



TOTEM TIMES



CONSUMER TAKES LUMPS AS COFFEE BEAN JUMPS

VOL. 19 - NO. 1

CFB COMOX TOTEM TIMES

THURSDAY, JAN. 6, 1977

Bonnie Crowned



At the Base Teen Organization Christmas Dance, Bonnie Campbell was officially named Miss Wallace Gardens. She will represent the Base during the Comox Valley Snow Queen Pageant. BTO President Karen Wilson assisted in presenting Bonnie with a number of gifts, courtesy of the Base Exchange. (Staff Photo)

The Past Returns?

Have you ever bemoaned the passing of the "good old days", when people were polite, children seen but seldom heard, and a body could sleep through the night without being awakened by some nut with a head to match his "muscle car"?

Many municipalities have by-laws, controlling such things as loitering, profanity, noise, etc., but very few police departments take the time or trouble to enforce them. In fact, many of these by-laws are products of a by-gone era and are ignored because of it.

Within the last six months however, the Minister of Municipal Affairs gave approval to a "Peace And Good

Order" by-law for the municipality of Kings County in Nova Scotia. Kings County includes the towns of Kingston and Greenwood.

The Peace And Good Order by-law covers such offences as, "profane, obscene, lewd, or lascivious language or conduct", in public places. It says that "no person shall obstruct any other person while such other person is proceeding on his lawful way". It prevents loitering "in or around the entrance or steps", of any public or private building, or any street or lane after being requested to move away by someone in charge or policeman. The by-law prohibits "unnecessary noise or disturbance", and

"encouraging dogs to fight in a public street nor in any public place". It also bans the throwing of "fire-ball, squib, firecracker or fireworks", into, at or near any thoroughfare, building or person. Finally, and perhaps the most important, "no person shall make unnecessary noise or cause a disturbance by the operation of a motor vehicle."

Failure to comply with this by-law can result in a fine of \$50.00 or ten days imprisonment.

The by-law goes far to prohibit many of life's annoyances; the question remains though, how far will the police enforce it. If it can be done in Kings County, why not the rest of the country?

Dial -A- Forecast

The Weather Office at CFB Comox initiated a "Dial-a-Forecast" service on January 1, giving the Comox Valley public an up-to-date weather forecast at their fingertips. By dialing 339-5044, anyone can reach the Duty-Forecaster on tape with the latest forecast.

Over the years, more and more Comox Valley residents have been calling the Duty-Forecaster for his latest prediction, and it is hoped that this new service will allow easier access to the latest weather information. At the same time, the forecaster will be free to closely watch the weather with his teletypes, weather maps, satellite pictures, etc.

In addition to general weather forecasts, the taped answering system provides the latest on the Georgia Strait winds for boaters, ski weather information in the winter, and an outlook for farmers in the summer. The tape will be updated at 6 a.m. noon, and around 5 p.m. The actual weather report for CFB Comox will be added to the end of the tape as the weather changes.

The new service is a joint effort of CFB Comox and the Atmospheric Environment Service Pacific Region.

Dial-a-forecast at 339-5044.

1976 Roundup How The Forces Fared

OTTAWA -- Olympics, improved search and rescue capabilities, more effective distribution of army elements in Canada, orders for new tanks and long-range patrol aircraft, and a new defence minister were some of the things that happened to Canada's Armed Forces in the past 12 months.

On balance, defence planners conclude, some significant milestones were passed in 1976. An aura of stability began to emerge as a result of the government's decision in late 1975 to compensate for inflation in the Department's personnel, operations and maintenance budgets and to arrest erosion in Armed Forces' capital budgeting,

permitting planning for vital re-equipment programs to go ahead.

That decision dictated that the capital part of the budget would be increased, "in real terms," at the rate of 12 per cent per year for five years commencing with fiscal year 1977-78.

What is meant by "real terms" is that the prevailing annual inflation factor will be added to the 12 per cent increase. The new formula begins from the 1976-77 fiscal year base of \$470 million.

However, officials emphasize that there still are some short-term problems, and that they're not out of the woods yet. They explain that there will be very little flexibility in the next two or three years.

The cornerstone of Canada's defence policy continues to be that only through a balance of collective military strength can peace be safeguarded, and that no other aims of our society are achievable unless the security of Western territory and resources are assured.

PAY NOW OR LATER

Canada's chief of the defence staff, General J.A. Dextraze, says "the costs of maintaining peace are much less than the costs and suffering caused by war."

The West "must have sufficient forces to leave potential aggressors in doubt as to the success of any military actions they may contemplate," he says, adding that "this is deterrence in its simplest form."

His interpretation of the intentions of the Soviet Union and their Warsaw Pact partners, he says, and the reason they have been steadily amassing military and naval forces far in excess of those needed for defensive purposes, is drawn from a statement by Soviet foreign minister Andrei Gromyko: "The forces of peace and progress (meaning the Warsaw Pact) now have a visibly increased preponderance, and may be in a position to lay down the direction of international politics."

"That," said Gen. Dextraze, "is their interpretation of detente and the spirit of the Helsinki agreements!"

"The West wants peace," he said, "but not peace at any price," and to achieve it "requires expenditures on items which, if bought in time and in adequate numbers, will never have to be used in war."

Meanwhile on the high seas, in the air and on assignments abroad, sailors, soldiers and airmen continued in their assigned tasks.

Incursions of Soviet aircraft in the Canadian control sector off Canada's coasts are monitored routinely, and photographs often are taken for intelligence and analysis purposes.

In March, April and September, photographic reconnaissance continued of floating ice islands manned by Soviet scientists in high Arctic water.

RE-EQUIPMENT

Surveillance in the north and along our coasts, and more modern equipment for troop formations assigned to NATO in Europe, are the first priorities for increased funds for equipment expenditures.

As a result, orders have been placed for 18 long-range patrol aircraft - the Aurora, rated as among the best in the world - and 128 German Leopard tanks for the army's mechanized formation in Germany.

Looking down the line, initial planning is in motion to replace ships and fighter aircraft that will become obsolete and liabilities sometime in the 1980s.

AIR-SEA RESCUE

REVAMPED

Search and rescue capabilities were singled out for attention late in the year, with the government's decision to reinforce men and

(Continued on page 10)



FROM OUT OF THE WOODS...Soldiers of the Royal Canadian Regiment wait for the order to advance during exercises at CFB Gagetown, N.B. (CF Photo)

Pioneer Airman Dies



AVM G. WAIT

OTTAWA (CFP) - Air Vice Marshal (ret'd) Frank G. Wait, CBE, one of the "fathers" of the Royal Canadian Air Force, died here Nov. 28. He was 75.

He joined the RCAF in 1924, its birth year, and served 31 years before retiring in 1955. He was a Royal Military College graduate when he enlisted, June 16, 1924, and trained as a pilot at Camp Borden, Ont., on the Avro 504, of World War I fame.

AVM Wait was Air Member for Personnel at RCAF HQ in Ottawa when he retired in 1955.



LT GEN W.K. CARR

NEXT TOTEM TIMES DEADLINE

JAN 17

Another Visitor



M GEN K.C. LETT

Major-general K.C. Lett, Deputy Chief of Staff, Operation, at NORAD headquarters in Colorado Springs, visits Comox on January 6-7.

According to LCol. D.E. Carney, the general's visit will be short and informal. (CF Photo)

Boss To Visit

Lieutenant-General William K. Carr, Commander Air Command, is scheduled to visit CFB Comox on 19th of January 1977.

While the object of his visit has yet to be announced, he will be attending the various Messes for functions while here. During his stay, there will be a Buffet Luncheon at the WO and Sgts' Mess, and later a gathering in the Jr. Ranks Mess. Finally, there will be a Mess Dinner in the Officers' Mess.

New Contracts

OTTAWA - Forty-eight contracts totalling \$4,395,869 were awarded by Defence Construction (1951) Limited in October, Defence Minister

Barney Danson has announced.

The list was topped by a \$12,000 contract to Boyd and Garland Construction Services, Ltd., Dartmouth, N.S., for construction of new quarters at Camp Debent, N.S.

Nova Scotia firms received 12 others at \$1,067,056; British Columbia, eight at \$335,524; Ontario, six at \$521,838; Quebec, eight at \$602,079; New Brunswick, two at \$84,000; Newfoundland, two at \$310,116 and Alberta, nine at \$963,256.

The next largest contract, \$361,515, went to Noralta Construction Limited of Grand Centre, Alta., for equipment and brush clearing at the bombing and rocket range at Canadian Forces Base Cold Lake.

For MCpls

A message from Air Command indicates that CFAO 49-4 outlines policy regarding the requirement for Master Corporals to take the Junior Leadership course.

The CFAO states: "Personnel nominated for JLC training by NDHQ who have been promoted - appointed MCpl prior to undertaking such training are not exempt by reason of promotion - appointment."



BETTY CROZIER

Receives Commendation

Mrs. Betty Crozier, Invoice Processing Clerk in the Base Comptroller Branch, and a civilian employee at CFB Comox for almost 24 years, was the recipient of the first Base Commander's Commendation awarded to a civilian at CFB Comox. The commendation read in part "for exceptional rapport in dealings with many sections at CFB Comox and with civilian suppliers of material and services." Her contribution has done much to enhance the image of the Base and she will be greatly missed as she begins retirement in January 1977.

(Base Photo)

Frolic Ends Safely Bus Carries 'Spirited' Load

"More fun on the bus than at the party," said a homeward bound reveller.

A more relaxed, fun loving group climbed aboard the Base Transportation supplied buses after the New Year's Eve festivities at this airbase. No one was worried about

supplying more statistics to the Motor Vehicle Branch.

"You are my Sunshine" was one of the favourite songs echoing from the large vehicle as it wended its way around and through the local communities. Passengers were deposited near their homes

thanks to the efforts of a number of drivers who gave up their evening's entertainment so that other could enjoy theirs.

The Military Police had a reduced number of vehicles through their snake-like trail of day-glow pilons as a result

of the full use of the bus service.

The Base is continuing to support the local safety campaigns by offering military personnel, their dependents and guests transportation home from Mess functions.

Out With The Old



Bose photo

Past C.O., C. B. Lang



Mushroom Mutterings

After a long delay, we have some good news and some bad news for you.

First the good news: The visiting AMIT group gave everyone in the Mushroom Farm a gold star for their efforts. Secondly, a quick check through the hangar seems to find everyone back on the job after the Festive Season... although some do appear to have indulged at the table a bit too much.

Now for the bad news: After the Baccanals at the 117th Annual 442 Squadron Christmas Stag, Broomball Conflict, and Frog-Poppin' Contest, the squadron has now been re-titled, the "Fightin' Four Hundred and Fortieth".

The Broomball and the Stag afterwards was pretty good, though. During the Broomball, the Aircrew continued their usual dirty tactics in a vain attempt to win. They kept kidnapping Groundcrew players and stealing their equipment, leaving the poor souls bare in various places. Our American imports took to the game quite readily, and both contributed to the game. It was a bit of a shock for them to find out that ice could be used for more than cooling drinks... although that came later. The final result of all the sweat and panting was a 2-2 tie on the ice, and the Groundcrew managed to top the Aircrew by polishing off the refreshments before the game was over.

The Stag turned into one massive presentation ceremony as Mushroom Men trophies and Squadron plaques were handed out to seven departing members. Others were set aside for those who had already left. It was during these presentations that one Mushroom almost found himself tied, gagged and thrown into a closet, however peace prevailed and the speeches continued.

Departing members include: the Boss Mushroom, C.B. Lang (who finally found out where he was posted the day he was slated to leave); Back-up Boss Mushroom, "Moose" Osborne; Hero Helicopter Pilot, Bob Goldie; Whip-crackers Attfield and Dalton; and Slaves Jackson and McCord. Some are leaving for bigger and better things, and others leaving to collect their Unemployment and Welfare cheques.

During the celebrations, our American imports discovered the secrets of gracious living and in a magnanimous gesture, expanded the fleet of 442 (Transport and Rescue) by donating their C-141 Starlifter. With all the time it has on the 442 line, they decided, "what the heck"!!! George and Jim have since returned to Norton AFB, thus evading further questions like, "What the heck are we supposed to do with it?"

Also during the holiday season, Col. C.B. Lang figured that he'd seen enough of ugly faces and handed over the reins of command to Col. J.M. Demers. His only problem was solved when a mere two hours before the Hand-Over Parade, Ottawa finally found another office for him to hide in. C.B. will now be spending all his time cruising up and down the waterways near Trenton, Ontario. In his Acceptance speech, Col. Demers promised Mushroom Men all sorts of things to look forward to... like longer hours, more work, deployment, more work, extra bodies, more work... (I wonder if they still have Exchange Postings).

As the Mushroom Farm missed wishing everyone Seasons Greetings in the last issue, at this time, we all hope that Santa Claus was good to you, and that your New Year's hangovers weren't too bad. Now that 1977 is here, may you all survive until next payday!!!

C.O.'s Acceptance Speech

Thank you Col. Lang for your kind remarks and on behalf of all of us here today May I wish you and Mrs. Lang the best of luck in your new assignment. There is no doubt in my mind that the entire search and rescue organization will greatly benefit from having you in a senior staff position.

If I may now address my remarks to members of this squadron: I would like first of all to tell you how honored I feel to have been given the opportunity to serve as your commanding officer. I realize that more than anyone else that to follow Colonel Lang I'll have some mighty big shoes to fill. However, a squadron can only be as good as its members are willing to make it and no commanding officer can alter that fact except to provide the necessary leadership and to create a milieu in which his people can get on with their work.

I have met a number of you in these past few weeks and I plan to get to know all of you before too long - the strongest impression which I have gained from my contacts with you so far is one of total dedication to the squadron and to its mission. This kind of dedication, combined with the unique sense of accomplishment which search and rescue work offers, in my way of thinking, has to be a winning combination and I can well understand why most of you would not want to do any other kind of work no matter how demanding and sometime hazardous the work may be.

From all the reports that I

have had this squadron has been doing exceptionally well and I certainly don't intend to introduce any changes which might interfere with this fine performance or with a mode of operation which has proven so successful.

There will, of course, be some changes in routine which will become necessary over the next several months to implement the decision recently announced by the Minister of National Defence. As you undoubtedly know the Canadian forces will be formally tasked to provide air resources for marine incidents as well as for air incidents. In support of this decision the squadron will eventually receive two additional helicopters and a substantial number of personnel as well as some new equipment for both the Labrador and the Buffalo aircraft and when these resources become available the squadron stand-by posture will be upgraded.

While the sheer size of this country could undoubtedly absorb a lot more dedicated search and rescue resources, I think that this recent announcement is most encouraging - it makes 442 squadron the largest search and rescue squadron in Canada, it is a most welcomed indication that search and rescue is finally getting the kind of attention it deserves and - it is recognition that the Canadian forces can do the job more efficiently and cost-effectively than anyone else. It is therefore our responsibility to ensure that we provide the best possible

service with the additional resources which are to be put at our disposal.

Finally gentlemen - I am new to search and rescue and I have a lot to learn about the business, but I can assure that there is no place in these armed forces where I would rather be than right here with 442 squadron. I promise you that I'll give this squadron my best.

Therefore - with your help - I hope to learn what I must in short order - and I look forward to a pleasant stay with you and to the continued success of 442 Squadron.

In With The New



Bose photo

The New Boss

Plastic Milk Pouch Enters B.C.

VANCOUVER, B.C. This month the B.C. milk industry makes a major move in the area of milk packaging as modern as tomorrow. Commencing Monday, January 24,

The unit will come in three 1

1.3 litre pouches (4 litres) wrapped and packed in a large outer film bag. The outside wrap will ensure additional protection for the inner pouches, as well as

carry printing to describe the contents and identify the dairy.

An attractive, special type

(Continued on page 3)

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MEMORANDUM

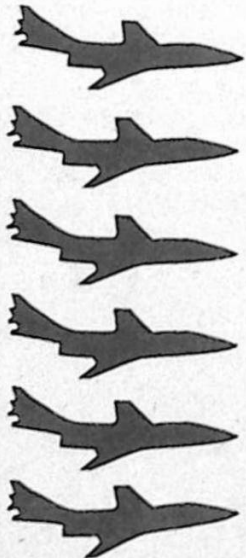
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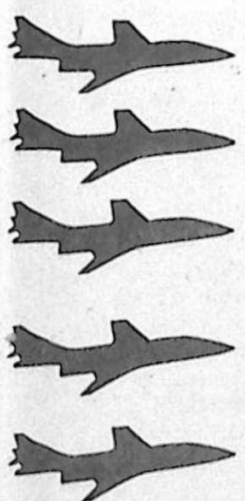
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Courtenay

OL' 'CB' MAKES FINAL RUN IN 1976 ON THE FRIDAY NIGHT SOBRIETY TEST



Alert — Then and Now

When Master Warrant Officer Al Blackett, 46, of Ottawa, checked out of Canadian Forces Station Alert, on Dec. 2, he left behind 20 years of memories.

In 1957, as an airframe man, second class, he helped put up the first buildings, some of which are still in use.

It is considered a remote posting nowadays, but it was a good deal more remote, and 10 times as primitive, when he arrived.

There was one small hut, he recalled, but it was unheated.

AC2 Blackett was a member of 2 CMU (Construction Maintenance Unit). They flew from Calgary to Thule in easy stages, and flew from Thule to Alert April 11, 1957, in a USAF Globemaster. Included in the big plane's body was a snowblower, a 2½-ton truck, 29 men, and their supplies and baggage.

"There wasn't much room to roam around in," he said.

"We ate at the Department of Transport weather station, and stayed in the hut. We slept in Arctic sleeping bags, because there was no stove, and temperatures reached -38 degrees F. at night.

"If we wanted to watch movies, we had to use three Herman-Nelson heaters to

make the building warm enough to sit in," he said.

"We built a 50,000 gallon oil-storage tank and hand-pumped 980 barrels of fuel, transported in 10 Globemasters."

After they were here for a while, they received a message to remove the bodies of nine men killed in a 1950 plane crash. The graves were next to the runway, and they were taken to a location nearby, where a rock cairn now commemorates the event.

The next year the runway was widened, covering the

spot of the initial graves.

AC2 Blackett is renowned in the history of Alert as the only man to miss the outgoing aircraft.

Most people posted to Alert are standing on the runway counting the minutes till the plane's departure.

"On July 2, 1957, the outgoing aircraft's pilot said he was leaving at 9 p.m., and he wasn't kidding.

"I was running around trying to get my travel claim signed by the warrant officer, and the plane took off. I had to wait three days for another plane out.

Nice People

The nice people will regretfully be missing from the next couple of issues due to a little leave for a tired assistant editor.

However we will return and your contributions for nice people are requested.

Aloha Gord

Squadron Awards



"WE GOT THE GOODIES, Now Let Us Out Of Here". Greedily clutching their awards are, LCol. C.B. Lang, Sgt. C. Attfield (rear), and Cpl. G.E. Johnson, Capt. R.J. Goldie, Maj. L.G. Osborne, and Cpl. K. McCord (front).

Ewing Photo

Nighthawk Scribe Tells All

An Editorial Opinion



If "thought", "word" and "deed" are the three phases of all things then the perception of "appearance" and "reality" provides an interesting study. Things may or may not be in "reality" what they "appear" or "do not appear" to be. Is the perception a correct one? The new year has dawned and it ushers along new hopes and expectations. So it does. Hope by it's very nature is op-

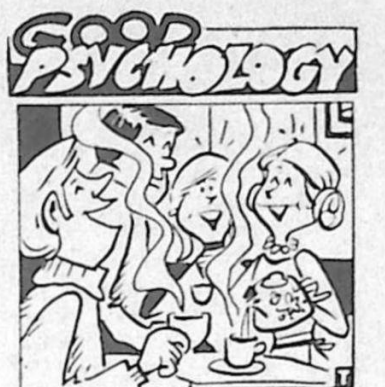
timistic. But hope is not wishful thinking. On the other hand, the frustrations of the year, and years, gone by carry forward piling on top of good intentions gone sour because of wrong perceptions and misplaced interpretation of the appearance and not-too-well thought out application of the appropriate response.

Hawks must reflect dispassionately on 1976. The successes and failures, the strengths and weaknesses, the triumphs and tragedies must be reviewed in totality and appropriate lessons learned. Mistakes of the past must be avoided, or at least minimized. The ever present tendency to pass the buck must be stopped. Coordination, interaction and involvement must replace decrees and isolation in Hawk's life. This is the minimum requirement if the Hawk's Nest is to survive as an ideal perching place for the old and tired and the young and fresh alike. Better men than any on the nest have done it in their time and I have confidence we have the ability to do it in ours.

After all this is said and done one, if any Hawk who does not understand, may ask what are these New Year's ramblings all about? A good question. For the past short while, in the dying days of 1976 we have experienced more problems, both on and off the ground, than anytime in my entire Service life. Possibly it was a coincidence. But the probability for this is very low. One must get to the root of it all otherwise those who must know better will never be forgiven. Hindsight is always better but to foresee

requires the ability for clear perception.

And as the friend said, "Your negative approach is having an adverse effect on the people around". If true I agree with one reservation: If my negativism is indeed stronger than all the combined positivism of all the Hawks then indeed all of us are in deep trouble. For my part, I cannot, must not and will not allow my negativism to become stronger than all the combined positivism of any or all of the people around me. But let us not go into my personal problems; they are nothing compared to the problems of the Hawk family. And as I said earlier: "Let us perceive and reflect on the Appearance and Reality as it affects the Nighthawk's nest life and act accordingly". If this is a positive approach then I promise to carry on. If not then let the one who knows show the way.



PSYCHOLOGISTS SAY THAT IF YOU TREAT OTHER PEOPLE AS IF THEY LIKED YOU, THEY PROBABLY WILL. IF YOU'RE NEW IN A NEIGHBORHOOD, INVITE YOUR NEW NEIGHBORS IN FOR A CUP OF HOT TEA ONE MORNING, AND YOU'LL PROBABLY FIND YOU'VE GAINED A FLOCK OF NEW FRIENDS.



Military Photo

Armed Forces Entry '77 Bathtub Race

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- 3 Since January 1st, 1976, the vehicle has not been involved in an accident where the driver, no matter who was driving, was determined to be in any degree responsible for causing bodily injury, property damage, or collision damage for which a claim or loss has been paid by the Corporation.
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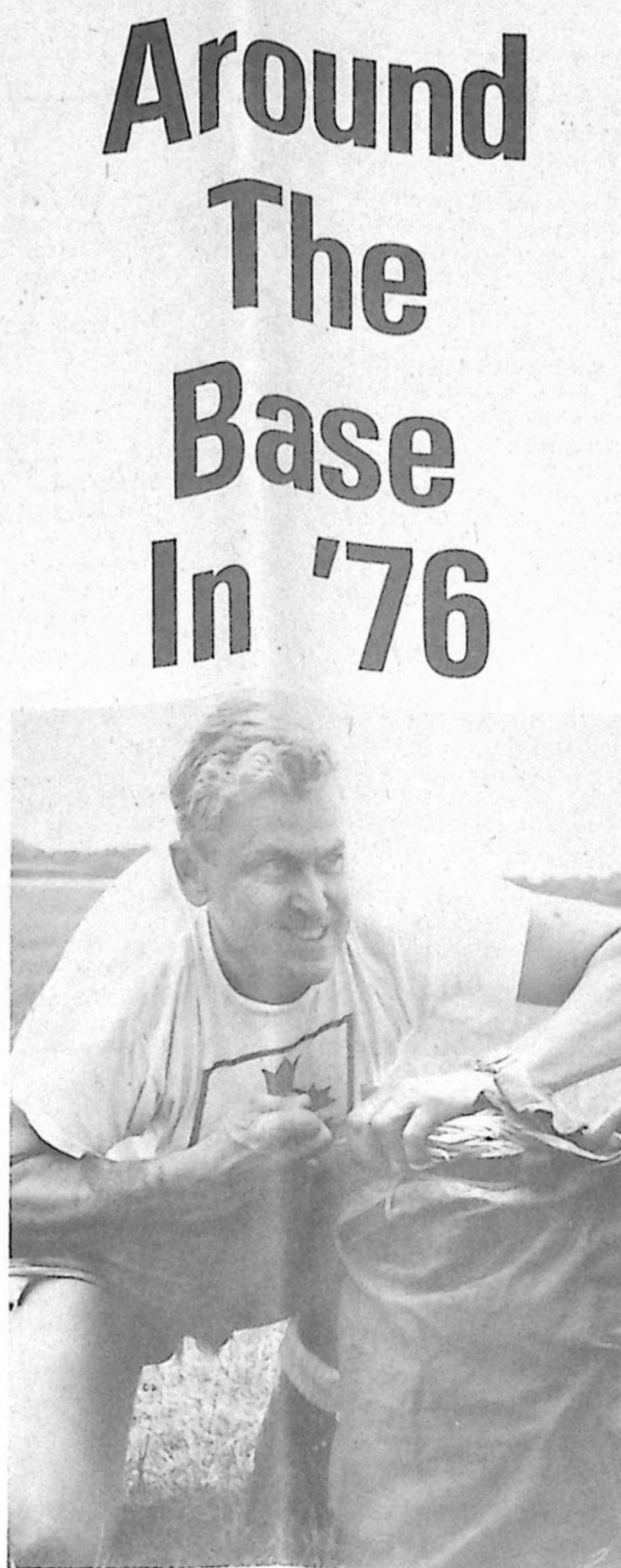
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SALUTE TO THE ARMED FORCES - Courtesy Historical Society Arts and Crafts Fair drew a large number of spectators and a few characters as well.



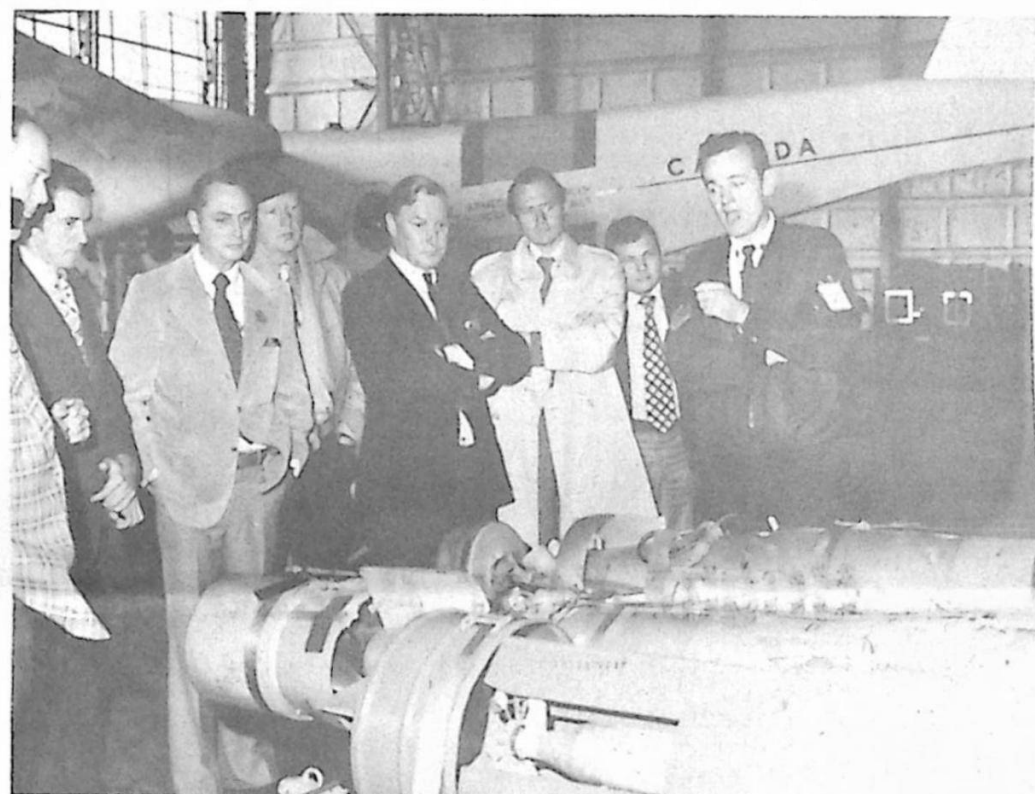
COMPETITION - Base Para-Rescue personnel somehow found time to participate in a number of competitions as well as accomplishing many real-life rescues.



I'M OK - YOU'RE OK - Tallman smiled his way through another busy year.



442 SQD. CREW COMMENDED - A successful marine rescue in spite of bad weather and darkness led to a CDS Commendation for this 'copter crew.



VISITORS - One of the many groups to enjoy the hospitality of the Base in 1976 was a class from the National Defence College.



OPEN HOUSE - Thousands of area residents toured the Base during a most successful Armed Forces Day display.

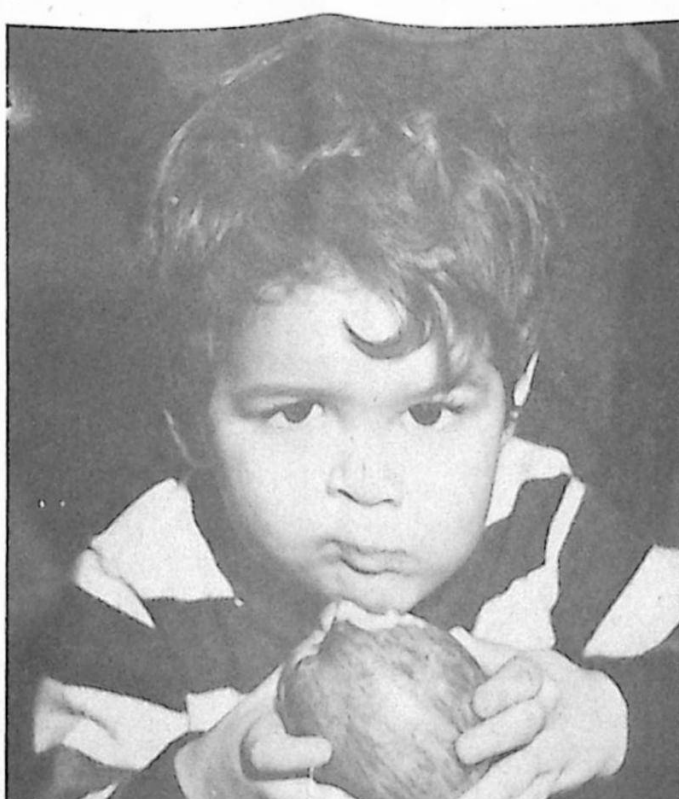


TOTEMS START - AND FINISH - 1976 turned out to be the final year for the Totems. A lack of enough interested people to play and coach led to the

folding of what was once a local hockey powerhouse.



LUCKY WINNER - While CFB Comox didn't have any "Instant millionaires" this year, a number of organizations had draws for lesser amounts, including this draw at the CWL Annual Bazaar.



WANNABITE? Shawn Lowney enjoys one of the many advantages of living in the Comox Valley.



THE OLD GUARD (Plus one) - A total of 227 years experience in the Public Service is represented by this group of stalwarts.

C.F.B. Comox Motorcycle Club



Hosford Photo

Do It In The Dirt!

The Base Motorcycle Club has been formed for street and dirt riders and includes both service and civilian members.

Objectives: a. To promote safety. b. To promote competition.

1. SAFETY

Traffic safety experts tell us that safety is a function of three factors: "The Three Es" - Education, Engineering and Enforcement.

Education will be our prime function. The B.C. Safety Council offers the Canada Safety Council Motorcycle Training Program. It is hoped that our club will have several qualified instructors by early spring.

Through investigation by our club, it is expected that the Upper Island College will offer a motorcycle maintenance course early in the new year. Please note: It is not the intention of this course to solve the 2 stroke vs 4 stroke conflict.

Club rides are another interesting way of learning the

finer points of motorcycling. Why to ride with your wrists low, which part of the road to ride, how to avoid or overcome particular hazards, etc., are all best learned by doing.

Engineering principles will be better understood by the more educated cyclist. The more a person understands bikes, the more likely they are to support sound engineering developments through dealers factories.

Through education it is hoped that members will appreciate the disadvantages of some modifications in vogue these days, ie footpegs 20 inches from the brakes.

Enforcement - Intelligent riders will, as they always have, enforce themselves. Those who cannot abide by the laws of the land and the laws of common sense, will find themselves rejected as always by the laws of physics, society and our club.

2. COMPETITION

One of the advantages of a

dirt-street club is that for a street event, the dirt bike street administrator, while for a dirt event, the "streeters" help.

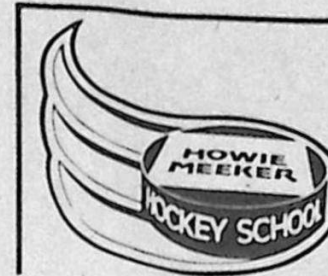
Enduros, rallies, trials and field days are some of the events proposed.

Let it be known that the club is not affiliated with any factories, dealers or parts suppliers. It is not our intention that anyone's bike gets damaged through competition. It will happen to your bike as it has happened to mine. Let's face it, when one falls off a six foot ledge, things will bend or break, but if experience helps, the instructors can show anyone how to fall.

With a bit of luck, some good fun and a lot of hard work, we all stand to be better, safer and more confident riders.

See you at the field day on 6 Feb!

More info at 334-4804, Mike Anderson; 339-3779, Pete Brice.



LACING THE SKATE BOOT

When the foot goes through the full cycle of striding on skates and developing power, the tendons on the top work up and down, and the Achilles tendon that runs up the back of the foot from the heel works in and out. Too many people restrict the movement of these important tendons when lacing their skates because they draw the laces too tightly from the bottom eyelets right to the top of the boot. I have already mentioned one result of lacing too tightly - cold feet. Under normal skating conditions, I don't think it's possible for a boy with properly laced boots to get cold feet but when the blood circulation is restricted or stopped, the result is inevitable. A size 3 boy's skate may have nine eyelets. The bottom three are over the ball of the foot, the next three are over the arch and the tendons on top of the foot, the top three eyelets are in front of the ankle. The number may vary somewhat depending on the size and brand of skate, but whatever the number break them down into these three categories.

The eyelets over the ball of the foot, just behind the toes that (looking from the side over) run almost parallel to the ground. The eyelets over the front curve of the ankle that, when tightened exert pressure on the arch and the front tendons of the foot. The eyelets at the top of the skate boot in the ankle area. Lace the skates in the cross lace manner in which you lace your shoes, avoid loop lacing. With cross lacing, the laces slip to adjust in motion, keeping the pressure equal at each eyelet (for additional information, read my book "Howie Meeker Hockey Basics").

The laces through the bottom set of eyelets, over the ball of the foot should be pulled with a moderate tension, so they are snug. The only thing you can accomplish by pulling them tightly is cutting off the blood circulation. The next or middle set of eyelets are very important. Too much pressure here interferes with the

movement of those vital tendons on the front of the foot, and can actually inhibit foot movement while skating.

Pressure that is strong enough to squeeze the tendons will also restrict the blood supply and also affect the arch of the foot. Luckily the arch has a warning signal that makes itself felt in the form of pains on the inside of the foot. The eyelets over the tendons and arch must be laced loosely. The top set of eyelets are crucial. These must be pulled tightly, drawing the foot firmly into the part of the boot that provides all the support. The boots grasp in this area is what makes the skate an extension of the shinbone, enabling the skater to balance and perform other drills without difficulty. The top set of eyelets must be pulled tightly, but again tightly is a relative term.

A pair of skates with rock hard ankle support will need only a medium degree of tightness. But once a skate counter goes soft, no amount of eye popping pressure will restore support.

At this point while lacing and tightening the last eyelets, there are two major mistakes made: **Skipping the top eyelet.** I shudder everytime I see it because the last eyelet is the most important one. Either through laziness or because its tucked up under the shin pad overhang, too many boys do not bother with the top eyelet.

Yet that is the key point to which all the leather is drawn to give complete support. Don't let any skater miss the last eyelet.

Wrapping extra lengths of lace around the ankle of a skater under the arch of the skate - By now, I should not have to tell you what happens when the lace is tied around the ankle or arch. Right! Never but never tie a lace around the top of the skate or down under it. It's a bad habit that must be broken. Extra lengths of lace should be tied in a double or triple bow at the top eyelet where they belong and when tying the first bow, loop the lace twice before forming the actual bow to prevent slip-page.



Many psychologists say that what goes on in your head can be affected by what goes into your mouth. People who eat the right amounts of the food they like are more likely to be alert, vital and in a good frame of mind.

Winterizing Your Motorcycle

If you are essentially a warm-weather rider and you plan to stow your bike for a month or more this winter, here are some suggestions to help make sure it'll run properly next spring. Just a few hours well spent... can save you important time and money.

Do the work outside for proper ventilation, and safety's sake.

Fuel. Add a can of carb-cleaner additive to your last full tank of gas for the season. When ready for storage, drain the gas tank almost completely. Then start the engine and let



Thoroughly clean the engine for winter storage with a good motorcycle degreaser, that quickly sprays on and then is rinsed off with a hose.

it run out of gas. The object is to avoid condensation inside the tank, carburetor and fuel lines - to prevent buildup of gum and varnish deposits.

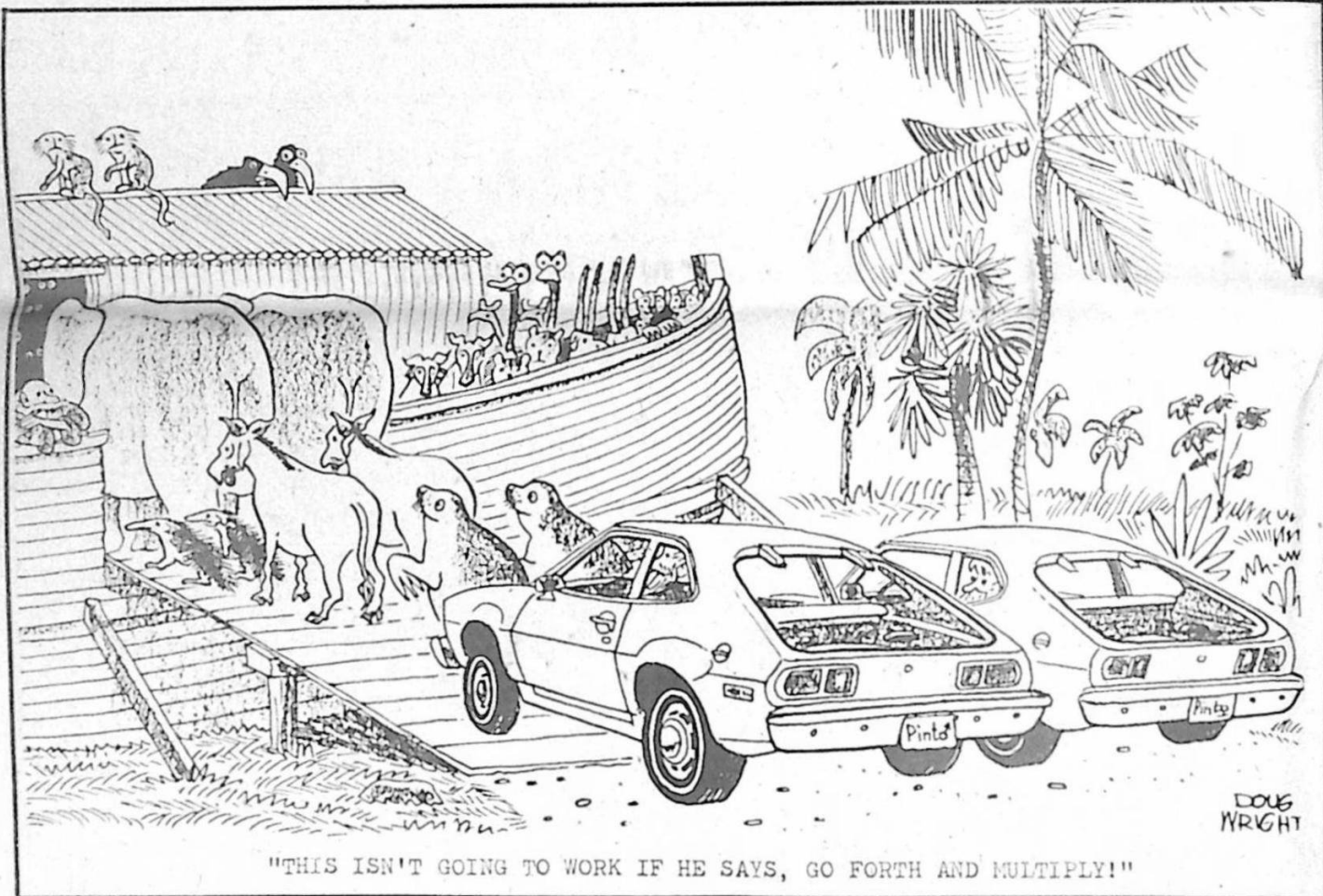
Oil. Drain the old oil according to your owner's manual... and leave it dry. Otherwise, dirt in suspension will "activate" to do damage to the engine interior. Replace with fresh oil in the Spring.

Air Filter. If your air filter is foam, clean it with solvent (and coat with oil if called for in owner's manual). A paper filter

should be replaced.

Battery. Remove and store the battery in a warm dry place. Before re-installing it, have it recharged. Then, be careful to connect the cables to the correct poles.

Sparkplug. Remove the plug and put an ounce or two of oil in the spark plug hole. Then distribute it around the cylinder by operating the kick starter a few times. Then add a little more oil and screw in a new plug loosely, after oiling its threads. The oil film will help prevent internal rust.



"THIS ISN'T GOING TO WORK IF HE SAYS, GO FORTH AND MULTIPLY!"

"A man who cannot tolerate small ills can never accomplish great things." Chinese Proverb

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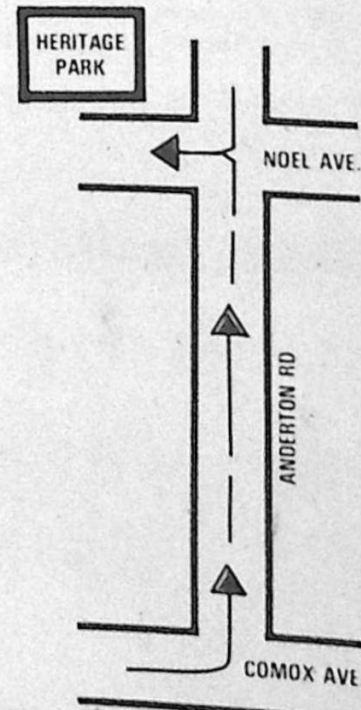
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Canadian Military Aircraft

By Ewing

Part Two: The Grumman TBM avenger.

In April 1950, it was announced that the Fairey Firefly anti-submarine aircraft of the Royal Canadian Navy Fleet Air Arm were to be replaced. As a result, 75 Grumman Avengers were accepted from U.S. Navy stock, and considerably modified by Fairey Aviation Ltd. of Dartmouth, N.S.

Avenger made its debut in RCN colours during the summer of 1950, flown by 826 Squadron (later to be re-numbered VS881). However, the two "prototype" Avengers out of Fairey overhaul didn't start their evaluation trials until March of 1951, almost a year after being accepted into the RCN.

While a stable flying aircraft, the Avenger was not a forgiving machine for pilots. It was noisy, hot, and uncomfortable to fly, and if seated in the aft lower Observer's position, claustrophobic to fly in. It's ungainly stance on the ground earned it the nick-name, "Turkey".

The TBM was modified time after time, and variations included the TBM-3m (with extendable MAD boom), and TBM-3AEW (or "Guppy", with airborne search radar).



Royal Canadian Navy squadrons flying the Avenger included: VS880 and VS881 (anti-submarine), VT-40 (training), VU-32 and VU-33 (utility), and one Reserve Squadron, VC-920 (Toronto).

To the relief of many, a replacement for the Avenger was selected - another aircraft from the Grumman Iron

Works, the CS2F Trackers. The last Avenger departed the Shearwater runway on 10 June, 1960 for storage and disposal.

The ex-military Avenger became a water-bomber and bug-sprayer, but was still noisy, shakey, and hot. In civilian colours, the Turkey

lasted an additional fifteen years. The Canadian Warplane Heritage in Hamilton has recently taken delivery of a restored TBM, and in time it is hoped to refurbish it in the colours and markings of the original squadron to fly the Avenger in RCN service, 826 Squadron.

Health Info.

The popular Christmas carol, "God rest ye, merry gentlemen!" was written by a woman with the delightful name of Dinah Maria Mulock Craik, who lived between 1826 and 1877.

A much less familiar work of the same author, A Psalm for New Years Eve, begins as follows:

A friend stands at the door; In either tight-closed hand Hiding rich gifts, three hundred and three score.

It is interesting that of all God's creatures, only we humans celebrate the start of each new year. Most of us are so constituted that we approach the change in the calendar with optimism, convincing ourselves that things will be better (even if they are pretty good now) in the new year.

In an optimistic mood then, perhaps 1977 will be the year that the tight-closed hands may be either pried or per-

suaded to open to release some rich medical gifts.

Cures for many diseases seem to be tantalizingly close. Cancer, multiple sclerosis, heart disease, and high blood pressure come to mind, and there are others. Perhaps this will be the year of the breakthrough.

Maybe 1977 will be the year the people fully realize that a lot of their health care is a personal responsibility. Getting more exercise,

stopping smoking, losing weight, and wearing seatbelts are four ways of easing the grip of the tight-closed hands.

Medical associations, governments, and even private physicians have contributions to make in releasing medical gifts.

Organized medicine and government must ensure that the best possible affordable medical care is made available to the people of the province.

Diary Of A Search

By The Ol' Spotter

Friday, November 6 - "Dad, it's for you!" "442 Ops calling. We have to search for a light plane lost in the Stuart Lake area. Briefing will be at 0600, take off is slated for 0700."

"By the way, who will I be flying with?" "You'll be flying with the Colonel."

(To himself) If the weather is so good that the Colonel is flying, how did this guy get lost?

Saturday - 0600 - Reported for briefing. "Where can a guy get a cup of coffee?"

The downed aircraft is a Howard on floats. It has yellow wings and a white fuselage. A look in Jane's didn't help. I could only find a Ventura conversion and that isn't it. I couldn't find a navigator either.

The old major has been named Search Master with a teen-aged pilot for an assistant.

The Search Master finds out that the aircraft was made in 1933 and is of wooden construction.

Take-off is delayed because of weather. It's over to the Mess for coffee.

0830 - Still can't find a navigator, but not to worry, I still have a road map from the last search. Finally the weather lifts and we get take-off clearance. We will be going over the rock-pile at 17,000 feet so we will be on oxygen... I hate that damned tube... on top of which, I can't smoke. Weather in search area is not the best, but we still manage to get some search time. Colonel decides to stop at Fort St. John for lunch; we land at 1300. I'm lucky. I am first in line at the lunch counter. Everyone's waiting as there is a CP 737

stuck here by the weather. Some of the fellows are getting fed. Can't understand what's keeping my order. Go up to check. Find that the Colonel ate my lunch. Thanks alot, Sir! I get hungry too, you know!!

Finally got fed. Going to do some more searching and then RON at Prince George.

No luck in the afternoon. Now find out we can't get into Prince George; weather again. We will RON in Fort St. John. Just remembered - the Accounts fellow is on the other aircraft. Check wallet. Ten bucks in it. Oh well, I hope they take ChargeX!

2000 - Condescend to have dinner with First Officer. What the hell, all the Corporals had left. Gee he eats a lot. No wonder that aircraft always flies with one wing down.

2230 - Get the good word. Take-off is set for 0800 and the weather looks good.

Sunday, November 8 - 0800 - Everything ready to go. Can't find First Officer and pararescue. Find out we used only cab in town and he is back for them.

0815 - Everyone on board and off we go to Prince George to drop off groundcrew and some a-c spares. Pity the poor groundcrew, they are the first ones out and the last to leave.

0930 - Out of George and into our original search area. This is beautiful country but difficult to spot a downed aircraft in those trees.

1130 - We have to divert to the Fraser Lake. There is a report of wreckage being spotted in the lake. First Officer doing the navigating... almost get lost ourselves.

Fly along the north shore line of the lake double-manning on the blisters. Yes, there is something yellow on

the beach... an awful lot of yellow pieces. Red float plane lands and confirms that he has a wing tip. Search the rest of the lake; see nothing. Labrador helicopter comes in to pick up wreckage and bring in RCMP.

1630 - Land in Prince George. Search Master confirms that the debris was from the aircraft we were looking for. It's a successful search, but it would have been best if we could have found survivors.

1800 - Back at Prince George. Check into hotel. Dinner at Jake's place then back to the hotel to watch GWTW (Gone With The Wind to you non-movie buffs). Take-off slated for 0800 tomorrow.

Monday, 9 Nov. - 0800 - Take-off delayed because of weather again, but hope to get off at 1000. The wing tip has been brought back. Examine it and find it to have wooden ribs as well as being skinned with wood. Young fellow looks at it and is amazed that aircraft were made of wood. This sets off a discussion about the "Termite's Dream", the DeHavilland Mosquito of World War II fame.

1000 - Take-off again delayed. Get out the cards. 1700 - Card game breaks up... spots all gone off cards. Take-off now set for tomorrow at 0800. Well, I'll see the end of GWTW anyway.

Tuesday - 10 Nov. - 0800 - Attempt to get ride out to airport. First lift is groundcrew, then aircrew, then pararescue. At last me and the "Money Man" get a lift. Discover Colonel has gone and left. Damn! Won't make meeting in Comox.

1015 - Get airborne with second aircraft. Feel like an outsider with this crew.

1230 - Arrive back in CFB Comox. Find out Colonel is diverted on an ELT search. Hope someone eats his lunch.

The above tale of woe is what can happen on search. It sure isn't all peaches and cream, but most often a lot of frustrations and hard work. Spotters are hard to come by; why exactly, I am not sure. Some people don't like to fly; others get sick, and the tail of a Buffalo isn't the place for someone with a queasy stomach. But it's absolutely foolish to have to fly without enough spotters to man all the windows. I have been on seven searches now, and am looking forward to the one time I may be the one to spot someone in distress and to help bring him aid. To me it's a very necessary duty and one of the most rewarding - Search and Rescue.

SAFETY TIPS



1. If you're having a party, see to it that cocktails aren't stretched out too long.
2. Don't force drinks on people, and provide soft drinks for those who abstain.
3. Make sure anyone who's had "one too many" gets safe transportation.
4. As a guest, be sure to mix your liquor with common sense. Sip it slowly, consume it with food and take it in the company of others.
5. Don't drink before you drive. If you do, know your limits and stay safely within them.

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 Dennis Hopper
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Thurs., Fri., Sat. - January 13, 14, 15
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 Prizes \$300 Merchandise.
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 Cost \$2.00 - Members. \$4.00 Guests, includes one card.
 Dress - Members "C" Winter. Spouse, Casual.
 Food - Chicken and Chips.

MOVIES
 JANUARY 10th - Walking Tall - Bo Sponson
 JANUARY 17th - Shark's Treasure - Cornel Wilde

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ENTERTAINMENT

FRI., 7 JAN. - REGULAR TGIF.

FRI., 14 JAN. - REGULAR TGIF

FRI., 21 JAN. - 1700 - 1800. Subsidized Drinks.
 1700 Food. 1800 Jackpot and Bottle Draw.
 CASUAL DRESS THROUGHOUT MESS.

WED., 12 JAN. - O.W.C. - BRIDGE.

SUN., 16 JAN. - FAMILY BRUNCH.
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JANUARY 12th -
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JANUARY 14th, 15th, 16th -
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MOVIES
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 Walking Tall II - Bo Sponson
 JANUARY 18th -
 Shark's Treasure - Cornel Wilde

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The Adventures of Superteck



Flying Padres

OTTAWA — At CFB Ottawa, the chaplains have their own air force.

What's more, its leading air ace, Father (Major) John W. MacGillivray, 53, in Cockpit, of Antigonish, N.S., the Roman Catholic padre, recently has been named the 1976 winner of the Canadian Owners and Pilots' Association (COPA) award for his contribution to aviation.

The base's second flying padre is Protestant chaplain Captain Greg Milne, 41, of Princeton, B.C. Although he has been a private pilot since he was 17, it was not until four years ago that he bought his own aircraft, a 1947 Piper Super Cruiser.

Like Father MacGillivray he brought his flying hobby with him when he was posted to Ottawa.

The COPA award is presented annually to the person deemed to have contributed the most to private and general aviation. Father MacGillivray has been active in sport aviation for 20 years, and currently edits the Experimental Aircraft Association (EAA) Ottawa newsletter. He formally accepted the award at a COPA banquet in Toronto Dec. 2.

A Nova Scotian by birth, Maj. MacGillivray joined the RCAF as a chaplain in 1954, and was posted to Moose Jaw, Sask. There he realized a boyhood ambition, he took his first flying lesson in March, 1955, and a year later received his private pilot's licence.

Since then, he estimates he has flown 90,000 air miles in the 900 hours of flying time recorded in his log. From the air, he has seen parts of Europe, much of the U.S., and Canada as far as the Rocky Mountains.

A devotee of antique aircraft, Father MacGillivray has owned three, two of which now are in museums. His first aircraft was a Tiger Moth biplane, now resting in the EAA Air Education Museum in Milwaukee. Last year, he sold another of his aircraft — the last Puss Moth to fly in Canada — to the National Aeronautical Collection in Ottawa.

His present aircraft is a bright yellow 1935 Miles Hawk. Its pair of open cockpits make the classic leather helmet, goggles and scarf a necessity, and winter flying a rare event.

The high point of the flying year for him is the EAA annual fly-in and convention at Oshkosh, Wis. Attracting flyers from all over the world, it is preceded by a 400 mile cross-country flying rally from Flint, Mich. Father MacGillivray has attended the convention and rally for the past 10 years, and in 1973 won second prize in the antique aircraft division.

The fly-ins have also called upon his duties as a priest, performing religious and humanitarian duties after tragic accidents. Also, he conducts a Sunday mass for up to 1500 flying enthusiasts attending the conventions.

Major MacGillivray now is looking forward to retirement in his home town of Antigonish. Showing a flyer's respect for his aircraft, he plans to sell the Hawk, because Antigonish lacks a hangar from which he could operate the delicate antique.

But that doesn't mean he's giving up flying. He now has his eye on a 1941 Taylorcraft. "It's what you might call a 'flivver,'" he admitted with a grin, "and cheap too. You don't feel guilty about keeping it parked in a hayfield."

The axe had fallen from a great and dizzy height!! Superteck's little caper with the camera had ended up with an unofficial, but somehow, very official, rap on the knuckles. The ultimate cost of the photo was three months under the eagle-eye of the Base Warrant Officer. At least his secret life as "Ink" Blotter, ace reporter, was still unknown to everyone but that pesky female, Pte. Anne Huney. That, however, was of little consolation.

With head bowed and tail dragging, Superteck slowly walked over to the Headquarters building. He might as well get this over with.

There was only one person smiling when he walked into the office, and that was the Base Warrant Officer.

"Ah yes! Superteck! I've been expecting you. Major Ersatz phoned me the good news already. You're mine now, you horrible little man, and don't you forget it. I'll give you a break to start us off on the right foot. You can have the rest of the day off. You start here at 0800 tomorrow morning, and between now and then, that uniform had better see the cleaners, and I want to be able to see myself in those shoes, so shine them. Now get out of here!"

Superteck turned and fled. Halfway down the hall, he stumbled in his tracks as the Chief's voice rang out, "AND GET A HAIRCUT!"

By suppertime, Superteck had rushed his best rig in and out of the cleaners, had spit-shined his parade shoes, and had gotten his closest haircut since boot-camp. With the Chief breathing down his neck every day, he wasn't about to muck about.

Once everything was done, he phoned "Bumps", LaHanche. After the set-to at the Drive-In, he was in a hurry to patch things up between them. Unfortunately, there was no answer. That made twice. Where the heck was she anyway? He was getting a bit choked with her.

Superteck was on a real downer. Everything was turning sour. Maybe the old remedy of a nice long drive with the top down would blow some of the blues away. He grabbed up his jacket and split.

It wasn't a bad day for a drive. The sun was shining, the birds were singing, the air was warm, the other kind of birds were all wearing their shorts; all in all, quite nice. Even the Corvette was purring like a kitten.

After a while, Superteck began to lose his blabs, and on the off chance that she might be free, dropped by Pearl Pureheart's house.

She answered his knock, and just about put him on his back as she pushed by him.

"Ink! Where did you get that fantastic car!"

In his effort to forget his troubles, he had completely forgotten that he wasn't driving the Studebaker! Ah, crud!!

"Ah... well... it belongs to a chum of mine. My car is in the repair shop for a few days, and he's going to be away, so he loaned it to me."

"It's magnificent! Will you take me for a ride? Wait 'til I get my coat. Don't go away!"

Superteck shrugged. Why not. What else could go wrong. He jumped back to avoid being trampled as Pearl came charging out of the house. This girl could be dangerous!

He had hardly gotten into the car when she was bouncing up and down in the passenger's seat in her eagerness to go. This was staid and prim Miss Pearl Pureheart?? He couldn't believe his eyes.

The ride was progressing nicely; she didn't even seem to mind the wind blowing her hair all over the place. Superteck reached down for the gearshift, and got the shock of his young life. Instead of the round, smooth gearshift knob, his hand came to rest on the round, smooth knee of Pearl Pureheart. And what's more, she didn't seem to mind one bit. Come to think of it, in bucket seats, how did she manage to get over so close? Well, he wasn't about to complain about it. Let the drive continue.

It was getting on toward evening now, and had started to cool off. The drive had taken them a few miles, and so it was decided to stop at the next restaurant and get something to eat. Besides, Pearl might be just eating all this fresh air right up, but he was freezing! It would be a great time to put the top back up.

The next restaurant was one of those "quaint" little ones with all the extra "e's" in the name that Superteck wouldn't even have looked at twice, but at Pearl's insistence, he pulled into the parking lot and shut everything down.

Once inside, they were shown to a table by a red-head that must have had hips that were ball-bearing, gimble-mounted. Superteck was enjoying the view when he received a small but firm, clout alongside his right ear.

He grinned and mentally added the name of the place onto his list of "must" places to eat at again some time.

They had no sooner sat down when Pearl excused herself. Her hip movements as she walked toward the washrooms made the red-head look like a plank. Pearl's head gesture before she entered the washroom was to turn and stick her tongue out at Superteck.

The meal wasn't bad, and the rest of the evening turned into a fun thing. Pearl didn't ask anymore questions about the Corvette, although she didn't stop talking about it. It was late when they finally got back to her place, but it didn't seem to worry her. She insisted that Superteck come in for a few minutes. To have coffee, at least.

Superteck, however, knew that he had to face the Base Warrant Officer in the morning and that he had better be on his toes for the ordeal.

When Pearl saw that she wasn't going to be able to sway him to stop in, she admitted defeat silently to herself... for this time! Then she planted a kiss on him that set his ears ringing.

She got out of the car and pranced up the walk with the same put-on hip swing she had used in the restaurant. She paused at the door to turn and give Superteck another "razzberry," then went inside. He just sat there, stunned. This was Pearl Pureheart? This was prim, proper, ultra-polite, Pearl Pureheart? In the words of the poets, "unbelievable"!!

Superteck was brought back to the land of the aware by a flashing red light behind him, and the growl of a siren. He hadn't even realized that he had driven away from her house, and now "Smokey" was after him. He pulled over and stopped.

The officer that came up and rapped on the window was grinning. "Super, we know that your car is bright enough to glow in the dark, but in the interests of public safety, would you be so kind as to put your headlights on?"

That really gave Superteck a start! He must have been completely out of it to pull a dumb stunt like that. He made a frantic grab at the light switch.

"Superteck, I know that you don't drive if you've had anything to drink, but you are a menace to every other driver the way you are, so will you please go home."

"Sorry, I thought that they were on. Not to worry, though, I'm on my way home right now."

"Alright, beat it! But for heaven's sake, pay attention to what you are supposed to be doing, will you?"

The alarm clock had just started to ring the following morning when Superteck was up and moving. This was not the morning to be late for work! With extra special care, he got ready for his meeting with the Base Warrant Officer.

Just to be on the safe side, Superteck walked into the office fifteen minutes early. His shoes glowed, the crease in his trousers would have cut steel, and there wasn't the hint of a whisker anywhere on his face. He was standing

there, imitating a ram-rod when the Chief came in.

The BWO looked him over from head to foot and back up again. "Button up that pocket!"

Superteck didn't move. "Right now?" he asked "Right now!"

So Superteck very carefully reached over and buttoned up the breast pocket on the Chief's tunic.

Well, sports fans, that's one way to start off, isn't it!! Will the Chief have a heart attack? Will Superteck ever recover from the coming blast? Next issue will tell, so hang in there, for more;

Adventures of SUPER-TECK!!



MAJOR D.M. RYAN

VICTORIA — Major D.M. (Denny) Ryan, Department of National Defence, Regional Information Officer for British Columbia, retires from the Canadian Forces December 21. He was appointed to the Victoria office in July 1974.

Major Ryan joined the Canadian Army in 1962 and has served as an information officer in Calgary, Egypt, Cyprus, Edmonton and Victoria.

Formerly of Leslieville and Calgary, Alberta, he is the son of Mrs. E.M. Ryan, 3043 - 28th Street, S.W., Calgary.

"Lindy" Visits Ottawa

By E.E. ALDERSLEY

Charles Lindberg, flying his Spirit of St. Louis and accompanied by three squadrons of American fighter aircraft landed at the field which later became Uplands Airport. The occasion of this visit was in honour of Canada's 60th anniversary of the confederation of the provinces under one federal governing body.

All available RCAF personnel in Ottawa were on duty at Uplands landing field that day for purposes of crowd control and to render such assistance as might be required by pilots and crews of the aircraft.

During the landing of the American aircraft squadrons one aircraft collided with another, cutting off the tail plane and causing it to crash, killing the pilot and completely destroying the aircraft.

The fighter aircraft returned to the United States that afternoon but Lindberg and his Spirit of St. Louis stayed until the following day. The RCAF posted a guard throughout the night over the Spirit of St. Louis. I was a member of this guard and we had a very busy night due to the steady stream of visitors which continued throughout our tour of duty. They kept us on the alert in order to ensure against damage to the aircraft or its equipment.

EDITOR'S NOTE: Squadron Leader (Retired) Edgar 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, currently living with his daughter and son-in-law (CWO R.W. Bush) in Courtenay. In 1927, Edgar was a senior NCO on duty in Ottawa, Ontario. His words were taken from "Where My Caravan Has Rested", memoirs written for his children in 1975.

Milk Pouch

(Continued from page 2)

of plastic pitcher will be offered at a nominal price.

The pouch is placed in the pitcher; the pitcher bottom is tapped twice lightly on the table or counter to settle the pouch and give a snug fit. A small corner of the bag is snipped off with scissors and the contents are ready for pouring. In this system, the pouch of milk remains in the pitcher until the milk is completely used.

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Canada's swing to metrication has meant new package sizes for the dairy industry.

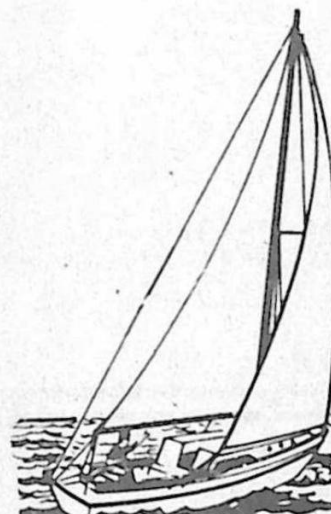
Spokesmen for the dairies point out that the pouch has several advantages:

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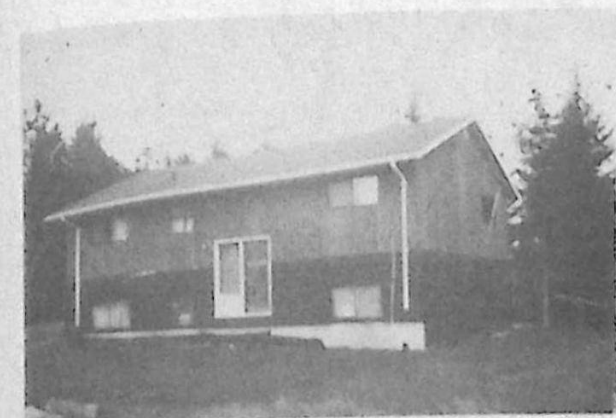
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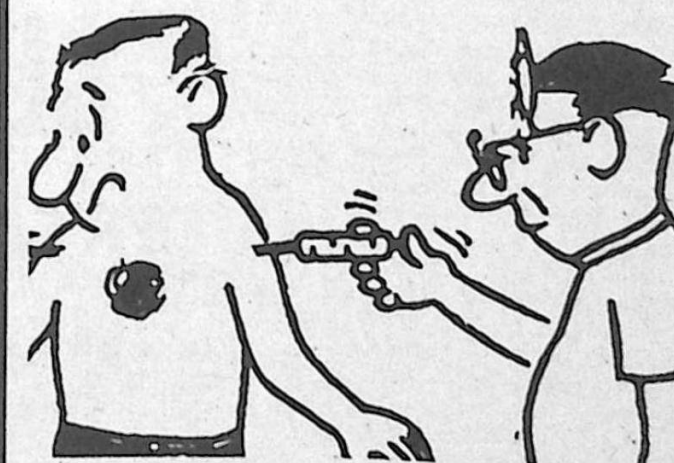
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Neighbourly News

PMQ Preamble

WILL THERE BE!!
Will there be PMQ's in heaven?
Will the painter and sanders be there?
Will the occupants complain about colors?
Will the drains be plugged with hair?

Will the windows break for no reason?
Will the baths overflow down the stair?
Will my telephone vibrate, With calls from the irate, Who say they are treated unfair?

If so, Dear God, please excuse me,
From answering your final bell,
I'd be more content If I quietly went
And reserved accommodation in Hell.

Anonymous

Now that the poetry is out of the way, on to a potpourri of short subjects - just bits of information for enlightenment of PMQ inhabitants.

TREES

You may have noticed that some trees have recently been removed from the PMQ area much to the chagrin of a few residents. Maybe because of the time involved in a tree growing to maturity, its usefulness, and intricate part of nature there is something heart rending about seeing a tree cut down - and most especially if there seems to be no good reason. The BCEO has assured us that the PMQ trees getting the axe - or chainsaw as the case may be - deserved it. They were either dead trees or they were a danger to power lines. There hasn't been, and will not be, indiscriminate cutting of trees.

EMERGENCY REPAIRS
You've noticed like everyone else that water pipes burst and toilets get severely plugged only on weekends and holidays. Don't try to figure why, that's just the way pipes and toilets are made. If you have that rare emergency that occurs during routine work times the place to call for a fixit fella is CE work reception, phone 234. If the trouble occurs other than duty hours and you need help call 250. That's the fire department. They will contact the military on duty technician. He will attempt to solve the problem. Failing that, a CE specialist must be contacted. And that service call costs a minimum of \$30, regardless of the time it takes to correct the problem. And of course the cost can be more. If you have to have help call, but if you can effect a temporary fix or

get by until the next day please do so in the interest of economy. We might point out that each household is supposed to have a plunger. CE should not be called at any time to fix a problem that a plunger will correct. Out of the bathroom and on to...

CURFEW
During the recent PMQ curfew. About six months ago the PMQ Council favourably considered this proposal. In a matter such as this the PMQ Council is not empowered to legislate, only recommend. The recommendation was not adopted. In retrospect it is the opinion of this writer that the decision against a curfew was correct. I think we were proposing a curfew under the mistaken idea that it would be a magic cure for vandalism and would immediately ensure peace and tranquillity throughout the PMQs at all times. An alternative was the PMQ cop which has certainly had a beneficial effect. Anyhow, a curfew will not be part of PMQ life - for awhile at least.

COUNCILLORS COUNCILLORS

We'd like to welcome two new members to the PMQ Council. Ward 9 has only had one councillor for some time now and Mrs. Doris Folliott (339-5388) has volunteered to fill the gap. Don Phillips

(local 262 or 339-4298) has agreed to take over from Sy Pshytoky, who leaves us for colder things in Edmonton.

While we're on the subject of Councillors and telephone numbers it is about time we corrected the mistake of the previous Publicity Director. While the Mayor may appreciate the fact those who telephone the number listed for him in the Totem Times Dave Phoenix doesn't. You see it's Dave's number and he really doesn't want to act as an answering service. If you have a need to talk to the Mayor Major Ken Howard, please telephone 339-3174. And thanks for being a good sport Dave.

BOTTLE DRIVE

On Saturday morning, 8 January the Cubs and Scouts will be conducting another Bottle Drive. This is one of the major means the boys have of collecting monies for their various projects and would appreciate your support. If you don't want the boys to ring your bell please leave your bottles on the front steps. (Questions You Didn't Ask Department - The Cubs and Scouts have Base approval to conduct four Bottle Drives a year. The only other group which sometimes gets approval is the Airport School. However the dates are coordinated so as not to conflict.

GIRL GUIDES OF CANADA



2ND GIRL GUIDE KOMOX COMPANY starting THURSDAY, 6 JAN.
-at RC PARISH HALL, CFB COMOX.
-from six-thirty to eight-thirty PM.
-for GIRLS ten to fourteen years old.
-registration is five dollars and fifty cents.
It will be held at the Parish Hall every Thursday from 6:30 PM to 8:30 PM.

Filling Pandora's Box

Pandora's Box is being filled again.

Pandora's Box '77, a festival of children's poetry across Canada, is a project sponsored by the Canadian Council of Teachers of English to give public recognition to the imagination and creativity of Canada's children.

Co-ordinator of the project in British Columbia is Dr. Syd Butler of the University of B.C. Department of English Education, who hopes to be flooded with poems written by school children between now and the end of March.

In April, a panel of West Coast poets, headed by Florence McNeal, will read every poem sent to Pandora's Box. The best will be forwarded to Quebec for inclusion in a national collection. They will also be published in a provincial anthology entitled "Children's Poetry in B.C."

All children whose poems are accepted, and all participating schools, will receive copies of the anthology.

Dr. Butler said poems are being sought from classrooms at every level, from elementary through senior secondary, and they should be sent to him at UBC.

Dr. Butler said some exceptional poetry was turned in

in 1973 by elementary school children, and gave the following as an example. Entitled "The North Wind", it was written by an 11-year-old Regina girl, Joanne Lysyk.

Once, when I was young I knew the wind.
I called "Wi-ind, North Wi-ind"
And it came,
tramping the grass so that it lay flat,
and whinnied high and shrill like a whistle.
I saddled it with imagination,
and bridled it with dreams.
And I got on and we went, and the trees bowed down in our passing.
I was exhilarated with the speed
and lay down on his neck to keep balance,
and his snowy mane whipped my face.
His unshod hoofs made no sound
as he trod on the stars.
His breath made icicles on the houses
we passed
And then he bucked.

Jr. Ranks Christmas Mess Dinner



"IF YOU EAT this like a big girl, I'll make you Base Commander for a day."



"WHAT DO YOU MEAN, take it back?" (Base Photo)

'What's Ahead - It's Up To Us'

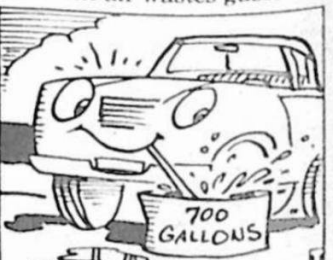
(Continued from page 4)

work ethic. Governments need to respect the profit motive, recognize the benefits of greater efficiencies in the private sector and accept the cooperative roles of business and labor in achieving a better way of life for all those associated with the private sector. The Public - needs to keep informed, to understand the objectives of each party contributing to the success of our system. They must be selective in their patronage to encourage efficient product development, reasonable pricing and suitable quality, and learn to understand and appreciate the reason that benefits flow from our way of life.

A highly desirable objective for the balance of this decade and for the years ahead, will be for us in B.C. to sell our Province and its potential, to create a better understanding of the many good things we have to offer to, be optimistic

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OWC Penny Auction

The January meeting of the Officers Wife's Club will not be held on January 19th. This month's activity a Penny Auction, will be held on January 26th, at 8 p.m., in the Officers' Mess.

All members are asked to donate for auction, any new or used items they may find around the house. Those auction items should be brought along on the night of the Penny Auction, or, if preferred, contact Janis Poole (339-3254) if a drop-off is requested before January 26th.

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SUNDAY MASSES:

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.

Combined Pot Luck Dinner

On Dec. 14th, a Christmas Pot-Luck Dinner was enjoyed by the ladies of the Protestant Guild and Catholic Women's League at the Base Protestant Chapel. The program opened with a candle lighting service on a Christmas theme. Short business meetings were held with various donations being made to help others less fortunate over the season. An entertaining game of gift swapping was organized by Gladys Wilson after which Father Swaboda rendered several carols (and a polka or two) on the accordion while every voice was raised in song. Coffee, conversation, and delicious desserts brought a most pleasant evening to a close.

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Square Dance News

All of us would agree that live entertainment is preferable and superior to the canned variety any day. And what livelier live entertainment can there be than Square Dancing. Everyone from the call to the dancer is a whole-hearted participant in both the community dancing and the chatting afterwards when the body's resting but the tongues are wagging.

Before Christmas, PMQ residents received a ticket entitling each couple a free evening of Square Dancing fun at the Merry Mixer's Hoedown in the Airport School gymnasium. No experience is necessary as skilled callers, Stan McMullin and Ted Wright are present to explain the basics and to help you on your way to dancing enjoyment. We cannot offer a more fun way of exercising in 1977 than to invite you to join us each Wednesday from 8 to 10 p.m. at the Airport School Gymnasium.

Ballroom Dancing happens to be your preference, come instead on Thursday evenings from 8 to 10 p.m. to the Comox United Church Hall. You will learn the movements and sequences that will put much more variety and pleasure into your dancing.

Spoken by one of our newer dancers invited to the Ocean Wave Square Dance club's New Year's Eve party, "This is the first party I've enjoyed in years. Everybody joined in and spread the fun around." That's what I'm talking about, folks!

Additional information available from: Lois Wright at 334-3569.



A 'NO' TO UNETHICAL BUSINESS PRACTICES
One executive suggests that unethical business practices should not be tolerated because "everyone does it."

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How The Forces Fared

(From Page 1)



NEEDLE PARADE. Members of the Combat Medical Support Unit from Lahr, West Germany, give an anti-typhoid vaccination to an Italian child during earthquake relief operations in northern Italy.

(CF Photo)

(Continued from page 1)

equipment to cope with marine disasters.

The Armed Forces now are committed to all aspects of search and rescue operations in the Canadian areas of responsibility, relating to both sea and air incidents, with access to all federal government ships and aircraft earmarked for these roles.

The government will spend \$8 million immediately to provide more resources for the mission, and as much as \$40 million more may be required for additional improvements in the next two or three years.

TROOP MOVE

Troop relocations and amalgamations of army formations in Canada were announced in early December to provide a better balance across the country to meet military requirements.

"It will provide more punch for the sharp end," says Gen. Dextraze, "and permit a better use of total force capabilities."

The changes, to take place in mid-1977, will result in one combat brigade group in the west, based in Calgary; one near Quebec City in the east; and a quick-reaction regimental combat group in central Canada, at Petawawa, Ont.

Petawawa's current small combat group will be augmented by moving the Canadian Airborne Regiment from Edmonton, to form both an airborne and airmobile formation. Forces in Calgary and Quebec remain intact, as they are.

OLYMPICS

As the attention of Canadians, and most of the world, zeroed in on the thrills of the mid-summer Olympic Games, the spectacle, by then, was the culmination of months of planning and work by thousands of members of the Armed Forces.

It was the biggest military undertaking by Canadians since the Korean operations in the early 1950s.

About 16,000 uniformed men and women were directly involved in a variety of roles vital to the success of the Games — both at centre stage and behind the scenes — in Montreal, Kingston and other sites.

Air and road transport, logistics, medical support, security and spectator control were some of the more visible missions. Hundreds of others, including defence civilian employees, labored months in advance behind the scenes. When it was all over, a general message to the Forces said that they had reached another plateau in the concept of service to the country, and that it was not by chance that the spectacle was carried off with the absence of violence.

With the extinguishing of the Olympic flame, they were told, "another had been lit, quietly and unceremoniously, in the minds of Canadians," and that their "dedication and professionalism" were indicative of their potential in their prime role.

NORTH OF 60

Meanwhile, far removed from hectic Olympic activities, it was business as usual for other thinly-spread sailors, soldiers and airmen assigned responsibilities in Canada's far North.

The Arctic, to some a land of sturdy flowers and smiling Eskimo children, is something else to Canadian servicemen who fly there, work and live there, for months at a stretch.

Apart from being a busy

jumping-off place for military training exercises, the North is where military engineers, map-makers, defence scientists and radio and radar technicians, and others through the years, have helped carve inroads for other Canadians to follow.

A fearsome prospect for the Forces is the possibility of a major airline disaster in the North's inhospitable stretches of tundra, snow and ice.

Training in emergency rescue procedures continued in 1976 in exercises such as "Northern Rescue," where servicemen camped out in frigid temperatures to test their para-rescue teams.

Assessment and evaluation of rescue procedures in the north is an ongoing project.

Meanwhile, down in semi-tropical Florida, Canadian Forces search and rescue specialists were busy demonstrating how serious they regard the mission. In a four-day competition involving specialists from both the U.S. and Canada, they walked off with top honors.

SURVIVAL CAIRNS

A new twist was added this year by building and equipping survival cairns near northern airstrips. The cairns contain tents, stoves, food and

200-MILE FISHERIES ZONE

On Jan. 1, 1977, the Canadian Forces took on an added role, with the extension of Canada's fisheries zone to 200 nautical miles.

Ships and aircraft will be tasked for surveillance and enforcement in the new zone, along with other federal departments. Officials say that, although the commitment will further stretch military resources, they are ready and confident they can meet the requirement, as so far determined.

Specific activities, in terms of hours and days required for aircraft and ship patrols, have been determined, but they point out that some adjustment to the Forces' contributions may be necessary in the future, when such factors as fishing patterns and international acceptance of the new zone are known.

They caution that there is a limit to the number of hours and days that Canadian Forces' ships and aircraft can be assigned tasks unrelated to their North American defence and NATO roles, before combat readiness of both men and equipment is downgraded.

The tasks undertaken Jan. 1 aren't exactly new to the Armed Forces. They have been performing increasingly in this role since last April, in support of surveillance

requirements for the Department of Fisheries and the Environment for the International Commission for Northwest Atlantic Fisheries (ICNAF).

SCIENTIFIC ADVANCE

Defence research scientists continued to gain international recognition in various research and development fields. Included were laser developments at Valcartier, Que.; contributions in the field of man and his environment at the Defence and Civil Institute of Environmental Medicine in Toronto; shock and blast work at Suffield, Alta.; and radiation surveillance instrumentation and underwater detection work.

They were also at work on military operations in the Arctic, including the design of lightweight Arctic gear, specialized vehicles, armament and communication equipment, shelters, food, medical support, energy sources, and surveillance and detection equipment, among others.

SPY-PROOF PHONES

Evolution in the field of communications came to National Defence headquarters in Ottawa during the year with fibre optics. The system provides certain key elements with internally secure, virtually untappable telephone and closed-circuit television communications.

The fibre optics concept has light speeding along a glass wire, replacing an electrical pulse. For security purposes, fibres have big advantages over copper wires, because they don't leak light, as wires leak electricity, the source of modern-day tapping.

PEOPLE IN UNIFORM

The Armed Forces proved to be particularly attractive to women during the past year. About 2,000 now are on a waiting list to join, with a surplus of applicants for classifications and trades offering professional training and experience, such as engineering.

And while quality and numbers of men applicants remained high, there were shortfalls for the strenuous and demanding combat arms trades in the army, and seagoing trades in the navy. Also, despite increased emphasis, not enough Francophone applicants were attracted to all trades and officer classifications.

Another problem, despite the offer of considerable benefits, was recruiting doctors and dentists.

Steady progress is reported in the Forces' bilingualism and bicultural program, now five years old. Francophone representation now stands at 23.3 per cent, and it is expected to reach 27 per cent in the next 15 years, by 1992.

About 62,000 cadets belong to 966 cadet corps across the country, from Newfoundland to Vancouver Island, and as far north as Cambridge Bay in the Northwest Territories. Training is oriented towards leadership, citizenship and physical fitness.

During the year, cadets attended summer camps, cruised the oceans, and took part in exchange visits to the U.S. and Europe.

The spirit of International Women's Year still flourished in the Armed Forces in 1976. Two qualified as firefighters and now are serving in Comox, B.C., and Edmonton. Although several work in air traffic control, Lieutenant Sue David of London, Ont., was the first to become an instrument flight rules controller.

Both married and single women serve on U.N. peacekeeping duties in the Middle East, and 140 have completed six-month tours of duty there since March, 1975. In a mixed class of 191 students at a junior leadership school at CFB Borden, Ont., Corporal Jeannie Boon of Lethbridge, Alta., won the top student award.

Women represented 4.9 per cent of the Regular Force, and 19.1 per cent of the Reserves. They also took part in all of the Forces' university training plans, and now are employed in 16 officer classifications and 52 trades for other ranks.

The Forces played a role in the lives of about 9,500 students across Canada last summer, through the government's Student Summer Employment and Activity Program (SSEAP). They took part in either the community assistance program, the Reserves, or Cadet organizations. The Forces' share of the government's total program was \$7.5 million, more than 30 per cent of the total.

During 1976 the Forces numbered about 80,000, including 13,000 officers, 2,300 officer cadets, and 64,700 non-commissioned ranks. Included in this number are approximately 706 women officers and 3,300 other ranks.

The Reserve Force has about 33,000 men and women, approximately 21,000 of which are in the Primary Reserve. About 400 members of the Primary Reserve currently are on full-time duty with the Regular Force in Canada, Cyprus and the Middle East. The Defence Department employs about 33,000 full-time civilians, 120 part-time and 5,000 on an irregular basis.

PEACEKEEPING

Canada's peacekeeping operations continued at a relatively quiet pace in 1976 in Cyprus, the Middle East and elsewhere.

There are about 500 Canadians in Cyprus, about 1,000 on various assignments in Middle East countries, nine in Pakistan, and one officer and one NCO with the U.N.'s command in Korea.

COMBAT READINESS

A series of rugged training exercises thought the year, geared to maintain a state of combat readiness for navy, army and air force elements, took place at home and abroad.

In Europe, Canadian soldiers and airmen were among 42,000 troops from 15 countries taking part in Autumn Forge, a series of fall exercises to test NATO's flexibility and quick-reaction capabilities.

In September, Maritime Command ships and aircraft were committed to Teamwork 76, one of NATO's largest exercises in its 27-year history.

A fleet of 275 allied warships and 200 aircraft provided support when 1,000 U.S., Dutch and British marines landed in northern Norway in a mock landing "opposed" by other NATO forces. More than 80,000 men were involved in the show of solidarity and cooperation on NATO's isolated northern flank.

Earlier in the year, Canadian soldiers and airmen were in Norway for Exercise Atlas Express, a major eight-nation manoeuvre 200 miles inside the Arctic Circle.

EARTHQUAKES

In February, when an earthquake claimed more than 22,000 lives and caused widespread devastation in Guatemala, Canadian Forces' aircraft flew supplies to the stricken areas. Tons of powdered milk, medical supplies and blankets were moved during a week-long, round the clock venture by Boeing and Hercules transport aircraft.

In early May, earthquakes struck again, this time in northern Italy. A total of 300 Canadian troops from their base in Lahr, West Germany, were rushed by air and road to the scene.

For a month they assisted Italian authorities in keeping order, clearing debris and providing food and water.

One Canadian lost his life in the operation when his helicopter crashed.

CIVIL AID

The Forces also responded to calls for assistance at home, too, when inmates rioted at federal penitentiaries. In late September, 150 troops from Chilliwack, B.C. and Calgary were rushed to New Westminster, B.C., following a wrecking spree by prisoners.

Three days later, prisoners at the Laval Institute in Montreal rioted and set fire to a cell block, and 300 soldiers were rushed to the prison from Valcartier, P.Q., by trucks and helicopters.

In both cases, the troops provided security at prison

entrances, on the perimeters, and on and around the walls.

ENERGY SAVINGS

Energy conservation paid off in large savings for the Defence Department during the year.

An interior lighting-reduction program implemented at National Defence headquarters in Ottawa will mean an annual saving of about \$200,000.

Comprehensive energy conservation plans are being designed and implemented by all Armed Forces elements across the country, with assistance from the Department of Energy, Mines and Resources.

THE FIRST 100 YEARS

Marking 100 years of operation last June was Canada's Royal Military College at Kingston, Ont.

The institution began in 1876 with an enrolment of 18 cadets, the "old eighteen," and next year more than 200, the largest class ever, will graduate.

There are 5,652 graduates of RMC, including several distinguished Canadians such as the late Air Marshal Billy Bishop, V.C., and the late General H.D.G. Crerar, commander of the First Canadian Army during the Second World War.

To mark the centennial, 300 cadets paraded on Ottawa's Parliament Hill to receive a new Queen's color from Canada's governor general. Kingston also honored RMC by granting the "freedom of the city," which included a parade through the streets by cadets.

SNOWBIRDS AND SKY HAWKS

The Snowbirds, a nine-plane formation of Tutor jet-training aircraft, looped and rolled before millions of spectators in U.S. and Canadian skies during the year.

They performed in 75 shows, including salutes to the Olympic Games in Montreal, and July 4, U.S. Bicentennial

observances in Philadelphia. They perform their manoeuvres at speeds from 90 to 350 knots, and as low as 300 feet off the ground.

Also soaring and swooping in 26 performances through eight provinces and two territories during the summer was the 12-man Sky parachute team.

Their demonstrations include free falling for up to 45 seconds, and dropping at speeds from 12 to 200 m.p.h., from as high as 10,000 feet.

WHEELS

On the ground an army may travel on its stomach, but a fleet of sturdy, modern transport trucks helps, too, and that's what the Forces got in 1976.

In the light mobile 1 1/4-ton variety, they accepted delivery of part of an order of 2,848 trucks. The vehicles are earmarked for all field forces and supporting units in Canada, and also for NATO and U.N. peacekeeping operations abroad.

Another acquisition involved 489 five-ton heavy transport and cargo trucks, including spares, tools and manuals, at a cost of \$27.3 million.

REWARDS

Conspicuous merit and exceptional service earned the Order of Military Merit for 109 officers and men during the year, who were invested at Government House in Ottawa by Governor General Jules Léger.

In addition, for performances of deeds and actions beyond the call of normal duties, Chief of the Defence Staff Commendations were awarded to 47 members of the Forces.

Italy's most prized civil decoration for valor was awarded posthumously to Captain Ronald McBride, 42, of Toronto, the Canadian helicopter pilot who lost his life in a crash during earthquake-relief operations in northern Italy May 16.



FUTURE DECK HANDS... Sea Cadets begin with the basics -- knot-tying. (CF Photo)

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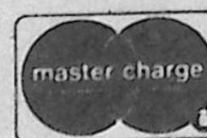
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