



TOTEM TIMES



DECIBELS RISE • • • TO FARMER'S SURPRISE?

VOL. 19 - NO. 10

CFB COMOX TOTEM TIMES

THURSDAY, MAY 12, 1977



'Canucks' - 'Big Shots'

Tank crews from the Royal Canadian Dragoons at Lehr, Germany, topped crews from five other NATO countries to win the Canadian Army Trophy gunnery competition held at Bergen in northern Germany.

Tankers from Belgium, Canada, the Federal Republic of Germany, the Netherlands, the United Kingdom, and the United States, competed in the three-day event which ended April 27th.

The RCD, part of Canada's 4th Mechanized Brigade Group in Germany, using the recently acquired Leopard Battle Tank, scored 21,020 points. Next was Germany with 20,720, Belgium with 19,230, UK with 17,430 the Netherlands with 17,360,

and the United States with 16,100.

The teams competed under conditions which duplicated combat situations as much as possible. Tank crews used both cannon and machine guns to fire at moving and fixed targets, and scoring was based on a combination of elapsed time and the number of hits on each target. Bonus points were given for ammunition remaining after each exercise, provided that all main targets were hit within the prescribed time.

The competition, conducted by Allied Forces Central Europe (AFCENT), was the tenth for the trophy, donated by Canada in 1963.

(DND photo)



Youngsters Shoot Too

Junior Fire Brigade In Action — See Page 11

NORAD Test

VICTORIA, B.C. - General Daniel James Jr., commander in chief of the North American Air Defence Command (NORAD) announced that NORAD conducted a four-day test of its aerospace warning and defence systems May 2-5.

Titled Vigilant Overview, the quarterly exercise was designed to give the command a realistic picture of how well it performs its mission of providing immediate warning of an air, space or missile attack and defending against air attack.

NORAD'S U.S. and Canadian aerospace defence

units across North America and at other worldwide locations participated. Included were fighter interceptor squadrons, region control centers, missile batteries, satellite and missile-tracking sensors and radar network. More than 13,000 NORAD personnel took part in Vigilant Overview 77-3.

About 180 NORAD fighter interceptors scrambled to intercept target aircraft simulating enemy bombers. The target aircraft came from forces of the Aerospace Defence Command, Strategic Air Command, Tactical Air

(Continued on page 10)

434 Sqn. On The Prowl

'Red' Ice Island Probed

On Monday, 25 April, two Canadian Forces CF-5 jet aircraft completed a photo reconnaissance flight over the Soviet-occupied ice island in the high arctic.

The island, named North Pole-22, is 450 miles from the pole and 270 miles west of Ellesmere Island. Russian scientists are conducting meteorological and hydrographic studies from the station.

The photo mission included a CC137 tanker aircraft which provided air-to-air refuelling for the single-seat twin-engine CF-5 jets, and a C130 Hercules transport aircraft which assisted with navigational and weather information.

Two CF-5 jets were used, with air-refuelling, last September to photograph the floating ice-island station. Since that time, the island has drifted 120 miles. The ice-island is 3½ miles long, two miles wide and possibly 100 feet thick.

Major Ray Sawchuk was the lead CF-5 pilot and his wingman was Captain Murray Bertram. They are with 434 Squadron of Canadian Forces Base Cold Lake, Alta. Major Sawchuk said, "We saw eight dual-wing aircraft and three large Russian helicopters which indicates the station is undergoing its annual resupply."

The CC137 "airborne gas station" - a converted Boeing 707 - was commanded by Major John Ratcliffe of 437

Squadron, CFB Trenton, Ont. The C-130 transport aircraft was from 435 Squadron, CFB Edmonton, Alta. Colonel K.C.

Lee, Commander of CFB Edmonton, was one of the pilots on board the C-130.



CF Photo

Reconnaissance Team

Major Ray Sawchuk, right, and Captain Murray Bertram, check their flight plan prior to photo reconnaissance mission to the Soviet-occupied ice island in the high arctic April 25. The metal probe on the CF-5 jet fighter was required for air-to-air refuelling with a Boeing 707 tanker during the seven-hour flight.

Aurora Status Announced To The Totem Times Readers

I thought you might like to hear how we are progressing with the CP-140 Aurora Programme. To date, Lockheed has released approximately 70 per cent of the design drawings, and all work is on schedule. I have included a photograph taken on 16 March 1977 during the "roll-out" of the engineering-manufacturing metal mock-up. The mock-up is an aircraft fuselage which will be used to develop wiring and plumbing placement, and the fit of all internal equipment and trim. It is our first visible hardware, but unfortunately, not capable of flying!

Our Detachment consists of 29 military personnel at present, with an additional 15 or 20 who will arrive on site this summer. The Department of Supply and Services has a total of 14 people here, and both groups are supported by six civilian staff (i.e. secretaries, clerks).

Being involved with this Programme is extremely exciting, particularly as I look ahead to the fantastic improvement in operational capability that the Aurora will provide. The complexity of the systems will result in an outstanding challenge for everyone, in maintaining the

systems as well as exploiting them to realize their full operational potential. We are working on plans for training the necessary aircrew, engineers and technicians, so everyone will be prepared for the delivery of the support equipment and aircraft in 1980. A large task faces all of

us to ensure there is a smooth phase-over from the Argus to the Aurora, and the changes at CFB Greenwood will be considerable, although not as extensive at Comox.

I will try to keep you informed of major activities as they occur in the future.

However, I hope news of the Aurora will not detract people from their prime objective - keeping the Argus operating as effectively as possible; the Aurora is still three years away!

Yours truly,
A. Pickering
Colonel



METAL MOCK-UP ROLLED OUT - Colonel A. Pickering, CF Detachment Commander, Mr. Dan Heldt, Director of Manufacturing for Lockheed Aircraft, and Mr. Ralph Weedon, DSS - Product Support Contract Manager, were there in the California sunshine.

Away Up North - Construction Resumes

OTTAWA - Canadian Forces engineers return to the Arctic this month to continue construction of a network of aircraft landing strips, expecting to complete the strip at Eskimo Point, 150 miles north of Churchill, Man. this summer and perhaps the one at Pond Inlet, on the north coast of Baffin Island, before freeze-up in the fall.

Eventually there will be 26 airstrips throughout the north, some of them constructed by the military and some by civilian contractors. Military technicians from

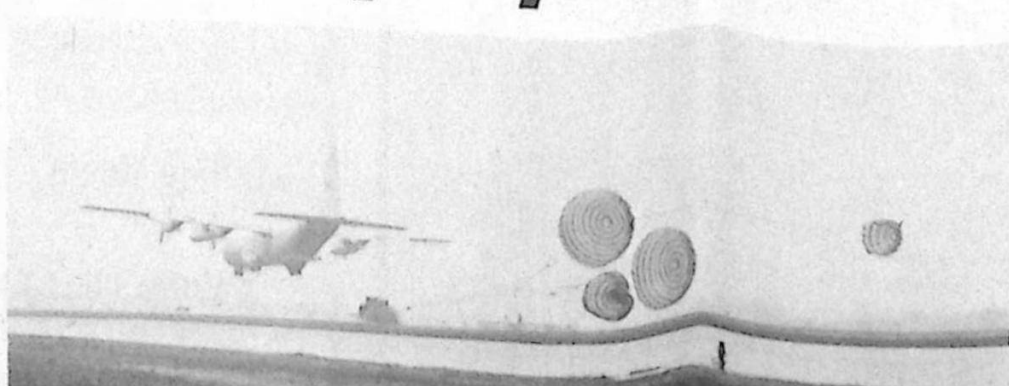
Mobile and Air Commands, supervised by engineers from 1 Construction Engineering Unit (CEU), Winnipeg, completed a 4000-foot long and 100-foot wide packed-gravel strip at Cape Dorset on the south coast of Baffin Island last fall. Airfields have also been built recently by the military at Whale Cove, 240 miles north of Churchill, and Pangnirtung, on Baffin Island's east coast.

Transport Canada pays construction costs and controls the completed strips, which are then operated by

the government of the Northwest Territories.

The Winnipeg-based CEU's commanding officer, Lieutenant-Colonel Tony Downs, 37, of Calgary, states that local Inuit labour will be employed this summer during construction at Eskimo Point. 2 Field Engineer Squadron of Gagetown, N.B. will be at Pond Inlet and 5e Escadron de genie du Canada de Valcartier, Que., will be working at Spence Bay on the Boothia Peninsula. Most supplies for these sites are being delivered

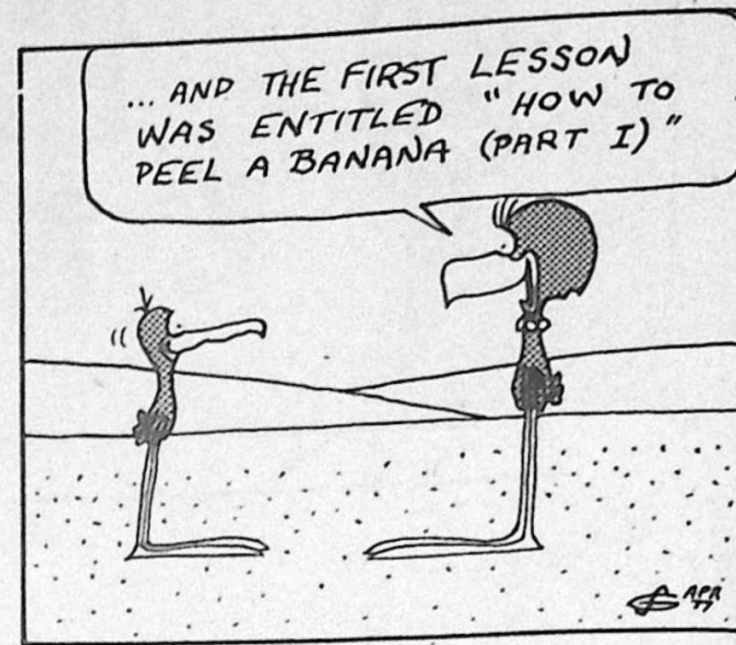
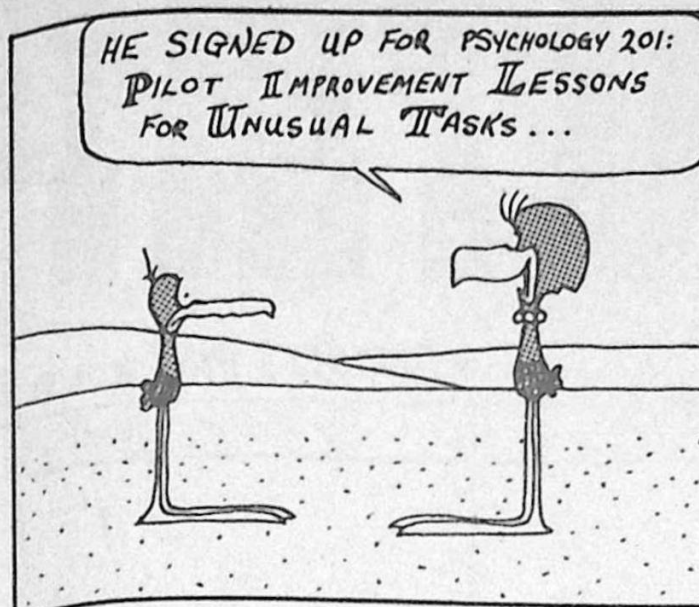
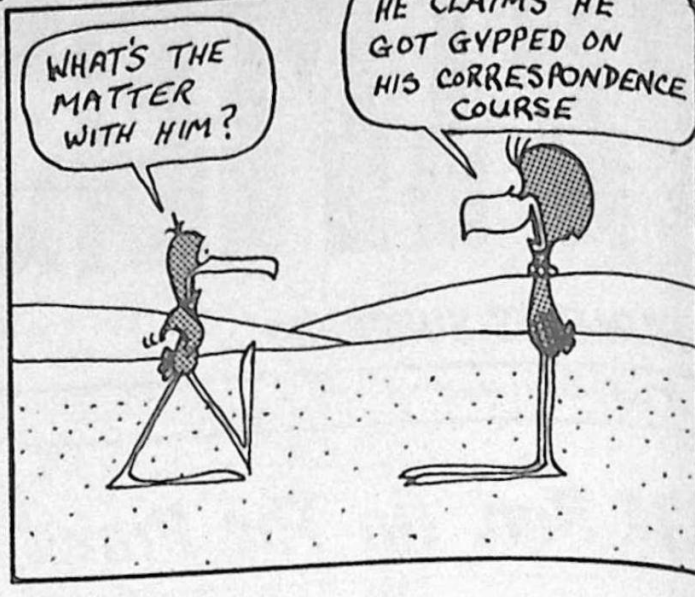
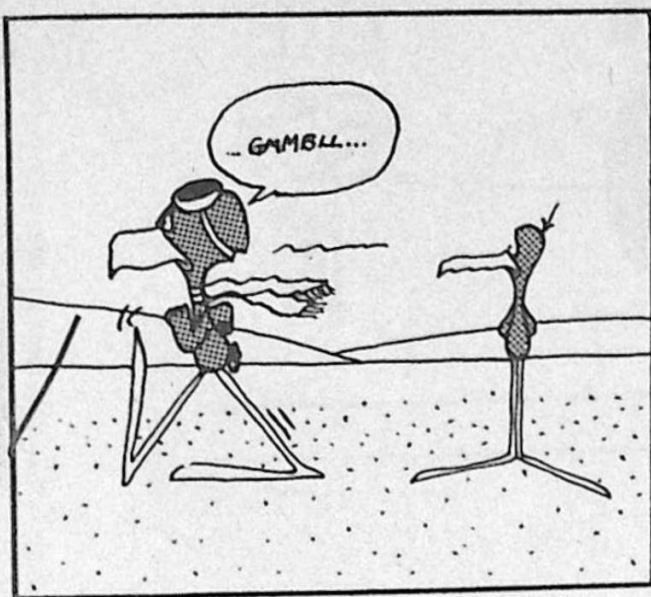
(Continued on page 10)



LAPES - Herc Of 436 Sqn. Delivers A Bulldozer

CF Photo

CUDGEL STEW by Rick St. Germain



Mushroom Mutterings

Funny how everything happens when a person is away and not able to defend himself (or herself, whatever the case may be!).

The Squadron Stag and Presentations Night was held and although the total attendance was rather disappointing (I had no idea that so many wives read the column!), the ultimate result was the usual. There were a few squadron members on the Saturday morning with eyes resembling a road map of Southern Ontario... all major arteries, and with tongues that had more hair on them than a St. Bernard.

Great gobs of bodies transferred in or on the way, but unfortunately, the great number has been offset by the number of people going the other way. Latest announced departures are MCpl. P. Beaucage to Trenton; Cpl. R. McClure to 403 Squadron in Chatham; MCpl. Doug Mann (and we'll get back to him in a second) to Winnipeg, our resident Engineering genius Maj. C.L. Smith is away to NDHQ (and most of the rest of the letters of the alphabet); MCpl. "Tricky Ricky" Page to CFB Borden staff. As well, a couple of others are being banished for their sins, among them, Cpl. Dixon who will be doing his best to confuse all the pilots in 409.

Getting back to Doug Mann!! No longer content to dangle us all with his fantastic grasp of his trade, he has been awarded that extra few bucks a month plus a gold leaf to make us all listen. There's hope for the rest of us, anyway!!! If he can get the advancement, anyone can!!

Notice to all!! In case you haven't noticed (Har de Har Har!), there is a new female Private working with Wally in Supply. Take note. She packs

a lethal right hand, and two very large (and always hungry) animals she laughingly calls dogs!! Welcome to the madhouse, Brownie!

For those of you who set great enthusiastic delight in bashing small white balls around green grassy knolls, more news of gladness for you. There will be four Squadron Stag Golf Tournaments this summer. The set dates are (all on Thursdays), 12 May, 9 June, 14 July, and 11 August. In each case, entrance fees will be \$1.00 plus green fees, and tee-off times at 1200 hrs.

And in response to a diminishing number of requests... both of them... the 1977 Squadron Fishing Derby will get underway at (yawn) DAWN on the morning of Friday, June 24th (weather and RCC permitting). The boundaries have been set at Bates Beach and the Comox Bellbouy, and all fish will have to be on the dock for weighing by 1500 (or thereabouts). Registration is ONE BUCK at the Canteen. Again, as last year, the rules state that the fish must be of recent demise (using last year's out of the freezer is a no-no!).

So that the wives will know and that certain squadron members will have no excuse this year, the Squadron Beach Party and Barbecue will be held at the Air Force Beach Pavilion starting at 1700 hrs., on Saturday 16 July. The cost will be \$5.00 for squadron members and \$10.00 for guests, and will include your steak and a bottle of wine. As last year, don't forget to bring along eating tools and something to drink out of.

And as Elmer Fudd says, "A-tha, a-tha, a-tha's all ffff-folks!!"

Poles After Dogfish

Approval of a Polish proposal to catch and process dogfish off the British Columbia coast has been announced by Fisheries Minister Romeo LeBlanc.

The operation will involve two Polish factory trawlers fishing on high concentrations of dogfish during the summer months this year on an experimental basis.

"We see several advantages to this proposal," Mr. LeBlanc said. "The most immediate advantage is that it will help reduce the large concentrations of dogfish which interfere with commercial and sport fishing and prey on such valuable commercial species as herring, salmon and crab."

In the longer term, the Minister said he hoped to see the establishment of a domestic fishery for dogfish after Canadians had acquired the necessary techniques. Fisheries and Marine Service staff and fishing industry observers would be placed on the Polish vessels not only to ensure compliance with Canadian regulations but also to learn the techniques of catching and processing dogfish from the Polish fishermen.

Mr. LeBlanc explained that dogfish had been heavily fished off B.C. in the 1940s for the extraction of vitamin A from the liver of the fish. However, with the development of synthetic vitamins, commercial dogfish catches had become insignificant in recent years.



KIWI-BIRDS — CFB Comox and 407 (VP) Squadron waved a fond farewell to the visiting aircraft and crews of 5 Squadron, Royal New Zealand Air Force after the completion of MARCOT '77. It is now hoped by many that the visit can be reciprocated... In other words, the 407 bodies want to try that Kiwi-style sunshine. Canadian Maritime forces joined with the RNZAF and ships of the Royal New Zealand Navy, plus ships and aircraft of the U.S. Navy in one of the year's most comprehensive exercises. While at CFB Comox, the New Zealanders were treated to a massive dose of Canadian hospitality that even Mother Nature took a hand in. After a day of fishing in the local waters with 407 hosts, the Kiwis dined in style at Air Force beach as they ate the evidence of the day's catch.

Night Hawks Nest

May is survival month and four Nighthawks are now on the present course being conducted at Chatham. They left between Sunday and Monday last on an exchange with the Small Pussy Cat squadron and are now attempting to survive in the wilds of the Mirimachi. Lucien Glusich was accompanied by Thomas Watt, recently returned from Vienna. Not wishing to disturb the local Flora and Fauna on their best feeding day they left on Sunday by T Bird. The big boys, Bob Small Sheep and Rich Smaller left on the Monday by Voodoo.

409 recently took part in a Mysterious Aerial Reconnaissance Contre Other Types and we must apologize to the Whale Killers. There is a lot more to killing whales than meets the eye. All the flying experience in the world will not make you a Whale Killer. It is difficult to see these

mammals amid all the tankers, freighters and oil rigs not to mention the occasional naval vessel. In two weeks, 409 crews never even sighted a whale, never mind kill one. The Brownwar Organization will not have to picket our nest to protect the dwindling whale population. Bill Keysea joined the ranks of the workers on 1 May and, keeping with tradition, was allowed to stay out late at have a malt at the local Sla Fountain with his former superiors.

409 welcomes George Rawson back to the nest. His presence will be much appreciated, we can use some young blood to put a bit of life into the old fogies complaining by the scheduling board. George comes to us via Porridge La Prairie and other exotic spots.

5 aircrew members were fired 1 May, in a slashing re-organization as we came

under a single schedule. The single schedule really streamlines our operation. Now only one guy knows what is going on. This new system really worked well.

During that period we sent a Voodoo down to Colorado Springs for the Bicentennial Celebrations and Brotherhood week or something. This was the first deployment under the new schedule and it works. Jon Alexander thought he was going on a local IF trip till he landed 6,000 ft. high. Also absent is Tony Nichols. After learning all about the operation of Disneyland, USA, he is now taking a management course.

While the base was visited by strange flightless birds last week, some of them joined their more aggressive cousins in (for them) some flights of fancy and aerial derring do. For flightless birds they had no trouble going supersonic - courtesy of P&W.

Air Traffic Control News

The April Departure Party was a success and Base plaques and Gravel Pit scrolls were presented to Capt.'s Pete Morrow and Sandy Cumming, Lt. Lynne Malcolm, WO Ron Harrington, Cpl. John Fader and Pte. Phil Lester all from ATC and to Sgt. Murray Hariton and M.Cpl. Bob Morton from Base Telecom. These parties are set up for you, with your money so if at all possible be there. Thanks to those who did attend and to the kitchen staff for the great meal.

Two promotions to Captain highlight personnel changes this week. Dave Barney (me) and Tom Evers who both work in Ratcon as Terminal Controllers put up the double gold bars along with 6 or 7 others from the Base. Incidentally, Tom is also a proud new father to a baby girl so it has been an eventful week for him. Congratulations to all.

Capt. Joe Pacowski has been smiling all week since he found out that his posting to Moose Jaw had been cancelled and instead he will be going to Lahr, Germany. The May shift schedule was hardly dry when Ottawa in all its wisdom posted M.Cpl. Don Dieno to Egypt for 6 months. I

know we're not the only section on the base facing manpower shortages, but it still hurts when I know that other Bases with little or no flying are fat with radar controllers.

M.Cpl. Wayne Wright is going to have to start working for a living as he is now re-checking out in Ratcon as a radar controller while Cpl. Brian has taken over Wayne's old job as NCO i.e. Tower. Cpl. Wolfgang Wolf, fresh off the PAR course is busy logging runs and getting better daily. Cpl. Debbie Edwards is now in charge of the Flight Planning

Center located upstairs in 7 hangar.

Finally Pte. Jo-Anne Parker is now in Ratcon slaving away as a trainee B Stand.

Think good weather for the Gravel Pit opening. Word for the day TACAN-Tactical Air Navigation.

Tacan is a navigation aid that provides both bearing and distance information to an aircraft that has the Tacan receiver. An A.C. can be within about 1/2 where he is in relation to the specific facility. Tacan is extremely valuable to a controller.

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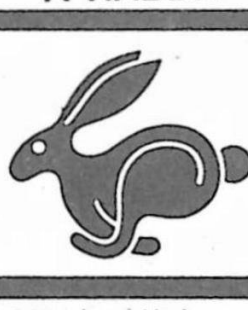
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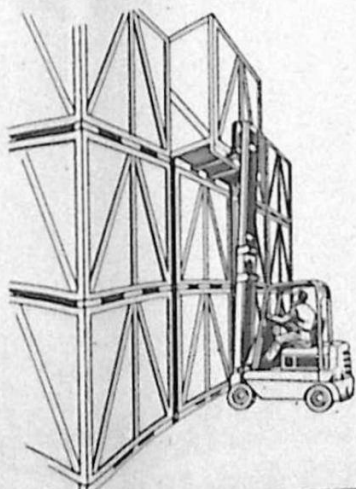
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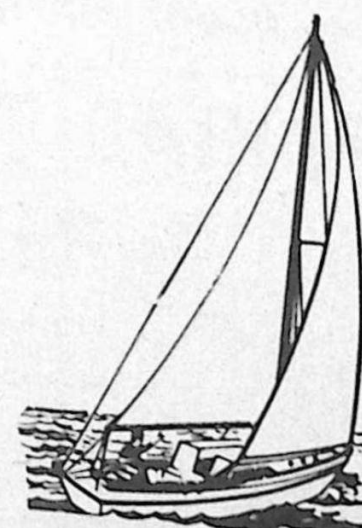
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Reid's Work Recognized

During an informal ceremony in the Officers' Mess last Friday, Captain Reid Delong received the Base Commander's Commendation from Colonel R. L. Mortimer.

The Commendation displayed the following words:

"During his tour at CFB Comox, Capt. R.R. Delong served as the Base Drug Education Coordinator. He displayed the highest devotion and dedication to this important secondary duty. His deep concern for the welfare of his fellow servicemen was exemplified by the many hours of his free time spent organizing an effective educational program, and counselling and advising those with drug related problems. His tactful manner and positive attitude toward assisting others has contributed significantly to the effectiveness of the Base Drug Education Program. Capt. Delong has also served the PMQ residents on the community council as Deputy Mayor. In all his activities Capt Delong has brought much credit to himself, CFB Comox and the Canadian Armed Forces."

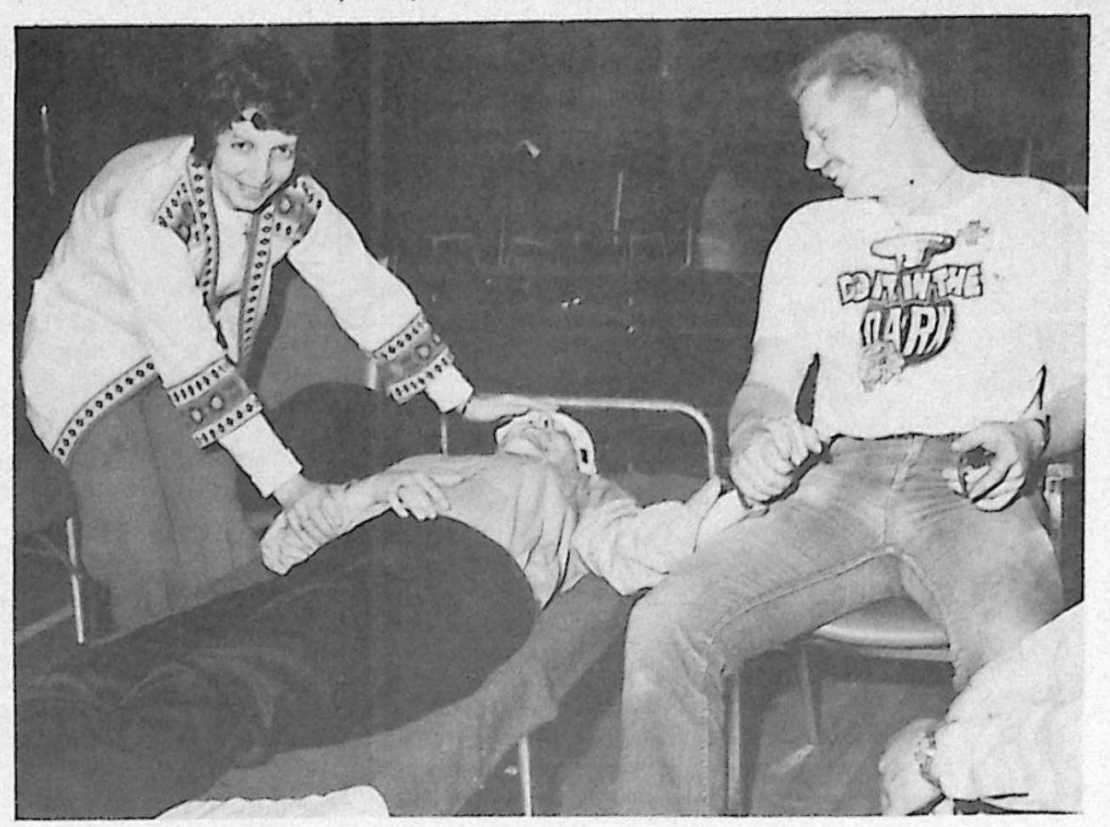
Reid hails from "Blue Nose Country," a place called Bridgewater, Nova Scotia. He, his wife, Eleanor, and their two youngsters are currently getting prepared for a move to the Halifax area. Reid has been posted to Maritime Air Group Headquarters.

Base photo



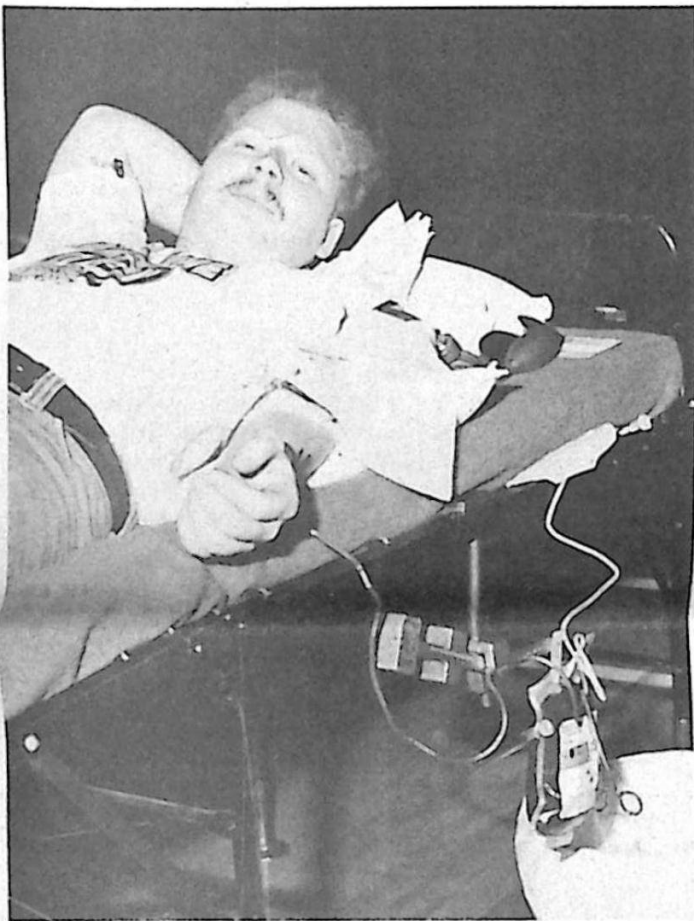
TECH OFFICERS TALK — Don Poole and Mark Legault of 407 Sqn. compare notes with F.L. Martin Passfield of the RNZAF. Martin is the Squadron Tech. Officer with 5 Sqn. The Kiwis recently completed an exercise with 407 Sqn.

Base Photo



YOU SAID IT WAS EASY — Dave Bowman offers reassurance to a novice Blood Donor at the recent clinic at CFB Comox. The Catholic Women's league assisted the Red Cross and many of the donors were from the large group of young Servicemen on the Base.

Base Photo



NOTHING TO IT — Newest addition to Base Photo Section Dave Bowman tries hard to smile for the camera while making his contribution to the Red Cross.

Base Photo



NOW PAY ATTENTION — Tex Peters expounds on some of the subtleties of beer drinking in Canada to visiting Kiwis. Apparently, drinking beer is relatively rare in New Zealand and many 407 Sqn. members gave up their spare time to help fill this cultural gap and assist the Kiwis in broadening their education.

Base photo



IT WORKS BUT IS IT LEGAL? A novel method of selecting your fish before catching it is demonstrated by Fred Clifford as Al Butler watches for the Game Warden. Actually the two are part of the Courtenay Fish and Game Clubs efforts to improve steelhead stocks in the Puntledge River. Story and more pictures on P. 9.

Obeare Photo

Demon Doins'

Things have once again returned to near normal. On Monday the squadron bid farewell to our counterparts from New Zealand. This marked the end of two weeks of intensive flying — both in the air and on the ground — for MARCOT 77.

Many thanks to all squadron members for the wonderful hospitality shown to the Kiwis, especially the All Ranks Fund for the great bash at Air Force Beach. Rumor has it that some Kiwis did not need an aircraft to fly back home.

Last Friday, 407 Squadron wished "Good Luck" to Capt. Legault in his posting to Borden and to Capt. Delong who is going to Halifax. Future muggies are Capt. Walls, who is off to AIRCOM HQ in Winnipeg, and Capt. Perron, Pasanen and Hare, who are all going to VP 404 in Greenwood. Show the Buffaloes how Demons do it, guys.

Believe it or not, we do have people posted in. Capt. Prichard has reported in as a recent MOAT graduate and will commence flying duties with Crew 4. Welcome, Gord! VP 407 and VU33 will be holding a Dependents Day on Friday, 20th May 1977, from 1000 to 1600 hours.

Prior to the visit program, a squadron parade will be held at which time squadron members will be presented with awards and decorations. LCol. Konings, CO VP 407, will also declare Dependents Day open at this time. All dependents are invited to attend this parade which will start at 0930 hours.

At 1000 hours, the visit program activities will

commence. There will be static displays on the main floor of 7 Hangar but the highlight of the day will be the familiarization flights on the Tracker and Argus for dependants who are 12 years of age or over.

Refreshments will be available for a nominal fee in the 7 Hangar snack bar.

In case of inclement weather on May 20th the Squadron Dependents Day will be held on the alternate date of May 27th.

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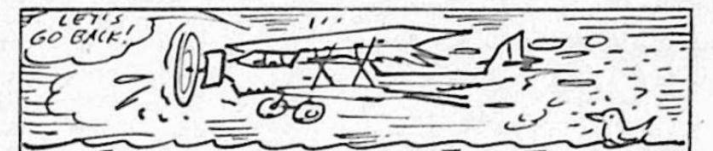
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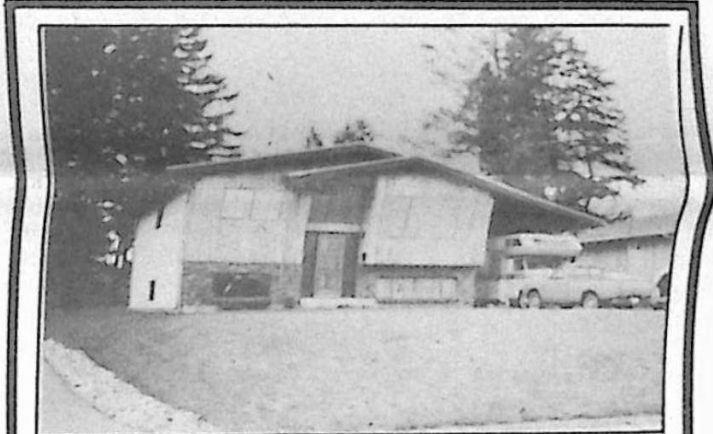
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EDITORIAL

"Farmer's Lament"

On 5 April, a gentleman farmer wrote a letter to the Comox-Strathcona Regional District complaining of the noise of jet engine testing at CFB Comox.

The noise is unquestionably loud and we can certainly sympathize with anyone living close to the test ramp.

However, the appeal of this gentleman's letter is considerably prejudiced by the numerous inflammatory, unnecessary and unthinking remarks, suggesting more than noise was on the farmer's mind.

He claims that on occasion the engines are run "wide open for hours on end". In fact an average of five engines is tested a week, each test lasting about an hour, during which time the engine is run at full power for a maximum of five minutes for a total of twenty-five minutes a week. It is difficult to imagine how this would prevent the gentleman farmer from performing his work in a "normal manner" and makes it "virtually impossible" for him "to do a day's work".

Our gentleman farmer claims that "if the airforce tried these tricks on the outskirts of Vancouver there would be action taken by the residents immediately".

The Canadian Forces is not engaged in "tricks"; it is performing an essential service about which this farmer appears, from his comments, to have no understanding or appreciation. CFB Comox like all other bases operating the CF101 is situated in a relatively sparsely populated area and inconveniences the fewest possible people.

The farmer claims to be a "hard working 'free enterpriser' farmer", as opposed to someone working for a "government bureaucratic agency or department where automatically every two weeks a man's pay cheque arrives whether he has done any work to deserve

it or not". The farmer apparently believes that the servicemen at CFB Comox may not deserve their pay.

CFB Comox is not a flying club. Canada could not possess one of the most professional, effective and highly regarded armed forces in the world without making strenuous demands of its members.

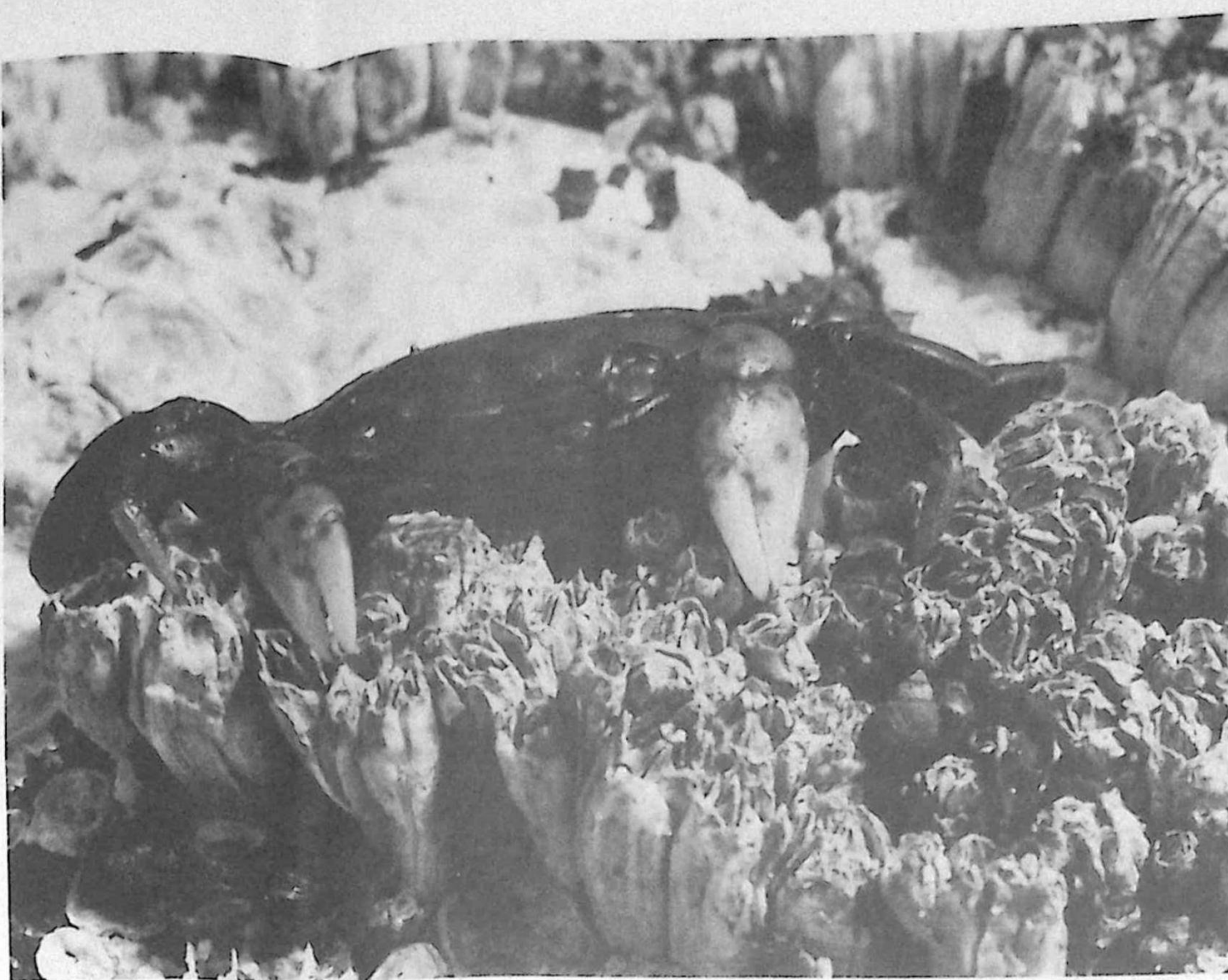
The farmer claimed that "if you check some of the millions of useless government records you will find that there are very few hard-working individuals left in this country who are paying taxes to support noises like the 'rocket' coming from these planes." He appears to have a very low - or distorted - opinion of the majority of Canadians, his government, and the Canadian Forces.

A farmer's first consideration is to himself. A serviceman's first consideration is to duty. A "free enterpriser" farmer works to make a profit, a serviceman endeavours to maintain the freedom which this farmer presently enjoys, including that freedom to engage in free enterprise. A gentleman farmer works as long and as hard as he wants, and earns money accordingly. A serviceman works as long and as hard as the exigencies of the Service demand, and is paid the same whether he works a 37 hour week or a 112 hour week.

While his letter was written ostensibly to complain of noise, his choice of argument gives one the impression that this man feels some resentment towards the Canadian Forces.

The next time the gentleman farmer hears a jet engine undergoing a test, rather than becoming angry he should find it a comforting sound, for it means the Canadian Forces is actively engaged in preserving his rights.

SMR & WRC



Ellis photo

"Barnacle Bill" - Crab On The Rocks

"Airforce" A Success

The first issue of the new quarterly magazine "Airforce" got off to a flying start and sold out shortly after coming off the press in January, 1977. "Airforce" is published by the RCAF Association in Ottawa.

"We over-printed by 2,000 copies," said Managing Editor Doug Harvey, "but it wasn't enough. Demand cleaned out the supply within a couple of weeks!"

Issue No. 2 of the four-color magazine is now being distributed, and the press-run increased to 20,000. A thousand copies will be distributed at the upcoming Paris Air Show in June. Exclusive cover story for issue No. 2 features the Grumman F-14 "Tomcat", one of the six contenders for selection as Canada's new fighter aircraft.

This issue also contains a feature story on AWACS (Airborne Warning and Control System), now being studied for purchase by NATO.

"AIRFORCE" is jammed with facts on aviation and with news items and photos.

New Aviation Trophy Created

The Royal Canadian Air Force Association Gordon R. McGregor Memorial Trophy will be awarded for the first time at the Silver Anniversary Convention of the Association being held in Moncton, October 10-13, 1977. The

trophy, which is expected to be presented annually, is "in recognition of outstanding and meritorious achievement by Canadians in the field of Air Transportation" and both military personnel and civilians may be nominated

for it. The trophy honors Gordon R. McGregor, OBE, DFC who was President of Trans Canada Air Lines after a distinguished war-time career which included service in the Battle of Britain. It is in the

shape of a broad column faced with the Royal Canadian Air Force Association crest and inscription, set on a base which supports a DC-8 on one side and a section of Hurricane Fighters on the other, to depict both McGregor's war-time and his civilian airline connections.

Gordon R. McGregor, the first combat fighter of WWII to become President of an airline, joined Trans Canada Air Lines (now Air Canada) in 1945. He was appointed General Traffic Manager with system jurisdiction, including overseas services, in January 1946. He was widely acclaimed for his notable contribution to the study of traffic problems confronting the air transport industry and in the autumn of 1947, was appointed Chairman of the International Air Transport Traffic Conference held at Petropolis, Brazil. He was also Chairman of the IATA Conference there and his chairmanship included the meeting of the first conference area, which covers the Western Hemisphere, and of a joint conference, covering the world.

He was appointed President of Trans Canada Air Lines in February 1948, and served the Royal Canadian Air Force Association as its Grand President in 1969-70, resigning the position because of ill health. He died March 8th, 1971.

Gordon McGregor was born in Montreal on September 26th, 1901. He attended Montreal High School and St. Andrews College in Toronto - afterwards he studied engineering at McGill University.

It was while he was in

Kingston that Gordon McGregor became interested in aviation. He joined the Kingston Flying Club in 1932. Three years later he won the Webster Trophy (awarded to stimulate improvement in the quality of amateur flying). He won it again in 1936 and in 1938. In 1938, he joined 115 (Auxiliary) Squadron, RCAF, Montreal and in 1939, left his position as District Manager of Bell Telephone to go on active service with No. 1 (Fighter) Squadron. Stationed at Northolt on the western outskirts of London, Flight Lieutenant McGregor was one of the historic "few" who staved off defeat during the crucial Battle of Britain. He ran up a score of five Nazi aircraft destroyed and shared credit for the downing of a sixth. His record during the battle also included seven probables and eight damaged. At 39, he was reputed to be the oldest fighter pilot in the Battle of Britain. He was in the first group of three members of the RCAF to be awarded the Distinguished Flying Cross.

Subsequently he commanded 2 (F) Squadron, RCAF and from January to October 1941 was Commanding Officer, RCAF Station, Digby, Lincolnshire with the rank of Wing Commander. Later, he was appointed Director of Air Staff at RCAF Overseas Headquarters. In 1942, he was posted to Alaska as Commanding Officer of the Canadian Fighter Wing at Anchorage. He later commanded RCAF Station, Patricia Bay, British Columbia, then returned overseas to command 126 Wing, 83 Group, Second Tactical Air Force, with the rank of Group Captain, for more than a year before being repatriated in October 1945. One of his units in 126 Wing destroyed 314 German aircraft in the last six months of the war.

Group Captain McGregor was appointed an Officer of the Order of the British Empire in 1943, for outstanding leadership of the RCAF Squadrons engaged with the US forces in Alaska; he was also awarded the Netherlands Order of Orange Nassau, the French Croix de Guerre, and the Czechoslovakian War Cross.

The Association is most pleased to perpetuate the memory of Gordon McGregor in this trophy.

LETTER TO EDITOR

Berthage Rates

Dear Sir:

Recently the wire services in British Columbia have carried a story that small craft wharfage and berthage rates would be increased by up to 500 per cent on May 1, 1977.

Order in Council P.C. 1977-635 dated March 10, 1977 amended the schedule of Wharfage and Berthage rates under the Government Wharves Regulations.

Section 40 of this federal schedule established a rate of 10 cents per foot of length per day or portion thereof for berthage for mooring a pleasure craft. The Regional Manager of Small Craft Harbours Branch, Pacific, has advised that although this rate is satisfactory on a daily basis it exceeds that charged by local marinas, when it is calculated over an extended period of time. After discussions with the Director in Ottawa, it was agreed that rates should be negotiated

based on local conditions and to this end public meetings were recently held in British Columbia that have led to new rates.

Small boat owners in British Columbia will now pay \$1.00 per foot per month to cover extended periods for pleasure craft in British Columbia. Therefore, the owner of a 16 foot boat would pay a wharfage rate of \$16.00 per month to cover extended stays. I am sure that this will be a fairer rate than that which was originally proposed by the Order in Council. On Monday, April 18, 1977, I raised this matter under Standing Order 43 and I am enclosing the Hansard record of the debate.

It is obvious from the above that in future any increase in rate should be discussed not only with the residents of the area, but certainly with Members of Parliament.

Yours truly,
Hugh Anderson
Comox-Alberni.

Value Of The Education System

by JIM SMITH

You can, it seems reasonable to assume, project the future of a country from its education system of the present. And, if that assumption is valid, Canada is in big trouble.

Surprisingly little debate has taken place on the value of the Canadian education system. Most argument stems from the quality of instruction in traditional subjects like languages and sciences. Few Canadians have asked whether the subjects themselves are appropriate to the society of today - or tomorrow. But anyone who has taken a close look at what has happened through our schools knows that some sweeping curriculum changes are long overdue.

Our education philosophy

dates back to our colonial days. Colonies do not require entrepreneurs and manufacturers; they require clerks and administrators. So our schools specialized in training bankers, salesmen, accountants, and bureaucrats. Nothing has changed since. Even our university "business schools" are training administrators rather than generating entrepreneurial insight.

For more than a hundred years, Canada has been able to pay for a tremendous volume of imports with exports of resources. Since there was no need for us to produce our own goods, the educational deficiencies weren't obvious. But now the resources - including Alberta's oil - are rapidly running out and our backs are to the wall.

Obviously, if Canada can't

pay for imports with resource exports, more of our domestic requirements will have to be produced at home. And that's where an educational monkey-wrench hits the system. Because we've trained Canadians to be administrators rather than producers, we have a serious deficiency in entrepreneurs.

For several years, the Canadian Federation of Independent Business has been calling for the universities and community colleges of Canada to set up departments of entrepreneurial studies. These faculties would specialize in training entrepreneurs as well as pursuing research into improved techniques of small enterprise. When a similar approach was taken towards agriculture by North American schools some decades ago, fantastic strides were made in the area of food produc-

tion. Similarly, spectacular results in entrepreneurship can be expected from small business faculties.

Finally, there are signs that some provinces are acting on this recommendation. In the United States, entrepreneurial development centres are springing up all over the country. The message seems to be getting through: although bookkeeping and corporate planning are good to know, our national future may rely on an entire generation of students learning how to start and run their own businesses.

**NEXT
TOTEM
TIMES
DEADLINE
23 MAY**

McGregor Trophy Nominations Sought

The Royal Canadian Air Force Association is seeking nominations for its Gordon R. McGregor Memorial Trophy which was initiated in 1973 and is awarded annually "in recognition of outstanding and meritorious achievement by Canadians in the field of Air Transportation".

Any Canadian citizen of good character, engaged in the fields of military and civil air transportation, who has been recommended is eligible to be considered. The nomination of candidates may be made by any individual or group and should be made in writing, including a detailed and substantiated statement of the achievement or achievements which prompt the proposal, before June 1, 1977 to the Secretary, Screening and Selection Committee, National Headquarters, Royal Canadian Air Force Association, 424 Metcalfe Street, Ottawa, Ontario K2P 2C3.

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 Milan (308)
Editorial Staff: Chris Hosford, Norma Mortimer, Bill Ewing, John Windish

Photographers: Chris Hosford, John Windish.
Sports & Recreation: Gord Kruger (404)
Proofreaders: Blanche Campbell, Cecile Begin, Joyce Taylor and Rhona Windish.
Circulation: The Genua 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 contributors and are not necessarily those of the publication. In case of typographical error, no space charge for the erroneous item. "Anonymous" items are 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

Soon "A Mile Is No Longer A Mile"

Centimetre by centimetre we are approaching a life that will be measured by the International System of Units - a life measured in metric units.

The process began in 1970, when all political parties supported the policies and principles of Metric Conversion. The White Paper on Metric Conversion which

preceded this, outlined the benefits of adopting the metric system. The inherent simplicity of the system, based on decimals, tends to speed up and simplify the measurements and calculations made everyday in our economy. Simplifying these processes reduces operational costs for companies - big and small.

Increasing Canada's exports is another good reason for "going metric". It has been estimated that over half of Canada's export trade involves measurements - from board feet of lumber to tons of grain. The world trend to the metric system makes it imperative for Canada to be competitive, not only in price and quality but also in the measurement of its exports.

Conversion to the International System of Units may involve a country in the loss of its individual measuring standard. However, practically every country has adopted the idea and is in the process of "metric conversion".

The Canadian Government established the Metric Commission in 1971. In 1974, it approved the National Program of Guideline Dates with its four phases of development. It was anticipated that the country would be working in metric units by 1980.

Many conversions have already been made. We are becoming used to regarding a temperature of 25 Celsius as hot - and zero, is not so chilly as it used to be! Metric Road signs are appearing and new car speedometers show Kilometres, as well as Miles, per hour. The recent change in milk container sizes has not caused as many waves as the introduction of the plastic pouches. Possibly litre bottles of wine could make us much happier than the old 26 oz. bottles ever did!

1977 started with the conversion of the grain industry. All bulk grain transactions became metric in February. This is also the year for all highway speed and distance signs to go metric. This conversion will require more public education - and an extensive public awareness program is being planned.

Before metric conversion can be completed, there are some 90 federal acts which need amendments. For example, the Consumer Packaging and Labelling Act currently prohibits labelling in anything but the "customary Canadian Measures of Trade" - this Act, and many others, will need changes to complete metric conversion.

Government is making progress - industry has not been sitting idly by. The Program of Guideline Dates was carefully scrutinized by many organizations including the Vancouver Board of Trade whose endorsement was relayed through its membership in the B.C. Chamber of Commerce, to the Canadian Chamber of Commerce and hence to the Government.

Since endorsing metric conversion, business has been making preparations. The construction industry in B.C. has prepared material and conducted a workshop to help those involved to prepare for "M" day - which for the construction industry is January 1st, 1978. Gasoline dealers were scheduled to change over a year later,

January 1st, 1979, but for practical reasons are requesting an earlier date. Gas pumps which are not able to cope with prices over \$1.00 per gallon would require one expensive conversion. To convert again - to metric measurement - would seem an unnecessary additional cost and one for which the consumer would eventually pay.

The costs involved in conversion are to be met by industry and local government. There are no federal plans to subsidize the municipalities with their costs of metric conversion. Revenue Canada has announced that the costs of conversion of measuring instruments will be considered deductible expenses from business income. This will apply even if an improvement in quality or capacity is involved, provided that the cost of conversion does not exceed the complete replacement cost.

Metric Conversion is a fact - it will simplify our lives. It will have a price tag, of course, but the positive aspects which help the Canadian economy are very welcome and deserves every last ounce of support! (Vancouver Board of Trade).

"When in doubt, tell the truth."
Mark Twain

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"You know son . . . I think you're a pretty clever young man to know all that"

BASE PHOTOS



Intent Listeners At The Jr. Ranks Club



"Ten Four Rubber Duck . . . This here's big daddy callin' "



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Harsky And Stutch . . . Comox's Finest Look After Barney

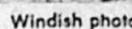


Relaxed Moments With The Senior NCO's

Canadian Forces Sailing Association News

The upcoming events for the spring season are starting to look very exciting . . . OH YES!!! The Dinghy sailing course is under way, but it's not too late to join up for the experience of your life, so to speak. Contact a club member or Nan Fox and register for this course or the next one. Then we have racing evenings planned for each Wednesday for those who are dinghy qualified. On top of all this, we plan to host a single handed regatta that should be pretty interesting for the sailors and watchers alike.

Gordie Kruger and Bernie Biernes are off to the Memorial Cup Series (Swan) as guests of the B.C.A.H.A. Officials Organization and, "Earl the Pearl" Thompson is going on a similar junket to attend the coaching side of things. Yours truly will be sponsored by the C.V.M.H.A.



BALLPLAYERS try their best under the eagle eye of coach Kip (the Lash) McLean during inter-squad game.

The Totems have 16 games planned playing usually on a Tuesday or Thursday night. Coaching and caring for a winning team involves a lot of work, so much so that Kip is looking for an equipment manager and scorekeeper. Anyone interested in the position can contact Kip at local 445.

the first year of the subsidy. In each subsequent fiscal year the federal government will pay to the province a subsidy in an amount equal to the previous year's subsidy increased or decreased, as the case may be, by the percentage difference between the average Consumer Price Index for the two preceding fiscal years.

16th — EIGER SANCTION — Clint Eastwood.
23rd — FAMILY PLOT — Carolyn Black.
30th — LIPSTICK (Restricted) — Ann Bancroft.

Dinner 2000 - 2200 hrs. Dance to "Sound Craft" 2130 hrs. - 0130 hrs.
Dress - Informal. Reservations by 1500 hrs. Thursday, May 26th. \$7.00
per couple, \$10.00 per guest couple.

Ph. 334-2917

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AL DIXON	334-2582	MIKE ENERSON	339-5809	RAY PAGE	338-6267

Adventures Of Superteck

"... Like Simon Lagree"

BY A. C. EINE
Part 17

A swagger stick!! Superteck was sure that the only place to find one nowadays was in a museum. Yet here was this great, snarling, monster of a Chief Warrant Officer, straight from Borden, and complete with a swagger stick!

These coming visitors must be Very VIP for Command to send an outsider in to handle the details for the parade. Still, there he was. Cussing, yelling, and scaring hell out of all sorts of people, Superteck especially.

With the CWO off to look into hangar arrangements, Superteck buzzed Sgt. Avion. "Sarg. Superteck here. Have you heard what's going on?"

The answering voice was puzzled. "What's up? Trouble all of a sudden?"

"Oh no! We have a visitor and he's reading the riot act all over the place. Someone discovered that the Chief was off on the course and sent in a Superstar. This guy looks like something out of an early horror movie and acts like Simon Lagree. I fully expect him to breathe fire and smoke. Oh! And he brandishes a swagger stick all over the place."

"Is he a big, tall Chief Warrant from the Infantry with a handlebar moustache?"

"You pegged him, right off."

"Superteck, until he leaves, you never heard of me. Now unplug this intercom and hide the box. Do as he says and maybe he'll go away. Whipp is his name, and it describes his personality beautifully. I don't know how long he's been around, but rumour has it that he was Guard Commander at Calvary. He breaks so many swagger sticks, that he buys them by the gross. I'll talk to you after the parade. Bye!"

"Sarg! Help! You can't do this to me! It's desertion in

the face of the enemy...Sarg? Sarg?" Superteck stared at the silent intercom box. "You rat-fink!"

The next few days passed like a nightmare for Superteck. No matter where he was on the Base, or no matter what he was doing, he knew that sooner or later there would be "that" voice yelling at him. His only solace was that he knew he wasn't alone in his agony. He doubted if there was anyone on the Base safe from CWO Whipp's outbursts. Rumour had it that the Base Commander had barricaded himself in his office and that the Squadron C.O.'s had all gone on cross-country flights. The Guard of Honour had been practiced and practiced and practiced again. Then some people had been thrown off and others added and the practice sessions started all over again. For the first time since Trade School, Superteck saw aircraft technicians marching on the Base roadways. Even the Club stayed empty at night; everyone was either too tired or else busy trying to get their uniforms and shoes ready.

The arrival of the VIP's was scheduled for 1400 hours, but Whipp had everyone out and assembled at 0900. As the day had dawned bright and clear, and the weather forecast was for sunny and warm with little or no wind, all the original plans were changed. Everything that was originally to happen inside the hangar was suddenly shifted outside. Superteck didn't even know that CWO Whipp had thought about it, but suddenly he was handed a great ream of paper containing all of the changes.

So it started all over again. Entire crews of bodies arrived to move chairs and rearrange flags; the tarmac was paced out and marked; aircraft were moved for better display; the Guard had to practice new parade

routes...everything had to start almost from scratch. Oddly enough, it was all down on the papers Superteck held in his hands.

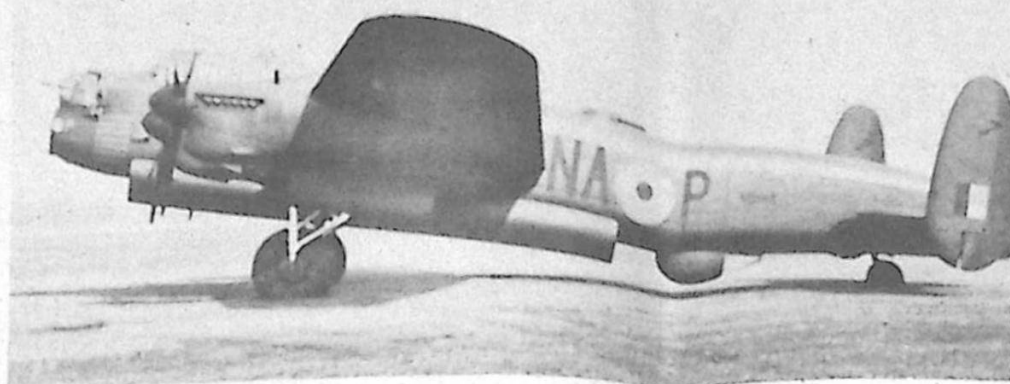
At noon, Superteck figured he might be able to take a

break and get some lunch, but no! Whipp had him pace off the tarmac again...just in case!

"Now, Corporal. You will be my driver for the rest of the day. During the parade, you

will have the vehicle parked over there and will be at proper attention beside it. The Transport Section is getting it ready now, so go and pick it up, then wait for me outside the Officers' Mess!"

Canadian Military Aircraft



Avro Lancaster X

The Lancaster was the outstanding heavy night bomber in the European theatre of operations and the backbone of Bomber Command. It could carry very heavy loads and in 1944 dropped 22,000 pound bombs, the heaviest carried by any bomber in the Second World War. KB944, which was briefly on the strength of 425 Squadron in 1945, has been painted in the markings of aircraft "P" of 428 Squadron, RCAF.

Part Eleven - Avro Lancaster Mk. X.

With the overwhelming demand on Britain's aviation industry during W.W.II, it was decided that where possible, some aircraft types would be manufactured in other Commonwealth countries. As a result, A.V. Roe of England sent plans, construction jigs, and engineers to Canada to set up production of the Lancaster heavy bomber.

A plant was built at Malton, Ontario, and by late 1943 the first of the Canadian Mk.X's had been rolled off the assembly line, tested and flown across the Atlantic. Before departing Malton,

KB700 had been named the "Rhur Express" and was assigned to 405 "Vancouver" Squadron. Other Canadian-built Lancasters went to RCAF squadrons in 6 Group and the night of 14-15 July, 1944, saw the first mission of the Mk. X's carried out by bombers of 428 "Ghost" Squadron.

As the war in Europe drew to a close, it was decided to develop a bomber force for use in the Pacific against the Japanese. Eight squadrons of Lancasters were returned to Canada in mid-1945 to retrain and re-equip as "Tiger Force". The dropping of the Atomic bombs on Japan

precluded the use of the Force, and all eight squadrons were disbanded.

The requirement for a long-range anti-submarine patrol aircraft gave the Lancaster X's a new lease on life. A quantity of the retire "Tiger Force" aircraft were taken from storage and converted to Maritime Reconnaissance versions for use by 404, 405, and 407 (VP) Squadrons. More saw conversion to Search and Rescue aircraft and used by S & R units of the RCAF, or to Arctic Reconnaissance versions that were used by 407 (Photo) Squadron to map Canada's north.

Superteck pondered this last bit of information, but what the heck, the guy seemed to be running the Base, so why not.

Waiting for him when he got to the M.E. Section was a glistening Jeep. He stopped a passing tech. "Where did this come from? I've never seen one on the Base before."

The guy shrugged. "You're right. It arrived last night, all neatly wrapped in canvas on the back of a Low-boy. We've spent all morning polishing it. Even the C.O.'s car isn't that shiny."

Well, this was what he'd come to pick up, so he gave it a quick check-over (just in case CWO Whipp could see him), then drove it out into the sunshine.

He immediately stopped! The glare was unbelievable! Everything seemed to sparkle right into his eyes. He donned his sunglasses. If he was supposed to drive, it might be a good idea if he could see.

When the CWO came out of the Officers' Mess, he looked over the Jeep carefully, then snorted his approval. "At least they didn't scratch it." was his only comment.

The Parade came off as planned. Superteck wondered what would have happened if it hadn't. The arriving aircraft stopped exactly on the spots; the Guard performed to absolute perfection; nobody fainted on the parade; and the Band even managed to play an Air Force march (a giant First, thought Superteck).

He stood rigidly beside the Jeep and had a good view of the deplaning dignitaries, but he couldn't figure out who they were. There were uniforms with gold braid dripping off from every corner and medals by the bucketful. Salutes were flying so thick and fast Superteck was sure that they'd find a spare arm or two on the

tarmac when it was all over. Some of the uniforms had strange cuts and colours to them, but there was no denying that they were VIP.

Finally a fleet of limousines...not staff cars, limousines, pulled up and all the "wheels" climbed in and were driven off. Then the parade was dismissed and that was that.

As the clean-up crew started stacking chairs and fold flags, CWO marched over to the Jeep. "To the Mess, and hurry!"

Superteck hopped in and started the vehicle. He was cautiously threading his way through the dismissed paraders when he was rapped sharply on the arm by a swagger stick. Before he could even flinch, a familiar voice shouted, "I said, HURRY!"

The resulting action was automatic; he stamped down on the gas pedal. The Jeep leapt forward and the bodies scattered at the sound of the high-revving engine. His owning the Corvette had sharpened his driving skills, but he was hard-pressed to keep the small vehicle on the road. This was NOT a stock Jeep!

It seemed only seconds later that they were at the Mess. Superteck got the machine stopped and the CWO hopped out. "Don't go away. I'll be a short while, then you can take me back to my quarters and then I'll be leaving."

Superteck waited. And waited. And waited. This was some short while. While he waited, he had a quick peek under the hood of the Jeep. That was no stock four-hanger under there, that was for sure. Standard Army Jeeps do not have two chromed rocker covers, or a four-barrel carburetor. He quickly refastened the hood. He wasn't sure how fast it would go, but he knew the little fire-breather would go!

At long last, CWO Whipp

reeled out of the Mess. He fell into the Jeep. "To the quarters, m'lud. And let us fly!"

Once at the barracks, the CWO staggered into the block. Superteck wanted to take him where he wanted to go. He shook his head. It hadn't taken "the Whip" long to get a load on.

When the man reappeared, Superteck couldn't believe his eyes. CWO Whipp swagger stick and baggage, was completely and utterly sober. He threw his gear in the back of the Jeep and came around to the driver's side.

"Okay, Corporal, out! I've got to get back to Borden. The office is yours again. You can tell that Sergeant he can come out of the hospital now, the coast is clear! You can spread the word that I think the techs here did a pretty good job...not perfect, but pretty good. As for yourself, I think that you can handle that office now."

With that, CWO Whipp stuck out his hand. Superteck was stunned but managed to overcome his inertia and shake the offered hand. Then there was a howl from the not-quite-stock engine, and the Jeep roared off down the street.

Well, Superteck had survived. He even manged come out looking good. His chest swelled up as his grin got bigger. Even his hat felt a little tight. He started thinking about some sort of celebration. Then he remembered! Pearl Pureheart! He had stood her up again! And last week, too! She was never going to listen to him this time.

Our boy can't win for losing, can he. Well, will he be able to get out of this one with Pearl? Will E. Bertrum Bignickel finally corner him? Will "Bumps" LaHanche come back into his life? Don't ask me, I just write the stuff. Hang in there for further:

Adventures of SUPER-TECK!!

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A "TOWERING" ACHIEVEMENT — Capt. J. P. "Pete" Morrow has left the green hills of British Columbia for the green hills of Lahr, Germany, and duties with 1 CAG. Before leaving, he was presented with a framed certificate of recognition by Col. R. L. Mortimer, Base Commander. The Base Commander's Commendation reads: "During the past four years, Capt. Morrow has consistently displayed outstanding loyalty and dedication. Through his initiative and perseverance, he has made a significant contribution to improved Flight Safety on the airfield by conducting a special course for drivers using the airfield and by relocating a number of deer from an area close to the runways. He has provided excellent leadership as an On-Scene Controller and has measurably assisted the Base's Emergency Response Organization in reaching a high degree of proficiency. Capt. Morrow has also served the PMQ residents effectively on the Community Council as Deputy Mayor and Town Clerk. His conscientious and enthusiastic performance in his professional and community tasks has brought considerable credit to CFB Comox."

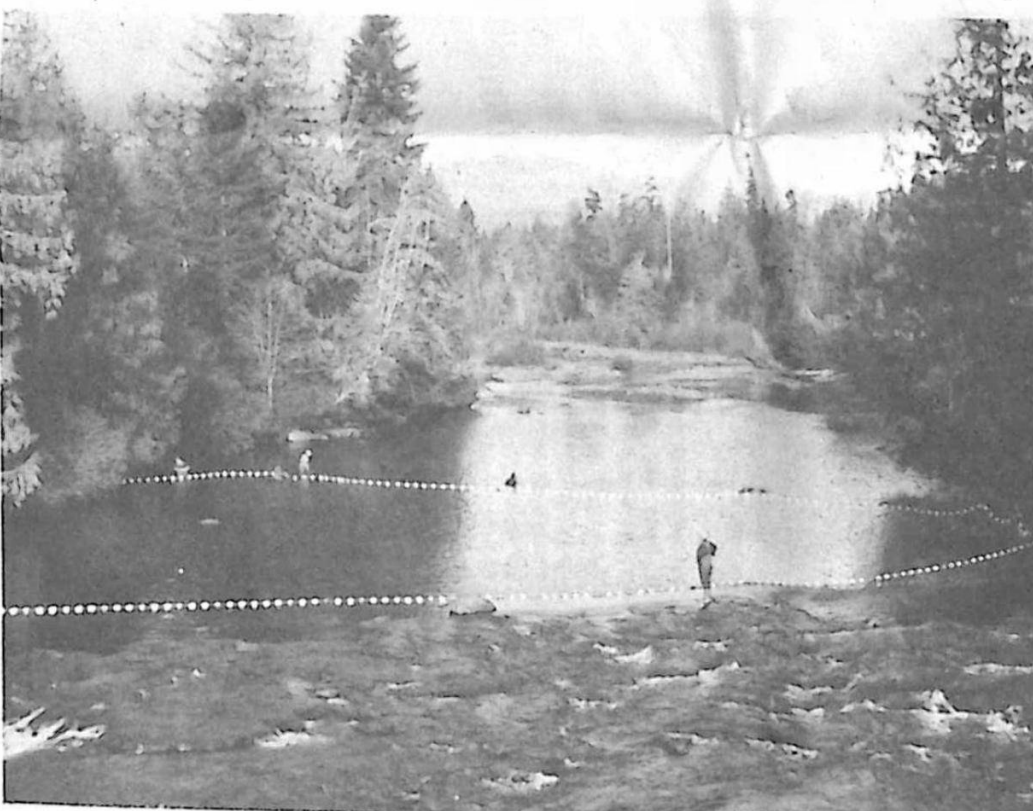


D'WINNAH — After finally freeing himself from the 'Q', Lt. Bill Cleland, a pilot on 409 Sqn., accepts the Black and Decker tool set from Rudy Enns the Service Station manager. In the background can be seen the His & Hers luggage set for the 15 June draw - Don't forget the head office car draw coming up in June - get your entries in!

Up The River



The Big One



The Magic Pool

BY THE RIVER BY BUSH
On a very successful attempt to capture steelhead spawners for a fish and wildlife project on the Puntledge River, the Courtenay and District Fish and Game Protective Association came through with flying colors under the able direction of Protection Officer Ray Rodgers.

Five previous Saturdays had been out in attempting to

lure the wily steelhead into accepting the lure with rod and reel. The total catch at the end of the five Saturdays was a meager eleven fish. On the last day of rod and reel fishing, one deep pool just above the Wolf Lake bridge had been noted to contain a school of the steelies. With quick reaction, Ray Rodgers set the wheels in motion to obtain two seine nets and a quantity of Fish and Gamers for the early Sunday morning

experiment. With everyone pitching in with the hard work of setting and handling the nets, the final reward was well worth the effort. Twenty steelheads were captured and transported to the spawning channels and milked with the fertilized eggs being reared with the hope of a higher survival rate than in the wild. Once the adult fish have done their duty, they will once again be released into the Puntledge River system.

All anglers will have to cheer the efforts of Ray Rodgers, and his civilian and Service co-workers for their work in the fight to restore Steelhead to the Puntledge.

Doggone Good Idea

Plastic identity discs for pets are being offered by the Tuberculous and Chest Disabled Veterans Association. The discs, which bear the pet's name and telephone number, are well worth the dollar donation - which helps to employ TB

Vets and other handicapped persons and provides funds for scholarships and research into respiratory diseases. Discs may be obtained by writing to the TB Vets at 530 West Broadway, Vancouver; or by telephoning 874-5626.

Alcoholism

And What We Are Doing About It

EDITORS NOTE:
The following article is taken from the CFB Esquimalt Base paper "The Lookout". The BARS program, conducted by Base Esquimalt, is regional in concept and CFB Comox is included among the CF units using the facility. For more information on BARS contact the Base Drug Education Coordinator (BDEC) Capt. Reed at loc 219 or the A-BDEC Capt. Hummel at loc. 240.

ALCOHOLISM.

And what we are doing about it.

The following quote is from a Serviceman who received treatment for alcohol misuse.

"When I was sent to the Base Alcohol Rehabilitation Service - BARS - I was afraid; more frightened than at any other time in my life. I figured first of all that some do-gooders were going to play around with my head, tell me I was sick and what I was going to do about getting well, and if I didn't do exactly what they told me to do, I'd be labelled a 'drunk' and chucked out of the service. The first person I talked to when I arrived at BARS asked me to remember when anybody last said they cared anything about me, or trusted me. I couldn't remember the last time, it had been just that long ago.

Well, I've been here four weeks, and now I'm going back to my ship with the same people who knew me as a drunk, and I'm not afraid. I'm not afraid of anything. My entire life - everything and everybody from creditors to my wife and children, my supervisor, Commanding Officer, the law, you name it - it's all shaped up. Or at least I've put it into good enough shape that I can work it out. I guess you could say that I know, from here on out, that I have the freedom to choose how I live and that I need no longer be controlled by the drug - alcohol - I really believe I'm a winner."

His problem is not unique nor is his self-assurance. Most of those who receive treatment for one of our most serious health problems - Alcoholism - do return to duty but more importantly, become healthier, happier, and feel good about themselves once again.

PREVENTABLE AND TREATABLE

Since the program went into operation, personnel of all ranks have worked their way back from the despair of alcohol addiction to renewed lives - to restored pride in themselves, the respect of their comrades, and to rekindled love of their families.

Alcoholism, says the Canadian Forces, is a preventable and treatable illness - one that should carry no stigma. That word comes from the top, the CDS. There are no guarantees. There are none in life. But experience shows the odds for success are very high. About 70 per cent of all members treated at BARS are being returned to duty as

productive, better motivated individuals.

HELP FOR DEPENDENTS

Help is available for spouses and friends of problem drinkers and in fact, spouses are required to attend certain segments of the treatment programme. In addition, help is also available for any dependent who themselves have an alcohol problem. All calls and contacts are treated with absolute confidentiality and this is our pledge.

Captain C.H. Shaw, Base Commander, states "Alcoholism is a family disease. Alcohol effects not only the person misusing it but his or her loved ones as well. It is vitally important that the wives, husbands, boy and girl friends and children of problem drinkers - whether they themselves use alcohol or not - become acutely aware of the nature of the disease of alcoholism." He believes that we must make as many resources as possible available to those in need of assistance.

KNOWLEDGE ESSENTIAL

The Base Commander pointed out that only by becoming thoroughly familiar with the drug 'alcohol' can a

person be of assistance to those close to him or her who may have a drinking problem. This knowledge is essential for proper understanding of their relationship with the problem, for encouragement during rehabilitation, and for participation in the long-range recovery process. For this reason, special sessions are held for dependents and a staff of highly trained and counsellors are available for private appointments with those who have a drinking problem themselves or in their families.

BARS TREATMENT MODEL

The BARS program can best be described as a multi-discipline approach in which all Base and community resources are brought together to help those with a drinking problem to help themselves recover. In addition to the trained counsellors, our social workers, padres, medical staff, recreation staff, financial counsellor, plus resources people from the treatment centers in the community, all form part of the team dedicated to the treatment of problem drinkers, and their return to a more meaningful lifestyle.

CENTRAL VANCOUVER ISLAND HEALTH UNIT

Health Minister Bob McClelland has announced that the provincial government has given approval to the construction of a new \$3.1 million Central Vancouver Island Health Unit at Nanaimo. The approval is subject to an agreement with the Regional Hospital District to accept the local cost sharing requirement of 20 per cent. McClelland said that the unit is one of six new health units currently in the planning stages.



FOR ANOTHER, NOT EVERYONE MAY WANT HARD LIQUOR. AN INCREASING NUMBER OF PEOPLE ENJOY A REFRESHING TEA-BASED FRUIT PUNCH, EASILY MADE WITH INSTANT TEA OR AN ICED TEA MIX.

Fire Safety Precautions For Boat Owners

In this area where boating and fishing is almost a year-round activity, it is very important that all boat owners understand and heed the basic rules of fire prevention as they apply to proper boat maintenance and operations.

The principal cause of motor boat fires is improper handling of engine and cooking fuel.

Listed below are six basic rules that if followed, could prevent a fire in your boat and maybe save your life.

1. Exercise utmost care during fuelling operations, absolutely "No Smoking" in the vicinity. Keep fuel away from sources of ignition and wipe engine clean of spilled fuel BEFORE starting.
2. Use gasoline as a fuel NEVER as a cleaner.
3. Keep bilge clean of oil or gasoline.
4. Do not let oily rags or other combustibles accumulate aboard your boat.
5. Fuel carried on board other than a fixed fuel system, should be in an approved safety container or in a portable tank provided by manufacturer of outboard engines.
6. Promote the necessity for, and the value of, intelligent fire prevention by equipping your boat with approved fire extinguishers and inspect all fire and life safety equipment at regular intervals.

"THE LIFE YOU SAVE COULD BE YOUR OWN"

Vera Wants Vets

Dame Vera Lynn, affectionately known as the "Forces Sweetheart," brought news of a "sweetheart of a deal" for Canadian veterans and NATO force members visiting Britain during Royal Jubilee year, the 25th anniversary of the coronation of Her Majesty, Queen Elizabeth II.

It's called "Operation Friendship," and to promote a good cost-cutting deal among visitors from Canada, the British Tourist Authority recently sent ever-popular Dame Vera to sing its praises.

The "Forces Sweetheart," whose radio program "Sincerely Yours" did much to boost service and civilian morale, extended the special Operation Friendship invitation to Canadian military folk who had served in war or peace in Britain.

Festivities will include a river procession on the Thames, naval reviews, motor fairs, highland games, horse racing and horse shows, exhibitions at the Victoria and

Albert Museum, and many other events.

In a wartime poll for the most popular singer, among the many thousand allied military in England and overseas, Dame Vera was voted number one, above Bing Crosby and Judy Garland, and became known as the "Forces Sweetheart," a sobriquet that stuck to this day.

She performs regularly in Europe, Canada, United States, South Africa, Australia and New Zealand; has appeared in seven royal Command Performances, and has had her own BBC radio and television shows. Her hit song "Auf Wiedersehen" sold two and one half million records.

On her last visit to Canada, in 1974, Vera Lynn was made a "freewoman" of the city of Winnipeg, and in the Queen's Birthday Honors List in 1975, was created a Dame of the British Empire. Last year, the Memorial University of Newfoundland bestowed an Honorary Degree of Doctor of Law.

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Check these numbers.

Here are the numbers drawn in the April 30th draw of THE PROVINCIAL lottery. Check the numbers below - you may be a winner. To claim your prize, follow the instructions on the reverse of your ticket. Fifty dollar (\$50) winners may claim their prize by presenting their ticket to any branch of Canadian Imperial Bank of Commerce in British Columbia, Yukon, Alberta, Saskatchewan and Manitoba.

\$1 MILLION \$250,000.
winning numbers winning numbers

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

If the last five, four or three digits on your ticket are identical to and in the same order as those winning numbers above, your ticket is eligible to win the corresponding prize.

last 5 digits WIN \$2,500.

last 4 digits WIN \$250.

last 3 digits WIN \$50.

BONUS \$500,000. BONUS \$500,000.

(one prize only for the exact number)

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



The Provincial

THE IDEAL FAMILY

CFB Comox - May, 1977

Ballot

NAME _____

ADDRESS _____

Please send to:
THE TOTEM TIMES
CFB Comox
Lazo, B.C.

The Ideal Family Of CFB Comox

May has been designated in the Province of British Columbia as Family Month. Committees, Churches, Schools and Organizations are organizing programs to encourage people to become conscious of the importance of the family unit in our society.

The PMQ Council of Wallace Gardens is most willing to support the good-will generated by The Family Month. The Council on behalf of the community is presenting the "Ideal Family of CFB Comox" with a "Family Dinner" at the Old House.

You are asked to vote and to send the Ballot to The Totem Times, CFB Comox, Lazo, B.C.

May Is Family Month

By proclamation of the Premier of British Columbia, the Honourable W.R. Bennett, at the request of the B.C. Conference on the Family, May has been set aside as Family Month. In many communities, large and small, local authorities have likewise proclaimed Family Month to focus on the family in its variety of forms as the basic unit of society.

The three mayors in the communities of Comox, Courtenay and Cumberland have gone along with the proclamation, and have designated May as Family Month in the Comox Valley.

According to a letter written by Stuart Gardner, a member of the local Family month Committee, this will be a month in which members of families can do much to improve the quality of family living and thereby give

strength to the community as a whole. He said, "We are preparing a series of activities in the Comox Valley to coincide with this province-wide event, and urge your participation. We are attempting to further public knowledge and promote public concern about the well-being of the family."

The PMQ Council of Wallace Gardens is also supporting the good-will generated by the Family Month. One of the activities undertaken by the Council is the "IDEAL FAMILY" selection mentioned under the ballot on this page.

The Totem Times fully supports the Community Council in this endeavour, and urges you to cut out and send in your ballot complete with your selection for the Ideal Family of CFB Comox.

NATURAL HISTORY NOTEBOOK

PRESENTED BY: THE NATIONAL MUSEUM OF NATURAL SCIENCES, OTTAWA

National Museums
Canada

GOLDEN EAGLE

AGUILA CHYSAETOS (2)

The range of this bird extends throughout most of the northern hemisphere. A splendid flier, the Golden Eagle reaches speeds of 150-200 mph. Most of its prey is taken on the ground, mammals such as foxes, rabbits, hares, etc., but large birds such as geese and cranes are occasionally struck in mid-air. The eagle does not, contrary to legend, prey to any extent on domestic animals.



Nests are built on crags or trees and are sometimes occupied for generations. The young hatch at intervals of several days and in many cases where 2 young hatch, the elder may kill the younger.

The Month Of May Is Special

Teach Children Safety

For many years the Canada Safety Council has sponsored Child Safety Week to make everyone aware of the number of child accidents and how they are caused. If youngsters are to remain healthy and active, everyone must play his or her part in relaying this information and in instructing and protecting our children.

The Government of British Columbia has declared May to be Family Month, a good time to review family safety to help prevent accidents. Start in your own back yard: recognize hazardous situations; teach children safe practices and always set a good example.

SAFETY SAM



Base photo

Playgrounds And Traffic Don't Mix



Base photo

Be Double Careful When Backing Up

Up North

(Continued from page 1)

by Buffalo aircraft of Air Command.

Because the runway at Spence Bay has not been developed sufficiently to accommodate the Buffalo, material can only be flown as far as Shepherd Bay, 65 miles south. From there, single-engine Otters from 400 and 411 Air Reserve Squadrons in Toronto will carry supplies to the construction site.

Six LAPES (Low Altitude Parachute Extraction System) loads will be delivered to Pond Inlet and Spence Bay between April 28 and May 12. LAPES will be used because heavy material, too large to be transported by smaller aircraft, is required at the sites.

Flying at three to five feet above the ground, C-130 Hercules aircraft from 436 Transport Squadron at Trenton, Ont., and two LAPES crews from 435 Transport Squadron Edmonton, will drop loads of up to 36,000 lbs. each trip, and a bulldozer will be delivered to Pond Inlet on May 12.

"The best way to cheer yourself is to try to cheer somebody else up."

Mark Twain

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NORAD Test

(Continued from page 1)

Command, Air National Guard, Navy and Marine Corps and from Canadian Forces Air Defence Group. They flew routes over Alaska, Southern Canada, the Northern part of the U.S. and along the coastlines of the U.S. and Canada.

Canadian Forces personnel from CFS Baldy Hughes, near Prince George, CFS Kamloops, CFS Holberg and from 409 All Weather Fighter Squadron based at CFB Comox participated in the exercise.

Flying activity was scheduled during the late night hours of May 5, when civil air traffic was at its lowest level.

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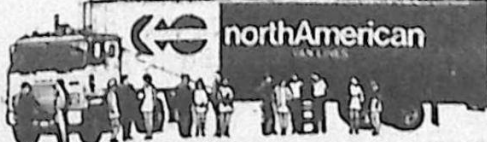
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HIGHWAYS - NOTICE TO CONTRACTORS

COMOX ELECTORAL DISTRICT

BRIDGE PROJECT 1082: ADAM AND EVE RIVER BRIDGES

Island Highway: Contract No. 1 General

The contract consists of the construction complete of two bridges, one 291 feet long and one 169 feet long with either prestressed concrete or steel girder superstructure. The decks and substructure are of reinforced concrete and one bridge pier is supported on steel "H" piles.

Full size drawings are available.

Tender Opening Date: Friday, May 20, 1977.

(File 5841)

COMOX ELECTORAL DISTRICT

BRIDGE PROJECT 1083:
STOWE CREEK, LOWER ELK CREEK, AND
UPPER ELK CREEK BRIDGES

Island Highway: Contract No. 1 - General

The contract consists of the construction complete of three single span bridges (97 ft., 86 ft. and 126 ft.) with either prestressed concrete or steel girders and reinforced concrete decks. The substructure for each bridge consists of two reinforced concrete abutments on spread footings.

Full size drawings are available.

Tender Opening Date: Wednesday, May 25, 1977.

(File 5842)

SEALED TENDERS, on the forms and in the envelopes provided, accompanied by a bid bond or certified cheque as defined in the Instructions to Bidders, will be received by the Ministry of Highways and Public Works in Room 237, Douglas Building, Victoria, B.C., up to 2 p.m. (local Victoria time) on the day of the tender opening, at which time tenders will be opened in public. The lowest or any tender not necessarily accepted. Tender forms with envelopes, plans, specifications, and conditions of tender can be obtained from the Ministry of Highways and Public Works, 3876 Norland Avenue, Burnaby, B.C. V5G 3T3 (telephone 294-4711), or from the undersigned for the sum of \$10.

If available, full-size drawings can also be obtained for an additional \$10.

The Ministry "General Specifications for Highway Construction," to which the construction of this contract shall conform, are also available for the sum of \$10.

Cheques or money orders shall be made payable to the Minister of Finance. No such purchases are refundable.

Ministry office hours are from 8 a.m. to 4 p.m., Monday to Friday, except holidays.

PROVINCE OF BRITISH COLUMBIA
Ministry of Highways and Public Works

R.G. HARVEY
Deputy Minister,
Dated: April 1977.

Neighbourly News

PMQ Preamble

PLAYGROUNDS:
Hurrah!! The age of slivers is about to end it's era! CE will be repairing, fixing, sanding, and painting the existing facilities.

BASEBALL:
By now, all the parents of baseball players are aware that baseball and softball games are held Monday through Thursday, and on Saturday.

There is still a need for more umpires. Everyone is now outfitted in a uniform for the games. As well, the PMQ Council will be giving special recognition to winning teams.

DOGS:
Complaints have been received by several coun-

cellors about people taking their dogs for constitutional walks in the schoolyard and on private property.

A suggested answer to the problem is for dog owners to carry a plastic 'pick-up' bag on their walks and do just that ... pick up! (by the way, this solution is law in several Canadian and U.S. cities).

Please be considerate of other's property and the health of our children. Wastes from dogs and cats are good spreaders of worm infestations in children.

TOTEM TIMES DELIVERY:
We hope to improve the distribution of the Totem Times by hiring two reliable youngsters in the eleven to twelve age group to deliver

the Totem Times to PMQ's at 2 cents per copy. If anyone is interested, please call Mrs. R. Windish at 339-4420 or Mrs. E. Dick at 339-5325.

OPEN MEETING.
This meeting will not be a structured meeting; but an informal one, giving you a chance to meet your council members and people from CE, Housing, etc.

The meeting is tentatively being held at 8 p.m. on Tuesday, the 31st of May.

Watch for posters and the next PMQ Preamble for more information.

Put a circle on your calendar and plan on coming.



HOSTESSES
PLANNING A PTA, WOMEN'S CLUB, OR SOCIAL GATHERING SHOULD MAKE SURE TO CATER TO THE NEEDS OF ALL OF THEIR GUESTS. THERE ARE SOUND TO BE PEOPLE ON DIETS AT ANY MEETING, SO PREPARE IN ADVANCE. HAVE A PITCHER OF REFRESHING LOW-CALORIE ICED TEA AND FRESH FRUIT ON HAND SO DIETERS WON'T FEEL DEPRIVED OF SOMETHING GOOD TO EAT. THEY'LL APPRECIATE YOUR THOUGHTFULNESS AS A HOSTESS.

Junior Fire Brigade Program

During the month of April a Fire Safety program was conducted at the P.M.Q. School. This program consisted of four forty-five minute periods of instruction and was taught to 59 grade 5 students.

The course covered such topics as: fire losses, life and

property; classes of fire; methods of heat transfer; home and building fires; escape planning; reporting of fires and false alarms. In addition various types of fire alarm devices, and smoke detection were demonstrated.

At the conclusion of the course all those participating

were presented with a Junior Fire Brigade certificate and spent an afternoon touring the fire hall and using some of the equipment.

The Base Fire Department would like to take this opportunity to thank the school principal and the teachers for their kind co-operation.



THE KIDS TRIED ON FIRE FIGHTING GEAR....Future firemen, firewomen?? Base Photo

Back Fence Gossip



HAVE YOU GOT A CUSHION? I can't see over the steering wheel. Base photo

CLASSIFIEDS

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

CHEAP FOR CASH-1975 JEEP.
I am posted to Sea Duty effective 4 July and must dispose of my most prized possession soonest. The vehicle has been used primarily on the highway with a few unsuccessful solours on sideroads attempting to jacklight deer. Due to shiftwork and lifestyle, please phone between 2400 and 0730 hrs. Contact JAD Poirier at 339-5937.

FOR SALE
Magnovox Entertainment Centre all-in-one. Beautiful piece of furniture consisting of 25" Television colored set, stereophonic record player, radio and tape deck plus bar. This unique only one in the valley ensemble is encased in an ornate Mediterranean style credenza with doors. Value new \$4,000 selling as new for sacrifice price of \$2,250.00 O.B.O. Tel. Mrs. Parker 338-6423.

Antique bow fronted buffet from England, plus other good quality furniture including Belgian oblong coffee table with heavy marble top and brass base and legs. Has to be seen to appreciate its beauty. Selling for half price. Phone Mrs. Parker 338-6423.

1975 Impala 4 door. One careful owner 46,000 miles. Has air conditioning, radio, white walled radial tires. (2 new) plus two snow tires. Sacrifice for \$4,300. O.B.O. Telephone Mrs. Parker 338-6423.

VENDING ROUTES
UNDER \$1,000
Now you can buy direct from the factory the new amazing spiral vendor with lifetime guarantee. No service problems, entirely mechanical. Vends over a thousand different products, "From soup to nuts". Start part-time and build to full-time operation. No experience necessary. High profit locations available from company. To view a demonstrator write today. Spiral vendor, 3651 McRae Cres., Port Coquitlam, B.C. Include phone.

Bedding Plants
Quality packs of vegetables and flowers only .75 cents. Visit the greenhouse at the Anderson Road Vegetable Farm: weekends from 9 a.m. to 9 p.m. Phone 339-4726.

You Name It Classifieds Sell it

Joggers News

With the advent of this nice weather the joggers are busy running their miles these days.

The Jogging Club are a very active group and the club boasts about 40 members.

The following members have completed over 500 miles to date:

MCpl. Bryson, 873; Lt. Haines, 822.
400 CLUB
MCpl. Hopkins, 443.

"Femme Gen ..."

BY ELIZABETH GRAHAM

As the wife of a member of the C.A.F. I, like a lot of long-suffering C.A.F. wives, have heard the words 'briefing and debriefing' a lot more than I really believe.

Briefing is quite self-analytical, but that debriefing really has me stumped. How can anyone - short of a Chinese water torture - undergo a DEBRIEFING? After all these years I have come up with my own version of how

the word may have originated with the C.A.F.

Captain Wonderful of the C.A.F. and his trusty, faithful navigator, Lt. Col. Where, have just landed their ancient, battered 101 after a dangerous routine reconnaissance. (It would have been a routine, dangerous reconnaissance, except for Lt. Col. Where, whose real name is Smith.) On the pitted tarmac they are met and escorted under armed guard (one under each arm) to that fabled, dreaded briefing room in hangar No. 76.

Seated on a splintered

R.C.A.F. issue chair (circa 1942) with glaring 25 watt (austerity issue) lights shining in his eyes, Captain Wonderful prepares to undergo another challenging session with Corporal Nrd., the infamous head of the base's (right, and left) guard.

Cpl. Nrd. glares at Captain Wonderful, and with a Cagney two-step spits out, "Capn. Wunnerful, yous here to unlearn everting ya seen out dere today. Ya unnerstan?"

Squirming under the weak lights (and from sharp splinters) Capt. Wonderful looks questioningly at his questioners, who are not really questioning him, except for Cpl. Nrd's question - if it was a question. As he opens his mouth to ask, Cpl. Nrd. roars out, "Capn I mean it. Yous ta fergit every minute of it. Git me? THASANORDER!"

Squirming even more than usual (a 101 has no 'convenience') Captain Wonderful calmly shrugs, and with a grimace of pain (a sharp splinter) looks at Cpl. Nrd, plainly seen on the other side of the two 25 watt interrogation lights, and asks, "Parlez-vous le francais aussi bien que l'anglais?"

Corporal Nrd. aghast, falls back. He and his right, left and under guard look shocked. Pale indeed. Clutching his flashes with all three hands, the Cpl. stammers, "Waa-waa-waaddiyasay?"

Captain Wonderful, sensing another victory, rises rapidly (in truth another splinter) and in a commanding gurgle (his back teeth are afloat) shouts "De briefing, she is over!". And with his legs crossed, quickly shuffles out of the room after the first C.A.F. style de-briefing.

Note. Naturally, Corporal Nrd. should have replied "Non, je ne parle pas francais aussi bien que l'anglais."

Which would have delayed the departure of Captain Wonderful, in which case the Canadian Armed Forces' policy of integration would have been put to the test as all hands swabbed the decks.

First Year for North Island College

BY KATHLEEN FORSYTHE

During the last two weeks I have travelled about 1,000 miles over logging roads paved with boulders, in float planes, and on good highway. I've visited mill towns, fishing villages, logging camps. This is the community of North Island Community College.

The College concept is to provide distributed services, easy access and flexible resources over all the College region.

It's easy to say, but not so easy to implement. This year saw the beginning of a network of regional centres and contact people which we hope will grow to reach all the communities in the 28,000 square mile region. Seven college centres already exist. These are manned by full time or part-time co-ordinators who activate college programs in their community.

Their job is also to try and expand to the neighbouring regions outside their own community. This has been difficult with the limited financial and personnel resources of the past year. But the idea remains. In my travels of the past two weeks, I met people who are interested in helping the College develop in their areas. To be a true "community" college, it is vital to have these local contact people to advise and

help both regional and central co-ordinators.

For instance, the people of Bamfield whom we talked with last week, could identify needs in such recreational areas as arts and crafts and horticulture. Vocationally, fisherman upgrading and navigation seem possible community needs. Our visit was intended to let that particular community know that North Island College was their college, too. Although it takes time to get things going in such small communities, our visit helped us understand the geographical isolation, the nature of the type of people who lived there, and the possible range of activities the College might be able to help with. It also enabled us to meet local contact people who we are now much more familiar with than a name and a phone number.

Communication, both internally and with the community, is a problem for the college, partially due to the enormous geographical area, the diverse life-styles of the population and the limited

personnel. As well as this, the non-traditional nature of the college compounds the communication problem. Still, there have been many cases of successful communication. My visit to the logging camp at Scott Cove was because there were six academic students there. Out of a population of approximately 50, that is over 10 per cent of the population! More people are involved in a G.E.D. preparation class and the Ministry of Education is making an exception to its number rule and allowing the G.E.D. examination to be conducted in Scott Cove for five people. The people I spoke with were hoping to find a room or small building so that College activities could expand in their community.

This year has only been the beginning of the College efforts to provide distributed services throughout the region. Those of us who have travelled widely over the region perhaps have the best idea of what this College is all about. Flying over Knight Inlet, and seeing the grandeur of the snow topped mountains.

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.

OF 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: Daily Mass will be celebrated in the Chapel on weekdays at 9:00 a.m.

SACRAMENT OF RECONCILIATION: Confessions are heard before and after all Masses and at other times upon request. **CATECHISM CLASSES:** Catechism Classes for Grades 1 to 8 are held regularly each Wednesday evening from 6:30 p.m. to 7:30 p.m. at the Airport school in PMQs.

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

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

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NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT A TWO DAY PUBLIC HEARING WILL BE HELD COMMENCING AT 10:00 A.M. MONDAY, MAY 30 and TUESDAY, MAY 31, 1977 IN ISLAND HALL HOTEL & MOTEL PARKSVILLE, VANCOUVER ISLAND

PURPOSE:

To hear presentations from interested persons or groups into those matters within the jurisdiction of the Standing Committee On Agriculture. The committee may hear submissions on:

- (1) Agricultural land - present and future requirements.
- (2) Cost of agriculture production and the impact of marketing boards on consumers and producers.
- (3) Pricing practices and merchandising methods of all phases of processing and handling of B.C. produced and competitive foods.

Anyone wishing to appear before the committee are advised that priority will be given to those persons with written briefs received not less than seven days prior to the hearing date.

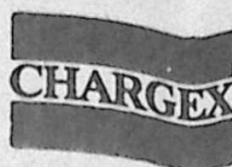
L. BAWTREE, CHAIRMAN
STANDING COMMITTEE ON AGRICULTURE
PARLIAMENT BUILDINGS, VICTORIA, B.C.

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**Silky
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In sharp
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and clear bright
colour combos to
compliment your
Summer slacks.

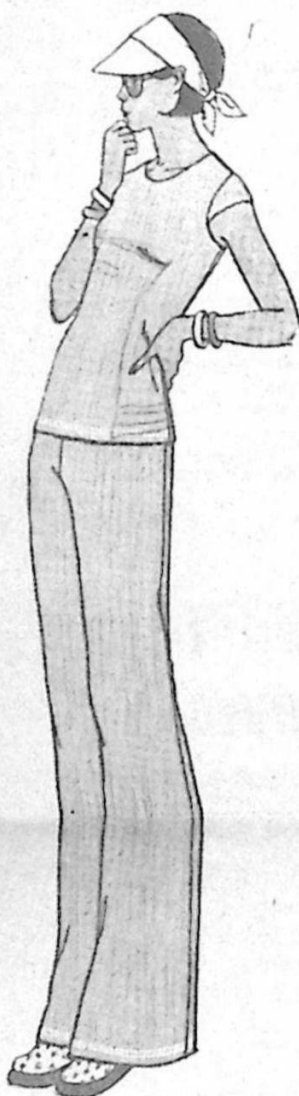
Sizes: S,M,L.
Colours: Pink,
Coral, Royal,
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Green in this
group.

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**Ladies
Summer
Slacks**

In easy care 100%
polyester to wash and
wear all summer long with
different tops and shirts.
Colours: White, Navy,
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**Panty-Hose
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Irregularities should not affect the
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Reg. 3.00
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WE CAN SUPPLY YOU
WITH A NEW
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**Summer T's
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Great value — Small price

100% cotton knit, S/S, crew neck.
Colours: Red, navy, blue, yellow,
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Girls 7-14 **1⁴⁹**

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**Save 20% Off
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**100% Cotton
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to fit the Gals!**

You will not want to go through
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of these snappy White jeans,
styled with a high rise waistline &
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feminine trim fit: a perfect
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Sizes 28-36

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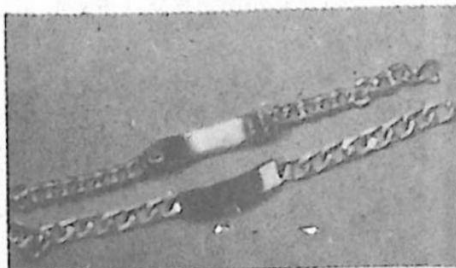
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DETSON STEREO

- 2 SEPARATE SPEAKERS
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- WHILE THEY LAST

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Silver and gold colored name plate. Names
can be engraved on plates. Excellent gift
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**T-Shirts
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Fresh Bright 100% cotton knit
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At this price, you can get one for
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Sizes: S-M-L

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Make of crisp 50/50
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these attractive easycare
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In crisp attractive stripes. 100% acrylic
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Stripes of: Royal/White, Red/White
Sizes: S-M-L

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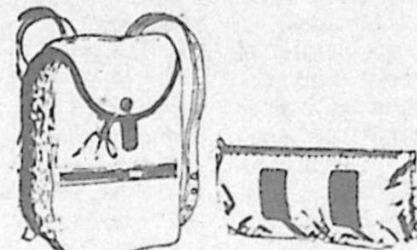
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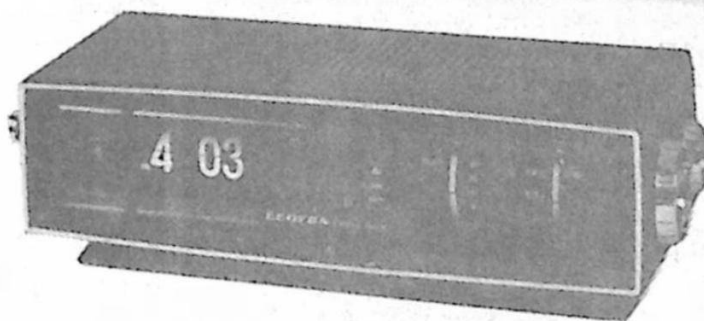
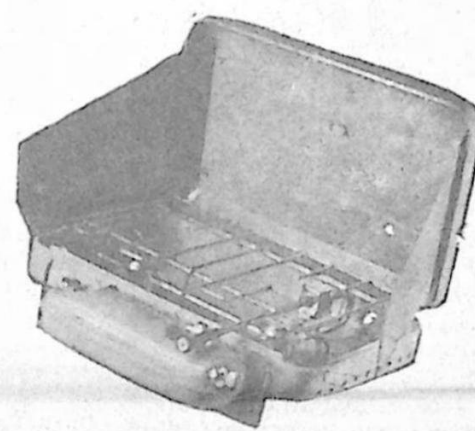
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Canex Price — \$17.99

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