



TOTEM TIMES

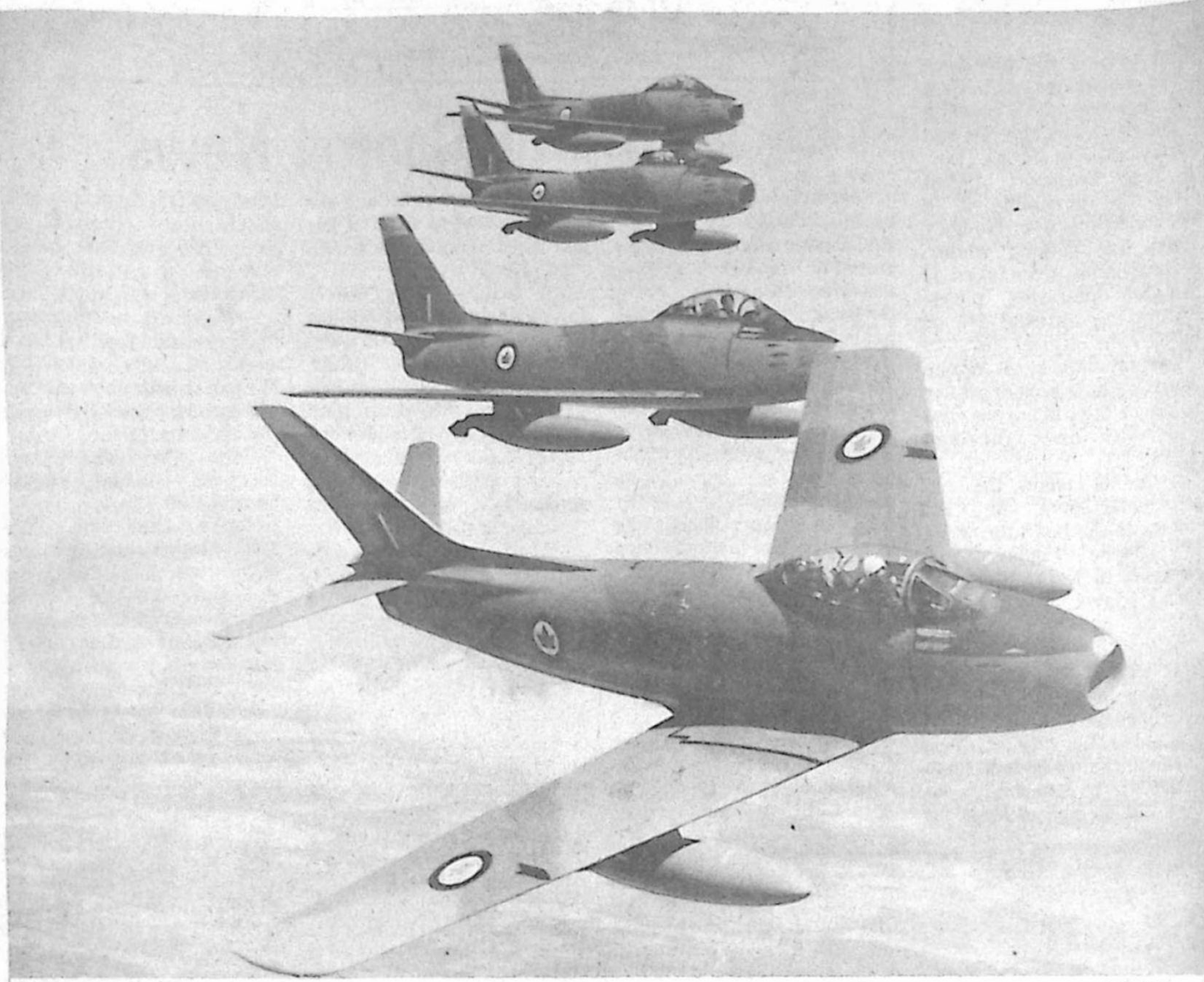


SPRING BREAK — MOTHER BAKES; FATHER RAKES

VOL. 19 — NO. 7.

CFB COMOX TOTEM TIMES

THURSDAY, MARCH 31, 1977



C.F. photo

- Canadair Sabres Passing In Review -

Royal Canadian Air Force Nostalgia

For Anniversary Song - Light Blue In Review See Page 5

Promotions Announced

| | | | | | |
|-------------|--------------|-----------|-------------|-----------|-------------|
| Stanley | BS to Cpl. L | Cornfield | S to MCpl. | Selenski | GP to Sgt. |
| Labrecque | JJ to Cpl. L | Pack | RH to MCpl. | Cuvillier | RW to MCpl. |
| Lavalliere | | Pitcher | R to MCpl. | Robinson | GB to Sgt. |
| JR to | Cpl. L | Sandberg | EJ to MCpl. | Butler | AJ to Sgt. |
| Barrett | FG to MCpl. | Bell | DR to MCpl. | Davies | EW to Sgt. |
| Christensen | FK to MCpl. | Ledrew | HW to MCpl. | Kaland | A to Sgt. |
| Engleder | RA to MCpl. | Ouellette | WJ to MCpl. | Neufeld | EC to Sgt. |
| MacLean | G to MCpl. | Woodburn | RA to MCpl. | Woodburn | RW to Sgt. |
| Desnoyers | GC to Sgt. | Zaleschuk | MS to MCpl. | Shears | CD to WO |
| Kingston | EA to Sgt. | Schmidt | WH to MCpl. | Clarke | GS to WO.L |
| MacLean | SF to Sgt. | Dipsell | AW to MCpl. | Crites | WS to WO |
| Ramsdale | KB to WO | Johnston | NR to MCpl. | Obear | HG to MWO |
| Flanagan | JA to Capt. | Weiman | CJ to MCpl. | | |
| Betteridge | KA to MCpl. | Boulay | JG to Sgt. | | |

Naval Officer Makes It To Top

OTTAWA - Defence Minister Barney Danson today announced that Vice-Admiral Robert H. Falls, CMM, CD, 52 of Welland, Ontario will be promoted to the rank of Admiral and appointed chief of the defence staff September 15, 1977.

He will succeed General Jacques A. Dextraze, 57, who has held the appointment since September, 1972, and is

retiring after a distinguished military career spanning 37 years which began as an infantry private. Vice-Admiral Falls has served as vice chief of the defence staff since July, 1974.

Admiral Falls will be the first naval officer to become chief of the defence staff.

Also announced was the appointment of Major-General Ramsay M. Withers, CD, 46, of Toronto, commander of Canadian Forces Europe, as vice chief of the defence staff effective September 15. He is being promoted to lieutenant-general.

Succeeding General Withers in Germany is Brigadier-General Charles H. Belzile, CD, 43, of Trois Pistoles, Quebec, new assistant chief of staff of NATO's Central Army Group in West Germany, who will be promoted to major-general. Gen. Dextraze, of Montreal, enlisted in July, 1940 as an infantry private with Les Fusiliers Mont-Royal, and by 1944 was commander of the unit as a lieutenant-colonel. He won the Distinguished Service Order for gallantry in the fighting in Northwest Europe, and a bar to the DSO for persuading a German general to surrender the Dutch city of Groningen.

He subsequently was appointed officer commanding of the 1st Battalion, Hastings and Prince Edward Regiment for service in the Far East.

In 1950 he led the 2nd Battalion, Royal 22eme Regiment (Van Doos) in Korean operations, and for his service there was made an Officer of the Most Excellent Order of the British Empire.

Gen. Dextraze was chief of staff of the United Nations in the Congo in 1963, and for "outstanding planning and leadership in rescue operations" was made a Commander of the Most Excellent Order of the British Empire.

Prior to his promotion to general and appointment as chief of the defence staff in September, 1972, he held top staff and field appointments in Petawawa, Montreal and at

Defence headquarters.

In his present appointment he was made Principal Commander of the Order of Military Merit.

Canada's new highest-ranking military officer, Admiral Falls began his military career in December, 1942, at the age of 18, and now is in his 35th year of service in the Armed Forces.

Initially he served with the Royal Canadian Air Force as a pilot, later transferred to the Royal Navy Volunteer Reserve, the Royal Canadian Navy Reserve, and finally to the Royal Canadian Navy.

His active naval and aviation career includes service afloat in three aircraft carriers, command of a destroyer and an aircraft carrier, and command of a naval air squadron.

In his senior appointments, Adm. Falls was deputy director of sea-air warfare, director general of postings and careers, commander of the Canadian Flotilla Atlantic, associate assistant deputy minister (policy), and deputy chief of the defence staff.

His promotion to vice- (Continued on page 11)

Defence, Supply and Services, Industry Trade and Commerce, and Science and Technology. Other departments and agencies will also be included in the team as required.

The evaluation of the proposals will then be presented as options for Cabinet consideration in early 1978. It is expected that signing of a contract will be possible before the end of 1978, with delivery of the first fighter by mid-1981.

MULTI-PURPOSE AIRCRAFT

Acquisition of a single multi-purpose aircraft is considered the most promising and the most cost effective approach, according to the defence minister, since it would reduce training costs, simplify the inventories of spare parts, repair and overhaul facilities.

However, Mr. Danson explained, the Canadian requirement is complicated by the diversity in roles between North America and Europe. In North America, the predominant need is for a long-range interceptor aircraft, to ensure an adequate level of sovereignty and defence in Canadian airspace.

These aircraft must also have some ground support, anti-shipping, and reconnaissance capability. In Europe there is a need for a tactical aircraft which has the flexibility to counter the threat to NATO posed by the increasing build-up of Warsaw Pact ground forces, and also be able to engage in counter air operations.

CURRENT FIGHTER RESOURCES.

The Canadian Forces currently operate a fleet of 103 CF-104 Starfighters, 59 CF-101 Voodoos, and 103-CF-5 Freedom Fighters.

In Canada, for control of sovereign airspace and for air defence within its NORAD commitment, the Canadian Forces have three operational squadrons equipped with CF-101 McDonnell Voodoo two seat, twin-engine, all-weather interceptors, based at Chatham, N.B., Bagotville, (Continued on page 11)

Barney Danson Says

New Fighters Coming

OTTAWA - Department of National Defence has been authorized by Cabinet to obtain from industry proposals for the acquisition of new fighter aircraft, defence minister Barney Danson announced on March 18, 1977.

He said that the proposals would be based on providing approximately 130 to 150 new high-performance, multi-purpose fighters. This will be the first formal step in obtaining a replacement for the CF-104 and CF-101 aircraft which entered service in the late 1950s and early 1960s, and the CF-5 aircraft which are to be converted to the advanced training role in the 1980s.

The new aircraft will serve Canada's sovereignty and defence needs through the turn of the century, including

its contribution to the NATO Alliance.

The defence minister pointed out that the decision is only to invite detailed proposals which will be studied in close co-operation with Supply and Services Canada, Industry Trade and Commerce and other government departments and provide the basis on which selection of suitable fighter aircraft will be made.

In order to reduce the overall costs of the project, it is intended that the new aircraft be provided "off-the-shelf" in a configuration that will offer some measure of standardization and cater to the Canadian requirements in a fighter aircraft.

Mr. Danson stated that six aircraft are being considered after an extensive analysis of

all possible candidates and they are the only six that have the potential to meet the Canadian requirements. The aircraft are the Grumman F-14, McDonnell-Douglas F-15, General Dynamics F-16, McDonnell-Douglas-Northrop F-18, Panavia Tornado and the Dassault-Breguet F1E.

"A program of this magnitude must bring significant economic benefits to Canada. In addition to cost and operational ability, an essential element in the selection will be the extent of the industrial benefits which can be offered by the manufacturers and the source nation," Mr. Danson said.

The cost of the program, which will be determined from the solicited proposals, will be spread over approximately 10 years, and will include the purchase of test equipment, trainers and any other non-recurring costs.

A project team has been formed to prepare the requests for proposals and then evaluate the responses. Manufacturers' responses will be assessed to ensure that overall Canadian interests are kept in mind with respect to cost, operational suitability, and industrial and economic impact.

The project team includes officials from National

CFB Comox

ARMED FORCES DAY

* July 23 *

Snowbirds Will Participate



"H-M-M-M, So that's what you feed them in the Mess."

CFB Comox Community Day held on March 18th, saw a number of businessmen from the local community touring facilities on the airfield. The purpose of the event was to better acquaint the civilians with the operation and overall purpose of the Base and to further relations between the

civilian and military communities. Colonel R.L. Mortimer, Base Commander, Bill Moore, Mayor of Courtenay, Sandy Strachan, Alderman, and "Skip", Blain, Alderman, are particularly interested in this event.

(Base Photo)



Windish photo

Fashions For Charity

Marjorie and Pierrette model a sample of the large selection of bridal and bridesmaid gowns from Miss Frith of Victoria. They were part of the Spring Fashion Show sponsored by the Officers' Wives Club in the Base Theatre on March 22. For more pictures and information, see page 13.

Section News

Mushroom Mutterings

Before getting into the doings (or the lack of them), of the technical crews, some words of wisdom directed to the spouses of those who keep all our paperwork straight, the Clerks. Keep a close eye on the three of them. If they suddenly start shaving extra close every day, demand more attention be paid to that "ring around the collar", and take to wearing rather overpowering aftershave lotion, make doubly sure that they have their wedding rings on. There is a new addition about to join the Orderly Room staff in the shape (!) of a sweet young female Private straight from Borden. Cpls. Page, Dixon and Doubleday... just behave yourself!! (Oh! and the OR's will be OUT OF BOUNDS to all personnel the minute she arrives!)

You win some, you lose some. Our favorite Supply Tech (and we don't mean you, Wally!!) will be leaving us in a couple of weeks to try to earn her stripes at CFS Gypsumville. Marg-baby, we're all going to miss your smiling face during the day.

The squadron had its first big call-out on search last Monday. Two Buffalos and what seemed like half the techs and aircrew departed in a rush for Watson Lake... most of the guys with very little cash and their credit cards. Please RCC, hold the call-outs until we can all get to the bank in the future. The result of the search was fast, if not completely satisfactory; the missing aircraft was down in an open area, but the pilot, unfortunately was killed during the impact. The short search was a warm-up for bigger and better things, Boss. That we can promise you!

To the crew of Buff 456, congratulations on spotting the downed aircraft so

quickly. Was it due to the fact that your spotters were freezing to death in the back while the rest of the crew jammed together in the cockpit? That heater valve will be fixed right away.

Our visitors from 408 (Tachel) Squadron in Edmonton will be leaving soon... they caught all the fish that they can carry, so they're going to pick up their marbles and go home. That and the fact that the warmer weather has finally arrived in Edmonton. The rumor that the Hueys would not be allowed to depart until large RESCUE markings had been applied is strictly that... a rumor! Besides, White and DayGlo clashes frightfully with Grey-Green-Grey camouflage!

After winning the last two weekly Squadron draws, Glen Caslake has taken the advice of all those who witnessed the last one, and bought a different number this week. If he wins again, the word has it that there will be an opening in the Aircraft Maintenance Control Office.

Out on the floor, No. 2 Crew is losing one of the old stalwarts. Jack Ball was offered free bowling for the rest of his days, and so put in for his release. He will be managing the Lounge Lanes in Burnaby, and all 442 are welcome to drop in anytime... providing you bring along your own shoes, ball, pins, and MONEY!! So long, Jack! Good luck to you and yours on the Outside!

Cpls. Pierce and Smith took time off on their return from TD in Beautiful Downtown Gander, to visit with an ex-442er now at Shearwater. I wonder if Barrington Street was declared "Out of Bounds" before or after their visit!! "RB" won't be staying with us long though. He loves the

Newfies so much, he's going back down permanently. Must be something about squid-jigging that gets to some people.

Attention ALL 442 personnel! Start making up your excuses now for April 15th. That's the date of the 118th Consecutive 442 Squadron Stag Gettogether, Award Presentations, and Say Nasty Things About The Guys Leaving Night!! Let's not everybody use the same old, "Well, I just stopped by for one with the boys!" The wives are getting tired of that old saw. Use your imagination! Think of something new! Prizes will be awarded for originality!!

The following is a poem that was written back in 1957 by Mrs. Marjorie Reigh.

One-Twenty-One
The pilot bailed from his stricken plane
Lost amid vast untracked terrain;
The fisherman clinging to capsized boat
Exhausted, the haven of land remote.

The logger maimed by a fallen branch
Or skier trapped in an avalanche
Diminished are aeons of desperate plight.
In relief at the presence of rescue flight.

Of the men whose aim and merciful creed
Is to succour and rescue the dire in need;

This is the team - unmatched by none,
Determined, courageous, One-Twenty-One.

(and, if I may)

But now time has changed things
The equipment is new.
What was once One-Two-One
Is now Four-Four-Two.

ENJOYING ELECTRONICS Tips To Help You

The Electronic Industries Association recommends that you unplug your TV set and disconnect the antenna if you plan on going off and leaving it for any length of time.



Before you buy a calculator for yourself or as a gift, consider what it will be used for. You won't need logarithms in the supermarket. Also, see if the read-out and push buttons are the right size for your fingers and eyes.

Make certain that outdoor TV antennas and lead-in wires are kept well away from power lines. The antenna mast should be permanently grounded and a lightning arrester installed in the lead-in circuit.

Karen's Korner

This issue, the welcome mat, goes out to a number of new female personnel. Our most recent arrivals are Lt. J. Davey, Pte. R. Steeves, Pte. M. Robins, Pte. V. Venne, Pte. N. Sarrazin, Lt. M. Marchand, Pte. S. Montambault, and Pte. D. Vincent. I hope I haven't missed anyone, but if I have, I'm sorry. And a hearty welcome is issued to all of you.

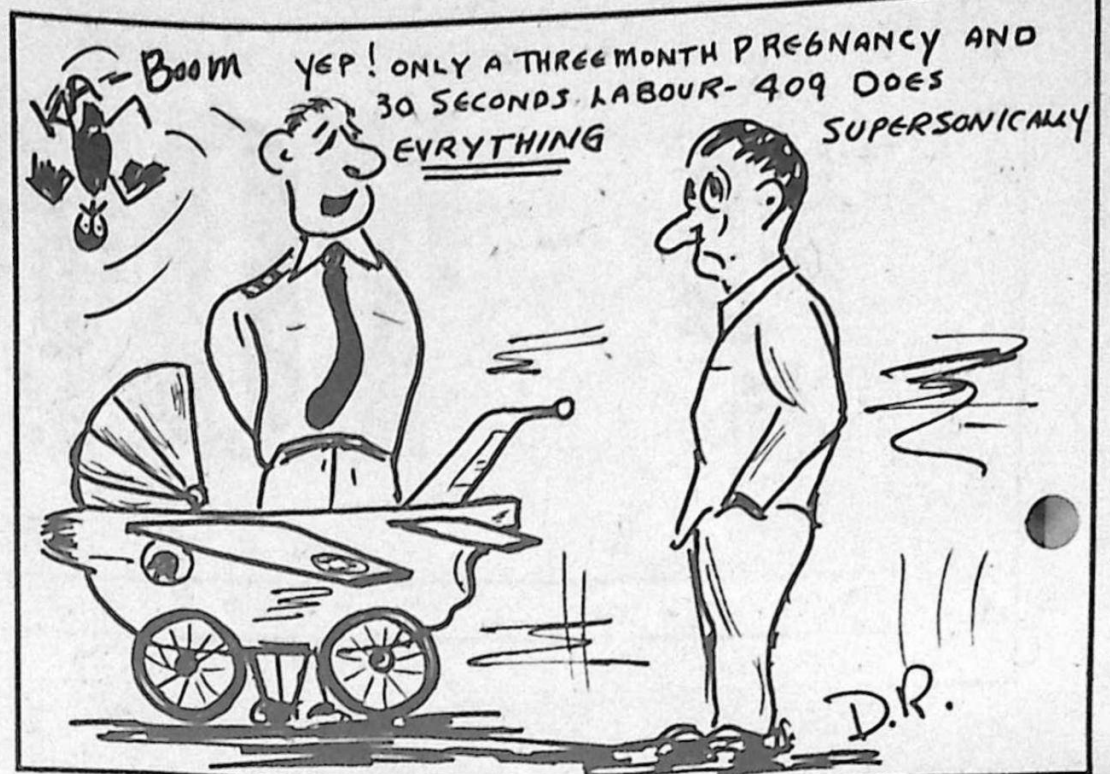
For those of you who were not in attendance at the last and apparently final meeting of the servicewomen, we had a guest speaker. MCpl. Lehr, of Base Transport, talked about the possibility of a Servicewomen's Hockey Team this coming winter. Several names were taken. If you are interested, please contact me at local 272 or MCpl. Lehr at local 264.

Congratulations to Wynne Jackson who is soon to get her first hook. Also to anyone else who may have received theirs.

As far as I know, the only girls who have left CFB Comox in the last little while are Jayne Poplar, who returned to North Bay, and Becky Flavel, who took her release.

Softball has started up, the first practice being on Tuesday in the Rec Centre. There seems to be a lot of girls interested this year.

The girls' volleyball team didn't win in Moose Jaw, but they put up a good show for Comox.



Air Traffic Control News

Personnel changes once again highlight this article. Pte. Elaine Darling is being posted to Greenwood in June, after less than two years at the Base. Pte. Phil Lester has put in for his release from the Forces and will probably be leaving B.C. for the Niagara region of Southern Ontario. Pte. Ian Wade is leaving RATCon and returning to the Tower. MCpl. Don Dieno checked out as a new Radar Controller and should be buying the beer for the Section in the near future. Cpl. Debbie Edwards and hubby John are going on vacation to sunny

California next week, and she has promised to show us her tan when she gets back. (All over, Deb??)

"B" League Hockey is over for another year and we lost our last game to the MP's 5 to 3. Terry Wallace, our goalie, (alias, "Da Sieve") let in four goals in the first period, but once we explained to him that all three periods counted, he cleaned up his act. The week before that we hosted the Controllers from Vancouver and lost 2-1. On the way home from a good post-game party, Cpl. John Fader (riding a Honda) tried to outdo the

famous Evel Knievel, with a spectacular (though unplanned) jump. The problem was that the only thing that got airborne was friend John. He aviated over his handlebars and landed in a swamp. Luckily, a friendly MP pulled both John and his motorcycle out of the muck and the mire!!

Word For The Day: RATCON - Radar Terminal Control Unit

Ratcon is the part of the ATC Section that provides radar control of IFR flights operating in the Comox Terminal Area (the chunk of sky that we look after). We do this by using a surveillance radar that has a range of up to 100 miles and a precision radar that controls a-c from 9 miles on final approach to the ground.



SECURING ECONOMY - Installing good locks yourself saves money - and may save your valuables.

409 Arm't Checklist

If you see two short-type fellows strolling around the Flightline or in the hangar with cans on their baseball caps, stop them!! They are recently back from Idaho and you too are probably interested in knowing that the H-- "cans" means. If you're not, ask them anyway... there may be questions later. From all reports, the Idaho trip was a "fluid" success and who said Idaho was famous only for its potatoes! ("All what ah!!")... (in joke).

Congratulations are in order for promotions. 409 Load Section received two new Master Corporals, Bill Dipsell and Wilf Schmidt. There are other Armourers on the base as well, and Checklist extends well done and continued success to all who are

one more step up the ladder of leadership.

The Thundersticks are out of their slump! Some say the absence of superstar Kip McLean sparked the team to a resounding victory. Others say that they miss old Kip. Either way you look at it, "Red-lite" Berube played a superb game in nets and Ron Western (just back from Cool Pool with renewed energy), sparked the team to victory.

On the horizon is CI, Combat Pike, and other Weapons Load Competition at Tyndall AFB in Florida.

Rescuebits

Well sports fans, we're not halfway into the herring season at this point, but to date we have assisted 35 fishing vessels, 6 have sunk but miraculously no one has lost their life. Couple of good cases today (12 Mar.), an 85-foot fish packer towing a barge heavily loaded with a hundred tons of herring started taking on water about 4 miles off Cape Beale. The helo on deployment at Tofino was dispatched as was the Bamfield lifeboat and the cutter Rider. Luck was with us as the packer was able to maintain power and forward momentum and all that was needed was an escort into Bamfield. The herring were all saved.

Later in the AM a fishing vessel reported he was half way between Nanaimo and Bower Island and alongside a 59-foot fish packer heavily loaded with herring which had lost forward momentum, and was gaining downward momentum. Resources were dispatched but stood down when the rescuing fishing vessel reported the packer had sunk and the two on board were saved. Even though the weather has been terrible (70 MPH wind at Estevan Point, 11 Mar.) the deployment of resources has paid immense dividends.

The LAB was twice in the same day able to airlift injured people from fishing vessels that might otherwise not have been reached. The Buffs herring surveillance has paid off by relaying heavy concentrations of vessels so that we could deploy ac-

cordingly. The Coast Guard and Navy have responded admirably. The Ready, Rider, Racer, Glendyne and Glendale have put forth maximum effort. So far, we have been able to out-resource the resource, and with luck the whole operation will come off without a hitch. Material is to be expected and can be replaced, but human life is something else again. Foot prints are only filled once.

Had a couple of aircraft crashes as well as the herring activities. Five people were killed Northwest of Prince George last week, but four survived a crash 11 March near Nakusp. The Nakusp people were out looking for Caribou flying low, crossed a ridge, caught a down drift and were forced into the ground. The crash site was located by ELT and the people were air lifted out by chartered helo. One very interesting side light of this case was that, in order to accommodate the four people in the aircraft, the survival gear was taken out and left on the hangar floor. It takes all kinds. Good thing they did not have to spend the night, they were at the 7500' level of a mountain. Gets fairly cool.

Still running about 25 per cent ahead of last year's workload, and if the rate continues we will coordinate over 4,000 incidents in 1977. Still no policy or staff changes as yet, but hopefully we will get another bod or two as the

More than 2,600,000 Canadians suffer from some type of heart disease.

Tech Ramblings

Personnel changes, movements etc. with deployments, loops, courses, promotions and leave, I think there should be a traffic control position for this section.

PROMOTIONS: Norm Smith to WO, Bill Ouellett, Hedley Ledrew, Dave Bell, and Moe Saleschuk to Master Corporal, our congratulations to these people.

MOVEMENTS: Capt. Bodnarek to Servicing, replaced by Lt. Dyer; WO Raymer to Labs, WO Adams to Base, WO Smith to NCO i-c Avionics Servicing, Sgt. Dyer to Labs, Sgt. Croiter to civilian street back East I understand, MCpl. Wilford to Labs, MCpl. West to civy street (and the parties are still going on!) MCpl. Kerstens is off to Kingston for a course, Cpl. Hagar is going on course, then leave. See you when the fishing gets better Jim. Also on JLC are Cpl. Lazenby, Cpl. Whelan, Cpl. Keenan and Cpl. Black. Cpl. Arthur recently got married and our congratulations there. He is slated for JLC shortly. Is there a connection?

There are many more personnel on course or going on course. This, coupled with the aforementioned loops and deployments, mean some people just get home to

change their socks and are off again. Hopefully the situation will stabilize by summer.

Lab coffee prices just went up 50 per cent with A.I.B. approval. MCpl. Durance just bought some new dress uniform pants. Oh me, these secondary duties do get expensive.

Some notes on the two deployments just finished. Personnel on RIMPAC stayed at the usual excellent accommodations! Pte HB was too exuberant in the fraternization field and is on the limp. Cpl. Boyd and Cpl. Hartley also walking wounded due to overfamiliarity with the blue Pacific and its underwater inhabitants. Pte. Lavoie, (JP for short) is now the official 407 coconut collector and he doesn't even use his tail! The personnel who took their wives along without confirming accommodations came close to being beach burns, however, they all managed to find lodgings.

Southern Detachment - I hear the San Andreas fault was acting up while the Canadians were down south. Now here is a question for the experts. "Did the Canadians cause it or was that normal activity? I'll bet 50 to 1 on the former myself.

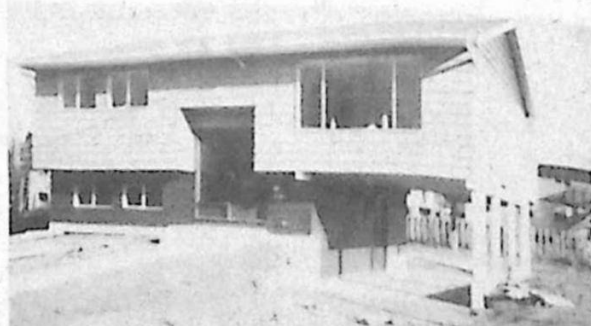
Nanaimo Realty

576 England Ave.
Courtenay
334-3124



IMMEDIATE POSSESSION is yours of this recently redecorated (inside and out) 3 bedroom home in a quiet location in Courtenay. Features include double paved driveway and large well landscaped lot. Existing mortgage of \$28,900 can be assumed. Offers to listing price of \$37,900.

HARRY HOLLAND RES: 334-4875
OFFICE: 334-3124



THE THOUSAND DOLLAR GRANT CAN STILL BE YOURS on this new home in Comox. 3 bedrooms fully carpeted. Located on quiet cul-de-sac with the provincial government's gift of \$1,000 and a \$900 investment. All you have to do is qualify.

LEN EVERETT RES: 339-5956
OFFICE: 339-2228

Comox Valley Ford RENTAL Cars and Trucks

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

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

For Daily Rental
Call 334-3733

COMOX VALLEY FORD

SALES LTD.

Your Local Ford and Mercury Dealer
360 N. Island Highway, Courtenay, B.C.

Phone 334-3161
MOTOR DEALER LICENSE NO. 5028

Now Available... The Modern Miracle Coating Developed Especially for

WOOD, METAL, BRICK, STUCCO, CEMENT, SHINGLES OF ALL TYPES

For Homes, Schools, Commercial, Farms and Industrial Buildings. OBTAIN A FREE TEST SAMPLE and find out what CARBOZITE can do for you.



Eliminates Moisture on Inside and Outside Walls
CARBOZITE
A Protective Silicone Base Coating
Check These Features:
• Single coat application
• 5-year material replacement guarantee
• Water repellent
• Seals minor cracks
• Can be applied to wood, metal, masonry, brick, stucco, cement and block
• Apply by brush, roller or spray.
Proven in Industry, Homes, Farms, etc.
6 Basic Colors - plus black, white, aluminum
OBTAIN A FREE TEST SAMPLE and see what CARBOZITE can do for you.

SERVICE CLUBS, CHURCH GROUPS, OR OTHER ORGANIZATIONS: If you intend to do any painting or protective coating - We will donate up to 10 Gallons on a single project, if the project will use more than 10 gallons.

OBIE'S SALES & SERVICE

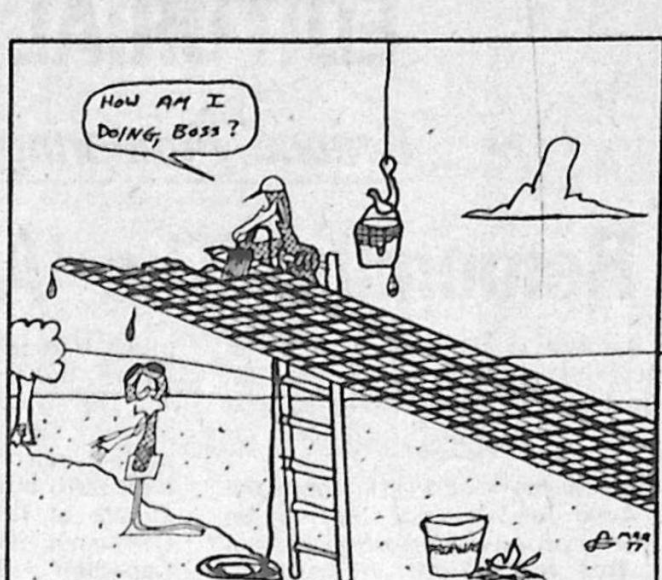
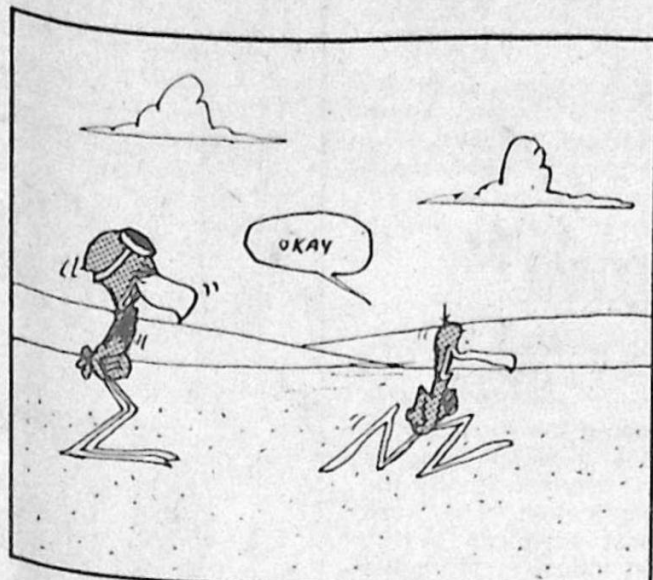
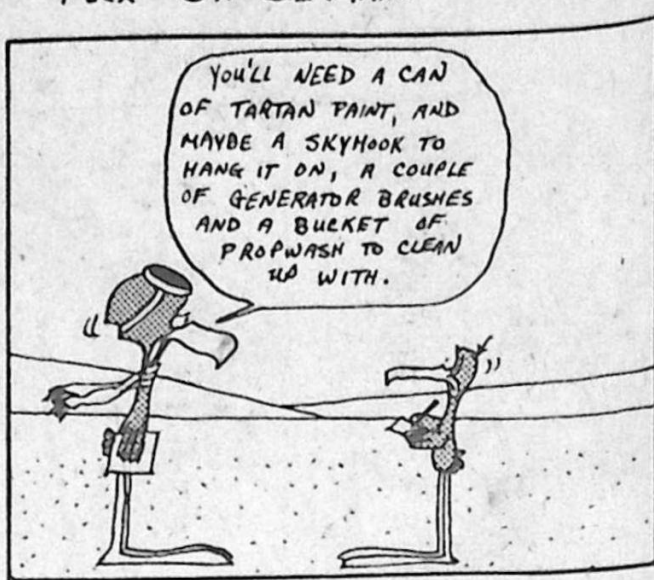
R.R.1 - Lake Trail Road

Courtenay, B.C.

(604) 334-3016

CUDGEL STEW

by Rick St. Germain



One Of Our 707s Is Missing

By Doug Devin
And Robert Jahrig

Somewhere in northern Alberta, a large passenger-carrying jet is missing.

The Rescue Co-ordination Centre in Edmonton is alerted. Within two hours, a team of highly trained para-rescue specialists, the spearhead of the Search and Rescue network, is in the air.

MAD. Major Air Disaster. The ultimate test of a SAR operation. The majority of air crashes in Canada occur in the heavily-travelled southern corridor. The problems of locating the crash site and evacuating survivors are relatively easy there. Roads and hospitals are close at hand.

But an increasing number of airliners are travelling the polar route, coming in over the vast expanse of the Canadian arctic. Despite sophisticated navigation equipment, multiple back-up systems and expert crews, there is always that remote chance that a large group of vacationers may unexpectedly find itself on the frozen tundra.

Precisely this sort of accident was the scenario for Rescue North II, a partial crash simulation exercise staged near CFB Cold Lake March 5-6.

One hundred Edmonton army, navy and air cadets were flown to the "crash site"

on Primrose Lake, 170 miles north-east of Edmonton, where they played the role of survivors. Using spruce boughs and red dye, the cadets formed the outline of a Boeing 707 jet on the ice, then awaited Saturday evening and the arrival of their rescuers.

The rescuers were 16 para-rescue specialists. They came from all four of Canada's Transport and Rescue squadrons, 413 (Summerside), 424 (Trenton), 440 (Edmonton) and 442 (Comox). Two USAF rescue specialists, one from Elmendorf AFB, Alaska and one from Scott AFB, Illinois, also jumped in with the Canadians.

There was no actual search for the crash site, as the accent for this exercise was on the establishment of time frames and the elimination of snares from the various rescue phases of the operation.

The first Hercules, from 435 Squadron, arrived overhead shortly after dusk. This aircraft, with exercise director and Edmonton Base Commander Col. K.C. Lee aboard, carried eight rescue specialists and four 700 lb. packages consisting of toboggans, tents, sleeping bags and other cold weather gear. All this material was dropped by the light of 2 1/2 million-candle-power flares.

The accuracy of the drops was relayed by radio to the aircraft by Sgt. Jim Folk, the

advance rescue base (ARB) commander. Normally Sgt. Folk would have been the first to drop in to the crash site, but for this exercise he arrived in advance to help co-ordinate the operation.

This initial drop took longer than expected, and the first Hercules was still on the scene when the second one arrived.

Sgt. Folk explained that there were very tricky winds at 1000 feet, the altitude at which the jumpers and packages left the aircraft. Some of the drops were remarkably accurate, coming down only a few yards from the aircraft outline, while two jumpers and a package came down several hundred yards downwind on a forested island. No one was injured however, and the work of establishing the ARB proceeded smoothly.

Sunday morning, the stretched cadet survivors, sorted and handled according to injury tags, were airlifted by two Twin Otters (440 Sqn.), two Huey helicopters (408 Sqn. and CFB Cold Lake), and a Chinook helicopter (450 Sqn.) to the forward rescue base (FRB) in a hangar at Cold Lake.

The FRB provided the survivors with more advanced medical care than was available at the crash site (not to mention more advanced toilet facilities).

From Cold Lake, the cadets, still loaded on stretchers, were flown by Hercules back

to Edmonton, with yet another amazing adventure to brag about at school.

Col. Lee said Rescue North II was obviously unrealistic in some respects, but it was intended as a training exercise, not a showpiece, and as such it was successful.

He said there is little chance of a modern commercial jet going down in the north, but it is much more likely that an older piston engine aircraft would be involved.

Col. Lee said it would mean faster, more efficient SAR operations if rescue aircraft could be located at additional points in the vast 3 million square mile Edmonton Search and Rescue Region, but financial considerations make this unlikely for the time being.

While heavy commitments and financial constraints are constant problems, this type of MAD operation pioneered by CFB Edmonton is now possibly the best in the world. One of the USAF observers said the U.S. really has nothing to match it.

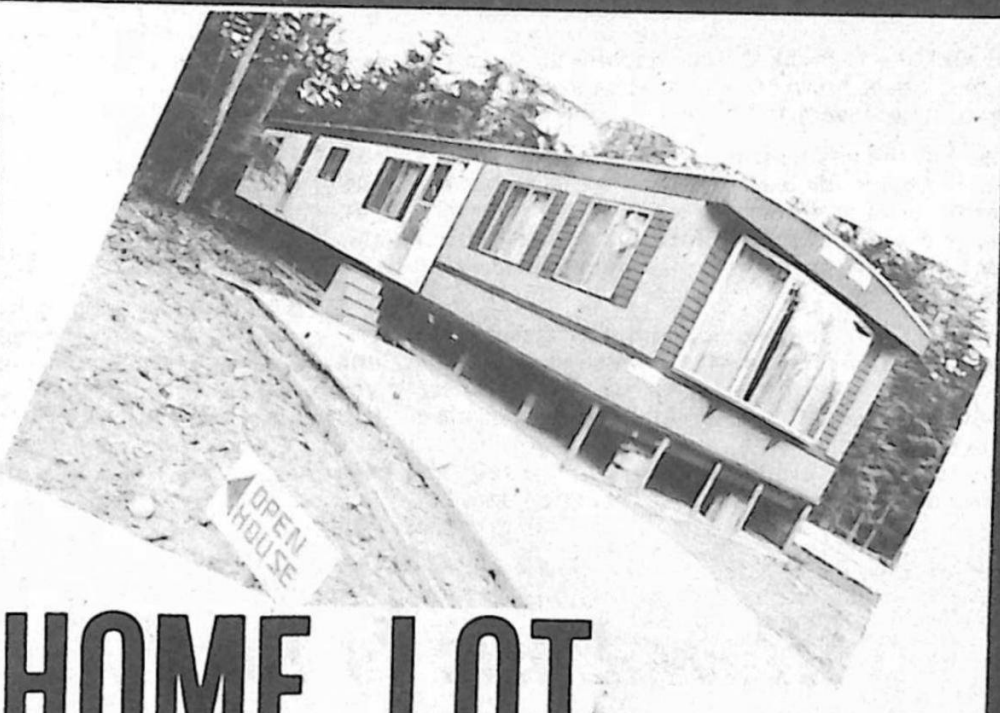
As for the rescue specialists, Col. Lee said, "They're a highly motivated group of people, spirited and capable. I don't know of any others in the service who have a higher morale."

He said he hopes the rescue specialists will soon have their own trade, rather than just a classification.

"Recognition of their talents is long overdue."



The Rescue Machine Arrives



BUY YOUR OWN MOBILE HOME LOT

PLATEAU MOBILE LIVING LTD
COURTENAY

In one of the finest subdivisions on Vancouver Island

We have people paying less to own than they would to rent!

— ALSO NOW ON DISPLAY —
GLEN RIVER & ATCO 12' & 14' & 24' WIDE
FACTORY-BUILT HOMES — Fully skirted & set up

10 3/4 %

25 YEAR AMORTIZATION
80% OF VALUE

- ON DOUBLE WIDES AND LOTS -

LOTS from \$7,300 to \$9,800
HOMES & LOTS From \$19,500 to \$31,800

Plateau Mobile Living Ltd.

Dealer No. 00779A

Box 3177, Courtenay, B.C.

OPEN HOUSE
WEEKENDS
11 a.m. to 5 p.m.

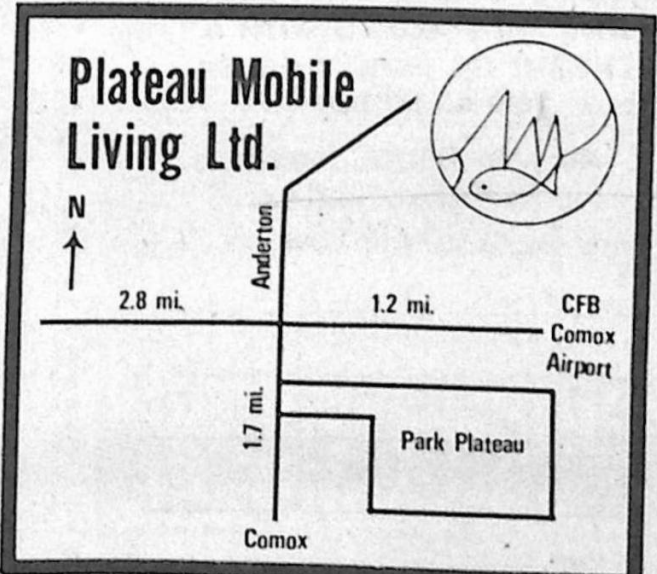
338-6791 or 339-5546

Norton Dainard 338-6437
Al McGivern 339-2576
Ron Nordin 338-5567

\$5,000 GOV'T SECOND
MORTGAGES

or
\$1,000 HOMEOWNER
GRANTS AVAILABLE

For a pleasant surprise —
Call us today for an
appointment to view.



EDITORIAL

Ground Pondering

Remember The 'Arrow'?

In the age of the Tomcat and the Eagle it is difficult to remember that not too long ago Canadians designed and built the world's most advanced interceptor.

Eighteen years ago last month the CF105 Avro Arrow made its maiden flight. Five prototypes flew a total of seventy-five hours, and the aircraft displayed such great potential that it was scheduled to make an attempt at a world speed record.

For both those interested in Canadian aviation and those in the RCAF, the news of the Arrow was a source of pride and anticipation. All Canadians had a great deal to be proud of, for the Arrow seemed to prove that Canada's aviation technology was the equal of any country's in the world.

But our triumph was short-lived. The government cancelled the project, and ordered all the products of seven years of research, and all the aircraft—both those flying and the twenty-nine in various stages of construction—to be completely destroyed.

So thorough was the destruction, that of this great aircraft today little else remains but an engine and one battered nose section. Information about the aircraft is equally scarce. Today there is

much that is imagined about the Avro Arrow, but little that is concrete.

The government offered several reasons for cancelling the Avro Arrow project, not the least of which being its high cost, but none seem to justify the effects of the termination. The Avro Company, the most advanced in the Canadian Aviation industry, struggled on for a short while, but disappeared when the government chose to give to Canadair in Montreal the contract to build the CF104. The whole affair was a bitter experience for those employed at Avro, and it is likely that much Arrow technology eventually found its way to the United States.

Since then the Canadian Aircraft industry, while still imaginative, has at best enjoyed mediocre success.

Perhaps the government should have chosen to spend the extra fifty million dollars the Arrow would have cost. We may not now have been able to build aircraft to compete with the Eagle, but we would certainly have a more thriving aircraft industry, and we would not be in such desperate need of a new fighter aircraft. The verdict of time may show that the government saved a dollar and lost an industry.

AIRFORCE Is A Winner

The Royal Canadian Airforce Association can be justifiably proud of its new magazine.

Volume 1, Number 1 of Airforce dated January 1977, would tickle the heart of any airman. The vivid colors, the interesting and newsworthy articles, the items of a historical nature, and above all, the aircraft paintings, and photographs, combine to make it an outstanding publication.

A striking reproduction of a painting by Aviation Artist Graham Wragg shows a Hawker Hurricane streaking by a burning, disintegrating Heinkel. The "hump backed Huri" dressed in the battle colors of the RAF 303 Squadron is featured on the covers.

The editorial by Doug Harvey says it all: "We're confident that our expanded readership appeal will attract more members

to the RCAF Association, just as it attracts those national advertisers who wish to get their messages before a broad spectrum of Canadian airmen and airwomen, and people in government and the aerospace industry."

"WE WANT YOU"....the pointing finger of Ol' Sergeant Shatterproof adds "class" to the recruiting poster.

The membership fee of \$8.00 per year includes a paid-up subscription to AIRFORCE. You can become a member if you are:

- a serving member of the Canadian Forces regular or reserve, a former member of the RCAF, Commonwealth Air Forces or United States Air Force, a serving or former member of the Royal Canadian Air Cadets or Cadet Instructor List, employed with Canada's aerospace industry or with a firm that produces under sub-contract to the aerospace industry, associated with a flying club or similar organization.

Ol' Shatterproof says, "send your application complete with your name, address, service number, rank and decorations (plus your cheque or money order for \$8) to: Membership, RCAF Association, 424 Metcalfe St., Ottawa, Ont., K2P 2C3."

Open Letter To PMQ Residents

It is with regret that I must announce my resignation from the following positions: Head-Co-ordinator, Assistant Co-ordinator No. 1, Assistant Co-ordinator, No. 2, in the Base Teen Organizations (BTO). I have been filling all three positions for several months.

I would like to thank the community for the confidence that they have shown in me. I am honored that no one has deemed it necessary to fill the two extra positions.

These three positions must be filled before B.T.O. can resume having dances or other social functions. The constitution calls for three responsible adults serving as supervisors. B.T.O. cannot function without these adults. I hope that in the near future volunteers will be forthcoming.

I am quite sure that Comox is full of closet volunteers. How many times have I heard someone say "If I had time I would really like to help." Arise and come forth you closet volunteers. Come into the daylight and claim your rewarding jobs.

In closing I would like to say, "To the few who have helped us, from the many, our heartfelt thanks." C.V. McDonell

"How Basic Is the 'CORE' Of Education

The Conference Board in recent studies on education asks WHY we take a young child and place him in school for a set number of years to study a certain fixed variety of subjects.

There is a suspicion that education is primarily a baby-sitting service, designed to look after young humans

during the years they pass from helplessness until they reach the point of contributing to the well-being of our society. This idea is dismissed as unworthy. The role of education is two-fold. First, it is a process of imparting basic skills as preparation for later life. Second, it is a means of helping the individual to reach

his or her fullest potential. Education should give children a chance to understand themselves, to relate to others and to know something about the world in which they live. It should, presumably, help students to choose and find work that seems to them worth doing; so that they can be happy and productive members of the community.

The current controversy and discussions on education in this province touch us all. Whether we are parents, students, educators, employers or employees, we are involved and should be concerned.

Money has never been able to buy happiness, credit cards are not doing much better. Credit is an area of considerable misunderstanding and abuse. The Credit Bureau has stated that excessive debt is responsible for a high proportion of marriage breakdowns. It is not unreasonable to suggest that students should be taught the role, function and risks of credit. Credit is a fact of life, running a close second to the birds and bees. Ignorance of either has never been proved to be an advantage!

Money is said to go around and around. HOW? This is the question that students should be able to answer before they enter the workforce and become consumers. They should know and appreciate that industry and governments pay wages which are

used to purchase goods and services or are put aside as savings. Know that savings, through many types of investment, finance industry and government in the same way that monies received from the sale of goods, services and taxes do. It is a circle, money DOES go around and around. Understanding of this would explain the wage and price cycle; or spiral, as it has regrettably become. Is it possible that lack of basic economic knowledge has encouraged some people to make excessive demands upon the economy?

We live in an independent enterprise system. A system which absorbs students when they eventually enter the labour force - or become entrepreneurs. Is it too much to think that school education should give them some understanding of the economic system under which they will be living and to which they will contribute?

Taxation has been described as the government's taking with one hand what it appears to have given with the other. It is, of course, a method of financing the essential services which we all demand. It is also a means of income levelling; although it is hard to consider taxation a competent means of achieving social quality. Tax measures are often a major plank in election platforms. The voting age has been lowered and young people are

voting for candidates whose platform is often basically economic. The right to vote is inherent in our democracy but are we not shortchanging our students if we do not ensure that, as far as is possible, their votes are informed and intelligent?

The teaching of economics in high schools varies across Canada, both in course content and student enrollment. This may reflect reluctance on the part of teachers to include it in the course of studies or it may reflect lack of encouragement to include it from economists and the business community. We cannot say. The provincial department of education in British Columbia stated that in 1974 - 75 there were 38,000 students offered an economics course with only a 5 per cent participation. The figures from other provinces are equally dismal.

Those aspects of the economy, which may affect students as consumers, voters, employers and employees, borrowers and lenders should be included in the basic tools of learning - which is, after all, one of the objectives of education.

It seems logical, therefore, that there should be support for the teaching of basic economics to high school students and that it should be included in the core curriculum. (Vancouver Board of Trade)



The Best Of Ray Tracy

• Holding Young Persons Responsible •

BY HUGH ANDERSON, M.P., Comox-Alberni

On March 21st, 1977, the Honourable Francis Fox, detailed plans for new Legislation regarding young offenders to replace the 1908 Juvenile Delinquents Act.

Prior to this new legislation, being announced extensive consultations were carried out by the Ministry of the Solicitor General on the 1975 Report entitled "Young Persons in Conflict with the Law". These consultations were carried out with provincial governments, national and provincial associations and interested members of the public

gathered at seventy-five public meetings held between September 1975 and June 1976, as well as the hundreds of briefs and letters submitted to Members of Parliament and to the Solicitor General. Under the current law enacted in 1908, young persons who commit offences are treated primarily as misdirected, and needing aid, encouragement, help and assistance. The proposed Young Offenders Act would be based on the principle that young persons are responsible for their criminal acts.

The proposed Act would only deal with young persons who commit offences against the Criminal Code and other

federal statutes. The minimum age of criminal responsibility would be set at age twelve, and the maximum age, at under age eighteen. The provinces would retain the option to adopt age sixteen or age seventeen.

In holding young persons responsible, it would be recognized that their rights are no less than those of adults, including the right to retain and instruct counsel, and in some cases, safeguards would be provided to ensure that the rights of the young persons are protected.

Under the proposed Legislation, a young person found guilty of an offence in the Youth Court may be

discharged or ordered by the judge to pay a fine of up to \$1,000, to pay compensation up to \$1,000, to make restitution of stolen property, to perform a community service order, to serve a term of probation up to three years, or any combination of the above. In addition, those youths who have committed serious or repeated crimes and are a threat to Society may be ordered to serve a term of open or secure custody not exceeding three years.

The Solicitor General has recognized the services and resources implications for the provinces arising from the proposed Legislation and has indicated that the Federal Government of Canada is prepared to share in the cost of additional juvenile services administered by the Province. The Federal Government currently share the cost of open and secure custody through the Department of National Health and Welfare and the cost of legal aid assistance through the Department of Justice.

It is the intent of the Federal Government after further consultation to seek the

support of the Provinces for the new Legislation with the aim of placing Legislation before Parliament in the Fall of 1977. If you, Dear Reader, have any questions, comments, to make on this Legislation contact me either through my Constituency Offices in Port Alberni and Campbell River, or write to me directly, c/o, House of Commons, Parliament Buildings, Ottawa, Ontario, K1A 0A7.

At the present time over 500 letters have been received from all parts of Canada dealing with, you the Readers thoughts on the problem facing Canada with the Election of a Separatist Government in the Province of Quebec. Translation will be carried out this week on some of the more profound letters and these will be sent to the French Language Newspapers in the Province of Quebec, addressed to their, Letters to the Editor column. There is still time to send your letters in and as promised an acknowledgement will be sent, for those people supporting the idea of one Canada, Canada Flag Pins will be mailed out.

Bond Holders Will Need S.I.N.

Betty Newton, public Relations Officer for Revenue Canada Taxation, Victoria, says this article may be of particular interest to Base personnel as it could apply to such items as Canada Savings Bonds registered in the name of infant children. "There is no minimum age for applying for a Social Insurance Number," she said.

OTTAWA - Residents of Canada who cash certain bond interest coupons will be required to provide a correct social insurance number or pay a 25 per cent withholding tax on their interest payment under an amendment to the Income Tax Act, Monique Begin, Minister of National Revenue, has announced.

This new procedure has become necessary because some taxpayers have not been reporting the full amount of bond interest payments. The use of social insurance numbers is considered the most efficient and economical method of identification and is already used by Revenue Canada, Taxation in many of its programs for verifying taxpayer information.

When the new procedure is in operation banks and other financial institutions will be asking their customers to provide social insurance numbers when cashing interest coupons on any federal, provincial or municipal bonds. Individuals who do not

have a correct social insurance number will pay 25 per cent of the interest payment which will be forwarded to Revenue Canada, Taxation and credited to the taxpayer. The full amount of the interest coupon, including the 25 per cent, withholding tax, must be declared for income tax purposes.

To avoid the withholding tax, bond holders can obtain a social insurance card within approximately two weeks of submitting a properly documented application form to the Unemployment Insurance Commission.

Application forms for social insurance numbers can be obtained at Post Offices, Unemployment Insurance Offices, Canada Manpower Centres or District Taxation Offices. Individuals must supply a birth certificate or baptismal certificate as well as secondary identification such as a copy of a driver's licence when making application for a social insurance number.

FLASH!!

NOW YOU TOO CAN GET HOME, MAIL DELIVERY OF THE COMOX FISHWRAPPER SIMPLY FILL IN THIS FORM AND MAIL ALONG WITH A CHEQUE OR MONEY ORDER FOR \$3.00 TO;

CIRCULATION MANAGER, TOTEM TIMES CFB COMOX, LAZO, B.C.

TOTEM TIMES SUBSCRIPTION — ONE YEAR — \$3.00

NAME _____

Address _____

CITY _____

CHEQUE MONEY ORDER

Signed _____

CNA TOTEM TIMES

Published every second Thursday, with the kind permission of Col. R. L. Mortimer, Commanding Officer, CFB Comox.
Editor: Al Wilson (371)
Assistant Editor: Gord Kruger (404) Steve Allan (308)
Editorial Staff: Chris Hosford, Norma Mortimer, Bill Ewing, John Windish, Brendan Smith, Paul Carreau.
Photographers: Chris Hosford, John Windish.
Sports & Recreation: Gord Kruger (404)
Proofreaders: Blanche Campbell, Cecile Begin, Joyce Taylor and Rhona Windish
Circulation: The Geneau Family 338 6215
Business Manager: Jack Campbell (409)
Advertising: Ken MacLean (275)

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF or other agencies. In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item. "Advertising is an offer to sell and may be withdrawn at any time." Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C. V0R 2K0
Printed in Courtenay, B.C., by Comox District Free Press



Anniversary Song . . . Light Blue In Review

BY EWING

In March of 1923, King George V authorized the use of the preface "Royal" by the then Canadian Air Force. Through the year, reorganization took place, and on 1 April 1924, the RCAF emerged as a permanent part of the Canadian military. The birth of the fledgling force had not been easy; it had taken ten years and two false starts to get the recognition of the Canadian government.

Conception

The first military flying organization in Canada was formed in September of 1914 as the Canadian Aviation Corps. At the urging of Col. Sam Hughes, a small amount of money was spent to purchase a used Burgess-Dunne biplane from the United States. It, along with the three members which made up the Aviation Corps, sailed for Britain with the First Canadian Contingent the following month. The Corps faded from existence when the aircraft was damaged and left to rot on the Salisbury Plain. One of the Canadian pilots was killed in a training accident and the other two members of the Corps returned to other duties.

Toward the end of 1917, the Canadian government recognized the fact that many of the aircrew with the RFC-RAF and the RNAS were Canadians and authorized the formation of two separate and all-Canadian squadrons. By the time that the squadrons, a Wing headquarters and supporting units were set up, the conflict had come to an end. The Canadian Air Force remained in training in England for eight months after the signing of the peace in the hope that it would be returned to Canada as the beginning of an expanded force. However, in mid 1919, it was disbanded and all the personnel returned to Canada and released from military service.

Approximately 22,000 Canadians served with the Royal Naval Air Service and the Royal Flying Corps-Royal Air Force between 1914 and 1918, with 2/3rds of them being aircrew. Even more were under training in England and Canada when hostilities ceased. Canadian airmen won over 800 decorations and awards for their heroic efforts, including three Victoria Crosses. The highest scoring RAF pilot was a Canadian, Lt. Col. William "Billy" Bishop, (VC, DSO and Bar, MC, DFC) who downed 72 German aircraft. The public also thrilled to the exploits of other Canadians; Collishaw (60), MacLaren (54), Barker (50), McCall (34), and Claxton (31). By the end of the war, one in every four Royal Air Force officers was from Canada, and better than 1/10th of all of the destroyed German aircraft had been downed by Canadians.

The Canadian Air Force had been disbanded in England in 1919, but in February of 1920, it was reorganized again in Canada under the control of the civilian Air Board. Initially the CAF had the provisional establishment of just over 5000 men, all on very short periods of service; little more than a flying militia. It is doubtful if the CAF would have even been reformed at all if it had not been for an Imperial gift of over 5 million dollars worth of aircraft and equipment, including the airfield and facilities built at Camp Borden, Ontario, given to Canada by a grateful England in 1919.

The civilian Air Board was reorganized in April of 1920, and the Canadian Air Force became a separate entity, with the first Air Officer Commanding being Air Commodore A.K. Tylee. Immediately work began to get the force on a concrete footing and bases were established at Dartmouth, N.S., Roberval, P.Q., Rockcliffe, Ont., Victoria Beach, Man., High River (Morley), Alta., and Jericho Beach, B.C. As well, Camp Borden was taken over from the Dept. of Militia and Defence. By the end of 1920, refresher training had been carried out for 86 officers and 111 airmen at Camp Borden.

Birth

A Department of National Defence was formed in 1922-1923, and the Canadian Air Force came under its control. A manning ceiling of 69 officers and 238 airmen was set temporarily and the work of evolving the CAF into a permanent force got underway. In March 1923, King George V granted approval for use of the preface "Royal" to the Canadian Air Force, and with the publishing of the new King's Regulations and Orders on the 1st of April 1924, the Royal Canadian Air Force became effective.

Growing Years

The early years were not easy ones for the new RCAF. Its main role was civilian flying, and all its aircraft, bases and training were used to this end. The aircraft flown by the RCAF were civilian registration letters until almost 1930. Today, this type of flying has been titled, "in aid of civil power".

The flying done during the 1920s was varied and due to its newness, often hazardous. The RCAF photographed vast areas of the then-uncharted Canadian wilderness; it flew fisheries patrols; carried officials into remote settlements to deliver Treaty Money to Indian tribes; pioneered forestry spraying and fire detection flying; provided anti-smuggling flights; and in October 1925, in response to an urgent appeal for anti-toxin serum from Norway House in northern Manitoba, flew the first of an untold number of Mercy flights.

In 1927-1928, the RCAF provided aircraft and personnel to the Department of Marine and Fisheries to assist the Hudson Strait Expedition. The aim of the Expedition was to gather information on the length of the shipping season through the Hudson Strait, and also the feasibility of aircraft operation in the Arctic and as an aid to shipping.

In twelve months of flying, through a complete Arctic winter, the 6 officers and 12 airmen of the RCAF detachment challenged the North using the unrefined craft of the day and without proper maintenance facilities or navigation aids. Due to the skill and ingenuity of the pilots and groundcrew, these activities were never interrupted by a mechanical failure. This tradition, of technical skill has continued throughout the history of the RCAF.

In 1927, the Government air services were again reorganized. The RCAF retained the bases at Vancouver (Jericho Beach), and Camp Borden, as well as a Stores Depot and Communications Flight at Ottawa, but turned over all other stations and units to civil authority. The over all other stations and units to civil authority. The over all other stations and units to civil authority. The over all other stations and units to civil authority.

With the loss of many bases, military flying in Canada was restricted to flying training at Camp Borden and Vancouver. There was little effort made to make the RCAF into any kind of a defence force, such as the RAF was stressing at the time.

These activities continued until the Depression. During the fiscal year 1932-33, in the need for economy, a drastic reduction was made in the size of the RCAF. Almost one-fifth of the service had to be released and all pilot training was halted.

Although reducing the overall size of the RCAF, the government allowed more emphasis to be placed on operational training. The new station at Trenton, Ontario, was opened; a signals section was begun; small fighter and army co-operation flights were formed; and a flying boat unit started at Jericho Beach near Vancouver. These three small flying units, using a total of 28 aircraft, began service flying for the RCAF using the training methods set up by the Royal Air Force.

As the Depression faded, more and more money was allowed the RCAF for expansion. New bases were opened and old ones expanded upon. By 1938, the force had grown to a point that a Western Air Command had been formed and two others, Eastern Air Command at Halifax and Air Training Command at Trenton had been authorized. Further expansion plans were announced, but by the Declaration of War against Germany in September of 1939, the program was far from complete.

The RCAF had changed greatly since 1932, however. It had grown to over 4,000 officers and airmen in the Permanent, and another 1,000 in the Auxiliary. There were eight RCAF squadrons: two General Purpose, one Fighter, one Bomber, one Torpedo-bomber, and one Army co-operation. Three more had been authorized, but hadn't been formed. The Auxiliary consisted of 12 squadrons; four Fighter, four Bomber, two Army Co-operation and two Coast Artillery Co-operation, of which five were still in an early stage of organization.

In aircraft, the RCAF wasn't in good shape at all. Orders had been placed with manufacturers for over three hundred, but by September 1939, very few of these had been delivered. A total of 270 aircraft were being operated, of 23 different types. Less than half of these were operational types, the remainder being trainers. Most were obsolete. Only 37 aircraft were first-line machines and only a handful of this last group were Hawker Hurricanes.

War Years

With the Declaration of War, the first of what was to become thousands of Canadian airmen and airwomen crossed the Atlantic to fight alongside or with the Royal Air Force. By 1945, over a quarter of a million Canadians served with the RCAF and almost as many again served with the RAF.

The RCAF was tasked with three main jobs and proved worthy of them all. One large force was engaged in the various theatres of war overseas; a second was maintained in Canada as the RCAF Home Squadrons; and the third and perhaps the most important was in the field of air and groundcrew training.

In late 1939, representatives from England, Australia, New Zealand and Canada met in Ottawa and signed an agreement which resulted in the British Commonwealth Air Training Plan. In effect, Canada was to become a giant training base. The momentous task began immediately to set up the bases and facilities required.

Sites were chosen for the new airfields; runways, hangars, barracks, and other buildings erected; supplies ranging from aircraft to toilet paper purchased and stockpiled. Things progressed so quickly that the initial schools opened in April of 1940. At the height of its operation, the BCATP included 97 schools and 184 attached units. The final output of the Plan included almost 50,000 pilots, 18,500 Wireless Operator-Air Gunners, and 15,900 Navigators.

At the same time as the BCATP schools were turning out aircrew, the expanded RCAF Technical Training Schools were providing airmen with the technical skills to keep the new squadrons airborne. Riggers, fitters, parachute packers, medical assistants, clerks, supply techs; all had to be trained from scratch and then shipped out to the squadrons.

As well as those technicians required for the RCAF squadrons and flying training schools, Canada trained personnel joined their counterparts on RAF units. One trade exemplifies this; approximately 6000 Canadians served as Radar Technicians with the RAF overseas. Even though the RCAF had no Radar units outside of Canada, many RAF units were almost entirely staffed with Canadians.

In the defence of Canada, the RCAF Home Squadrons were maintained along the Atlantic and Pacific coasts. Eastern Air Command operated from bases sited from Labrador through the Maritimes. Western Air Command flew out of airfields from Alaska to the southern tip of Vancouver Island. On both coasts, weather conditions ranged from uncertain at times to outright impossible at others. Combined with the weather were isolation, boredom and the endless hours of patrols over the trackless oceans. The RCAF Home Squadrons totalled 40 operational units in the protection of Canada's coast.

Over the Atlantic, the aircraft and fliers of the Eastern Air Command were credited with sinking six German submarines and heavily damaging three more. On the quieter Pacific coast, Western Air Command sent two Fighter and a Bomber-Reconnaissance squadrons to Alaska to assist the American forces against the Japanese in the Aleutians. Until the middle of 1943, the RCAF operated alongside the USAAF in what has been termed, "the world's worst flying weather". On one Japanese Zero, the only enemy aircraft credited to a Home squadron during the war.

Less than six months after the start of the war, the first Canadian squadron was moved across the Atlantic to fight alongside the RAF. To prevent confusion with the RAF squadrons, the RCAF agreed to adopt the 400-449 block of squadron numbers. Thus the first RCAF unit to fly in Britain, 110 (AC), Squadron became 400, and 1 (F) Squadron became 401. After a period of training, 401 became the first Canadian squadron to fight in the 'Battle of Britain', and in eight weeks shot down 31 enemy aircraft while seriously damaging 43 others. In return, 401 Squadron lost sixteen Hurricanes, with three pilots being killed and ten others wounded or injured. These were the RCAF's first combat casualties. They were not to be the last.

Canadian squadrons flew under the operational control of the RAF in all Commands and in every Theatre of Operations. By 1944, there were 48 RCAF squadrons in Fighter-Reconnaissance, 4 Bomber, 14 Day Fighter, 3 Coastal, 3 Transport, and 3 Night-Fighter-Intruder.

The largest single formation of RCAF squadrons to fly together was in Bomber Command where 14 squadrons flew together as No. 6 Group. During their 28 months of ops as a complete Group, the Canadians piled up over 270,000 flying hours on better than 40,000 sorties. No. 6 Group and Bomber Command suffered the greatest loss of human lives of any Command. Nearly 10,000 Canadians died as a result of the long, dark, and always dangerous, flights over German-held territory.

As the Luftwaffe's attacks on Britain eased, the RAF raids on enemy targets by fighter and light bombers. After the raid on Dieppe in August 1942, the RCAF fighter

squadrons began to train in a fighter-bomber role. In July of 1943, six RCAF squadrons were formed into 126 and 127 Wings of 83 Group in the RAF 2nd Tactical Air Force. Six additional squadrons brought over from Canada formed 84 Group. The Wings concentrated on German transport and by D-Day, 6 June, 1944, the movement of war material on French roads became extremely hazardous.

With the securing of the beachheads, the 2TAF Wings moved their aircraft and baggage to Normandy fields that Canadian Army Engineers hurriedly converted to airfields using graders and steel matting. From these forward strips, the RCAF waded into the German war machine. At the end of hostilities, the Wings had chased the Germans across Europe until at the end, they were operating off bases within Germany. The final score for the Canadian fighter-bombers showed the skill of the pilots; over 800 German aircraft, destroyed, more than 3600 locomotives, freight cars, tanks, vehicles, and river barges. The Canadians had also, "written the book" on the close support of ground troops.

One RCAF squadron served with the RAF Desert Air Force. After taking part in the defence of England through part of 1942, 417 "City of Windsor" squadron was transferred and flew against the Axis in the North African desert. With the defeat of the Germans in the desert, 417 became a fighter-bomber unit and supported the Canadian troops in their drive through Italy.

As well as Day Fighter, the RCAF also provided three squadrons for the then-experimental Night-Fighter role. They were equipped first with Defiant, then with radar-fitted Beaufighter and finally Mosquito aircraft. As the attacks on England tapered off, the squadrons began intruder missions over enemy airfields. In 1944, 408, 409, and 410 were joined by 418 to patrol the night skies against the V-1 "Buzz-bomb". The Canadian proved adaptable to the tasks, racking up an enviable record of enemy aircraft and flying bombs.

The job of Coastal Command was to operate against enemy warships and merchant shipping. The RAF squadrons in this role were joined at one time or another by seven RCAF units. As well as attacking whenever possible, the squadrons also carried out photo-recce, air-sea rescue, and meteorological flights. One of these, 413, moved from the Shetland Islands to Ceylon in 1942 to patrol the Indian Ocean. It was while on an anti-submarine patrol from Iceland in 1944 as a member of 162 (Coastal) Squadron, that Flight Lieutenant D.E. Hornell sank a German U-Boat. During the attack, his Canoe was badly damaged by the defensive fire of the U-Boat and crashed. In the endeavour to save his crew from the icy Atlantic Ocean, Flt. Lt. Hornell died. For this action, he was awarded the RCAF's first Victoria Cross of W.W.II.

Royal Canadian Air Force squadrons also flew with the RAF Transport Command. Immediately after formation, 437 saw action towing gliders during the attack at Arnhem and carried out its role through the British Isles and the Continent. Its sister squadrons, 435 and 436 carried out the same task, but under different skies. They flew in support of the British Fourteenth Army in India and Burma. These two were the last RCAF squadrons to see action in W.W.II, remaining on duty until the Japanese surrender in August 1945.

With Peace

With the coming of peace in 1945, the RCAF, like many other military forces in the world, cut back. Eight squadrons from 6 Group were returned to Canada to retrain and re-equip as "Tiger Force". This force was to operate in the Pacific against the Japanese but the dropping of the atomic bombs precluded its use and it was disbanded. Post-war in Europe, the RCAF operated a disarmament Wing, a Fighter Wing of four squadrons, and four bomber squadrons were used in conjunction with the three Transport squadrons to ferry troops back to England from Italy. Another bomber squadron was sent to India for the same duty.

During 1939 - 1945, Canada not only provided the training for many of the RAF aircrew, but Canadians made up approximately 40 per cent of the RAF flying personnel. This was in addition to manning the Home and Overseas squadrons of the RCAF. The small, "military flying club" of the 1930's had grown into a well-trained and well-equipped giant. All this was not done without a toll, however. The Honour Roll of the RCAF contains the names of over 17,000 who gave their lives for freedom.

With the end of the Second World War, the "giant" was shrunk again. When returned to a peace-time basis, the RCAF had been reduced to a few transport squadrons and a few special flights, personnel strength had dropped from over a quarter of a million to less than 13,000.

The coming of peace brought a new thinking. The RCAF Regular was to consist of a small, well-trained force, to be backed by a working Auxiliary. Flying Vampire jets and Mustang prop fighters, the eight Auxiliary squadrons became the mainstay of Canadian air defence until the formation of the first Regular Force interceptor squadron in late 1948. A second was formed a year later. The new Maritime Air Command got started in 1950 at Greenwood, N.S., when 405 took delivery of its

first modified Lancaster X's. However, until the outbreak of the Korean war, the majority of RCAF Regular Force flying was in transport, aerial photography-survey, search and rescue, aircraft ferry operations, and aviation research.

By the early 1950's, the RCAF had started to receive new aircraft to replace the war-time designs still in use. Transport Command squadrons were outfitted with C-119 Boxcar and the 4-engined Canadair North Star. Air Defence Command got started both on the ground and in the air. In conjunction with the USAF, lines of early warning radar units were built across northern Canada. Specifications accepted by A.V. Roe of Canada resulted in the twin-engined, all-weather interceptor, the CF-100 "Canuck".

'Cold War'

The "Cold War" brought another surge of interest in the Canadian forces. The RCAF was allowed to grow again. Twelve squadrons of jet fighters were raised and transferred to European airfields as a major part of Canada's NATO commitment. The first two squadrons of Canadair-built F-86 Sabres were moved to the United Kingdom aboard the Royal Canadian Navy aircraft carrier, HMCS Magnificent. The remainder were flown across the Atlantic in mass ferry flights. Also sent over were four squadrons of CF-100 interceptors. The years of the Canadian Air Division in Europe, when the Sabres ruled the skies, were perhaps the 'golden days' of the post-war RCAF.

Back in Canada, a scheme to train NATO aircrew, much like the old British Commonwealth Air Training Plan was started. Old BCATP bases across the Canadian prairies were refurbished and reopened. Under NATO agreement, men from Britain, Netherlands, Belgium, Norway, Denmark, Greece, France, Portugal, Italy, Turkey and West Germany travelled to Canada and returned as fully-trained aircrew to their own Air Forces. This training scheme is still in effect today, with young pilots from the Netherlands undergoing flight training.

'Axe Falls'

There is a saying that whatever goes up must come down, and so it was that in the early sixties, the axe fell again on the RCAF. Changing technology, rising costs, and a change in government thinking saw the RCAF reduced once more.

The Auxiliary squadrons were reduced to a total of six and saw their fighters replaced with light transport aircraft. The Regular Force did not escape the cut-backs either. The Interceptor squadrons dropped from nine to five to finally, three by 1964. At the same time, the Sabre squadrons in Europe were reduced with two of the Wings being closed entirely. The remaining squadrons changed their operational role and were re-equipped with the supersonic CF-104 Starfighter. To the disappointment of the RCAF, the Avro CF-105 Arrow was cancelled by the government. In its place, two squadrons of Bomarc surface-to-air missiles were activated and the Interceptor squadrons issued with overhauled ex-USAF Voodoos.

All these changes did little to lower the morale or professional outlook of the personnel of the RCAF. There had been tough times before and they had passed. There were still jobs to be done and done well: in support of United Nations Peacekeeping efforts, in Air Defence, in Maritime patrolling, and in "maintaining Canada's sovereignty in the Arctic". Then in 1964, in the White Paper on Defence put out by the then-Minister of National Defence, Paul Hellyer, came the fatal blow. In a single word, UNIFICATION!

The next three years saw much discontent throughout the Canadian military as the various changes were undertaken. Finally, with much sadness, on the 21st of January, 1968, the Royal Canadian Air Force ceased to exist.

That was almost ten years ago. Since then, Ministers of National Defence have come and gone. With them different views have prevailed in planning. After much work behind the scenes, an Air Command was formed. It is hoped by many "ancient warriors" wearing the Air Command eagle that it is just the first step to the reforming of the Royal Canadian Air Force.

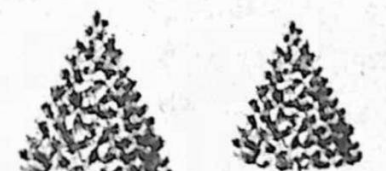
PER ARDUA AD ASTRA



BUYING A HOME?



LOOKING AT PROPERTY?



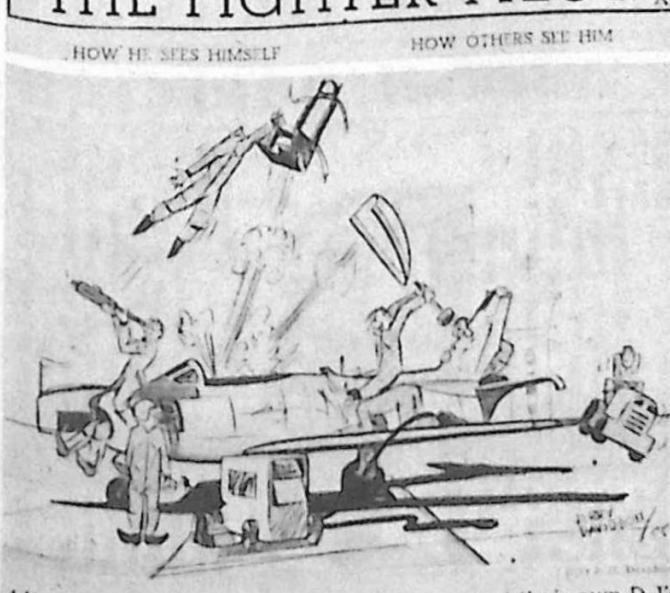
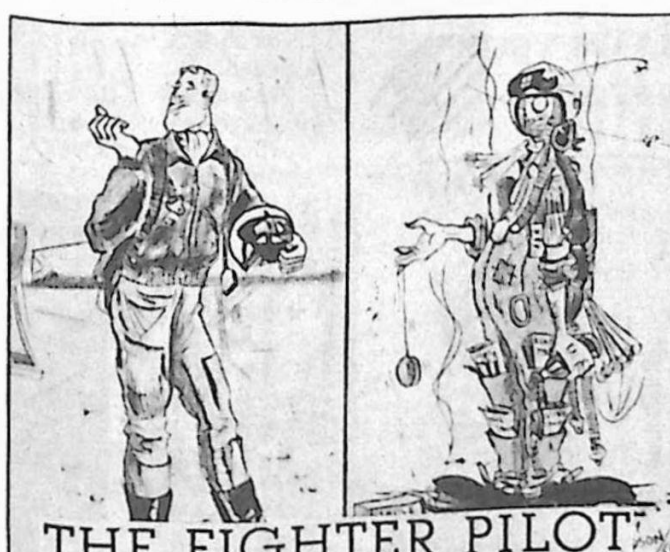
WANT A NEW MOBILE HOME?



Come and see Rick Kellow at
YOUR Credit Union.

COMOX (CANADIAN FORCES)
CREDIT UNION

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



4 Wing pilots are now authorized to carry out their own D.I.s

Sports Beat - Comox

Glacier Greens Golf News



FIVESOME WINS FOURSOME. Club Captain Ron Bailey hangs on to the box, whilst President Norm Richardson draws the winning raffle ticket. Keeping an eye on the proceedings are Sunday's fourball tournament winners L-R Ron and Mona Ledgard, Glen Caslake, Lilian Whitehead and David Webber.

CALLING ALL JUNIOR MEMBERS. Glacier Greens will host an Inter-Club Tournament on Saturday, April 9th. There will be three groups, - 18 years and under, - 16 years and under and 14 years and under. This event will be open to both boys and girls. See entry form at the Clubhouse or phone Gerry McCoughlin at 339-4609 or Base Local 445.

Our first social event of the year was enjoyed by approximately 55 people who turned out to sample wines and cheeses. Taped music was provided in the background, the two club captains spent the afternoon setting up an attractive table and the general consensus was "let's have more". Later in the year another will be planned both for those who

enjoyed this one and for those who weren't able to attend.

Sunday at noon on what turned out to be a very blustery afternoon 53 golfers arrived for the first 4 ball of the year. Coming in with 34 were David Webber, Lilian Whitehead, Mona Ledgard, Ron Ledgard and Glen Caslake. 2. Larry Cote, Kay Banks, Ann Cote and Frank Fischer. 3. Mick Stollerchuk, Wynn Naven, Pat Verchere and Ron Verchere. 4. Jim Brown, Ev Robertson, Tom Earl and Bill Robertson. 5. Ron Burnell, Janet Gunstone, Don Gunstone and Don McMillan. 6. Don Burgess, Joyce Geneau, Yvonne Geneau, and Rick Siddons. 7. John Gailey, Audrey Haughn, J.C. Passant and Roy Naven. Most Honest Golfers were Stan Hodgson, Joan Stevens,

Bob Stevens and Clare Rathbun. Norm Keyes sank the most putts.

President Norm Richardson thanked those present and announced that, probably, next month Friday evenings we will be having beer and hamburg nights. These will be 2 ball foursomes followed by the goodies.

Winners of the big Membership Draw were: Membership, J.S. Heaston, CB Radio, Irene Perry, \$15.00, Susanne Siddons.

Don't forget the Early Bird Tournament coming up. Open to male, female and junior members. Ladies Day is now in session. Tuesday mornings at 8:45 a.m. prompt so that we can be away at 9. All lady members are cordially invited.

Hockey Championships

The CF National Hockey Championships were held at CFB Shilo last week.

The tournament commenced on Tuesday as all teams (6) were given some practice time.

The opening game was held at 1000 on Tuesday and the two teams involved with Chilliwack and Ottawa.

There was a total of fifteen (15) games played and times were 1000-1400 and 1900 daily for five days.

Ottawa representing Ontario, were the eventual winners by compiling a 5 wins and 0 loss record. The surprise team of the tournament was Chilliwack, who, after their opening game loss to Ottawa won their next four games to take 2nd place.

The team scores were as follows:

| | | | |
|--------------------|----|----------------------------|--------------|
| Ontario (Ottawa) | 8 | vs Pac Region (Chilliwack) | 2 |
| Atlantic (Halifax) | 6 | vs. Europe | 2 |
| Quebec (Montreal) | 6 | vs. Prairies (Shilo) | 2 |
| Pacific | 6 | vs. Europe | 3 |
| Ontario | 5 | vs. Prairie | 4 |
| Atlantic | 9 | vs. Quebec | 1 |
| Atlantic | 4 | vs. Prairie | 0 |
| Pacific | 11 | vs. Quebec | 3 |
| Ontario | 5 | vs. Europe | 2 |
| Europe | 11 | vs. Quebec | 3 |
| Ontario | 7 | vs. Atlantic | 6 (overtime) |
| Pacific | 6 | vs. Prairie | 3 |
| Ontario | 6 | vs. Quebec | 3 |
| Europe | 7 | vs. Prairie | 1 |
| Pacific | 3 | vs. Atlantic | 2 |

FINAL STANDINGS:

| TEAM | WON | LOST | PTS. |
|----------------------|-----|------|------|
| Ontario (Ottawa) | 5 | 0 | 10 |
| Pacific (Chilliwack) | 4 | 1 | 8 |
| Atlantic (Halifax) | 3 | 2 | 6 |
| Europe | 2 | 3 | 4 |
| Quebec (Montreal) | 1 | 4 | 2 |
| Prairie (Shilo) | 0 | 5 | 0 |

Leading Scorer was Wayne Mitchell of Ottawa.

OFFICIALS:

| | |
|--------------------|---------------------|
| Sgt. Roy Bowe | Gander Ref-in-Chief |
| OC Dave Ogilvie | Greenwood |
| Capt. Gord Kruger | Comox |
| WO Earl Thompson | Comox |
| Sgt. Mike Lucas | Ottawa |
| Sgt. Ken Sabad | Pettawawa |
| WO Bob McCollom | Calgary |
| Sgt. Randy Bonds | Europe |
| WO Leach Forrester | Shilo |

- Youth Bowling -

PARENTS:
YBS BANQUET-22 APR. 77.
1900-2100 HRS.

Some parents assumed the entire family was invited for \$2.00. There is no way that the YBC Banquet Fund could bear such an expense. YBC Banquet invitations are open to all YBC bowlers and instructors at \$1.00 per child, or if there is more than 1 child bowling per family, the maximum cost will be \$2.00. YBC BOWLERS ONLY.

1977 YOUTH DEVELOPMENT CAMP
5 PIN BOWLING-
July 10th-16th-1977

This year's program of the B.C. Federation of School Athletic Associations is including 5 Pin Bowling.

The camp is held in Vancouver with accommodations at Jericho Hill School and Bowling Instructions at Chapmans Lanes.

Enrolment is open to 100 boys and girls age 14 or 15 years. This is calculated from each of the 20 School Districts being allowed to send 5 students. School Districts that do not request their 5 spots will allot the balance to other areas so that the 100 total is attained.

The purpose of the camp is to develop the skills in Bowling as a participant and organizer. Students attending are exposed to instructions by Certified Bowling Instructors on every day of the camp program.

Total cost for the students selected to attend this camp is \$25.00. This includes travel, accommodation, meals and bowling.

How to Enroll - Every Secondary School in B.C. has been forwarded the Information and Nomination Forms for the Camp. The

students interested should indicate to their Head P.E. Instructor or Principal, that they wish to be considered. It is up to each School to submit their student nominees to their School District. The School District then selects the 5 candidates for the camp.

For Your Information - The 1977 Camp Program is as follows:

July 3rd - 9th. Track and Field. (Boys and Girls).
July 10th - 16th. 5 Pin Bowling (Boys and Girls).
July 17th - 23rd. Basketball (Boys Only).
July 24th - 30th. Wrestling.

(Boys Only).

Balance of the funds required to cover the expenses of these camps is from the proceeds of the lottery that is run by the B.C. Federation of Secondary School Athletic Association. Assistance is also being provided by the Bowlers Association of B.C.

We would ask that all Y.B.C. Programme Directors inform your 14 and 15 year old bowlers of the Camp and suggest if they are interested they notify their school immediately. The deadline is March 31st.

"Up Earl's Alley"

Now that the hockey leagues have nearly all been completed it is now time for all of us to get down to some serious thinking about the summer sports.

The golf course is in full swing and the weatherman has been really co-operating with all avid "Turf" removers. The membership drive is moving along rather well and it is hoped that our objective will be reached by the 1 May deadline.

The CF National Volleyball Championships are being held in Europe this year and two of our Base personnel have been selected to join the Pac Region Champions, Esquimalt, in the tournament. Capt. Hummel and Cpl. Descurtins were selected from the Comox team and should be an asset to the Esquimalt team.

The National Hockey League is wrapping up another successful season, and it should be made public within the next week or so just what players will be selected to represent Canada at the World Hockey Championships. Players will be selected from those teams that did not make the playoffs. The New York Rangers will definitely place a number of players on the team and the most likely selection will be Phil Esposito.

Jim Ursel is doing well in the Air Canada Silver Broom competition and, is picked by the experts to capture this years edition of the Annual Curling classic. After having predicted that our Broomball team should do well at the Nationals I have decided to quit acting the part of the duty prophet.

The CF Nationals are now history. It was a great week

with all of us officials having escaped, still blind, mind you, but with our bodies in one piece. The Officials and their "aliases" were - Earl "The Pearl" Thompson; Gord "Ouch" Kruger; Butts "Eyes Right" Forrester; Bob "Your Turn" McCollom; Ray "Screech" Bowe; Mike "Cool Hand" Lucas; Dave "Axeman" Ogilvie; Randy "James" Bond; and Ken "Roadrunner" Sabad.

There was a total of six teams which meant a total of

126 personnel representing the 6 Regions of the Forces.

The tournament was well hosted and believe me, Shilo was a great place to host this affair. Well, maybe not too great for the players, as it was terrific for the Coaches as their nightlife was nil. Therefore making the old expression, "Early to bed and early to rise makes a man healthy, wealthy, and... less hung-over".

Maybe next year the Totems will be able to make it there.

It was a great moment in sports in 1973 when Gordie Howe made his comeback as a member of the Houston ice-hockey team. During his illustrious 25-year career with the Detroit Red Wings he scored more goals (786), more assists (1,023) and more total points (1,809) than anyone else.



ARE YOU PLANNING A TRIP THIS SUMMER

VIA CAR
AND TRAILER
OR CAMPER-
TRUCK? IF
YOUR VEHICLE
IS EQUIPPED
WITH AN
AUTOMATIC
TRANS.

YOU NEED
EXTRA
COOLING



DROP INTO

DAVE'S TRANSMISSION REPAIR

370 Puntledge, Courtenay

Ph. 334-2917

Inter-Section News

INTER-SECTION HOCKEY. The "A" League Inter-Section Hockey League has come to an end for another season.

The League which was comprised of teams representing 407 Sqn., 409 Sqn., 442 Sqn., and the Military Police played a total of 40 games.

First place was won by 407 Sqn. and the semi-finals were matched as follows:

407 defeated the MP's, 442 defeated 409.

In the finals, 407 Sqn. won the first game 3-0 and took the second and final of the two out of three game series 5-4.

The Red Staff would like to thank all competitors in both the A and B League for participating and a special thank you to Capt. Ted Turner and his officials for assisting in the program.

For those of you that have equipment still out on loan, please return it as soon as possible to the Rec Centre.

All Ex-Totem players are also asked to do the same as we are preparing to take inventory and some equipment will require repairs.

SWIMMING POOL. Hey! The swimming pool is once again open for casual swimming.

Sessions are controlled by a Lifeguard daily Monday to Friday inclusive from 1130 to 1300.

INTER-SECTION VOLLEYBALL.

There will be an Inter-Section Volleyball Day 15 Apr. 77.

All teams that participated

in the Inter-Section League are eligible to enter.

For more information, contact the Rec Centre at local 315.

INTER-SECTION SOCCER.

An Inter-Section "6 a side" indoor Soccer league is being formed.

At present there are a

number of players, but more are urgently required.

All Sections interested in participating are asked to contact the Rec Centre by 6 Apr. 77.

The League will commence 12 Apr. with games being played every Tuesday and Thursday at 1600.

Softball Clinic

Subject course will be conducted from 0800 hrs. 14 Apr. to 1500 hrs. 15 Apr. 77 at CFB Esquimalt.

Written certification exam will be held 1300 hrs. 15 Apr. Cost will be five dollars for candidates wishing to write exam.

Personnel interested in attending are to contact the Rec. Centre at local 315 soonest.

If you spend your spare time getting a spare tire, maybe it's time you got rolling on your fitness program.

WELCOME TO ...

Junior Ranks CHESS TOURNAMENT

Monday, April 4

At TOTEM LOUNGE

6:30 p.m.

WEEK-END SPECIAL

2 Nights For 2 For Only \$32

Relax and enjoy 2 great nights at

BEST WESTERN THE INTOWN INN
653 Dunedin Street, Victoria, B.C. 388-8887

GOOD FOR ANY 2 NIGHTS - FRIDAY, SATURDAY, SUNDAY

INCLUDES:

★ LUXURIOUS BED SITTING ROOM

★ COLOR TV

★ FREE CONTINENTAL BREAKFASTS

Just off Douglas at Burnside Road

(Turn right at the big orange 76 ball and you're home)



SERVICEMEN'S AUTOMOBILE CLUB
Here To Help You Save

BEFORE YOU BUY A 1977 CAR OR TRUCK

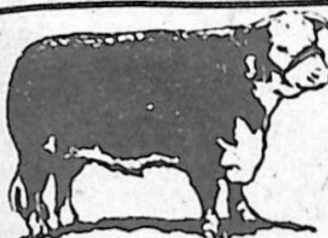
CHECK Price Catalogue With

W.O. KEN BANKS - CFB Comox Rep.

BLDG. 18 - 339-2211 Local 474

Call For An Appointment

No Telephone Pricing Permitted



CENTRAL MEATS

491 FIFTH STREET, COURTENAY, B.C.

PHONE 334-4921

Prices effective
March 23 - April 2.

| | |
|-----------------------------------|----------|
| STEW (Short-Ribs) | 79¢ lb. |
| REG. GROUND BEEF | 69¢ lb. |
| LEAN GROUND BEEF | 1.09 lb. |
| A1 WHOLE ROUND STEAK | 1.59 lb. |
| A1 RIB STEAK | 1.79 lb. |
| A1 CHUCK STEAK | 79¢ lb. |
| A1 CROSS RIB ROAST | 1.19 lb. |
| A1 PRIME RIB ROAST (First 5 Ribs) | 1.69 lb. |
| A1 BARON BEEF ROAST | 1.69 lb. |
| (10 lb. limit on above items) | |
| JUBILEE BACON 1's | 99¢ lb. |
| 3 PKGS. PER CUSTOMER | |

Central Meats Home Cured Double Smoked Hams -

Book Now, Supply Limited.

☆ GRADE "A" FRESH TURKEYS ☆

HOME FREEZER BEEF SALE

ALBERTA GRAIN FED A1 BEEF

SIDES - 25 ONLY
Average Weight 250-270.95 lb.

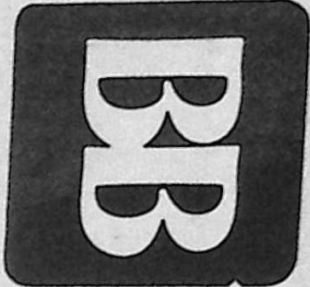
FRONTS
Average Weight 130 - 14075 lb.

HINDS
Average Weight 130 - 140 1.19 lb.

C1 RANGE FED BEEF
SIDES ONLY -
Average Weight 240 - 26079 lb.

SIDES OF PORK
Average Weight 70 - 8099 lb.

FIRST COME - FIRST SERVED



WESTERN CANADA'S LEADING REALTORS



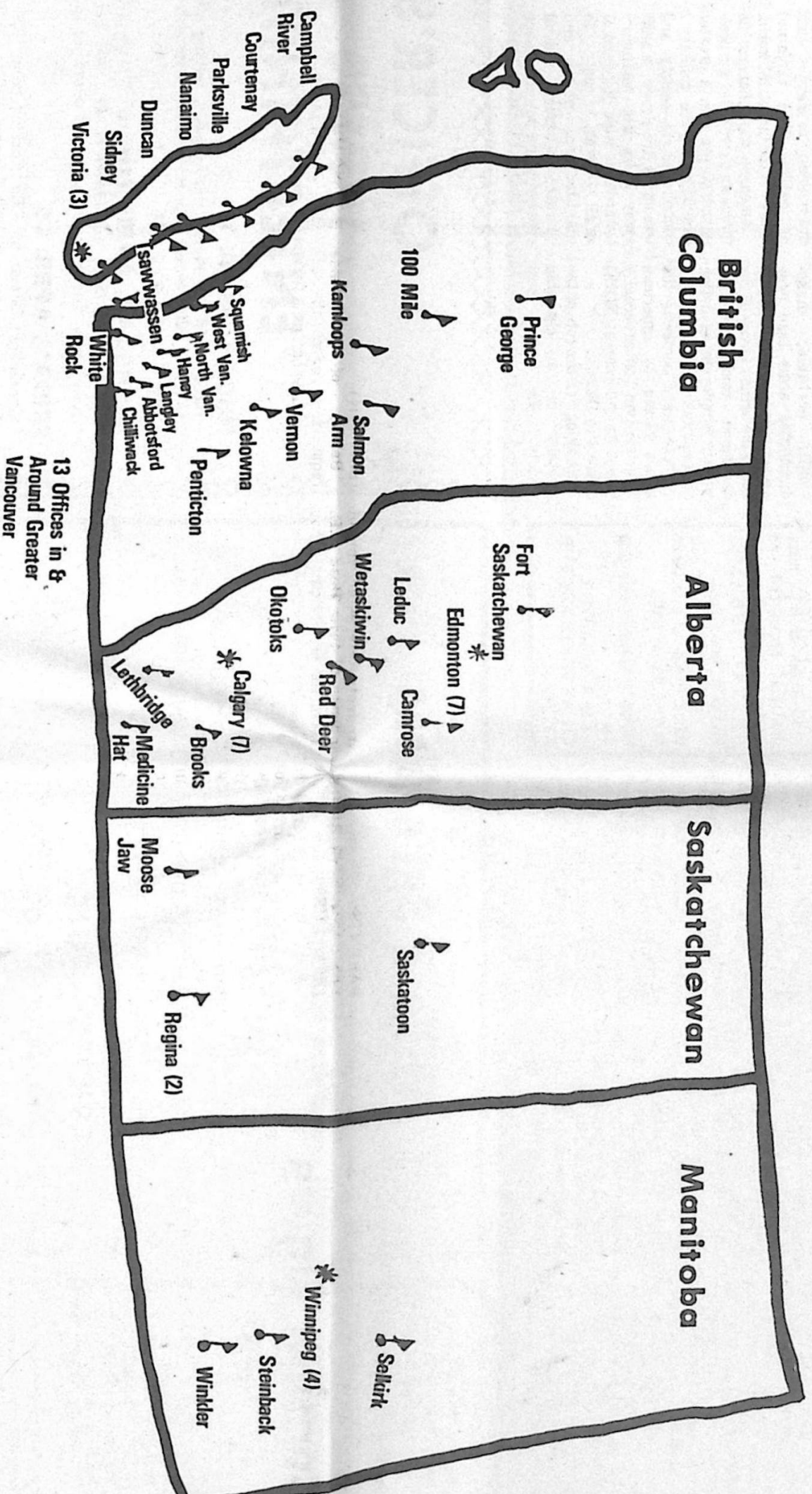
- BUY WITH CONFIDENCE

- SELL WITH TRUST

TRANSFERRED IN OR TRANSFERRED OUT...

THERE WILL BE A
BLOCK BROS.

SERVICE CENTRE NEAR YOU



B_B
GUARANTEED HOME TRADE PLAN
TRADE ACROSS TOWN OR ACROSS
THE COUNTRY

B_B
WEEKLY CATALOGUES WITH
THOUSANDS OF PROPERTIES
PROFESSIONALLY DISPLAYED

B_B
THREE LISTING SERVICES TO
CHOOSE FROM...
NRS, MLS OR EXCLUSIVE

B_B
FIRST CLASS INTER OFFICE
REFERRAL SERVICE

B_B
OVER 2000 PROFESSIONALLY
TRAINED SALES REPRESENTATIVES
IN 73 OFFICES

B_B
FREE MARKET VALUE
APPRAISALS WITH NO OBLIGATION

B_B
INTERIM FINANCING AND
NEW MORTGAGES

B_B
NEW HOMES SERVICE AND
LAND DEVELOPMENT DEPT.

B_B
PROFESSIONAL SERVICE
WITH A PERSONAL TOUCH

COURTENAY 449 - 5th. St.

PHONE 334-3111

For Professional Service with the Personal Touch,
Call the Man from Block's
Art Meyers, Sales Manager

AL DIXON 334-2882
GAYE WONG 334-2220
LLOYD WONG 334-2220
DOUG COOK 334-2015

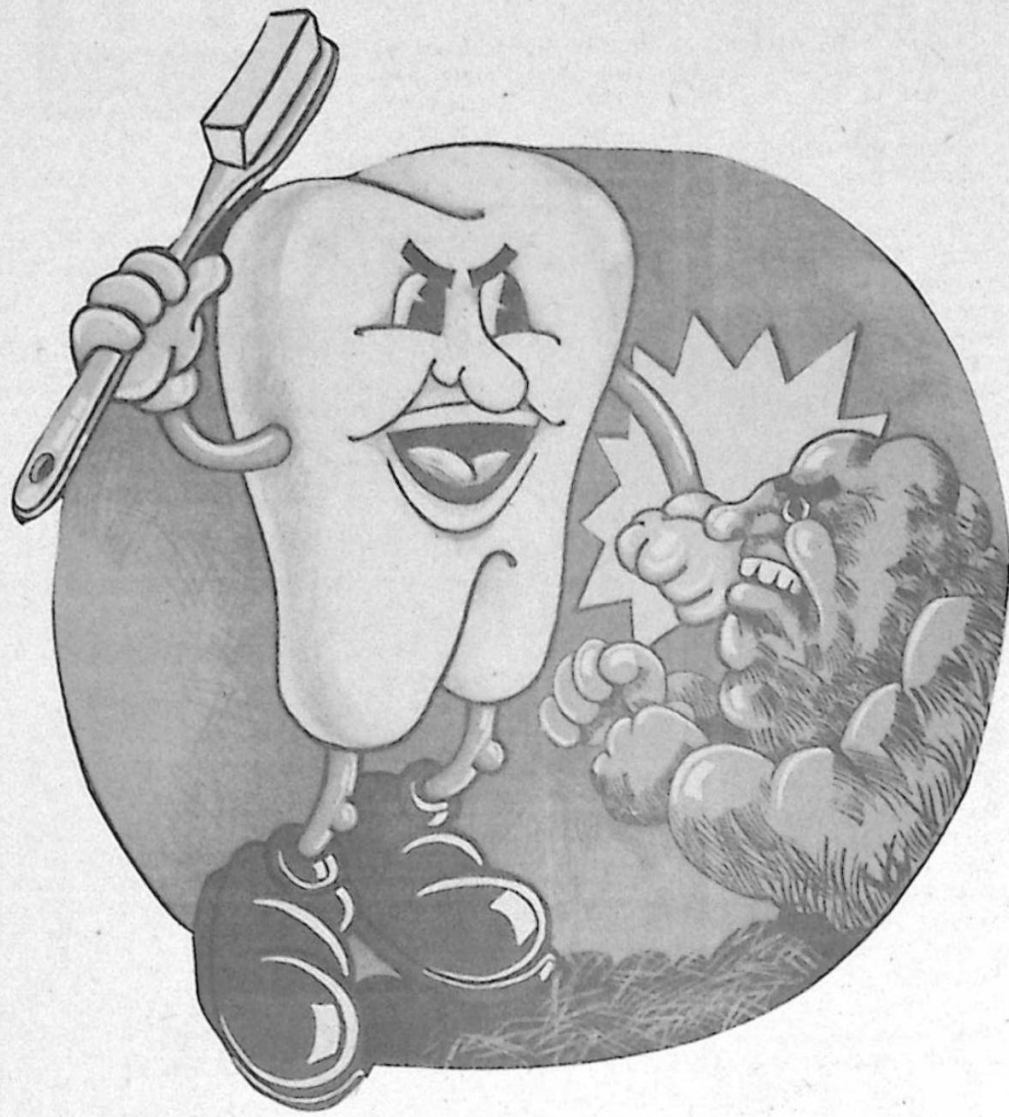
CLAY GRANT 339-3945
AL DODD 339-3307
RAY PAGE 339-6267
ERNE AUDET 339-5018

MAX WEEGAR 334-4568
MIKE EMERSON 339-5089
BILL MORRISON 339-4083
VIC RUSHTON 339-3464

DUKE SCHILLER 334-2203
DICK GARDNER 337-5327
STU LYING 339-3541

449 - 5th St.,
Courtenay
334-3111

- Fight Plaque -



The following article is one of a series being presented by Totem Times in co-operation with the Dental Detachment.

The preceding article described how tooth decay may develop when bacteria are trapped against the teeth in a sticky deposit called bacterial plaque. Some of the bacteria produce acid when they feed on sugar from the food people eat, and the acid

attacks the tooth enamel and dentin. If the plaque is removed, decay will not develop (except in pits and fissures on the chewing surfaces, where bacteria may also become trapped).

Since bacterial plaque is sticky, it cannot simply be rinsed off with water or a mouthwash. It must be scrubbed and rubbed off.

Thorough toothbrushing will get rid of much of the

plaque. Unfortunately, though, brushing alone will never remove all bacterial deposits, no matter how well you brush or how often you brush. Most dental decay occurs between the teeth, where the toothbrush will never reach. The plaque causing this decay must be removed by proper use of dental floss. It may take some time to adequately cleanse the mouth - as much as 10

minutes - but it is time well spent. Since it takes the plaque 24 hours to reform after its removal, this needs to be done only once a day. If you want to brush your teeth after each meal to move food debris, fine, but be sure you have one session each day when you use floss as well.

Usually, bacterial plaque is invisible. To find out whether you have removed it, you can use a dye that will stain the plaque but not the teeth. A disclosing tablet of harmless dye is dissolved in the mouth, and the mouth is rinsed with water. The stained areas on the teeth are deposits of plaque.

To learn proper oral cleansing, you should use a disclosing tablet regularly after you have brushed your teeth and used dental floss. Once you have mastered the job, you can use a tablet once in a while as a check to see whether the plaque has been removed. Disclosing tablets can be purchased at your drug store.

When choosing a toothbrush for your cleaning program, keep three things in mind. (1) It should have soft bristles. They remove plaque as well as stiff ones without the danger of abrading tooth structure in the process. (2) The bristles should have rounded tips. This also avoids injury to the gums. (3) The head of the toothbrush should be small enough to allow you to reach all parts of your mouth easily.

Any toothpaste will help remove plaque, but the fluoride toothpastes help strengthen the teeth as well. Beware of the toothpaste that "whitens" your teeth. It is probably removing a lot of your tooth right along with the plaque.

April Is Dental Health Month

... an opportunity for members of the dental team to 'go public'. A wide array of projects are being planned to help the people of British Columbia learn more about good dental health.

Thousands of leaflets will be distributed through food stores; a province-wide poster contest is underway through elementary schools; radio and TV presentations are being arranged along with shopping mall displays and presentations at libraries, kindergartens and play schools.

May we count on your help, too, to bring DENTAL HEALTH MONTH to the attention of the public?

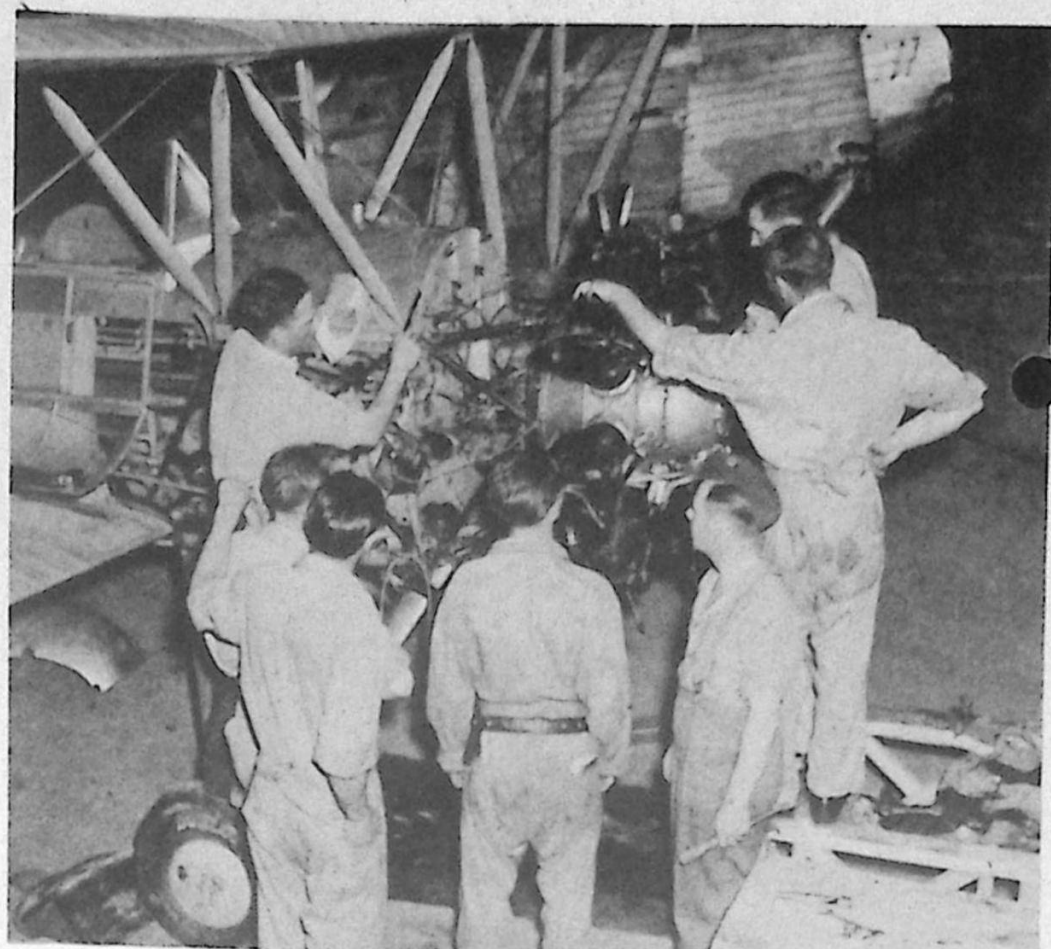
We will be providing you with news, stories, photographs of poster contest winners, and any other material that becomes available during the month of April.

All areas of B.C. have dentists appointed as chairmen to promote DENTAL HEALTH MONTH activities.

If they, or our office, can be of assistance to you, please call.

The national theme this year is:
I'M A BELIEVER ... CLEAN TEETH ARE FOR KEEPS.

- The Way It Was -



"Learning How" AETechs No. 1 TTS, St. Thomas, Ont.

- Future Okay -

OTTAWA (CFP) - Are third world nations going to pose a military threat while industrial countries falter? Will small, portable, mass-distributed arms take over where big weaponry left off? Could the armed forces of the developed world be left without employers as nation states break up?

These were some of the issues raised by American futurist Alvin Toffler recently when he addressed NDHQ officers in Ottawa.

Speaking "on the role of the military in a changing society," the author, best

known for his book *Future Shock*, and former editor of *Fortune* magazine, said the military must change dramatically to survive what he called "the terminal crisis" of the industrial world.

Amongst the changes he forecasts as we enter the post-industrial era are: a greater emphasis on the military's contribution to society and less on its fire power; a shift away from big weaponry towards the wide dispersal of small arms, easy to manufacture, move and operate; an ensuing, radical change in the power balance

between rich and poor nations; and a move away from the centralization of power in western countries.

Despite an acknowledged lack of knowledge about the military, Mr. Toffler told his audience that he believes the armed forces in developed nations could be faced with a shifting series of threats as the third world gains power.

That time, he estimates, is only 20 or 30 years away. And the great equalizer will not be big weaponry, but small arms that will have the same effect as the six guns did in the frontier west, he said.

EW
 Courtney
 Adults \$2.50 O.A.P. \$1.00 Child, \$1.00
 Thurs. to Wed. - March 31, April 1, 2, 4, 5, 6
 Mon. to Thurs. - 8:15 p.m.
 Two Shows Fri. & Sat. - 7 and 9 p.m.
 No Matinee This Saturday

the sentinel
 THERE MUST FOREVER BE A GUARDIAN AT THE GATE FROM HELL...
 A UNIVERSAL PICTURE • TECHNICOLOR®
 "Many gory & frightening scenes"
 Thurs., Fri., Sat. - April 7, 8, 9
 Matinee Sat. - 2:00 p.m.
"THE GNOME-MOBILE" General
 Mon., Tues., Wed. - April 11, 12, 13
"CONFESSIONS OF A DRIVING INSTRUCTOR" "Some sex & suggestive dialogue"
 Starts Thurs., April 14
"NICKELODEON" General. "Occas. coarse language"
 Ryon O'Neal

Stardust
 Drive-In Theatre
 Williams Beach Rd. & Island Hwy.
 All Admissions \$2.75
 All-Niter Admissions \$3.25
 Gates 7:30, Show 8:00 p.m.

Fri., Sat., Sun. - April 1, 2, 3
"SEX RALLY"
 plus "DANISH - BLUE"
 NOW OPEN THURSDAYS
 Thurs., Fri., Sat. - April 7, 8, 9
"NAKED PEACOCK"
 plus "NAKED & FREE"
 SPEC. ALL NITER - Sun., Apr. 10
 5 BIG SHOWS

WO's & Sgt's Mess
ENTERTAINMENT
APRIL 1st - MIXED TGIF
 Time 2000 hrs. Games - Sub. Suds - Food TBA.
 Dress - casual. Cost, members and wives free -
 Honorary and guests \$3.00 per couple
APRIL 7th - TGIT
 Sub. Suds - Food TBA.
Monday Night Movies For April
 4th - SHAMPOO, Goldie Hawn.
 11th - KILLER FORCE, Peter Fonda.

OFFICER'S MESS ENTERTAINMENT
FRIDAY, APRIL 1st
 MESS DINNER to honour the following retiring officers - Maj F.C. Weir, Maj N.E. Winchester, Capt H.P. Hoffman. Assembly 1900 hrs., Mess Dress, formal for civilian guests.
THURSDAY, APRIL 7th
 "TGIT" 1700-1800. Subsidized drinks. 1700 Food, 1800 Jackpot and bottle draw. Casual dress, flying suits permitted 1630...
FRIDAY, APRIL 15
 Candlelight Dinner for CDS. Cocktail hour 1900 - 2000. Dinner 2000, Seafood. Dance to "Music Factory" 2100 - 0100. Res: by 1500 Wed., Apr. 13. Dress Semi-formal (i.e. business suit). \$12.00 Couple. \$14.00 Guest Couple.
SUNDAY, APRIL 17th
 FAMILY BRUNCH. 1200 - 1300. Lunch Menu, Casual Dress. Res: by 1500 Thurs., April 14. \$1.40 Adults. \$1.00 Children under 12.

Jr. Ranks Club
 Apr. 1 - DISCO - Admission 50¢.
 Apr. 2, 3 - "SCREECH" - Rock & Roll Band.
 (Admission \$1.00)
 Apr. 6 - BINGO - 2000 hrs.
 Apr. 7 - WEEPERS - 1800 - Food 1900 Approx.
 Apr. 8, 9, 10 - "CROSSROADS" Country Rock Band
 (Admission \$2.00)
 Apr. 13 - BINGO - 2000 hrs.
 Apr. 14 - DISCO - Admission 50¢.
MOVIES
 5 Apr. - "SHAMPOO" - Goldie Hawn.
 12 Apr. - "KILLER FORCE" - Peter Fonda.
BINGO - Every Wednesday Evening
 Doors open 1900 hrs. Bar open for refreshments 1900 - 2300.
 For further information call Entertainment Answering Service - 339-5212

MIRACLE DRIVE IN
 BLACK CREEK, B.C. 337-5097
APRIL PROGRAM
 Gates 7:15 - Shows 8 p.m.
 APRIL 1, 2 & 3
 Action Triple Bill
 Goodbye, Bruce Lee
 Guerilla Hellcat
 Mature
 Wolf Killer
 APRIL 8, 9 & 10
 The Great Texas Dynamite Chase
 Plus The Devil and Leroy Basset
 APRIL 10, SUNDAY
SPECIAL EASTER ALLNITER FIVE SHOWS
 APRIL 15, 16 & 17
 LIPSTICK Plus
 ONE IS NOT ENOUGH (restricted)
 APRIL 22, 23 & 24
 The Naughty Victorians Plus
 Single Swingers Only (Restricted)
 APRIL 29, 30, MAY 1 & 2 (Fri. - Mon.)
 Marathon Man Plus
 Survive! (Restricted)

SUZUKI
 This all new TS250 is the closest a Dirt/Street Bike can get to an RM Motocrosser and still be street legal. Race developed features include power reed valve engine, new aluminum rim wheels, 5 way adjustable rear suspension and primary kick start.
 Come in and buy now while prices are low.
 TRADES WANTED AND FINANCING ARRANGED.
HOLIDAY MOTORCYCLE CENTRE
 3080-B Comox Rd., Courtenay, B.C.
 (Next to Animal Hospital) D.00153 Phone 339-5574

- Firing Away -

☆ Fabric Flammability ☆

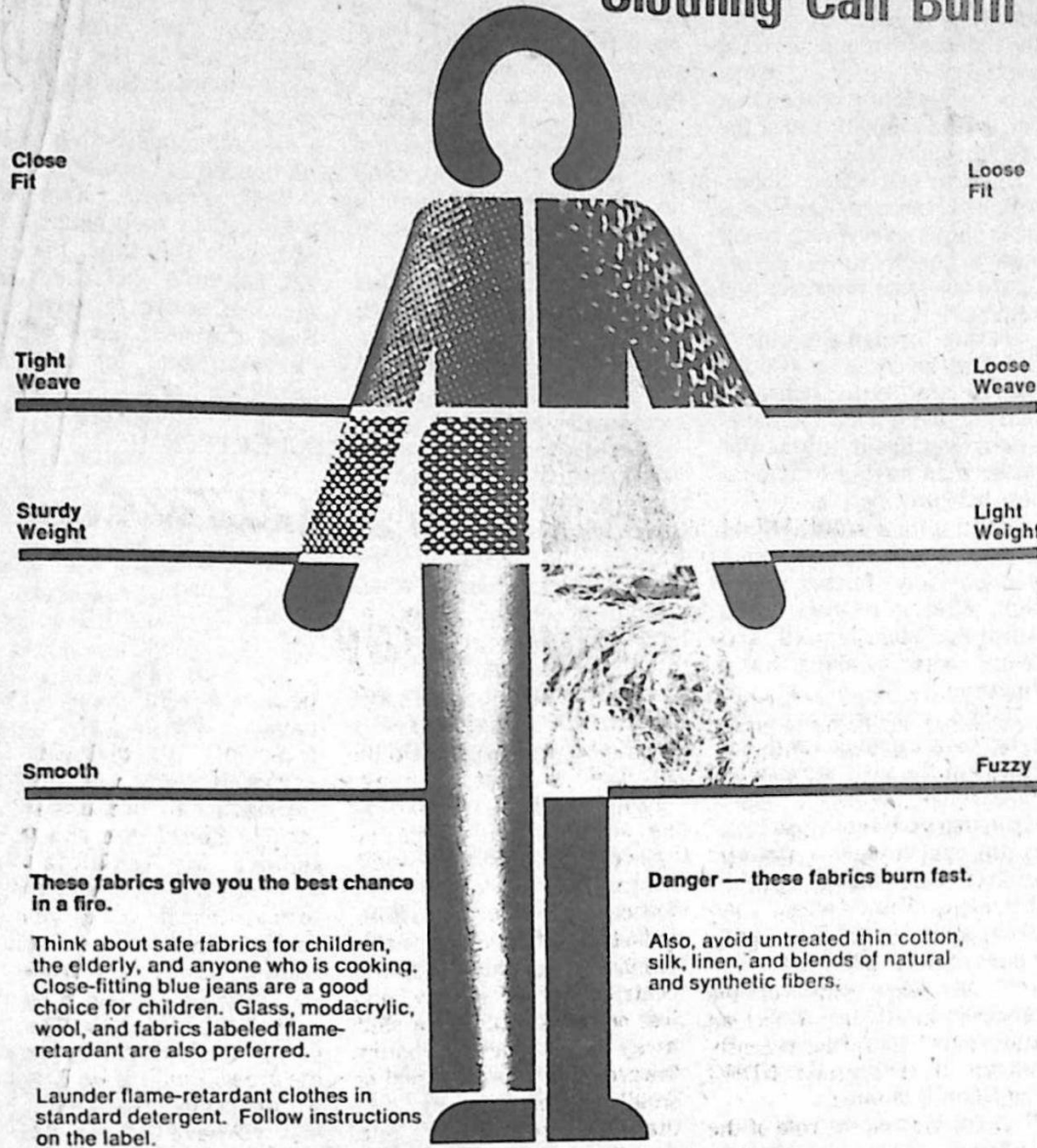
Each year there are serious and tragic injuries from burns associated with flammable fabrics. One recent death occurred in Cumberland, where a three year old child suffered fatal burns when his pajamas ignited near a fireplace.

As consumers, we should look for, ask for, and as it becomes available, purchase flame resistant sleepwear and other garments for all the family, particularly for the elderly, young and the handicapped.

What is the meaning of "Flame Resistant Fabric"? Flame resistant does not mean flame proof. Flame resistant fabric will burn, however, flame resistant fabric is able to resist flames better than ordinary fabrics.

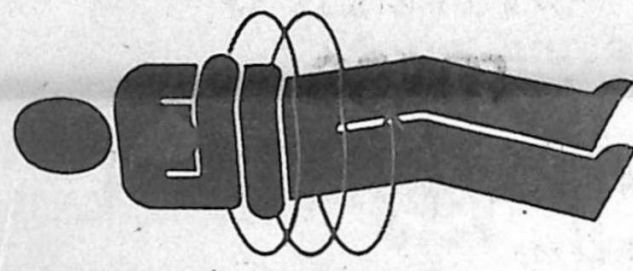
By following the information on the chart below, it could save your life.

Clothing Can Burn



When Clothing Burns

You Burn



If your clothes catch on fire:

DROP AND ROLL

Don't run or stand. Rolling smothers the flames. Cool a burn. Use cool water or compresses.

Cooling retards skin damage.

SAFETY QUIZ

Every minute of every day, on the average, a fire occurs in an American home. Knowing how to prevent one from happening in your house—and what to do if it does—can help keep you and your family safer. Here's a quiz to help you test your knowledge.

1. Oily household rags should be kept in (a) tightly covered metal cans (b) open metal buckets (c) tightly covered wooden boxes.
2. A fondue or chafing dish alcohol burner should be filled (a) up to the top (b) never more than half full (c) while it's lit.
3. If a fire does start (a) jump out the nearest window (b) take the main stairs (c) follow one of the escape routes you've planned in advance.



DO YOU KNOW WHAT TO DO for fire safety?

ANSWERS: 1. (a) Oily household rags should be kept in tightly covered metal cans. (b) Open metal buckets have a large area of exposed surface and may be blocked by flames. (c) Tightly covered wooden boxes are not fireproof. 2. (b) A fire does start, don't add fuel. A burner should be filled no more than half full. (c) If it is lit, it is lit. 3. (c) If a fire does start, follow one of the escape routes you've planned in advance. (a) Jumping out the nearest window is a last resort. (b) Taking the main stairs is a last resort. (c) Following one of the escape routes you've planned in advance is the best way to escape.

Here's how burns happen, especially to children and the elderly.

- Toddler experiments with matches.
- Child climbs on the stove.
- Child pulls on a pot handle or electrical cord.
- Child falls against an open heater.
- Boy throws gasoline on an open fire.
- Boy refills a hot or running lawnmower.
- Girl or woman dangles loose sleeves on a stove burner. (Wear close-fitting clothes!)
- Man falls asleep smoking in bed.
- Older person drops a lit match or cigarette on clothes. (Keep an eye on bedridden smokers.)

Brenda To Attend Jamboree

Brenda Lee Smith, a 13-year-old student at Puntledge Park Elementary, has been selected by the B.C. Automobile Association and Courtenay School District to represent B.C. along with 14 other school patrollers at the 18th National School Safety Week Jamboree in Ottawa, May 26-29.

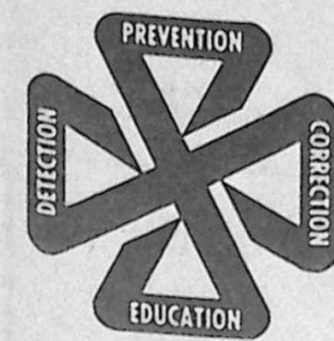
The Jamboree, sponsored by the Canadian Automobile Association, its member clubs and the Ottawa Police Department, will bring together over 8,000 patrollers from across the country.

"It is our way of saying thank you for an outstanding job done by these young citizens in protecting the lives of their classmates," said William McKinley, BCAA president.

Before flying to Ottawa, the patrollers will tour television studios in Vancouver, visit the B.C. Building at the PNE and lunch in Gastown.

Also during the day they will visit City Hall to meet Mayor Jack Volrich, tour the whale show and Stanley Park Zoo and take a turn about the harbour on the sternwheeler.

Accompanying the patrollers to Ottawa will be Vancouver's Constable Jim Kirk and his wife, Barbara Kirk.



It is one of those mornings, nothing going exactly on schedule. You glance at your watch, notice that time is running out and you're going to be late for work, if you don't hurry. Time to GO! You dash out of the house and zap silently out of your driveway, your Maserati accelerating at full power.

Maserati? Silently? At full power!

Yes! Maserati makes bicycles. Not all of us can afford several hundred dollars for a bicycle, but thousands of folks are riding bikes these days. Most of the two-wheelers range in price from \$60 to \$120, but if you really want to go first class, you can pay \$1,000 or more for a luxury model of smog-free, one manpower, economy class transportation device — the bicycle.

The bike has several things going for it. Ecologically, it's a dream. It consumes no air pollution and is simple to maintain. But there are certain disadvantages. Basically it's a fair weather machine. In an accident it offers absolutely no protection. For commuting it is usually operated in competition with automobile traffic, and it has very little trunk space.

Balancing the good against the bad, the bike comes out as an excellent recreational machine, a reasonably good mode of transportation to work and a great physical conditioner.

So going on the assumption that the good offsets the bad, and the fact that so many of us are bicycling, let's look at some of the things you should know if you decide that biking is the route to go.

Mechanical Condition
A bike in good working order is not only safer, it is also a lot more fun. Follow the advice given in your owner's manual or consult the dealer you bought from. In general, you should keep your bike clean, lubricated, and all parts properly adjusted. Proper lubrication is essential, tire pressure should be checked often. Brakes must be in good working order. Keep the spokes tightened and inspect the wheels frequently to make sure they are straight and running true.

A good habit to develop is a brief preflight once a day if you ride regularly, or prior to a trip if you only ride your bike occasionally. The preflight should consist of a check of the wheel nuts (quick release), brakes, tires, saddle, pedals, chain and shifting mechanism. The bike should match the size of the rider (the seat should not be higher than the hip). When the seat is in proper adjustment make sure that at least two inches of the seat post remain in the frame mast, for rigidity. Coaster brakes are safer for small children. When they are older their hands will be large enough for caliper brakes. When cycling at night the

- Accent Safety -

☆ Bicycle Riding ☆

bike must be equipped with a headlight and a rear reflector. The use of retro-reflective walled tires, taping and clothing is highly recommended, along with a rear view mirror. Handy options other than specific safety items include a frame mounted air pump, saddle bag and, for sport riding and touring, a water bottle.

Bicycles are subject to the same laws as automobiles when in the traffic mix. Children (and adults) must be taught to stop at red lights and stop signs, give turn signals and to ride in single file on the right side of the road with the current flow of traffic. Four out of five bicycle accidents occur in a traffic environment.

Experienced bicycle "drivers" in city traffic listen for sounds from behind and from side streets and intersections. Changes in exhaust noise of approaching cars will usually signify a slow down or acceleration in speed. Out of the corner of your eye watch the front wheels of approaching cars for some indication they will be turning. Watch out for the fast moving trucks or trailers which create a sweep of wind which can throw you off the bike. If they are moving at high speed, get off your bike and wait until they pass, especially on two-lane roads.

Road conditions are constantly in need of watching, whether you are a new cyclist or a seasoned "driver". Be on the lookout for drainage grates, oil spills, pot holes, broken glass and other debris that continually collect along the side of the road.

Cross an intersection before making a left turn, and walk your bike across if necessary. It takes a little longer, but there's less chance of being zapped by a car.

For bikes with caliper brakes, the rear wheel brake should always be applied first, therefore, make sure the lever for the rear brake is mounted on the right side of the handlebar. If it's on the left, you will have trouble signaling and braking at the same time.

If your bike isn't rigged this way, it's a simple matter to switch the control levers.

Traffic, the weather and bad road surfaces will always be with us. It is necessary to learn a few "guerrilla tactics" for survival on city streets. If you keep these few tips in

mind, biking will be safer and certainly more fun than nursing injuries because you ignored the safety factors.

"Have a good day as you bike away!"

SAFETY SAM
(Courtesy: Aerospace Safety)

Home Hobbyist Faces Vision Hazards

The home hobbyist often does better in making repairs than in protecting his sight. That's why The National Society for the Prevention of Blindness warns hobbyists and do-it-yourself enthusiasts about the threats to eyesight found in the home workshop. It recommends safety eyewear for all eye hazardous tasks. Here are some activities where eye protection is especially important:

1. **Using power tools.** This includes power lawn mowers, snow throwers, table saws and portable saws, particularly the chain type.
2. **Drilling.** Fragments of metal, wood and broken drill bits can fly with blinding speed into the face and eyes.
3. **Nailing.** Before serious

hammering gets underway, make sure the nails are properly set so that they won't spin off.



4. **Soldering.** A drop of perspiration hitting molten solder generates steam which causes metal droplets to fly in all directions.

More and more hardware stores are selling safety eyewear. Or check "Industrial Equipment Supplies" and "Safety Devices" in the yellow pages.

Classifieds

REAL ESTATE

One and two bedroom modern apts. Good location - near new. Includes heat and hot water, w.w., carpet, drapes, stove, fridge and cable. Con laundry. Adults, no pets. Cedar Apts., 1009 - 10th St., Courtenay, B.C. V9N 1R5. Ph. 338-8578.

FOR SALE

Four Seasons double wide mobile home 24'x54'. Comprised of sitting room - c.w. fireplace, 3 large bedrooms, 2 bathrooms, kitchen and family room area. — unfurnished — to be moved from present location Extras include: sundeck, enclosed porch and oil tank. Asking \$17,000. Ph. Keith Sinclair 339-4092.

ANNOUNCEMENT

RETIRED?
You only live once so why not enjoy your retirement in Sunny Victoria? For information on homes, lots, etc. in the Victoria area, write or call collect to BAZ PHAROAH RCAF - CAF RTD. NEWSTEAD REALTY LTD. 1637 Fort Street, Victoria, B.C. Office: 598-5166 Home: 658-8449.

ANNOUNCEMENTS

COMOX DISTRICT CONCERT BAND

Welcomes new members. If you enjoy playing a musical instrument, come and join us on Tuesdays, from 8:00 - 9:30 p.m. at Vanier High School band room. For more info, phone Mike Kirkwood at 339-5356. All ages welcome!

SITUATIONS VACANT.

Positions available with Totem Times Advertising staff. Involves making a few phone calls and picking up ads from advertisers. This is a voluntary position, open to Servicemembers and dependants; it will occupy 2-3 hours of your time every two weeks. For more info, call Capt. Jack Campbell Loc 409 or 339-5796.

DEPENDABLE PERSON WHO CAN WORK WITHOUT SUPERVISION. Earn \$14,000 per year. Contact customers around Comox Valley. We train. Write R.S. Dick, Pres., Southwestern Petroleum, Brampton, Ont. L6T 2J6.

Call the Gentlemen. northAmerican

VAN LINES / AGENT

For free estimates • packing • storage • Full Value Protection • world-wide moving • local moving • bulky articles handling

COMOX MOVING & STORAGE

TRANSFERRED OVERSEAS?

Don't take chances with your valued possessions. Leave them in the care of the GENTLEMEN of the moving industry — COMOX MOVING & STORAGE, agent for north-American Van Lines.

Our storage facilities, located just outside CFB Comox on Ryan Rd., are unsurpassed in the local area.

Come in and see for yourself. No obligation!

Drop into our office any time during regular business hours, or call us at 339-2281, 2282, or 2283.

COMOX 339-2281

Ryan Rd.

PORT HARDY 949-7033

Market St.

TELEX 044 62555



northAmerican VAN LINES / AGENT

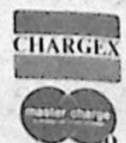


\$ ARV's \$

MAMMOTH STOCK REDUCTION SALE

STEREOS - TELEVISION - MUSICAL INSTRUMENTS

APRIL 1st — APRIL 30th



PRICED TO SELL

- SERVICES -

319 - 4th St., Courtenay

Box 3430

Phone 334-1114

(Across from the Civic Parking Lot)

RIVER HEIGHTS MOTEL

1820 Cliffe 338-8932 Courtenay

CLEAN AND QUIET

1 AND 2 BEDROOM KITCHENETTES

Home of Courtesy and Rest

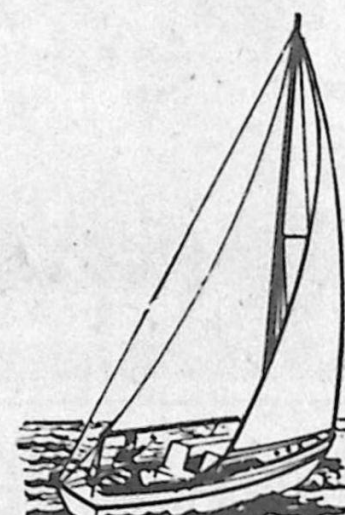
COLOUR TV

Welcome All

CHARGEX AND MASTERCHARGE ACCEPTED

PORT AUGUSTA MOTEL

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



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

Centrally Located in Comox overlooking beautiful Comox Bay.

RESERVE NOW AT THE PORT AUGUSTA

PHONE 339-2277

Adventures Of Supertek . . .

Added Incentive

Part 14

It was nice to be home again. Supertek tossed his bag into a convenient corner and collapsed onto the couch. He put his feet up as he thought back over the events of the past few days. The more he remembered, the more he grinned. All in all, it had been a fun trip. Wrong-way trips, kamikazi rides, First Class travel, trains. Suddenly he got a brainwave. This would make a great article for the Boatum Bi-Weekly Scandierag . . . if he still worked there. As "Ink" Blotter, he hadn't been around for awhile. Tonight might be a good time to get something down on paper.

It was an effort, but he dragged himself out of the comfortable sofa. A shower revived him enough that he even managed to unpack his bag. Before he could dig through the fridge however, the phone rang.

He hesitated. If he was going to get any work done tonight, outside help might not work out. The phone rang a couple of more times, then stilled. Much as he appreciated something soft, cuddly, and of the opposite sex around the place, better to use the time to mend a few fences.

Supertek dug out his typewriter. He decided that he'd have to write out two versions of the trip: one official report for the BWO, and a dressed-up version for the newspaper.

The BWO!! The Chief was going to be away on that "Charm" course, wasn't he? Supertek was going to be running the office for the next few days. What a great chance to get even with a couple of guys!! His grin grew as he savoured the thought.

Four cups of coffee, a giant sandwich, and innumerable mistakes later, he had finished both the report and the article for the newspaper. He dug out a couple of large envelopes and shoved the

sheets inside. Time enough to deliver them tomorrow. In the meanwhile, time to get his head down.

The added incentive of being in charge got him going early the next morning. Supertek even spent a couple of extra minutes to don his best uniform, buff his boots to that extra shine, and to run a polish rag over the Corvette. Single pair of Hooks or not, he was IN CHARGE, and by golly, people were going to know about it.

On the way in, he dropped the envelope containing the article and prepared for the day by immediately going down the hall and filling his coffee cup for the first of the day.

The Chief had given him a thorough briefing and as well, Sgt. Avion had a phone at his bedside just in case things got too tight.

He was reading through some paperwork at the Chief's desk when the phone rang.

"BWO's office. Cpl. Supertek here."

"This is the Base Commander. Is the BWO there?"

"No sir. He's off on the Warrant Officer's Course as of this morning. I'm running the office until Sgt. Avion gets out of the hospital, sir."

"That's right, he did mention it. Well, could you come down to my office, please."

Supertek straightened his tie and gave his hair a quick comb after he hung up. When the Base Commander "asked" for something, there wasn't much chance that someone would say "no". After all, it was his Base.

"Ah Corporal. Come in. Sit down. You know my secretary, Mrs. Beach. She's going to take some notes for us."

Supertek was puzzled. What the heck was going on. He was further puzzled by the arrival of a light Colonel, three Majors, and two Captains.

The Base Commander waited until everyone was seated before he started. "Gentlemen, we are to have a

distinguished visitor. We have a week to get the Base brushed and polished and the troops whipped into some kind

of shape. Cpl. Supertek here is temporarily in charge of the BWO's office, and as the other Warrant Officers are

going to be busy with their own sections, I've decided to let him handle that end of it. I want you to notify your Section NCO's that any memos with his signature are not just jokes. Now, let's get on down to the nitty-gritty."

For the next hour, problems were pondered and solutions discussed. Supertek had brought along a note-pad and was hard-pressed to get everything down. When the meeting finished, he had to shake his head at all the details to be handled through the BWO's office. No wonder the Chief seemed a bit short of patience sometimes. Supertek silently prayed that Sgt. Avion would be out of the hospital quickly.

Back in the office, Supertek read through his notes. A week to get everything ready wasn't much time. Better figure out some priorities and get started.

He dug through the Chief's files until he came up with the list of the last Guard of Honour. If he used the same Guard over again, it would be faster than having to train a new bunch of people.

But first things first! He sat down and typed up a memo stopping any further leave until after the visit. He'd pulled that stunt himself, and no-one was sneaking away this time.

He didn't know why he did it, but before going on with the details of the visit, he opened the envelope he put the report of the trip in. He took one look at the paper and almost fainted. He'd mixed up the sheets!! This was the newspaper article!! That meant that the official report was on its way to the newspaper office. Arrrrgh!! And there was no way of stopping it. Better calm down and think this out.

He got himself another cup of coffee. If he could get to the newspaper office first thing in the morning, there just might be a chance of intercepting

the envelope. That was tomorrow morning, and he had problems right now.

Supertek phoned Sgt. Avion at the hospital and got the "good" news that the Sergeant was going to be there for at least the next ten days, placing all the tasks of making arrangements for the VIP visit straight on Supertek's shoulders. After some discussion, they decided to see if the Telecom Section could install a "squawk-box" between the office and the hospital room. Maybe Sgt. Avion was flat on his back, but he knew all the ins and outs of things like this and could help Supertek a lot.

A phone call to the section promptly brought up the first snag; sorry, but they wouldn't do anything without a properly signed and sealed work order.

Supertek squared his shoulders and marched back down to the Base Commander's office. Time to find out just how much authority came with the job.

The Base Commander heard him out then picked up the phone. Fifteen minutes later, there was a tech installing the required intercom. It was amazing what could be accomplished with a little muscle.

With the "hot-line" and Sgt. Avion's insight to things official, by the end of the day, things for the visit had started to roll.

Just before he called it a day, Supertek squawked through to Sgt. Avion to let him know that the office was closing. Before he said goodbye, Sgt. Avion gave Supertek one last bit of advice. "Supe, you are going to go crazy trying to handle all the details there in the office, and running around the Base checking on things there as well. Get yourself a Private to sit there and handle the phones."

It made sense, and he made a note to get someone first

thing in the morning. And with that, he jammed his hat on his head and locked up the office.

He wheeled out of the parking lot and just about ran over his favorite antagonist, Pte. Anne Huney. He missed her, but her comments would almost lead him on to believe that he hadn't.

"Supertek, that car matches what you've got between your ears muscle!! She shouted it enough that others in the area turned to enjoy Supertek's misconduct."

That did it!! He needed somebody to handle the phones, and he just found the perfect person. He'd make her sweat!

Grinning quietly to himself, he headed for home.

Well, readers, Supertek managed to keep himself out of trouble this time, but can his luck hold out? Don't ask me, I'm sworn to secrecy!! Read the next issue of the "Fishwrapper" for the next installment of:

The Adventures Of SUPERTECK!!!

EMG TAT

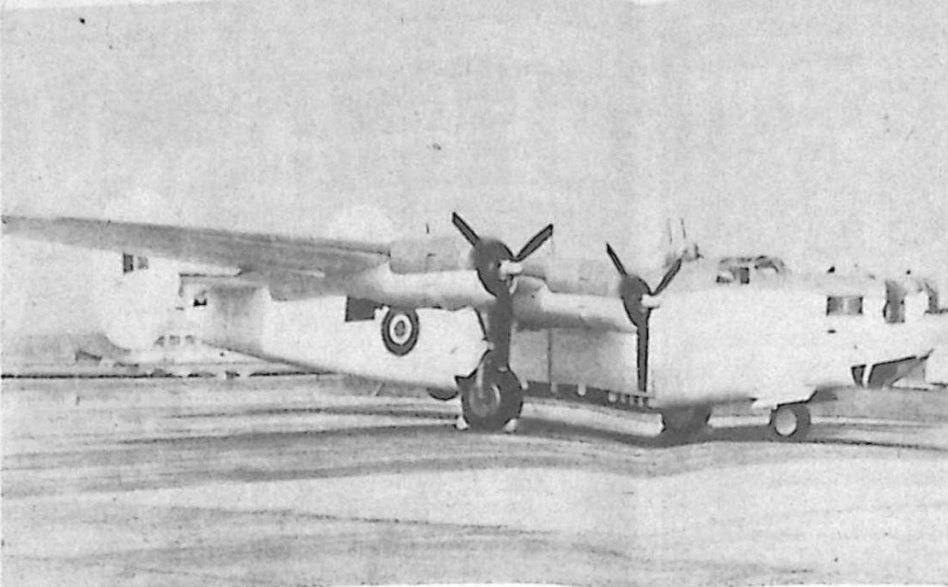


ON ANCIENT TIMES THE MOST POWERFUL CATAFULTS COULD LAUNCH A MISSILE WEIGHING ABOUT 60 POUNDS A DISTANCE OF 500 YARDS!



MODERN TECHNOLOGY HAS DEVELOPED U.S. ARMY ARTILLERY THAT FIRES 95-POUND PROJECTILES APPROXIMATELY NINE MILES.

Canadian Military Aircraft By EWING



Consolidated B-24 Liberator

B-24 LIBERATOR — Produced in greater quantity than any other American military aircraft of the Second World War, the Consolidated B-24 Liberator proved to be ideally suited for the Royal Canadian Air Force Maritime Reconnaissance Patrol duties. The aircraft on display has been refinished as R.C.A.F. Serial Number 11130 which served with Eastern Air Command during the last year of the Second World War.

Part Eight - Consolidated B-24 Liberator

To fill the requirement for a Very Long Range patrol aircraft to maintain anti-submarine cover for the Atlantic convoys, the RCAF purchased the Consolidated Liberator. The first "Lib" appeared on the RCAF equipment roles in May of 1943, and a total of 148 were taken on charge before the final one was struck off in June 1948. In the five years of service with the RCAF, the "Lib" was flown by squadrons in Eastern Air Command, Western Air Command, by

9 (Transport) Group, 426 Squadron in South-East Asia, and at Operational Training Units.

A total of five different Marks of the Liberator were operated, and a number of the early aircraft were later converted to transport configuration. The transport versions were flown by 168 (T) Squadron to carry mail, personnel, and vital war materials across the Atlantic. The Liberator had a fairly good safety record, only thirteen being written off as a result of crashes

and an additional four at one time in a hangar fire at Gander, Newfoundland.

The majority of the Canadian Liberators were disposed of in June 1948.

One Liberator has been brought back to Canada after being donated to the RCAF by the Royal Indian Air Force. It has been refurbished as a GR. Mk. VIII of 10 (Bomber-Reconnaissance) Squadron, Eastern Air Command, at Gander. It now sits in the Canadian National Aeronautical Collection in Ottawa.

SERVICE DIRECTORY

Use your local businesses to save time and money

Alpha Electrical Appliance Repair Co. Ltd.

REPAIRS FOR ALL MAJOR APPLIANCES

"Factory Authorized Service For"

JOHN HAUGHTON, Owner

339-4443

2135 Robb, Comox

CAMELOT ENTERPRISES (1975) LTD.

CONSTRUCTION - BUILDING MAINTENANCE

CONCRETE WORK - BUILDING RENOVATIONS

JANITORIAL SERVICE

R.R. 1, Comox 339-3596

KING'S PIANOS & ORGANS

Factory To You

★ HEINTZMAN PIANOS

★ HAMMOND ORGANS

PRICES THE SAME CANADA WIDE

USED PIANOS AND ORGANS

LARGE SELECTION OF MUSIC

DRIFTWOOD MALL, Courtenay 338-5662

Westwood Homes

Build Your Own Home and Get FREE ADVICE from a Professional Builder. Or we build for you if required.

ART COLLINS CONSTRUCTION

1601 Oak Place, Courtenay, B.C. 334-2307

MOHAWK COURTENAY SERVICE

2350 Cliffe Avenue

★ Quality Tires

★ Quality Service

★ Qualified Mechanic on duty 8 - 5

OPEN 24 HOURS

*Alternators

*Voltage Regulators

*Starters

*Rewind Electric Motors

*Tune-Ups

*Fast Service

COMOX VALLEY AUTO ELECTRIC

(Foot of Ryan Road Hill)

338-5073

BAYVIEW COLOR CENTRE

3080 Comox Rd. Courtenay B.C.

(Next to Animal Hospital)

339-3711

SERVING THE COMOX VALLEY WITH SHERWIN-WILLIAMS, BAPCO PAINTS AND OLYMPIC STAINS.

Come in and see our large selection of Wallpaper Books.

SERVICEMEN AND FAMILIES WELCOME AT

CHELTENHAM COURT MOTEL

COURTESY ★ CLEANLINESS ★ COLOR T.V.

994 Gorge Rd. West Phone (604) 385-9559

Corner of Gorge & Admirals Rds. Victoria, B.C.

CLOSE TO C.F.B. ESQUIMALT

SERVING UPPER VANCOUVER ISLAND

TAYCO PAVING CO. LTD.

867 FIFTH ST., COURTENAY, B.C.

PAVING CONTRACTORS

• INDUSTRIAL • COMMERCIAL • RESIDENTIAL • MUNICIPAL

Phone 338-7251

TELEPHONE 338-8200

OK TIRE STORES

OUR TIRES GO AROUND WITH THE NICEST PEOPLE

971 CUMBERLAND ROAD COURTENAY, B.C.

WAYNE ANDERSON

COURTENAY-COMOX TRAVEL SERVICE LTD.

REGISTER NOW FOR ALL CHARTER FLIGHTS TO

BRITAIN EUROPE ASTA HAWAII MEXICO

For the First Time ALL YEAR CHARTERS TO BRITAIN AVAILABLE

Accommodation and Flights

338-5421 441 Cliffe Ave. Courtenay, B.C. P.O. Box 3190

Specializing in

READY-MADE FRAMES

• NEEDLE POINT • ART SUPPLIES

• PETIT POINT • ART GALLERY

• PHOTOS

We Frame To Please

1801 Comox Avenue 339-5341 Lucette Little Eleanor Williams

Comox, B.C.

QUALITY

BICYCLES

PARTS AND ACCESSORIES

COST LESS AT THE

PEDAL PUSHER

168 Fifth St. 334-4548

CHARGE • MASTER CHARGE • TRADES

COURTENAY BAKERY

FANCY CAKES

BREADS — BUNS — PASTRIES

"IN THE HEART OF THE VAST METROPOLIS OF COURTENAY"

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

COMOX HARDWARE LTD.

A COMPLETE LINE OF

HARDWARE, PAINT, APPLIANCES AND FISHING TACKLE

IN THE SHOPPING CENTRE 339-2911

Specializing in R/C AIRCRAFT

N and HO MODEL RAILROADS

ARTS & CRAFTS TOYS

Phone 339-4033 or see us at

MEL'S HOBBY CENTER

1771B Comox Avenue Comox, B.C.

Across from the Lorne Hotel

HOURS: Mon. thru Thurs. 10 a.m. - 5:30 p.m. Fridays Till 9 p.m.

CATHAY RESORT

KYE BAY R. R. 1, COMOX

Phone 339-2921

New fully equipped large 2 bedroom family units

Daily, Weekly and Monthly Rates

Owners: BETTE & DOUG HANDEL

COMOX BUILDERS CENTRE LTD.

554 Anderson Road, Comox, B.C.

We offer a good, general selection of lumber, building supplies and hardware.

BUT Our Specialty is Service

Saws Sharpened

Hours — 7:30 a.m. - 5:30 p.m. Coffee

Drop in and see us or PHONE 339-2207

PETER'S SPORT SHOP LTD.

ALL SEASONS SPORT SHOP

HIKING AND CAMPING SPECIALISTS

505 Duncan Ave. Courtenay

BUYING? SELLING? TRADING?

Totem Times classified ads will get results

\$1.50 per insertion up to 50 words

Phone Capt. Jack Campbell, Local 409 or 339-5796

Sgt. Ken MacLean, Local 275 or 338-5188

The Arrow Story

From an Interview
with J.L. Plant,
A.V.M. Ret'd.

"We were away out front as far as design specifications were concerned." We were attempting "something that nobody else had tried to do - not like that airplane, to do the sort of thing, in that flight envelope - no one had ever dreamed about it."

The aircraft being described is the CF105 Avro Arrow. The speaker is J. Plant - pilot, former Air Vice Marshall, and one-time General Manager of Avro Aircraft Ltd.

In the early 1950's, AVM Plant commanded the RCAF's Air Management Technical Services Branch and was closely involved in the initial development of the CF105 from the Air Force's side. Later, as General Manager of Avro Aircraft Ltd., Mr. Plant supervised the final two years of the aircraft's development and its flight testing.

According to Mr. Plant, the Arrow was designed as a bomber destroyer. It originated in 1951 as an Avro proposal to meet an RCAF requirement for a replacement for the CF100. The specifications demanded by the RCAF far exceeded any other aircraft of the day, and probably any but the most optimistic aircraft on the drawing boards.

Just four years after the first flight of the F86 Sabre, the RCAF asked for an aircraft with a top speed of mach 1.5, an operational ceiling of 60,000 feet, and the ability to maintain mach 1.5 in a 2G turn at 50,000 feet. Further to that, the specifications called for a twin engine aircraft for operations over northern Canada, a highly sophisticated radar which would enable it to operate outside of ground control, and missile armament. When scrambled, the aircraft had to be able to climb to 35,000 feet subsonically, then super-sonically to 60,000 feet, proceed to a target 200 nautical miles distant, fly in combat with after-burners for five minutes, and then return subsonically to base with 20 minutes loiter time.

So demanding were these requirements, claims Mr. Plant, that it was not possible to select major components off the shelf. Such an aircraft required technology not yet in existence.

During the original discussions between Avro and the RCAF in 1951 and 1952, AVM Plant was serving in Europe. When he returned in 1954, the Arrow was in his opinion already well along in its design phase.

The airframe was being built in Canada by Avro, but many of the components were being designed and developed in the United States.

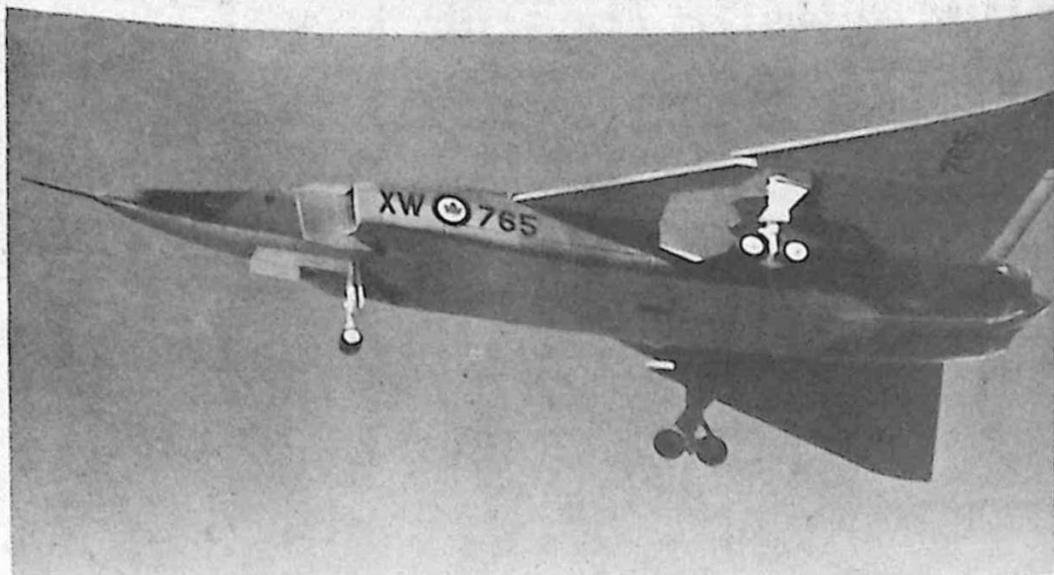
The control damping system, a crucial component in supersonic aircraft, was developed by Minneapolis-Honeywell. "The Canadian Government put a lot of money into that," said Plant, "and it certainly was the vehicle that enabled the U.S. to proceed with a lot of their future development of supersonic aircraft."

The Hughes Corporation was originally contracted to develop the Arrow's fire control system, but in 1956 the contract was handed over to RCA.

The weapon initially selected for the Arrow was the Hughes Falcon. The RCAF later decided that it needed something more sophisticated and turned to the Sparrow II, which was then under development for the U.S.N. The whole question of armament turned into "an awful mess," however, when in September 1958 the government cancelled the missile altogether, "in order to put something cheaper and simpler" in the aircraft.

At the time the aircraft specifications were agreed upon, Mr. Plant claims that "there was no engine in the world with sufficient power for the Avro Arrow." The J75, which today powers the F105 Thunderchief, was "the biggest engine available at the time," and so was selected for the Arrow. However, even with this engine, Avro's "most optimistic (wind tunnel) figure, failed to get the aircraft to do mach 1.5 and a 2G turn at 50,000 feet." According to Mr. Plant, "it was close but it did not meet the particular criteria, it did not have enough thrust."

Orenda, the Canadian company which had designed



- A Model Of The Avro Arrow -

and built the engine for the CF100 and Canadair Sabre, believed it could build an engine largely constructed of titanium with sufficient thrust. Eventually, "they sold the idea to the Canadian government that they must go ahead with the development of the engine." Their proposed engine was "agreed to as the only one that would deliver the required thrust."

The Iroquois engine, as it was named, was not yet ready when the first Arrow was rolled out, and all prototypes flew with the J75.

The first aircraft flew about the beginning of April 1958, the second before 1 August, and the remainder about a month apart. A total of five prototypes flew.

Asked whether he thought the prototypes met all design specifications, Mr. Plant said it was not possible to determine. "It never did enough test flying to say that it exceeded all the specifications. It flew at about 60,000 feet, exceeded Mach 1.5, in fact it flew at Mach 1.95 at one point, but it never did complete testing."

The Arrow project was cancelled just as the sixth prototype RL206 was about to be fitted with the new Iroquois engine. Mr. Plant speculated that the aircraft could eventually have flown at its airframe design temperature limit, which he believed was mach 2.2.

During the flight testing, Arrow prototypes were involved in two accidents, "just one of those unfortunate things that happen" according to Mr. Plant.

RL-201, the first prototype, was scheduled to do an airshow in Ottawa, and on its flight from Malton was accompanied by the usual two chase aircraft, a Sabre and a CF100. "Going to Ottawa the Sabre ran out of fuel. Coming back, the Arrow completely outran the CF100 and the Sabre had not yet refueled when the Arrow was back in the circuit."

Without the chase aircraft, the test pilot was not warned that his undercarriage had failed to extend properly. The four main tires blew on landing and damage to the aircraft resulted. RL-201 was repaired and flew a couple of months later.

The second accident, with a later prototype, also occurred during a landing. On this occasion the brakes locked, tires blew, hydraulic fluid ignited, and the aircraft careened off the runway. This aircraft too was repaired and flew three months later.

While this accident, in Mr. Plant's words, "was another misfortune," the fact that the aircraft could be repaired "showed that it must have been a good airplane."

Unfortunately, on Friday 20 February, 1959, after only 75 hours of flight testing, before the first flight with the Iroquois engine and shortly before a world speed record attempt was scheduled, the Arrow project was cancelled. "Everything to do with the aircraft was obliterated. At the time, I felt it was a terrible thing to do."

"I never heard of any official reasons," says Mr. Plant. The high cost of the Arrow has been suggested as one reason for the cancellation of the project. Mr. Plant points out that, even at five million dollars per copy, "for \$50 million more than was paid for the Voodoo, we could have had the same number of CF105's, and this is counting the cancellation costs."

Mr. Plant is not surprised that there was no foreign market for the Arrow, which was another reason given for its cancellation. "There is no doubt that the United States

would not have wanted any part of it because they have their own aircraft industry to think about and support; they are not about to be helping out their competitors."

Furthermore, Mr. Plant adds, "you can't go around selling something off the drawing board." Too short a range has often been mentioned as another reason for the cancellation of the program, but Mr. Plant discounts this. "Two hundred miles doesn't seem like very far in this day and age, but it was a long way to send a fighter up."

In addition, Mr. Plant points out that 200 miles was the range called for by the RCAF in its design specifications.

Could the Arrow's range have been extended? "As far as its development is concerned - its range - if you wanted more range that could be built into it, all sorts of things could have been done to it . . . but it was designed for a specific job," continues Mr. Plant, and he claims that to start making changes would have detracted from its capability as a bomber destroyer.

Mr. Plant said that no consideration had been given to adapting the aircraft to ground attack role, since they were building a highly specialized interceptor and not a multi-role aircraft. When faced with the interceptor specifications demanded by the RCAF, Mr. Plant says "you are not worrying whether you can hang this on it or that on it, you are concerned as to

whether or not you are going to get an airplane that will fly at all."

"It was a big airplane, perhaps 70,000 lbs. all up; it had a low wing loading and it had a low wing. It would never have been anything like the Phantom as far as manoeuvrability is concerned. It wouldn't fight other fighters."

But this was not a consideration to the designers. Avro's assignment was to design and build the most advanced bomber interceptor in the world, and that is exactly what they did.

Mr. Plant doubted that any aircraft escaped destruction. "I don't see how any complete aircraft could have been taken away from there. It couldn't be, somebody would know and somebody would have talked about it by this time."

Asked if he thought that today Canada would have the ability to repeat what it accomplished with the Arrow, Mr. Plant said that he did not think so. "They destroyed the design team at the time, and we no longer possess a team capable of designing such an aircraft."

DID YOU KNOW BY "WESTWING"

That in January 1944, the German Luftwaffe carried out a long-range test-flight with a Junkers J390-V2, six-engined maritime reconnaissance bomber. The non-stop flight was from the European mainland to within 12 miles of New York and return.



AIR VICE MARSHALL
(RET'D) J.L. PLANT

Mr. Plant was born in South Wales in 1910, and moved with his family to Victoria, B.C. in 1919. After completing high school, he entered UBC and graduated in 1931 with a degree in Mechanical Engineering. The same year he received his wings in the RCAF.

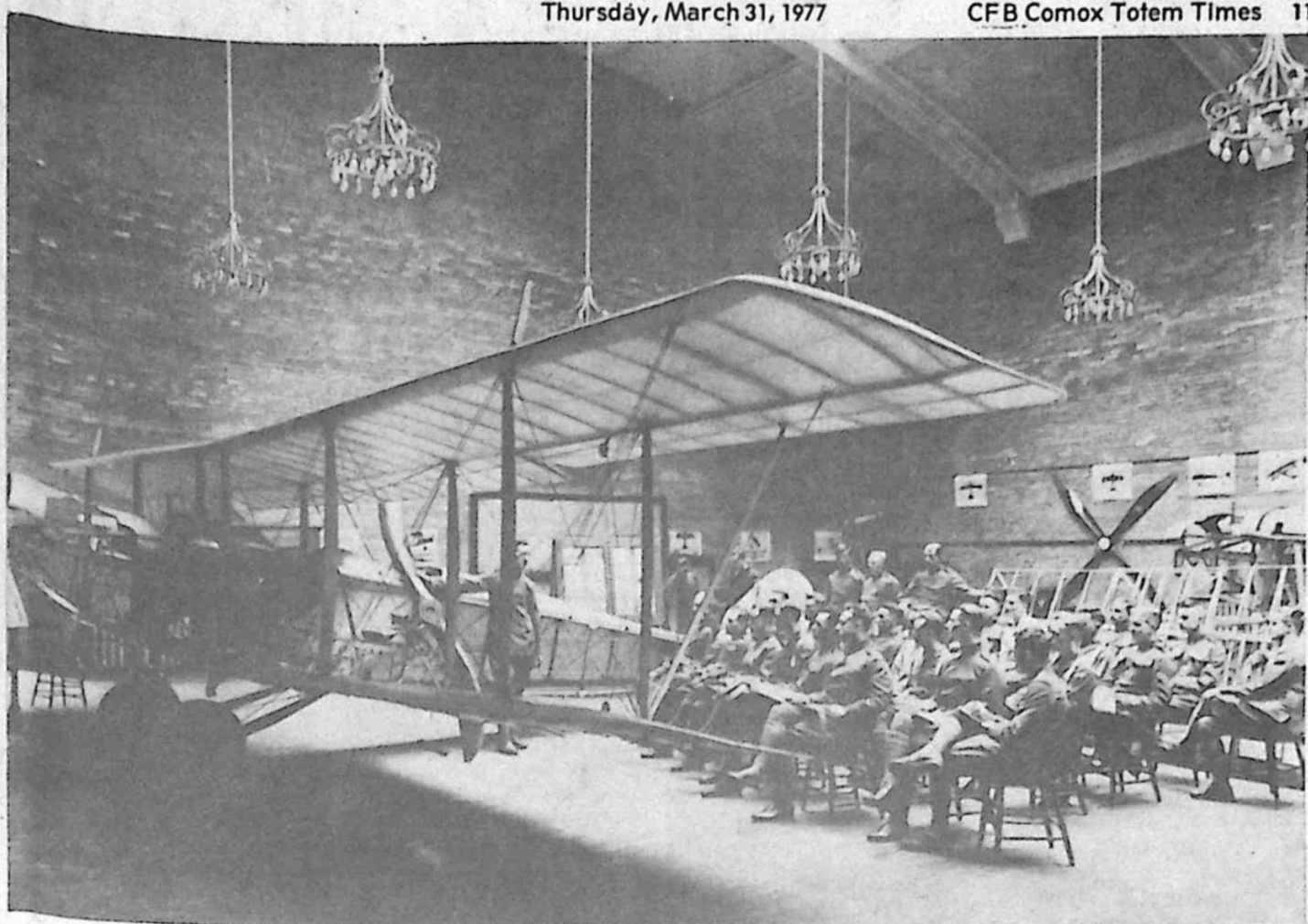
During the Second World War, Mr. Plant was CO of 12 Transport Sqn., Pat Bay, 413 Sqn., serving in the Far East, and RCAF Stations Dishforth and Leeming, in England.

After the war, Mr. Plant held a number of command positions including AOC 9 Transport Group and, AOC Western Air Command. In 1951 he was temporarily promoted to Air Marshal and was Chief of Staff of Allied Air Forces Central Europe.

Returning to Canada in 1954 AVM Plant was the Air Member for Technical Services and in 1955 AOC Air Material Command.

Mr. Plant resigned his commission in 1956, and went on to hold a number of senior executive positions in business, including that of

General Manager of AV Roe Canada Ltd. From 1970 to 1972 he lectured at RRMC. He is now retired and presently living in Victoria.



The Way It Was

1917 Cadet Training No. 4 School Of Military Aeronautics, Toronto

Fighters Coming

(Continued from page 1)

P.Q., and Comox, B.C. In addition, CF-101s assigned to the Operational Training Squadron at Bagotville are available to supplement the interceptor squadrons in an emergency.

In central Europe, the Canadian Air Group assigned to NATO is equipped with CF-104, Starfighter fighter-bombers based at Baden-Soellingen. An Operational Training Squadron is based at Cold Lake, Alberta.

He added that the CF-104s and CF-101s are in an advanced state of technical obsolescence which makes them increasingly difficult and expensive to maintain.

Two operational squadrons equipped with CF-5 fighter-bombers are based at Bagotville and Cold Lake respectively. Their primary task is Canada's air reinforcement to NATO's northern flank in Europe, but they are also used to support Canadian-based land and maritime force operations

and to conduct advanced pilot training.

The CF-5 is scheduled to be converted exclusively to the pilot training role in the 1980s.

The defence minister said that the combat capabilities of the present fleet, in terms of aircraft and weapons system performance, are inferior to and inadequate compared to the combat capabilities of the new fighter and bomber aircraft being introduced rapidly into service with the air forces of Canada's potential military opponents.

While the purpose of seeking proposals is to ascertain how the aircraft manufacturers can best satisfy Canada's military requirements as well as benefit industrial and economic objectives, it is anticipated that the proposals may also cover the possibility of continuing production in Canada of certain parts and assemblies of the same aircraft.

The minister emphasized that he and his colleague the minister of Industry Trade and Commerce, Hon. Jean Chretien, were determined to ensure that, once the military requirements have been satisfied, the responsiveness of the proposals to the industrial and economic benefits would be considered of great importance.

WE want YOU
★ RCAF Association ★

The Wee Scotch Shop
★ Imported Tartans
★ Kilts, Capes, etc.
★ Shetland Woollen Sweaters
OPEN 9:30 - 5:30
365 England Ave., Courtenay 338-5911
NEXT TO BEAVER TRAVEL

Navy Makes It To Top

(Continued from page 1)
admiral on July 1, 1974, preceded by two weeks his appointment as vice-chief of the defence staff.

In May, 1976, he was invested in the Order of Military Merit in the grade of Commander, in recognition of conspicuous merit and exceptional military service.

Gen. Withers is a graduate of the Canadian Service College, Royal Roads, Victoria, and Royal Military College, Kingston, and obtained a Bachelor of Science degree in electrical engineering from Queen's University in 1954. He has served in Korea and with 4 Canadian Infantry Brigade Group in Europe.

He was promoted to brigadier-general in 1970 and

appointed commander of Northern Region with headquarters at Yellowknife, N.W.T.

Later, Gen. Withers was director-general of management information services, and on promotion to major-general in July, 1975, became associate assistant deputy minister (policy) at Defence headquarters. In August, 1976, he was appointed commander of Canadian Forces Europe with headquarters in Lahr, West Germany.

"WHAT'S NEW?"
SEIKO QUARTZ WATCHES - The most revolutionary development in time pieces of the decade. Accuracy within 5 seconds a month. We also stock "up to the minute" styling in Orient, Wattnauer, Voltaire and Candino watches.
DIAMONDS - Traditional or modern settings for that very important occasion.
BIRTHSTONE, FAMILY AND COCKTAIL RINGS - A large stock of selective styles. Choose yours today.
CHARMS & BRACELETS - Sterling or 10K Gold. A "fun" gift to permanently record the "happenings" in your life.
ALL MERCHANDISE GUARANTEED
Geo. Hamm
CPR Watch Inspector
WATCHMAKER & JEWELLER LTD.
332 - 5th St., Courtenay, B.C. 334-3911

At the Top of the Hill
COURTENAY CHRYSLER PLYMOUTH
(1970) SALES LTD.
TOP QUALITY ★ TOP QUALITY
★ - VOLARE - ASPEN - ★
"CAR OF THE YEAR" AWARD WINNER
DODGE TRUCKS - PICK-UPS
- VANS - WAGONS
CHECK AUTO-CLUB PRICES
AND THEN SEE US
★ Top Quality USED CARS ★
Bank Financing available on approved credit.

ONLY \$15,500
3 or 4 Bedroom Mobile Home with 1½ Bathrooms
12x68 Glen River - 1 Year Old
Set-up in better local park. Fully furnished, incl. washer and dryer, deluxe electric range, frost-free fridge, skirting installed, and cabana built on side.
AN EXCEPTIONALLY GOOD VALUE
TRY \$500 DOWN O.A.C.
2 Miles S. on Island Highway
PHONE 338-6716
Dealer No. 1069A
Cypress HOMES

Neighbourly News

"Femme Gen..."

by Elizabeth Graham

My cousin Evelyn popped in for a visit the other day. I'm her only relative in Canada so she sees a lot of me. Although I am older than she is by 11 days, 25 minutes, and 6.2 seconds (except in leap years, when I'm twelve days etc. older) Evelyn often tells me that she is much more efficient than I am. (not only that - she's a lot better at figures too!)

I really don't know what I'd do without Evelyn. She frequently points out how even an older woman like myself could improve my lifestyle, if I'd only take her advice. She says it's not true that you can't teach old dog new tricks.

For example, as Evelyn is always telling me, while I "waste" my time scribbling articles like this, she spends her spare time writing letters to the folks back home. Without her letters, they would never know how we two were doing in Canada. I did take her advice once and sat down and wrote 26 letters to the relatives I could remember. Within one month I received 25 answers. Evelyn only got one letter that month, from her mother and father - number 26 on my list - who never write to me anyway. They just sent rather cryptic notes at Christmas, sending their sympathy and hoping that things are improving for me.

As I mentioned, Evelyn is always reminding me how much smarter she is than I am. While I married a member of the C.A.F. Evelyn married a psychologist. Actually, she married a truck driver who, after taking her advice, became a psychologist. My husband and I really like Robert, (he used to be called Bob, but Evelyn says that Robert is more in keeping with his professional status.) Anyway, we love to hear him reminisce about his truck driving days, which he does when Evelyn is in my bathroom checking under the sink for cockroaches. She says that new homes like mine are often overrun by pests.

Robert chews on a pipe, Evelyn says it makes him look sophisticated, although he never smokes it. She says that smoking is a filthy, dirty habit, that only people with a sub-normal intelligence indulge in.

(I really don't know what we are going to do with all those cartons of cigarettes she keeps giving my husband - he stopped smoking two years ago.)

Evelyn will take a small drink once in a while. She often says that alcohol can be very beneficial - in

moderation. My husband says that we can't afford Evelyn's moderation anymore and has asked me not to invite her to any of our parties. But she is family, and Robert always brings two extra bottles anyway. As Evelyn says, it's healthy to let down your hair once in a while. My husband says it's a wonder she's not

bald with all the hair she lets down.

Evelyn is thinking of going back home for a visit soon. This will be her second visit since she came to Canada. I keep asking her when she is going and for how long, but she won't tell me. I guess I'll have to send 26 telegrams this time.

PMQ Preamble

Hello, Here goes for my first edition of PMQ Preamble. Any information you wish to pass along to other PMQ residents through this column, call me any day at 339-5325 after 4:30 p.m. (16:30 hrs.)

GIRL GUIDES

On March 24th, 1977, the 2nd Comox Guide Company held an enrolment and six new guides were accepted into the Company.

Spring cleaning time is here and if any of you have outgrown or old Guide or Brownie uniforms to sell, there is a uniform depot now open. They are accepting all or part of any uniforms or anything pertaining to the Guide or Brownie Movement. You name your price on the item or items and the Depot takes a 10 per cent charge for the use of their service. You can contact the depot through Mrs. Nichols at 339-5126.

EASTER EGG HUNT

Easter Egg Hunt will be held on Saturday, the 9th of April in the woods behind the School at 0900 hours. There will be three designated areas according to age groups. The age limit this year is from one to and including age eight. The three groups will consist of the one to four year olds; five and six year olds; and seven and eight year olds.

BASEBALL & SOFTBALL NEWS

There are new uniforms in for baseball this year. Two sets for the girls and two sets for the boys.

Registration will be held on Saturday the 16th of April, tentatively at the School Gym. Registration fees will be \$2.50. This will include ages six to twelve boys and girls, covering PeeWee, Midget and Bantam leagues. Look for further information in the PMQ Preamble of the 14th of April edition. (next paper).

Registration is still open for Babe Ruth baseball (ages 13 to 18 years). You can register at PMQ 71 or call 339-3978. Bring your birth certificate and medical number.

Coaches are needed for all leagues and also for Babe Ruth Baseball. This league is not a base league but belongs to the Comox Valley Babe Ruth Baseball Association.

Chapel Chimes



PROTESTANT CHAPEL

D. L. Martin, Major (Base Chaplain (P))
The Protestant Chapel is located in Wallace Gardens (PMQ area) and Divine Service is held every Sunday at 1100 hours. This is the Base Chapel and everyone is warmly invited to share in the Service.

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

BAPTISM: Services of Holy Baptism are held every month.

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

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

SUNDAY SCHOOL: The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 0930 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 1100 hours. All children are invited to attend. OFFICE HOURS: 0800 to 1630 hours. Phone 339-2211 local 273.

RC CHAPEL

Father Francis Swoboda - Base Chaplain (RC)
Telephone 339-2211 loc 274 Residence 339-2102

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

WEEKDAY MASSES: During the season of Lent Mass will be celebrated in the Chapel on weekdays at 4:00 p.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.



TOTEM LITTLE THEATRE Presents: Variety Show '77



A gala spectacular of lighting, make-up, wardrobe, hair styles, and performing talent. Two evenings of wholesome family entertainment conceived, developed and expertly executed by the many faceted members of our military community; morally and physically supported by our spouses and sweethearts, sons and daughters, close friends, and many others who possess a one desire to share a laugh. Say you saw your local talent live! Take an evening off from those commercials!!

Hi-Lite Samplings:

"I'M HERBERT"

Actor-director - Fightin' Facial Foliage Frank Manuel, ably supported by Klean Shav'n (on Frank's insistence), Marilyn Manuel. "BEFORE AND AFTER THE ATC CRISIS": A lesson on English is not necessarily the International language of anything. Director - 4F Manuel. Starring: Gerry Culver-Jones and Martin Lavoie.

"THE WAY IT IS": A lesson in "Coupe de Command." Director - Jacques "Airman De Nazernaque" Poirier PHL (EC) (Doctorate of

Linguistics - Eastern Canada). Starring: Paul "Dentu-Gleem" Kozak, Kathy "Ballerina" Dykman, Jim "See Below" Tremblay, Norm "The Heavy" Richardson, Jackie "Oh, Yes" James, Gaetan "Oui" Perron, and Susan "Who" Borys.

"RENDEZVOUS": - Not necessarily a lesson in anything. (A short 3-act comedy). Script - JAD Poirier. Director - Jim "Shake Spear" Tremblay. Starring: JAD Poirier, Kathy "Baden Player" Dalmer, Frank Manuel, Manon "The Decorator" Begin, Norm Richardson, Jean Luc "Oui, Encore" Binette, Kathy Dykman, Serge "Oui, Encore", Encore" Proulx, Jackie James, and Ron "Oui, Again" Gaudreau.

Musical Instrumental - Serg Proulx, John Reickl and family, plus others. Where? - At the Base Theatre. When? - Monday, April 18th and Tuesday, April 19th at 8 p.m. Sunday, April 17th will be the final dress rehearsal performed without charge for the senior citizens and handicapped of the Comox Valley. Admission? - Still at 1975 prices, \$1.50 per ticket. Tickets are available from any member of the TLT cast or staff and at your favourite Mess. Any tickets remaining will be sold at the door. A Door Prize of approximately \$25.00 value will be presented each evening. Recipient must be in attendance to claim the teasingly tantalizing gift.

Who? - You! The general public is cordially invited! Plan to attend the Star-Studded stage that promises to turn the "Oscar" into a Mouseketeer picnic!

Nutrition Canada Food Consumption Patterns Report

The Nutrition Canada Food Consumption Pattern Report, just published by Health and Welfare Canada, makes the following recommendations:

- that adolescent and adult females and elderly males should increase their consumption of dairy products, since their calcium intakes were below recommended levels;

- that the percentage of calories obtained from fat should be lowered. This could best be achieved by reducing the consumption of high fat meats since butter and margarine provided only 5 to 8 per cent of total caloric intake;

- that those age groups with low thiamin and iron intakes should increase their consumption of cereal products;

- that during pregnancy, greater emphasis should be placed on increased consumption of dairy products, fruits and vegetables in order to increase the intakes

of calcium and folic acid. With a greater increase in the consumption of milk, the use of vitamin and mineral supplements, except for iron and folic acid, would be unnecessary.

A free copy of the summary report is available from Educational Services, Health Protection Branch, Health and Welfare Canada, 1001 West Pender St., Vancouver, B.C. V6E 2M7.

Quick Quiz!

There's more than an outside chance you don't pay much attention to the package outside the things you buy, but knowing more about it could help you save money and preserve your family's health. Take this test to find out how much knowledge you contain about containers.

1. The inner liners in cereal and cracker boxes (a) help prevent staleness (b) increase the chances of staleness (c) have no effect on staleness?
2. The packaging around meats (a) increases the price of meat (b) decreases the price of meat (c) has no effect on the price?
3. Fruit and vegetables sold in packages are likely to be (a) as fresh as unwrapped produce (b) less fresh (c) fresher?
4. Packaging (a) can help preserve natural resources (b) wastes natural resources (c) has nothing to do with natural resources?
5. The use of "blister packaging" in retail stores tends to (a) increase pilferage (b) reduce pilferage, or (c) have no effect on the incidence of pilferage?

SRRMSNV

Help!

Yea! We are sorely troubled!
Your Fishwrapper has great need of persons to assist in its advertising department

For More Info. Call Capt. Jack Campbell
Loc 409 or 339-5796

C to C

COAST TO COAST REAL ESTATE SERVICE

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

To assist your advanced planning, we have comparative catalogues available in our office and experienced salesmen to advise you. Start now to plan your next move. We're able to make it easier at both ends. Drop in to see us soon.

P. LEO ANDERTON & CO. LTD.

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

NORM HOWARTH
DAVE AVENT
JOHN CALDER

334-4576
338-5333
339-3839

CHARLES DUVE
MERT FLETCHER
TONY NAGY

339-3816
339-2484
337-5030

Back Fence Gossip

This Stuffed Cabbage Has A Flavour Secret

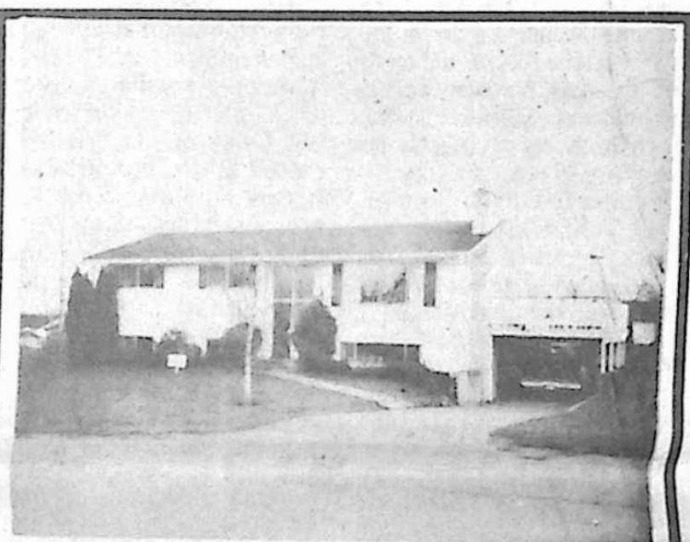


A ground beef and rice stuffing, temptingly seasoned with onion, tomato and a measure of Worcestershire sauce is one of the best things to happen to a cabbage leaf. This is a healthy family main dish, thrifty and easily prepared, but you can also serve it proudly to guests whose tastebuds know what's good.

SAVORY STUFFED CABBAGE

- 1 small head cabbage
- 1 tablespoon oil
- 1 cup chopped onions
- 1 can (1 lb.) tomatoes, broken up
- 3 beef bouillon cubes
- 1 cup water
- 5 teaspoons original Worcestershire sauce, divided
- 1 pound ground lean beef
- 3 tablespoons raw rice
- 2 tablespoons water
- 2 tablespoons firmly packed brown sugar

Pour boiling water over cabbage to cover; let stand for 15 minutes. Remove leaves; set aside. In a large saucepot heat oil. Add onions; saute for 2 minutes. Stir in tomatoes, bouillon cubes, water and 3 teaspoons of the Worcestershire sauce. Bring to boiling point. Reduce heat and simmer, covered, for 30 minutes. Meanwhile mix beef, rice, egg, water and remaining 2 teaspoons Worcestershire sauce. Place a tablespoonful on each cabbage leaf; tuck in sides, roll up. Place extra cabbage in sauce. Arrange stuffed cabbage on top; sprinkle with brown sugar. Cover and simmer for 1½ hours. Uncover and simmer until sauce is slightly thickened, about 20 minutes. Yield: About 16 stuffed cabbages—4 to 6 portions.



SALE BY OWNER

Excellent maintained large family home in Comox. Spacious fenced lot with total landscaping. 1248 sq. ft. up with full lower level. 5 B.R., 2 baths, 2 F.P., walk to school.

339-3329



CHALET MOTORS

| | |
|--|--------|
| 66 MUSTANG - V-8 A/T, radio. | \$1695 |
| 71 MAZDA 1800 STN. WGN. - New paint. | \$1095 |
| 74 DODGE COLT HARD TOP - new paint. | \$2295 |
| 73 MAZDA RX3 STN. WGN. - Radio, 4 spd. | \$2495 |
| 73 TOYOTA COROLLA - New paint, 1600 cc. | \$1895 |
| 67 FORD FAIRLANE - V-8, A/T, P/B | \$1095 |
| 70 MAZDA 1500 SED. | \$1095 |
| 71 MAZDA 1500 SED. - 4 spd. | \$1095 |
| 73 MAZDA RX3 STN. WGN. - 4 spd., new paint | \$2495 |
| 70 FAIRLANE 500 H.T. - V-8, A/T | \$1295 |
| 71 MAVERICK - 6 cyl. A/T, P/S, P/B. | \$1695 |
| 66 V/W BEETLE | \$495 |
| 70 MAZDA 1500 C.C. STN. WGN. | \$1095 |
| 71 TOYOTA CROWN STN. WGN. - 6 cyl. A/T | \$1695 |
| 72 DATSUN 1200 COUPE | \$1495 |
| 72 MAZDA 808 COUPE | \$1995 |
| 69 V/W STN. WAGON A/T | \$1495 |

BOAT

17' REINELL BOAT
Model R-1700. 65 h.p. Merc. Trailer - As New. \$4295

DEMONSTRATOR

76 RX4 STN. WGN. - Auto., P.S. P.B. Radio. \$5995

TRUCKS

| | |
|--|--------|
| 74 MAZDA P/U Rotary. New paint, new motor | \$2895 |
| 68 LANDROVER - 6 cyl., 4 dr. Stn. Wgn. | \$2995 |
| 71 E300 FORD WINDOW VAN V-8, A/T, new paint | \$3195 |
| 74 FORD F-100 - V-8, 3 spd. & camper | \$4895 |
| 71 MAZDA - 1800 cc P/U and Camperette. | \$1895 |
| 72 MAZDA P/U - & 73 Camper (As new) | \$3495 |
| 73 DATSUN PICKUP - & Canopy | \$2150 |



CHALET MOTORS

Dealer No. 00055
148 Island Hwy. Courtenay
Phone: 338-5478

Spring Fashions For Charity



THE GRAND FINALE WITH MODELS IN EVENING GOWNS. L. to R. Joan Goodall, Cher Evans, Daphne Norman, Marjorie Van de Pryt, Maureen Hallstrom, Shirley Robb, Dawn Button, Pierrette Shea, and Ande' Read.

Photos By John Windish



CHER & MARJORIE feeling springy in their smocks.



SHIRLEY, ANDE' AND DAPHNE show the versatility of the suit with vest, skirt and a choice of blouses.



JUST PERFECT for that special occasion on a warm summer evening is Cher in her long gown with matching cape.



SHEILA CARVALHO, OF THE MULTIPLE SCLEROSIS SOCIETY, accepts a cheque for \$250, from Cecile Begin, president of O.W.C. The money was raised at the recent Spring Fashion Show sponsored by the Officer's Wives' club.

FANCY THAT! *by Thompson*

One of the world's most versatile people was probably Sir Winston Churchill. Author, statesman, journalist, soldier, painter and more, his entry in Who's Who is the longest on record: 211 lines.

We'll send a Good Old-Fashioned Easter For You

The FTD **Easter Basket Bouquet**

Stop in and we'll send your Easter greetings with this loving gift of fresh spring blossoms in an embroidered, woven basket. Or, send an Easter Lily in the same basket, or one of our other lovely spring selections.

FTD
YOUR EXTRA TOUCH FLOREST

Officers' Wives Participate

BY JANICE POOLE
The Spring Fashion Show sponsored by the Officers' Wives' Club was held on March 22 at the Base Theatre. Fashions were presented by Miss Frith of Victoria and models were nine of the club members.

After Cecile Begin, President of the O.W.C., welcomed everyone to the show, the curtains parted and a burst of Spring appeared on stage in the form of live plants, bright flowers, a garden trellis and stuffed toys. All of the stage props were supplied by Lloyd Park Nursery and Zellers. Shoes and accessories were provided by Copp Shoes of Courtenay. Trudy Brown, Caroline Lecompte, Carol Wilson, Ann MacDonald, Judy Custick, and Gitta Salter of the Nu-Look Beauty Salon were behind the scenes applying make-up and doing hair.

The show began with fashions for the Spring Bridal party and continued on to feature everything from Sports and Casual wear to elegant evening gowns. The price range on the clothing items was from moderate to expensive. Judging from the colors modelled, beiges and soft feminine shades are truly the thing for Spring.

Mr. Sinclair, the owner of "Miss Frith" did the

commentary as the clothes were modelled and helped draw the winning door prize ticket. Jean Nichols won a \$25 gift certificate and another lucky lady won a \$15 gift certificate, both from Miss Frith. Mrs. G. Wierelychuk was the holder of the ticket drawn for the beautiful Afghan which was handmade by Beth Arnold, vice-president of the O.W.C.

With Betty Elliot at the organ console, the audience and models were able to get into the Spring of things with an accompaniment of lively, flowing music. The transporting of the organ was carried out by North American Van Lines.

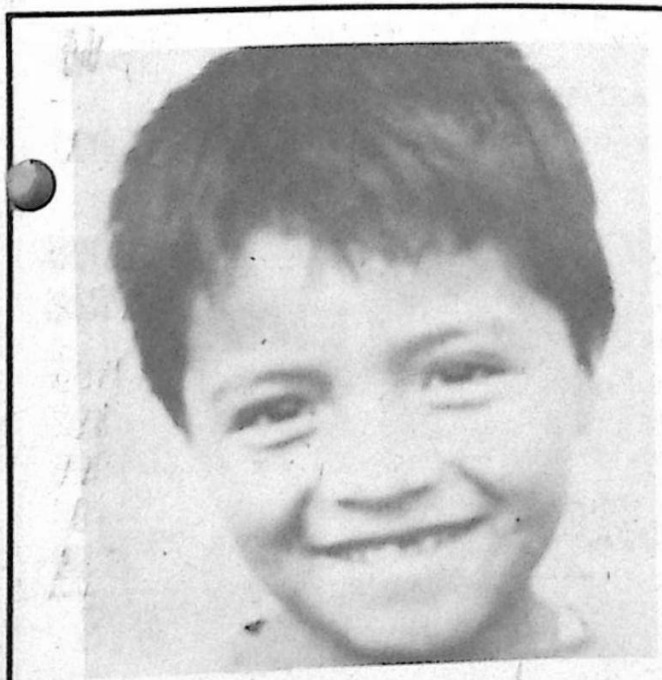
The success of the evening cannot only be measured in dollars. However, the Officers' Wives' Club is proud to announce that a cheque to

the amount of \$250 was presented to the Extended Care Unit at St. Joseph's Hospital, and another \$250 went to the Multiple Sclerosis Society. The ECU will use the funds to help in the purchase of any equipment or miscellaneous items which are necessary for the care of the elderly patients. The Multiple Sclerosis Society will use their cheque to cover the expenses of their van which has a hydraulically-operated ramp for wheelchairs.

The Officers' Wives' Club wish to express their appreciation to all of those who donated their time or equipment, contributing to the success of the fashion show; and to Mr. Sinclair of "Miss Frith" for such a lovely selection of clothes; and to Stephanie Spiers who worked very hard to organize the entire event.



CECILE BEGIN OF O.W.C. PRESENTS A CHEQUE FOR \$250, to Susan MacDonald (Duchess) at the Extended Care Unit. Valerie Williams, head nurse, looks on.



OSCAR GARCIA

Adopted

The Protestant Chapel Guild are pleased to announce the adoption of their ten-year-old foster son, Oscar Garcia, of Mexico.

Oscar is one of five children who were abandoned by their parents and who are now living in an orphanage. He is in the First Grade, and doing well in school. He enjoys playing marbles and soccer, and helps with the chores around the orphanage.

The money for this project and various local ones has been provided by proceeds from the Guild Canteen at Air Movements Unit. The Guild at this time would like to thank all of you who have supported us in any way throughout the year.

HARSEEKA KENNELS

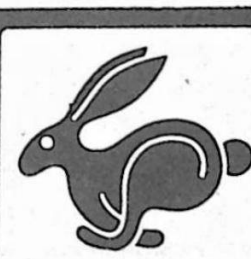
K.C.C. REGISTERED
FOX TERRIER (WIRE)
SHOW AND PET STOCK
BOARDING

Jack and Lillian Kingston

R.R. 3
COURTENAY, B.C.

ISLAND HIGHWAY AT ROYSTON
PH. 338-8891

NORTHGATE MOTORS CATCH A RABBIT



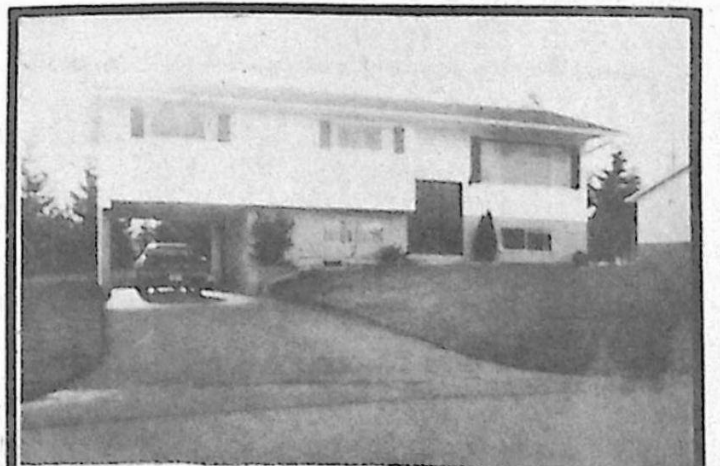
250 Island Highway
Phone 338-5305
Dealer Lic. No. 2576

THE Courtenay Florist

DRIFTWOOD MALL
CLIFFE AVE., S.,
COURTENAY, B.C.
338-6736

877 - 5th St.

Tracks
Courtenay,
B.C.



QUIET STREET

Ideal family home with 3 bedrms, bright sunny kitchen, leads to large patio overlooking well treed and landscaped yard. Quality carpets. Tudor styled family room with field stone fireplace. Ample room for workshop.

Call Gaye or Lloyd Work 334-2220 or Block Bros. Realty Ltd., 334-3111.



SERVING AUTHORIZED PATRONS ONLY

339-5342

SPRING SALE

MARCH 31st TO APRIL 6th

CCM "TARGA" BIKES

- 10 Speed
- Available Men's and Ladies'
- Colors: Blue and White
- Save \$15.07.

SPECIAL 104⁹⁷

- Deluxe model
- 4 Finger
- Palm lined with horse hide
- Mfg. Sugg. List 36.50

SPECIAL 16⁹⁷

- 3 Speed
- Available - Men's and Ladies'
- Colors: Blue and White
- Reg. \$95.99

SPECIAL 85⁹⁷

- New large size, fastback model
- Handcrafted of top quality full grain Steer hide
- Mfg. Sugg. List 44.00

SPECIAL 21⁹⁷

NEW 2'UERS HIKING BOOTS

- Lightweight
- Durable saw-tooth sole
- Sizes 6-12 Men's
- Reg. 36.99

SPECIAL 29⁹⁷

TWO & THREE-MAN TENTS

- Zippered door with nylon screen.
- Rear window with zippered storm flap.
- Reg. 21.99 - 29.99

SPECIAL 18⁹⁷
26⁹⁷

"PACKMASTER" By Taymor

- For juniors and ladies
- Medium weight
- Aluminum "L" shape frame
- Reg. 14.99

SPECIAL 11⁹⁷

BACKPACKER

- Knife, fork and spoon set
- Enclosed in vinyl case
- Reg. 69⁹⁷

SPECIAL 6⁴

MINI RUCK SACK

- Converts into pouch
- Size - 12" x 18"
- Bright solid colors
- Reg. 2.49

SPECIAL 1⁹⁷

ADIDAS TRAINING SUITS

- 100% nylon
- Full length zippered jacket
- Strong nylon stirrups
- Reg. 15.99

SPECIAL 13⁹⁷

BAGS By Adidas

- Vinyl - Medium size
- Separate compartments
- Size: 18 1/2" x 11 1/2" x 8"
- Reg. 6.99

SPECIAL 6²⁷

ADIDAS T-SHIRTS

- Assorted colors
- Boys and youths sizes
- Excellent quality
- Save 15%

SPECIAL 2⁹⁷

LEISURE SHIRTS By Adidas

- Short sleeves and crew neck
- 65% cotton - 35% poly
- Sizes - S,M,L,XL
- Reg. 6.29

SPECIAL 5⁵⁷

"MEXICO" SPORT SHORTS

- 100% drill cotton
- Assorted sizes
- 3 stripes along side seam
- Reg. 6.29

SPECIAL 5⁴⁷

COOPER SOFTBALL

- Official size
- Compressed solid cork centre
- Rubber cover
- Reg. 2.69

SPECIAL 2³⁷

CHECK YOUR CANEX SPRING SALE FLYER FOR MANY MORE SPECIALS

THE CORDUROY BLAZER BY "Oleg Cassini"

For today's casual elegance. Expertly tailored in 100% cotton corduroy with all the expensive tailoring features usually found at a much higher price.

Features:

- Fully tailored
- Plain 1/2 lining
- Two lower chest pockets
- One upper chest pocket
- Centre vent
- 3 inside pockets
- Colours: Antelope, rust, bottle green.
- Sizes: 36 - 46

REG. CANEX PRICE 39.95

SPECIAL

29⁹⁷

BOYS' SPORTSTER CLUB JACKET AT A LOW PRICE

Sharp club jacket of fleece lined ribbed cotton with contrast trim, and 2 chest pockets. White snap closing in left breast. A lot of class at a low price. Colours: Fire engine Red or Baseball Blue. Sizes: 7, 8, 10, 12.

Mfg. Sugg. Retail — \$7.00

Special Price 4⁹⁷

THURSDAY NIGHT SPECIALS

0600 P.M.

CREST TOOTHPASTE

100 ml

99¢

HEAD AND SHOULDER SHAMPOO

60 ml.

99¢

SCOPE

17 oz.

1⁵⁹

40c Coupon

JOHNSON'S BABY SHAMPOO

350 ml.

1⁴⁹

Spark of your Spring wardrobe All weather coats Specially priced

You will look far to find better value than these smartly styled, precisely tailored, all weather coats. Made of 65/35 polyester/cotton in 3 smart styles.

- a) The Trench coat
- b) The Shirt style
- c) The Removable Shoulder Cape Coat

Colours: Beige, Clay, Blue, Green

Red Sizes: 10-18 & 7-13

SCOTTIAN PLAN FINANCING SPECIAL

24⁹⁷

25% Off

CANEX REG.

KARI LYNN

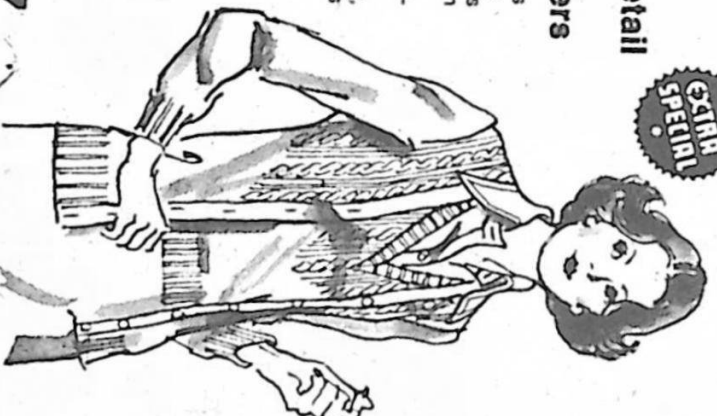
Spring Sweaters

Warp Cardigans, Jackets & Big top styles. Acrylics and bright colors. Choose in these special prices to coordinate your spring wardrobe. Colours: Navy, red, white, stripes, tones of beige, camel, rust & pastels.

CANEX REG. 11.49

to 19.99

SPECIAL

8⁹⁷ to 14⁹⁷

LADIES' GAUCHOS

A Great New Fashion. The look of a pant but with feminine feel of a skirt. Made of 50/50 polyester/cotton. Pocket with 100% cotton lining. Colours: Navy & Khaki Beige. Sizes 8-16

SPECIAL

12⁹⁷

"Save on Jockey Briefs"

Mens' Jockey "Life" Brand hip briefs in 100% cotton. Elasticized waist. Colours: Blue, Navy, Skin, White with white bandings. Sizes: S-M-L.

Mfg. Sugg. Retail \$2.75

SPECIAL

1⁶⁷

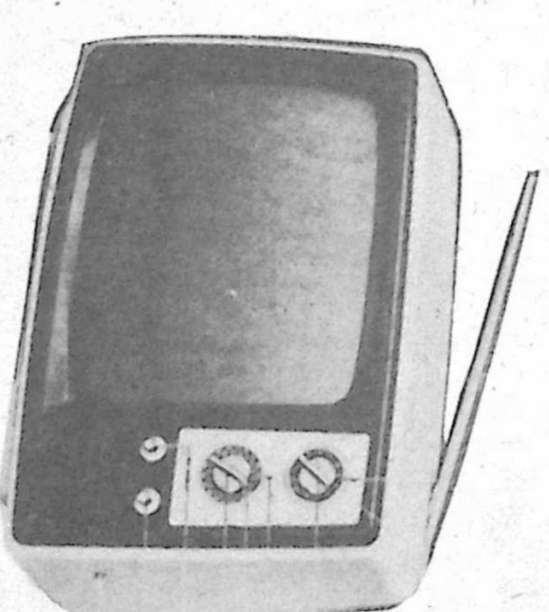
"SOCKS FROM ENGLAND"

Save on fine quality mens socks at a low price

Fine quality mens ankle socks of 65/35 acrylic & nylon that really feels like fine wool. Classic rib knit — plain colours of navy, black, grey, brown, blue, green, beige, teal, rust & brick. Sizes — Stretch fits sizes 10-12.

SPECIAL

87¢



'SHARP'

12" Black & White Portable Television

Mfg. Sugg. List Price 139.95

SPECIAL PRICE

89⁹⁷

\$50.00 OFF MFG. LIST

- 100% Solid State Reliability
- Rapid-on Picture and Sound
- Precision UHF 770 - Detent Tuner
- Designer Styled Cabinet