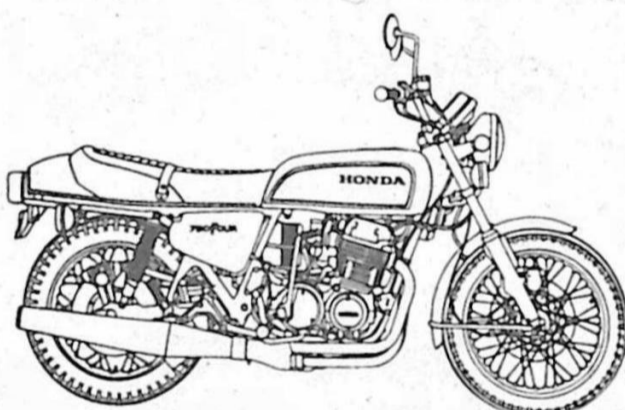
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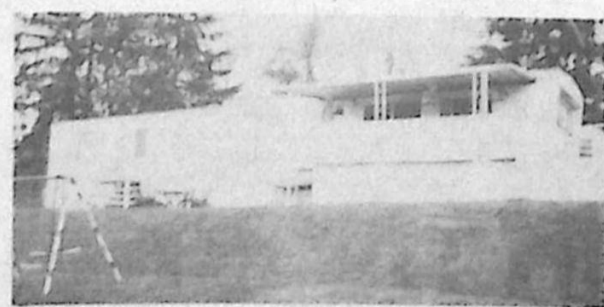
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Saturday - 7:00 p.m. (Sunday Vigil)
Sunday - 9:30 a.m. and 11:00 a.m.
WEEKDAY MASSES: Mass will be celebrated in the Chapel on weekdays at 9:00 a.m.
SACRAMENT OF RECONCILIATION: Confessions are heard before and after all Masses and at other times upon request.

CATECHISM CLASSES: Catechism Classes for Grades 1 to 8 are held regularly each Wednesday evening from 6:30 p.m. to 7:30 p.m. at the Airport School in PMQs.

BAPTISM: By appointment. Instructions for parents required prior to Baptism.

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

CHAPEL SERVICES

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

The Protestant Chapel is located in Wallace Gardens (PMQ area) and Divine Service is held every Sunday at 1100 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.

Here, There And Everywhere

Firing Away

Baby Sitter's Course

In order to meet a growing demand in Canadian communities for capable and responsible baby-sitters, the Canada Safety Council has produced "The Baby Sitters' Training Course."

The aim of this course is to enlist the services of teachers and youth group leaders across the country in upgrading the standards of baby-sitting in their areas.



The Base Fire Department is pleased to cooperate with the Canada Safety Council in this objective.

The Base Fire Department will be conducting a Baby Sitter's Course with guest instructors from Public Health and Military Police.

Dates: 7, 8 and 9 Dec. 76.
Times: 1800 hours till 2100 hrs.
Place: PMQ School, Rms. 39 and 40

Age: 12 years of age or older; 11 year olds whose birthday falls on or before 31 Mar. 77 may apply and will be taken if space available.

Registration: Registration forms will be available at PMQ School, Principal-Secretary Office on 1 Nov. 76. Registration must be in by 30 Nov. 76.

Course Content: Child Care Child Behaviour Special Care (sick children and elderly) Games to play and safe toys Responsibilities and Rights of sitter and employer

Security (safety of sitter, children, and dwelling) Very basic First Aid Fire Prevention, protection and action in event of fire

Walk it to me!



Camerons Join Foster Parents

A very special commitment has been made by members of our community; Annabelle & Norm Cameron of Comox, B.C. have joined Foster Parents Plan of Canada. They have adopted little Jenny Rada, aged five years of Bolivia. The Camerons' monthly contribution of \$19.00 brings help not only to the Foster Child, but every member of the family.

The \$19.00 a month provides the family with a monthly cash grant or material benefits; free medical and dental care, free prescriptions, the sustained guidance and counselling of social workers and the benefits of many special programs. All

Foster Children and their brothers and sisters, age permitting, are encouraged to attend school. Where suitable, vocational training courses are made available, free of charge, for Foster Children, their brothers and sisters, and where practical, their parents. The objective is to provide the family with the tools to help them become independent and self-supporting. All programs are adapted to the needs of each country and later tend to be concentrated in rural areas, where the whole community can benefit, particularly through mass inoculations, etc.

Foster Parents and Foster Children correspond monthly

(letters are translated by PLAN) and often develop warm and affectionate relationships which mean as much to the child as the material and financial aid.

Foster Parents Plan is currently working in thirteen countries in South America, Central America, Asia and Africa. Over 70,000 children are currently being aided by individuals, groups and families in Canada, Australia, The Netherlands and U.S.A. For more information on this non-profit, non-sectarian, non-political independent organization, write to Foster Parents Plan of Canada, 153 St. Clair Avenue West, Toronto, Ontario. M4V 1P8.

Library News

The Base Recreational Library extends a warm welcome to all newcomers on the Base. If you haven't found us yet, we are located upstairs in the Recreation Building, just down the hall from the BITO's Office. We're open on Tuesday, Wednesday and Thursday from 12:30 - 14:00 and 19:00 - 23:30. On Friday, the hours are 12:30 to 14:00 only.

All Service Personnel and DND employees are eligible for a member's card, and their dependents are entitled to use their cards. Please don't forget to bring your Personal Liability & Clearance Certificate.

All books are issued for a period of two weeks, and can be renewed for an additional two week period. There is a convenient slot in the door for

returning books when the library is closed.

We are receiving Sporting News and Cycle Canada, and among the new books in our "How To" section are Outboard Motor Service Manuals, and Motorcycle Service Manuals.

We also have a good supply of newspapers coming in from other Bases and Stations across Canada.

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Neighbourly News

"Backfence Gossip"

PMQ Preamble

REC. ROOMS:

A particular topic, that of the Rec. Room in PMQ basements, continues to be of concern each Council meeting, and the meeting held October 27th was no exception. Hopefully, the answers to many questions will be forthcoming at the next Council meeting as the Base CE Officer and the Base Fire Chief will be invited to address the Council on that matter. One of the apparent concerns of residents is that while on one hand we are encouraged to improve the area about the PMQ, on the other, we have someone telling us that the improvement is not satisfactory and must be ripped out.

While no resident will disagree with the requirement to remove a fire hazard, there is a fair amount of concern over the fact that rooms which do not meet the Fire Regulations are now required to be removed. The latest directive from CE does not state that a room shall be taken out, but that the resident is encouraged to do so. The question put to the Councilors is, "How come it wasn't a fire hazard last inspection, and now the house will burn down if it isn't?"

There appears to be a double standard or just possibly we are at the mercy of whatever interpretation the CE, Fire or Housing personnel

wish to make of the existing regulation.

The generalizations expressed here are not the result of one complaint, but are the results of a continuing concern expressed to Council by PMQ residents. Hopefully, the answers to these and other questions will be made available at the next meeting of Council. If any resident has a specific question, they should make them known to their Ward Councilor before November 24th. The answers will be published in the Totem Times. (Editor's Note: Refer to "Do's & Don'ts - Rumpus Rooms" on page 10).

EMERGENCY TELEPHONE NUMBERS:

This week's skill testing question is, "If I had a fire in PMQ's, where do I telephone?" Call the Base Operator and ask for the Firehall, right? Wrong!! A "Clip & Save List" of Emergency telephone numbers, along with a list of the PMQ Councilors (for those who missed it) is published in this issue of the Totem Times.

The Base Fire Chief says: "There are Fire Alarm Boxes located in the PMQ area as an alternate to phoning 339-3333. Know the location of the one closest to home."

PMQ QUESTIONNAIRES: Prior to the next PMQ Council Meeting, the Coun-

cillors will be making the rounds of their Wards to meet the residents. We shall be handing out questionnaires which, when completed, should assist you in knowing what Council is all about and assist your Councilor in doing his job.

VENTURE PLAYGROUND:

For the past several months, a project to construct a "Venture Playground" on the Airport School grounds has been in the planning stage. The Venture Playground, as it is planned, is to be a playground constructed primarily to logs and tires, that will be attractive to a broad group of children, that will be aesthetic with its surroundings. Initially, the planning called for a few playground items to see how well the idea is received and how the children utilize them. If deemed worthwhile, the playground could be expanded in the future to any extent desired.

The project is a joint venture of the PMQ Council and the teachers at the Airport School. Financial support has been pledged by both groups in the amount of \$700 from each organization.

As is the case with most projects, there is more involved than is readily apparent. We had originally hoped to start construction before winter, but at present it appears that winter may win the race. The primary planning has been completed. Base approval has been granted and the monies are available. Logs and scrap tires have been gathered over the past several months. Part of the area needed for the playground is on the school grounds and the other on adjacent DND property. A request for siting approval must be submitted to Air Command for final approval, and until this is forthcoming, no work on the actual site may be commenced. In that area, Council has gone as far as it can.

Even with final approval, a few problems will remain to be solved. These include:

- Availability of tools and equipment such as chain saws, post hole diggers, cement mixers, and so on.
- Final design and construction details.
- Supervisors during construction.
- Volunteer help (sometimes referred to as "slave labour").
- Logistics - bringing it all together (materials, manpower, and equipment) all at the proper time.

Perhaps some of you may be able to help us solve some of these problems. Maybe you could come out and give us a hand during the construction of the projects, or maybe you have some tools we are going to need.

A call for help will be going out when the construction begins. WO Al Kraus recently assumed management responsibility for the project from Sgt. Wayne Cudmore, who moves on to bigger and better things in the "World's Largest Sandbox".

Calling All Square Dancers

By RUBY WESLEY

The Ocean Waves Square Dance Club have reserved the small CRA hall for a square dancing party to be held on Saturday, November 13th from 7:30 p.m. to 11:30 p.m.

Invitations are being extended to the Campbell River Rockets, the Powell River Stardusters, the Port Alberni Do-Si-Do's and the Nanaimo Amalgam-Eighters. The "welcome mat" is also out for all other square dancers wishing to enjoy an evening of fun and good fellowship dancing to Club Caller Bob Jeglum.

While we are at it, we simply have to mention our enthusiastic beginners' group. They are making fantastic progress each Sunday evening under the direction of Bob and Joy Jeglum and each session is joined by various members of the club who really enjoy getting in on the spirited good time. Other dancers are most welcome on this easy level dance night, especially those wishing to take a refresher course.



'Rusty' Paints

"I do just about everything in the artistic line, from commercial, to murals and oil painting," says Master Corporal G. H. (Rusty) Rutherford, a Safety Systems Technician.

"It's a hobby, but I hope to convert it to a business in the commercial art field when I retire in six years," he said during an interview on Tuesday.

Rusty says that painting Old English Script is his favorite pastime and he has been doing it for over 15 years.

"I haven't had a course. It just runs in the family. Even my son, Georgie, is showing signs of having a flair in this direction." Master Corporal Rutherford is a highly skilled artist. The Snowbird Aerobatic Team has made good use of his talents over the last three years, and even though he no longer belongs to the Team, he still does a lot of work for them.

Rusty has just completed a large plaque and photo album for the Snowbirds. He has done one each year since 1973. The results of his work are displayed in the Snowbird Lounge at CFB Moose Jaw, Sask.

Rusty lives in a PMQ with his wife, Win, and two sons, Georgie and Jim.

Catholic Womens' League News

By LUCILLE AMIRAUT

Our Lady of the Airways, CWL Council of CFB Comox, wishes to invite all the women of the parish to attend the November meeting at the Parish Hall at 8 p.m. on the evening of Tuesday, November 9th. The meeting will be preceded by Mass in the Chapel at 7:30.

The last few months have found the Council members busy getting re-acquainted after the summer months, and greeting new members who have arrived from other base councils across Canada. The CWL is basically a Service organization, serving the spiritual needs of the members and the community, as well as the material needs. Consequently, the young

women who are members of the Comox Council visit the Glacier View Manor at least once a month; teach or assist with the Catechism program for the young children of the parish on Wednesday nights; care for the physical needs of the church; pray for the spiritual needs of the parish; and unite the bond of friendship and caring for one another.

Your prayers are requested for the speedy recovery of one of our members, Ann Redmond.

After the October meeting, Cpl. Kaland gave a talk on Fire Prevention and showed a film on "Fire Prevention in the Home". This was appreciated by the 15 members present.

Bazaar A Success

Spooks and witches at Airport School helped to brighten a rainy Saturday afternoon when the Protestant Guild held their annual bazaar. In spite of the weather, a large number of people attended and enjoyed tea and goodies in the tearoom which was nicely decorated for Halloween.

The Guild would like to say a public thank you to everyone who donated, attended or helped in any way to make the bazaar a success. A special thank you is extended to the men who helped to move tables and to the following stores who made donations: Red & White, Safeway & Super Valu.



I'll get it in the spring

Officers' Wives Club News

BY JANICE POOLE

The Officers Wives Club at CFB Comox, held its meeting in the Officer's Mess at 8 p.m. on Oct. 20th. The Nu-Look Beauty Salon and Hairport in the Driftwood Mall treated all members to a demonstration of different hairstyles; the art of a proper haircut and blow-dry; ear-piercing and nail care; as well as a display of wig fashions.

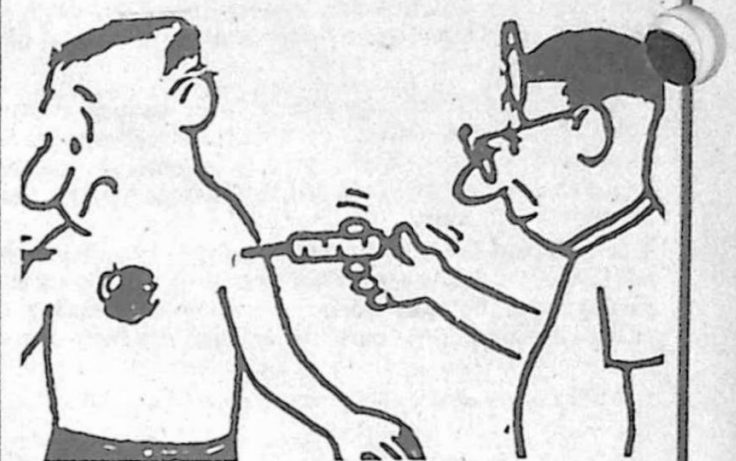
Kellers Jewellers and Copp Shoes of the Driftwood Mall presented the newest look of European jewelry settings and the latest in footwear fashions. Alfreda Walsh of Nu-Look co-ordinated the evenings activities. Models

mingled through the audience sporting a wig or new hairstyle, and wearing an assortment of rings and jewelled necklaces or pendants.

On Nov. 17th, the OWC will present a Christmas Chinese Buffet and the entertainment will be a mini-fashion display by Robert A. of Courtenay, and Christmas Floral Arranging by Courtenay Florists. Tickets for this occasion are now on sale from any member of the Executive at \$5.00 for members and \$6.00 for guests.

Deadline for the tickets is Nov. 7.

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Mayor, Major Ken Howard (95)	339-4871 (210)
D-Mayor, Capt. Pete Morrow (85)	339-2019 (423)
Town Cop, Cpl. Andy Kish (To be contacted through 280)	
Ward 1 - Apts A & B, PMQs 1-11, 101 & 119-122.	
Cpl. Ed Kostyk (A-1)	339-5065 (285)
Mrs. Elizabeth Dick (2)	339-5325
Ward 2 - Apts. C, D, E & F	
MCpl. Jim Redmond (E-2)	339-2626 (285)
Sgt. Larry Bourgeois (D-5)	339-2938 (354)
Ward 3 - PMQs 12-25 & 34-48	
WO George Giles (37A)	339-2944 (308)
MSgt. Dick Eppler (36A)	339-2184 (393)
WO Al Kraus (29)	339-4271 (374)
Ward 4 - PMQs 26-33 & 49-65	
Sgt. Sy Pshytocky (57)	339-4253 (318)
CMSgt. Don Pierce (55A)	339-2924 (434)
Ward 5 - PMQs 66-83	
Capt. Smokey Alexander (77)	339-339-4360
Capt. Hazen Codner (71)	339-3978 (409)
Ward 6 - PMQs 84-100	
Mrs. Rhona Windish (90A)	339-4420
Capt. Pete Morrow (85)	339-2019 (423)
Ward 7 - Apts 102, 103, 105-108	
MCpl Bob Carter (108C)	339-5335 (315)
MCpl. Rusty Rutherford (106C)	339-5106 (360)
Ward 8 - 104, 109, 113, 115, 117 & 118	
Cpl. Dave Jones (115A)	339-2145 (417)
SSgt. Gil Dufresne (109A)	339-4949 (429)
Cpl. John McKim (109C)	339-5973 (431)
Ward 9 - 110, 111, 112, 114 & 116	
Cpl. Jim Hagar (110E)	339-5277 (367)



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Each Credit Union is free to tailor its services to the needs of its members. There are, for example, Credit Unions that are open six days a week, and Credit Unions that are open only on Wednesday afternoons.

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