



TOTEM TIMES



THE LONGEST WAIT — SITTING LEGS CROSSED AT A MESS DINNER

VOL. 19 — NO. 2

CFB COMOX TOTEM TIMES

THURSDAY, JAN. 20, 1977

A Life Saved?

An elderly Courtenay woman may owe her life to a service couple.

Early in the morning of 11 January, Lt. Andre Langlais NPFAO, and his wife Suzanne heard a woman calling for help from somewhere in their apartment building. They began a search through the corridors in an attempt to pinpoint the source of the call, and after fifteen minutes had located and entered the apartment. They found a woman who was suffering from diabetes and who had fallen during the night. After giving her immediate assistance, they phoned for an ambulance. The woman is still in hospital.

Although it is likely others in the apartment heard the calls for help Lt. Langlais and his wife had the initiative and concern to respond, a commendable attribute in an otherwise care-less society.

Nighthawk Achievements

Milestones Passed

In a series of presentations during the Christmas season, the Nighthawks acknowledged the accomplishments of some of its members who have recently passed milestones of flying achievement. Capt. J. Glusich, test pilot and instrument check pilot with 409 AW (F) Squadron hit two such milestones having passed 6,000 hours total flying time

including over 1000 hours on the CF-101 Voodoo. Three others also reached the 1000 hour mark on the Voodoo aircraft, Maj. (USAF) Jon Alexander, an exchange pilot with the squadron, Capt. W. (Charlie) Gladders and Capt. Ray Harpell, both W.S.O.'s on 409 Sqdn.

LCol. George Herbert, the unit's Commanding Officer congratulated Capt. Bob Lamb on reaching 5000 hours total flying time while LCol. Herbert himself reached 4000 hours total flying time and was congratulated by 409's Executive Officer, Maj. Tom Goodall.

Each of these milestones represents a significant achievement in terms of safe flying and mission experience. It is also an indicator of the wealth of flying experience and leadership which 409 AW (F) Squadron maintains, making it one of the finest air defense squadrons in NORAD.

after the emergency landing, the helicopter's activated ELT still transmitting, SAR aircraft made a sighting and a civilian helicopter landed with fuel.

Two Twin Otters and a C-130 Hercules transport searched a total of 110 hours before discovering the helicopter with the aid of ELT signals. But SAR workers say that a search for an aircraft that lands miles off track could take at least 1,000 hours without the help of ELT transmissions.

The rescued pilot's advice to others who find themselves in a similar predicament?

"Just keep a positive attitude and keep the ELT on at all times. The para rescue people are great... they don't quit."

The common acceptance of ELT equipment is paying dividends to hard working search and rescue teams as well as to downed flyers. With fewer long searches to occupy the four Transport and Rescue (T & R) Squadrons (Continued on page 11)

Lt-Gen. W.K. Carr

AOC 'Lays It On Line'

base by his wife his Executive Assistant, LCol. I.C. Henry, Command Chief Warrant Officer, CWO A.G. Morran, and Secretary, Sergeant J.E. Strachan.

ON MESS DRESS

"Preoccupation with 'Buttons and Bows' — buttons on the green uniforms, light blue mess kits — is badly misinterpreted," General Carr said.

"The business of identification is very important,

and serves a useful purpose. On the other hand if airmen don't wish to wear collar dogs (on their mess kits) — don't! If it's important to the Infantry officers, let them wear them. In the army regimental ties are very important."

The General was not particularly impressed with the RCAF mess kit. "It's the most antique, uncomfortable uniform — I'm not going back to it," he said.

"In my opinion, most airmen want to wear the new mess kit. If the navy and army regiments want to go back to the old (mess kit), let them. We'll end up with only airmen in the new kit."

"The old airforce mess kit was an RAF design to be worn in the cold buildings in Britain — I'm not going back to it! Let me know if you wish to go back to the old light blue uniform — let me know; however, I won't wear it!"

ABOUT RANKS

"Only the old timers want to go back to the former RCAF ranks — young fellows just don't know what the old timers are talking about," the general stated. "A year before unification the Airforce decided to go to the new ranks," he said.

ON EQUIPMENT

The new choice for a fighter — the F14, F15 and the Tornado are currently in contention according to the General. "Which will we get of the best fighters in the world? I'd be happy with any one of the best," he said. "The same aircraft type will be used in Europe as in North America."

AWACS-The General stated at the NATO conference Canada took the position that it would put money in the pot to support this system. "AWACS is essential to North America. In peacetime, Canada must operate AWACS over its own territory," he said.

Aurora — Jokingly General Carr said: "Let the Observers and Navigators fight it out then the pilots would take it

over." (There is apparently some discussion currently underway as to who has responsibility for what system on the new aircraft.)

ABOUT PEOPLE

"By 1983-84 the Pinetree and Dewline radar sites should be replaced," he said. "The current operating staff of 4,500 personnel will be reduced to approximately 500 by that time and with a greater capability."

According to General Carr, the Minister of National Defence has announced a requirement for 3-5,000 more people in the Canadian Forces.

"Air Command is still the biggest command in the CF," he said. "There are 16 airbases and 24 stations across the country. Because of the geography, supply and support — Air Command units support 50 per cent of the militia, 40 per cent of the navy and the majority of the airforce reserves requirements. The Command needs more people."

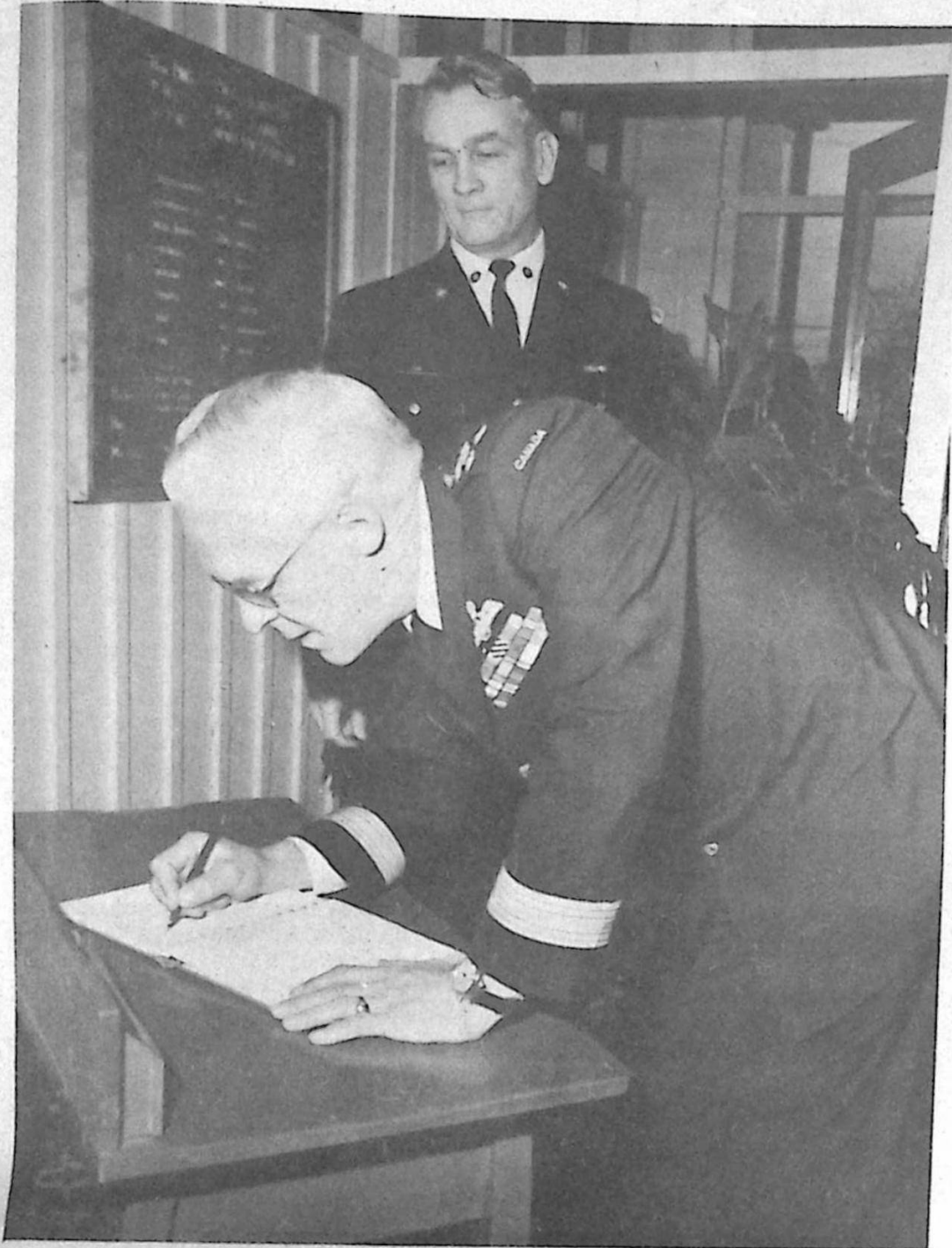
"With recruiting and training it may take up to 3 or 4 years to build up to the new strength," he said.

SAR SUPPORT

"The government has announced increased search and rescue support on the West coast — 442 Squadron is to get 35 more people!" he said. "The squadron is also going on to a 30 minute standby as soon as possible."

Lieutenant General Carr concluded by saying: "We are here to serve not to be an adversary with the people we live beside." (Probably a reference to the media coverage of the SAR activities on the West coast.)

**NEXT
TOTEM TIMES
DEADLINE
JAN. 31**



DISTINGUISHED GUEST - Yes, even generals have to sign in to the Warrant Officers and Sergeants' Mess. Actually Lieutenant General William K. Carr is writing his name in the Guest Book. President of the Mess Committee, MWO Jim Adie makes sure it's done right.

(Base Photo)

Black Box Saves Lives

OTTAWA — There are a lot of people walking around today who owe their lives to a little black box called an ELT (electronic locator transmitter).

The contraption, costing about \$200, not only helps save lives, but a large slice of taxpayers' money in search and rescue (SAR) costs; about \$20 million in 1975, for instance.

Dubbed as "aviation's best bargain," the small, portable transmitter has been guiding Canadian Forces SAR aircraft to crash sites in less than 20 per cent of the average time it used to take unaided.

The result is that stranded pilots and passengers have a better chance of discovery and recovery.

Activated automatically in crash situations, the ELTs send radio signals over an emergency frequency for up to 150 hours.

Before the transmitters became mandatory in most privately-registered Canadian aircraft two years ago, SAR aircraft flew an average of 85 hours to find a downed plane. Aided by ELT transmissions, the average discovery time has dropped to 15 hours.

The high pitched whoop-whoop sounds sent over the air waves by transmitting ELTs have made all the difference in the world for survivors of air emergencies who've found themselves in deep brush, in snow-covered areas or miles off course.

NO FLIGHT PLAN

Signals from an ELT led rescuers to the aid of a British Columbia man within 10 hours late in 1973, after his light plane crashed miles from help. Rescuers said the man, who had not filed a flight plan, would have been lucky to survive a second night in the snow-covered bush area.

Two young people who walked away from their overturned light plane last September, were picked up by a ground party after SAR aircraft traced ELT signals to a remote spot several miles inside the Washington state border.

The man and woman had left from a British Columbia airport on a two-hour flight. Pilots began reporting ELT signals shortly after the couple's plane overshot its destination.

MILES OFF COURSE. Another notable ELT-aided rescue occurred northwest of Inuvik, N.W.T., in August, 1974, one month after Canadian pilots were required by law to carry the 1½ pound ELT units in their aircraft.

Lost and perilously low on

fuel, a private pilot landed his helicopter miles off course.

Realizing it could be several days before SAR aircraft finished combing the area surrounding his proposed route, the man and his passenger inflated the helicopter's pontoons and floated 30 miles down a river towards help.

Hampered by poor weather and mountain ridges which confined the helicopter's ELT signals somewhat, the search was prolonged. But four days

more acceptable to the young recruit and thus increase the manpower resources in the infantry, artillery and other related trades.

Major Lacroix hinted that the Men's Career Development Program will also be commencing soon.

"Corporals would get preferential treatment," he said.

Major Lacroix accompanied by Captain J.H. Lucas, Chief Warrant Officer G.W. Way (formerly of 407 Squadron) and Sergeant R.J. Jennings, career managers from NDHQ, are currently visiting CFB Comox to interview and brief Obsvr., Flt. Eng., Met Tech., Air T. Con., ATCA and AD Tech personnel.

"Para-rescue Specialist is to become a new trade in the Canadian Forces. It will be open to remuster from all trades," Captain Lucas said.

The career managers indicated that the Land Operations Trade Reassignment Plan (LOTREP) is now underway. This the plan which gives the young combat arms tradesman the opportunity to transfer to another trade if he so desires after he has served an initial engagement as a soldier. The plan was started in an effort to make the combat arms trades

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Defence Association Meets

OTTAWA — Delegates representing 25,000 members of Canadian defence associations across the country met here Jan. 13-15 for their 40th annual conference, with official opening ceremonies being performed by Prime Minister Pierre Trudeau.

About 150 delegates, guests and observers, representing leaders in business and professional fields, got an accounting of current and future defence programs from the men in charge, Defence Minister Barney Danson and the Chief of the Defence Staff, General J.A. Dextraze.

Other speakers in the first morning's sessions were British Gen. Sir Edwin Bramall, Commander-in-Chief of United Kingdom Land Forces, who delivered the

keynote address; and Canada's Vice-Chief of the Defence Staff, Vice-Admiral R.H. Falls, who outlined the capital budget and planning for re-equipment programs in the years ahead.

One of the resolutions presented during the conference deals with concern by the delegates over "perceived deficiencies" in the armed forces, and a recommendation for increased government support.

They also asked the government for a revised statement on defence policy, based on developments since the issue of the last White Paper, "Defence in the 70s."

Another resolution dealt with employer-employee support, whereby employees may be given time off for training in the Reserves.

Speaking on the Reserves,

the conference chairman, Vancouver marketing executive Colonel W.J. Aird, said "we must upgrade the training and equipment... in such a manner as to enhance roles, skills and a sense of purpose, to ensure their smooth integration with the regular force in the event of an emergency."

Moderating the conference's plenary sessions was Toronto's York University Executive Vice-President, retired Brigadier-General George C. Bell. Assisting was a select panel of civilian experts in military studies.

The conference also was addressed by the Commanders of the Armed Forces' three major commands. They were Vice-Admiral Douglas S. Boyle, Maritime Command; Lieutenant-Ge-

neral Jacques Chouinard, Mobile Command; and Lt. Gen. William K. Carr, Air Command.

The proceedings ended Saturday morning with syndicate reports and the election of a new slate of officers.

The organization was established in 1932, and its objectives are to consider defence problems, assist the government in bringing defence matters before the public, co-ordinate common-interest activities of service organizations, and make recommendations to the government as may appear expedient.

Membership comprises the Naval Reserve Consulting Group, 10 army corps associations, the Air Reserve and the Cadet Services of Canada.

Telegrams Stop

Authorities of CNCP Telecommunications have announced that with effect January 1, 1977 the CNCP telegraph office in Courtenay will no longer handle telegrams. Those wishing to send telegrams in this area may do so by contacting the CNCP telegraph office in Vancouver by telephoning 112-800-663-3696 free of charge and dictate your telegram. When there is a telegram for anyone in the Comox-Courtenay area, the Vancouver office will call, read the message over the telephone and immediately mail a copy to the address concerned.

Winter Exercise Underway

January 6-25 on Exercise Rapiet Thrust V.

Over 1,500 soldiers and airmen, from Ontario, Manitoba, Alberta and B.C. are to take part.

Thirty-one helicopters, jet fighters and long-range transports handle continuous airlift and tactical support for the ground troops.

Exercise director and commander of the Calgary-based 1 Combat Group,

Brigadier-General J.A. St. Aubin said that Rapiet Thrust V stresses and thoroughly practises the many procedures and techniques required to properly co-ordinate ground, airborne and air support activities in a combined operation.

3rd Battalion, Princess Patricia's Canadian Light Infantry, from Victoria, B.C. conducts patrols, ground and helicopter attacks against an enemy force from the Calgary-based 1st Battalion, PPCLI. Paratrooper assaults from the Edmonton-based Canadian Airborne Regiment are launched in support of the friendly forces.

Calgary units travelled by road convoy to Wainwright. All other units were airlifted by Hercules transports from Edmonton's 435 Squadron and Trenton, Ont.'s 436 Squadron. Air operations in this, one of the busiest recent exercises, are underway. During peak periods, 20-30 sorties a day are being flown by the Hercules crews.

Sixteen helicopters from Edmonton's 408 and 450 Squadrons are providing aerial reconnaissance plus airlift for troops, equipment and supplies in the battlefield areas. Eight CF-5 and CF-104 jet fighters from CFB Cold Lake's 417 and 434 Squadrons handle the photo reconnaissance and airborne firepower missions.

Exercise personnel are living in arctic tents and field shelters. Tactical movement

is mainly by foot and helicopter throughout the training area.

Combat training is restricted to the confines of Camp Wainwright and no live ammunition is being used.

Units participating in Exercise Rapiet Thrust V are:

From Ontario: 436 Transport Squadron, Trenton, Ont.; a detachment from 1 Canadian Signals Regiment, Kingston, Ont.; support personnel from 2 and 3 Air Movements Units, Trenton and Ottawa.

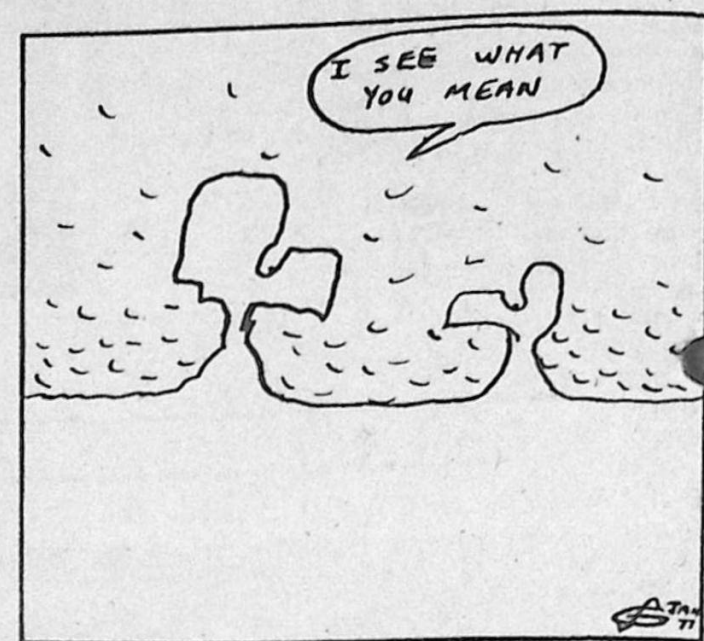
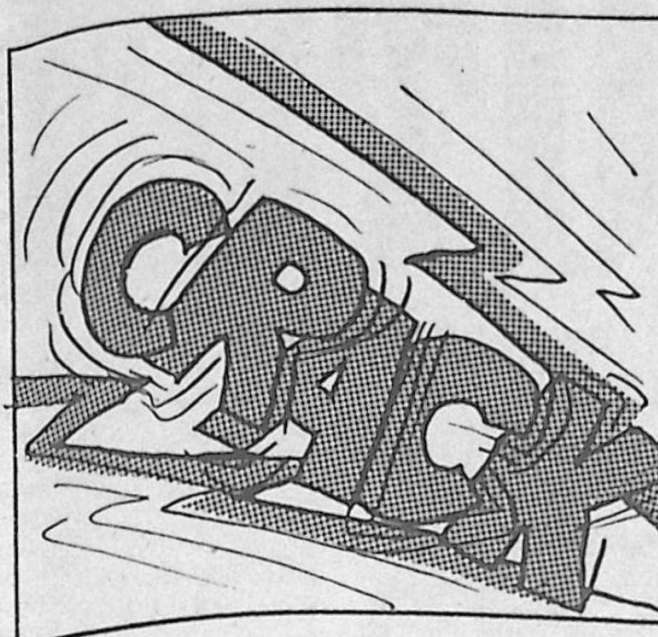
From Manitoba: G. Battery, 3rd Regiment, Royal Canadian Horse Artillery, Shilo.

From Alberta: HQ, 1 Combat Group and Signals Squadron, 1st Battalion, The Princess Patricia's Canadian Light Infantry, 1 Field Ambulance, 1 Military Police Platoon, 1 Service Battalion, all from Calgary; Canadian Airborne Regiment, 435 Transport Squadron, 408 Tactical Helicopter Squadron, 450 Transport Helicopter Squadron, 1 Air Movements Unit, and support staff from CFB Edmonton, all from Edmonton; 1 Combat Group Operational Training Detachment, Wainwright; 417 and 434 Tactical Fighter Squadrons from Cold Lake.

From B.C.: 3rd Battalion, PPCLI from Victoria and a troop from 3 Field Engineer Squadron, Chilliwack.

GUDGEL STEW

by Rick St. Germain



Nighthawks Nest

With the imminent approach of the Nighthawks Soup Bowl General Manager George Herbert is taking steps to strengthen his team. In the backseat he has added Chester Jacobson. Chester, a rookie five feet nine inches, one hundred and fifty pounds from Pump Handle, Saskatchewan. A graduate of Royal Military College (The GM's Alma Mater) is married to the former Odette Gauthier of Chicoutimi, P.Q. Odette has two children, Christine aged eight and Karl aged six.



The big news of course is the signing of Michael J. Mahon. This five feet fifteen inch backseater returns to the land of rain and fog after a years absence in the land of milk and honies where he was a missionary, or was it a visionary. Mike has been around the conference for a long time and has, at various times worn Black Cougar, Witch, Cougar, Nighthawk

and no uniform at all. He should do much to plug some of the holes in the backfield. We wish him the best of luck in his future endeavours. By the way Mike graduated from the School of Hard Knocks in Lightning Cove, Ont. way back in 1952. His size is not his only attribute. Along with Chester he shares a 210 I.Q. — Chester has an I.Q. of 160. Absences from the Nighthawks Nest recently include George Wissler and Rich Littler who have just returned from a visit to League Headquarters to pick up some intelligence. The team can use it, but didn't they head off in the wrong direction. Ron Coleman is in Neighwhole taking a course on International Commercial Policies, whatever that is.

The most important absence, as far as Joan is concerned, is that of the Secretary General. It is to be hoped that his little trip to Europe will help us to perform our duties in the Soup Bowl that much better. It has been established that ski-ing is faster than walking (or even running) to your position in the line up.

Our resident Ankle-biter has returned to the nest to pick up a change of underwear before proceeding on to further adventures. His last



CD PRESENTATIONS: Cpl. Gordon Smeeton being congratulated by LCol. Herbert on the presentation of his CD medal. LCol. Herbert also presented clasps to the CD to MCpl. Bernie Golding, Capt. John Bourchier and Capt. Paul Gill.

venture took him to Division Headquarters where he briefed all interested parties on his recent trip to the Sober Alcoholics November Convention. Both spectators thoroughly enjoyed his enlightening two minute talk.

Wednesday, 12 January saw our first practice using the new Tango Cinq tactics we will use in the next Soup Bowl.

Tango Cinq was a resounding success, but what tactic wouldn't be when the opposing team was led by Arthur Fonzarelli. The highlight of the day was the culinary delight served up in the executive dining room.

With the Soup Bowl only six weeks away we await with baited breath to see what further startling signing will

be transacted prior to the cut off date. Rumour has it that the Commissioner of the True American Conference will visit shortly. (Interested in who Smerdon or perhaps someone to add to his basket experience?)

Whumbly thank Paul Gill for providing the colour background to this our first

ty of training camp. After the usual introductions and handshakes, and a fairly comprehensive briefing by the Squadron CO, I went off to become an official part of the base with the usual barrage of in clearances, new gear, and forms to be filled out. All went smoothly and I

Impressions Of A New Pilot

By LT. R.G. McQUAID

It was early last September when I first arrived at CFB Comox with a brand new gold braided cap and a fresh set of pilots' wings. My time had come to prove to the world that those wonders of training command that are continually being turned loose from Moose Jaw really are ready to cope in an operational environment. I remember vividly walking into (the hollowed walls of) VU 33 that first morning, all eyes scanning this specimen of training command who was to work along side them, robbing them of the wisdom of their experience. Some of the faces were familiar, as I had spent a short time on OJT a year previously with this same squadron, but the relationship was drastically different now that I was no longer an untrained hopeful pilot scrounging for back seat rides and whatever the squadron had to offer.

was ready to go the next morning.

It wasn't even necessary to get into the air to realize that there really was a wealth of experience to be tapped here. knowledge and points of airmanship that just couldn't be assimilated in the 10 month basic jet course in Moose Jaw. Not implying that the course in Moose Jaw was less than adequate. On the contrary, it was an excellent course, providing, in my estimation, all the basic skills and allowing one to develop the necessary air sense to safely and effectively enter the operational flying environment. But I must emphasize "entry into the operational flying environment", because it is not until one does so, that he realizes he really is just beginning to develop the skills and knowledge that will be constantly improved and expanded throughout the entirety of his career.

There were several obvious differences between the training command environment from which I had just evolved, and the operational environment to which I was just becoming accustomed. Most noticeable was the fact that in the operational environment, at least in a squadron as small as VU 33, all crew members of all ranks worked together as a

team resulting in a much more relaxed atmosphere than could be afforded in the training role. During basic jet training it was necessary to maintain a certain distinction between those who were instructing and those who were being instructed; whereas now there was more of a sense of mutuality and maturity between members.

At the time of preparation of this article, I am preparing to join forces with VU 33's counterpart on the east coast, VS 880. I await the challenge with expectations that the job will be as gratifying as were my experiences with VU 33.

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TINY'S TIMELY TIPS — TO LOOK YOUNG — WEAR BRIGHT COLOURS AND HANG OUT WITH AN OLDER CROWD.



Rescue Bits

Well sports fans, after a "cool Yule" and a "frigid first", light blue returns, that rose in the proverbial patch of thorns (dark blue and that other colour), to bring you the latest on reserve-a-save and other death-defying acts.

I'll lead off with that much-published tenacious piece of literature currently showing in all the outhouses. Loose it may be, but true it is!

WE THE WILLING, LBY THE UNKNOWNING, AR... DOING THE IMPOSSIBLE FOR THE UNGRATEFUL.

WE HAVE DONE SO MUCH FOR SO LONG WITH SO LITTLE. WE ARE NOW GRATEFUL TO DO ANYTHING WITH NOTHING!

Just before Christmas, Air West Airlines pulled a skookum approach near Victoria's breakwater and 16 people were left standing on one of the floats. Victoria Control Tower called the RCC and apprised us of the situation.

Immediately calls went out to the U.S. Coast Guard, the Canadian Coast Guard, and to the Pacific Pilotage Authority. Luck was with us; Port Angeles had two helos on immediate response, the Pilot Boat and a Canadian Coast Guard vessel were available NOW and all were dispatched to the scene.

Much has been written, said, and hinted about the crash and certainly 16 people owe their lives to the fast action. Being biased and conscious of certain unqualified opinions of the facts, I must say one thing. Regardless of what resources were used, the Search and Rescue operation remained under the positive control and direction of the Victoria Rescue Co-Ordination Center!! Nuff said. Don't applaud; send money to buy a cutter or stuff a Buffalo.

As I've said before, Search and Rescue is not a chance encounter. A SAR aircraft or a vessel doesn't casually meander up to someone in trouble and say, "Hi there! I'm Search and Rescue. Can I help?" It is usually the culmination of a lot of planning, detective work, and luck. The most inconsistent variable in the world, the

weather, is a paramount factor in every search operation. Many leads must be checked out and substantiated before a rescue vehicle is launched. If we launched on every whim and call, we'd be out of resources in five minutes. This then is the function of the Rescue Center... to initiate and coordinate all Search and Rescue in our definite area of responsibility, namely, all of British Columbia, the Yukon, including parts of the Arctic Ocean, and the Northwest Territories as far east as the McKenzie River. As well, we are assigned 800 miles seaward for good measure.

The year 1976 was an unqualified success; more people died on Canada's West Coast than ever before. Whether the fault could be attributed to self-induced or natural is not known, but we are getting more. As the train driver said, "We must be getting closer to town, we're hitting more people." We had our first fatality of 1977 on New Year's Day, the Herring season is coming up, and we expect to get a bunch there. Sound ghoulish?? Not in the least, if it would only cause people to think. If you're a boater, think how many people you've seen "gassed" on the water. How many have stood on the shore and watched a little runabout buck the waves, then thought, "Boy, what fools." We bring them home all the time, usually stiffer than boards. Regardless of what the glory boys say, SAR is a life and death business and to paraphrase a well-known TV commercial, "You can pay the piper now, or you can pay later."

The Mercy Flight business is moving right along (small pun). Ten or twelve so far this year. Had a motor vehicle accident patient t'other night; came equipt with his own steering wheel... wedged in his chest. Our "quick start" Rescue Squadron in Comox has carried the bulk of the load so far ('nuther little pun, a 300 pounder). He lived, I'm glad to say.

Ever noticed as the decade gets past the middle, pilots are prone to get confused on the year? It's purely a Flight Safety measure. They're not supposed to take more than one hand off the stick for anything. Hence the years of 77-78 -79 will be ones of total mental involvement for pilots.

Under The Nighthawk's Nest

Contrary to popular opinion 409 Repair is not a part of 409 Squadron, it is 409 Squadron. However, the modest but hardworking personnel of the main section are proud to have the aircrew and other supporting maintenance sections under their wing.

An invitation is extended to the other sections to cross the yellow line or drop in on the engine bay and watch some work being done. In fact, visiting the Repair section is recommended for a fitter MCpl so that he may slowly be indoctrinated into the faster paced world of the big number one.

Now the action packed news as submitted by the other sections: Farewell and the best to WO Wally Messer, Sgt. Jim McMullen and Cpl Doug Watson.

The Armament Section has been collectively deep in thought lately and obviously are getting somewhere because of it.

409 Armament Checklist
A new year gives one a new outlook on life. This is a comment heard in the coffee room the other day. The spirit of "77" is well on the way with an outlook like this, especially with Tac Evil staring us in the face. The 409 Load section have been pushing team work and cooperation lately and are getting great results. We are only part of the team, however, and are looking forward to better relationships with other sections in 409 Sqn.

The summer changeover is behind us now and the new faces and personalities are starting to meld together. Let's mention a few names and see if everyone knows who our new arrivals are. Cpl Bill Payne, Cpl Bill Dipsell and Cpl Jim McNeil came to us from Bagotville. Cpl Bill us from Bagotville. Cpl Bill Payne was the recipient of a merit award a few weeks back, congratulations Bill. Cpl Bill Dipsell is presently on

the Jr. Leaders course in Penhold and we are looking forward to having him back on the crew. MCpl Jim Dodge from Cold Lake. He brings a lot of experience on jet aircraft to us and is a welcome addition to the section. Last but not least two arrivals from Europe. Cpl Dave Allison and MCpl Doug Beatty. Dave is one of our most experienced leaders and is in the standards section, he is also braving the winter in Alberta on Jr. Leaders Course. Looking at the sport side of the load section, the Arnt's bowling team to which we contribute is still riding high in the standings and continues to be the team to beat. The Arnt's THUNDERSTICKS are holding their own in intersection "B" League hockey and it is rumoured that the team is getting stronger every game. As proof of this, the last game before press against 407 Sqn. was an 8-1 victory for the THUNDERSTICKS. Leading the scoring was Pte Wayne Smith (Smitty), he picked up his first hat trick of the season. As a special favor to Pte Rick Zeigler who is leaving and wanted two goals, Smitty is lending him two of his. The rest of the scoring was done by Cpl Hal Fuhr, Pte Ralph Humphrey (Rotten Ralph), Pte Wayne Nichols (Nick), Cpl Barth, and last but not least the Kipper, MCpl Kip McLean. That's it for Checklist this week.

CFSA

Canadian Forces Supplementary Order 172-76, states, "Effective 1 January 1977, every contributor to the (Canadian Forces Superannuation Act) CFSA is required to contribute to the (Supplementary Retirement Benefits Act) SRBA by reservation from pay, an amount equal to one per cent of his/her pay. Contributions since 1 April 1970 have been at the rate of one half of one per cent.

The total contributions under the CFSA as of 1 January 1977 will be 7½ per cent, which includes the contributions to the CFSA, the Canada Pension Plan, and the SRB.

Mushroom Mutterings

For those who noticed the reference to the "Four Hundred and Fourtieth" in the last "Mushroom Mutterings", don't panic. After the bacchanal following the 442 Christmas Stag, it was a deliberate attempt to shift the blame onto someone else.

Winner of the 250 lbs. of prime beef from the 442 Christmas Beef draw was Bob Engleler. He collected the beef from Central Meats in Courtenay. Congratulations Bob!! Now!! About those steaks...

The New Year is well-started and already Mushroom Men are on the move. Marc Decurtins is back from Ismailia all tanned and healthy. After all that lazing about in the sun, it's about time he got started to work. Meanwhile, others are busy packing their bags and getting

heavy coats out of mothballs. Somebody opened the mail and found available spaces on various courses. Why is it they always hold aircraft courses at "brown-job" bases, and in the dead of winter to boot? I wonder if the Geneva Convention would consider it "unjust and inhuman treatment"?

Hero Helicopter Pilot, Bob Goldie, finally got his extension. He planned it perfectly. The message came through twenty minutes after he had turned in all his old flight gear. Pretty crafty way to get clean issue, Herr Oberleutnant.

Anyone finding the occasional body laying, panting, around the Rec Center grounds after 1600 on work days, just throw them back into the Mushroom Farm. The 442 (T&R) Sqn. Physical Training, Recreation, and

Heart Attack Sessions are being held each day after 1530. A word to the wise - the mile-and-a-half run is just about due again.

The Squadron hockey team clobbered the Military Police in their last game - then came out to find tickets on all their cars. It's not nice to beat your friendly neighbourhood "fuzz".

One last item of interest; after much weeping, wailing and gnashing of teeth, the new Squadron Ball Caps are here. The sexy red Caps, complete with Squadron Crest are available from Glen Caslake up in the AMCO for insignificant sum of \$3.75 each.

A friend of mine saw that I was feeling down in the dumps, so he said, "Cheer up. Things could get worse." So I cheered up, and you know, he was right... things DID get worse!!!

- The Continuing Saga Of The Mushroom Men -

And it came to pass, that from among those who settled in the Island of the West, there were selected, elected, and otherwise cajoled, a group to travel to the furthest lands of the East, to a desert of creepy crawlies, flies, and sand. There they would ride and fix two aluminum steeds, not unlike those they rode in the valley, but of purest white, - well, dusty, - but pure. Upon their steeds they would ride into the vales of shadows, between the mighty nations, carrying men of all races, who are known as watchers after peace. These tasks they would accomplish for the passing of six full moons.

Toward the end of the waning year, these men of the West traversed vast continents and oceans and gathered in the desert. With cheerful hearts they joined with Mushroom men of other regions, and began the work for which they had come.

And at the ending of the year, that time of Joy and merriment, the mushrooms of all regions toiled onwards in the desert, but within the hearts of the men from the Island of the West, longing for their loved ones far away in the misty valley, was strong. They yearned to hear the squelch of rubbers and feel the rain - for they had not

known rain for two moons. And yet there is happiness amongst them, for they know with every day that passes they are nearer to the end of

their sojourn in the wasteland, and together they gather and cry to the heavens "only ninety days and a wakie left in this 99!99!99 place".



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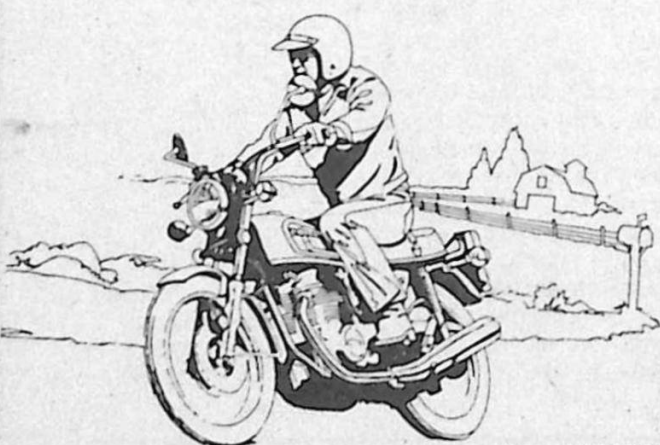
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Ground Pondering

Do Swedes Do It Better?

Over the past decade, the Canadian Forces has found it increasingly difficult to function effectively within its budget.

In 1975-76, with a defence appropriation of 2.8 billion dollars, the CF maintained only 77,000 regular and 18,000 reserve personnel, operating at the sharp end 112 combat aircraft, 23 destroyers, frigates and submarines, 32 tanks in Europe and very few more in Canada. Quite apart from being able to purchase new equipment, the CF was hard pressed to maintain that which it already had, and economy was practised in every fashion from removing light fixtures to reducing personnel and equipment, and closing bases.

The CF undoubtedly is faced with a problem, but before jumping to conclusions about the cause, perhaps we should compare ourselves to another industrialized nation, Sweden.

That country has a permanent force slightly smaller than ours, but at all times has 113,400 reservists on refresher training, and the nation's total mobilized strength is 750,000. The Swedish air force is one of the world's largest and most sophisticated, with 600 combat aircraft. The army is equipped with 650 tanks and is receiving 91 more. In addition to 40 destroyers and submarines, the Swedish navy has 75 torpedo boats.

It would be interesting for us to learn how Sweden can equip and maintain this force with a defence budget, which in 1975-76 was 200 million dollars smaller than that of the CF.

Perhaps the major difference between Sweden's approach to defence and Canada's, is the fact that Sweden buys very few foreign arms, but prefers to design and build all its own whether it can find an outside market or not.

Their combat aircraft, the Viggen and Draken are both designed and built in Sweden, and they may be equipped with one of two Swedish air to ground missiles. Their army is equipped with the Swedish 'S Tank' and is presently taking delivery of a brand new Swedish tank, the IKV91. Swedish destroyers are equipped with a Swedish anti-submarine rocket system. Other arms include their 155 mm self propelled gun, an anti-tank missile, a man portable anti-aircraft missile, and a cruise missile.

While the Swedish equipment may lack the sophistication of that which they could purchase from the United States, it is tailored to fit exactly Swedish needs. In addition, all the money spent on research development, and production, is providing work in their own economy, not someone else's.

Each Swedish taxpayer may pay over twice as much as in Canadian counterpart on defence, but that certainly has not prejudiced his standard of living, which is higher than that in Canada.

Perhaps we might have something to learn from this country which has only slightly over one third the population, and one third the GNP of our own.

For The Defence

For the past few weeks, the media has been filled with articles complaining about the quality and quantity of Search and Rescue (SAR) service on the West Coast.

In many cases, the charges raised have been factual -- as far as they go. Other charges noted are completely without basis.

Just about all the articles bemoan the lack of available equipment based out here. None argue with the expertise or enthusiasm of the personnel.

Agreed, there is more equipment available on the East Coast, but there is also more miles of coastline to cover. The Federal Government has announced its intention to increase the capabilities of the Pacific agencies.

It must be pointed out to the critics that such an increase takes time. Qualified personnel cannot be pulled out of thin air; neither can properly designed equipment. Improperly trained men or off-the-shelf items are stop-gap and in the long run, do not work -- they just cost money.

One point seems to be sadly lacking from many of the articles: the training of the people that these SAR facilities are maintained to help.

How many part-time pilots fail to properly equip their aircraft or take chances in their flying? How many commercial fishermen take unnecessary chances for a few extra dollars in their wallets? What about the sport-fisherman who goes out without spare fuel for his engine, or with no proper survival gear? Not all hikers and campers take the basic protection of notifying someone else of where they are going or for how long they plan to be

away. The simple act of listening to a weather report might prevent injury or death to any of these people, but few remember it.

The entire Canadian Forces and Coast Guard could be combined in one gigantic SAR organization, but without some basic training and a little common sense, it still wouldn't be enough.

There are training courses available right now, and regulations on the books, to help people stay alive and healthy. It's up to the individual to do his part; to take the courses, to heed the regulations.

The equipment and personnel are available for proper West Coast SAR coverage. More of each is coming. Until it gets here and until the personnel to handle it are properly trained, let's get after the causes: the weekend pilot who just has to push his skill a bit; the trawlerman who has to have that few extra hundred pounds of fish in the hold; the sportsfisherman that never needs more than one tank of fuel; the hiker that will only be gone for the day.

Instead of all this constant sniping at the SAR professionals, how about getting after the reason for it all? If people would stop taking unnecessary chances and knew properly what to do if problems did occur, the present SAR organization could probably handle the tasks assigned.

More and better equipment is needed. More qualified personnel must be trained to handle it. BUT!! The people who are the reason for it all must also be trained. Without education, all the Search and Rescue in the world would not be sufficient.

W.L.E.

Implications Of Quebec Separation

By KENNETH McDONALD

Parti Quebecois proposals for a common tariff, or customs union, between Canada and a separate Quebec leave many questions unanswered.

Of all the provinces, Quebec is the most dependent on

tariff protection. In those Canadian industries which are protected by tariffs higher than 20 per cent, more than 60 per cent of the employees are in Quebec. In addition, 37 per cent of manufacturing employment in Quebec is tied to sales in other provinces.

If Quebec were to separate, Canada's centre of gravity would move westward. The four Western provinces would make up 37 per cent of the total population, compared to 27 per cent now. Their main source of trade is in primary products (grain and minerals). Their historic complaint is that freight rates are rigged to suit manufacturers and processors in Ontario and Quebec.

Their products move east at a low rate which encourages processing in Eastern Canada. But in reverse they pay a higher rate on manufactured goods shipped west.

The West has swallowed this inequity for the sake of strengthening Canada's manufacturing base within the context of Confederation. Would it continue to do so if the third of that base represented by Quebec were in another country? More likely is a demand to end freight rate discrimination and set up processing in the West.

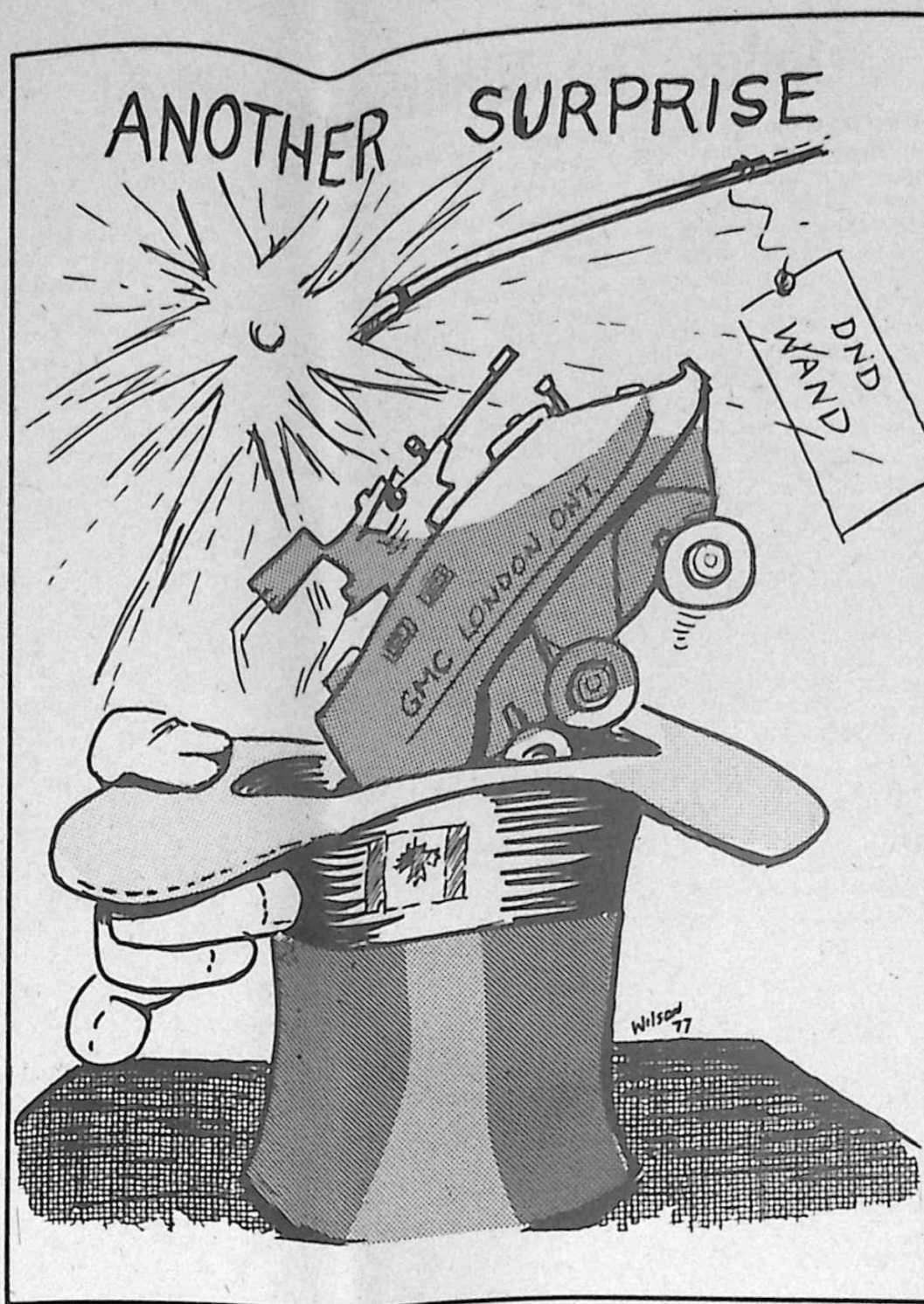
The Western provinces' interests would be better served by low tariffs. This would reduce the cost of im-

ported goods. Again, within Confederation the Western provinces accept the need to protect Eastern Canada's industry.

But the greater part of the protection is for Quebec's benefit. If Quebec were to separate, is it likely that the Western provinces, or the Atlantic provinces, would allow themselves to be penalized with a high tariff to protect industries in a foreign country? What would happen to the 37 per cent of Quebec manufacturing, which is now sold in other parts of Canada, if tariffs were lowered?

In April 1975, the results of a nationwide poll of Canadian Federation of Independent Business members on the issue of free trade with the United States was -- 44 per cent in favour and 50 per cent against. Without Quebec, there is little doubt that small business sentiment would swing in favour of free trade.

The concept of a separate Quebec in a customs union with Canada is wishful thinking. Separation would be complete. Quebec would be on its own.



'Happy New Year'

On, this, the twentieth day of 1977, we enter a new year with some fear and trepidation for what lies ahead.

Considerable attention has been directed towards the possible labour problems that appear on the horizon for 1977. This is thought, by many, to be a turning point for labour relations in the Province of British Columbia. A multitude of collective agreements expire, many of which will be negotiated for the first time under provisions of the Anti-Inflation Board.

It is no wonder that concern is felt for possible disruption on the labour front, when one stops to consider the "track record" of labour-management confrontations over the past number of years. "Agreement to Disagree" certainly seems to have been the rule rather than the exception. Today, both parties to salary and wage contract negotiations seem to enter into the bargaining assuming the role of adversaries, each dedicated to proving their superiority over the other, rather than attempting to understand the other's position and striving to find a satisfactory, amicable and workable solution.

Collective bargaining, in general, seems to have deteriorated to the proposition of presenting impossible demands from the side of labour, opposite to improbable offers from management, with the hope, on the part of both parties, that either a middle ground favouring their position may be reached, or that third party intervention will result in a solution more nearly approaching their stand than that of the other's.

One cannot help but think that responsibility, on the part of labour leadership, must be of serious concern to all of us, and needs to be under close scrutiny in the period ahead. With publicly pronounced objectives, in the case of some union leaders, to ensure that there will be a "catch-up" in contracts following the removal of controls, it seems only reasonable that efforts to seek legislation to prevent such moves should be undertaken. While the matter of the appropriateness of controls has been the subject of considerable debate, the fact of the matter is that they are in place. Any attempt to negate their usefulness by post control actions would have to be considered contrary to the best interest of the nation and its citizens.

Of primary interest in British Columbia, this year, will be the contract negotiations between the

would be unfortunate indeed if the output of our woods industry was curtailed by a work stoppage and products were not available to take advantage of any market improvement that might occur. The impact of such an experience on the economy of this Province would, as we know, be dramatic.

The last contract negotiated in the forest product industry was ratified just before the implementation of controls. As a result, this segment of the organized work force has, over the past two years, fared better than many others. That undeniable fact should be recognized during negotiations this year.

With the desperate need for a boost in the economy and with the possibility of an improvement in markets and prospects, what a satisfying experience it would be to be able, at this time next year, to look back on 1977 as the year when good judgment and reason returned to our system of collective bargaining and when the uncherished position of being first in labour unrest no longer belonged to our country.

(Vancouver Board of Trade).

Family Allowances Rates Rise In 1977

OTTAWA - Health and Welfare Minister Marc Lalonde announced the 1977 rates for Family Allowances which have been increased following reinstatement of the cost of living adjustment provision.

The Family Allowances legislation calls for annual escalation of payments in January of each year in accordance with the increase in the cost of living. Effective January, the federal government monthly allowance paid for children under 18 rose to \$23.89 from \$22.08 in most provinces and in the territories.

The amount and method of payment of Family Allowances varies in Quebec and Alberta. Under a provision in the Family Allowances Act, a provincial

government may ask the federal government to vary the rates payable in that province according to the age or number of children in a family, or both, providing the payments average \$23.89. Quebec and Alberta have again chosen this option.

Special Allowances, which are paid to foster parents, welfare agencies, government departments and institutions that are maintaining children, also increased to \$23.89 from \$22.08.

Each month during 1976 the federal government paid out more than \$162 million in Family Allowances to 3.6 million families. The cheques covered 7.3 million children. The national average allowance for each recipient family was about \$46.

GED Tests Available

"Hey, guess what?" "I passed!" That remark came from a young housewife who had just received her Grade Twelve Equivalency (G.E.D.) results. When she first came into the college a month earlier it was to find some way to "get Grade Twelve". She had left school in Grade 8 and with three small children was not able to come to classes. We explained the alternatives she could try, one of which was the G.E.D. examination.

The G.E.D. tests were developed by the American Council on Education and the Educational Testing Service of Princeton University, originally to accommodate U.S. soldiers returning from World War II. Now they are recognized all over Canada.

Gasoline Trees

Worried about the gasoline shortage? Put a tree in your tank, says Nobel Prize winner, Dr. Melvin Calvin.

Dr. Calvin was honoured in 1961 for his work in discovering the chemistry of photosynthesis. He believes that oil and gasoline may be produced easily from a gopher plant and its cousin, the Avocado, which grow in California. These two plants are like the rubber tree -- they produce hydrocarbons. Crude oil is mostly hydrocarbon. Scientists in Brazil already are using sugar cane to produce alcohol fuel for cars, and Dr. Calvin believes it will be only a matter of a few years before the U.S. turns to "gasoline trees" to replace dwindling stocks of fossil fuel.

(Courtesy of the Canadian Forestry Service).

Tips To Stop Smoking

becoming the captain of your soul.

Each evening when you are relaxed, you should concentrate on one result of cigarette smoking.

And finally, there's Q-Day itself. Some useful tips are:

Drink frequent glasses of water; nibble fruit, celery, carrots and possibly food you are especially fond of; chew gum, preferably sugarless gum which will be easier on your teeth; do vigorous exercise.

Medical authorities estimate that a great many cancers could be prevented and not smoking has been proven to be the most effective means of preventing lung cancer.

TOTEM TIMES

With the kind permission of Col. Ficer, CFB Comox.

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iger (404) Cecile Begin, Joyce Taylor and Rhona Windish 38 6215 in PMQs As community service by Teen Town, ell (409)

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BLUE RIBBON AWARD 1976

Yukon Gold Rush

Citizens of Whitehorse, capital of Canada's Yukon Territory, leap back in time to the days of the world-famous Gold Rush of 1898 in their annual celebration, Sourdough Rendezvous. This year's festival will run from Feb. 21 - 27.

Bank tellers will appear behind their wickets attired in satins and sequins, pink garters beneath their flowing skirts.

Businessmen will wear boaters and bowlers, and preen their newly grown beards.

Men in parkas will emerge from the woods to drive their dog teams and snowmobiles.

Indians, kids, and old sourdoughs will all join to make the colorful week of activity what residents call "the best tonic to get rid of cabin fever."

Visitors arriving at the airport will be introduced immediately to the fun by the Keystone Kops, led by Judge I. M. Tough.

The Judge will set up a court to impose a fine on returning Yukon males who have failed to sprout fuzz on their chins in honor of the occasion, or returning Yukon females who fail to flash a garter.

Throughout the celebration, Kops will roam the streets and bars of Whitehorse in search of offenders.

Fines levied by Judge I.M. Tough will cover offences such as over-trimming of beards, not wearing a garter, and using too much of his court's valuable time.

The Kops have been the butt of their share of pranks over the years. Their portable jail which is towed by a Keystone Kops paddy wagon has twice been found chained and padlocked to the ceiling of one of the hangers at the airport.

During the RCMP Centennial a few years ago, the real cops decided to get their men. The Keystone Kops were trapped on Main Street by patrol cars and several RCMP foot patrols. They were then unceremoniously tried, convicted and thrown into their own Keystone jail.

The Sourdough Rendezvous program will also include a display of Yukon crafts, an 80-km (50 miles) cross-country snowmobile

race, an ice fantasy at Jim Light Arena, gambling in the Whitehorse Inn ballroom, and Rendezvous dances complete with Sourdough girls.

Certain to stir the blood and quicken the pulse rate are the Sourdough dancing girls, whose routines include the Can-Can first introduced to Paris by Jacques Offenbach in the 1890s.

Famed American author, Mark Twain, described the Can-Can as "a whirl of shouts, laughter, furious music, a bewildering chaos of darting and interminable forms, stormy jerking and snatching of gay dresses, bobbing heads, flying arms and dainty slippers in the air; and then a grand final rush, riot, terrific hubbub and wild stampede."

Mark Twain was noted for understatement.

A sourdough pancake breakfast, a flour-packing contest with contestants carrying up to 360 kg (800 pounds) on their backs, men's and women's novelty snowshoe races, a junior one-dog pull, and a fly past will be climaxed by a huge Rendezvous parade.

Floats in the parade will be awarded trophies in such categories as best, best northern theme; most original; most comical; and best group.

The flour packing contest is something to watch. Uwe Meyer (nicknamed "Groovey Uvey") of Vancouver is the all-time champ, having carried 360 kg (800 pounds) 15 km (50 feet).

Another interesting event will be the annual Meller Drammer, written each year by local Robert L. Dunlap.

Themes have included a riverboat docked at Whitehorse, the first farm in the Yukon, and the first school for wayward girls in the Yukon. The play is traditionally set in the period of the 1898-99 Gold Rush.

Overall theme of the Sourdough Rendezvous this winter is Let It All Thaw Out.

Whitehorse, situated on the banks of the Yukon River and 80 km (50 miles) above the 60th parallel, is a bustling neon-bright little city (population 11,215) surrounded by mountains, lakes and forests.

Firing Away

FIRING AWAY ARE IONIZATION SMOKE DETECTORS A RADIATION HAZARD?

The following article is being published to ensure that all personnel and their families are made aware that ionization smoke detectors are NOT a radiation hazard. These detectors are the type that eventually will be installed in all MQs throughout Canada.

The National Fire Protection Association factually refutes all statements which have appeared in the media concerning radiation hazards with these types of detectors. For any homeowners that have purchased or intend to purchase ionization smoke detectors you are urged to keep them or follow through with your purchase.

REMEMBER - SMOKE DETECTORS SAVE LIVES. Read the following article before you reach any conclusions. NFPA REFUTES NADER CHARGE ON IONIZATION SMOKE DETECTORS.

"By recommending that ionization smoke detectors protecting some four million homes be recalled, the Public Citizen Health Research Group has created a potential danger to human life," according to Charles Morgan, President of the National Fire Protection Association.

"If people abandon the protection these detectors afford, they could expose their families to death from the fire and smoke that claim several thousand victims each year," Morgan said recently in a national news release. "Others could suffer painful burn injury that could be avoided if they had the benefit of an early fire warning," he added.

Morgan said the Nader group "preferred not to examine a substantial amount of conclusive scientific evidence that blows their case out of the water. If they did use a combination of common sense and a legitimate

scientific approach, then I suppose there would be no opportunity for their press release.

"NFPA has studied the evidence and agrees with the Nuclear Regulatory Commission's conclusion that there is much less radiation danger from an ionization smoke detector in the home than an individual experiences in his normal daily environment, such as exposure to the sun and watching television," Morgan said.

Chapman, in a letter to the Nader group, criticized their report. "It contains no new information. It is incomplete and reaches conclusions not justified by specific data and analyses," Chapman said. The Commission is concerned that the Public Citizen report, which also calls for a ban on manufacture of the ionization devices, will cause "un-

justified apprehension and confusion in the mind of the public" and will result in "risk to life and property through precipitous removal of the detectors."

The NRC established regulatory requirements for the detectors in 1969 and has required extensive testing of the devices. In its reply to the Public Citizen group, the NRC pointed out several major omissions of evidence and fact by the group.

Morgan said "I would urge anyone who has an ionization detector to leave it exactly where it is. Smoke detectors save lives. NFPA has ample evidence of this in its fire records. The Public Citizen stab for publicity is at least irresponsible; I hope it doesn't cause an increase in the toll of 33 deaths and 820 serious burn cases that occur in America every day."



Another One Expecting Snow At Comox?

On Friday, January 7th, Major General K.C. Lett Deputy Chief of Staff for Operations at NORAD Headquarters in Colorado Springs paid an informal visit to the Nighthawk's nest. MGen Lett was escorted by the Base Commander and 409's C.O., LCol Herbert on a short tour through the squadron's maintenance facilities and the operations center. Having only recently taken over headquarters job in Colorado Springs, MGen Lett is familiarizing himself with the operations of some of the NORAD squadrons under command.

Base photo

NEWS OF SAFETY

Sharing The Road With Motorcycles

By Dr. Charles H. Hartman

Today over 5,000,000 motorcycles share the road with America's automobiles. The key to safe traffic mix is knowing how to share the roadway and applying that knowledge. Here are three tips for automobile drivers:



1) Expect to see motorcyclists. When you drive with this mental frame of mind it's easy to see motorcycles in traffic, and to take appropriate action.

2) Respect the "space cushion" around motorcyclists—front, rear and alongside. Allow as much space for the

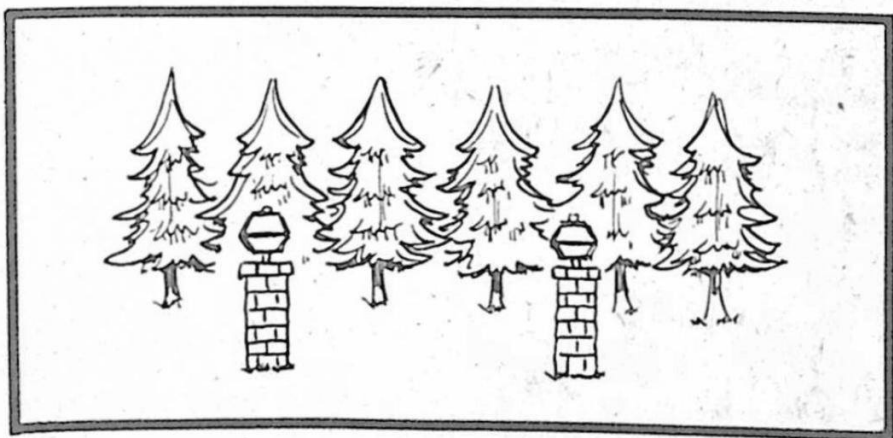
motorcycle as you would for another car.

3) Check your attitude about motorcyclists. If you think of them as "troublemakers" or a nuisance on the road, it's unlikely you'll really share the road safely. Mentally put yourself on that motorcycle, then drive accordingly.

Dr. Hartman is president of the Motorcycle Safety Foundation, an organization which encourages and develops motorcycle safety education programs on a nationwide basis.

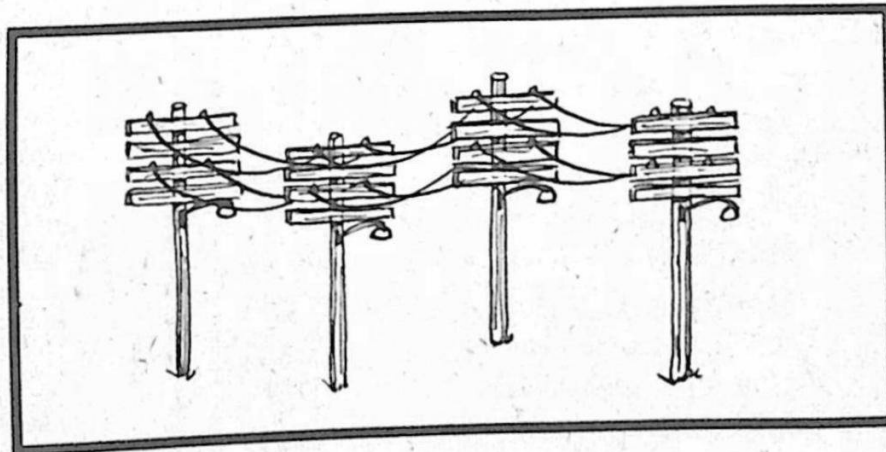
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OURS



LIVE TREES

THEIRS



DEAD TREES

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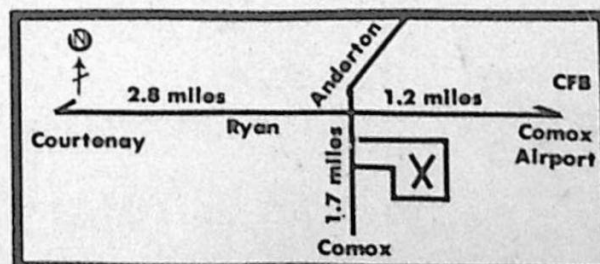
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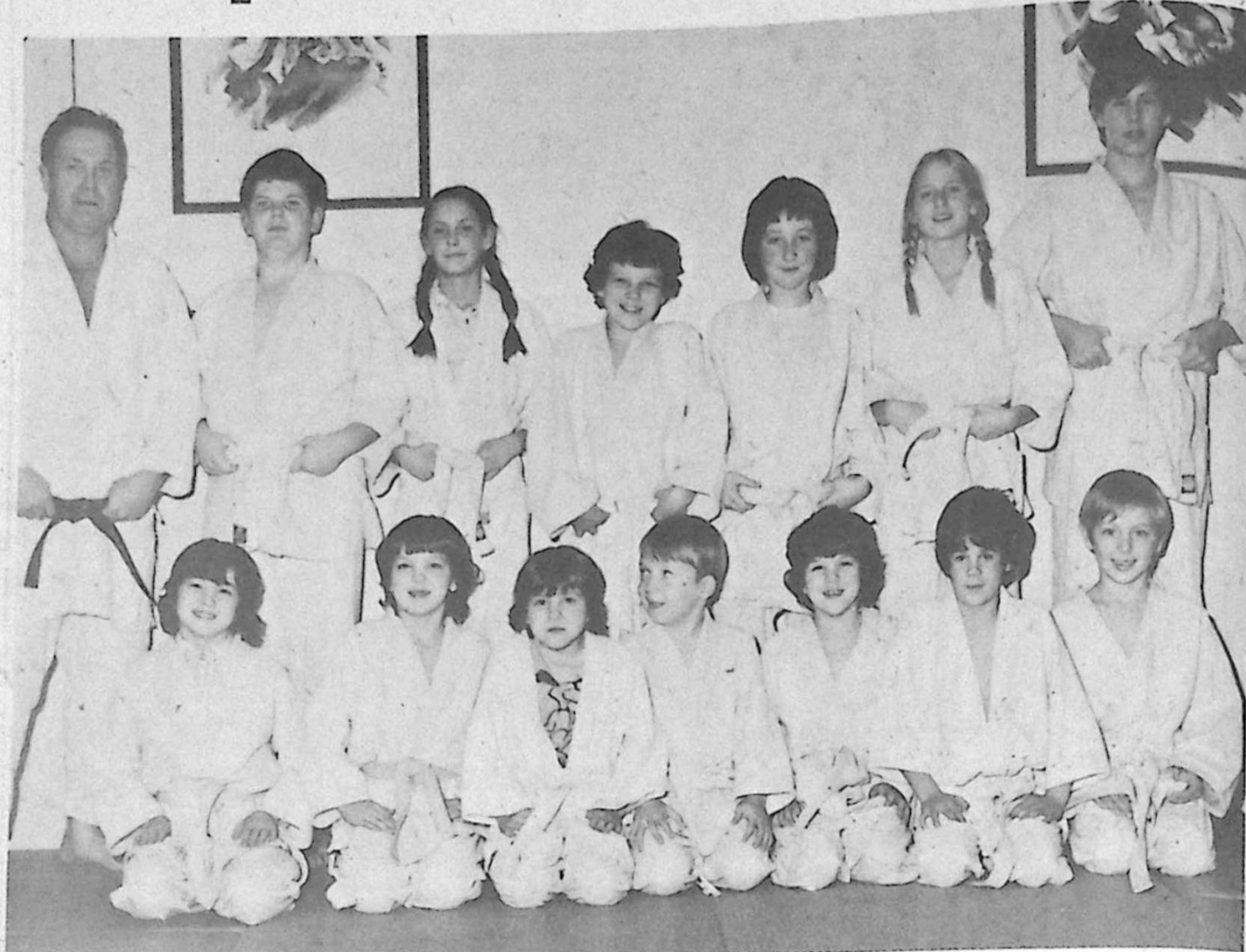
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Sports Beat Comox



Beginners Class — Any Future Samurai's?

Comox Judo Club

LINDA HALL wins "Samurai of the month".

The January winner is the newest member of the junior club, our yellow belt from Calgary. When the dust settled our light weights were dominated by our member from the weaker sex. The heavy weight side of the club was again taken by "Steven Robert" who had a good fight with "Rory Wilson" who had to beat "Marc Whorrall" first. Other outstanding fights were between "Ed Laver" and "Glenn Wilford" also the two "Blair Boys" Colin and Steven showed no love for each other in their match.

There will be a grading at the end of the month, which will give the beginner an

opportunity to advance to the next class.

SPECIAL NOTICE: Starting the 4th of February there will be a new beginners class started. Registration will be at 6:30 (cost of registration \$5.00, monthly dues \$5.00). Therefore any boys or girls wishing to take up the sport of judo should be at the dojo (judo room) on this date. There are openings for approximately 10 students. This will be the last class for the season.

There are a few tournaments we should plan to attend on the mainland, extra training will be required. Hard work will be necessary for all class members.

Sensei

Two rinks from the Comox Valley Ladies Curling Club participated in the North Island Playdowns held in Qualicum on Jan. 7th. and 8th. Barb Parker and her rink of Sharon Hastings, Angie Horning, and Heather Hayward won and will go on to Duncan to compete in the Island Playdowns on Jan. 13th. and 14th. Good luck ladies.

The Junior curling Sunday afternoons is over for another season and a good turnout and enthusiasm was shown. Next year a bigger and better season is anticipated.

The Mixed Bonspiel to be held on Jan. 28th - 30th. is full

with 48 rinks participating.

TEAM STANDINGS:

Sunday Night Mixed

1. G. Howell, 2. R. Hammell, 3. B. Emmerson, K. Geldert.

Monday Night Mixed.

1. B. Waugh, N. Suttie, 2. R. Morgan, 3. D. Cornish, D. Busse.

Ladies Monday Night League.

1. M. Fielding, O. Acorn, 2. M. Peterson, E. Hodgins, 3. E. Trainer.

Tuesday Night Mixed.

1. B. Peterson, R. Brooks, 2. B. Kardynal, 3. B. Ballance.

Tuesday Night Mens League.

1. G. Cockrane, A. Meyers, 2. P. Horning, D. Mosorochon, 3. F. Coates, C. Perry.

Wednesday Night Mixed "A".

1. C. Hagg, 2. D. Viklund, 3. P. Horning, 4. W. Hodgins, S. Sandberg.

Bowling With Stan

CFB Comox participated in the Zone bowling playoffs 10-14 Jan. at CFB Chilliwack. CFB Chilliwack took the Zone Championship with Comox placing 2nd. Bob Dickens placed second in the individual scoring and will be advancing to the CF Nationals at CFB Gagetown in Feb.

The men's league is still being led by the Gun Plumbers with 42 points over the Red Devils 36. Stan Prime and Russ Engelmeyer are both at 223 for high average. High Triple for the year is held by B. Hill's 841 and the single by G. Tapp's 333.

In the ladies' league the Happy Hookers are leading with 35 points. D. Dickens is holding high average with 207. The weekly single was taken by Dot Kern's 289 and the triple went to D. Dickens' 724.

The ladies' afternoon league is being led by the Whitebows at 31 points. Dot Kern has the high average with 206. M. Stroud had the triple and single with 627 and 261.

The Wednesday Mixed has the Old Timers leading at 44 points. Russ and Gail Engelmeyer are holding high averages with 229 and 197. For the men, the single and triple was taken by Russ Engelmeyer with 319 and 733. J. Fischer had the women's single with 264 and E. Prime had the triple with 631.

The Sunday Mixed has the Hot Stuff leading with 36 points. High averages are Bill Hill's 217 and L. Fillier's 205.

Merv. Ireland had 273 for the single and Fred Acton had a 707 triple. L. Fillier had the ladies single and triple with 305 and 723.

In the YBC the Bantams have the Osmonds leading with 87 points with the Cheetahs in second with 82. Patricia Stallard's 119 average and Stace Blackmore's 141 are the high averages. The weekly double and single for the girls was taken by Karen Alstad's 164 and 265. For the boys, it was Stace Blackmore's 205 and 353.

The winners of the Family Twosome for the Bantams were as follows: Mother and Daughter - Sharlene and Mrs. Duchesne (1263). Mother and Son - Keith and Mrs. Hislop (1259). Father and Daughter - Michelle and Mr. Grosvenor (1296). Father and Son - Wayne and Mr. Lyon (1252). Final results will be posted in the bowling alley.

The Juniors have the Bad News in first place with 26 points. Janet Jones' 163 and Bonnie Shaw's 165 are the high averages. Janet Jones' 243 and 414 were good for the weekly single and double for the girls and the boys had Ronnie Shaw with a 230 and 423.

The Seniors have the Hustlers with a slight lead at 33 points. Kerry Salmon's 186 and Donald Acton's 184 are the high averages. Janette Wood's 243 and Donald Acton's 222 were high singles and Donna Rossiter's 567 and Brian Belliveau's 613 were good for the weekly triples.

Wood Hobby Shop Re-Opens

The Base Wood Hobby Shop has been revived. Under the supervision of Cpl Bill Payne the shop is operating two nights a week and Saturdays. A strong interest in this base facility will ensure that it is kept running.

In addition to open woodworking there is a Basic Woodworking course being offered beginning Monday 31 Jan., from 7 - 10 p.m. The course is aimed at novices interested in learning more about woodworking techniques and covers the choice, use and maintenance of hand and power tools, shop and personal safety, types, grades, characteristics and uses of wood, joining and gluing techniques and plenty of opportunity to practice. Practice materials are free and students will complete a small project using their newly acquired skills.

Personnel are invited to contact Cpl Payne local 445 or 440, or Capt Schofer local 469, for further information.



THE HOCKEY STICK.

I have observed that the only way an amateur or minor hockey league player does not imitate the professional is in his use of the stick. A pair of inadequate skates is a severe enough handicap for any boy, but an improper stick really tops it off. It says much for the determination of our youngsters that so many of them turn into good hockey players despite these handicaps. But where would these kids have gone if they had started out on the right "skate"? When choosing a stick, I recommend that you buy the best quality boy's stick that is available, or that you can afford. A stick is purchased too often with the reasoning that he will break it in a couple of games anyway, so why get a good one? In the age group with which we are dealing, seven to 12 years of age, the percentage of broken sticks is very low. Most of them just splinter and fall apart, and with proper taping, that can be avoided.

boys, but they are not always available in every part of the country. The retailer must take his share of the blame for this because many of them think, and recommend that a cheap or adult sized stick is all that the kids need. If you can find a retailer that handles quality sticks for boys, let the youngster choose one for himself. However, use the following guidelines on lie and blade curves.

The lie of the stick is the angle when looking at it from the side - between the handle and the ice. It is indicated by a number on the top side of the

stick handle near the end. The lie is graduated from number 4 to number 7. When the bottom of the stick blade is flat on the ice, the handle end of a lie 4 is much closer to the ice than a lie 7. I think that until a boy becomes a proficient stick handler, he should use the highest possible lie and a blade with a straight edge on the bottom from the heel to the toe.

If you purchase by lie number, you are going to run into the same problem as with skate sizes - the angle of a lie 7, for example, will differ from one manufacturer to another. One of these years, the hockey stick industry will get around to a standard lie, but until then, when buying a boy's stick, I recommend you find the highest lie possible, and then buy the best quality stick in that lie.

Why the high lie? Most youngsters are quite weak in the hands, wrists, arms and shoulders. These parts of the anatomy are not strong enough at their stage of development to provide the muscle power necessary to control a stiff adult handle on an oversize blade with a puck up for grabs. Using a high lie stick enables the player to bring the puck in closer to his feet where he can apply what strength he has to the business end of it. If his hands are in the right position when he holds the stick, it forces the boy into the proper stick handling and skating positions. In my opinion, a high lie stick is a tremendous advantage to boys in the age group with which we are concerned.

Fish And Game Association

The General meeting of the Courtenay District Fish and Game Protective Association was held on 3rd of January.

It was an extremely interesting in that Regional District Biologist, George Reed, was in attendance. He explained the future fisheries plans for the enhancement of Salmon and Steelhead in the Puntledge and four other rivers in the area. At the present time, the first phase of the long range planning is being instituted with the closure of the Puntledge to fishing from Jan. 1st to May 15th. Scale samples of trout, and steelhead are required for biological classifications and fishing with a single barbless hook will be permitted provided that after scale samples have been taken, the fish are returned to the river unharmed.

The scale samples required consist of from four to five scales removed from just below the dorsal fin. These scales should be placed in a small plastic bag with a notation of where and when the fish was taken, along with the approximate location on the river. Scale samples should be mailed or turned in to Mr. Ray Roigers in the Courtenay Court House, Conservation Office. More on this long-range program in future articles.

The Annual Smoker is planned for February 4th at 8

p.m., \$2.00 per person. Mel Thompson is the committee chairman and Ken Reid will be the M.C. Now's the time to polish up your tall tales for the

Annual Bullfingler Trophy. Clam chowder and sausage rolls will be dished up along with your favorite beverage. See you there.



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Neighbourly News

"Back Fence Chatter"

Officers Wives' Club

This is a reminder that this month's meeting will be held on the 26th of January. A Penny Auction will be the activity of the evening which will take place at 8 p.m. in the Officers' Mess. All women are kindly requested to search their nooks and crannies for any useful items they may have to donate for the auction. Please contact Janice Poole for further information at 339-3254. Come out and join the fun and perhaps pick up a bargain.

The February meeting is scheduled for Thursday, February 17. Lloyd Park has been invited to come out and to share some of his gardening knowledge. A warm invitation is extended to all wives and their husbands to attend.

Local Amateurs To Perform

By MARC BEGIN
"THE CRUCIBLE", a classic tragedy, will be showing at the Courtenay Civic Theatre on the 24th, 25th, and 26th of February. The Vanier acting students will perform the Arthur Miller play. He also wrote such plays as, "View From The Bridge", "Death Of A Salesman", and "After The Fall". The curtain will rise at 8 p.m. sharp.

The play is directed by Ms. L. Buchanan and will feature students of Grades 11 and 12.

The play takes place in the year 1692 in Salem, Massachusetts. Salem was, in those times, a very Puritan community and the story is based on a series of actual events that occurred in early American history. A group of young girls are discovered dancing in the woods and to avoid punishment, they accuse some of the local people of being witches and say that they made them do it. Ministers and investigators are brought in to investigate the very serious accusations of witchcraft and the local citizens are brought to trial. They are jailed, tortured, and some of them are even hanged. This was the last major appearance of witchcraft in the Western world. The play centers around man's right for free thought

and speech, and is an historical example of man's inhumanity to man.

Ms. Buchanan commented, "It is going really well, and I have some very strong actors to work with. It is a very powerful and quite difficult script for High School students to perform. It forms the major part of the work for my Acting 12 students, although many Grade 11's are performing in it also. Rehearsals are coming along quite well and most of the time for practicing is outside of regular school hours. Even with a cast of 20 and co-operative crew of 15, Dress Rehearsals are expected to take place on the day before Opening Night, and perhaps even on the 24th itself." Ms. Buchanan also mentioned that for this play, the actors will have to learn a distinctive style of speech and movement.

Proceeds accumulated from the play will be used to send Drama students to conferences and Work Shops outside of the Valley.

Tickets for "THE CRUCIBLE" will be available at: The Laughing Oyster Bookstore, The Arts Alliance, The George P. Vanier School office, and may also be purchased at the door. Prices of the tickets will be available at the distributors.

The main characters, actors and actresses, in the order of appearance for this production are:

Reverend Parris	Will Onno
Abigail Williams	Peggy Johnson
Mary Warren	Kim Bolan
John Proctor	Tim Hawley
Reverend John Hale	Robin Potts
Elizabeth Proctor	Monika Rueggsegger
Deputy Governor Danforth	Jeff Myers

PMQ Preamble

PMQ PREAMBLE

The PMQ area has certainly seemed quiet during the New Year. Maybe all the residents are party tired and are sliding through January on a low key. Or else the thought of license, insurance, and taxes has dampened the lively spirits. The Mayor, Ken Howard, Deputy, Pete Morrow and the rest of the PMQ Council wishes everyone the best for the New Year.

The PMQ Council recently asked for your complaints and most residents obliged. The five most common complaints in order of frequency are (1) control of pets - cats and dogs in that order, (2) garbage collection, (3) lack of facilities and activities for teenagers, (4) improvement of playgrounds and (5) vandalism.

Just a few words on each of these, however short verbosity does not indicate lack of concern. In reverse sequence - surprisingly only eleven residents listed vandalism as a problem. We are quite certain that this is indication that vandalism is on the decline. Perhaps the efforts of the PMQ cop, the law enforcement section, teen club, and the identification of a few troublemakers have all contributed to improvement in this area.

Improvement of playgrounds - if you are aware of a broken or unsafe piece of equipment give your ward councillor a call. Plans (even though slow) are underway for a venture playground. If you have ideas concerning additional equipment or areas let us know.

Facilities and activities for teenagers. The need for more activities and facilities are recognized. We've not made much progress in this area. Several proposals have been considered. For various valid reasons some of them had to be rejected. The base teen organization is doing well. They are an active organization and have solicited adult and base support. But more events and activities than they can provide are needed. Anyone out there who is capable, experienced, and interested in working in this area? We don't have the answers. Maybe you do.

Garbage collection. - We feel there is a handle on this one. Call 313 concerning collection problems. And every resident is to put garbage out in only covered cans. Make the gulls go elsewhere for a meal. Definite improvement has been noted. Control of pets. - This is the biggie. About one in every 4 or 5 residents has heartache on this one. If everyone observed PMQ orders the problem

wouldn't exist. But this isn't the case. Residents may be issued a letter stating that they - or their pet - can be read? - have violated PMQ orders.

A letter or a fine may have an affect and might be

necessary in the worst cases, but the answer lies in pet owners being sufficiently concerned to ensure that their pet is not a nuisance to the neighbors. The existing controls are adequate. Compliance is needed.

Chapel Chimes



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

SUNDAY MASSES:

Saturday - 7:00 p.m. (Sunday Vigil)
Sunday - 9:30 a.m. and 11:00 a.m.

WEEKDAY MASSES: 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 11:00 hours. This is the Base Chapel and everyone is warmly invited to share in the Service.

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

BAPTISM: Services of Holy Baptism are held every month.

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

CHAPEL CHOIR: Our Senior Choir extends a warm welcome to all new arrivals. New voices are always needed. Please speak to the Choir Director, Organist or Chaplain. Senior Choir Practice - 2000 hours, Thursday; Junior Choir Practice - 1800 hours, Thursday.

Sunday School-The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 0930 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 1100 hours. All children are invited to attend.

Office Hours- 0800 to 1630 hours. Phone 339-2211 local 273.

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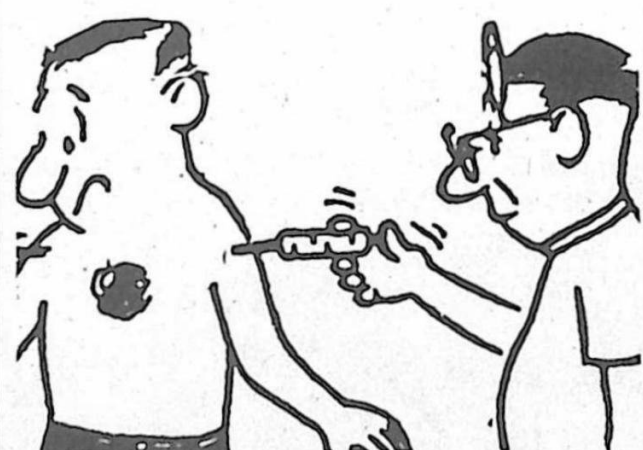
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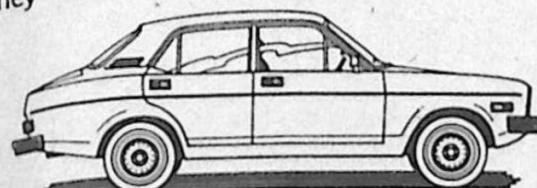
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The Gossip Column

once again request that bottles be set out on the step if any of you are lucky enough to sleep beyond 9:30 on Saturday mornings. The bottle drives are one of the main money-making concerns of the Boy Scouts.

I'm planning to go back to work part-time and one of my neighbours passed along a household hint so I could cut my ironing in half - use scissors on it.

Kids! How they can try us! The other day my three-year-old was supposed to be eating her lunch, but she sat there moving her head rapidly from side to side. I said to her, "Stop that and eat! What are you doing anyway?" She replied, "I can't stop this - I'm a helicopter." Six months ago, when she was told she was a bad girl, her reply was, "No I'm not, I'm a truckdriver."

My recipe this time is from

"Blue Book, Easy Guide to Tasty, Thrifty Canning and Freezing."

HOW TO PRESERVE A HUSBAND

Be careful in your selection. Do not choose too young. When selected, give your entire thoughts to preparation for domestic use. Some wives insist upon keeping them in a pickle, others are constantly getting them into hot water. This may make them sour, hard, and sometimes bitter; even poor varieties may be made sweet, tender, and good, by garnishing them with patience, well sweetened with love and seasoned with kisses. Wrap them in a mantle of charity. Keep warm with a steady fire of domestic devotion and serve with peaches and cream. Thus prepared, they will keep for years.

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Hypothermia

Outdoor workers, fishermen, hikers and all people who are exposed to the elements are potential victims of a dangerous body reaction called hypothermia. It is caused by exposure and results in the lowering of deep-body temperature to the point of impairment.

Trifling with the harshness of nature can be hazardous. Workers who spend their day outdoors can fall victim to the effects of exposure without recognizing the body's warning signals soon enough. Reaction is sometimes disbelief when a person suffers hypothermia in air temperatures above freezing, but most hypothermia cases develop in air temperatures between 0-C and 10-C. Never underestimate the danger of being wet at such temperatures for a prolonged period.

Scientists from the University of Victoria have conducted extensive research into cold water survival, using as their laboratory the chilly waters of the Pacific Coast. One of the scientists' most significant findings indicated that persons who remained still stayed warmer about one-third longer than those who were swimming wearing a life-jacket. Although we think in terms of physical energy producing heat, this activity causes the blood to circulate more quickly to the skin and limbs. This increased circulation results in more body heat being lost to the water. They concluded that the key to cold water survival was to remain as inactive as possible and to protect the body from heat loss.

Prevention is the simplest defence against hypothermia. Wear wool clothing, including covering for the head and limbs, topped with waterproof raingear before the clothes become wet. Wool, when wet, has a higher insulation value than cotton-

down or synthetics. Don't take the chance of becoming exhausted. Normal endurance is greatly reduced by exposure, and if exhaustion forces you to stop, the rate of body heat production drops by 50 per cent or more and violent shivering may begin. As body temperature drops from the normal of 37 degrees C (98.6 degrees F.):

37-36 degrees C - Uncontrolled shivering, complex tasks impossible.

35 - 33 degrees C - Violent shivering, difficulty in speaking.

32 - 30 degrees C - Shivering decreases, muscles begin to stiffen, loss of coordination, mind becomes dull, amnesia may occur.

29-27 degrees C - Irrational behavior, stupor, pulse and respiration slowed.

27-26 degrees C - Unconsciousness, reflexes cease, heartbeat erratic.

Below 26 degrees C - Total cardiac and respiratory failure, death.

A knowledge of how to treat the victim of hypothermia can prevent serious body injury, even death. First, get the victim out of the wind and rain (or the water, of course) and out of all wet clothes. If he is only mildly impaired - still conscious - give him warm, sweet drinks, warm clothing, blankets or a sleeping bag. Depending on the location and what is available, warm (not hot) pads, hot water bottles, warm bath or shower will help. Build a fire if possible.

If the victim is semi-conscious or worse, and beyond shivering, there may be danger of a temperature "afterdrop". Try to keep him awake, and give him warm drinks. When there are no other rewarming aids available, someone will have to donate body heat, removing his own clothes and those of the victim and

(Continued on page 13)



"Are You Sure This Will Protect Me?"

Kissing Disease

BY DR. BOB YOUNG

"Kissing disease" is well known by people in the age group that is most commonly affected by this illness. The patient will frequently start the interview with the statement "Doctor, I think that I have Mono."

Infectious mononucleosis, occasionally still called glandular fever, is a common disease, especially between 10 and 35 years of age. Its nickname is derived from the most frequent method of transmission, kissing, and this probably also explains the high incidence in college students!

The disease is caused by a virus - the Epstein-Barr herpes virus - and it has an incubation period of five to 15 days.

The symptoms in the usual uncomplicated case are not very dramatic. The patient will have a fever, feel generally unwell, and complain of a sore throat. His or her appetite may be decreased and the muscles will likely ache. The lymph glands, or nodes, are moderately enlarged and tender to the touch.

Some cases are complicated by enlargement of the liver or spleen, headache and neck stiffness, and chest pain, shortness of breath and cough. Most cases do not show all these symptoms.

If infectious mononucleosis is suspected, laboratory tests are available to confirm the impression. These are helpful, but may have to be repeated to pin down the diagnosis.

There is no specific treatment for infectious mononucleosis. Supportive measures are necessary because the patient is often dejected and lethargic, feeling neither well or exceptionally ill. The duration of the illness also causes discouragement, as it may be two or three months before the patient feels fully well again. Usually the fever goes in about ten days and the enlarged glands shrink within a month.

Complications are rare in this common disease. A serious one is rupture of a congested spleen, an acute emergency.

Unless kissing goes out of style there would appear to be no way of preventing the spread of this disease.

Send your questions to Dr. Bob Young, B.C. Medical Association, care of this newspaper.

Operation Lifestyle

OTTAWA - Health and Welfare Minister Marc Lalonde today announced details of a program created to acknowledge the contribution made by Canadians in the promotion of positive health lifestyle in their communities.

The Lifestyle Award program is an element of Operation Lifestyle, a public education campaign.

In announcing the new program, Mr. Lalonde indicated that while the main purpose of the Lifestyle Award is to bring recognition to individuals who have worked for years, often unrecognized, to raise the level of health awareness in their community, it is hoped that it will also serve to reinforce voluntary action among Canadians.

Deserving persons may be nominated by individuals living in their community, by community organizations, national and provincial associations or municipal governments.

Nominees should have actively given of their time and energy on a volunteer basis to the improvement of health habits in the community or had significant involvement in the provision of health-related facilities or services. These projects should have been undertaken for a considerable period of time and had a significant impact on members of the community.

Persons selected will receive a medallion featuring the symbol for the Operation Lifestyle campaign and a certificate of recognition.

Nomination forms are available by writing to the Secretary Lifestyle Award Committee, Ottawa, K1A 0K9.

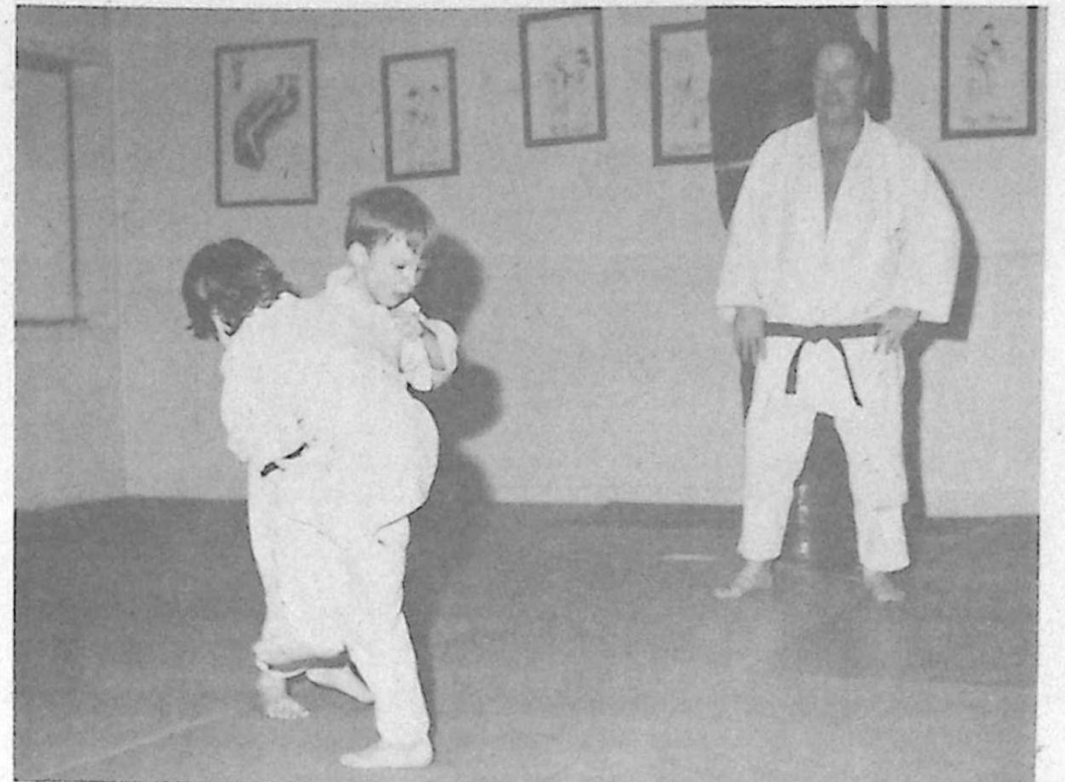
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407 photo

An Australian Message



Times photo

Starting Young

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MOVIES

January 24th — Three Days of The Condor
Robert Redford

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FRIDAY, JANUARY 21 — TGIF
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WEDNESDAY, FEBRUARY 9 — O.W.C. Bridge

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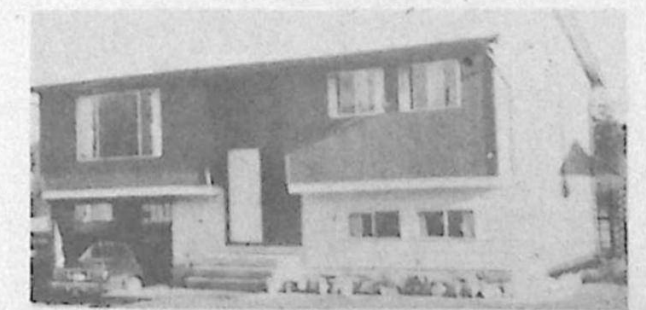


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AIR COMMAND APPOINTMENT - Winnipeg - Promoted January 10 to the rank of Lieutenant-Colonel and simultaneously appointed senior staff officer maritime at Air Command Headquarters in Winnipeg is John E. McGee of Guelph, Ont. Lieutenant-Colonel John E. McGee joined the RCN in 1958 and subsequently trained as a pilot with the RCAF. A maritime pilot, LCol McGee amassed 2600 hours flying in Argus aircraft from Oct. 1972 to Aug. 1976, while undergoing conversion training and serving with 404 and 405 Squadrons at Canadian Forces Base Greenwood, N.S. Earlier in his career, LCol McGee flew Tracker anti-submarine aircraft from the aircraft carrier HMCS Bonaventure and completed an exchange tour with the U.S. Navy. (Canadian Forces Photo)



LOOKS GOOD -- Presentation of 'Certificate of Service' to Sgt Larry Bourgeois by Maj Poole 407 Sqn. SAMO.

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Black Box Saves Lives

(Continued from page 1)

across Canada, millions of dollars and thousands of flying hours have been saved. \$20 MILLION SAVED.

Major Bill Leslie, of Swan River, Man., a staff officer in the directorate of air operations and training at National Defence headquarters in Ottawa, estimated that during 1975 alone at least \$20 million and 20,000 search hours were saved.

However, SAR operations are plagued by false ELT alerts, which numbered more than 1,000 last year and climbing above 900 during the first three quarters of 1976.

But despite the fact that 90 per cent of the ELT alerts are false, SAR workers are firmly convinced that they come out ahead.

Wild goose chases consumed 728.8 flying hours in 1975 at a cost of \$728,800. But searchers spent 2,455 hours and \$2,455,000 on three searches for downed aircraft with non-functioning ELTs alone during the same year.

So far this year SAR aircraft have flown 513 futile hours tracking ELT signals activated by mistake.

Careless pilots who fail to ensure that their ELTs have not accidentally switched on after landing safely are to blame for some of the false alerts. SAR workers have also traced signals to boats and to the middle of urban areas.

On a routine flight from Arnprior to Canadian Forces Base Trenton, Ont., last April, crewmembers of a SAR helicopter picked up an ELT signal above Carleton Place, near Ottawa.

Landing in a park, the crew traced the signal to an instrument plant which manufactures one of the four ELT models approved by Transport Canada. It turned out that one of the transmitters had begun to operate because of a malfunction in the plant.

In an attempt to cut down on spurious alerts, SAR officials have joined with Transport Canada in encouraging pilots to check their transmitters after landing. The sensitive devices can be activated by as little as a slight knock or a bumpy landing, and they have been known to transmit during shaky take-offs.

But despite a high percentage of false alerts, the

mandatory use of ELTs has greatly increased the odds of finding downed aircraft. 100-MILE RANGE.

The transmitters are capable of sending signals up to a distance of 100 miles for almost seven days. Considering that the Forces' SAR organization currently has 23 aircraft dedicated to the job of finding vessels and downed planes in an area that measure close to six million square miles, time is important.

Looking after aircraft in distress has been a military responsibility since 1947 when the government assigned the task to the Royal Canadian Air Force.

Since then the Canadian Forces have also taken on the job of co-ordinating and providing some air support to SAR operations at sea. And late this year the military put the provision of air resources for both marine and air emergencies on an equal footing.

At the same time Barney Danson, minister of national defence was named minister responsible for all aspects of SAR. Mr. Danson's appointment allows him to draw on all government ships and aircraft dedicated to SAR operations.

At present four Canadian Forces Rescue Co-ordination Centres, located in Victoria, Edmonton, Trenton, and Halifax, direct the SAR operations flown by four squadrons across the country. They are 442 Squadron at Comox, B.C. 440 Squadron at Edmonton and its detachment at Yellowknife, N.W.T., 424 Squadron at Trenton, and 413 Squadron at Summerside, P.E.I. In addition, a helicopter detachment will be established soon in Newfoundland.

SAR AIRCRAFT FLEET. Equipped with ELT receivers, and currently available for the forces SAR task, are 14 fixed-wing aircraft (two Hercules transports, six Buffalo and six Twin Otter medium transports) and six Labrador and three Voyageur helicopters.

Another 10 T-33 jet aircraft are being outfitted with ELT homing devices to aid in air searches. Two more Voyageurs are being refitted, one of them with a powerful search light called "Night Sun".

As a result of the federal government's recent move to strengthen Canada's marine search and rescue capabilities, the number of SAR helicopters will be increased from 10 to 14 within the next few years.

Five of them will be stationed on each coast, another three at CFB Trenton, and a fourth will serve as a maintenance floater.

One piece of equipment that has yet to reach the SAR inventory is a hand-held ELT receiver. Military and civilian authorities are watching the receiver's development with anticipation.

If a dependable model is developed, the receives could be distributed to airports across the country for use in tracing the false alerts triggered by bumpy landings. That would save more SAR resources for the real task of searching for and rescuing people.

SAR SATELLITE. Further into the future than a portable ELT homing device is a search and rescue satellite, capable of scanning isolated areas of the country and finding downed aircraft 15 to 20 minutes after they crash.

Canadian scientists are working on the new satellite system which could be operated on an international scale.

While these technical advances are still in the future, SAR personnel are relying on the responsibility of pilots to file flight plans, to carry ELTs cocked for emergency activation, and to check the transmitters after they land.

That goes for everyone who flies, even if the trip is no more than an hour around the airport, says Chief Warrant Officer Jack Moore of Calgary, an expert in safety systems at NDHQ.

Canadian pilots must carry ELT equipment in their aircraft, with the exception of those who restrict their flying to within a 25-mile radius of an airport. But Chief Moore says he can cite several cases from the past where a light aircraft has taken off for a local trip around an airport and has never been seen since.

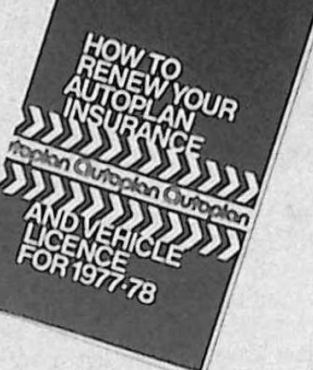
The dividends that come from carrying ELTs in private aircraft and using them wisely? According to SAR files, they're measured in human lives.



Thursday, Jan. 20, 1977

CFB Comox Totem Times 11

How to renew your Autoplan Insurance and Motor Vehicle Licence



YOU WILL SOON RECEIVE BY MAIL:

- A Renewal Form for your 1977/78 Autoplan Insurance and Motor Vehicle Licence.
- A Brochure which outlines the steps which you should follow to renew your insurance and licence.
- A new guide, "All About Autoplan" which provides detailed information on Autoplan insurance and the types of coverage which are available.

BE SURE TO CHECK YOUR RATE CLASS NUMBER

It is very important this renewal year that you double-check your Rate Class code because there are changes in Rate Classes for 1977/78.

Both the Renewal Brochure and the "All About Autoplan" Guide carry a Rate Class chart. Compare the present use of your vehicle and the age, sex, and marital status of the drivers with the Rate Class Chart.

Locate your correct Rate Class number on the chart and compare it with the number in the box on your Renewal Form. If there is a change in your Rate Class or if there are three asterisks (***) on your form you should consult an Autoplan agent or Motor Vehicle Branch office.

LICENCE NUMBER AND MARITAL STATUS

For the first time, on the 1977/78 Renewal Form you will find a box headed "Principal Operator's Driver's Licence No. and Marital Status." Be sure to bring the Driver's licence number of the Principal Operator of EACH VEHICLE YOU ARE INSURING when you visit your Autoplan agent or Motor Vehicle Branch office.

VEHICLE EQUIPMENT CHART

The equipment chart on pages 18 and 19 of the new Guide "All About Autoplan" lists a variety of standard and specialized vehicle equipment and indicates the categories under which such equipment can be insured.

Prepare a list of the vehicle equipment you want to insure before visiting your Autoplan agent or Motor Vehicle Branch office.

If you can't find what you're looking for on the equipment chart, consult your Autoplan agent or Motor Vehicle Branch office.

ACCIDENT INFORMATION FORM

The last page of the new "All About Autoplan" guide is a handy Accident Information reporting form.

If you keep the Guide in your glove compartment, you will always have this reporting form handy in case of accident. Just fill in the accident details and hand the form to the ICBC adjuster when you take your vehicle to an ICBC claims facility.

SAFE DRIVING DISCOUNT

If you have not had a blameworthy accident in the period October 1, 1975 to September 30, 1976 you will be eligible for a Safe Driving Discount of 17.5% off your 1977/78 premium. This discount will be indicated as a dollar amount on your Autoplan insurance renewal form. However, if it is not shown on your form and you feel you are entitled to it, please consult your Autoplan agent or any Motor Vehicle Branch office.

SINGLE MALE DRIVERS UNDER 25

In addition to the 17.5% Safe Driving Discount, single male drivers under 25, who qualify, will also receive a Safe Driving Grant equal to 25% of their 1976/77 Autoplan insurance premium. However, you will not receive the Grant automatically. You will have to apply. Grant payments will be made by separate cheque, but you will have to apply on a form that you should already have received by mail. If you have not received the form, pick one up at the nearest Motor Vehicle Branch office.

Applications for the Single Male Drivers Under 25 Safe Driving Grant must be completed by April 1, 1977. They should be mailed to the Insurance Corporation of British Columbia, P.O. Box 5050, Vancouver, B.C. V6B 4T4.

FINANCE PLAN

An ICBC finance plan is available for your convenience. If you use the plan, you must still make full payment for your licence plate fees and a 25% down-payment on your Autoplan insurance premium; the balance will require three instalment payments at two-month intervals. These payments will be automatically charged against your bank account if you elect to use this plan. The interest rate on the outstanding balance is 15% per annum (1 1/4% per month).

RENEWAL DATE

The deadline for renewal is midnight, February 28, 1977. Early renewal is more efficient and will save you valuable time. PLEASE RENEW EARLY.

WHERE TO RENEW

You can renew your Autoplan insurance at any Autoplan agent or Motor Vehicle Branch office. If you have not received a renewal form in the mail, please bring your current 1976/77 Certificate of Insurance with you when you come to renew.

STILL IN DOUBT?

After studying the Renewal Brochure and reading the new guide, "All About Autoplan," if you still have any questions please consult your Autoplan agent or Motor Vehicle Branch office or call the ICBC Information Centre in Vancouver at 665-2800. Our long distance toll free number is 112-800-663-3051.

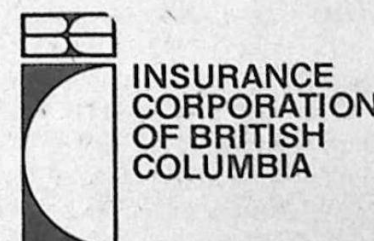
*A blameworthy claim is one where the driver, (no matter who was driving), was responsible to any extent for causing bodily injury, property damage, or collision damage and for which a claim or loss has been paid by the Corporation. It should be noted, however, that any hit-and-run collision claim settlement is not classified as a blameworthy claim.

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Comparative rates are from the 1976 Insurers Advisory Organization of Canada manual.

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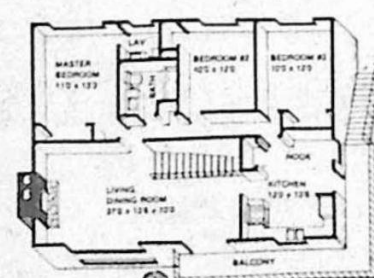


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The Adventures Of Supertech

There was an explosion in the BWO's office! The ensuing tremor rocked the entire Headquarters building, not enough to register on the Richter Scale, but it brought many of the occupants out into the hall.

The Chief was one of the old timers in the outfit. He could curse a man out for twenty minutes without repeating himself once, and on this occasion, outdid all previous performances. The more he yelled, the lower Supertech's head dropped between his shoulderblades, until at last, it looked as if Supertech's hat was resting directly on his shoulders. When he stopped to take a breath, there was the gentle hint of applause from out in the corridor.

When the Chief finally stopped, Supertech was backed against the wall like someone was throwing knives at him. He wasn't sure if he was more scared or awed by the ranting and raving of the past twenty minutes.

The Chief's face was purple when he stopped, and with a final shake of his gray head, he turned and walked out. He was in need of something stronger than the canteen had to offer. He yelled back over his shoulder as he went out the door, "IF ANYONE WANTS ME, I'LL BE IN THE MESS!" People passing him as he stormed along could only wonder what he was muttering about. Most agreed that the main repeating theme seemed to be, "Bloody kids... smart-aleck youngsters... no respect at all."

Back in the office, Supertech was beginning to get some color back into his face,

when one of the clerks stuck his head in. "Hey, that was some chewing out! I've been here for three years, and he's never sounded off like that before. By the way, that shade of gray is very becoming."

That brought Supertech back to his senses. "Get outa here!"

It wasn't quite what he had planned for a start with the Chief. Supertech could see that this was going to take some doing to get it forgotten. Just then, a sergeant strode into the office. "You must be Supertech. I'm Sgt. Avion, I'll be your boss while you're here in the office. By the way, I'm a little late this morning; where's the Chief?"

"Sarg., you're going to hear about it sooner or later... he's off to the Mess. We had a bit of a row, and I don't think he'll be too anxious to see me again for a while."

"No sweat. He'll get over it. Anyway, while you're here, you'll work at that desk there. There is a list of duties written up in the book in one of the drawers. Read up, and if you have any questions, just ask. You'll probably work outside of the office most of the time, so from now on, show up in proper Work Dress. Save the pretty green suit for parades. You can hang your hat and tunic over there, and the coffee room is down the hall to your left. I'll have mine black with half a spoon of sugar."

Supertech didn't need a second invitation to get out of the office. He took off for the coffee room as soon as he got his hat on the hook.

When he got there, he wondered if it was his wisest course of action after all. He

was greeted by a chorus of cat-calls from all those gathered inside. Word sure got around fast in this place. He braved them just long enough to get the two cups of coffee, and then headed back to the office.

Sgt. Avion waited until he got sat down and then took the time to explain some of his duties and to help him get started.

"Sometime today, I want you to go over to the ME Section and get some endorsements on your military licence... by the way, you do have a 404, don't you? We sometimes have to handle the odd job when we can't spring a driver loose from them and it's handy if the office Corporal is checked out. They know what to qualify you on already, so just show up."

It seemed like a lifetime, but at last noon arrived, and Supertech got the nod to go for lunch. He decided that while he was out of the office, he'd slip home and change his uniform... why beat up his best parade dress.

He was back at his desk when the Chief marched in. The Chief's face had a pleasant ruddy glow to it, and his breath could have scorched paint at fifteen paces. The rest of his bearing was straight out of the "Book".

"Lad, you got off on the wrong foot with me, so you are going to have to watch yourself, or I'll be on your back like a ton of bricks. You've had your one slip, and I'm not going to let you forget it either. Do you read me, Corporal?"

"Yes, sir!"

"Good. Now where's Sgt. Avion?"

"He just went over to Supply, sir. He said he'd be about twenty minutes."

"Have you been over to the ME Section yet? If you haven't, go now. I've already arranged for them to sign you out a half-ton. Once you get it, get over to the Social Center. There is a stack of chairs and tables that have to go back to Barrack Stores."

So Supertech spent the rest of the afternoon sweating and straining while he moved what seemed like ten thousand stacking chairs and a thousand tables out of one building, onto the truck, and into another building. By four o'clock, if someone had told him to whistle, he couldn't have gathered the strength to pucker. That Chief sure had a rotten way of getting even with a guy.

The job was done, so he turned the truck back in to the ME Section, and stumbled back to the office. He got there just as the sergeant was about to lock up.

"You look a bit done in! By the way, I heard more of the story about this morning, and I take back what I said about him getting over it. You're slated for three months in here, and it may take him that long to simmer down. Anyway, I'll see you tomorrow morning at 08:00."

Supertech turned to leave when the sergeant stopped him again.

"By the way, I don't know if you remember or not, but don't forget to bring your shaving kit along with you tomorrow... you're Duty NCO starting at 11:00 hrs."

Supertech flinched. What else could happen? He began to think he'd have been better off facing a Court Marshal. Sgt. Avion laughed. "Don't panic, Supe. Just remember, the first twenty years are the hardest."

Supertech groaned aloud. "Sure. Great! But do all twenty years have to take place in a single week?"

He finally reached his apartment. The fight to climb the stairs was something to behold. At last he got inside and flopped himself down on the bed. He expended the last of his strength to set the alarm. If he woke up in time to eat a late supper, fine. If not, t'heck with it.

Tomorrow is another day, folks. Will Supertech beg forgiveness? Will the Chief use the whip on him again? Will he wake up in time to get to work? Hummmmmmm! Check the next issue, and we'll both find out. Read the Totem Times for the Adventures of SUPERTECH!!!!



Hunters should wear life jackets. NEVER stand up in a boat.

The Misadventures Of Oscar McFoisy

Conservation Officer Lawson battles his arch-enemy Oscar McFoisy in this series of articles explaining regulations affecting B.C. 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 21 and 22 of the Canada Shipping Act - Small Vessels Regulations states that: "Every vessel not over 18 feet in length shall carry (a) one approved small vessel lifejacket or approved life saving cushion for each person on board; (b) two oars and rowlocks or two paddles; (c) one bailer or one manual pump; and (d) if equipped with an inboard motor, permanently fixed or built-in fuel tanks or a cooking or heating appliance that burns liquid or gaseous fuel, one Class BI fire extinguisher."

Section 22: "Every vessel over 18 feet and not over 26 feet in length shall carry (a) one approved small vessel lifejacket or approved life saving cushion labelled for in non-passenger craft not over 26 feet in length, for each person on board; (b) two oars and rowlock, two paddles or one anchor with not less than fifty feet of cable, rope or chain; (c) one bailer or one manual pump; and (d) if the vessel is power-driven or is equipped with a cooking or heating appliance that burns liquid or gaseous fuel, one Class BI fire extinguisher."

Charge commonly known as 'fail to have lifejacket'!

THE INCIDENT One thing that Oscar McFoisy liked almost as much as afternoon naps was going canoeing. He particularly enjoyed running the meandering waterway that flowed past his cabin at Muskrat Flats. Not everyone had the inner strength that Oscar had for promoting the devil in himself so he was almost offended when his conscience reminded him to take along a lifejacket. He did however, pack a lunch that consisted of a peanut butter bologna sandwich, a one minute hard boiled egg, one garlic flavoured pickle, a can of sardines, one combination knife-can opener and a bandaid.

The canvas covered canoe, handed down to him by his grandfather was tied to the landing in front of the cabin and had the appearance of a vessel that almost didn't survive the last wind storm. However, it was Oscar's pet and he loved every rib in 'er. No one knew why Oscar named that boat Virginia, although it may have had something to do with when he was younger, some said.

Oscar undid the ropes on the craft on Saturday morning at 10:15 a.m., threw his lunch bucket under the rear seat at 10:16 a.m., sat down, set the throttle to full speed and pulled the rope starter at 10:17 a.m. By 10:17:05 a.m. he was thrashing around the bottom of the Muskrat Cabin Creek with a broken rope in his hand while a can of sardines and

pickle floated past in the current. The canoe was last seen heading downstream at a tremendous velocity towards the Pacific Ocean.

Oscar explained to G.W. Lawson, the local Conservation Officer that he had forgotten to place some ballast in the front of the canoe and the engine, at this time, started on the first pull, when usually it didn't. Oscar's wisdom teeth ached when he admitted that he was thrown out of the craft when the bow flew up under the power of the motor. He also thanked G.W. for reeling him in from the cold water as he began a series of sneezes that lasted all the way to the court building to answer to a charge of failing to wear a lifejacket!

Oscar McFoisy did it again!

THE ADJUDICATION It was difficult for His Honor to suppress a chuckle or two when the incident was described in court. Nonetheless, he wasn't impressed by Oscar's lack of common sense where lifejackets are concerned.

Every year so many men, women and children drown as a result of inadequate lifejackets, or none at all. Some people even go as far as having them in the boat, out of reach in an emergency and that's almost the same as not having one at all.

Thousands of dollars are spent each year in search and rescue attempts when people are found missing. How many times have we read in the newspapers: "No lifejacket - Man presumed drowned!"

Canadian Military Aircraft

by Ewing

Part Three - Piasecki HUP - 3 The Royal Canadian Navy operated three HUP-3 helicopters which were purchased from the U.S. Navy, and which wore the American serial numbers throughout their Canadian service.

The HUP-3 was a small, tandem-rotor helicopter powered by a Continental R-975-46, originally a tank engine for the U.S. Army. At the time of purchase, its size

was of prime importance due to the size of the hangar on the RCN icebreaker, HMCS Labrador. However, the small size reduced its effectiveness in many instances.

The HUP - 3 was used for rescue, airvac, ice patrol, transport, fire patrol, and in one instance, for towing water-skiers. The rescue winch was located inside the helicopter, and the pilot was forced to fly the aircraft solo and operate the hoist

simultaneously as the hatch was located below the co-pilot's seat which had to be vacated and tilted forward in order to open it.

The HUP-3 was in RCN service from April 1954 to Jan. 1964, yet outside of several off-coloured nick-names, never received a popular name. It was a real work-horse, but failed to win any great acclaim.

The helicopter was flown originally by HU-21

(Helicopter Utility) Squadron at HMCS Shearwater and afloat from HMCS Labrador. In 1959, the three were flown across Canada to be taken on strength by VU - 33 at Pat Bay Airport, Sidney, B.C. Helicopter 51-16622 (946) was struck off charge on Dec. 1963, and 51-16621 (945) in Jan. 1964. The remaining HUP - 3 was struck-off on the same date, but on the 28th of Feb., was loaded aboard a railroad flatcar for its final journey to the Canadian National Aeronautical Collection in Ottawa. It is presently held there in storage, but is to be refurbished and placed on display.



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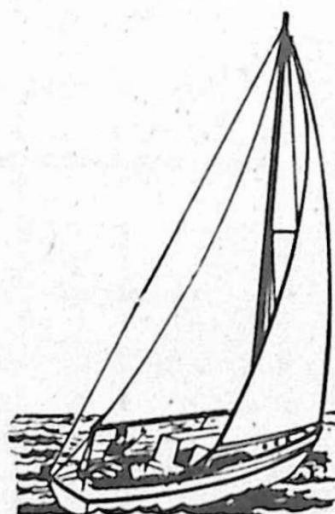
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HOUSE HUNTING HINTS

Tips To Help You Buy A Low Energy-Per-Month (EPM) Home

Whether you're hunting for a home, know someone who is, or simply want to check the energy efficiency of your present home—it will pay you to know the facts about features that can keep home energy-per-month (EPM) costs at a minimum.

Insulation. Since the majority of home fuel dollars are wasted through the roof and exterior walls, the first thing you'll want to check is insulation.

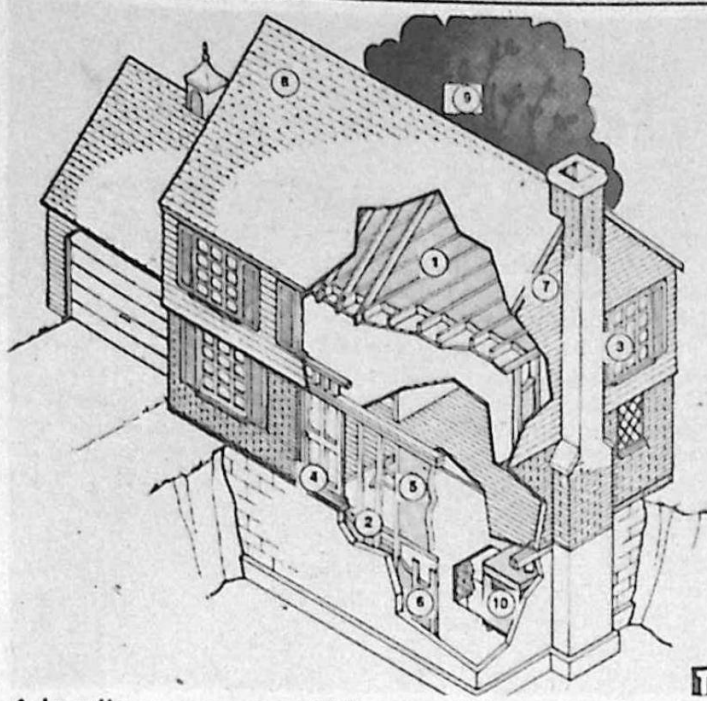
There are two kinds of insulation. One kind is fabricated into a "bat" or "blanket" configuration that fits neatly in between joists or studs. The second comes in a loose, chopped-up form that is either poured or "blown" into place with special pneumatic equipment.

To check for insulation, look between the floor joists in the attic, between exterior wall studs, around heating and cooling duct work, and between floor joists in crawl spaces.

In older homes—homes built before the late '60s when energy was cheap and plentiful—you may not find any insulation, or at best only a few inches in the attic. In newer homes, homes built after 1970 and homes completed within the past year or so, you might discover as much as 6 to 12 inches of insulation.

How much insulation is enough? Most government, utility and industry experts agree, that at today's high fuel costs, any home should be insulated to current minimum property standards. With batt or blanket type insulation that means a thickness of six inches (R-19) in the attic, and insulation with a thickness of three and one half inches (R-11) in walls and crawl spaces. With loose-type insulation it's harder to visually judge insulation thickness, although generally 8 1/4 inches in the attic should be the equivalent of R-19.

Two recent studies, one conducted by the National Bureau of Standards (NBS) and the other by Owens-Corning Fiberglas Corporation, indicate that if you live



A low "energy-per-month" home will have these features. 1. Attic insulation, six inches or more. 2. Insulation in floors over unheated crawl space. 3. Storm windows and doors. 4. Caulking and weatherstripping around windows and doors. 5. A minimum of 3 1/2 inches insulation in sidewalls. 6. Insulation in basement walls. 7. Adequate attic ventilation. 8. Light-colored roof in warm climates. 9. Shade trees. 10. Properly maintained and adjusted heating and cooling equipment.

in a severe climate, or live in an area where heating and cooling costs are high, 12 or more inches of attic insulation may be economically justified. Even if you live in a milder climate, the studies report, about 10 inches of attic insulation may be economically justified at today's high energy prices.

If the home you're considering exceeds minimum insulation standards in walls and ceilings, your heating and cooling costs will be less than would be the case with a conventionally insulated home. If you discover that basement walls and ductwork have also been insulated, it's a good sign that the home's current owner or builder has paid extra attention to saving energy and money.

Weatherstripping and caulking. After checking for adequate insulation, your next step will be to inspect windows and doors inside and out for weatherstripping and caulking.

Look for weatherstripping

around the perimeter of exterior doors and door frames and around the inside of all window frames. Pay particular attention to the "threshold plate" at the bottom of door frames. When closed, a door should fit snugly against this plate to prevent air infiltration.

Caulking is used outside around door and window frames to prevent air leaks where these frames join the home's exterior siding. Properly installed caulking will be "neat" and should form a complete seal around these areas.

Storm windows. Even if you live in a relatively warm (air conditioning) climate, storm windows and doors may also be a sound investment. Properly caulked and weatherstripped storm windows and doors, according to the Federal Energy Administration, can reduce heating and cooling costs by up to 15 percent.

Heating and cooling. While you may not have much choice as to the availability of

fuel or power used to heat and cool your home—gas, oil or electricity—you should know that furnace and air conditioning components vary widely in both efficiency and size.

Ask the owner or builder to explain any efficiency advantages these components may offer and check the limits on any maintenance contracts or manufacturer's warranties that exist. Also, be sure to check whether the home is divided into multiple, thermostatically controlled temperature zones. A home with more than one zone gives you the flexibility to "close-off" rooms not needed, thus saving on heating and cooling costs.

Appliances. As with heating and cooling components, appliances, too, vary in operating efficiency. Fortunately for new home buyers, manufacturers are now beginning to post their products' energy consumption on hang-tags or labels. Be sure to consider this information when it's available, since the cost of operating a stove, refrigerator and washer and dryer combined, can amount to quite a bit.

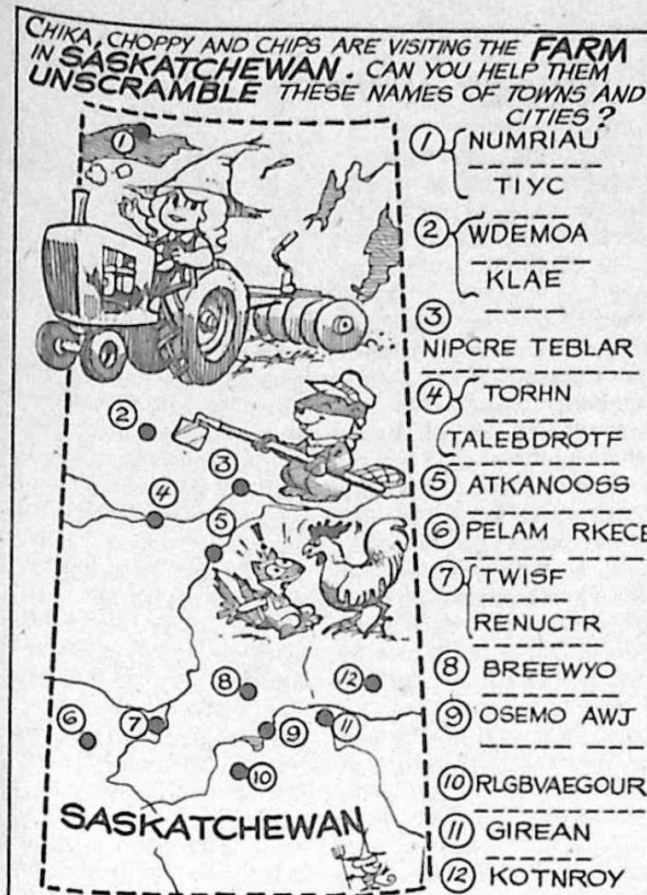
Outside. In addition to checking the energy saving potential of a home's interior features, you'll also want to check outside for such things as protective foliage and roof color.

Trees on the lot can help a house save energy during the hot months. So, too, can light colored shingles. They reflect sunlight during the summer and, together with insulation, can help reduce your air conditioning bill.

In the near future, the housing industry may very likely develop a rating system that will clearly communicate a home's EPM (Energy Per Month) costs to buyers.

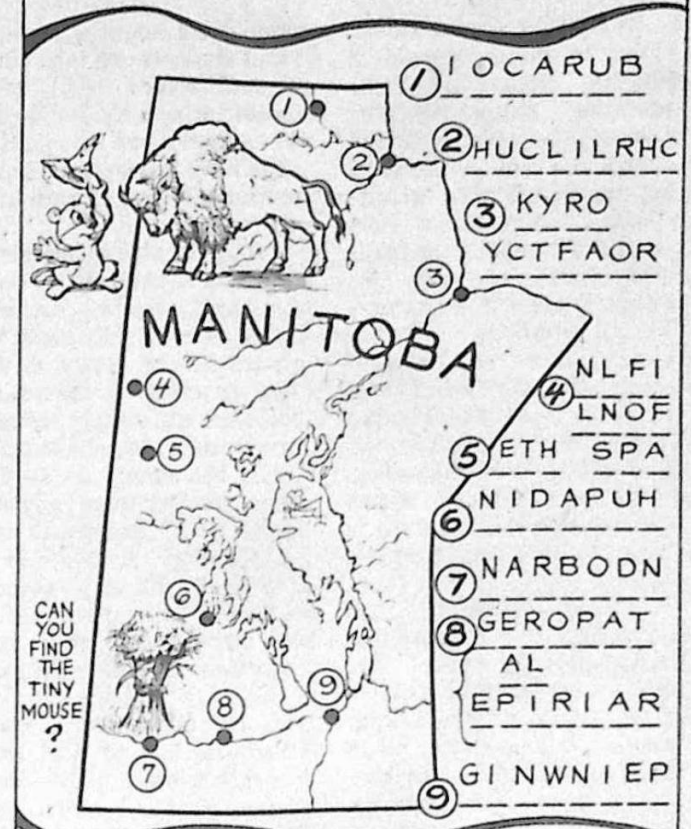
For the time being, however, taking the above steps makes good sense. Due to inflation they won't keep your home's EPM costs from rising altogether. But they will help insure, that for the age and size home you buy, your energy costs will be as low as you can possibly make them.

Exercise Your Mind



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UNSCRAMBLE THE NAMES OF PLACES IN THE PROVINCE OF MANITOBA!



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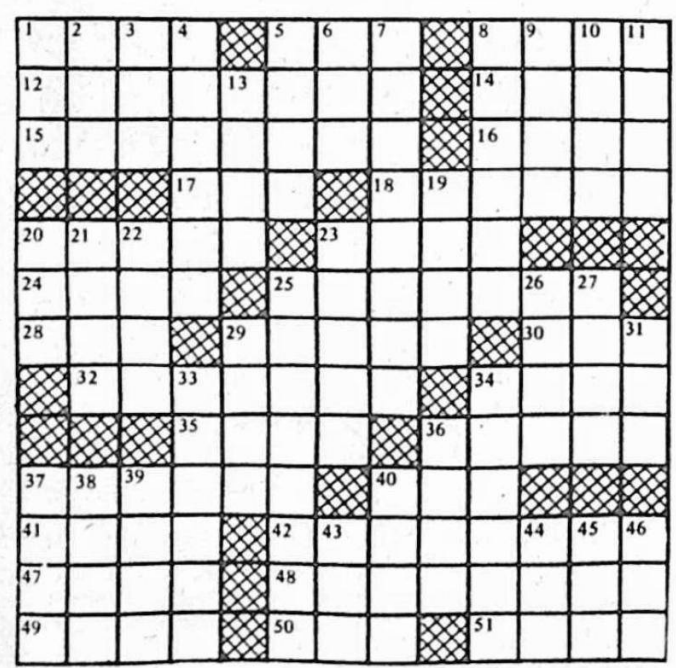
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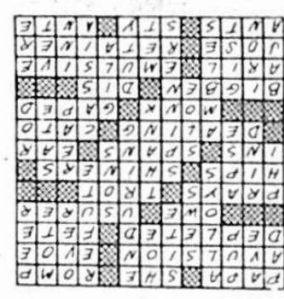
Volunteers Needed

The annual Kinsmen Mothers' March, held in 1977 on January 30th through February 5th, is above all a great volunteer effort by individuals in all communities throughout British Columbia to help the physically disabled of the province. It is the main source of funds that enables the Kinsmen Rehabilitation Foundation of B.C. to continue its 25-year tradition of caring for the physically handicapped; and, for thousands of volunteers who give a little of their time each year to call on their neighbors, it is a major expression of support for the KRF's activities.

The participation of volunteers is vital to its success! You can share in this tradition of caring; and give solid and invaluable support by becoming a volunteer marcher in your own neighborhood in the 1977 Kinsmen Mothers' March. If you want to help, please contact your local Kinsmen or Kinette Club; or ring the Kinsmen Rehabilitation Foundation in Vancouver at 736-3521 or 736-8841. Your call will be more than welcome, because your help really is needed more than ever on this March.



- ACROSS**
1—Father
5—Haggard novel
8—Frolic
12—Separation by force
14—Bacchanalian
16—Empty
18—Festival
19—Be in debt
17—Moneylender
20—Appeals to the Lord
23—Horse's gait
24—Haunches
25—Black eyes
28—Those in power
29—Bridges
30—Auditory organ
32—Distributing
34—Roman statesman
35—Benedictine, for one
36—Stared
37—London clock
- DOWN**
1—Hippie haven
2—Salutation
3—Young seal
4—Mixtures of metals
5—Location
6—Garden tool
7—Tolerating
8—Disprove
9—Above
10—Speck
11—Nobleman
13—Stiches
19—Heirs
- 40—Underworld god**
41—Seed covering
42—Of an oily substance
47—Masculine name (Sp.)
48—Servant
49—Insects
50—Enclosure on farm
51—Poker stake
- 20—Greek letter**
21—Fruit skin
22—Church part
23—Express gratitude
25—Writers of fiction
26—Harvest
27—Gratify
29—Wild plum
31—Fishing pole
33—Walks leisurely
34—Genus of herbs
36—Arizona county
37—Hungarian town
38—Press
39—Main point
40—Obligation
43—Joined
44—Tavern
45—Ex-GI
46—Before



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Hypothermia
(Continued from page 9)
transferring body heat in a sleeping bag or under blankets. This will be necessary because the victim's body may be past the point of generating enough of its own heat for rewarming. SAFETY SAM.
Courtesy: Worker's Compensation Board of B.C.

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Community News

Go To School!

By PETER MacLaurin
Paid to go to school! A student's dream has come true for many students enrolled in North Island College B.T.S.D. programs. Canada Manpower grants qualified students a subsistence allowance to upgrade their skills to qualify for further trade and vocational training schemes.

Basic Training for Skill Development is an adult basic education program offering grade 10 or grade 12 equivalency in: Mathematics, Science, and Communications. The program is not intended as preparation for university.

Students enrolled in B.T.S.D. are of all ages and backgrounds. Some are mothers whose children have grown up and they now want to return to paid work. Some students are unable to continue in their old occupations, because of injuries, age, or other such circumstances; and some are young people who have dropped out and after a couple of years of odd jobs, want to upgrade their chances of steady work. The one thing they all have in common is a strong desire to complete their schooling; a second chance school for adults.

To accommodate such a diverse student population, North Island College's B.T.S.D. instructors use self-instructional, individualized, learning materials. This means that not only do students get paid to go to school; they don't even have to listen to the teacher! Instead, the instructors are available for individual help when a problem occurs. Also, some of the best teaching is done by the students helping each other. These individualized learning systems allow students to proceed at their own rate. A student, thus, can take the necessary time to understand a new concept without fear of falling behind the rest of the class. Similarly, the student can enroll and finish a program at any time, because he is not tied to the pace of the class. A last advantage of an in-

dividualized learning system is that students can take time out and return to their studies where they left off. For example: one student has left to have a baby and plans returning to the program in a year's time.

She will be able to complete her grade 12 equivalency on a part-time basis without having to frantically catch up or wait for the others in the class to cover a particular topic. She will simply resume her course where she left off.

Why not simply do all the course work at home and save the bother of instructors and classrooms? A B.T.S.D. program is not all academic learning. Developing social and interpersonal skills are important. How to work as a member of a group, how to organize time and study schedules, how to deal with job interviews, employers, government agencies, all form a part of the program.

B.T.S.D. is not an easy way of gaining high school equivalency. A student must exercise a lot of motivation and self-discipline to successfully complete a program.

North Island College currently offers B.T.S.D. programs in Alert Bay, Campbell River, Courtenay and Port Alberni. If you are interested in a second chance to achieve high school equivalency, contact your nearest North Island College Centre, or Canada Manpower Centre.

MAKING FAMILY LIFE MORE FUN

Your family might find itself communicating more—and better—if you all started talking less.

Instead, try to find an enjoyable activity you can all do together, such as playing a game. Games are great for bringing the family together for fun and lively entertainment. They challenge the intellect as well as cause physical involvement.

Ocean Waves Celebrate

Bring in the New Year in a festive fashion is really nothing new, but bringing it in with the Ocean Waves Square Dance Club is a different story.

Joined by our beginners' group, the Ripple Rockets from Campbell River, former members, old friends and many guests, we all had a wonderful time full of fun and laughter as caller Bob Jeglum kept things in high spirits until the wee hours of the morning with a well-programmed mixture of dances together with merry patter. We are justly proud of our caller for putting on such a fine evening, as well as our president, Vic Cotten, who laid on the food and favors assisted by his wife Velma and club members Dave Snyder, Roy Button and yours truly. Also a nice "thank you" to Vic's two sons - Steve and Greg - who helped set up all the tables and chairs with their Dad and Dave.

On the stroke of midnight, after a gorgeous hot supper, Old Father Time suddenly strode into the midst of the

noisy crowd and completely mystified everyone when he just as suddenly changed into the diaphanous, brand new 1977. Thanks Brenda Ashby and Jack Goosen for your combined effort.

Another token of appreciation goes to Peggy Bush and Marcia Manson who worked hard with Vic, coordinating the Christmas party and to Marg. Andrew who presented a floral tribute to Caller-Teachers Bob and Joy Jeglum on behalf of the club members.

Now that the festivities are over and we're more or less back to normal, the regular Wednesday evenings of dancing by the Ocean Waves started January 5th. And the beginners will carry on with their continuing basics on their usual Sunday evenings. A hearty welcome is extended to all inactive square dancers if a refresher on the later basics is required. They are most welcome to join in with the Sunday group. For further information contact, Vic Cotten at local 319 or 334-4224.

Courses Offered

The spring term begins February 7th and North Island College is offering a variety of courses. At the University level there are a number of first and second year options. Open College offers four home study subjects at the University level. There are no pre-requisites required for the Open College courses.

The Business Management Diploma program is off to a good start and six courses are offered in the spring term. This program has been popular and can lead to a two year diploma in Business Management provided by the college.

For those interested in completing high school the College is offering Social Studies 11, Geography 12, and English 12 at night school. Math 12 will be offered both day and night. Spring term ends May 21.

Academic Equivalency to the grade 12 level can be earned by writing the General Education Development Tests. This series of five examinations provide an opportunity for adults to earn an official document signifying grade 12 Secondary School Equivalency standing. The next sitting in Courtenay for these examinations is March 4 and 5, 1977.

Spring program calendars and other information are available from the BITO local 469. Registration for any of the above courses will be held 25 Jan. 9 a.m. - 12 noon at the BITO office.

Joan of Arc was born in Domremy, Lorraine, which at the time of her birth was not a part of France!

Akela Says

Many thanks to all who helped with the bottle drive on Saturday 8 January in PMQs and the surrounding area. Once again though, the response in some areas of PMQs was disappointing. Bottle drives are by far the largest source of revenue for our scouting movement, and your support is not only appreciated, it is much needed.

The First Lazo Group Committee still needs more assistance in several areas. If you feel you can help in any way at all please contact any of the leaders or the Chairman, Tony Nichols, at 339-5126. Group Committee meetings are held the first Wednesday of every month at

1930 hrs. (7:30 p.m.) in the Scout Hall. Anyone who wishes may attend, and any questions about the Scouting organization, either financial or administrative are welcomed.

The annual Father and Son Banquet is planned for Monday 28 February. We are looking forward to seeing 100 per cent turnout of our Beavers, Cubs and Scouts, and of course a parent with each. If Dad can't make it, as so sometimes the case in our particular environment, Mom is more than welcome. This is one of the most important functions for the boys all year. Please give them your support.

Mothers March

The polio epidemic of 1944 which tragically disabled a great number of men, women, and children in B.C. gave rise to the birth of the Kinsmen Rehabilitation Foundation.

After the development and wide use of the Salk Vaccine, polio was no longer a threat to the people of the province. But the victims of the epidemic remained. And the work of the Foundation was extended to aid all physically handicapped whose particular needs were not met by any private or government agency.

The Foundation's principal source of income comes from the annual Kinsmen Mothers' March. Taking place January 30th to February 5th, 1977, the March represents the combined efforts of 76 Kinsmen Clubs of B.C., over 2,000 participating Kinsmen and Kinettes, and over 20,000 volunteer marchers who will be calling on their neighbours throughout the province.

Kinsmen Mothers' March dollars are spent to aid the physically disabled of B.C. Perhaps we can help someone. Yes, know.

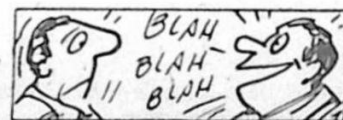
When the volunteer calls at your door, please show you care.

New Charts

OTTAWA - Canada's 200-mile fishing zone, which came into effect January 1, 1977, are now officially in place on four new navigation charts just issued by the Department of Fisheries and the Environment.

The limits of the zones are set out on three new East Coast charts - No. 4001 (Gulf of Maine to Strait of Belle Isle), No. 5001 (Strait of Belle Isle to Hudson Strait), and No. 7010 (Davis Strait and Baffin Bay). On the Pacific Coast the 200-mile zone is indicated on a single chart - No. 3000 (Juan de Fuca Strait to Dixon Entrance).

The new charts, priced at three dollars each, are now available from chart dealers across the country or from the Marine Chart Distribution Office, Canadian Hydrographic Service, DFE, 1675 Russell Road, Ottawa, K1G 3H6.



Normal conversation ranges from 150 to 200 words a minute!



To commemorate his 700th parachute jump, British Army Sergeant Hector Macmillan made a leap in full Scottish national dress, including kilts, while playing "The Road To The Isles" on his bagpipes!

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MINISTRY OF HIGHWAYS AND PUBLIC WORKS

NOTICE TO CONTRACTORS

PROJECT M-90 - COMOX ELECTORAL DISTRICT

KELSEY BAY FERRY TERMINAL REPLACEMENT OF DOLPHIN AND WALKWAY

(File No. 1931)

Tender Opening Date: Tuesday, January 25, 1977

SEALED TENDERS, on the forms and in the envelopes provided, accompanied by a bid bond or certified cheque as defined in the Instructions to Bidders, will be received by the Ministry of Highways and Public Works in Room 237, Douglas Building, Victoria, B.C., up to 2 p.m. (local Victoria time) on the day of the tender opening, at which time tenders will be opened in public. The lowest or any tender not necessarily accepted.

Tender forms with envelopes, plans, specifications, and conditions of tender can be obtained from the Ministry of Highways and Public Works, 3876 Norland Avenue, Burnaby, B.C. V5G 3T3 (telephone 294-4711), or from the undersigned for the sum of \$10.

If available, full-size drawings can also be obtained for an additional \$10. The Ministry "General Specifications for Highway Construction," to which the construction of this contract shall conform, are also available for the sum of \$10.

Cheques or money orders shall be made payable to the Minister of Finance. No such purchases are refundable. Ministry office hours are from 8 a.m. to 4 p.m., Monday to Friday, except holidays.

* Denotes full-size plans available.

R. G. HARVEY,
Deputy Minister,
Ministry of Highways and Public Works,
Parliament Buildings, Victoria, B.C. V8V 2M3
Dated: December, 1976.

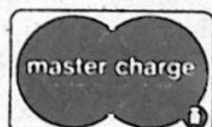


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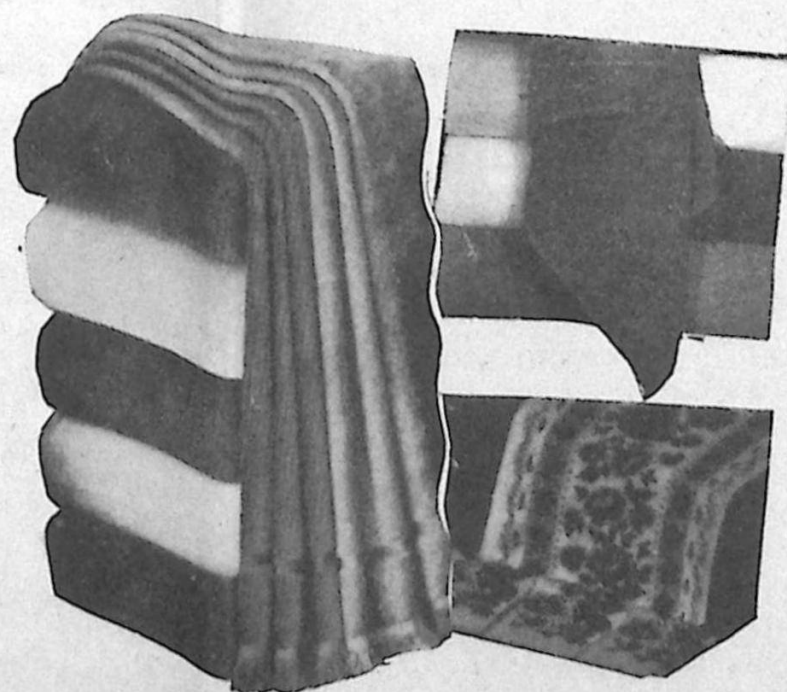
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