



# TOTEM TIMES



VOL 20

VOL. 19 NO. 1.

CFB COMOX TOTEM TIMES

THURSDAY, JAN. 12, 1978

"Keep Your Eyes Wide Open Before Marriage And Half-Shut Afterwards."

## And They Call This Place Paradise?



Hosford Photo

ACTIONLAND '78... Dedicated to all you poor slob on the other side of the Granite Barrier! Keep plugging for that posting to Comox and remember that famous saying "You don't have to shovel it."

## Anchor's Aweigh

Three Canadian warships based in Esquimalt, B.C., leave January 22, for an operational deployment in the Southwest Pacific. They will participate in three major international exercises at sea. This was announced today by Rear-Admiral M.A. Martin, Commander, Maritime Forces Pacific.

The three, Her Majesty's Canadian Ships Kootenay and Restigouche, 2nd Canadian Destroyer Squadron, and the Command's support ship, HMCS Provider, will return to Esquimalt May 5. Their exercises at sea will involve naval forces of the United States, Australia and New Zealand. There will also be

aircraft from the United States and Australia as well as Argus long-range patrol planes of 407 Maritime Patrol Squadron based in Comox, B.C.

During the lengthy deployment the Canadian ships will represent Canada in a series of port visits in Hawaii, Fiji, Western Samoa, Tonga, New Zealand and Australia.

The Esquimalt-based ships will be under the Command of Captain (N) S.W. Riddell, Commander of the 2nd Canadian Destroyer Squadron. The Southwest Pacific deployment will be the first for the squadron in over five years.



Hosford Photo  
HO, HO, HO!... With Mrs. "B" on my knee my "Faith" is restored says Santa... Santa paid a visit to the PMQ patch just prior to the yule and of course was the most popular man of the day.

## NEW SNACK BAR HOURS

MON. - TUES. - SAT. 9 to 5  
WED. TO FRI. 9 to 9  
SUNDAY 12 to 4

EFFECTIVE 3 JAN. to 1 MAR.

NEXT TOTEM TIMES  
DEADLINE

MONDAY, JANUARY 23  
1200 HOURS  
PLEASE MEET OUR DEADLINE

This my friends is a typical Comox scene early in '78 as the man saw fit to inundate us with a record fall for a 24 hour period. Still want to come out?

## Bravery Awards Announced

Two Stars of Courage and two Medals of Bravery have been awarded to Canadian Forces members for acts of heroism, Government House has announced.

The Stars of Courage were awarded posthumously to Captain Gary W. Fulton, of Ottawa and Moose Jaw, Sask., and Officer Cadet Robert A. Hansen of Winnipeg.

Warrant Officer John K. Boehne, of Sudbury, Ont., and Captain Lorne O.E. Bakke, of Vibank, Sask., were awarded the Medal of Bravery.

Capt. Fulton, a flying instructor and OCdt Hansen, his student, died when their Tutor jet trainer crashed at Regina Airport May 31, 1976. Shortly after take off a bird was ingested in the engine, causing an immediate engine failure. The instructor and student elected to divert the aircraft back to the runway rather than eject and abandon it over the city. There was insufficient altitude for a safe landing, and both officers were killed as a result of the crash of their aircraft.

WO Boehne, based at CFB Petawawa, Ont., took a live grenade from a Private who had panicked during an exercise at the base on Nov. 16, 1975. WO Boehne, supervisor in the throwing bay, realized that the Private had

removed the grenade striker lever but that he was still holding the explosive in his hand. Knowing that a grenade fuse burns down in seconds, he grabbed the Private's hand but failed to loosen his grip. Only by hitting the Private's hand against the bay wall could he manage to get the grenade over the wall. It exploded almost immediately after the men took cover.

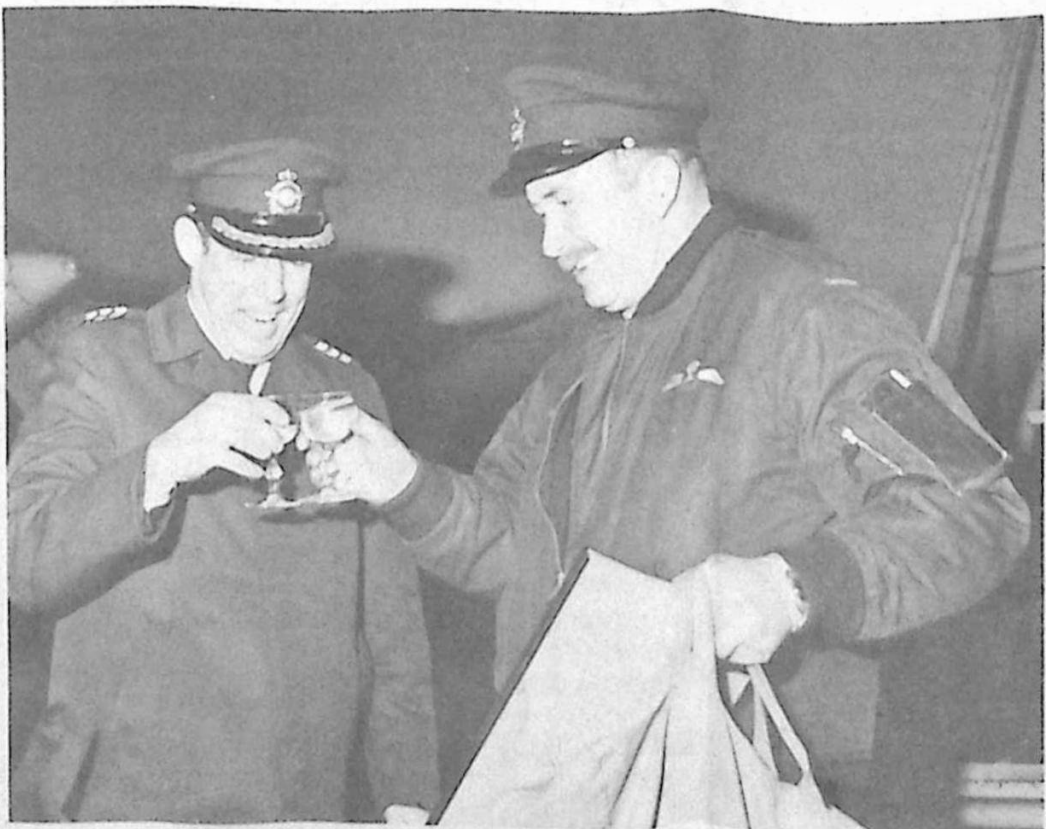
Capt. Bakke, based at CFB Chatham, N.B., saved an 11-year-old boy from drowning in the Miramichi River at Chatham on June 19, 1976. The youth had been caught in the current when he swam too far from shore. Capt. Bakke swam to the rescue, but when he was about 10 metres away, the boy sank below the surface. Capt. Bakke dived, found him, pulled him to the surface and revived him by mouth-to-mouth resuscitation before bringing him to shore.

There are three Bravery decorations: The Cross of Valour, the Star of Courage and the Medal of Bravery. Since they were first created in 1972, 304 Canadians have received them.

The date for the investiture at Government House by The Right Honourable Jules Leger, Governor General of Canada, will be announced later.

10,000 Hrs. ...

A Milestone Reached



Gord Kent

Just An Ordinary Superstar

## '77 ... It Was a Very Good Year

## Forces In Review

Major new equipment and facilities were all part of 1977 for the Canadian Armed Forces, but other events also shared the military limelight.

Among them were Cabinet's authorization of an increase in the Forces' strength, a new Chief of the Defence Staff, new airstrips in the Far North and major training exercises.

In July, Defence Minister Barney Danson announced that Cabinet had approved an increase of 4,700 in the strength of the Forces - from 78,000 to approximately 83,000. The increase, beginning in 1978 and phased over the next few years, will reduce prevailing problems of over-tasking. No new units are planned, and the additional troops will be absorbed at under-manned bases and stations, with about

400 slated for Europe.

The Regular Force is supported by approximately 21,000 men and women in the Reserve Force. There are about 16,000 in Mobile Command's Militia, 3,000 in the Naval Reserve, 1,200 attached to Communication Command's reserves and approximately 800 are in the Air Reserve.

Reserve Force men and women regularly are assigned to temporary duty in Canada, Europe and with peacekeeping forces in the Middle East.

### New Chief

Admiral Robert H. Falls, CMM, CD, 53 of Welland, Ont., was promoted to that rank and appointed Chief of the Defence Staff in September. He replaced General Jacques A. Dextraze, 57, of Montreal, who retired after a

distinguished military career spanning 37 years, beginning as an infantry private.

Admiral Falls is the first naval officer to become the top military man in Canada. He enlisted at 18 in 1942 and served with the Royal Canadian Air Force as a pilot, later transferring to the Royal Canadian Navy.

His active aviation and naval career includes service afloat in three aircraft carriers, command of a destroyer and an aircraft carrier and command of a naval air squadron. In his senior appointments he was deputy director of sea-air warfare, director general of postings and careers, commander of the Canadian Flotilla Atlantic, associate assistant deputy minister (policy), deputy chief of the defence staff and vice-chief of the defence staff.

### Another Arctic Strip

An airstrip built by the Canadian Forces at Eskimo Point, 195 kilometres north of Churchill, Man., was turned over to Transport Canada in September. Others have been built at Whale Cove, Pangnirtung and Cape Dorset in the Northwest Territories, and one at Pond Inlet will be completed in 1978.

The packed-gravel airstrips are capable of handling four-engined C-130 Hercules freighters used by military and commercial air carriers. They are operated by the N.W.T. government.

Also in the Arctic, the Canadian Forces surveyed approximately 70,000 square miles of the southern portion of Baffin Island. The project was carried out in cooperation with the Department of

Energy, Mines and Resources to produce more accurate topographic maps of the area. Coastal and most of the interior waters also have been charted and aeronautical charts and aerial photographs covering all of Canada now are available.

### Training Exercises

The Canadian Forces participated in several large-scale NATO and other training exercises during the year in Canada and Europe, on the Atlantic and Pacific Oceans and in the Norwegian, Mediterranean and Caribbean Seas.

In "Northern Viking" troops tested leadership and survival skills in the Arctic and built 50 survival cairns near northern airstrips and along well-travelled routes.

In the Caribbean and off the west coast of South America, Canadian and other naval forces were involved in concentrated combat exercises called "Springboard" and "Southex."

NATO's STANAVFORLANT - Standing Naval Force Atlantic - comprised of five warships from Britain, Canada, the Federal Republic of Germany, The Netherlands and the United States, took part in an operation which kept Soviet ships and submarines under surveillance during a Soviet exercise in the Norwegian Sea. Maritime Command aircraft also participated.

In "Locked Gate" in the Atlantic and Mediterranean and "Rimpac," off Hawaii, Canadian ships and aircraft practiced anti-submarine warfare and merchant shipping protection with other

(Continued on page 2)

## For Their Excellence Commendations



Base photo

Tom Krayden

...BFoodSO



Base photo

Edna Wild

... Librarian

(Continued on page 2)



# Section News



"CE SAYS GOOD-BYE TO TWO FAVOURITE ENGINEERS". Mr. George Doughty, on the left, and Mr. George Grieve are depicted here with memorabilia of 20 and 24 years' service, respectively, with CFB Comox. Due to the nature of their jobs both men have maintained low profiles over their 44 years of combined public service, but in that time they have quietly and efficiently operated a well run Central Heating Plant, and through that medium ensured the comfort of base personnel. Mr. George Doughty is the chief engineer of the Central Heating Plant. He began work July 1957 with a coal-burning plant which was later converted to oil. One of the many things George Doughty is well remembered for is "Tinker Bell", the first and only steam-driven entry in the Nanaimo Bathub Race. He retired on 14 December, 1977. Mr. George Grieve commenced work in the old hand-fired coal-burning plant with one other man. They were used to shovelling approximately 4 tons of coal in an 8-hour shift. Mr. Grieve became a shift engineer and on 14 December, 1977 he became acting chief engineer until his retirement on 29 December, 1977.

Base Photo

## A Demon's Prayer

Heavenly Father, look down on us, your humble and obedient Demons, who are doomed to travel this earth taking photographs, mailing postcards, buying souvenirs, walking around in drip-dry underwear, and above all, sampling the local beverages. We beseech you, O Lord, to see that our plane is not unserviceable, that our booze is not lost, and that our overweight baggage goes unnoticed.

Give us this day divine guidance in our selection of hotels. We pray that the phones work and that the operators speak our tongue, that there is no mail waiting from our children which would force us to cancel the rest of our trip.

Lead us to good, inexpensive restaurants where the wine is included in the price of the meal. Give us the wisdom to tip correctly in currencies we do not understand. Make the natives like us for what we are and not for what we can contribute to local economy.

Grant us the strength to visit the museums, cathedrals and pubs. And if, perchance, we do skip a historic monument to have a nap after lunch, have mercy on us, for our flesh is weak.

And when our travelling is ended, grant us the favor of finding someone who will look at our home movies and listen to our stories, so that our lives as Demons will not have been in vain. This we ask you in the name of TD, Visa, MasterCard, and Travellers Cheques. Amen.

The travelling Demon

## Humane Trapping

The Fish and Wildlife Branch, in cooperation with the British Columbia Trappers' Association and the ARDA Committee is again offering trapper education programs throughout the province.

According to Don Robinson, Acting Director of the Fish and Wildlife Branch, the original courses planned under the program had been temporarily interrupted recently, pending review of wildlife program priorities. The review has been completed and the courses have been reinstated from now through March, 1978.

Mr. Robinson further stated trapper education is essential if trapping is to be done in the most humane way possible. Trapper education is one of the best ways of teaching ethics and humane ways of using legal trapping devices.

## Nighthawks Nest

Happy New Year from the men in the Nighthawks Nest. We all wish the best to everyone throughout the year.

The last half of December saw 409 participants in Get Smart A4 in further preparation for the Op Eval in February. During this period the squadron was short of Nava. Ray Harpell was out of commission with a sore shoulder and had to wear a sling for a few days. However, he still managed to make his weekly trek to the Q. Jock Campbell was wearing a neck brace for a while but this type of turtleneck was not approved for flying and kept him grounded until he decided to change.

The pressure of the Q and a toothache got to Tom Watt one day while doing his tour of duty there. Both pressures were relieved when he visited the dentist and was replaced. The common cold took its toll of those who could not find something spectacular to ground them.

Groundschool was held on 14 December with its normal enthusiastic support. The high point was a film on alcoholism which everyone found interesting and caused them to start pointing fingers.

Jim Reith got tired of organizing shoot-outs at the firing range and organized his last one for the 15 December. Anyone who had not previously attended one of these shoot-outs to qualify on the 9mm pistol had to do it this time or do it on his own.

Terry Day and Andy Dobson spent a few days at Travis AFB in California and flew target missions for an exercise held there.

Dave Koski returned from Bagotville after spending two

cool weeks in the beautiful Saguenay Valley.

B flight held an excellent Christmas party at Doug and Cher Evan's. It would up with Ray playing a tune on Cher's guitar and singing something entirely different.

The Squadron Christmas party was held on 17 December and turned out to be a success with good food and entertainment. The squadron thanks the boys from the 318th in McChord for holding our Q so that everyone could attend.

409 put it all together on the 21st when it got 12 Voodoos and four T-birds airborne for a 16 plane formation flypast. The flypast was an excellent demonstration of groundcrew support in getting the aircraft airborne and aircrew skill in flying beautiful formation.

Santa Claus visited Tom and Joan Goodall's home a little early this year. When Tom and Joan heard a clatter on their roof they went out to investigate and found Russ Helberg and Bruce Arnold up on the roof shouting Ho Ho Ho.

During the Christmas and New Year's period things slowed down around the squadron with the Q being the only thing that was following the normal routine. Several squadron members spent holidays away from Comox. Doug and his family took a trip to Disneyland. Ziffer and Andy took a T-bird east for a few days to visit their parents. Jim and Marg spent Christmas in Edmonton and Bill and Judy were in Cranbrook. Ray and Lauri were in Gold River visiting friends. Tom Watt went home for New Year's as did Jake. Bart Wickham was back from Portage to spend the holidays with his family.

## A.T.C. Snow Stories

Happy New Year from the ATC section and just remember that it never snows in the Comox Valley. Flying ground to a half last week with all that white fluffy stuff that was supposed to turn to rain after midnight (right MET). I think that the only happy people around are skiers, nut's and body shops. Cpl Serge Roy from the Tower is still looking for his car, buried somewhere around the base. If anyone spots an abandoned Honda car call the tower at local 423.

Tower and Ratcon staff had to be trucked across the field and although we had no planes to talk to we kept busy eating all the food that the Mess hall so gladly supplied. Thanks guys.

407 Sqn has a new motto and song, "At 407 airlines we really wag our tail's for you," enough said.

The BATCO has made a new year's resolution that he will try to be nice to pilots - once a week - on Saturdays - between 10 PM and midnight. You sure are big hearted Boss.

Capt John Flanagan has passed Basic pilot training in Portage, endured both winter and water survival training, and is now in Moose Jaw starting his training on Tutor's. Good luck John and without being insulting, it's nice to finally have you off our strength.

Lt's Pete Holicz and Terry Wallace are back from IFR course and are starting checkout in Ratcon. Both did well on course and should be assets to the section.

Sgt Dave Bews, NCO i-c Tower has been selected to attend SNR Leaders course in Borden and Dave has already started shining his boot's and tuning up his parade square voice by yelling at Bernie Murphy. Sgt Pat Hudson will also be leaving to attend a two week QUAD radar course in Trenton. We hope to have a new PAR installed this year and when installation is in progress we will use the QUAD for radar finals.

Welcome to the section Cpl Al Munday (he did his OJT here) and to Pte Pat Farrell both in off the B-stand course from Borden. They will be starting checkout in the Tower.

Finally I would like to extend a hearty hello to Miss Christine Olynk, who is working in the ATC Orderly room as a secretary, for the next few months.

DJB

## Demon Doin's

Happy New Year to all you Demons out there! May 1978 bring happiness, good health and good flying.

The end of 1977 contained its usual roster of many parties and get-togethers. First on the list was the annual squadron all ranks party which was held in the gym on Friday, December 16th. Starting off the party was the traditional bathtub full of punch. The more it flowed, the more you glowed. Contraband supplied the music and an enthusiastic crowd spent the evening kicking up their heels.

A distinguished visitor from the North paid us a call, Santa Claus. And in tow was his bag of presents and surprises. Later on in the evening a lavish meal was set up to satisfy all those appetites.

Then on the way home, even the military police were in the Christmas mood. They paid extra large curve in their "snake" for all of us to drive through.

Hot on the heels of the squadron party was the 407 officers party at the Officers' Mess on December 20th. To meet and greet us at first was Nj. Bossons until LCol. Konings arrived. Cocktails were followed by a meal and a dance. The party was a good one and many the band, Contraband once again, finished play much too early.

Right away the next day, 407 was at it again. This time it was the officers and NCOs together at the Officers' Mess. After a never-ending line of handshakes, all the thirsty people gathered at the waiting hole for free refreshments. This was followed by a meal and an afternoon of tongue-wagging.

407 is starting off 1978 with a new deputy dog, Capt. Johnson. Capt. Reynaert has been retired to crew life. And with a new deputy dog, 407 also has a new working area, as a start was made on the move into seven hangar. At the moment there are still a number of souls searching for a crew room, or a pubs bag, or a telephone, or a ...? By the end of the week order should be restored.

The weathermen have begun 1978 on a loud note. Three feet of snow closed the base for two days, extending New Year's leave for many of us. The shame of it all was that Forbidden Plateau was closed also.

Who says only people become tipsy? Two Argus did a tail stand until rescued by a work crew from the PMQ's. Next time a VPCC tells his crew not to gather, in ASW, they'll probably pay more attention.

Despite all the snow, don't forget that the arena still has ice in it. Squadron hockey starts up again this week and the teams need all your support.

So once more, Christmas and New Year's leave is over and a new year of work faces all us Demons.

## Bodycheck:

Too fat? Too thin? Too tired?  
Too often? Do something for  
somebody...  
Your body!

Fitness is fun.  
Try some.

PARTICIPATION

Operation  
Lifestyle

Lifestyle is protection against disease. When travelling outside Canada, check to see what shots you need against certain contagious diseases. Every country has different entry regulations and they are often revised.

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## Exercise

Four CF-5 jet fighter aircraft of the Canadian Forces 434 Squadron from Air Command Base Cold Lake, Alta., will participate in the major U.S. military exercise "Empire Glacier 78" at Fort Drum, New York, between January 16 and February 5.

The United States Readiness Command exercise will provide cold weather training for tactical air and ground forces. Approximately 12,000 U.S. Army, Marines and Air Force personnel will train in joint tactics, techniques and procedures in a cold weather environment.

The U.S. Readiness Command Headquarters is at MacDill Air Force Base, Florida.

Exercise Empire Glacier 78 will combine into a single fighting force, American military assets from many army, marine and air force formations.

Canadian participation, although small, is considered important because it will give the airmen valuable experience working within the U.S. Readiness Command's "total force" concept of military operations. The 434 Squadron aircraft will fly close air support and reconnaissance missions from January 25 to 31. Two Canadian staff officers will be attached to the joint task force headquarters during the exercise. Captain Murray Bertram of 434 Squadron will be in the direct air support centre. Major Lou Cuppins of No. 10 Tactical Air Group Headquarters, St. Hubert, Que., will be in the tactical air control centre.

Delivery of 489 new five-ton and 2,848 1 1/2-ton trucks was completed in 1977.

New Radar

In February, new air traffic control radar was installed at CFB Bagotville, Que., starting a four-year program which will equip military air bases with modern radar, replacing 25-year-old equipment.

Full terminal radar and control systems will be installed at major bases, and smaller bases will get modern solid-state precision approach radar, or Quad-radar, which fulfills the functions of

pushed convoys through to all major communities in the area. The troops were commended for their well-organized, excellent action in rescuing many stranded school children and motorists, providing ambulance service, delivering food, assisting police, etc.

In Europe, CF-5 fighters from Mobile Command 10 Tactical Air Group in Canada, and tactical helicopters from Lahr, West Germany supported 16,000 allied ground troops in "Arrow Express" in Denmark.

In "Carbon Edge," troops from Canada, Britain, Germany, The Netherlands, Belgium and the United States operated in a simulated wartime scenario at training centres at Hohenfels and Grafenwohr, West Germany. 1 Canadian Air Group, assigned to NATO's 4th Allied Tactical Air Force, flew close air support.

Using Leopard tanks under simulated combat conditions, crews from The Royal Canadian Dragoons at Lahr topped crews from Belgium, Britain, Germany, The Netherlands and the United States to win the Canadian Army Trophy in a gunnery competition at Bergen in northern Germany.

Part of the land force restructuring plan to provide a better balance of resources across Canada was the formation of the Special Service Force at CFB Petawawa, Ont., in September. A quick-reaction formation with an airborne capability, the 3,500-strong force was formed by amalgamating the Canadian Airborne Regiment with elements of the former 2 Combat Group at Petawawa.

The new Naval Officers Training Centre opened in Esquimalt, B.C., in September. Probably best known as HMCS Venture, it was the home of junior naval officers training from 1954 to 1966. It then became Officer School Venture for naval and air force officer training, and later, the Warrant Officers Academy.

NORAD's 20th

NORAD - North American Air Defence Command - established by the United States and Canada Sept. 12, 1957, marked its 20th birthday in 1977.

College Militaire Royal

Another anniversary, a 25th, was celebrated by CMR - Le College Militaire Royal de Saint-Jean, Que., Oct. 8-9.

Cadets Were Busy

The 60,000-plus boys and girls in the Navy, Army and Air Cadets had a busy year in Canada and abroad.

## New Equipment

(Continued from Page 1)

The Leopards are being manufactured by Krauss-Maffei in Munich, and delivery should be completed by August, 1979. In the interim, 35 of these tanks are on loan to the brigade in Germany. More than 4,000 Leopards are in service, in Belgium, Denmark, Germany, Italy, The Netherlands and Norway, and they are also being manufactured for the Australian army.

Armored Vehicles

Also ordered in 1977 were 350 general purpose armored vehicles for Regular and Reserve units. They are being manufactured by General Motors Diesel Division in London, Ont., and delivery begins October, 1978.

The new Swiss-designed, six-wheel air-transportable vehicles are being made in three models. There will be 152 Cougar fire-support vehicles with a 76mm gun on a British Scorpion turret; 179 Grizzly armored personnel carriers and 19 Husky maintenance and recovery vehicles.

Regular Force units in Canada will get about 200 vehicles and approximately 100 will go to Reserve units. The others will be used for training at Gagetown and Borden.

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primary surveillance and precision radar. Two mobile air-transportable Quadradars also will be updated.

Included in the program is a new, fully-equipped advanced training centre for air traffic controllers and technicians at CFB Trenton, Ont. Also, instrument landing systems are being installed at Greenwood, N.S., and Moose Jaw, Sask., where pilot training is conducted.

New Dockyard Facilities

Early in December the government approved construction of new facilities for the Ship Repair Unit at Halifax. The program, beginning in 1979, will be implemented over a six-year period.

The new 340,000 square-foot ship repair building will contain repair shops, stores and tool centres, a Queen's Harbor Master control centre and administrative and other support services. It will replace the existing outdated, widely-dispersed and inadequate dockyard shops and offices.

Search and Rescue

The year was another busy one for the Canadian Forces Search and Rescue (SAR) squadrons and Rescue Coordination Centres. Military aircraft flew 7,326 hours on SAR missions up to Nov. 1, 1977 compared to a total of 8,827 hours during 1976. The coordination centres handled 7,062 incidents in the first 10 months of the year, 112 more than for all of 1976.

Federal marine SAR services were added to the Forces' commitments, and a program to improve and add more facilities began early in the year. No. 103 Rescue Unit was established at Gander, Nfld, and four Voyageur helicopters are being taken out of storage. Two will be added to each of the SAR squadrons on the east and west coasts.

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THE  
Courtenay  
Florist

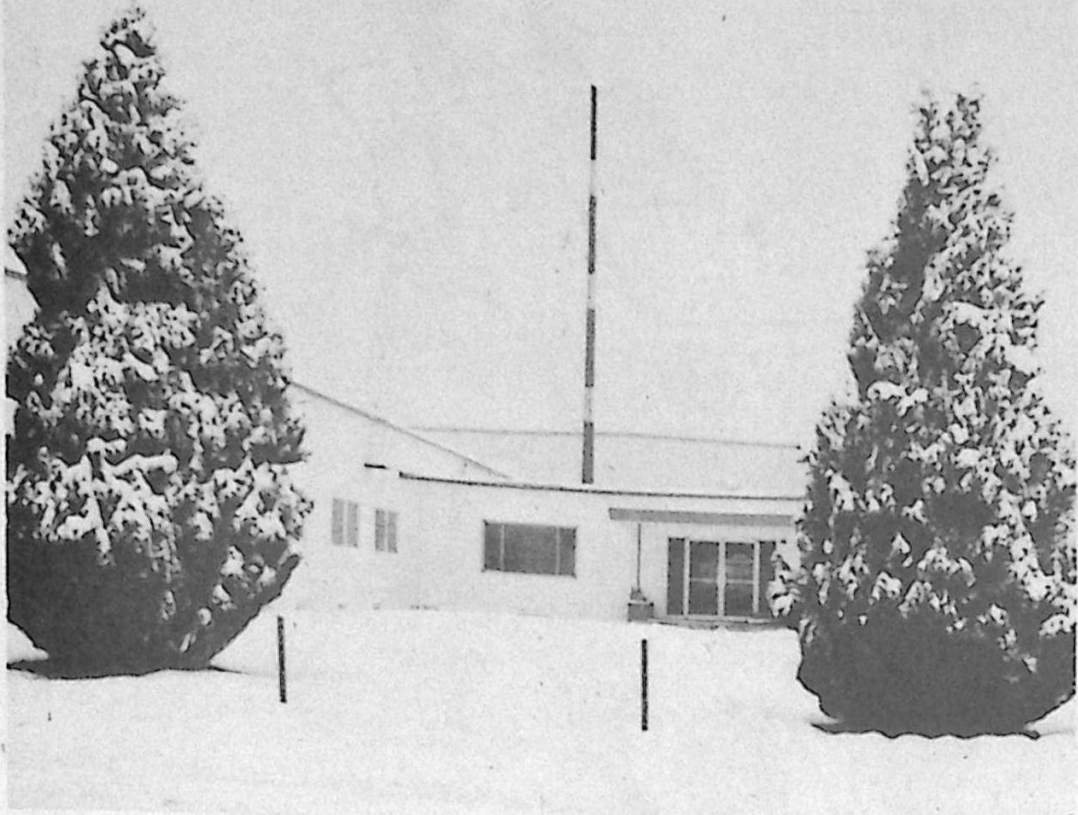
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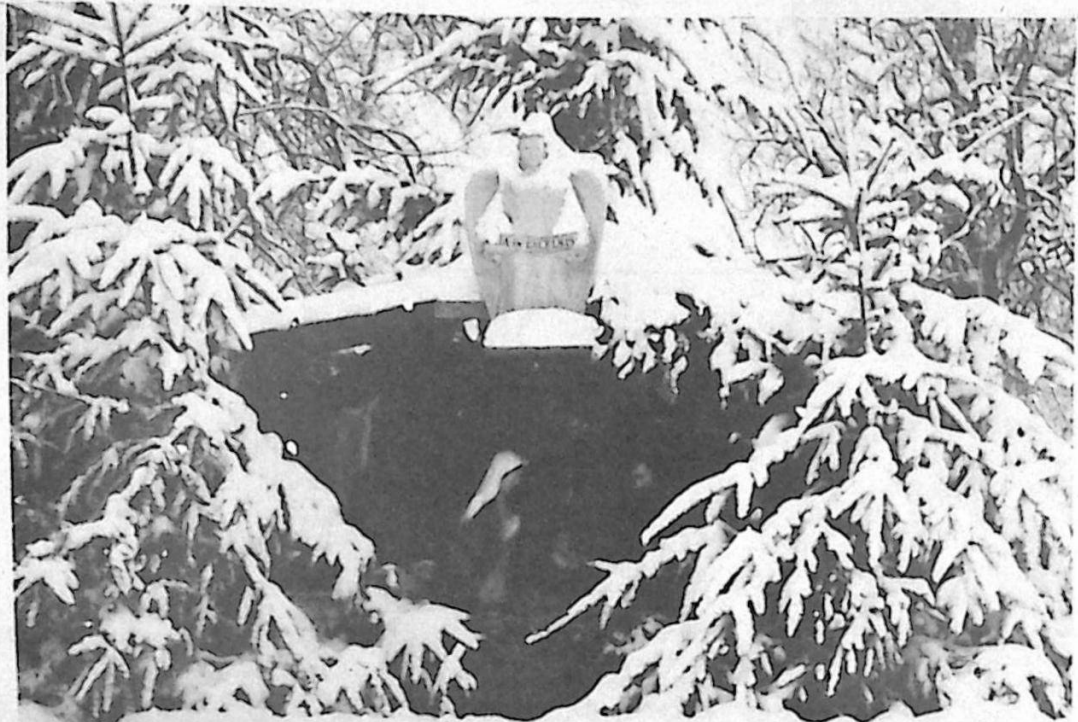


# Snow Scenes



Hosford Photo

## Closed For The Season



Hosford Photo

## Warmth In The Manger



Hosford Photo

ONE GREAT THING about being transferred to Comox, they told me. No snow to shovel. Oh, if only they could see me now ...



The largest sundial, made in India in 1724, covered almost an acre and threw a hundred-foot shadow.

"When law ends, tyranny begins." Pitt

## Jr. Ranks Mess Christmas Dinner



Base photo

## "Oh Come, All Yea ..."



Base photo

## Prime Cut From The Boss



The mating call of alligators resembles the boom of a cannon.

### THE "MARINER" and "SEASCAPE" APARTMENTS

Comox Avenue, Comox (Next to the Hospital)

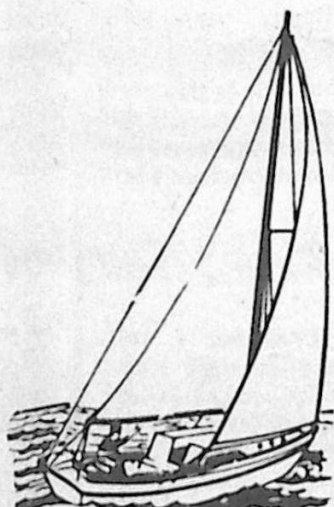
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Thursday, Jan. 12, 1978

CFB Comox Totem Times 3

## Logistic Winners



## Happy Faces

The draw for the 1977 Logistic Olympic Games was held in the Base Comptroller's office on 21 Dec. 77 and the Olympic Committee wishes to extend its congratulations to the winners.

First prize, above, of 100.00 dollars was won by Cpl. J.O. Christensen (409 Sqn. Repair Crews). Mr. Joe McLeod (ME) below, had the honour to receive the second prize, a Texas Mickey. Mr. McLeod was also presented with the fifth prize, a 26 oz. bottle which was won by the Refuelling Pool. The third and fourth prizes, 26 oz. bottles, were won by Mrs. Laura Richardson and Pte. D.A. Violante (MSE).



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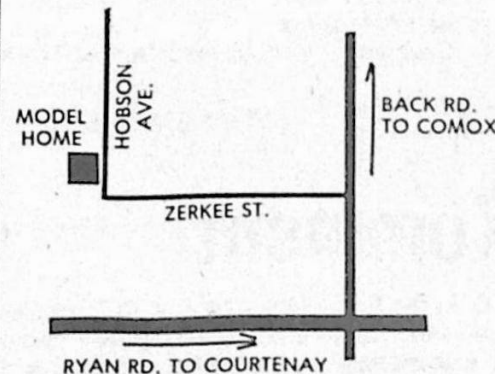
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# Editorials

## A View From Stu

### C.F. Reborn!

At the beginning of 1977, for the first time in almost a decade of restraints and cutbacks, the Canadian Forces could look to the new year with a guarded optimism. With the arrival of 1978 comes the prospect of an unquestionably prosperous and secure future for the Canadian Forces and the nation's defence. Obsolete equipment is at long last being replaced, the budget is increased, and the manpower ceiling is being raised.

This encouraging change marks the successful emergence of the CF from a dangerously close brush with extinction - one closer than many are willing to admit.

In a speech delivered in Calgary on 12 April, 1969, Prime Minister Trudeau made his position clear to the public and the CF. The money spent on defence, he said, "is not an expenditure which is accepted as justifiable by a significant portion of the Canadian people - or even the military themselves".

"Spend less on defence and you'll have more for this other worthwhile project" he said he was told. "Even in the military themselves there is an implication that our foreign policy and the defence policy that flows from it is not one which convinces them that their career, the military career, is a good one".

Servicemen were leaving the forces, Prime Minister Trudeau continued, because they believed "Canadians have no deep confidence, no deep belief, no deep respect even for the kind of military role we are playing now". Speaking of our role and our future, he said "It is important that we redefine it; it is important that we believe in it. If we don't have a belief in it, we should tell the people who are devoting their lives in

the armed service of the country: "There is no future for you. We are going to be a pacifist nation, or we are going to pull out of all alliances, or we are only going to need some forces in Canada in aid of the civil power". They have a right to know from us what their future is."

The writing was on the wall. Over the next eight years the operational efficiency of the Canadian Forces melted away as hardware aged without replacement, budgets were cut back and frozen and future prospects appeared dismal.

On 15 Oct. 1976, in the Commons debates over the speech from the throne, the Conservative Defense critic, Mr. McKinnon summed up what had happened to the CF. "While the Trudeau administration has been responsible for this vast expansion of federal spending", he said, "it's considered policy seems to have been to run down the forces and their equipment by quietly denying them the resources necessary for their continued existence as effective fighting forces." He claimed that the last decade had seen the "contraction, undermining and indeed virtual destruction of a major part of the capabilities of the Canadian Armed Forces".

The government's attitude on defence appeared to change, however, about the same time as the attempted formation of a 'contractual link' with Europe, and the fortunes of the CF have improved ever since.

Nor does the public appear to take exception to the forecast defence expenditures, as not a serious voice of protest has been raised in either the Commons or the press.

This renewed government interest and public support manifests a healthy future for Canada's defence.

SMR

## "Clockwatching Anyone?"

Time -- how do we define it? It is reputed to do, and to be, many things. It is something we never have enough of when we are enjoying ourselves. It's something of which there is far too much when it rushes past like a centipede with 101 sore feet!

Time can be something we hoard, something we actually save up for, but we cannot save time for it marches endlessly on. It can be scheduled, it can certainly be mismanaged and we must be admit, it can be wasted.

Time is certainly a versatile asset which can be used in a multitude of ways, not all of them commendable, but it must be used. Once it passes, it's gone forever. It can be stolen. Reliable sources estimate that the value of time stolen in Canada is \$8 billion annually. Think of it. An amount equal to 1 per cent of the entire annual Canadian gross national product!

Eight billion dollars. This horrendous figure represents the cost of time stolen by workers who deliberately waste or abuse time during the period when they are being paid to work. The first reaction to this is "Who, me? Oh, no". Well, obviously, many are going astray in a variety of ways and we propose to explore some of these ways.

People who arrive at their place of employment late are rarely known to compensate for this theft of time from their employers at the other end of the day. On the contrary, it has been observed that efforts are often made to offset by leaving early! Shortening the working hours is stealing time -- and one thing we probably did not stress -- Time is money when one is on the job.

There are ways of passing idle moments by socializing. A little chat about last night's game, a second cup of coffee in a neighbouring office or ... but the picture is fairly clear, there is no need to explain further.

There are people who feel entitled to so many sick days -- and take them -- regardless of need and of the extra load placed on fellow workers and the

potential overtime therefore needed. These are brother and sister to the person who is continually on the telephone, rehearsing last night's adventures or trying to organize tonight's escapade. Of course, such organization takes time and thought. While the thought may be the personal possession of the thinker, the time devoted to it belongs to the person who is paying wages and salaries. The use of it, in unauthorised fashion, constitutes theft. "I'll just eat my sandwich at my desk -- my bench -- my counter ..." we have all heard this. Far too often it is followed silently by the words "and then I will take my lunch hour". Does time make thieves of us all? We hope not, but there is developing a careless use of work-time which is affecting productivity. It now takes longer to make the proverbial widget than it did in the days of Ebenezer Scrooge. Then, the clock ticking away on the wall was far more prominent and, in every sense, better observed.

What price do we pay for lower productivity? The question hardly needs to be asked. It is reflected in the intolerable inflation we have all experienced, and could continue to experience, unless this contributing factor is restrained and reduced. It should never be forgotten that these so called buried or hidden costs, related to such things as stolen time, are passed on to the eventual consumer. The consumer, of course, is US -- all of us. Whether we are part of the time theft conspiracy as a participant, or an unblinking and unfeeling observer, we help pay for it.

With the imminence of Christmas and the inevitable retelling of the Scrooge epic and his conversion to kindness, we do not advocate a return to the working conditions endured by Bob Cratchit. All we suggest is a realistic look at our work habits and a recognition that conscious misuse of time is stealing.

Courtesy -- Vancouver Board of Trade.

Karen Sanford ... M.L.A.

## Karen's Komment

The month of January inevitably means a barrage of statistics at the Legislature and this year was no exception.

In keeping with our recent weather, Travel Industry Minister, Grace McCarthy, has used the snow-job technique in issuing her department's statistics. The method here is to sprinkle a few flakes or facts, and rely on the other ministries producing a voluminous number of figures such that her department's tallies are lost in a hazy white wash of numbers. But let's apply a little scrutiny here.

First off, the latest press release from Mrs. McCarthy loudly trumpets the increases recorded in the tourist industry in 1977. With an adroit bit of selective statistics, Mrs. McCarthy heralds the "return of the tourists" by pointing out a 2.6 per cent rise in the number of U.S. residents

entering into B.C. in the first nine months of 1977. She seems to have conveniently ignored 1975. If one compares the 1975 figures to 1977 figures, the number of Americans visiting B.C. has yet to return to "pre-McCarthy" days. The 1976 figures were 6.6 per cent below the 1975 figures. Even taking into account that Mrs. McCarthy's totals are only on a nine month basis, there were 100,000 fewer Americans who visited B.C. in 1977 as compared to 1975.

Hotel occupancy is another gauge used by both government and business to assess the health of the tourist industry. Mrs. McCarthy bally-hoos the fact that the latest figures available show a 63.8 per cent occupancy rate, up from the 62.5 per cent rate of 1976. Once again, though, if Mrs. McCarthy were being thorough rather than coy, she would not have dismissed the

1975 figure of 65.7 per cent. Mrs. McCarthy also chooses to overlook a statement in the November 1976 issue of the B.C. Hotelman which assessed the industry after the Sacred-inspired slide:

"Year-to-date occupancies finally climbed over the 60 per cent mark. It is frequently mentioned an annual average occupancy of greater than 65 per cent is required if transient hotel property is to earn a adequate return. It would certainly appear this level is not going to be achieved by our average property this year."

It should be noted that not once in the New Democrat term in office did the hotelmen have a complaint about earning an adequate return. In the two years of "McCarthyism", we have now undergone, the occupancy rate struggles to achieve the pre-1975 rates.

## A LOGISTIC DELIGHT

### I.O.R.s IN FLIGHT?



## All About Car Expenses

### Tax Talk

No. 1 in a Series  
One of the most difficult tasks in life -- as many of us have found out -- is to claim expenses against our income tax.

The income tax act allows few deductions for the individual, and you have to almost be an expert to find them. One of the few that may be available is the deduction for car expenses for the employee who owns or rents a car which is used for pleasure and for work.

As always, the proof of legitimate expenses rests with the taxpayer, and employees seeking a tax deduction for car expenses will have to keep accurate records to backup any claim.

For instance, where a taxpayer uses a car partly for pleasure and partly for work, the deductible part of total operating expenses, plus a depreciation allowance (called capital cost allowance), will have to be apportioned on a reasonable basis between business and personal use.

The best method of doing this is on a mileage basis, and the deductible expenses would include licenses, insurance, ordinary repairs, gasoline, oil and grease, servicing charges and short or long-term rentals. If you have an accident while at work repair expenses are fully deductible; if you have an accident while you're driving home, you're out of luck.

Employees should keep a mileage record to support a tax claim -- jot down the miles driven on business, the date of each trip, the destination.

Now, if you've had to borrow money to buy the car you use partly for work, you're allowed to deduct a portion of the interest paid on the year on the borrowed money. This calculation can be made on the basis of time or mileage, or both, whichever is fairer.

If you've gone to this much trouble, and have a legitimate claim for car expenses, then you're also at the stage where

you can claim a capital cost allowance for your car. The applicable rate is 30 per cent on the declining balance.

For example, if your car cost you \$6,000, the maximum deduction in year one would be \$1,800, leaving a balance of \$4,200 on which to base a claim for year two, and so on. If the car isn't used 100 per cent for business, then the income tax department reduces the capital cost allowance by the non-allowable portion.

All this pre-supposes that the employee does not receive any travelling or other allowances to cover his car expenses. If he does, then the rules change and allowances may have to be included in income or it may not be possible to claim any expenses or capital cost allowance.

The important point to remember is that you must always be prepared to submit proof of your claim to the tax authorities if they ask for it. You don't have to submit the documents with your return, but you should have them available.

It is important to collect and retain as many documents as possible to support a claim. Cancelled cheques are acceptable receipts only in unusual circumstances.

It's fairly easy to overlook small expenses unless you establish an efficient record-keeping habit. An ideal way is to keep a log book in your car and regularly, after each trip, "log" your travel and attach the necessary receipts. A monthly credit card statement plus invoices is a good way to keep track of expenses.

Keeping books on car expenses may seem like a lot of work -- and perhaps you should consult a professional on your first attempt -- but the tax you save by keeping accurate records may be well worth the effort.

Courtesy Institute of Chartered Accountants of British Columbia

## U.I. ... Tougher But Fairer

As of December 4, 1977, everyone must work longer before they collect unemployment insurance. But this new entrance requirement is variable. It changes according to the rate of unemployment in the region where a claimant ordinarily lives when filing a claim.

Before, claimants could get benefits when they had worked eight weeks in insurable employment. Now they must work from 10 to 14 weeks.

Fairer.  
UI officials believe that the higher entrance requirement should reduce disincentives to work. They also stress its fairness. Since it changes according to regional unemployment rates, the new requirement reflects the difficulties claimants have in finding and keeping work. As finding and keeping work. As one UI official put it: "It's more just because it makes the UI program more responsive to local economic conditions."

## Letters We Get

Dear Sir:

On behalf of the Royal Canadian Legion, Comox Branch 160, I would like to tender my thanks through your newspaper to the Commanding Officer, Colonel B. Burgess and his staff for their co-operation with us in our annual Poppy Campaign. The assistance given us helped greatly to make it a success.

In addition, we were very pleased to have a contingent of serving personnel headed by Lt. Col. S.E. Burrows who attended our Remembrance Day ceremonies.

Yours truly,  
L.S. Ziegler,  
Poppy Fund Chairman,  
Comox Legion

To the Editor:

Would you be kind enough to place this announcement in your "Letters to the Editor" column or a similar place in your newspaper. We are anxious to contact former students of Chippewa Secondary School.

Thank you for your co-operation.

Calling all Chippewans home to North Bay. Smoke signals say, "Big Pow-wow June 30 - July 1, 1978 for all chiefs, maidens, braves and former tribe members."

SPREAD THE WORD. Tentative plans include a cabaret, parade, golf, fashion show, tour, anniversary dinner and dance, etc. Write before too many moons to Chief Running Deer, Bill Colcock at 730 Rose Avenue, Apt. 10, North Bay, Ontario, P1B 6W4, to receive a complete brochure of planned activities, and to take advantage of special "reservation" rates.

Yours truly,  
Chippewa Secondary School,  
Mrs. S. Davison

Dear Editor:

In our attempt to contact ex-425 AW (F) Squadron members, to advise them of our upcoming Reunion and Colors Presentation, we would appreciate if you would put the following notice in your base newspaper.

425 AW (F) Squadron, CFB Bagotville, is planning a Squadron Reunion and Colors Presentation in late May or early June 1978. Ex-425 AW (F) Squadron members, or anyone knowing of ex-425 AW (F) Squadron members, are requested to forward their name and address to the following address. Complete details of the event will then be mailed to the people who reply.

425 AW (F) Squadron  
Colors committee,  
P.O. Box 391  
Alouette, Quebec,  
G0V 1A0  
Yours truly,  
Lt. Col. J. Sosnkowski,

Dear Editor:

116 ATU is attempting to put together a Unit Scrapbook dating from the Unit's origin in Egypt. In order to accomplish this, we are soliciting photographs from former Unit personnel. They are requested to forward any photographs they think are of interest to:

UNIT SCRAPBOOK  
116 ATU  
CCUNEFME  
CFPO 5002  
BELLEVILLE, ONT.  
K0K 3R0

A description of personnel and contents of the photographs would also be appreciated.

Yours truly,  
Lt. DP Cybulski  
SCRAPBOOK EDITOR  
116 ATU  
Ismalia, Egypt

Dear Editor:

To commemorate 75 years of higher education in Victoria (15 of them as a degree granting institution), the University of Victoria has scheduled special Jubilee events throughout 1978. Of special interest to Alumni members will be the Homecoming "Weekend to Remember", Friday, 31st March and Saturday, 1st April. Festivities will include tours of the Gordon Head, Craigdarroch and Lansdowne Campuses, a gala dinner, and athletic events.

All Alumni: graduates of UVic, the Provincial Normal School and Victoria College are cordially invited.

All who are interested in revisiting the University and renewing old acquaintances may obtain detailed information through the Alumni Association office, University House, University of Victoria, P.O. Box 1700, Victoria, B.C. V8W 2Y2.

Margaret Dempsey,  
Program Director.

Dear Editor:

As there are many military Springhillers in your area, it would be appreciated if the following could be published in your paper. Your kindness will go a long way to ensure that many "lost" Springhillers are found and will "get the word" about their reunion.

Plans are underway for a bonanza Springhill High School Student Reunion to be held the third week of July 1978. Students eligible are those who attended SHS (Grade IX included) during the period Sept. 57 to June 63. The executive organizing committee consists of Lorne Smith, Doug Marshall, Jack Arseneault, Brian Fuller, Ace Boss, Catherine Ross Merlin, Ralph Mitchell, Arnold Harrison, Rosemary Reid Currie and David McKay.

Special events include a "Meet and Greet" Night, Sock Hop, Beach Party, Variety Concert, Banquet and the last night -- a Military Ball. Cost will be \$10.00 per person. Send your money or write for further information to: 1957-63 Springhill High Student Reunion Box 1019 Springhill, Nova Scotia. B0M 1X0

Join your friends at Springhill High in July of '78. Classes of '57-'63 -- Rally to the Banner! Pass the word along. Thanking you in advance, I remain.

Yours truly,  
Major J.W. Arseneault  
Executive Vice President  
Reunion Committee

# TOTEM TIMES

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# It Happened In '77

Thursday, Jan. 12, 1978

CFB Comox Totem Times 5

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Photos by Base Photo



**M. Gen. Ken Lett**  
*An Old Friend Dropped By*



**The M.N.D. Stopped In**  
*And Barney Met Barney*



**A Smiling Handover**  
*And The Mayors Changed*



**A New Library**  
*And Smiles All Around*



**Colors At 409**  
*Nighthawks Came*  
*From Miles Around*



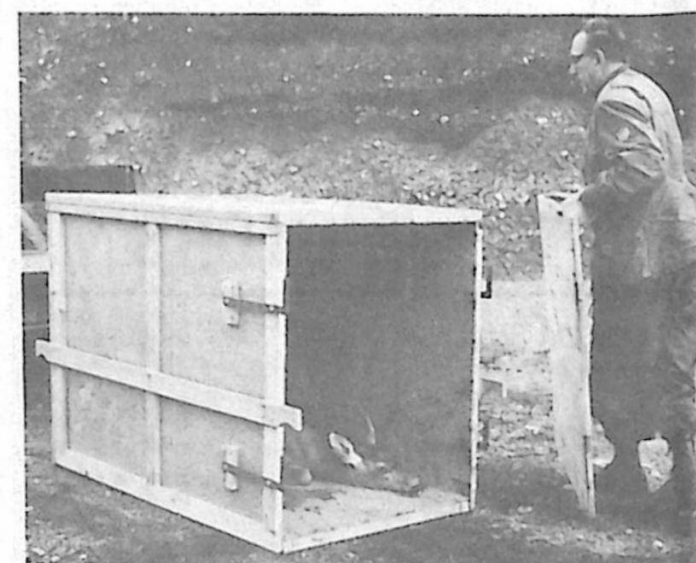
**Metric Marches On**  
*Miles Are Out*



**Tac Eval** *Jack In Shock*



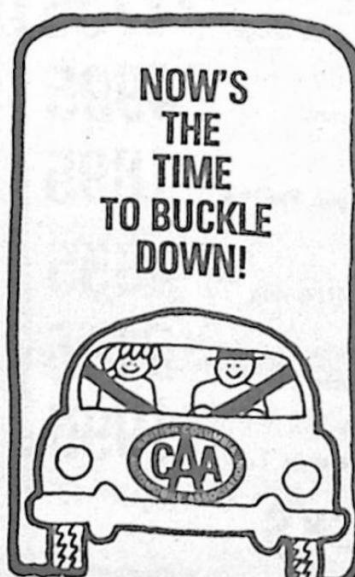
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# Sports Beat Comox



## Cross Country

### With Mister Klister

One of the things neglected in my education is that if you make a chart or diagram to be included with a newspaper column; make it reproducible. I'll have to remind myself that pen and ink on yellow paper are a no-no. So excuse me for fouling up the printers and making some holes in my last article. Odds on the new column in the green sheet will have a waxing chart with it, referring to colour, grades of snow and temperature, so grab that one.

Meanwhile, back to the topic at hand this week which is ups and downs on nordic skis. Downhill skiing is easy. It's turns and stopping that are harder, but not much. Alpine skiers can skip this part with only the one reminder that you do not have a rigid boot fastened to the ski with all the tenacity of Pay Accounts to my last claim. Novices, find yourselves a nice gentle slope, with room to turn broadly, no major obstacles and a flat clear area at the bottom to slide out into till you learn to stop.

If you roll a ball down hill the line it takes is the "fall line". It is also the fastest way down hill on skis. While exhilarating the fastest way down is not all kinds of fun so let's slow down, turn, and stop.

You can slow down by dragging your poles in the snow behind you pressing down on the shafts. You may also grasp both poles together place them between your legs and ride them. Caution is a divided for male readers because this horse has no saddle. A more sophisticated way is to "snow plow". While sliding down hill, hold the tips of your skis 6"-8" apart while you open the tails out an amount proportional to the

amount of braking desired. If you do the next part with your knees reasonably close the flexed, slowing is easier. Raise the outside edge of your skis and maintain an even weight on them or you may discover the "snow plow" turn.

Recovering from your first turn let's do it right now. First edge out just one ski, raise the outside edge of just that ski, then put your weight on it. Surprise, you are now going in a new direction.

The step turn is a variation of the standing step turn. While sliding down, lift the ski in the direction you want to turn, point it out, put it down and push in the new direction with the other ski, pick it up and move it parallel. Skaters already know this turn (on a flat it's also called the skating turn).

Stopping consists of slowing till stopped, turning till you're going uphill (this takes 40 acres for a novice or 6 inches for an expert) or when you run unexpectedly across a real "who-ha" type hill or a cliff, you may fall down. Falling down means you must get up. First lay on your back and raise your skis in the air (yes I know it looks ridiculous). Place them crossway to the fall line. Next cross your ski poles, place them on the snow in front of you and rolling over with your weight on the center get on your feet again. EASY - EH!

With the right wax you can ski up reasonable grades (too soft a wax may let you ski up trees. But as the pitch increases you will start to slip backwards. If you have a wide enough room you can ski a traverse across the fall line.

The herringbone comes next. Stepping up hill open the tips of your skis as pitch increases. With your poles close to your feet push to support yourself and prevent backslide. Don't forget to edge your skis into the hill and

firmly set your skis into the snow.

For really steep hills you may have to side step. With your skis across the fall-line lift the up hill ski, set and edge it then raise the lower ski parallel to the up-hill ski and set and edge it. Stay across the fall line or you may slide and if you have to side step that may not be what you want to do, especially if you end up sliding backwards.

There is one turn you should practice on the flat, but whose greatest use is found on hills going from traverse one way to traverse the other way or sidestep or herringbone. It is always safest to do this turn facing out from the hill in case you need it on an "oh-migosh migolly" type hill.

The kick turn starts; if you

are turning to the right, by putting both poles outside the left ski. Now, supporting yourself on both poles and your left ski, raise your right ski to a 45 degree angle and rotate it. As your ski tips go past your body raise your tail and end up with the rotated ski parallel but facing the other way to the other ski. Now transfer your weight to the right ski, place the left ski parallel to the right by rotating and lifting it till it's parallel to the right ski. Move the left pole and there you are.

Next issue will show some hints for touring, where to go, fun and safe touring.

Belatedly,

God Jul og God Nyt Aar

## "Jamboree"

The Comox Valley Minor Hockey Association will hold their Annual Jamboree on Saturday the 14th of January 1978. This entertaining event will be held at the Comox Valley Sports Centre. A very extensive round of activities have been laid out and the Committee are certain that it will be well worth attending.

This is the time when you as Parents will have the opportunity to see your child enjoy the great game of hockey as well as have an opportunity to see outside teams in action.

The Jamboree schedule for Saturday and Sunday is as follows:

**SATURDAY**  
12:30 PM - THE BANTAM REPS VS CAMPBELL RIVER  
5:15 PM - PEE WEE REPS VS SAANICH  
7:15 PM - VANIER BAND  
8:00 PM - NOVICE  
8:30 PM - PRESENTATION OF PRIZES AND BIKE DRAW (CHILD MUST BE IN ATTENDANCE FOR BIKE DRAW)  
9:00 PM - MIDGET REPS VS KERRISDALE

**SUNDAY 15TH JAN. AT GLACIER GARDENS**  
9:30 AM - MIDGET REPS VS KERRISDALE  
11:45 AM - BANTAM REPS VS NANAIMO  
12:30 P. - PEE WEE REPS VS SAANICH AT THE SPORTS CENTRE

REMEMBER FOLKS - DON'T SEND YOUR BOY TO THE ARENA, TAKE HIM AND THEN STAY AND WATCH HIM PLAY....

## Bona Fide?

The following is what constitutes a Bona Fide activity in accordance with CFAO 50-1 Paras 38, 39 which was discussed at a Command PERO's Conference held recently.

Any combination of Physical Fitness conditioning activities which are not excluded in current Service regulations (IE Para 17 Ref A and Para 11 Ref B) may be registered.

A good well balanced program might be, Jog two miles three times a week, Swim 500 yds twice a week, cycle to and from work and Golf once a week during the summer or Curl once a week during the winter would be

quite acceptable. I can well imagine...On the other hand a program restricted to Golfing, Bowling or Curling without any other fitness conditioning activity could not be considered as a bona fide individual fitness training program for registration under provisions of Ref A. Participation in out-service team activity, ie playing in a Civilian Hockey League is not considered an individual fitness training activity and duty status cannot be accorded for this purpose under provisions of Ref A (para 12 Ref B applies - CFAO 50-1). If you require further information call the Rec Centre, local 315.

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PHONE FOR APPOINTMENT 338-6791

## Up Earls Alley

There is reason to believe that we have had quite a dose of Sports over the past Holiday season. The Canadian sports scene was flooded with International Hockey. First it was the World Cup of Junior Hockey and then what ever that so-called Super Series thing was against our NHL teams. The Europeans are certainly excellent when it comes to skating and passing, but, that is where it ends. Our Hockey could certainly stand a little more of this type of play, but, then again, this system of skating and passing would not make the turnstiles click. Fans would soon become bored and stay home in greater numbers than they already do. There was one thing that was very obvious and that was the fact that the Russians are starting to look like they are enjoying the game as they do smile from time to time. It sure was great to see the Canadians (Montreal) give the Ruskies a lesson on how the game should be played and they did it without the services of one of their better defencemen, Guy Lapointe, who is out with an

injury. On the Junior side of things we still have the discipline problem and when this happens our teams end up playing shorthanded and this consequently leads to power play goals. In the Juniors game against the Swedes young Daley picked up a slashing penalty on his way out of the Swedes end, of all places, and a dumb play like that cost the Canadian team not to advance into the finals. They had come from behind and tied it up and really all they needed was a tie to go into the finals against the Russians when young dumb Daley picked up his trip to the Sin Bin. While he was off the Swedes scored their go ahead goal. Of course this happens not only to the Juniors but the Pro teams as well. It appears that we as Canadian hockey players feel that just because we are checked off of the puck or otherwise that we must retaliate and "Wham" we of course end up sh...anded. It is time we started to clean up our act, stop bellyaching, and get on with playing the game as it should be played and, enjoy it.

## B.C. Sports

**VANCOUVER** - The Canadian Automobile Sport Clubs has announced that it has granted the Carling O'Keefe Ice Challenge series National Championship status.

This means an influx of national and international drivers can be expected for the four weekend Ice Challenge races in January and February on Barnes Lake, six miles south-east of Ashcroft on Highland Valley Road.

Each race is held over a two day period, the first races beginning January 7 and 8. The remaining races in the series will be staged January 21 and 22, February 11 and 12 and February 25 and 26.

A new innovation in this race's series is the Honda Class. Races consist of dead stock Hondas with no modifications allowed except for safety gear. The engines, transmissions, et al, are sealed by the factory and tires and studs allowed are specified, thereby ensuring

this class will be extremely close and exciting.

Among the many name drivers taking part in this year's series are Andrew Field of Richmond in a Honda; Kees Nierop of Kelowna, last year's Ice Challenge Rookie of the Year; national rally driving champion Taisto Heinonen and his Toyota; Wayne Jamieson of Richmond, one of the country's outstanding road racers, driving a Mazda.

Expected to join the series after two races is Bob Brown of Winnipeg who will be bringing either his three-quarter scale Corvette or Corvair.

For the first time in three years, Ice Challenge will bring back one of its most popular features - the long, high-speed course.

The course is 3.6 kilometers long and is capable of having cars produce speeds in excess of 200 kilometers per hour.

Maximum number of cars allowed on each starting grid is 40.

## jock talk at c.f.b. comox

## Y.B.C. Results

CFB Comox held its annual YBC bowling tournament over the holidays and the first place finishers were as follows:- Senior Mother Daughter - Donna Rossiter 1266, Debbie Shaw 1177, Susan Waddell 1163.

Senior Mother Son:- Rory Wilson 1148, Blaine Waddell 1146, Ron Shaw 1113.

Senior Father Daughter:- Susan Purcell 1402, Chris Surette 1284, Vyvyan Lind 1239.

Senior Father Son:- Rory Wilson 1283, Richard Gunstone 1199, Brent Taylor 1177.

Junior Mother Daughter:- Terry Pokal 1296, Irene Matheson 1185, Jody MacLennan and Debbie Steele 1142.

Junior Mother Son:- Randy Jocksch 1388, Pat Hudson 1260, Roc Lefort 1194.

Junior Father Daughter:- Linda Betteridge 1295, Sylvia Waddell 1203, Patricia Stallard 1202.

Junior Father Son:- Clem Hand 1236, Albert Steele 1188, Ron McMahon 1160.

Bantam Mother Daughter:- Michelle Grosvenor 1240, Julie Herauf 1186, Shari Hagar 1159.

Bantam Mother Son:- Michael Eddy 1233, Glen Jocksch 1211, Bobby Purcell 1210.

Bantam Father Daughter:- Sharon Prime 1309, Michelle Grosvenor 1272, Donna Purcell 1269.

Bantam Father Son:- Steve

Mackie 1215, Brian Gunstone 1190, Tim Houston 1158. A complete list of finishers will be displayed in the bowling alley.

**YBC MASTER SENIOR JUNIOR BANTAM TOURNAMENT RESULTS**

On the 5th of Dec. 77 the YBC at CFB Comox entered 3 teams in the Regional playoffs at Fiesta Lanes in Nanaimo.

The teams were composed of the following Master Bowlers and YBC bowlers.

Master Bantam:- Joe Surette, Michele Maniak and Steve Mackie.

Master Junior:- Kit Spillsbury, Terry Pokol and Barry Collins.

Master Senior:- Dave Pilon, Margaret Jones and Kevin Olscamp.

The Junior and Senior teams from CFB Comox took first places with the team from Courtenay winning the Bantam division. The wins qualified our Junior and Senior teams to advance to the Provincial finals in Kamloops on the 12th of Dec.

Our teams made an excellent show, picking up a second place finish in the Junior division and a third place finish in the Senior division. The Bantam team from Courtenay picked up a second place finish. Congratulations to the YBC programs in the Comox Valley.

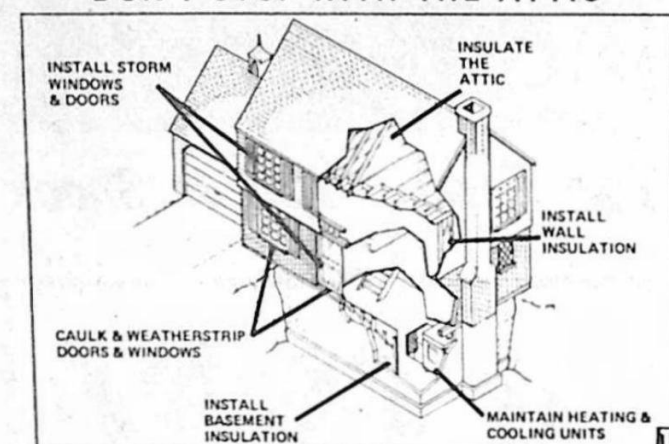
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### Business Opport.

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72 G.M.C. 1/2 TON P/U New paint	\$2195
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## NOTICE PUBLIC HEARINGS

### REGIONAL DISTRICT REVIEW

Notice is hereby given that a Public Hearing will be held at

#### VICTORIA

The Empress Hotel, Humboldt Room  
721 Government Street  
Monday, Jan. 30, 1978 - 1:30 p.m. and 7:00 p.m.  
Tuesday, Jan. 31, 1978 - 10:00 a.m. and 2:00 p.m.

#### PARKSVILLE

Island Hall Hotel, 181 W. Island Hwy.  
Wed., Feb. 1, 1978 - 2:00 p.m. and 7:00 p.m.  
Thurs., Feb. 2, 1978 - 9:00 a.m. to 12:00 Noon

#### CAMPBELL RIVER

Delta Discovery Inn, 975 Tyee Plaza  
Friday, Feb. 3, 1978 - 9:00 a.m. and 2:00 p.m.

Organizations or individuals who wish to present a Brief to the Review Committee and have not yet informed the Executive Secretary should do so as soon as possible.

Individuals attending the Public Hearing and wishing to make an oral presentation are also welcome.

On behalf of the Committee  
Brig. Gen. E. D. Danby (Retired)  
Executive Secretary  
Regional District Review Committee  
Suite 206-515 West 10th Avenue  
Vancouver, B.C. V5Z 4A8 872-2335



## A Picture Profile

Photos by Base Photo



**The Fastball Totems**  
*Pacific Region Champions*



**Frank Creamer**  
*National Golf Champ*



**The Basketball Totems**  
*Pacific Region Champions*

## From Marathon To Athens



**Ian Barnes**  
*Marathoner*

In 490 BC, a Greek runner named Pheidippides raced from Marathon to Athens to announce a victory over the Persians at Marathon.

In 1977, a Canadian Forces major, Ian Barnes, was the only Canadian registered to take part in this years race commemorating the historic event.

Major Ian Barnes, age 37, of Brandon, Manitoba, a Canadian Forces staff officer at NATO's Central Army Group Headquarters at Seckenheim, Germany, took part with 1250 competitors from more than 25 countries.

The race route was 42 kilometers long with the last ten kilometers running through the winding, busy streets of Athens ending at the Olympic stadium.

"I took 4½-hours to complete the route which was up-hill until we hit the outskirts of Athens," said Major Barnes.

Monday morning, 17 October was bright and clear with sunny skies and a temperature of 22 degrees Celsius when the competitors, who ranged from teenagers to people well up into their sixties, gathered at the Olympic stadium in Athens for bus transportation to the race start point in Marathon.

The race, which traces the original route and now goes through four Greek villages and along asphalt roads, became not only a physical challenge but a mental one.

"At about the 32 kilometer mark I found myself wanting to quit," said Major Barnes, "but it was a case of mind over matter and I went on to the end."

Now Major Barnes, who has been a jogger for the past eight years, has a certificate presented by the Society to all who completed the race to prove that his tired feet have jogged over one of the most historic and prestigious routes in history.



Keeping one's fingers crossed comes from the ancient belief that making the sign of the cross averts bad luck.

## Games of the XXI Olympiad

When Montreal was chosen by the International Olympic Committee to host the 1976 Olympic Games, it marked the first time that a Canadian city had received this honor.

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Each volume measures 21 by 29.7 cm. and contains numerous photographs, plus all the facts and statistics surrounding the 1976 Olympics.

Each volume is bound in red linen, and all three have white stamped titles and embossed symbols on their covers. There are more than 1,500 color and black and white photographs carefully reproduced on quality paper. And this unique collector's item is available to you at a cost of \$100 per set.

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XXI Olympiad comes with an attractive, matching case.

Along with your Official Report on the Games of the XXI Olympiad, you will receive a luxurious, double album containing the official music of the Games.

Orders shall be accepted on a first-come, first-served basis while supplies last; there will be no second printing. All orders must be postmarked no later than midnight, January 25, 1978.

The first volume contains close to 600 pages. There are more than 300 color photographs, plus another 300 in black and white. It permits the reader to penetrate behind the scenes into the organization, administration, and production of the Olympic Games. For example, you can retrace the journey of the Olympic Flame from Athens to Montreal, its retransmission by satellite and laser beam, and the relaying of the torch from runner to runner,

canoeists, rowers, cyclists, and horseback riders. You will also have factual information at your fingertips covering the history of the Games, the organization of the various sports, the accreditation of athletes, engineering, technology, communications, the Olympic Village, security, etc.

Volume two of the Official Report contains close to 250 pages and more than 400 color and black and white photographs, plus 75 drawings and diagrams. Through it, you may become familiar with each of the 27 Olympic competition sites in Montreal, Joliette, L'Acadie, Bromont, Sherbrooke, Quebec, Ottawa, Kingston and Toronto.

The third volume is your encyclopedia covering the official results of the 21 Olympic sports and competitions. It contains detailed listings of results, statistics, records, etc.

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FRIDAY, JANUARY 13th  
- MIXED TGIF - "DISCO"

Subsidized drinks 1700 - 1800 hrs. Food 1700 - 1900. Jackpot and bottle draw 1800 hrs. "Special Bottle Draw" - 2000 hrs. Music - Disco. Dress - Casual.

SUNDAY, JANUARY 15th  
- CANDLELIGHT DINNER

Special Menu: Ruby Consomme, Tossed Salad, Broiled Trout Amantine or Roast Duckling Cointreau, Log Cabin Potatoes, Minted Peas, Buttered Cauliflower, Creme de Menthe Parfait. Dinner served 1700 - 1900 hrs. Movie - T.B.A., 2000 hrs. Reservations to Mess Manager by 1500 hrs. Thursday, January 12th. \$6.00 a person. Dress - Informal. NOTE: This is an adults only function.

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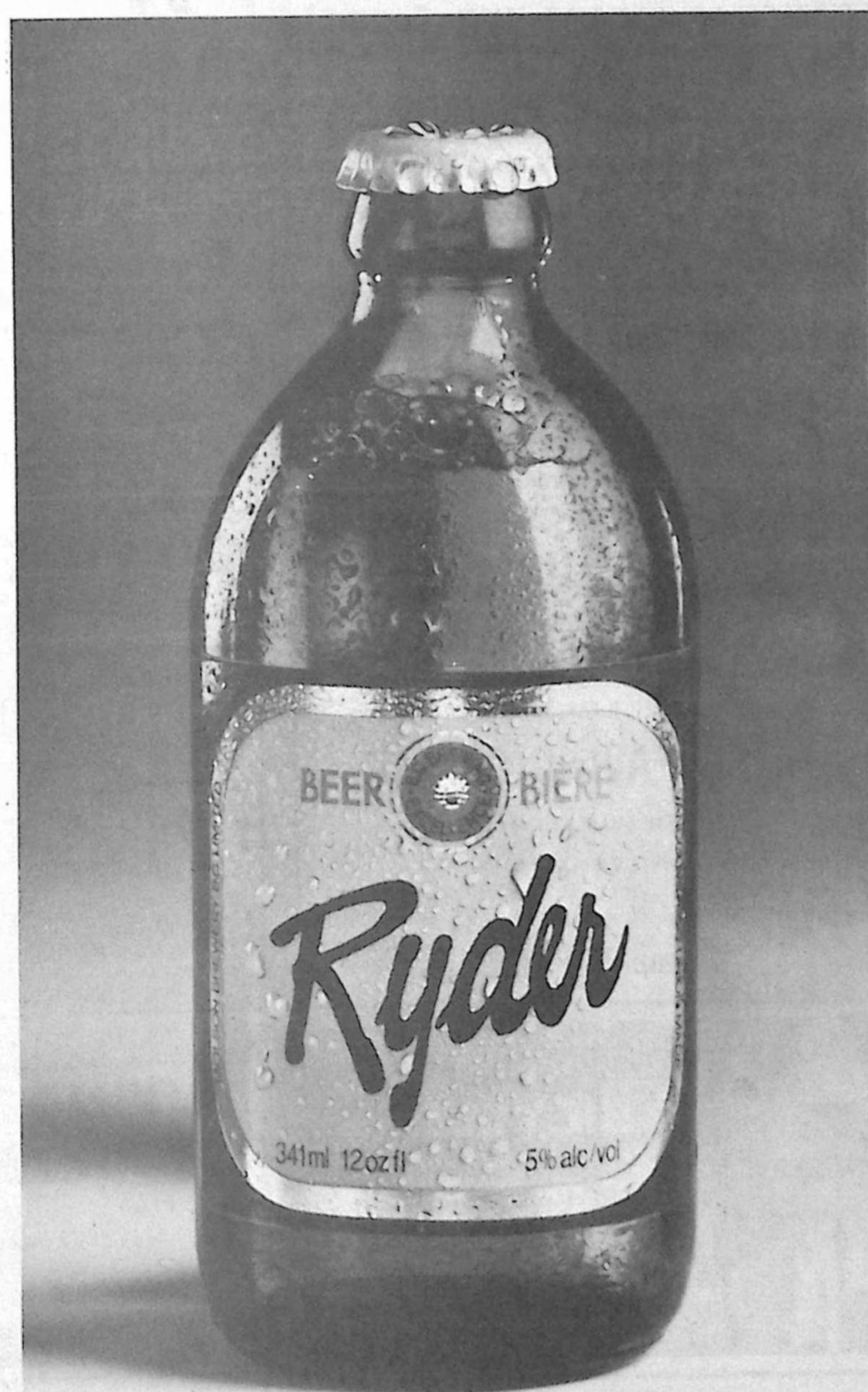
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# Promotions, Commendations — nice things for nice people

Photos by Base Photo

## C.D.S.

### Commendations

Corporal Barth W. Mason, 35, of Vernon, B.C., a vehicle technician at CFB Moose Jaw, Sask., has been commended by Admiral Robert H. Falls, Chief of the Defence Staff.

The commendation recognized his fast and effective action in aiding the victim of an accident at Buffalo Pound Provincial Park, Sask., in July 1975. A truck was being used to haul a power boat and trailer from mud at the shore of a lake. The chain snapped, lashed back and struck the boat's owner, knocking him unconscious and causing severe head injuries. Cpl. Mason immediately took charge, administered first aid, prepared him for evacuation and arranged ambulance and police service.

Master Corporal Lance G. Roche, 36, of Calgary, Alta., a mobile equipment operator at CFB Calgary, has been commended by Admiral Robert H. Falls, Chief of the Defence Staff, for an act of courage.

On Aug. 10, 1976 in Calgary he saw a young boy on an inner tube being swept away in a flood of water caused by the opening of the spill gates of the Glenmore Dam.

MCpl. Roche immediately jumped into the turbulent water and with great difficulty, managed to pull the unconscious boy to the surface and get him to shore.

Master Corporal Alex H. Carman, 32, of Bagotville, Que., a military policeman at CFB Kingston, Ont. has been

commended for outstanding performance by Admiral Robert H. Falls, Chief of the Defence Staff.

The citation states that in his work, MCpl. Carman has displayed a high degree of thoroughness and imagination which has contributed to the accuracy and effectiveness of military police investigations.

Master Corporal Cecily Pittman, of St. John's Nfld., a medical assistant with the Canadian Forces Medical Centre at Lahr, West Germany, has been commended by Admiral Robert H. Falls, Chief of the Defence Staff, for saving a medical officer from disability and possible death.

On Nov. 30, 1976, while MCpl. Pittman was on duty at the hospital, a medical officer collapsed. MCpl. Pittman immediately applied vigorous cardiac massage and restored the doctor's heartbeat. He credits her prompt and correct response with saving him from disability or death.

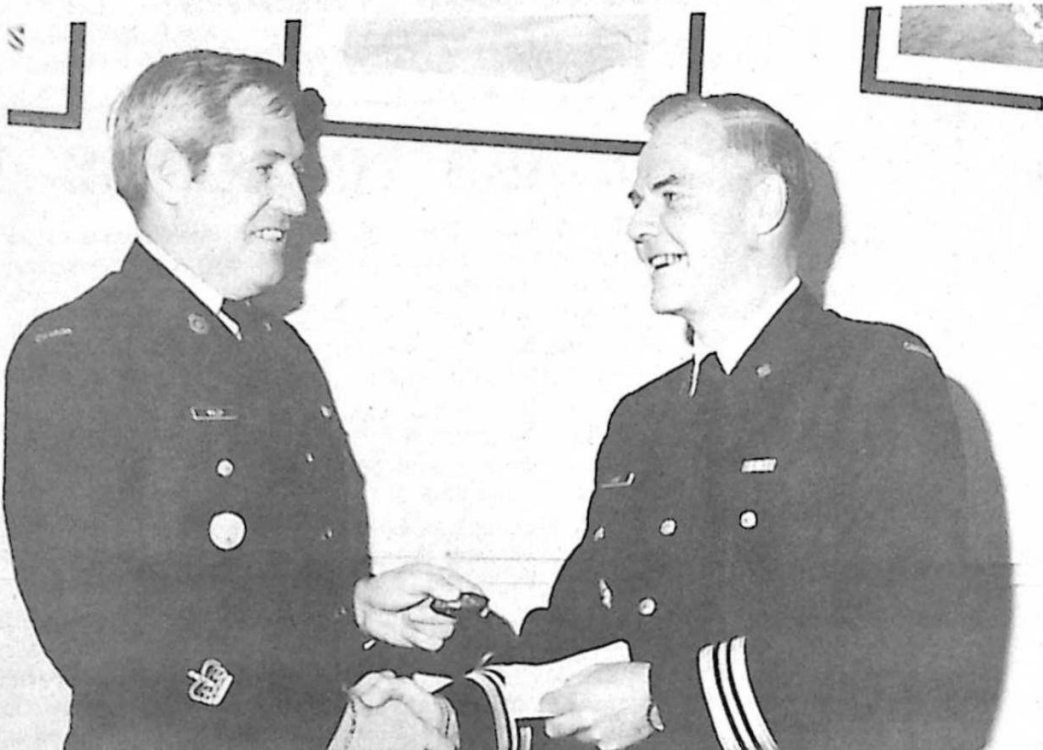
Sergeant Edward C. Nicholson, 39, of Fredericton, N.B. and Halifax, has been commended by Admiral Robert H. Falls, Chief of the Defence Staff, for his activities in support of the Salvation Army.

A 20-year infantry veteran and an instructor at the Combat Training Centre in Gagetown, N.B., he has donated much of his spare time during the past seven years assisting the Salvation Army in their Christmas Cheer program for needy children.

Chief of Defence Staff commendations are awarded to members of the Canadian Forces who perform deeds or actions beyond the call of normal duty.



Bill Criss to Sgt.



W.O. Len Walsh Supply To M.W.O.



Sgt. Jim Mackie to W.O.



Glen Williams to Sgt.

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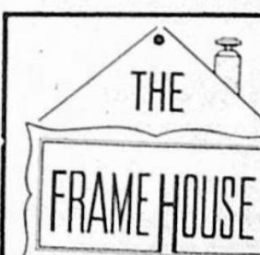
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# Family Circle

## PMQ Preamble

Hopefully everyone made it through the festive season with only the usual amount of headaches, hoopla and celebrations. Thank Heavens it only happens once a year. As someone once said for a few days it's "Bells, Bells, Bells," and for the next few months it's "Bills, Bills, Bills." A big bouquet to 442 Squadron for sending its chopper around the area Christmas Eve providing appropriate music.

Unfortunately, the long awaited PMQ Council open meeting scheduled for January 17th has had to be postponed. The reason is simple — there will be just too many people away — including Mayor Bossons. I know we are all a little disappointed but rest assured the meeting will be rescheduled — probably for some time in the spring when the Squadrons have everyone home.

Dog licensing is a subject that has been discussed by your council off and on for the past few meetings. Council intends instituting a firm policy which will require every dog owner in Wallace Gardens to register the dog and obtain a license. We have

had some discussions with the Comox dog catcher who will provide initial patrolling once the program is initiated. The effective date of the program will be published in one of the next issues of the TOTEM TIMES.

Cable TV is still being discussed in council and Mayor Bossons has been in contact with the BPSvcsO since the new year. The current status is that funding has finally been approved but there is another problem. NDHQ has indicated that the new cable will have to be placed underground but not in the same area as the old cable. The Mayor does not see this as a major issue so that the new cable should be installed as soon as the ground is suitable for digging.

Undoubtedly some of you are wondering what happened to all the snow removal equipment last week when that 80 cm of snow hit the area. Unfortunately, for us the primary task of the equipment is to initially ensure the runways and taxiways are cleared and that the base is able to remain operational, especially as far as its Search and Rescue role

is concerned. Believe me we were not as hard done by as some of the areas down town, and, after all, we are close enough to walk to work if it's necessary.

Of course, since it doesn't snow here in Comox I don't know why I'm even discussing it. Those streets in Comox and Courtenay weren't really plugged and it's just not true that in a heavy whatever it was the Argus decides to sit down on the job. My aching back!

Now please don't forget the Boy Scout, Cub, and Beaver's bottle drive this Saturday, January 14th. Surely everyone has lots of bottles left around that they would just love to get rid of. The kids really are asking for your support.

And finally, I see our town policeman, Dan Major, has found a new way of keeping the teenagers in one place. Dan stands outside the BTO clubhouse with an ample supply of snowballs and every time the teens open the door he throws one of his snowballs forcing them to stay inside — at least for a little while. Better luck next time, Dan.

## B.C. Youth Parliament

The Provincial Legislature was taken over by young people between Christmas and New Year's.

Members of the British Columbia Youth Parliament (B.C.Y.P.) held their annual five-day session from December 27th to the 31st in the actual legislative chambers in Victoria.

Attending the session from this area were Ken Rawson of Courtenay and Brian Yamamura of Comox.

The 85 members, all between the ages of 16 and 21, debated issues of national and international concern. Resolutions in favour of a National Youth Parliament, urging the Federal and Provincial governments to step up their programs on the hazards of smoking, banning the mining of uranium at Clearwater, B.C., banning all nuclear warheads from Canada, providing help for the elderly citizens, congratulating the Queen on her Silver Jubilee and the banning or discontinuation of Bible readings in B.C. schools were discussed and passed.

Resolutions in favour of the legalization of prostitution, a guaranteed annual income for Canadians, freedom of information resolutions for the people of Canada and more revenues for northern interior communities in B.C., however, failed.

B.C.Y.P. is a service organization and members also debated the merits of



various projects which they intend to carry out during the year. They plan to run a summer camp for under privileged children, to work with children from broken homes, to visit youths in the hospitals and to sponsor craft programs for children in the interior of B.C.

The major project is the week long summer camp for under privileged children to be held in August at Shawnigan Lake.

The Parliament has been in existence since 1922. Its first premier was Walter S. Owen, the present Lieutenant-Governor of British Columbia.

## Your Dental Health

In this age of radiation hazards, are dental X-rays harmful to patients or dentists?

The answer is No. Modern dental X-ray equipment, films, and techniques have removed the element of hazard from dental diagnostic radiography.

Dental X-rays are an essential diagnostic tool, providing your dentist with vital information about the hidden parts of the teeth, the soft tissues, and the bones of the jaws. Many defects of the teeth and supporting tissues cannot be seen in a visual examination. In order to detect and treat many conditions — some of them extremely serious — the dentist must have an additional "eye". The X-ray unit is that eye.

What are some of the different conditions revealed by X-rays?

—Cancer, cysts, and other abnormal growths within the jaw bones. These conditions

will show up on X-rays.

—Small cavities. These show up on X-rays long before they can be seen by the naked eye. They can be filled at once, thus preventing destruction of additional tooth structure.

—Large cavities. They can be treated when the X-rays help the dentist see in advance the extent of damage.

—Recurrent decay under old fillings. If not detected — and only X-rays can discover it — recurrent decay may result in an exposed tooth pulp and finally in tooth loss.

—Generalized bone conditions. X-rays can help in early detection of the first signs of generalized bone disease.

—Periodontal disease. X-rays will reveal periodontal disease long before its results are visible to the eye. Bone destruction beneath the gums, often the result of periodontal disease, will also show on X-rays.

X-rays will also detect extra teeth that are embedded in the

## Dental X-rays

jaw and may push other teeth out of position. They may reveal the failure of permanent teeth to develop under first teeth. X-rays show oversized and broken roots and retained root tips. They show the condition of teeth to which bridges and other appliances will be attached.

The amount of radiation required to make even a complete X-ray examination of the teeth is very small. Actually, the fraction of this radiation that reaches the more sensitive cells of the body is less than that received by everyone from natural sources, such as cosmic rays from outer space and normally radioactive sand and stone.

Dental X-rays give the dentist a necessary picture of our teeth and so make possible accurate diagnosis and effective treatment.

(Next article: Dentifrices and Mouthwashes).



**GREEN CHRISTMAS VISIT.** Santa paid an extra visit to PMQ's early Christmas Eve to do a last minute check on the children. The lack of snow didn't bother him at all, thanks to the Military Police who provided transport and escorts. 442 Sqn. provided overhead music and the visit set the mood for kids of all ages. Since many of the kids asked Santa for snow, he obliged right after New Year.

## Update For Halifax

OTTAWA — Defence Minister Barney Danson announced Dec. 2 that the Federal Government has approved the construction of new facilities for the Ship Repair Unit at CFB Halifax at an estimated cost of \$65 million in 1977 dollars. The project will be implemented

over a six-year period.

Because of the duration of the project, Mr. Danson said a total of \$93.5 million has been allocated from the Defence Program to cater for escalation.

Describing the project, Vice-Admiral Andrew L.

Collier, commander Maritime Command, said the new facilities will include a 340,000-square foot ship repair building, accommodating repair shops, stores and tool centres, a Queen's Harbour Master control centre and administrative and other support services.

# Autoplan 1978

## rewards the safe driver.

**Nine out of ten British Columbia vehicle owners will not pay any more for auto insurance in 1978 than they did in 1977. And most will pay less because of the expanded Safe Driving Discounts.**

The overall average premium rate increase is 6%, but the full impact of this increase will be felt only by the vehicle owners who fail to qualify for the Safe Driving Discounts. The premium increase is primarily to take into account the substantial and rapid growth in payments for bodily injury claims.

## Safe Driving Discounts.

The discount program benefits the better drivers: 25% is deducted from your premium if you have a two year claim free record between October 1, 1975 and September 30, 1977.

15% is deducted from your premium if you have a one year claim free record from October 1, 1976 to September 30, 1977. 90% of all vehicle owners will not pay more for their insurance in 1978. Discounts on this year's premiums are earned by many motorists whose records are free of claims for which any payment has been made for collision, property damage or bodily injury. (No-fault accident benefit claims do not affect Safe Driving Discounts.)

In addition to the Safe Driving Discounts, there's good news for the Under 25 Single Males. Vehicle owners or principal operators in the category who are claim free and have not accumulated more than five "Point Penalties" between January 1, 1977 and September 30, 1977 will be entitled to a 25% Safe Driving Incentive Grant.

A completed application form must be submitted before April 1, 1978.

## New Features of Autoplan

### 1. Claims Review Procedure

Motorists who disagree with the settlement proposed at a Claim Centre can ask the Centre Manager for a full review. The Claims Review Committee is made up of the Senior Claims Manager and senior officials from other departments. This ensures that reviews will be made by senior officers who can consider the issues from a range of viewpoints.

### 2. Valued Policy

This new policy is specifically designed for vehicles which have been substantially altered from the manufacturers' original specifications. This policy provides insureds with a guarantee that in the event of a total loss, their vehicles are insured for values determined through appraisals made when the coverage was taken out.

### 3. Optional Third Party Legal Liability Coverage

This coverage is now available, without a separate endorsement, from \$100,000 to \$10 million.

### 4. Young Drivers in the "Under 25" Rate Class

Drivers in this class have been divided into smaller age groups. This will allow the Corporation to develop claims statistics which could result in future rate variations.

**All vehicles must carry the basic Autoplan Insurance Coverage. This protection provides:**

a) Third Party Legal Liability Insurance. This pays for all claims against you if you are legally liable to another person for bodily injury, death or damage to property up to a total limit of \$75,000 plus legal and claim

investigation costs. You may be responsible for the rest if you only have this basic coverage.

b) "No-fault" accident benefits. This covers medical costs, expenses of rehabilitation, disability payments, death benefits and funeral expenses resulting from an automobile accident, regardless of who was at fault.

Check what additional coverage you may need — if you feel the Basic Autoplan is less than your potential needs, you can buy a wide range of optional coverages:

- Increased Third Party Legal Liability
- Specified Perils Comprehensive Collision
- Additional Equipment
- Loss of Vehicle Use

## How to renew:

By now you will have received your application form — just follow these simple steps:

1. Check the pre-printed information on your form. Check the name, address, vehicle description, etc.
2. Check your Safe Driving Discount — If you think you are entitled to the discount, and it is not printed on your renewal form, please see any Autoplan agent or Motor Vehicle Branch office.
3. Check your rate class — Compare the present use of your vehicle, and the driver(s)

with the Rate Class number on your renewal form. The Rate Class number shown in the box on your renewal form must be correct.

4. Take your renewal form to any Autoplan agent or Motor Vehicle Branch office. They will help you complete it, and make any changes you require and provide you with new decals and an insurance certificate.

5. If you have not received a renewal form by mail, take your present Vehicle Licence/Owner's Certificate and Driver's Licence to any Autoplan agent or Motor Vehicle Branch office.

The Corporation has once again made available a Premium Installment Finance Plan. This plan will require a 30% down payment of the total costs of the licence plate fees and insurance premium. The down payment must be more than the licence plate fee. The balance of three installments are payable at two month intervals and will be charged against your bank account automatically. This service is available up to the end of March 1978, although an extension to the end of April, 1978 will be made to accommodate vehicle owners under age 25. The interest rate on the outstanding balance is 1.08% per month, or 13% per annum.

Deadline for renewal is midnight, Tuesday, February 28, 1978.

**In most cases premiums are lower in B.C. than in other provinces. Here are some examples for your specific region.**

**DRIVER:** Over 30 years old with an occasional Under 25 Single Male operator. No accidents in B.C. in the last 2 years. 3 years elsewhere. Vehicle used for pleasure only.

**COVERAGE:** Public Liability and Property Damage \$200,000. Collision \$100 deductible. Comprehensive \$50 deductible.

AUTOMOBILES	Port Alberni B.C.	Red Deer Alta.	Brantford Ont.	Sherbrooke P.Q.	Charlottetown P.E.I.
1969 Austin Cambridge	\$228	\$410	\$409	\$552	\$367
1975 Volkswagen Beetle	\$283	\$477	\$458	\$627	\$427
1977 Toyota Celica	\$364	\$568	\$524	\$731	\$509

Comparative rates are from the 1977 Insurers Advisory Organization of Canada manual.

**INSURANCE CORPORATION OF BRITISH COLUMBIA**

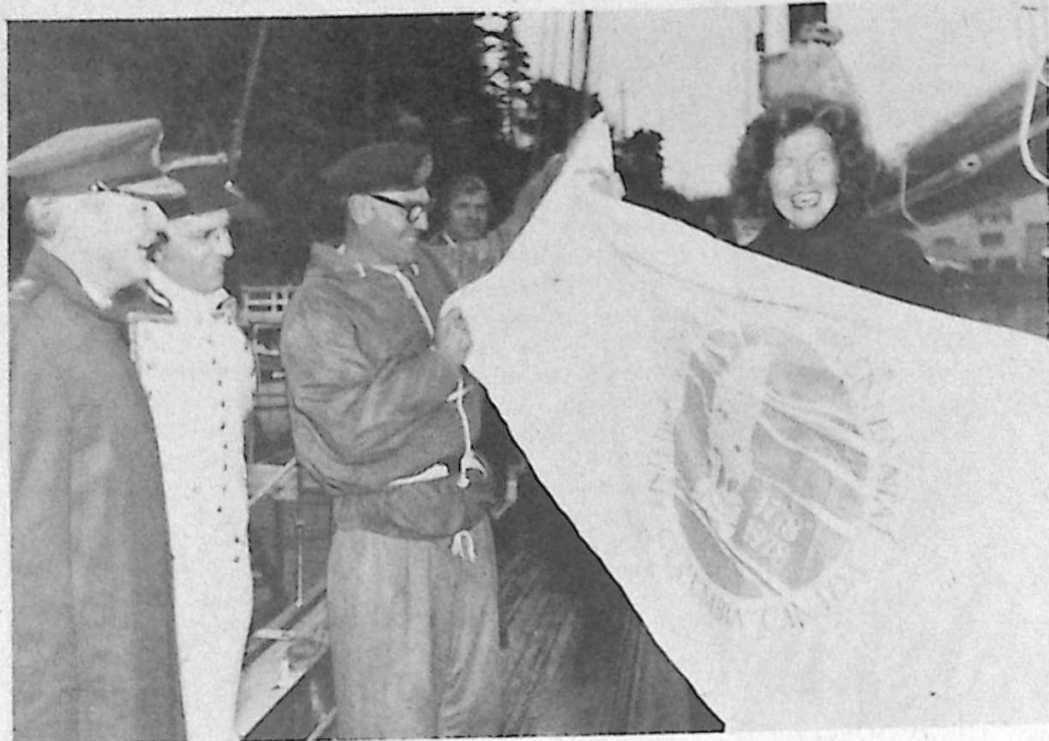
...Where the Driver Sets the Rates



In a reading lamp, the lower edge of the shade should be slightly below eye level when you're seated so that the glare doesn't blind you.



# Around And About



## HMCS Oriole Receives Flag

**THE HONOURABLE GRACE MCCARTHY**, Tourism Minister and Chairman of the British Columbia Captain Cook Bi-Centennial Committee (right) presents the official bi-centennial flag to Lt. Cmdr. Robert Walker (center) of the HMCS Oriole. Looking on are Rear-Admiral M.A. Martin and Captain Cook! The Canadian Forces training ship Oriole will be among the entries in the Tall Ships race from Hawaii to Victoria in July. The Oriole has the distinction of being the first of Tall Ships to be presented with the "official bi-centennial flag." All ships entered in the race will receive the flags and fly them when they arrive on British Columbia shores. Ships from around the world participating in the naval review in July will also be presented with one of the flags.

## Money Talk

By Dan Hodgert

In a recent article the danger signals of impending financial distress were outlined.

If you find yourself in this type of financial condition and you want to keep from going under or heading down the road to personal bankruptcy, common sense dictates the following action:

1. Let everyone in the family know the money situation is tight and get their

help to compile a list of all monthly expenses.

2. List all your debts with full details. If you don't have up-to-date information, get it from the creditors.

3. Put down your family's total monthly net income. Do not include bonuses or occasional part-time earnings that cannot be depended on.

4. Now subtract monthly living expenses from net income. This will show you

how you would stand if you had no debts.

5. Now subtract the monthly payments you are supposed to be making to your creditors. You will probably have to do this arithmetic for a few

months to get the real picture of your situation. If you come out with a minus figure you are obviously living beyond your means and it is now time for drastic action.

What you do now is tough

## Femme Gen

general interest

By Liz Graham

Well, it's that time of year again, and by the time this is in print, I will have probably broken my yearly New Year's Resolution to stop smoking. One year in an attempt to prevent failure, I decided to continue to smoke and resolved to stop coughing instead, but that didn't work either.

This year I have set myself some very difficult resolutions. I will not — ever again — swear at my TV set. Especially at Mrs. Olsen, Mr. Whipple, Aunt Bluebell, Mrs. Marsh and Mrs. Appleby. I'm never again to scream and threaten mayhem when I see feminine personal products flaunted on my screen, and no more raspberries at "I'm a told icckle bunny..." "Barbara, Barbara, are you up?" ad infinitum.

I'm not going to get angry at women drivers in shopping center parking lots, or women who stand and gossip in the middle of the grocery store aisle, or leave their shopping carts in the way of the pork

loin special. I will not throw anymore tantrums over plastic produce bags that won't open — either end, and the next time I stand for half an hour at a check-out counter while three people ahead of me pay by cheque, I'm not going to make audible sighing sounds, tap my feet, look at my watch, or lean on anything. I'm going to walk out. I'm not going to feel embarrassed the next time the liquor store clerk treats me like a long time, valued customer, and the next time a shoe store clerk says that they don't have much call for my size, I'm going to spit in his eye.

I'm not going to sob when I get the news that my dentist has just charged me \$63.30 for two exams, two cleanings and fluorides, and three X-rays on my kids, or tell his receptionist that the only preventative thing about his dentistry is that it's preventing me from saving money. Telephone-wise, I am going to hang-up on people who call

and say "HI!" and don't identify themselves. And I'm going to SLAM-UP on the next person who tries to sell me something over the phone, under the guise of "Free-gift" or, "No obligation" etc.

Well, I could go on for ever, but there you are, I've already broken all my resolutions, I've gotten angry. I've got to stop anyway. I can see a miniature "blackmailer" on his way to my door looking for someone to sponsor him so that he can go out and play. He's in for a surprise! P.S. Another resolution broken! Happy 1978 Everyone!



About 74 percent of an egg is water.

## 'Energy Crisis'

Are you one of those fooled by the catch phrase "energy crisis?" Do you feel the energy shortage is a momentary thing? Don't you believe it! We are steadily depleting the world's conventional energy supplies. To conserve the remaining resources we need people with new ideas. We need these ideas implemented with increased resourcefulness and effort.

Do your part! Start by preparing your habits, home, and place of work for the most efficient use of energy. Hold fast to the fuel, electricity, and water we already have. Be positive in the control of the resources we will be fortunate enough to have during the winter months.

Here are some tips on how to make your home happier, more comfortable and conserve energy:

- Clean air filters on your furnace at least once a month;
- Keep hot and cold air registers clear of any obstructions;
- Ensure that nothing obstructs air circulation to the thermostat;
- Keep thermostat setting as low as is consistent with comfort, approximately 20 degrees C (68 degrees) and turned down to 16 degrees C (60 degrees) at night;
- Excess ventilation of the house should be avoided, i.e., do not open windows to an excessive extent while indoor temperature is maintained by furnace operation;
- Turn out all lights in rooms not occupied, turn off all outside lights unless required for safety or security; and
- Xmas lights are a joy to behold, please use them wisely and you won't be left out in the cold.

## Chapel Chimes



RC CHAPEL

Father M. Allan Stack - Base Chaplain (RC) - Telephone 339-2211 Loc. 274; Residence-339-2102.

MASSSES FOR SUNDAY:

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

WEEKDAY MASSES: 9:00 a.m.  
SACRAMENT OF RECONCILIATION: Confessions are heard before all Masses and any time upon request.

BAPTISM: By appointment. Please phone ahead in plenty of time.

MARRIAGES: Please come in months before your marriage.

CATECHISM CLASSES: Each Wednesday night at the PMQ School, 6:30 - 7:30 p.m.

THE PROTESTANT CHAPEL

Telephone: 339-2211 Loc. 273.

L.R. Coleman, Maj. (Base Chap (P))

C.V. Patey, Capt. (Chap (P)).

CHAPEL SERVICES

The Protestant Chapel is located in Wallace Gardens (PMQ area) and Divine Service is held every Sunday at 11:00 hours. This is the Base Chapel and everyone is warmly invited to share in the Service.

HOLY COMMUNION: Holy Communion (ACC) 12:00 hours first Sunday of the month.

BAPTISM: By appointment. Consultation with parents expected 2-3 weeks in advance of Baptism.

WOMEN'S GUILD: All women are encouraged to support this group which is very active in missionary efforts. Meets in the Chapel Lounge at 2:00 hours on the second Wednesday of each month.

CHAPEL CHOIR: Our Choir extends a warm welcome to all new arrivals. New voices are always needed. Please speak to the Choir Director, Organist or Chaplain.

Junior Choir: 1830 Hrs. Thursday at the Chapel.

Senior Choir: 2000 Hrs. Thursday at the Chapel.

SUNDAY SCHOOL: The Sunday School operates from September to June. Ages 6-15 meet in the Chapel at 9:30 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 11:00 hours. All children are invited to attend.

OFFICE HOURS: 0800 - 1630 hours. Phone 339-2211, Loc. 273.

HOSPITAL VISITATION: The Chaplain would appreciate the co-operation of the members of the congregation and would request that they phone the Secretary's office (339-2211 Loc. 273) to report the names of any members of the congregation who may be in the hospital.

## Comox Weather - Dec. '77

TEMPERATURE

Mean maximum for the month 5.1 deg. C 6.3 deg. C  
Mean maximum for the month -0.9 deg. C 0.9 deg. C  
Mean temperature for the month 2.1 deg. C Normal 3.5 deg. C  
Highest temp. for month 11.5 deg. C day 11th highest recorded 15.6. Year 1958, 76  
Lowest temp. for month -6.3 deg. C day 27th. Lowest recorded -15.0. Year 1968

PRECIPITATION

Total monthly rainfall 144.2 mm. Heaviest on record 369.1 mm. Lightest 78.0 mm.  
Total monthly snowfall 31.9 cm. Heaviest on record 186.7 cm.  
Total monthly precipitation 179.1 mm. Normal 213.6 mm.  
Heaviest monthly precipitation on record 370.6 mm. Lightest 96.5 mm.  
Heaviest daily rainfall for month 41.8 mm on 10th  
Heaviest daily snowfall for month 17.0 cm. on 9th  
Number of days with precipitation of .2 mm. or more 16. Normal 20.7

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## Single male drivers under 25

# Are you entitled to the Safe Driving Incentive Grant?

You may have earned the equivalent of 25% off your 1977 Autoplan premium. To be eligible: 1. You must have been a single male under 25 years of age at any time during the 1977 insurance year - March 1, 1977 to February 28, 1978.

- You must have owned a vehicle, or been a principal operator of a vehicle in Rate Class 04, 14 or 504 during the insurance year.
- You must not have accumulated more than 5 Penalty Points between January 1, 1977 and September 30, 1977.
- You must not owe the Insurance Corporation any money.

- Your vehicle: 1. Must be free of claims from January 1, 1977 to September 30, 1977 for which any payment has been made for collision, property damage or bodily injury (excluding no-fault accident benefits). 2. Must not be part of a fleet. 3. Must not be used for delivery purposes unless it is owned and operated by a single male under the age of 25.

Last year about 55,000 drivers earned almost \$6 million in safe driving incentive grants.

If you qualify on all points, you must submit a completed application form before April 1, 1978. Forms have been mailed - Vancouver, B.C. V6B 4T4

In most cases Autoplan premiums are lower in B.C. than in other provinces. Here's an example for your region. Public Liability and Property Damage \$200,000. Collision \$100 deductible. Comprehensive \$50 deductible.

Driver	Automobile - 1968 Pontiac Grand Parisienne				
	Powell River B.C.	Peace River Alta.	Sarnia Ont.	Sherbrooke P.Q.	Thru N.S.
1. Two years accident free in B.C. Three years elsewhere	\$439	\$734	\$585	\$831	\$570
2. Not accident free.	\$781	\$1,235	\$1,012	\$1,455	\$983
	Automobile - 1974 Chevrolet Malibu Classic				
1. Two years accident free in B.C. Three years elsewhere	\$478	\$887	\$679	\$970	\$700
2. Not accident free.	\$849	\$1,481	\$1,172	\$1,696	\$1,206

Comparative rates are from the 1977 Insurers Advisory Organization of Canada manual.

INSURANCE CORPORATION OF BRITISH COLUMBIA

...Where the Driver Sets the Rates

Congratulations and keep up the safe driving.



# CF Pilots Test New Fighter Aircraft

A team of aircraft testers based at CFB Cold Lake has been busy working relatively unnoticed since they were tasked in early 1977 to have a hard look at current fighter interceptor aircraft for possible acquisition by the Canadian Forces.

The team of five are all members of Aerospace Engineering Test Establishment (AETE) Cold Lake. The team consists of: a leader, Lieutenant-Colonel Len Novakowski; two pilots, Major John Aitken and Captain Gordon Todd along with two engineers, Captain Jim Thompson, flight test engineer and Captain Larry Bunce, systems test engineer.

They have a set pattern laid down to test the various aircraft types. According to LCol. Novakowski the team allots two weeks to each aircraft. The first week is devoted to ground testing on the flight simulator with about 7 to 10 days set aside for flight testing.

To date the team has tested three United States aircraft: the F-15; F-17 prototype and the F-14 Tomcat. Still on their list is the Tornado, French-built Mirage and the U.S. Air Force's F-16. They intend to fly to France to test the Mirage between December 12-21; to Edwards AFB, California to test the F-16 January 2-13 and to Warton, England to test the Tornado January 17-31, completing their testing assignment.

Normally, after finishing the actual aircraft testing, it takes the team about two weeks to write up a comprehensive report on their findings. These are forwarded to National Defence Headquarters, Ottawa for the new fighter aircraft project officer. And of course,



**NEW FIGHTER AIRCRAFT TESTERS** - Now testing various fighter interceptor aircraft to assist Canadian government officials to make a decision on the replacement for the CF-101 Voodoo and CF-104 Starfighter aircraft, is a test team from Aerospace and Test Establishment (AETE) Canadian Forces Base Cold Lake, Alta. From left to right, team leader LCol. Len Novakowski, Capt. Jim Thompson, Capt. Gordon Todd, Capt. Larry Bunce and Major John Aitken. (Canadian Forces Photo).

because of the financial implications inherent in acquiring new aircraft, it is absolutely essential that their findings are classified.

LCol. Novakowski is quick to point out that, "We do not test aircraft against aircraft, that is not our job. What we do is evaluate each aircraft against the statement of requirement as laid down by Defence Headquarters. What we report on are such things as climbing ability, cruise speed, cockpit switch accessibility, take-off and landing distances, weapon package and weapon accuracy, capability in high speed intercept and closing

time speed."

While testing, the team members try to be as objective as possible. As LCol. Novakowski says, "We're human too. We have biases, likes and dislikes in aircraft types but we try to be entirely professional in our approach to aircraft testing." Another rule that the team follows scrupulously is "no social contact with aircraft contractors."

When asked what type of training his test team required, LCol. Novakowski said that the pilots normally are graduates of the Empire United Kingdom test pilot course; U.S. Navy pilot

course; and U.S.A.F. test pilot course. Also when the pilots were selected for this team, one of the requirements was that one pilot be F-101 trained with an air defence background and the other be familiar with F-104 fighter operations.

Finally, the new fighter aircraft test team is fully aware that other factors besides aircraft performance will be considered before a decision is made to acquire a specific aircraft type for the Canadian Forces. However, they are confident their data is the best possible to help the decision makers come to a final choice.

## 63 Million For New Ships

OTTAWA — The Federal Cabinet has approved an expenditure of \$63 million in 1977 dollars for the Department of National Defence to proceed with the first stage of a program leading to the acquisition of new fighting ships for the Canadian Navy, Defence Minister Barney Danson has announced.

This stage, known as the project definition, will take about four years to complete and will allow the Department of National Defence, in concert with shipbuilders, to finalize the design and detailed costing of the first of a new series of six Canadian patrol frigates.

"The ship replacement program will show Canada's determination to maintain her sovereignty and defence roles, and support commitments to the NATO Alliance with a continuing contribution to credible naval deterrent forces," Mr. Danson said.

Government decision to proceed with building the frigates, which would replace the six aging St. Laurent-Class destroyers on the Atlantic coast, will not be taken until 1981 when assessment of the first stage is completed.

Mr. Danson said that the plan calls for the first ships to be completed by 1985 and the sixth ready for delivery by 1989. Total cost for the six ships is estimated at \$1.5 billion in today's dollars.

The phasing of government expenditures is in keeping with the government's economic restraint program and will not necessitate major government spending in the early stages of the program.

Employment Generated  
In his announcement Mr. Danson said, "A Canadian shipbuilding program to replace the six St. Laurent-Class ships will have a significant impact upon the Canadian economy. The expected related benefits will be considerable, and because the proposed building activity, which will begin in 1981, is labor-intensive, employment will be generated throughout the shipbuilding and related industries."

The program could eventually produce, directly and indirectly, about 4,500 man-years of employment annually for eight years after the initial project definition stage is completed, he stated.

There also would be a major impact on Canadian industry at large since each ship will incorporate several thousand pieces of equipment, many provided by smaller manufacturers, he added.

DND has been preparing operational and technical requirements for the design and construction phases which will be ready early in 1978. A formal approach to industry then will be made and procurement options investigated. The options include designing and building the ships in Canada or buying an off-shore design to modify and build in Canada.

Design and Production Capability

"The shipbuilding program will optimize utilization of Canadian industrial capability. There is available in Canada a large number of capable firms engaged in the design and manufacture of mechanical and electronic systems for ships. Such firms, in concert with Canadian shipyards and ship design agencies, could provide the expertise required for the design and production phase of this shipbuilding program. Government would expect industry to join forces to assume responsibility for the design, management and implementation of a shipbuilding program," the Defence Minister said.

Canadian shipyards have developed a high degree of

technical expertise and ability to construct warships. Since 1950, they and related industries have built, with high Canadian industrial content, many ships which have given excellent service. By virtue of their Canadian design they have been particularly well suited to national requirements.

Maritime Command's current fleet consists of 20 operational destroyers and three destroyers held in reserve. The oldest class, the St. Laurent, will have completed 30 years' service in the 1985-1990 period — 10 years beyond their designed life expectancy.

"As a maritime nation, Canada has a wide range of maritime interests and hence has a major stake in the free use of the seas," Mr. Danson said. "When these interests are challenged by the ever-increasing competition among the nations to exploit the resources of the seas, or threatened as they can be by the growing capability of the Soviet navy, Canada, with her allies, needs to provide for their protection."

The Defence Minister added that Canada must continue to have the capability for the surveillance and protection of her coastline, which is the longest in the world. Of particular importance is the national policy to protect our offshore economic resources within the 200-mile zone.

### Frigate-Type Ships

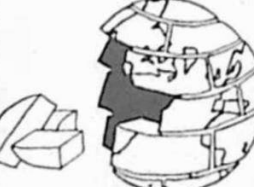
Studies of the capabilities required for a modern replacement warship to meet the Canadian Forces' peace and wartime operational roles point to a frigate-type helicopter-equipped ship in the order of 3500 - 4000 tons.

The latest Canadian destroyers are the 4,600-ton DDH-280 helicopter-equipped warships — Iroquois, Huron, Athabaskan and Algonquin — commissioned in 1972-73. In comparison, the St. Laurent-Class ships have a 2,858 ton displacement.

A program management office will be established in Ottawa. It will be headed by a Canadian Forces officer who will be assisted by representatives of the Department of Supply and Services and Industry, Trade and Commerce to ensure the necessary contracting expertise and the realization of maximum industrial benefits. The management group also will work closely with other government departments and agencies and Canadian industry.

Mr. Danson emphasized that the initial expenditure of \$63 million for the project definition stage would not only permit Canadian industry and shipyards to plan their participation in the program but would provide the government with the best options to decide in 1981 on the type of ship to be built.


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**DON MORRIS,**  
Manager



# Accent Safety

## Hypothermia

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

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

being wet at such temperatures for a prolonged period.

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

... new research into deep-body cooling

and to protect the body from heat loss.

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

Don't take the chance of becoming exhausted. Normal endurance is greatly reduced by exposure, and if exhaustion forces you to stop, the rate of body heat production drops by 50 per cent or more and violent shivering may begin.

A knowledge of how to treat the victim of hypothermia can prevent serious body injury, even death.

First, get the victim out of the wind and rain (or the

water, of course) and out of all wet clothes. If he is only mildly impaired — still conscious — give him war, sweet drinks, warm clothing, blankets or a sleeping bag. Depending on the location and what is available, warm (not hot) pads, hot water bottles, warm bath or shower will help. Build a fire if possible.

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

SAFETY SAM.  
Courtesy: Worker's Compensation Board of B.C.



## Argus Not a 'Taildragger'

**RUMOUR HAS IT ...** A 407 Squadron source has revealed that following recent tests on two Argus, a

plan to convert the aircraft to 'tail draggers' has been abandoned.

## Navy Terminology Unchanged

Even with the advent of integration, the Navy still clings to time honoured phrases and words that may be confusing to a person who becomes involved with them for the first time. The two terms most commonly used in a Naval environment are PORT and STARBOARD.

**PORT:** Facing the bow (sharp end). It is easy to remember. Port has four letters, and left has four letters. So port is left.

**STARBOARD:** Since there are only two sides to a ship and port is one of them, it is obviously clear that the other one is left. STARBOARD is left.

**AHEAD:** The Naval term for John.

**ASTERN:** Without humour, e.g. The Captain tolerated no jokes, he was astern Captain.

**AMIDSHIPS:** Completely surrounded by ships.

**BERTH:** The day you were born.

**BUNK OR BUNKER:** Phony sea story, or one who tells one.

**BUOY:** Something you bang into when trying to avoid a submerged object the buoy tells you is there.

**CHANNEL MARKER:** Tells you which TV station you are watching.

**DINGHY:** The sound a ship's bell makes, e.g. Dinghy-Dinghy.

**DISPLACEMENT:** When you have lost your ship you have displaced it.

**DOCK:** Nickname for the M.O.

**HEAVE-HO:** What you do when you are sea-sick and eaten too much HO.

**HITCH:** The thing to look for when astern Captain smiles.

**LAUNCH:** The noon meal.

**MIDSHIPS:** See Amidships.

**OAR:** When you have a choice, this oar that.

**PORTHOLE:** A hole in the side of a ship. May be on Starboard side.

**QUARTER-DECK:** The floor of a ship costing about twenty-five cents.

**RABBITS:** The name given to anything not nailed down as such is used for personal gain. If caught, Rabbits is sometimes known as theft.

**SHOAL:** Worn by female sailors on cold nights.

Courtesy The Plainsman.

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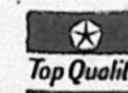
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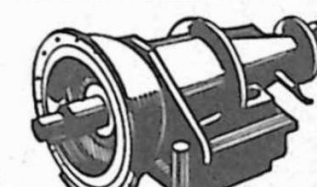
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