



# TOTEM TIMES



Boredom Is Contagious . . . But So Is Enthusiasm

VOL. 20 - NO. 3

CFB COMOX TOTEM TIMES THURSDAY, FEBRUARY 9, 1978

## M.A.T. Hard At Work In Burbank

# Maintenance Important Aspect Of Aurora Program

The acquisition of the CP-140 Aurora, Canada's new Lockheed-built Maritime patrol aircraft, is the Canadian Forces largest and most costly procurement to date. The magnitude of the overall cost of this program requires that the optimum value be obtained in each area for the money spent. In order to achieve this goal, specialists in many areas of aircraft operation and support have been selected for participation.

The introduction of the Aurora into service will bring to the CF a new generation of electronic surveillance and with it a new generation of computerized support equipment. We will be the proud owners of the world's best equipped ASW aircraft. It is very easy for us to be lulled into a modern day philosophy that life will be easier when we can sit back and let the computers do all the work and accept the "smart machine,

dumb man syndrome". In fact, we must have a "smart machine, smart man" attitude. How better then could we help create this "smart man" and become familiar with the depth of smartness required than have that man help make his own plans.

The Maintenance Appraisal Team (MAT) is part of the CP-140 Aurora Detachment which is headed by Brigadier-General Alan Pickering and is located at the Lockheed-California Company in Burbank, California. The MAT was selected and formed by the Aircraft Maintenance Development Unit in Trenton, and is comprised of officers and technicians who are aircraft maintainers. The MAT presents a new approach to CF capital acquisition programs. This is not to say that the CF have not had MAT's before, as maintenance appraisal teams were used on several weapons systems acquisitions prior to

the Aurora. The MAT's prime concern is the support of the CP-140 subsequent to its introduction into operational service; and our philosophy is to ensure that cost effective rationale is used to develop a practical maintenance policy.

The MAT consists of two engineering officers, thirteen technicians and a clerk, and is responsible to the Systems Engineering Manager, LCol. Mal Gray. The MAT team leader and Mechanical Engineer is Major Laurie McClure of Aylesford, N.S.; Major Tim VanRamen of Chatham, Ontario is the other officer and Avionics Engineer. Both officers were recruited for the MAT from AMDU.

Other members who were selected from AMDU are: CWO Leo Austin, AVN Technician of Collingwood, N.S.; WO Ed Findlater, AVN Technician of Calgary, Alta.; Mr. Ross Fulton, ex-CF Sgt. COM Technician of Toronto,

Ont.; Sgt. Floyd Fitzgerald, AF Technician of Battleford, Sask.; Sgt. Clint Taylor, IS Technician of Victoria, B.C.; Sgt. Ron Lalonde, IS Technician of Edmonton, Alta. and MCpl Jim Longlade, AE Technician of Pointe-au-Baril, Ont.

CFB Greenwood also donated some outstanding talent to the team, providing WO Jack Wieler, WTA Technician of Saskatoon, Sask.; Sgt. Bill Hocquard, IE Technician of Dalhousie, N.B.; Sgt. John Leclerc, Radar Technician of Trois-Rivieres, Que. and his charming wife, Lise of Quebec City who graces the MAT orderly room. MWO Rick Middleton of Winnipeg, AVN Technician joined the Burbank Detachment from DGQA in Hull, Quebec, while WO Dave Conroy, AVS Technician of Dartmouth, N.S. and Sgt. Jack Eagles, CS Technician of Port Elgin, Ont. provide the "salty side" input, both joining the MAT from CFB Shearwater.

The Team was formed in Trenton and underwent a training period which included Reliability Courses, Trade Specialty Courses such as digital techniques, Allison Engine Courses and CP-140 familiarization. The MAT was deployed to Burbank on an incremental basis beginning in September 1976 through to

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## Teen Centre Opens

BASE COMD. COL. B.T. BURGESS cuts the ribbon to officially open "Teen Town", located in the lean-to of the Base Theatre complex. The teens have been busy the last month painting and refurbishing -- they have acquired some furnishings but any

donations would be greatly appreciated. From left to right - MCpl. Rusty Rutherford, Maj. John Bossons, Clayton Verchere, Wayne Scott, Dana Ryan, Madeline Verchere and Col. B.T. Burgess.

## Base Commander's Commendation



### Sgt. Dave Snyder

CAPT. JOHNSON AND MAJOR ORSER look on as Sgt. Dave Snyder is presented his commendation by Col. Burgess. Sgt. Snyder was commended for his outstanding contributions to CFB Comox during his tour here. Dave is leaving us on posting this summer, anyone who has had business at Base Traffic will know that he will be sorely missed.



## 442 Sqn. Maintenance

THE FOLLOWING IS A TEXT of the recent commendation presented to 442 Maintenance. Presented to members of 442 Squadron Maintenance Personnel for their outstanding performance during SAR-BAUER and SAR WAYNES 31 Oct. - 21 Nov., 1977. These members accomplished the maintenance and servicing duties in sub zero temperatures without benefit of shelter or adequate facilities. A total of 259.7 man hours were extended for SWAG recoveries in the field and 1308.5 man hours for general servicing. An additional 519 man hours were required at home during this same period to carry out regular inspections and effect repairs. This performance over long hours and through arduous conditions certainly display an excellence of achievement on the part of these members, and without this outstanding effort the squadron could not have met its commitments during this period. LCol. Demers, Major Skotnicki, and W.O. Alstad accept the commendation from BComd. Col. Burgess on behalf of 442 Maintenance Personnel.

## Senior Appointments And Promotions For '78

OTTAWA - New appointments for eight Canadian Forces generals this summer and fall were announced today (Jan. 27) by Defence Minister Barney Danson. They are:

Commodore James M. Cutts, 52, of Halifax, with the Personnel Careers division at NDHQ, will become Director General Personnel Careers (Officers) at National Defence Headquarters.

Brig.-Gen. Ronald Michaud, 49, of Squattek, Que., now seconded to the Department of Veterans Affairs, is appointed Director General Reserves and Cadets at NDHQ.

Brig.-Gen. Clayton Beattie, 50, of Ottawa, Commander of CFB Borden, Ont., will be appointed Commander Northern Region, headquartered at Yellowknife, N.W.T.

Brig.-Gen. Walter Dabros, 44, of London, Ont., now Director General Intelligence and Security at NDHQ, will attend National Defence College at Kingston, Ont.

Commodore G.M. de Rosenroll, 51, of Edmonton, now Chief of Staff, Plans and Resources at Maritime Command HQ in Halifax, will be appointed Director General Personnel Services at NDHQ.

Commodore Andrew C. McMillin, 52, of Toronto, now Commander of CFB Halifax, will become Chief of Staff, Plans at Maritime Command HQ in Halifax.

Brig.-Gen. Blake Baile, 48, of Vancouver, now Commander of the Canadian Contingent with the United Nations Emergency Force Middle East, will be Chief of Staff, Administration at

Mobile Command HQ Montreal.

Brig.-Gen. Jean B. Riffou, 49, of Cap-des-Rosiers, Que., now Commander of CFB Montreal, will be Deputy Chief Land Doctrine and Operations at NDHQ.

OTTAWA - Promotion to general rank and a new appointment for 10 Canadian Forces colonels and naval captains this summer and fall were announced today (Jan. 27) by Defence Minister Barney Danson.

To be promoted are Col. Kenneth C. Lee, 47, Dauphin, Man.; Col. John C. Henry, 50, Kirkland Lake, Ont.; Col. Kenneth T. Kennah, 51, Bathurst, N.B.; Col. Richard J. Evraire, 39, Ottawa; Capt. (N) Bendt A. Oxholm, 47, Seven Sisters Falls, Man. and Dartmouth, N.S.; Col. Borden R. Campbell, 46, Fitzroy Harbor, Ont.; Capt. (N) William B. Hotsenpiller, 43, Calgary; Capt. (N) Nigel D. Brodeur, 45, Victoria, B.C.; Col. Donald M. McNaughton, 43, Perth, Ont. and Capt. (N) John Rodocanachi, 47, Halifax.

Col. Lee, deputy commander of Air Transport Group headquartered at CFB Trenton, Ont., will be appointed deputy commander of 23 NORAD Region at Duluth, Minn.

Col. Henry is commander of CFB Trenton, Ont. and will become deputy commander 25th NORAD Region at Tacoma, Wash.

Col. Kennah will be deputy chief, Operational Research and Analysis Establishment at NDHQ in Ottawa. At present he is director of manpower control and organization at NDHQ.

Col. Evraire, commandant of College militaire royal de St.

Jean, Que., on promotion will become commander of the United Nations Emergency Force Middle East with headquarters in Ismailia, Egypt.

Capt. (N) Oxholm, now chief of staff of Maritime Forces Pacific at Victoria, B.C. will be the new commander of Training Systems, based at Trenton, Ont.

Col. Campbell is director of air plans at NDHQ and will be deputy chief of staff of the Combat Operations Centre at NORAD HQ in Colorado Springs, Colo.

Now commanding officer of the Ship Repair Unit at Halifax, Captain (N) Hotsenpiller when promoted will be base commander of CFB Borden, Ont.

Captain (N) Brodeur is director of maritime requirements, sea, at NDHQ and on promotion will become deputy chief of maritime doctrine and operations at NDHQ.

Col. McNaughton, base commander of CFB Winnipeg, in his new rank will be NDHQ's deputy chief of air doctrine and operations.

Captain (N) Rodocanachi, now attending the National Defence College at Kingston, Ont., will be director general of intelligence and security at NDHQ.

OTTAWA - The Honourable Barney Danson announced today (January 26) that the Government has approved the continuation of the Katimavik youth program for one more year. This will allow for an increase to approximately 1200 young volunteers from 1000 enrolled during the first year.

Mr. Danson said the program has already provided the opportunity for

young Canadians to work and assist in 30 communities across Canada.

The Katimavik program assigns groups of young people to host communities where they help in major projects as well as provide volunteer services for the elderly, handicapped, or for those who are underprivileged.

The participants spend nine months in Katimavik with food and lodging provided. During this time they receive an allowance of one dollar a day and at the conclusion of their service they receive an honorarium of \$1,000.

Projects currently being undertaken include restoration of historic structures, building and

refurnishing of recreation facilities, environmental clean up projects, park and reforestation projects.

OTTAWA - Promotions and new appointments this summer and fall for three Canadian Forces' general rank officers were announced today (Jan. 26) by Defence Minister Barney Danson.

Major-General Gerard C. Theriault, 45, of Stanstead and Riviere-du-Loup, Que., chief of air doctrine and operations at National Defence Headquarters (NDHQ) in Ottawa, will be promoted to lieutenant-general and appointed deputy chief of the defence staff in Ottawa. He will replace Lt.-Gen. Kenneth

(Continued on page 5)



## 4800 Miles!

CPL. BARRY WHILLANS is presented with the Bronze Seal for Physical Fitness by Major G.A. Cooper. The Bronze Seal signifies the accumulation of 4800 points or having jogged 4,800 miles. Congratulations Barry, and keep on trucking.

### FIRE REPORTING

Were you aware that the emergency phone number for the Base Fire Department to report an off-base fire is 339-3333 (On Base Loc. 333)? Did you also realize that all fires on DND property, regardless of size or whether they have been extinguished, have to be reported to the Fire Department? Remember, big fires start out as little fires so don't delay that phone call.

### BASE REPORT

WATCH THE BASE ON T.V. WEDNESDAY EVENINGS AT 7:45 CHANNEL 10



# Mushroom Mutterings

# ATC News

# Demon Doins



442 (T & R) SQUADRON "GRIP & GRIN" SESSION: (L to R): Capt. G.M. Clarke, CF Award for Aerobic Excellence; CPL. G.M. Emery, to Master Corporal; Cpl. K.R. Hamilton, Flight Engineer Wings; Cpl. D.G. Bollong, to Master

The newest toy for the 442 aircrew to play with has arrived from Trenton and now sits in the hangar quietly sulking while the Mushrooms try to get it ready to fly. The Flight Engineers ganged up on Buffalo 453 (that's the weird-colored one) and wrote up 17 snags. The Servicing crew had the last laugh though; the FE's missed a couple.

The Ferry crew that brought it out here and were to take 458 back spent an entire week trying to make the return trip. They claimed that 458 was U.S....but there is a rumour that they just weren't in any great hurry to get back to the ice and snow of southern Ontario. They left here trailing smoke. That was from all the freshly smoked salmon they had on board.

After some OJT, Mike Shea now knows what a satellite is. For a while there the reports of the recently downed Soviet spacecraft had Mike completely baffled.

Marcus Decurtins is running around with a big grin on his kisser. He got the word that he's up for transfer over to the other side of "the big pond" (1 CAG to the uninitiated). After all his trips over there, he's finally getting to go at public expense and for more than just a couple of weeks' skiing...which both he and the Swedes pronounce, "SHE-ING"! Wait till he finds out the transfer also includes work!!

The first delivery of the new Mushroom Man statue has taken place. The colorful little critter has now taken his place of honor in the 442 Trophy Case and on the desks of a select few. More will be handed out as they arrive. Many thanks to the designer and molder, Willa (Mrs. Dusty) Rhodes.

All sorts of "Grip and Grin" up in the Colonel's office lately. The Pararescue Section stacked the deck and came away with a pair of promotions... Dan Bollong and Gary Emery both now enjoy the fruits of their JLC and are to be called, "Em-Slash"! On the other hand, Bob "Ardivark" Ardelian and D.B. (called "BJ") 'cause nobody can pronounce his name) Bjolverud, have been presented with nice clean scrolls applauding their having survived 1000 Hours as Flight Engineers.

Corporal; MCpl. J.R. Meads, CD; MCpl. R. Ardelian, 1000 Hour Award; MCpl. D.B. Bjolverud, 1000 Hour Award; LCol. M.J. Demers, a very sore arm from all this!!

Ken Hamilton was allowed to sew up his F.E. Wings and now gets to carry a fully-operational pen and to throw away the key to his toolbox. Congratulations, Ken! With guys like "Ardivark" and "BJ" to show the way, you can't get into much trouble... alone!! El Capitan G.M. Clarke must get his initials from the company of the same. He was carried in to be given the CF Award for Aerobic Excellence (Red Seal) after passing the 1200 Mile marker. Rumour has it that he missed the last Buffalo out of Williams Lake and had to run all the way home to make it in time for Beer Call.

The final award for the session was Meads, J.R., collecting his CD for twelve years of undetected crime. They don't call him "Sneaky" for nothing. Finally, there was our long-suffering C.O., LCol. M.J. Demers. He collected a sore arm from having to shake all those hands and a sore jaw from having to smile through all those photographs.

Our artist for this issue is the "Pride Of 6 Group", Judy Brown. By the way, I have been taken to task for calling her Yamaha a Honda... it's all Kawasaki to me!!

You can always tell when the Lab pilots have been practicing their water landings (in the Labrador, dummy!). Just after landing, one of the Riggers will be seen running across the hangar floor, carrying a "creeper" and hollering, "SURF'S UP"! With all that time underwater while trying to drain the chopper airframe, Chief, can they be considered part of the Sea Element? Oh well, at least they get a shower once in a while.

Rumours abound of lots of moves within the ranks of the 442 pilots this coming summer. Ottawa finally got wise to the "World's Longest Continuous Backgammon Game", and have decided to let some of them teach the game to younger and less wise throttle-jockeys.

The aircrew and Pararescue types have all been watching the sky for some sign of a break in the weather. They all want to get up there and practice. Little do they know that the groundcrew is downstairs, doing rain dances and sticking pins into tiny Met men.

Last weeks 400 flying kept us fairly busy and the snow and fog on Wednesday, plus the good morning wake up call didn't help either. Thanks to the pilots who came back with lots of fuel. It's always nice to know that an A/C can go around for another try before it has to divert.

Ratcon was blown up last week (we need a new one anyway) in the course of the exercise. Although some people had to evacuate we still had to leave a crew to look after a sky full of A/C. We could in an actual bomb threat, run IFR approaches from the Tower, but we would have no radar or PAR so if the weather was "on the deck" it could be dicey.

Christine, our lady typist was given an unexpected free ride with the MP's last week and held for 'questioning' at the main gate. She was walking out to Ratcon when a keen young pilot from the QRA turned her in. The funny part is that when the MP's called the section whoever answered the phone said that she didn't work here. Major Howard finally rescued her and got her safely back to the Ratcon.

Congratulations to Capt. Ted Norrie who checked out in Ratcon on Friday and will soon be on shift. O/Cdt. Mario Tremblay started getting some 'mike' time in the Tower prior to his VFR course and Lt.'s Wallace and Holiczka are hard at work in Ratcon on the road towards checkout.

Capt. Fred Kempe has been appointed the new section entertainment chairman, so suggestions, complaints, etc. should be directed to him. (just matters concerning parties, etc. please).

Cpl. Jean Gauvin has applied for his release from the CAF and he and his wife will probably be leaving for "La Belle Province" sometime this summer.

A Base plaque and Gravel Pit Scroll were presented to Pte. Jo-Anne Parker last week. Jo-Anne will be employed as a Flight Attendant and has left the area for Trenton and will be missed by the section. Good luck on your new job 'Puff'.

Capt. Dale Webb, Tower controller, is a member of the Comox Valley Search and Rescue Squad and was involved in a difficult but successful rescue of four young men from a cliff near Comox Lake. Because of the terrain the rescue squad had to climb to the top of the cliff and work their way down. Four hard hours later they reached the boys and got them off the ledge. Congratulations to you and the rescue squad Dale, and keep up the good work.

Most of the Hockey Team will be away this week to attend Hockey 78 West, an international tournament made up of 8 ATC teams from western Canada and Alaska. Results will be available for the next edition and hopefully we will do well, so stay tuned for details.

Thanks to the ME section for supplying a vehicle and driver (a hockey player) and to the other parties who tried unsuccessfully to obtain some funding from both the Base and the Forces in general.

## Firing Away

Careless use of smoking materials is the greatest single cause of deaths by fire and the largest number of fire deaths. In 1973 about 1000 fires in British Columbia were reported to have been started by smokers' materials. The following excerpt from Factory Mutual's "Record" is timely:

"Ah, the day's finally over. You're in bed at last, all snuggled down and comfy. Oh, you've lit up one final cigarette? Ooops, you've dozed off...and dropped it."

You now have maybe 5 1/2 minutes left to live, once your mattress starts burning. If you're going to live any longer than that you're going to have to wake up by then - and keep your wits about you."

This is what Factory Mutual and Harvard University scientists found out from their third bedroom fire test, run under a research grant from the National Science Foundation Applied to National Needs program. No one fully understands home fires, or even if two home fires burn the same way. So to help find the answers, and save some lives,

the team of scientists has built and set fires to three authentic mockups of a typical bedroom. Information was collected with different data channels and a battery of computers.

After an electric match on the mattress was ignited the fire grew slowly for three minutes, reaching a foot (0.3m) high. It grew more rapidly then, and at four minutes there began a steady buildup of smoke in the room. A minute or so after that the smoke was four feet (1.2m)

Crew Two finally broke their jinx and got airborne without delay to spend a busy week in Greenwood. The wily submarine was no match for TACCO Gerry Zanussi and his back-end crew led by "Pot-Luck" Marv Davis. The front-enders fared less well in their heroic attempts to manoeuvre the OFT in the face of multitudinous catastrophic emergencies (all in a day's work) and newly operational motion system (read sea-sick simulator).

While Crew Two was enjoying the delights of a real Canadian winter, the remainder of the Squadron was demonstrating their skill at early morning recall, standing by to standby, to shelter, and simulating the getting airborne of Aging Argi.

Crew Four's NORPAT was cut short due to a shortage of hangar space at Cold Lake. The Argus doesn't like the cold any more than the rest of us Valley people.

Dave Johnson temporarily forgot the importance of dignity to a Deputy Flight Commander and was actually seen to smile to last week. It seemed to have something to do with his return to flying status and the rumour that he will shortly be a VPCC again. Another rumour (well substantiated this time) is that previous rumour was started by Deputy Dawg. Is anyone up there listening?

Tuesday night saw the social event of the year as the Base's Navigators gathered to pay honour to the visiting Nav career managers. Unfortunately, the guests of honour failed to show, no doubt due to navigation error. Demon Doins is looking forward to receiving the minutes of that erudite assemblage for inclusion in the next column.

Tac Eval is approaching so all aircrew are advised to get a hair cut, shine their shoes and generally clean up their acts. A few crew trainers would probably help as well.

The further travels of 721 saw her regain her rightful place as "Pig-of-the-Fleet" and she now rests in her accustomed spot in the centre of Seven Hangar.

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## 25th Anniversary

Canadian Forces Station Senneterre is celebrating its 25th Anniversary of Air Defence operation in 1978. Throughout this year, military and social festivities are scheduled. A special Summer Festival will be held from the 1st to the 4th of June which will officially mark the 25th Anniversary.

It is also the intention of the Organizing Committee to publish a souvenir album outlining the history and anecdotes of CFS Senneterre since 1953. This album will contain photos of people, events, and stories associated with the site over the years.

The committee would be pleased to receive, from ex-members of the station, any pictures and/or anecdotes that would provide interesting contributions to the planned album.

## CFS Senneterre

Any photos will be returned to the originator by the end of May, 1978.

In order to meet the deadline for publication, it would be appreciated if the pictures and material could be sent prior to 17 March, 1978. Please, ensure that each contribution is clearly identified with the name and address of the originator.

Send any and all material to:  
Commanding Officer,  
CFS Senneterre,  
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JOY 2C0  
Att: Capt. J.R. Hince

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**The Provincial JAN. 29 DRAW**

**\$1 MILLION WINNING NUMBERS**

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

**\$100,000 WINNING NUMBERS**

6	3	6	7	3	4	7
5	5	4	6	4	6	1

last 6 digits win	\$10,000
last 5 digits win	\$1,000
last 4 digits win	\$250
last 3 digits win	\$50

KEEP YOUR PURPLE JANUARY 29 TICKET. IT'S ALSO ELIGIBLE FOR THE FEB. 26 DRAW.



**WESTERN EXPRESS 1**

**JANUARY 11 DRAW**

**\$100,000 WINNING NUMBERS**

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

**JANUARY 25 DRAW**

**\$100,000 WINNING NUMBERS**

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

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last 4 digits win	\$100
last 3 digits win	\$25

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# Nighthawks Nest

Doug Evans, Russ Hellberg, Bob Lamb and Tom Watt spent the week of 19-27 Jan. 78 in eastern Canada. Doug and Russ spent most of their time in North Bay where Doug attended a Flight Safety Conference. B.K. Doyle and Bill Cleland also flew to North Bay to attend the Conference.

and Tom were in Bagotville for most of the week. Besides flying, Bob was busy looking for a place to live since he'll be moving to Bagotville later this year. As well, Bob and Tom spent some time in Chatham.

While our two crews were down east two crews from Bagotville were on an exchange visit with 409. During the week they flew some, skied some and relaxed some.

Congratulations to Kent and Liz Smerdon on the birth of their son Mark Allan. Kent had been waiting for Mark for so long that his cigars were almost stale.

Also, congratulations to Bart Wickham who is back from Portage La Prairie after successfully completing the Musketeer course. He'll be here for a short time before continuing his pilot training in Moose Jaw.

Felix-Brave's, Get Smart Alpha's and other exercises have taken place during the last two weeks as 409 continues to prepare for Op Eval. The exercises have involved almost every possibility that can and probably will occur during the Eval. Also, there has been a greater variety of target which have tested the capabilities of the aircrew. However, even with the exercises, preparations for the Eval would not be complete without the continuing series of ground-schools that have also taken place.

Last week two Portland crews were visiting the Nighthawks and flying target trips for one of our exercises.

When they decided to leave, unserviceabilities and weather delayed one of the aircraft. They were further delayed when the navigator developed ear problems and was grounded. Trevor Wallace flew to Portland on exchange until the nav's ear problem cleared, which turned out to be one day. Mark Shaddock took the 123rd nav, Bill DeJager, back and returned with Trev on Friday.

Last Wednesday evening Lance Dann appeared on the local TV station to talk about 409 Squadron, its history, its mission and its role in NORAD. Lance now goes around singing "They're going to put me in the movies".

On Thursday, Feb. 2, Dave Koski, Ron Hallstrom, George Wissler and Charlie Gladders flew down to Ellington, Texas for a few days. It was Ron's last opportunity to carry out PR work for the Nighthawk before he leaves for the

Rescue Co-ordination Centre in Victoria later this month.

409 Squadron is presently undergoing major renovations which will result in a significant increase in Squadron area. However, until the renovations are completed, everyone will have to put up with sharing offices and phones which are presently more scarce than before.

EDMONTON - In 1976 many service personnel found themselves living in schools, barracks and other exotic places while helping to make the Olympic Games a success. And no doubt, every Canadian must have watched some portion of the Olympics on the "magic eye" in their homes.

With the thought that most Canadians including CF members will have perhaps,

After a lengthy bout of writers cramp the checklist is now back, all you lucky people!!

First on the list is congratulations on your promotion, Sgt. Ian Black and Cpl. Tim Thompson, both valued members of the Arm't Load Section, and key members of the "team".

We have many new faces to welcome to the Squadron, so let's say hello to Ptes. Mark Boegel and Pete Blackmore, both are now certified loaders and, we hope, are an indication of the type of men we can expect from Borden in the

## 409 Arm't Checklist

future - welcome aboard. Mark is now in Bagotville on his Voodoo course along with another new member of the section just in from CFB Cool Pool, Cpl. John Dennie. We also have two other Ptes. just arrived and in their load training phase and we welcome Pte. Zoltan Mesko and Pte. Gilles Brousseau. We wish to congratulate Pte. Les Layne on his top of the class standing on the POET course and wish him

continued success on his PL5 course in Borden.

Cpl. Mike Lowe is now taking the POET course in Kingston and will continue on to Borden for his PL6a returning to beautiful B.C. in July. We wish you success, Mike.

The Load Section was very happy to hear that Ptes. Wayne Smith and Nich Nichols received their chance at the Rescue Specialists course but sad to see two of

our best Ptes. leave the Squadron. Our loss will be their next squadron's gain, Happy Landings.

On the horizon is Tac Evil, for some of us it will be the first, but the Load Section is now ready for anything!! Our spirits are high and from the attitudes lately we should score even better than last year and last year the section received a Base Commander's Commendation!

The "Thundersticks" are still the team to beat in intersection hockey, anybody disagree?? Then you take your story to honest Kip.

## Commonwealth Games Update

hopefully an equal interest in the upcoming Commonwealth Games slated for Edmonton, August 3-12, 1978, we thought we would furnish this newspaper with a series of articles on the subject.

First off we should mention that while the CF involvement for the Commonwealth Games is not as heavy as the Olympic Games, their support will basically be in the same general areas minus security.

As most service people know, the main role for the CF in Montreal was security. This will not be the case for the Commonwealth Games. At this time there is no perceived security threat and therefore no requirement for CF involvement in security.

The RCMP and Edmonton city police have been assigned the security role. To date there has been no request for military help. Of course, this is a situation that could change - rapidly. If circumstances were to change between now and the Games, the CF has contingency plans to meet this requirement.

For instance, Defence Minister Danson mentioned in a recent meet-the-press session here, that he could call upon 1 PPCLI stationed at Currie Barracks, Calgary if the need ever arose to beef up security for the Games.

In Montreal there were about 16,000 CF personnel assigned to support the Olympics. But because the Commonwealth Games, by their nature will be a much smaller operation than the Olympics, the decision makers felt they could get by very nicely with about 750 to 800 CF members.

This number is broken down into about 500 regular force, 250 reservists and about 50 cadets. Air Command Headquarters has been assigned the job of co-ordinating CF support for the Commonwealth Games. And most of the regular force support will come from Air Command units. However, there will also be a fair representation from Mobile Command and Communications Command.

The reservists and cadets, by and large will be provided by the Alberta Militia District, although of course, some communication technicians may come from other reserve units. They'll be doing such things as driving some of the Games fleet of 329 vehicles, helping record results, providing communications and some medical support.

No. 7 Canadian Forces Supply Depot at CFB Edmonton (Namas) will be used for storage and dispatch of Games equipment. CF personnel will be responsible for the inflow, inventory, dispatch and return of all

equipment used for the Games.

Also, CF communication people will assist in manning the command post nerve centre to be set up at CFB Edmonton.

The Games colour guard for the opening ceremonies will be drawn from the Lord Strathcona's Horse, an armoured regiment based at Sarsce Barracks, Calgary. One hundred men will be assigned to the guard.

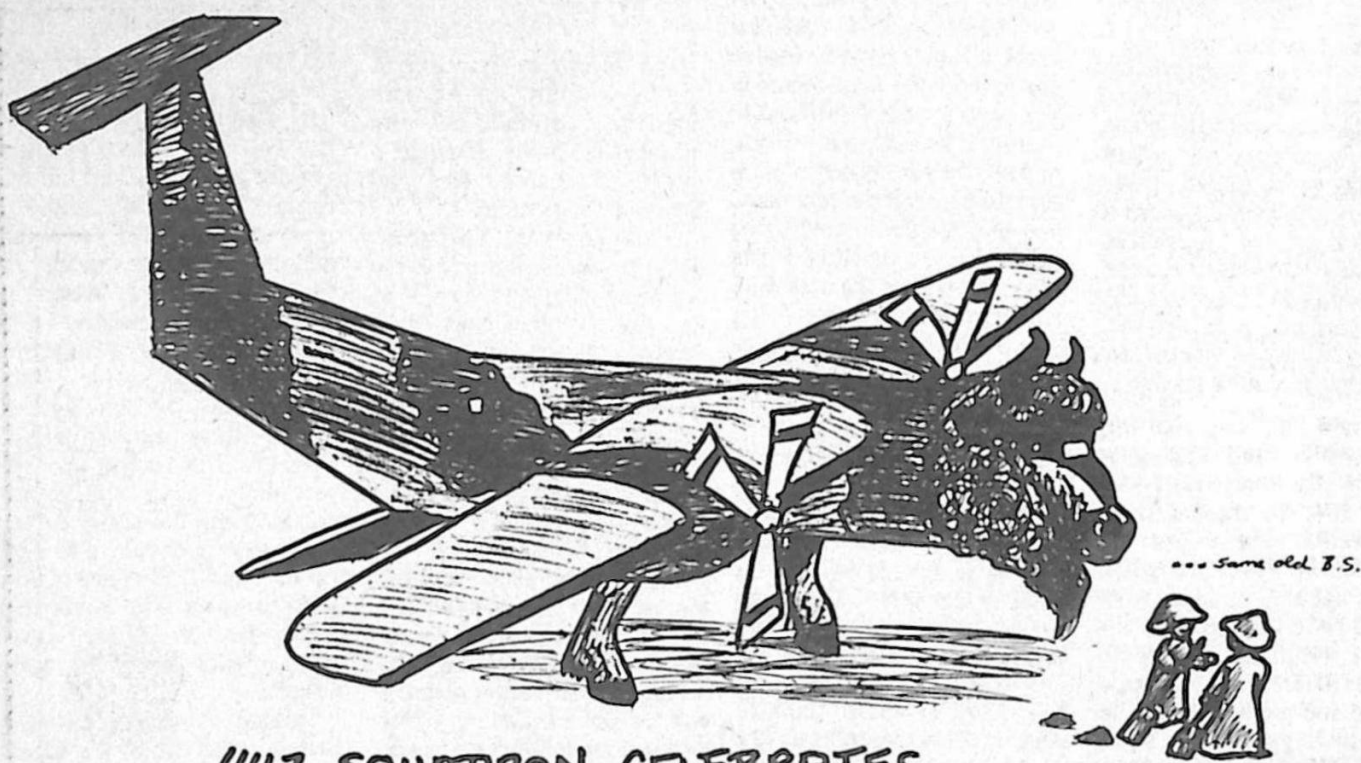
Also, Calgary-based units will also be involved looking after the only Games venue located outside the city of Edmonton. This will be the Palomino rifle range where full-bore rifle shooting will take place on the 1,000-yard military range, CFB Calgary.

Cadets assigned to the Games will look after such things as carrying signs bearing each country's name for the walk-on for the opening and closing ceremonies and assist in medal presentations (victory ceremonies).

Fortunately, all CF personnel assigned to the Games, unlike Montreal, will not have to live in make-shift accommodation in local schools. When the Airborne Regiment left CFB Edmonton last July, they left behind them unused barrack accommodation at Griesbach Barracks. These quarters, mess facilities and mess halls will be used to look after the influx of CF people assigned to the Games.



WELL-DESERVED THIRD to Mcpl. Black of 409 Sqn.



442 SQUADRON CELEBRATES  
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## Hearts Of Oak

The British Columbia Captain Cook Bi-Centennial naval assembly to take place in late July will be the largest gathering of naval military vessels in British Columbia waters since the second world war.

Currently, the number of ships committed to the assembly totals twenty, representing six countries, with the number possibly growing to thirty ships if six other countries invited are to participate.

Ships confirmed for the assembly are a frigate and oiler (provided) from the United Kingdom; destroyers Wichita and Agerholm from the United States; training vessel Katori and the destroyer Aokumo from Japan; two unnamed destroyers from South Korea and the frigate Waitago from New Zealand. Still to be heard from are Spain, Mexico, France, Fiji and Peru.

Canadian ships participating will be the destroyers Restigouche, Kootenay, Terra Nova, Provider, McKenzie, Yukon and Saskatchewan along with the mine-sweepers Chignecto, Chaleur, Cowichan and Miramichi.

The Canadian representation will grow with the addition of Coast Guard vessels while the United States may be adding more destroyers.

Arrival of the ships off Vancouver will be on July 24. They will sail into Vancouver Harbour on the 25th. The fleet will remain in waters off the mainland city until the 31 when it departs across the Strait of Georgia to the Greater Victoria waterfront for anchoring.

The Naval Review will take place August 1 off Royal Roads. Following the review the ships will enter Esquimalt Harbour where they will tie up until the departure date of August 4.

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# Editorials

A view From Stu

## Violent Criminals

How much longer must we endure violent criminals such as Andy Bruce?

Since entering the B.C. Penitentiary this convicted murderer has been involved in the last three hostage taking incidents in which one person lost her life and another is seriously injured.

The sanctity of human life obviously means little to Bruce. He values it no more than as a bargaining tool for drugs or a change of prisons. Nor need he fear any further punishment. Our humanitarian bound penal system has already exhausted itself upon him, and any future crimes will only highlight his image for those who admire him or have misguided sympathy for his plight.

That Bruce can now with impunity continue to threaten innocent lives is tragic testament to the victory of those who consider the rights of the criminal more sacred than those of his victims, and to those who have some perverse admiration for those who inflict misery upon others. These pseudo humanitarians like to fabricate excuses for the criminal's acts, transfer the blame onto society and focus our attention and sympathy on the criminal. They ignore the untold suffering of the victims who rightfully deserve our compassion.

This attitude is displayed by a Canadian who dramatized in a play called "Walls" Bruce's last hostage taking incident.

This playwright makes the routine plea that our society and not Bruce is responsible for his crimes. He claims that while Bruce comes from a society which believes in "peaceful coexistence" ... he sees it being squelched by this monster which is taking over. He ignores all the suffering and misery which Bruce has caused and lauds him. "He is highly intelligent, he is witty, he has an incredible sense of humour and he has this charisma." Then with gall he tells us that this murderer is only "trying to preserve his own individuality" and that "he can still retain a semblance of order in his own mind after all this" -- as if he has been victimized by us.

Bruce may have an incredible sense of humour but he murders people. The time has come to discourage and ignore this pseudo humanitarian concern which Bruce has demonstrated only leads to the suffering of more innocent people.

Our penal system should protect the innocent and not pamper the violent criminal at the public's risk. These people should not get a second chance to kill and maim.

The safety of the public must be our primary concern whether or not it be at the criminal's expense; for by their actions they forfeit any rights they might have had to live in and enjoy our society.

SMR

## Economic Blues

### Slowing The Red Machine

The Soviet economic machine, the world's second largest, is slowing down steadily. A point has now been reached where key targets set for this year are the lowest in many years.

For the Kremlin, 1977, was a difficult and disappointing year. Despite this fact, there was no apparent slowdown on Soviet military spending for all types of weapons and military forces.

A speech was made recently in the Kremlin saying that general efficiency must be improved sharply and that there is an urgent need to conserve energy and steel.

Already Soviet housewives have been told that there will be less meat in the shops. Consumer goods such as cameras, carpets, refrigerators and automobiles will be in exceptionally short supply.

The Russians previously had very few of these household comforts or aids because such a large percentage of the work force is engaged in military production and such vast sums of the gross national product go into ever larger and more powerful armies, a fledgling but growing air force, and what has now become probably the strongest or second strongest navy in the world, with heavy emphasis on nuclear submarines.

In an effort to ease the situation, some Russian leaders have agreed to less rigid central planning and to permitting some regional autonomy.

No one seems to know exactly what the health of Soviet leader Leonid Brezhnev is. He has been absent from important meetings of the Supreme Soviet. At this moment there is little doubt that he is firmly in command and is, as Nikita Khrushchev used to say, "the most equal among equals."

His front row aisle seat on the Supreme Soviet dais has been left vacant a number of times recently. Nevertheless, he continues to be highly praised by speakers and is given extensive coverage by the official Soviet-owned and directed newspapers, radio and TV stations.

The Soviet defence budget has been officially announced at 17.2 billion rubles (approximately \$24 billion) for the second year in a row. But Western observers with any knowledge of Russia put the actual figure many times higher. There are all kinds of funds hidden in the Russian budget for military expenditures. Also, the tools of war are produced by cheap labor using materials

on which there is no profit.

Worker productivity was far below target last year, the smallest post-World War increase, at 3.3 per cent. For the first 11 months of 1976, the actual productivity was listed officially as 4.2, although the minimum target was 4.8 per cent. When the latest five-year plan was projected two years ago, the annual production growth figure was set up at six per cent.

In a recent review of urgent needs in the Soviet Union, these were listed in Moscow:

Increased construction and use of railroads, which have received special censure for their failure to meet announced goals.

More new buildings and plants. Nikolai Baibakov, chief of the National Planning Agency, told the Supreme Soviet, "we cannot tolerate any further loss of time in building plants." His agency sets targets for the entire nation, from butter and buttonhooks to bricks.

The grain crop has been disappointing and was estimated last month at 195.5 million tons, which means less fodder for cattle and poultry. Fish catches have decreased, too.

The Soviets are more than ever dependent on small private plots of farming land, which produce as much as one-third of the entire food supply. In the past these were not permitted. The peasants were forced to join co-operatives, which offered few if any of the incentives existing on a limited scale for the small private plots.

Recently Pravda, the government's official organ, sharply criticized the production of steel, non-ferrous metals, timber, paper, building materials, coal and consumer industries for heavily substandard performance in the first 11 months of last year.

One of the reasons Russian food production falls frequently is that peasants are taken off the land and put into the factories to build more tanks, more artillery pieces, more airplanes, more ships and submarines, more missiles and more atomic bombs.

So, in effect, when the Russians buy vast quantities of grain, they are able to increase military production. Where grain is sold at less than world prices to Russia, in some instances it has been resold to other Communist countries at less than world prices to keep them subservient to the Kremlin.

-Courtesy Victoria Daily Colonist, 31 Jan., '78

## No Growth Without Death

Greater emphasis has recently been placed by the business community on the need for improved productivity. Its size, value, lack of, and other vital statistics have been proposed -- and are still being proposed -- by platform speakers all across the country. Many different viewpoints have been presented, all adding to our understanding of the need for the productivity to be increased and to be measured on a comparative basis, industry by industry, nation by nation.

Productivity is a function that contributes to the efficiency and financial well-being of an operation. Its performance implies everyone pulling his or her own weight and contributing a full day's work for a day's pay. But productivity alone does not guarantee that an operation is economic as those involved in the potential Vancouver Plywood closing

are well aware. There are additional factors like the age of plant, competitive position, alternate products and many, many others that influence the viability of operations.

There has been much discussion on the subject and it is probably a good thing that this type of concern is talked about openly. Public sympathy has been directed to those who are in imminent danger of being unemployed. In the light of the current size of the unemployment force, any additional jobless swelling the ranks are unwelcome. Statistics aside, those who lose their jobs have real, not statistical, problems ahead.

But, and it is a real but, we should consider where we would be if the economy were under the influence and direction of emotions like sympathy. We have said it before, and repeat it again, the profit motive is the incentive for people to invest

time and money in starting, operating and expanding a business. Companies like MacMillan Bloedel are not charitable organizations. The decisions of their policymakers must be based on a responsibility to employees, yes, but also to shareholders, financiers and customers. Decisions must take into account the company's ability to provide jobs, to make a product and to sell that product at a price that will recover all the costs incurred.

To continue an operation that is consistently losing money and for which the chance of a turnaround is slim, is ridiculous. Yet, we hear from union leaders comments and threats that suggest jobs be maintained at any cost. The price for this would be recovered from the rest of the public through ever-increasing prices -- even if the provincial government were persuaded to become the

operators -- in fact, especially if that were to happen.

David Culber, President of Alcan, recently compared the business world to a garden. He said that new growth demands that older and weaker plants give way. There can be no growth without the death or destruction of another plant somewhere else. If pruning is not done consciously, overcrowding will occur and nature will take care of the problem. Man, who evolved through a process of natural selection, the survival of the fittest, now tries to outwit that process by artificially propping up the non-productive.

We could defend MacMillan Bloedel by quoting its chief executive officer who said that "its not profit without conscience" and that "productivity is a constant objective; it has to be, to maintain your position in world markets -- if it isn't,

everybody's job is threatened."

Everybody's job -- that means from the lowest paid worker to the most highly paid executive. That this holds true has been well demonstrated by that organization in recent firings in the supervisory, management and executive levels. Whether called firing -- or as one eastern newspaper prefers to describe it, de-hiring -- it still hurts and many people at those levels are experiencing great difficulty in finding other employment. They certainly lack the support that union membership might offer.

It is reasonable to blame the poor state of Canadian productivity at least, in part, on the inability to properly recognize that business must be run economically. It must -- in order to be able to provide jobs. Part of the process of improving efficiency (hence productivity) may necessarily mean that job

casualties may occur at any level. In other words -- "without death, there can be no growth."

Courtesy Vancouver Board Of Trade

## Up In The Morning . . . Out On The Job

"Work Like A Devil All The Day"

### Could This Be You

A couple of weeks ago we received a letter from a friend of ours who had left the Navy a few months before, asking us to publish his 'confession' of drug abuse for the benefit of those servicemen and women who might, for any reasons, be inclined to follow in his footsteps. His narrative speaks for itself.

"After leaving the Navy in May, I moved up here to Windsor, Ontario, and got a job with an automotive firm making \$7.10 an hour, which is decent. I parted with my friends, and took up a more expensive companion, cocaine. My problem got worse and worse, and my habit, which I once thought was merely a 'kick' went from costing \$10 a day, to well over \$50. There is no denying it, I was addicted. Somewhere inside me I knew I needed help, and needed it desperately, but I rejected it totally. I went from 220 lbs. to 165 lbs. in under four months and put myself \$7,500 in debt in the same period.

Now, I am writing to you from the addiction centre in a

local sanitarium. I am here on a day parole basis, so I still trot off to work every morning so that I can some day pay off my debts.

When I first experimented with drugs twelve years ago I swore I'd only smoke grass, and never bother with anything more potent. I saw guys around me going over to harder drugs, but figured they were fools and knew I'd never fall into that trap. I was right, they were fools. But I was also very wrong not to realize that I was being just as foolish.

So now, to pay for my stupidity I have just gone through the worst two weeks of my life, the most difficult two weeks of my life...the cleanest two weeks of my life. I can't begin to describe what a God-awful nightmare it's been. I would like all my old buddies in Halifax to stop for a minute and picture a man, in tears, feeling as though there were someone inside him slashing away at his guts with a dull knife, down on his knees begging a nurse for cocaine.

Not too cool eh? I've only been off drugs for fourteen

days, and it's so hard to do it that I just don't know if I'll ever get through it all. The terrible craving is still there, I still think day and night how great it would be to have just one little sniff, but I know in my heart that if I get hooked again I'll end up killing myself. So I've taken a little time to pen down a few lines, because if someone out there on the same road that I was reads them, gets the message, and somehow finds the strength and the maturity to quit, then I might feel that my 25 years on this earth weren't completely wasted.

I very much want all those who are in my position, or worse, to realize that help is close by for those who are willing to accept it; but in order to accept it you've got to realize you need it. If you don't think you do, and you use drugs, I don't care how soft, I beg of you to think of what has become of me. My case, although pathetic, is not so very unusual.

Sincerely,  
Lloyd Crain  
Courtesy Esquimalt Lookout - 26 Jan. 78.

### Good News And Bad News

The decline in the value of the Canadian dollar has positive features but the initial effect makes life a little more expensive for the Canadian consumer.

In simple terms, a devalued dollar means higher prices for imported products like food and some foreign cars. That increase must be paid by consumers and reflects directly on the Consumer Price Index. An increase of one per cent in the price of imports causes a rise of approximately 0.20 per cent in the level of the CPI.

Some estimates suggest almost half of the related CPI increase would be felt within three months following the period of devaluation with the bulk of the remaining effect felt over the following 2 years.

The story does not end there. Increasing the price of imports sets off a chain reaction in the market place and the final effect can be as high as a 0.25 per cent increase for every one per cent dollar devaluation as domestic suppliers increase prices to import levels.

The area hardest hit within the CPI is transportation, which utilizes many imported items, while tobacco and alcohol, with taxation the

major cost component, feel the effect the least.

The picture is brighter on the export side as Canadian products become more competitive on international markets. When the Canadian dollar falls, the price of Canadian products drops in international markets. For instance: if a Canadian product sells for \$10 (Canadian) in the United States, then the American pays \$10 (U.S.) when the two currencies have the same value. If the Canadian dollar subsequently devalues to \$.90 (in terms of U.S. dollars), the same product only costs the American \$9 (U.S.), thus making the product more attractive.

Talking about this, Gerald Bouey, governor of the Bank of Canada, said in a recent interview that the devalued Canadian dollar would go a long way toward getting the country back into position to compete on world markets, as long as it is seen as a temporary source of relief.

He said, however, that a devalued Canadian dollar also means higher priced imports and if Canadians demand more from their employers to meet these price jumps, the country will be, "running in circles and getting nowhere."

CNA TOTEM TIMES

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CNA BLUE RIBBON AWARD 1977



(Continued from Page 1)

E. Lewis, 48, of Calgary and Ottawa whose new appointment will be announced later.

Rear Admiral J. Andrew Fulton, 51, of Ottawa, chief of personnel careers and senior appointments at NDHQ, will be promoted to vice admiral and appointed Canada's military representative at NATO headquarters in Brussels. He will replace Rear Admiral Robert S. Stephens who is retiring after 37 years service.

Maj.-Gen. G. Allan MacKenzie, 46, of Ottawa and Halifax, deputy commander at Air Command headquarters in Winnipeg, will be promoted to lieutenant-general and appointed commander of Air Command, replacing Lt.-Gen. William K. Carr, 54, of Grand Bank, Nfld., who is retiring after 36 years service.

Maj.-Gen. Theriault enlisted in the Royal Canadian Air Force in November, 1951, trained as a pilot and flew jet fighters with Canadian commands in France and Germany. Senior appointments have included commanding officer of 444 Strike Attack Squadron (CF-104 Starfighters); vice-commandant and later commandant of College militaire royal de Saint Jean, Que.; commander of 1 Canadian Air Group in Lahr, West Germany; chief of staff, operations and deputy commander at Air Command headquarters in Winnipeg.

Rear Admiral Fulton is a 1946 graduate of the Royal Canadian Naval College at Royal Roads, Victoria, B.C. He served with the United Nations fleet in the Korean theatre and later attended Britain's Royal Military College of Science. He has commanded the ocean escort HMCS Outremont, destroyer escort HMCS Gatineau and support ship HMCS Provider, was deputy representative of the Supreme Allied Com-

mander Atlantic at NATO headquarters in Brussels, and commander of Northern Region with headquarters in Yellowknife, NWT. Prior to his present appointment he was director general of current policy at NDHQ.

Maj.-Gen. MacKenzie enrolled in the Royal Canadian Air Force in February, 1951 and trained as a pilot. He flew with 412 Transport Squadron in Ottawa and 437 Transport Squadron at Trenton, Ont., supporting United Nations peacekeeping operations in Egypt, the Congo and Cyprus. His appointments included base commander of CFB Greenwood, N.S.; deputy chief of staff, operations and chief of staff, operations at Maritime Command HQ in Halifax; director general air operations and chief of air doctrine and operations.

OTTAWA - Five Canadian Forces brigadier-generals will be promoted to major-general this summer and fall and given new appointments, Defence Minister Barney Danson announced here today (Jan. 26).

Brig.-Gen. Harold A. Carswell, 48, of Trenton, Ont., director general personnel careers (officers) at National Defence headquarters (NDHQ) in Ottawa, on promotion will become chief, personnel careers and senior appointments at NDHQ.

The commander of Northern Region, Brig.-Gen. Kenneth J. Thorneycroft, 49, of Swift Current, Sask., has been named deputy commander of Air Command with headquarters in Winnipeg.

Brig.-Gen. Robert G. Hush, 45, of Rutland, B.C., now commandant of Canadian Forces Staff College in Toronto, on promotion will be appointed chief of air doctrine and operations at NDHQ.

Brig.-Gen. R. Russell Barber, 51, of Brandon, Man., assistant deputy chief of staff at the Combat Operations Centre at NORAD headquarters at Colorado

Springs, Colo., as a major-general will be deputy chief of staff, operations at that headquarters.

Brig.-Gen. Leonard V. Johnson, 48, of Ridgedale, Sask., now commander of Training Systems, on promotion will be associate assistant deputy minister, policy, at NDHQ.

Brig.-Gen. Carswell is a 1949 graduate of the Royal Canadian Naval College at Royal Roads, Victoria, B.C. He enrolled in the Royal Canadian Air Force (RCAF), trained as a pilot and flew with Maritime and Training Commands. His appointments have included operations chief of staff, comptroller and chief of staff, air with Maritime Command and commander of CFB Trenton, Ont.

Brig.-Gen. Thorneycroft enrolled in the RCAF in July, 1946. He trained as a pilot, flew fighters and transports, and later commanded 444 Fighter Squadron at Baden-Soellingen, West Germany, 6 Strike Reconnaissance Operational Training Unit at Cold Lake, Alta., CFS Yorkton, Sask., and CFB Chatham, N.B. Prior to his present appointments he was commander of 10 Tactical Air Group with headquarters in St. Hubert, Que.

Brig.-Gen. Hush enrolled in the RCAF in September, 1950, trained as a pilot and was assigned to Air Transport Command. He flew on the Korean airlift and later was officer commanding of the Air Standards Unit and 437 Squadron at Trenton, Ont. Other appointments were director, Forces development, base commander of CFB Trenton, chief of staff at Air Transport Command and commander of Air Transport Group.

Brig.-Gen. Barber joined the RCAF in October, 1943 and flew bomber raids in the Second World War as an air gunner. After the war he trained as a radio navigator and flew with Air Transport

Command. He has been a staff officer at Air Transport Command, RCAF Staff School and Air Defence Command; commanding officer of CFS Alask, Sask., director of air plans at NDHQ and base commander of CFB Toronto.

Brig.-Gen. Johnson served in the Canadian Army (Reserve) from 1943 to 1947 and enrolled in the Royal Canadian Air Force in 1950. After training as a pilot he flew with Air Transport Command, and later became a staff officer at the command's headquarters in Trenton and Canadian Forces HQ in Ottawa. Other appointments were base commander at CFB Edmonton, and chief of staff and later commander of Training Command, headquartered in Winnipeg.

OTTAWA - Brigadier-General Richard H. Rohmer, 53, of Toronto, commander of the Canadian Forces' Air Reserve Group, is promoted to major-general effective Jan. 31, Defence Minister Barney Danson has announced.

Maj.-Gen. Rohmer will become Major-General Reserves, replacing Maj.-Gen. Bruce J. Legge, 59, of Toronto who is retiring from the appointment.

In his new position as the senior Reserve officer, he will be responsible for advising the chief of defence staff on all matters pertaining to the Reserve forces, now numbering approximately 35,000.

Maj.-Gen. Rohmer was a Royal Canadian Air Force

## The Myth Of Expense Write-offs

It is a popular belief that self-employed people enjoy many deductions that the average person is denied in computing income tax returns.

This myth is possibly held by a majority of Canadian taxpayers who, being employees, have very few expenses that can be deducted when computing income taxes.

This is because the average employee provides neither office space nor heating, lighting, desks, pencils, papers or all the other necessities associated with doing business.

The general rule is that you can deduct from revenue any cost incurred for the purpose of producing the revenue. The most obvious deduction would

be the cost of the item you sold.

For example, if you bought an item for \$25 and sold it for \$40, you would deduct the \$25 against the \$40 leaving you with a net \$15 gross profit.

You could then deduct additional expenses incurred in selling the item, such as advertising, insurance for premises and inventory and salaries.

Generally speaking, any reasonable expense can be deducted in computing net income. However, there are two areas which should be watched carefully.

You can't deduct anything for the use or maintenance of a yacht, camp, lodge or golf course, nor for membership fees or dues paid to any club whose main purpose is to

provide dining, recreational or sporting facilities. The costs of entertaining business clients are deductible at one of these facilities if they are incurred for a business purpose.

Secondly, there is no deduction for a capital expenditure, such as a building or a car. However, if a building or car are used for business purposes, depreciation can be deducted according to prescribed rules and rates which vary according to the type of asset.

One word of caution: if part of the family home is being used for business purposes, it will be necessary to be able to show, if requested by the Tax Department, that the part claimed was used primarily in earning business income.

Clearing off the dishes from the dining room table to do some work at the table, while it may be appreciated by your spouse, will not be acceptable to the Tax Department.

The individual who earns commission income is a special case.

If he was selling property or negotiating contracts upon which he, at least partially, received commission income, and his employer did not completely reimburse him for his expenses, and his duties required him to ordinarily be away from his employer's place of business, he can deduct the expenses he incurred up to, but not exceeding, his commission income.

Of course, any allowance or reimbursement he receives from his employer must be included in his income.

In claiming expenses, it is mandatory that taxpayers keep records in sufficient detail to support their deductions. Further, receipts and invoices must be retained as back-up to your records.

Failure to keep adequate records or supporting evidence could result in some, or all, of the deductions being disallowed by the Tax Department.

**PLEASE  
SUPPORT OUR  
ADVERTISERS.  
THEY BRING  
THIS PAPER  
TO YOU**

— The Editor

## New Boss For Reserves

fighter pilot in the Second World War and won the Distinguished Flying Cross. After the war he was a member of the Royal Canadian Naval Reserve attached to the naval division HMCS Hunter, Windsor, Ont. He later resumed flying with the RCAF Reserve in Toronto, and commanded 400 Air Reserve Squadron (City of Toronto) and 411 Air Reserve Squadron (County of York), flying Vampire jets.

He retired in 1953 as a wing commander, but in 1971 resumed his association with the Canadian Armed Forces as Honorary Lieutenant-Colonel and later Honorary Colonel of 411 Air Reserve Squadron. In April, 1975 he was promoted to brigadier-

general and appointed Senior Air Reserve Adviser to the chief of defence staff and the commander of Air Command. He was appointed commander of the newly-formed Air Reserve Group in Air Command in April, 1976.

Gen. Rohmer has maintained his pilot qualification and regularly flies with the Air Reserve squadrons. He is also a member of the advisory board of the Canadian Military Colleges.

A Queen's Counsel associated with a Toronto law firm, he is counsel for the Royal Commission on Metropolitan Toronto, and well known as the author of many best selling novels.

Maj.-Gen. Legge, prominent Toronto lawyer

and former chairman of the Conference of Defence Associations, has been with the active and reserve military since 1938.

On promotion to major-general in February, 1975, he was appointed Major-General Reserves.

In civilian life Maj.-Gen. Legge has been active in the industrial and legal fields. He was chairman of the Workmen's Compensation Board of Ontario from 1965-73.

Last December, Maj.-Gen. Legge was appointed to the Order of Military Merit in the grade of Commander by Governor General Jules Leger, in recognition of his meritorious service and devotion to duty.

## Maintenance Appraisal Team from pg. 1

(Continued from Page 1)

February 1977.

The first task facing the MAT was working with Lockheed to establish the maintenance concepts for each repairable part of the aircraft. Each MAT technician was assigned subsystems of the aircraft pertinent to his own trade. To establish a concept for each repairable part requires in-depth studying of the available publications and establishing reliability data. Fortunately a good data base was available in the USN 3-M System, a system similar to the CF AMMIS. Using Texas Instrument programmable calculators, methods were devised by the MAT to calculate the required reliability and maintainability parameters such as unscheduled removal rates and mean time between maintenance actions.

Once the technician has established what maintenance action must be done and how often it must be done, he then must look at the support equipment required to complete that action. The next step is to determine where it must be done, his options being:

- a. on the hangar line;
- b. in the Base shops; or
- c. at a depot level facility.

To make such a recommendation he must now become concerned with his repairable spares required to support each level of maintenance. To fill a spares pipeline to a civilian contractor means a much greater quantity of spares than for a depot level function. Therefore he must do a cost trade off study to determine if it would be less costly:

- a. to buy more spares if repair is done at depot level; or
- b. fewer spares but more test equipment if repaired at the Base.

All of this technical data must now be tempered with the technician's own knowledge of the system and his experience to prepare a recommended maintenance concept on the system for the Program Manager's approval. Through this process constant communication is maintained on a technician to technician level with life cycle

managers in NDHQ. Each member of the MAT volunteered for the CP-140 Program with an accepted commitment to remain with the aircraft in some capacity subsequent to introduction into service. This gives each man a vested interest in preparing a good support plan or he must consequently live with his own mistakes.

To support any weapons system properly, an adequate number of spare parts must be acquired. The MAT technician has the responsibility of preparing the spares data which is inserted into a computerized spares model called METRIC. This system is designed to calculate the number of spares for each item given data such as failure rates, turnaround times and costs. The spares purchased must match the maintenance concept. Subsequent to the computer calculations, the MAT systems expert sits with the Life Cycle Managers to review the spares list, again adding personal experience and expertise.

The Aircraft Maintenance Support Equipment (AMSE) for the CP-140 is contained in a Lockheed suggested list of three volumes, approximately 850 pages of equipment and tools. Each line item for his systems must be addressed separately by the responsible technician. Visits are made to USN Bases and Contractors to research the reliability, practicability, maintainability, alternative equipments and other pertinent knowledge of the AMSE. Engineering orders, handbooks and source data are reviewed and the CF requirements are determined and Base Allocations made in concert with NDHQ. An AMSE selection conference is then held at Lockheed and final decisions are made. This type of research by the MAT has resulted in great savings for the CF and the selection of equipment that will do the required job.

Technical publications acquired for the CP-140 will consist of approximately 400 volumes. It is the responsibility of the MAT to review the publications. This is a long and tedious process but a most important one for the maintainer. The knowledge of the system gained by the

technicians to date becomes his most valuable tool in reviewing the publications. They must reflect sufficient instructions to implement the maintenance policy that he has helped formulate.

Along with the CP-140 comes a new generation of Avionics Automatic Test Equipment (ATE). The equipment is sophisticated, sensitive, expensive to purchase, operate and maintain but with proper management and maintenance, an excellent support tool. The requirement for highly trained computer technicians is paramount to an efficient operation. The technician must not only be familiar with the ATE but also with the aircraft hardware that is being tested. ATE is used to test electronic "black boxes" and their subordinate modules. The selection of the repairables to be tested on ATE is currently being defined with the help of the MAT. When a repairable is selected, computer software then must be developed for the ATE tests, as well as cabling and interfacing devices. This development is extremely expensive, therefore only cost effective candidates can be selected; the failure rate of the candidate repairable must justify this initial outlay.

Another area where the MAT has proven valuable is by providing day to day guidance for Lockheed engineering and logistic staffs on CF maintenance policies and procedures. The MAT members have developed an excellent rapport with their Lockheed counterparts and dialogue is free and continual. The Team is ideally located in the plant with the offices centered in the area where Lockheed publications, training, ground support equipment and maintenance planning sections are situated.

These are some of the areas in which our CF Technicians and maintenance officers on the Maintenance Appraisal Team are actively participating in the Aurora acquisition program. We hope that their participation will give some measure of confidence that it will be an adequately supported weapons system to those units which receive the CP-140.

## 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.
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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



# Sports Beat Comox

## Up Earls Alley

The PAC Region Broomball Championships have come and gone for another year. There was no PAC Region as such this year. Instead, there were two separate tournaments, one for the small base and one for the large base championships. As there is no large Base National this year, it was not necessary to have a PAC Region champion. CFS Kamloops won the small base championship and will represent the PAC Region (small base) at the small Base National to be held at CFB Borden in early Spring.

The star for the entire tournament was George "not a man to brag" McNab. George was the leading scorer for the entire tournament and, as he said, "That ain't easy when centering the 'helicopter line', no wings. 'Weiner' Levine had a great tournament as the Comox backliner kept all opposing shooters at a long range. To back up this boast, Comox was not scored upon in the tournament...eat your heart out Dryden...and by the way Weiner, 'I do not always carry a trash can under my arm,' just occasionally!...

The NHL schedule is half over, plus a few games, and now is the time when each game is very important for playoff positioning. We all know who is going to end up first overall (no, not Toronto) but the other positions will be in doubt up until the end. Toronto are having their problems (again) in winning, but they are tying a heck of a lot of games. I guess one point is better than none.

The PAC Region hockey is coming up next Monday (13 Feb.) and the Totems are going to have their hands full in this year's edition. The team has lost a lot of their good stalwarts and you will need a program to identify this year's edition of the base team. Oh well, as some ding a ling once said, "if you lose with a smile, you're still a winner." Imagine that...

PAC REGION HOCKEY CHAMPIONSHIPS 1978

The Pac Region Hockey Championships will be hosted

by CFB Comox the 13-15 Feb. 78. To date, four teams have sent in their intent to enter: Comox, Esquimalt, Chilliwack and Holberg.

All games will be played at the Glacier Gardens with games starting at 0930 and 1330 over the three days.

CFB Chilliwack is the defending champions and will be out to repeat again this year.

Admission to all games is free and the hockey should prove to be very exciting. This should be proven by the fact that the winners will earn the right to represent the Pac Region at the National Championships which will be held at CFB Shearwater in early April. CFB Ottawa are the current National Champions.

"GOLF MEMBERSHIPS" Golf Memberships are now on sale for the upcoming Golf Season, which will get under way on the 1 March 1978.

For those of you that would like to pick up your memberships early and avoid the rush, you may do so by contacting Earl Thompson at the Rec Centre, local 315 or drop in and see John O'Brien at the 1 Supply Group Section, local 414.

There has been a slight change in the fees for this year. In the last edition the entry was not correct in the Man & Wife and Junior fees.

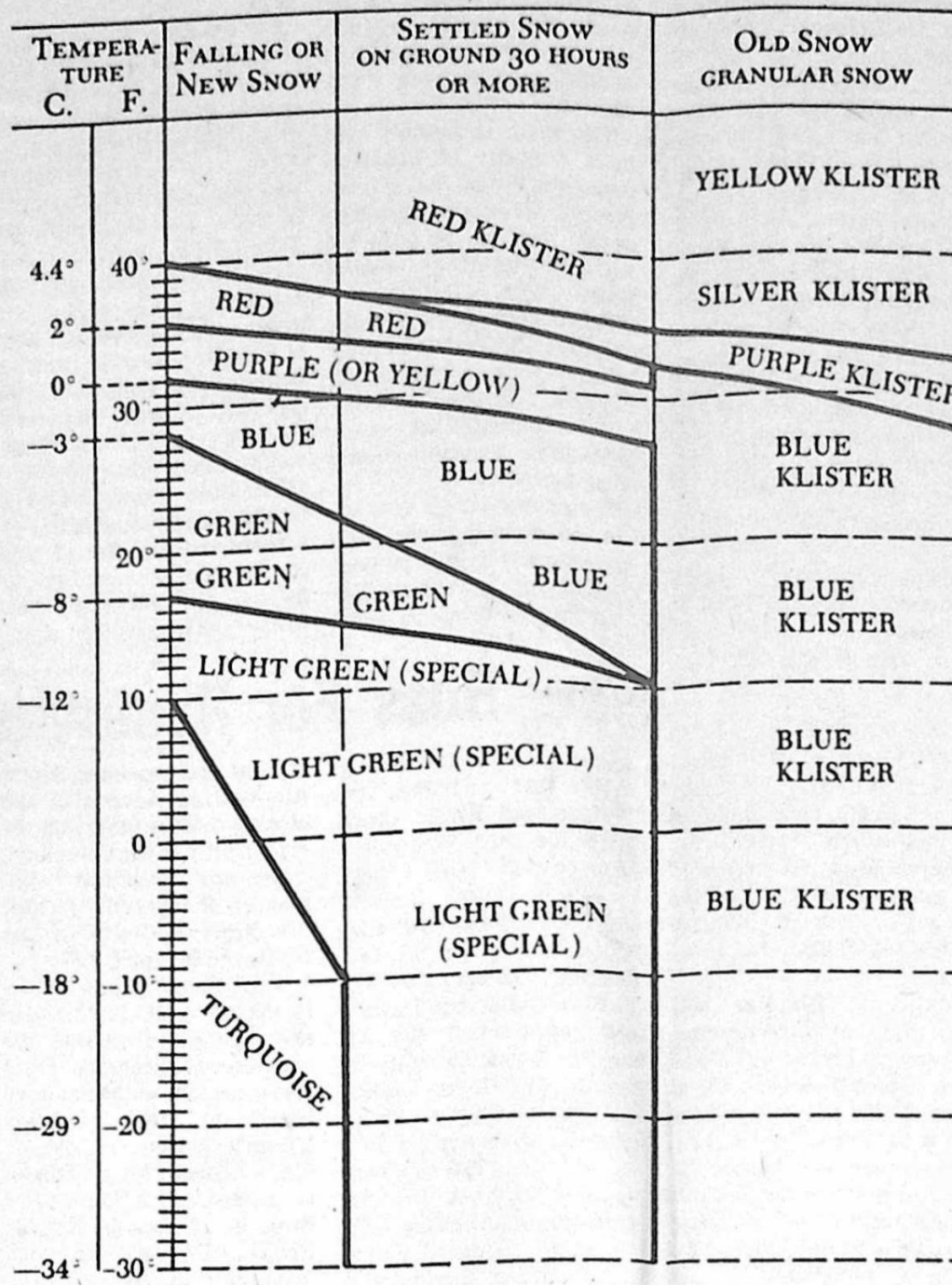
The 1978 Membership Fees for the Glacier Greens Golf Course are as follows:

Man	\$100.00
Woman	85.00
Junior	35.00
Husband & Wife	165.00
Locker rentals (if available)	10.00

Locks will be removed from all lockers and these lockers will be up for re-rental for all last year members that have not taken out their new membership or at least stated their intent to do so by 1 March 78.

PAC REGION CFB COMOX ROLL-OFFS

The Pac Region CFB Comox team roll-offs were held over the past couple of weeks to select a team to represent CFB Comox at the



annual Pac Region Bowling Championships which will be held at CFB Chilliwack the 13-16 March 78.

The roll-offs had a few surprises and this year's six-man team has only one man on it from last year's regional team.

Twenty bowlers participated and the high single went to Bill Purcell and Bill also had the high average. They were 386 and 264 respectively.

The top six finishers and their results are as follows:

Bill Purcell	264
Joe Surette	229
Murray Colban	232
Bill Hill	243
Dave Pilon	240
Dave Sleeman	235
Ron Burt	224 (Alternate)

The Honourable Sam Bawlf, Minister of Recreation and Conservation announced recently that a grant of \$8,035.25 from the Public Conservation Assistance Fund has been given to the Courtenay District Fish and Game Association, Courtenay, B.C.

The association will use the money for a project involving the transplanting of elk from the Heber River to the Black Creek area near Courtenay. Other organizations involved in planning the program include Crown Zellerbach Limited, Elk River Timber Co. Limited, and the Fish and Wildlife Branch.

The Public Conservation Assistance Fund administered by the fish and wildlife branch provides individuals and organizations in the province with a total of \$50,000 a year for worthwhile conservation projects. To qualify for a grant an applicant must donate at least 50 per cent of the cost of the project, either in labour or funds.

## Locals Get Grant

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

## Cross Country

### With Mister Klister

As it was said before, here at last is your very own waxing chart. When the weather is too grungy to ski at least you can have the fun of colouring it in. As you become a more proficient waxer you will find that the chart is a good guide but may be tempered by factors such as ski size and body weight. Why do I write so much about waxing when around here the best recreational touring is done on mohair no-wax? It is a fact of life that service families do move around a bit, while mohair is good for the novice or light touring skier here, when you hit the rest of this huge country of ours, the waxable ski will be faster and easier to ski with.

When the weather is bad you can also read about Nordic skiing. There are, on the local news stands, a good selection of magazines relating to the sport. In every library but the base library

there are books on touring. If y a aussi pour les francophones dans la petite bibliothèque du BELTP un bon livre sur le ski du fond. Read a bit and talk a lot with other skiers to get hints on equipment and technique.

On Sunday the fifth there were two tours organized, one for advanced skiers went up Boston canyon, the other for novices toured near the Puntledge river. The noteworthy point was that there were over eighty people, fifty of them who had never skied who went out to have fun in the snow; and they did. It's a versatile sport where you can go out in a great horde or by yourself.

This article is going to be a real mixture of things and this is the recipe section. Besides coffee or tea to be made at home and brought out in a thermos or made with a backpacking stove on the trail, one popular drink is a mocha mix. For each large cup, one spoon

of instant coffee, one of instant cocoa mix, sugar to taste and milk to colour are mixed with hot water for thermos. Or if you are mixing to make on the trail, use powdered milk. It has vitamins and minerals from the milk and cocoa mix, caffeine from the coffee, energy from the sugar and a soul-pleasing warmth from the hot water. Besides, it tastes good for you and your kids.

For interested beginners (and experts too) a tour of Paradise Meadows is slated for Feb. 26. Please call the Comox Rec. (not the base) for more information.

Meanwhile, the weather is starting to turn a little nice so you may see me some day with my ice fishing gear hanging out of my pack or camera recording the scene. I hope we can greet one another traditionally like I end every article. "Good Touring!"

## Eat Well. . . Ski Well

From coast to coast, Canadians who have never before ventured to poke their noses out of doors in the dead of winter, are now doing just that. They have discovered cross-country skiing.

A sport particularly suited to family participation, cross-country skiing has the added advantage of costing little money, after the initial outlay to purchase the equipment. And even those costs are markedly less than the cost involved in purchasing downhill ski equipment.

Asked what makes the sport so fascinating, devoted cross-country skiers agree that the main joys of the sport are the pleasures of being out-of-doors with family and friends, enjoying the exercise and... stopping for a bite to eat and bit to drink.

Eating, it seems, has become a necessary part of

cross-country skiing. But there's a catch. It has to be healthy eating. With all the physical exercise that contributes so much to overall fitness, must go nutritious food.

Cross-country skiers are quick to point out that food in many cases becomes the major highlight of the day.

Since the food has to be back-packed, care is taken to choose, light-weight, compact foods. Because of the cool temperature outside, the food must be tasty when eaten cold.

Like the sport itself, Canadians have gleaned from the Scandinavians when it comes to the food most suitable to carry while cross-country skiing.

A typical packback with lunch items will usually contain an unopened package of crispbread - the Scan-

dinavian bread used every day for the world-famous open-faced sandwich. Why crispbread? Because it is compact, comes in neat slices so there is no waste and it tastes good no matter how cold it gets. Not so with conventional bread.

Along with the crispbread you'll find a variety of sandwich toppings separately packaged in plastic wrap, hard-boiled eggs, pickles, cubes of cheese, and fresh fruit. Nothing fancy, just good, nutritious food.

Because these crispbreads are made with whole grain flour and are baked very slowly, the natural minerals and vitamins of the grain are preserved. For food purists, this is an added bonus.

For beverage, anything goes, as long as it's hot.

## WO's & SGT'S MESS

FEBRUARY

10th, Fish & Chips.  
17th, Wieners & Beans, also Curling Funspiel 1900-2200, prizes, Clam chowder and pick trays in Mess 2230.  
24th - Tourtiere.

VALENTINE DANCE - 11th, \$2.00 per person. Chinese food. Cocktails at 2000. Dance 2100-0100.



### GEORGE WASHINGTON'S BIRTHDAY

19th, Wine and Cheese. Music by Disco. \$2.00 per person. 1400

BINGO & DANCE - 25th, \$2.00 per person. Extra cards 5 for a dollar. Merchandise.

MOVIES - 13th, The Love And Times Of Scaramouche, Michael Sarrazin. 20th - Chino - Charles Bronson.

## Jr. Ranks Club

HAPPY HOUR WITH FOOD AND GAMES EVERY FRIDAY

FEBRUARY 10 - DISCO.

FEBRUARY 11, 12 - TBA.

FEBRUARY 16 - DISCO.

FEBRUARY 17, 18, 19 - TOM MIDDLETON SHOW

Members \$1.00 - Guests \$2.00

FEBRUARY 24 - GENERAL MESS MEETING

Totem Lounge, 1500 hrs.

FEBRUARY 24 - DISCO.

FEBRUARY 25, 26 - ALLEY CATS - Local Group.

FEBRUARY 3, 10, 17, 24 - TGIF - Food, Games.

BINGOS - EVERY WEDNESDAY - 2000 hrs.

### - MOVIES -

14th - Loves & Times of Scaramouche (M)

Michael Sarrazin

21st - Chino (M) - Charles Bronson.

## OFFICER'S MESS ENTERTAINMENT

FRIDAY, FEBRUARY 10th - REGULAR TGIF

Subsidized Drinks and Food - 1700 - 1800 hrs. Jackpot and Bottle Draw - 1800 hrs. Dress - Casual.

SATURDAY, FEB. 11 - VALENTINE'S DINNER DANCE

Dinner at 1930 - 2130 hrs. "Cornish Game Hen." Dance at 2130. "Music by Martella."

Reservations to Mess Manager by 1200 hrs. Friday, February 10th. Cost - \$10.00 per couple. \$15.00 guest couple. Dress - Casual.

FRIDAY, FEBRUARY 17th - MIXED MESS DINNER

Assembly 1900 for 1930 hrs. Dance to "Punch" - 2200 - 0200 hrs. Further details T.B.A. by P.M.C. Dress - Formal.

SUNDAY, FEBRUARY 19th - FAMILY BRUNCH

Lunch Menu 1200 - 1300 hrs. Dress - Casual. Please advise Mess Manager if planning to attend.

Cost - \$1.40 adults, \$1.00 children under 12.

FRIDAY, FEB. 24th - TAC EVAL WIND-UP TGIF

Subsidized Drinks 1700 - 1800 hrs. "Hip Of Beef" - 1730 - 1830 hrs. Jackpot and Bottle Draw - 1800 hrs. Dress - Casual.

EW  
Courtney

Adults \$2.50 O.A.P. \$1.00 Child. \$1.00

Thurs. to Wed., Feb. 9, 10, 11, 13, 14, 15

Robert Vaughn  
Christopher Lee  
MATURE

STARSHIP INVASIONS  
© 1977 Warner Bros. Inc.  
A Warner Communications Company

Thurs., Fri., Sat., February 16, 17, 18

Al Pacino  
Marthe Keller

"BOBBY DEERFIELD" MATURE

Mon., Tues., Wed., February 20, 21, 22

"CONFESSIONS OF A CAMP COUNSELLOR" MATURE

"Some sex & suggestive dialogue." - B.C. Dir.

Starts Feb. 23 "YOU LIGHT UP MY LIFE" - GENERAL

Van Isle  
Campbell River

Mon. to Thurs. - 7:30 p.m.  
Two Shows Fri. & Sat. - 7 & 9 p.m.  
No Matinee This Saturday

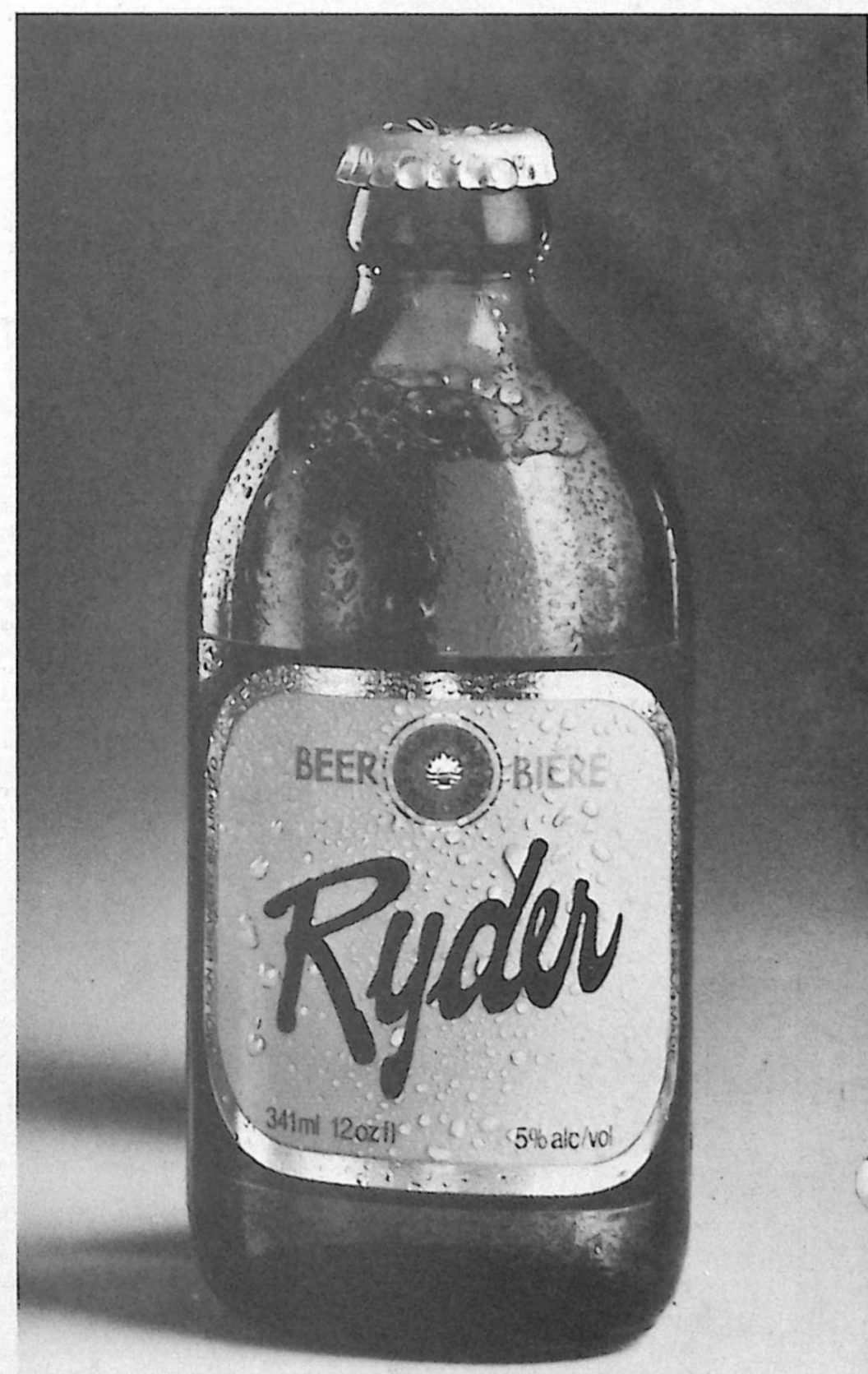
Thurs. to Wed., Feb. 9 to 15

Clint Eastwood  
"THE GAUNTLET" MATURE

"Some nudity & violence"

Thurs. to Wed., Feb. 16 to 22

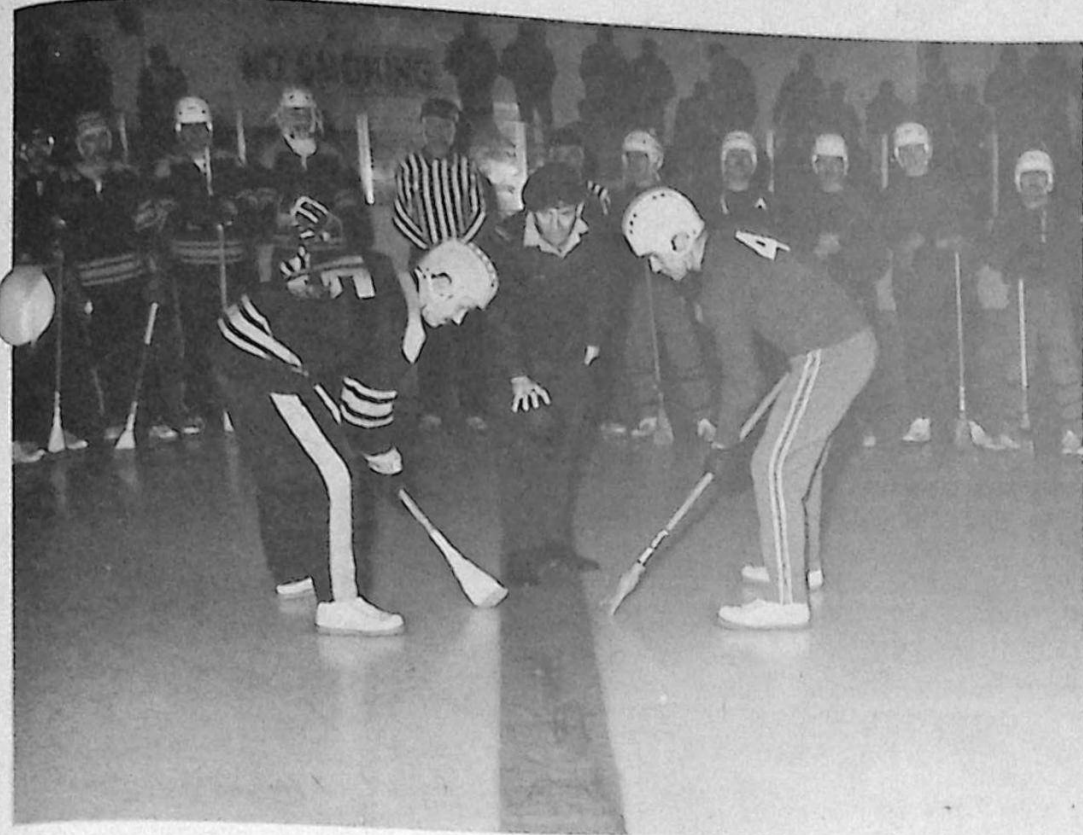
Robert Vaughn  
"STARSHIP INVASIONS" MATURE



British Columbia has a flavour you won't find anywhere else.



the fitness test is coming



**PLAY BALL!** BPerO Lt. Al Ettinger drops the ball to start the PAC Region Broomball Championships. Small Base reps HMCS Terra Nova (left) and CFS Beaverlodge kicked off the tourney. CFS Kamloops won the small base crown, while host team, CFB Comox cleaned up in the Large Base Division. (See Up Earl's Alley).

Base photo

## Sailing News

ANCHORING or the art of finding it where you leave it. It is with a heavy heart that I wade into the subject of anchoring. My only purpose being to pass on some information; however, the reader may think that my purpose is to destroy my credibility in this, my second episode.

Too often people, when purchasing their first (or second or third) boat spend all sorts of time examining running gear, cushions, lights, sails, and all sorts of other stuff. They may note that the owner mentioned, during his sales pitch, that deep in the stern locker he has an anchor. He's not certain of that, it may be at home in the tool shed. Anyway - he will make certain that he gets it to you if you buy the boat. Sad but true, the anchor may well be one of the most important articles on the boat.

There are many different types of anchors. The most popular, and I think the most recommended are the Danforth, the CQR (plow) and the Northill. These anchors have large flukes and are designed so that they will deploy properly when they hit the bottom. The CQR has the added advantage of being non-fouling, that meaning it will not trip on its own shoe laces, so to speak.

It is important to consider weight when you choose your anchor. A rule of thumb is one pound for every foot of boat. This should provide sufficient holding under most circumstances, using the anchors recommended in the previous paragraph.

The rope that you use to connect your boat to your anchor should be strong, it should sink and it should stretch. Strength is, I have no doubt, understood. If your anchor line floats, the fellow in the motor boat who picks your line up in his prop will probably be enchanted. The line should stretch to allow for the boat surging as a result of wind and wave action. Oh yes, the line should also be long enough to provide sufficient scope. 120 feet of line in 20 feet of water, or a scope of six to one is super. Allow for tide when calculating water depth. In the local sailing area, if you anchor at high tide in ten feet of water - at low tide your boat will become a cottage.

A length of chain should be used between the anchor and the anchor line. The longer the better, the only limitation being your ability to lift all of your riding gear back into the boat. I would recommend a length of chain of at least twelve feet. The chain also acts to dampen the surging effect by forcing the boat to lift the chain before there is any direct pressure on the anchor.

The last thing to consider is a retrieval line that is attached to the business end of the anchor. This line is light weight and should be connected to a float (a Javex Bottle will do). If the anchor fouls under a rock or a cable, the only way to get it out is the way it went in or, in other words, backwards.

I am certain that everyone is now completely confused about "the art of anchoring". If this was not clear enough for you and you would like more information read any book on cruising, either power or sail, and that should help clear the fog. Attending the CFSA Cruising Course, that starts this coming Monday, the thirteenth of Feb. will also be of great assistance. Contact John or Nan Fox at 339-4216 and register. He is the fellow with answers. Read last week's Totem Times for all the hot gen.

News of the Dinghy Course is of yet unavailable, but we shall keep you posted so please stay tuned.

Next edition we will fill your heads with a few more hot tips, and the summer program.

## B.C. Jock Boss

The appointment of Dr. Colin Campbell as director of the newly created recreation and fitness branch was announced today by Recreation and Conservation Minister Sam Bawlf.

The new branch was structured during the past year to include all provincial government activities in community recreation, sports, fitness and outdoor recreation.

Dr. Campbell's involvement with recreation in British Columbia has been wide-ranging. In 1967 he headed a shoreline assessment for summer homes in the lower mainland for the Canada Land Inventory. He chaired the Leisure Management Task Force for the Man and Resources Conference in 1973 and studied Greater Victoria's leisure system the same year. Since joining the B.C. public service in 1973 he

has chaired the inter-governmental technical committee for the North Fraser Recreation Study and has chaired the inter-ministry Outdoor Recreation Coordinating Committee.

Dr. Campbell holds M.A.'s in geography from the University of Aberdeen and the University of British Columbia, and a PhD from Bristol University (1971) with research in recreation and leisure. He was assistant professor in geography at the University of Victoria from 1971 to 1973 where he taught recreation resource analysis and resource management.

On joining the public service in 1973 he was appointed head of research for parks branch. More recently Dr. Campbell has been chief of program evaluation for that branch, with special responsibilities in program management and budgeting.

## Salmonid

### Enhancement Program

VANCOUVER - Fisheries Minister Romeo LeBlanc said that the B.C. community will have a major influence on the course of the Salmonid Enhancement Program.

After a meeting with Gordon Mackie, chairman and Tom Murray, vice chairman of the S.E.P. B.C. Task Group, on Thursday, the Minister reaffirmed his determination that the Federal-Provincial program to double production of salmon and trout over the next 15 years would be carried out in ways that will meet with the approval of the people of British Columbia.

"We want to be certain, as much as we can, that what we do in the enhancement program is, of benefit to people, not just fish."

"That's why we set up a body like the B.C. Task Group," Mr. LeBlanc said. The B.C. Task Group, the Minister explained, acts in an advisory capacity to officials of the program, including the yet to be appointed Management Board. As the

primary advisory body, the members will consider specific subjects at the request of program executive, will bring to the forefront areas of concern on their own initiative and will serve as a link with different communities and interest groups throughout the province.

The Group has representatives from sports and commercial fishermen's groups and from the fishing industry, but it also includes people from agriculture, mining, forestry, commerce, Native Indian groups, consumers, educators, and from other levels of government. Members are drawn from communities throughout the Province.

## Run For Your Life

Nearly all of us "run" the mile and a half; most of us "jog" to prepare for it. What is the difference between jogging and running? Better yet, what is the point in doing either? To answer this, I am giving my interpretation of such recognized authorities as Dr. K. Cooper. Hopefully a bit of discussion will remind readers of the positive benefits of regular exercise-aerobic exercise in particular.

First of all, "Webster's" defines jogging as "moving with a slow, jolting, monotonous pace or trot." While this might apply to the novice in mukluks, most joggers are relaxed and smooth. Some think of jogging as an alternation between running and walking in order to continue at a reasonably average pace for a long time. This is closer to what the jogger thinks of his own activity. To him (her), jogging means running at a relatively slow pace so that a long distance can be covered without exhaustion limiting the activity.

In this context, jogging is running; running at the other end of the scale from sprinting. It is aerobic exercise; activity that uses only as much oxygen as is supplied by the heart and lungs (as opposed to anaerobic exercise).

Jogging speeds vary from one individual to the next as do sprinting speeds. So, rather than limiting jogging to "running at a speed of less than —," jogging should be thought of as a relaxed run which enables the runner to continue for a long time.

The value of jogging lies with the importance of fitness of the heart and lungs. The person who disclaims any requirement for cardiovascular fitness because he has no intention of competing in the Boston Marathon forgets how prone the "unfit" are to heart and lung problems.

Keeping the heart and lungs fit by regular aerobic exercise

has the beneficial side effects of strengthening muscles, improving posture and burning calories (some even boast an improved sex life).

When the heart is regularly caused to increase its rate to supply more oxygen to working muscles, it is made stronger and more efficient. Simultaneously, blood carrying vessels are made larger and more numerous to increase the efficiency of delivery.

If this distribution system functions properly, there will necessarily be a requirement for the lungs to deliver a lot of oxygen to the blood. Cardiovascular exercise develops those muscles which expand the rib cage to draw air into the lungs. At the same time, lungs become more efficient at transferring oxygen to the blood. The cardio-vascular system will become most efficient when it is worked for a long duration.

The exercise of any muscles which increases oxygen consumption will increase heart rate. The most practical and efficient exercise is one which uses the largest amount of oxygen i.e., the largest muscles. The largest muscle set is, of course, that which supports and propels the

body-the leg muscles.

Walking uses these muscles, but seldom pushes the system. Sprinting pushes the system so hard that duration is limited and the system needs to rest between exercises. Jogging exerts a steady push on the system and is of sufficient duration to cause it to become stronger and more efficient.

Most sports activities use the leg muscles and generally, the degree to which they use the leg muscles determines their value.

The amount of conditioning depends on how hard and how long the system is pushed. The most efficient exercise is one which causes the heart-lung system to work hard and continue working hard for a long time. Jogging one mile is equivalent, aerobically, to walking three miles (at a brisk pace), bicycling six miles or swimming 750 yards.

In terms of time and effort, jogging is easily the most efficient conditioner. Boxers, football players and even weight lifters have jogging programs to increase endurance. Not least of all, it is used by the CF as a basic test of our cardio-vascular fitness. Courtesy the Greenwood Argus.

PACIFIC REGION

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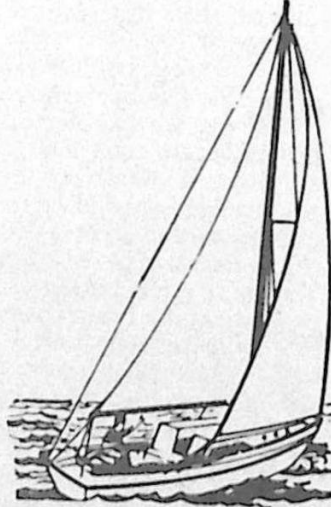
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- ✓ Easy to start - simply complete an application form. Already have an RRSP ... in most cases, switching is easy.

**ACT NOW.** You have until March 1st, 1978 to save on your 1977 taxes. For more information, contact the Pension and Insurance Co-ordinator or your nearest Canada Trust branch.

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## ANNOUNCEMENT



JACK HEANSKI

Northgate Motors Ltd., is pleased to announce the appointment of Jack Heanski as our parts & service manager. Jack is a native of Victoria who has spent most of his adult life on the mainland. Jack says that his roving days are over and hopes to settle here permanently. Jack is a sports enthusiast who enjoys boating, skiing and golf. Jack is also one of those endangered species... he is single.

Jack comes to us with a wealth of experience. For the past eighteen years, he has worked his way up in various capacities with Volkswagen dealerships in Maple Ridge, Abbotsford and Burnaby. We invite all Volkswagen people to come and meet Jack. You will find him knowledgeable and easy to talk to. We know you'll like him.



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R. A. ARNETT, NOTARY PUBLIC



## Monthly Weather Summary

CFB Comox B.C.  
For Month Of January 1978

### TEMPERATURE:

Mean maximum for the month  
Mean minimum for the month  
Mean temperature for the month  
Highest temperature for month  
Lowest temperature for month

4.2 oC normal 4.8 oC  
-0.2 oC normal -0.8 oC  
2.0 oC normal 2.0 oC  
8.1 oC day 21 highest recorded 16.7 year (20th, 68)  
-7.8 oC day 2 lowest recorded -21.1 year (31st '50)

### PRECIPITATION:

Total monthly rainfall 123.1 mm., heaviest on record 350.8 mm., lightest 7.4 mm.  
Total monthly snowfall 110.5 cm. heaviest on record 250.2 cm.  
Total monthly precipitation 236.4 mm. normal 193.4 mm.  
Heaviest monthly precipitation on record 350.8 mm. lightest 33.3 mm.  
Heaviest daily rainfall for month 31.7 mm. on 7th.  
Heaviest daily snowfall for month 60.2 cm on 4th.  
Number of days with precipitation of .2 mm. or more 26 normal 20.3

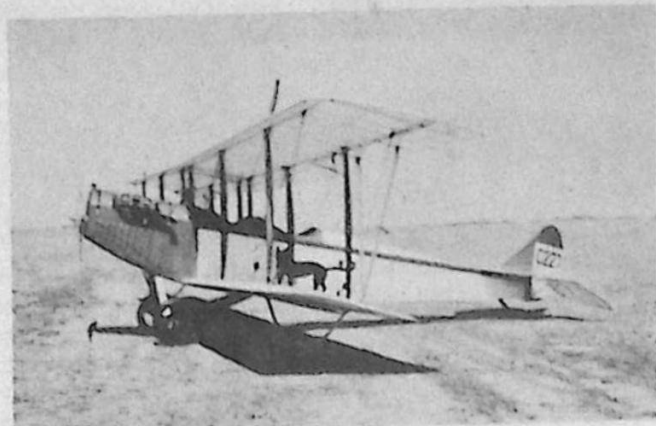
### WIND

Highest wind speed recorded in month

160 degrees at 28 knots on 20th

### SUMMARY:

A few records fell during January, especially those related to snowfall. The heaviest snowfall in 24 hours for CFB Comox occurred on January 4th with 65 cm. being recorded. This compares with 24 hour records for Winnipeg (35.6 cm.), Montreal (39.4 cm.), and Halifax (47.5 cm.). Total snowfall for January was measured at 111 cm., far short of the 245 cm. record set in January 1950. Other than the unusual snowfalls and the above normal precipitation, of which the snowfall had the greatest contribution, the month of January tallied up close to normal.



## CANADIAN Military Aircraft

Part fifteen - Curtiss JN-4 (Canuck)

To meet the demand for aircraft from the United States Army Air Corps and from the Royal Flying Corps in Canada, the Curtiss JN-4 was put into production by Canadian Aeroplane Company of Toronto. A total of 1300 were ultimately turned out.

Used mainly in a training role, the "Canuck" suffered at the hands of the young student pilots. Photos of the early days show the aircraft bent over a variety of rigid or stationary objects ranging from brick chimneys to railway locomotives and ambulances. The motto of early "Canuck" pilots seemed

to be, "if you can catch it, hit it".

After W.W.I, the Curtiss JN-4 laboured on in civilian aviation, collecting such Canadian laurels as "first airmail" and "first aerial survey". Many spread across the country introducing aviation to small out-of-the-way communities, flown by the carefree "barnstormers".

One Curtiss JN-4 (Canuck) - has been restored to the colors and markings of aircraft C227 of 85 Squadron at Camp Borden. It is in the National Museum of Science and Technology in Ottawa with the fabric removed from one side of the fuselage to expose the airframe construction.



**TOW ON TARGET** - The Canadian Forces' new TOW - Tube-launched, Optically-tracked and Wire-guided anti-armor weapon was used during the recent Exercise Mobile Warrior at CFB Petawawa, Ont. (CANADIAN FORCES PHOTO).

The plan, which will cost approximately \$50 million in 1978 dollars and take at least 10 years to complete, includes improvements to National Defence facilities at Dockyard, Naden, Work Point, Colwood and Rocky Point.

Rear-Admiral Michael A. Martin, commander of Maritime Forces Pacific, said that the plan features a new ship repair unit, to replace the old Royal Naval facilities at Dockyard, and a new Regional Medical Clinic in the Naden area. Also planned are additional barracks at Work Point, new Technical Services buildings below Signal Hill

and high-lift cranes for the jetties.

Scattered maintenance and repair functions will be centralized, larger and more adaptable structures will be built and jetties and berthing

services will be upgraded in the re-development program.

The heritage value of many of the historical and unique DND buildings in the area will be retained by keeping them intact.

## Facelift For Esquimalt

VICTORIA - Defence Minister Barney Danson has announced approval of a long-term plan for the improvement of facilities at CFB Esquimalt, B.C., beginning in 1978.

and high-lift cranes for the jetties.

Scattered maintenance and repair functions will be centralized, larger and more adaptable structures will be built and jetties and berthing

services will be upgraded in the re-development program.

The heritage value of many of the historical and unique DND buildings in the area will be retained by keeping them intact.



## NORAD Top Trio

**TOP TRIO** - Of the 16 named as outstanding airmen in North American Air Defence Command for 1977, three are these Canadians - Sergeant Bob Hedley, CFS Alsask, Sask., second from left, Corporal Ernie Bremner, CFB North Bay, Ont., and Master Corporal Jerry O'Brien, CFS Lowther, Ont. They are presenting identity cards to the USAF guard, at the entrance to the Cheyenne Mountain complex at NORAD headquarters, Colorado Springs, Colo. Outstanding airman selection is based on community and job performance with the reward being a three-day visit to NORAD headquarters. (CANADIAN FORCES PHOTO)

## YOUR GARDEN

### A Safe Edge

If you're one of the million of Americans who use power equipment right in your own backyard, it's important to know that getting the edge on safety demands constant attention. Here are some tips from the Outdoor Power Equipment Institute that will help you use your edger-trimmer safely:



1. Read the owner's manual carefully and become familiar with your equipment before using it.
  2. Keep children and pets a safe distance away.
  3. Know your controls. Learn how to stop the machine quickly in an emergency.
  4. Keep feet and hands well away from the blades and other rotating parts.
  5. Discuss with your dealer proper use and maintenance of your equipment.
- By following these and all other safety rules you can trim your lawn and garden with ease while avoiding becoming a victim of your own labor-saving device.

## AIRBORNE ACCOUTREMENTS

All members of the Canadian Armed Forces who have completed a tour with the Canadian Airborne Regiment are eligible for the Airborne Coin and the Airborne Statuette. These items are unique to the Canadian Airborne Regiment and are rigidly controlled. Former members of the regiment may purchase these items from the Regimental Shop, CFB Petawawa.

The Statuette sells for \$24  
And The Coin for \$3.50

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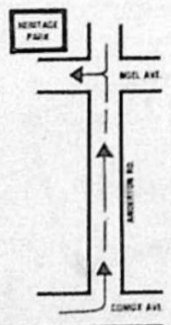
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### Models Available:

- No. 1 - 1356 sq. ft.
- No. 3 - 1408 sq. ft.
- No. 4 - 1055 sq. ft.
- No. 5 - 1186 sq. ft. plus basement 560 sq. ft.
- No. 6 - 1126 sq. ft.
- No. 7 - 1350 sq. ft.

All houses have thermal windows throughout and are very well insulated. Each house is completely carpeted and includes a range. All have carports, paved driveways and sidewalks.

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SERIOUS PARTIES ONLY PLEASE

## Don't renew your car insurance until you've asked about...

All B.C. vehicles must carry the Basic Autoplan insurance. This protection gives you coverage of \$75,000 Third Party Legal Liability and "No Fault" Accident Benefits.

If you feel this isn't adequate for your needs, ask any Autoplan agent or Motor Vehicle Branch office about the wide range of optional coverage that is available.

**1.** If you feel you need more Third Party Legal Liability coverage, it is available in amounts from \$100,000 to \$10 million.

**2.** Worried about fire, theft, windstorm, lightning? Specified Perils provides coverage against this and is available with a \$50 deductible.

**3.** What about Comprehensive coverage? It provides protection against virtually all risks, including glass breakage, but not including collision damage. This is available as a package with Collision insurance or separately with a \$50 deductible.

**4.** Many motorists purchase Collision coverage which pays for the cost of repairs to your vehicle in the event of an accident when you are at fault.

This is available only with Comprehensive in a wide choice of deductibles.

**5.** You may have additional equipment such as a tape deck not installed by the manufacturer, a camper, canopy, winch, citizens band radio or other special equipment. You can be covered for these items and others. Any Autoplan agent or Motor Vehicle Branch office can provide you with information on this and other Autoplan coverages.

**6.** You can purchase Loss of Vehicle Use coverage, so that if your vehicle is not driveable as a result of an accident - for which you are responsible - you will be reimbursed for the cost of a substitute means of transportation. You are covered, under your basic policy, for Loss of Vehicle Use, if the loss is by theft.

**7.** Make certain you are in the proper rate class, which is based on vehicle use and the principal operator.

**8.** Do you hate line-ups? For your own convenience renew early. The deadline for renewal is midnight, Tuesday, February 28, 1978.

**9.** If you want to finance your premiums, the Corporation has established an Autoplan premium financing plan, that any Autoplan agent or Motor Vehicle Branch office can explain to you.

**10.** To renew simply take your renewal form to any Autoplan agent or Motor Vehicle Branch office.

They will help you complete it, or make any changes and provide you with new decals and an insurance certificate. If you do not receive 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.

British Columbia's Autoplan is independent and self-supporting. In Manitoba and Saskatchewan, government operated auto insurance plans are partially subsidized and offer poorer benefits than received by B.C. motorists. Still, ICBC rates are in line and sometimes lower. Here are examples for your specific region.

**DRIVER:** 30 years and over, or any female or married male over 25. 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	Nanaimo B.C.	Swift Current Sask.	Flin Flon Man.
1970 Buick Skylark	\$173	\$148	\$133
1974 Ford Mustang II	\$186	\$191	\$150
1976 Dodge Coronet	\$203	\$224	\$182

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

**INSURANCE CORPORATION OF BRITISH COLUMBIA**

...Where the Driver Sets the Rates



### PMQ Preamble

By now the Comox Valley Snow Carnival is well on its way to becoming the social and fun event of 1978. Hopefully most of you were to partake of some of the sporting programs. Golfing with tennis balls? One or two of our Wallace Gardens families have been extremely busy - that of course, is the Hoopers and the Leblancs. Since this column was written last Saturday I'm not sure if Terrie isn't getting a little tired of all the attention. One thing is certain though, when the big night comes, Terrie's confidence, tremendous personality and beauty will make her a sure winner. Unfortunately your friendly writer has not been asked to be a judge of the Comox Valley Snow Festival Queen competition.

Some of your houses have recently undergone a modification to the downstairs plumbing - i.e. new taps being installed and so on. The CE section advises that this is not another new program of mods, rather it and other replacement programs are a part of an on-going schedule of preventative maintenance. You will be undoubtedly pleased to know that for next winter your PMQ will be completely insulated. Currently most of the houses have four inches of insulation but by next winter an additional four inches will be installed. There is no target date for completion of this project but CE will ensure next winter will be a little warmer without turning up the thermostat. The smoke detector program is going ahead on schedule and the target date of March 15th is still looking good.

The mayor advised me the other day that written approval has been received to proceed with the digging of a trench for installation of the new TV cable. So as soon as the snow leaves us for good and the ground is suitable for digging we will get on with that project, finally. The mayor also indicated that it is unlikely that the individual payment of hydro will take place by 1 Apr. 78. There are some problem areas which have to be worked out between B.C. Hydro and the Base. Look for further details in this column in the not too distant future.

There's nothing new on the dog licensing program - we are awaiting word from the Comox dog catcher, but if you see a funny looking wagon roaming through PMQs in the next week or so you will know that the program is well underway - especially if the wagon has "Municipality of Comox - Dog Catcher" engraved on the side of it.

Again a reminder that the Wallace Garden's elections is just around the corner. Remember if you are interested in the community and feel that you have

something to contribute please don't wait for the elections. We welcome volunteers - surely you wives can make a worthwhile contribution by volunteering to serve on council for just a year.

The PMQ council open meeting is still scheduled for Feb. 28 at the school auditorium. As has been indicated in previous articles we on the council are very much looking forward to a big turnout for that meeting. It's a great chance for you to put questions to councillors and the invited guests alike. Please plan on attending.

The Base Teen Organization had its official opening on Thursday, Feb. 2. The Base Commander, Col. Burgess was on hand to declare the BTO club house officially open. A reminder here to other teens living in PMQs that to participate in BTO activities you must have a card which indicates that you are a member. Currently there are forty some members and still growing. Unfortunately, the furniture which I referred to in the last column is not forthcoming, so again the teens are looking for any of the old furniture that you may wish to send their way.

Murray Haines of the recreation committee reports that the response to the appeal for basketball coaches has been less than productive. So for the last time: four coaches are required immediately to ensure that the kids basketball program is maintained. Please, you don't have to be an ex-basketball player or be an expert on the game - as a matter of fact you don't have to have any experience at all - just show up and help some kids have some fun. You never know, you might just have some fun yourself. If you can at all spare the time, contact Murray at local 308 or 339-5762.

A meeting of the Babe Ruth Baseball executive was held at the CRA this past week at which time the new executive was elected. Hopefully, the new season will begin on May 1st. Registration for the Babe Ruth league will be held on March 18th at a location to be announced later. The registration fee will be fifteen (\$15) dollars for all ages. Coaches are needed. Of course, we are also planning our own baseball-softball program for the spring. Watch for more details in future articles.

The 1st Lazo Boy Scouts, Cubs and Beavers will be holding their bazaar on Saturday, Feb. 18th from 2 til 4 p.m. at the Airport School gym. Everyone is welcome. There will be a white elephant table, children's table, bake table, handicraft table, a tea room and of course no bazaar would be complete without the usual draws. Donations for the bazaar may be dropped off

at the following PMQs, 10A, 106C, 22, B2, 62A. All the boys are working very hard to make their bazaar a success so your support would be very much appreciated. If you have any questions regarding the bazaar, please phone Maureen Taylor at 339-4680.

Finally, I've heard that there were some unkind comments made regarding the recommendations of the committee appointed to look into the problems of vandalism here in Wallace Gardens. Firstly, it's important that all of us face reality. We do have a problem here in our community - that problem is vandalism which is caused by youths who have no respect for your privacy or property.

Secondly, with respect to the recommendations

themselves, you should be reminded that the committee worked hard on their own time to arrive at their findings but recommendations are just that. It is now up to the Base Commander or his representative, the Human Resources Team and your council to decide on which portions of the recommendations will be acted upon. I should point out, however, that the strength of these arguments do not give any occupant of PMQs the authority to take the law into his own hands. For your information, a lawyer has finally been appointed by the DND to act on behalf of the crown.

Have you received your Neighborhood Watch stickers yet? If not, why not? Call your councillor.

### New Health Centre For Comox

Construction of the new Community Health Centre in Comox is now well underway. The new structure is located on Comox Avenue, directly opposite the new shopping centre.

Part of the building which will serve a large area of Vancouver Island will house the Ministry of Health's newest Speech and Hearing Clinic. Containing the latest in sophisticated audiometric equipment, this clinic will offer a complete range of audiological and speech pathology services to all age groups.

A new service provided by the clinic includes the hearing screening and rehabilitative assessment of new-born infants to school-aged children and rehabilitation programs for adults and elderly persons who encounter hearing impairment due to aging or environmental influence. These services will be provided by an Audiologist, a

new member of the Health Clinic.

The thrust of both the Speech and Hearing Program is early identification, assessment and treatment, both aimed at prevention of further consequences of speech, language or hearing problems.

Patients with a hearing problem can be fitted from a selection of 116 different hearing aid devices available to the clinic, together with earmolds, batteries and accessories, all rigidly quality-controlled by the Government laboratory.

Construction of the new building is being undertaken by the Town of Comox. It has been designed by Mr. Alan Murnaghan, a local architect. The provincial government will lease space, staff, equipment and furnish it, to provide improved public health services to the area.

The building is expected to be ready for occupancy early in June.

### B.C. Guide House

Chief Commissioner, Mrs. K.P. Hayes of the Girl Guides of Canada and the Honorable Grace McCarthy, British Columbia Provincial Secretary, will be among the guests at the official opening of Guide House on February 15, 1978.

The new building, located at 1462 West 8th Avenue, Vancouver, was built through contributions from the Guiding Family, friends of the Guide movement, the Provincial Government and the Vancouver Foundation - at a cost of \$215,000 - including land and furnishings.

The 5,546 square foot building will serve the membership of 34,000 Brownies, Guides, Rangers,

Cadets and adult volunteers throughout British Columbia. One-third of the yearly profits from sale of cookies and a portion of the membership fees finance the provincial operation.

The three-storey structure contains a Guide Shop for over-the-counter and mail order sales on the first floor, together with the Morkill Memorial Library.

The general offices occupy the second floor. The third floor houses the Boardroom, in which the Provincial Council of 40 members, representing the 16 Areas of the Province, and numerous operating Committees, meet regularly.

### Smoking And Premature Death

OTTAWA - Approximately 12 per cent of all premature deaths in Canada can be attributed to smoking, says Health and Welfare Minister Monique Bégin.

Highlighting Canada's National Education Week on Smoking, January 22-28, the Minister pointed to a departmental study which links smoking to five main causes of premature mortality - lung cancer, various types of throat cancer, chronic bronchitis and emphysema, heart disease and

cerebrovascular disease. Researchers reviewed all causes of death appearing in the International Classification of Diseases to determine those causes related to specific risk factors. For each cause, all available epidemiological data were used to derive the attributable percentages corresponding to smoking.

Out of a total of 73,440 deaths studied, between ages one and 70, the 8,718 attributable to smoking represent 105,085 potential

years of life lost. Calculating the potential years of life lost consists of a summation over all age-groups between one and 70, of the number of deaths at a specific age multiplied by the remaining years of life up to age 70. For example, a death at age 30 from a particular cause contributes 40 years to the total potential years of life lost due to that cause.

Citing the economic costs of smoking in terms of health care and potential years of life lost, the Minister suggested

that more government action to discourage smoking, such as recently-adopted municipal anti-smoking bylaws, may be needed.

The study, which documents the effects of smoking on premature death rates, will be used primarily by health policy decision-makers who need this type of quantitative information to decide on long-term preventive actions and signals to all Canadians the obvious dangers of smoking.

### Christmas Seals Set Records

British Columbians have contributed \$650,000 to the 1977 Christmas Seal Campaign says Ken Dobell, President of the B.C. Tuberculosis-Christmas Seal Society. This is the largest total in the 55 year history of Christmas Seals in British Columbia, and \$50,000 more than the previously announced Campaign target of \$600,000.

In making the announcement on January 31, the last official day of the 1977 Christmas Seal Campaign, Dobell said Canadians are becoming increasingly aware of the welfare of their lungs, and he said the leadership role

taken by the Christmas Seal Society in the field of smoking education and community quit-smoking clinics has played an important part in the success of the 1977 Campaign. He said that although Christmas Seal organizations across Canada got their starts as vehicles for raising funds to combat tuberculosis, their emphasis has since been redirected to encompass all respiratory diseases, while maintaining a keen interest in the control of tuberculosis, which still claims 350 Canadian lives each year.

Dobell said that in the 30 years since drugs capable of

effectively treating tuberculosis were developed, the focus of Christmas Seal attention has been on such diseases as asthma, chronic bronchitis and emphysema. He said Christmas Seal dollars are used for extensive programs of public and professional education and to help establish medical facilities used in researching or treating lung disease. Dobell said \$200,000 in Christmas Seal funds were recently granted to the

sophisticated Pulmonary Research Lab at Vancouver's St. Paul's Hospital to allow researchers there to accelerate their studies of asthma and other lung disorders.

Contributions to the 1977 Christmas Seal Campaign from the Comox Valley area total \$7,255, up from \$6,349 in 1976. The Christmas Seal Committee Chairman for the Comox Valley area is Janet Dodds of the Ladies Auxiliary, Fraternal Order of Eagles No. 3099.

### Are You Prepared?

Home accidents kill nearly 2200 persons each year and twice as many people suffer accident sustaining injuries in the home than in any other environment. On Valentine's Day, let's have a special thought for our loved ones and their safety. Here are some questions that may help evaluate the safety situation of a family at home.

- Is there a sufficient number of fire detectors in the house?
- Does anyone in the house ever smoke in bed?
- Has an escape been planned in case of fire?
- Did the fire department check the home for fire hazards?
- Are all medicines and pills clearly labelled and kept under lock, out of the reach of children?
- Are insecticides, household cleaners, disinfectants kept in a closet separate from food and out of the reach of children?
- Are all electrical cords and outlets in good condition?
- Are passageways clear of obstructions at all times and all areas properly lit?
- Are babysitters told what to do in an emergency?
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## Money Talk

By Dapper Dan

OTTAWA (CFP) - In this article I want to deal with the debtor who is too far in over his head to cope effectively with his financial problems.

Apart from listing his name in the obituary column of the local newspaper, or taking up residence behind the iron curtain, he eventually must face up to the problem, or he will soon reach the end of his dismal route—the bankruptcy court.

The worst thing he can do is act like an ostrich and ignore the problem, hoping it will go away. This will never happen. A collection agency may soon be after him, he may be sued and a court judgement held against him.

As a financial counsellor, I think it is tragic that some people attempt to hide their debt situation, and when they finally show up in my office as totally confused and deeply troubled individuals, it is sometimes too late to help them.

If you can consider that you need help with your financial problems, arrange for an interview with the base, station or unit financial counsellor as soon as possible. The counsellor is trained to

deal with debt situations and can suggest certain steps to alleviate the situation. The sooner the financial counsellor can deal with the problem the easier it is to find a solution.

Let's look at the steps the financial counsellor takes when a debtor seeks financial counselling.

First, the counsellor will require all the debt information and the reason for the problem. My first tip for the debtor is to contact his creditors and obtain up-to-date information about all of his debts before reporting for the first interview.

Secondly, the counsellor will take a real hard look at the budget or financial plan to see if a little paring might not be helpful. Surprisingly enough, I have found that in many cases a proper budget can do wonders with many problem cases.

The next step is to look at the amounts owing to the creditors. Sometimes, the only place you can get any real help is from the creditors themselves. It is possible to re-negotiate some of the bills, thereby reducing the monthly payment and arriving at a

sensible solution through their co-operation.

In some of the more difficult situations the counsellor may suggest selling some of the non-essential articles that are causing the major obstacles. As distasteful as this may sound to the debtor, the selling of a snowmobile, or a second car or house trailer, may be the only way to get a financial plan back on the rails.

After a complete review of all circumstances, it may be decided that a consolidation loan from a credit union or a bank may be the solution, or that an application for assistance from a benevolent fund may be the answer.

The financial counsellor also has other avenues of assistance he can explore to help the debtor. In my next article I will explain the service provided by credit counselling services in some provinces in Canada. I will also outline the action taken by the Orderly Payment of Debts Court (Part X) of the Federal Bankruptcy Act and the procedure outlined by the Voluntary Deposits Division of a Quebec court.

## Save For A Home

For many people in the Service, saving for a home is very important since we move from Station to Station always living in rented PMQs and apartments and then finally when we want to settle down we lack the large down payment that is necessary to buy a home. Because of this, Servicemen should consider setting up a Registered Home Ownership Savings Plan (RHOSP) as their first choice among tax deferral plans.

An RHOSP can be taken out by people over 18 years of age providing they do not own or hold interest in any real property of which any part is used as a residence. The plan allows us to set aside, untaxed up to \$1,000 income a year for a maximum total contribution of \$10,000 to be used in buying a first home. Provided the money is used to buy a home, income earned in the RHOSP is not taxable.

Once you have reached your lifetime limit you may continue to accumulate interest tax free. If for any reason you withdraw your money, the plan ceases to exist and cannot be used again.

Both husband and wife can have their own RHOSP, however, you are only allowed to hold one RHOSP in your lifetime.

Contributions must be made by 1 March '78 to be deductible from your 1977 income. However, Ottawa has proposed that starting in 1978, contributions to your plan must be made by December 31st.

RHOSPs are the best way to save for a home. Both you and your wife can each contribute \$1,000 each year and accumulate \$20,000 plus the interest on these funds, all tax free. The money must be used

to purchase or build an owner occupied residence, situated in Canada and owned by the plan holder solely, jointly or in the form of a share of a co-operative housing corporation. It can be a new home or an old one and can be a house, cottage, apartment in a multi-family residence or a condominium. It can even be a mobile home, trailer or houseboat, provided that it is and intended for year-round use.

A most important factor to remember is that there is a broad spectrum of choices among RHOSPs. They are available through banks, trust companies, credit unions and mutual funds, but not issued by insurance companies. Since RHOSPs are mainly short term investments, their holders should invest in low risk funds or accounts. For most of us the best bet is probably some sort of guaranteed savings account that will allow withdrawal at any time without penalty. Rates will vary substantially so before you invest, investigate by shopping around.

For those people who already own an RHOSP the following is a list of the Federal Government's proposed changes in the legislation governing Registered Home Ownership Savings Plans:

(a) For the 1977 taxation year, your contributions may be made up to March 1, 1978. For subsequent taxation years, contributions must be made during the calendar year. There will be no 60-day extension into the following year.

(b) Beginning January 1, 1978, you will not be allowed to contribute to your RHOSP if your spouse (with whom you

are living) owns a home in Canada or elsewhere.

(c) Beginning January 1, 1978, the purchase of home furnishings will no longer qualify for tax-free withdrawals of funds.

(d) The maximum period over which you may contribute to a RHOSP, and apply the accumulation of funds to a tax-exempt purchase is twenty years. After that your RHOSP funds must be included in your income for tax purposes.

(e) After March 31, 1977, a transfer of funds from a RHOSP to a Registered Retirement Savings or Pension Plan is no longer permitted.

(f) Starting in 1977, RHOSP contributions made during the year in which your home is purchased will be allowed as a tax deduction.

(g) Should the amount withdrawn from a RHOSP not be used to purchase a house and consequently be included in computing the income of a taxpayer, the amount so included may be deducted within the next three taxation years to the extent of the amount of the taxpayer invests in an owner-occupied home.

(h) Over-contributions refunded within 120 days after the end of a year will no longer be deemed to be income for tax purposes, but the interest thereon will continue to be income.

## Chapel Chimes



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Sunday - 9:30 a.m. and 11:00 a.m.

WEEKDAY MASSES: 9:00 a.m.  
SACRAMENT OF RECONCILIATION: Confessions are held 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.

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

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### 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 2000 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 0930 hours each Sunday, and the ages 3-5 hold their sessions during the Church period at 1100 hours. All children are invited to attend.

OFFICE HOURS: 0800-1630 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.

## Changes In Diet Urged

VANCOUVER - Health and Welfare Minister Monique Begin has taken the opportunity during National Health Month to remind Canadians of the need to improve their eating habits in order to reduce the risks associated with heart disease. She urged them to decrease their intake of foods high in calories, fat, sugar and salt and to increase their consumption of fruits, vegetables and whole grain cereals.

Heart disease accounts for half of all deaths in this country; it is the major cause of death in middle-aged males and costs the Canadian economy an estimated two billion dollars every year. Inappropriate dietary habits, smoking, immoderate alcohol consumption, high blood pressure, diabetes, obesity and lack of physical fitness all increase the chance of heart attack.

In drawing attention to these risk factors, Miss Begin pointed out that most are related to an individual's lifestyle and can be changed. An education program to increase public awareness of the need for a better diet will begin in February. It will be

supported at the provincial level through public health and fitness programs. The Canadian Heart Foundation will collaborate in this campaign.

The program is a response to recommendations made last year by a committee set up by the Department of National Health and Welfare to study the link between diet and cardio-vascular disease. The dietary recommendations are:

a) the consumption of a nutritionally adequate diet, as outlined in Canada's Food Guide;

b) a reduction in calories from fat to 35 per cent of total calories; include a source of polyunsaturated fatty acid (linoleic acid) in the diet;

c) the consumption of a diet which emphasizes whole grain products and fruits and vegetables and minimizes alcohol, salt and refined sugars;

d) the prevention and control of obesity through reducing excess consumption of calories and increasing physical activity.

Precautions should be taken that no deficiency of vitamins and minerals occurs when total calories are reduced.

A new publication, Food and Your Heart, is available to Canadians who are concerned about their eating habits and heart disease. Copies can be obtained from provincial health departments, local health units or the Heart Foundation.

## Did You Know?

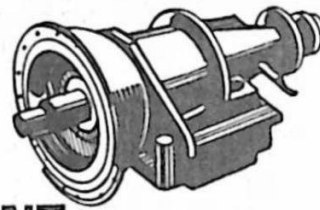
Dried foods left too long in the larder or pantry are an open invitation for food pests.

Amalia Pucot, an Agriculture Canada entomologist, says insects will infest a variety of food materials in the home, lowering food quality and often making it unfit to eat. Most of the damage is caused

by the larvae of several beetles and moths.

Consumers are advised to buy only small amount of foods subject to infestations. All foodstuffs should be examined before storing and inspected occasionally. Storage areas should be kept clean and dry and should be as cool as possible.

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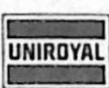
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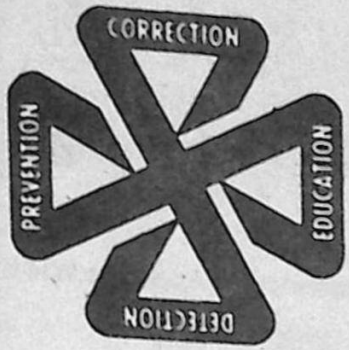
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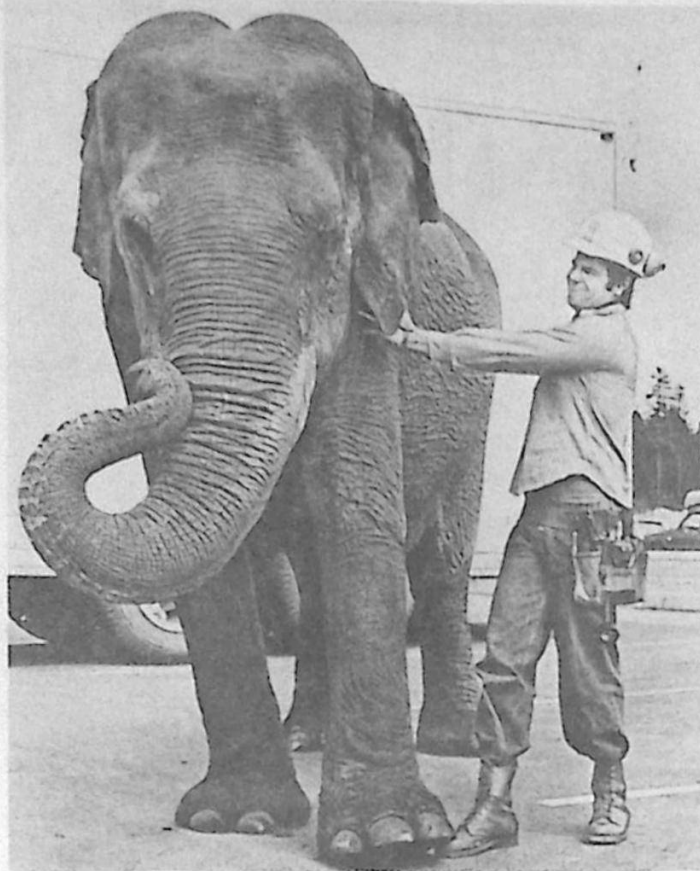
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# Accent Safety



Owww — get off my foot (wear)!

inserts or steel insoles. This type of protection might be required for high risk areas, but was not recognized as a general DND requirement.

A quick review of our accident records shows some of the foot hazards that we encounter: "struck by falling sharpener"; "slipped and fell on wet floor"; "right toe struck by container"; "struck on foot by airline coupling"; "struck on toe by towbar"; "slipped and injured back alighting from pickup truck"; "struck by falling extinguisher". Safety footwear can help protect against the two most consistent factors in this type of accident by providing good traction on most surfaces (when accompanied by good housekeeping) and by providing toe protection.

These boots are available to military personnel and civilian employees of DND. You won't be faced with the problem of choosing. If you shop for your safety footwear at Clothing Stores, you can have any color you want ... providing it's black. In addition, you are sure of good quality material, design, and toe protection that meets the CSA standard. All of this at the lowest possible price.

Can you afford safety footwear?  
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SAFETY SAM

When anyone mentions safety footwear, most people immediately think of bulky, steel-toed boots designed to protect the toes from damage. There is, in fact, much more to the design, purpose and appearance of the safety footwear now available to military and civilian members of DND.

First of all — let's look at appearance. In view of the requirement for military personnel to be uniformly dressed, the outward appearance of the new shoe, service, safety is identical to the standard service shoe except that it incorporates a steel safety toe piece.

Besides the need to look uniform, personnel in certain fields of employment require safety footwear that incorporates toe protection and a slip resistant sole. Special requirements are recognized for the trades of linemen and electrician, and for people in these trades, special designs are provided in their scale of issue. For all other applications, the safety toe service shoe is designed to give toe protection, ankle support, a slip-resistant and

oil resistant sole and heel and conventional ankle height lacing.

This new boot, identified as NSN 8430-21-868-7447 contains a steel toe cap which meets 2500 pounds compression and

75 foot-pounds impact as specified in Canadian Standards Association standard for heavy duty class (CSA Z 195). The actual test requirements are written into DND procurement contracts. They do not have steel sole

## C.E. Quips

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your earlier request. If after another couple of weeks there has still been no response then don't curse CE, call our Requirements Officer at local

378 or the BCEO at local 258. There may be very valid reasons for the delay and you, our customers, are entitled to that information. Otherwise,

if it is a breakdown in our procedures, we will have the opportunity to improve our service by investigating that problem.

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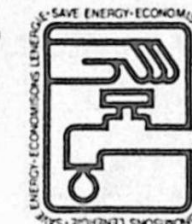
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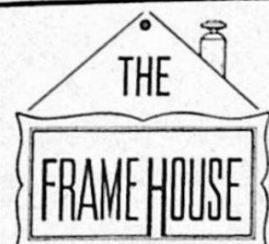


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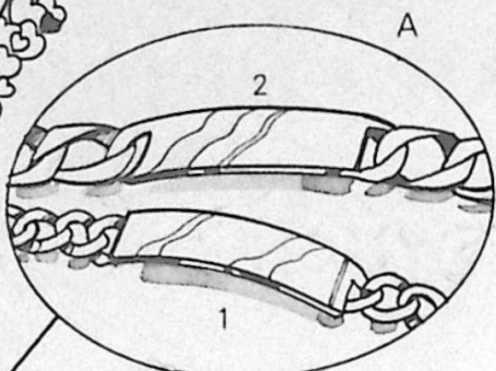


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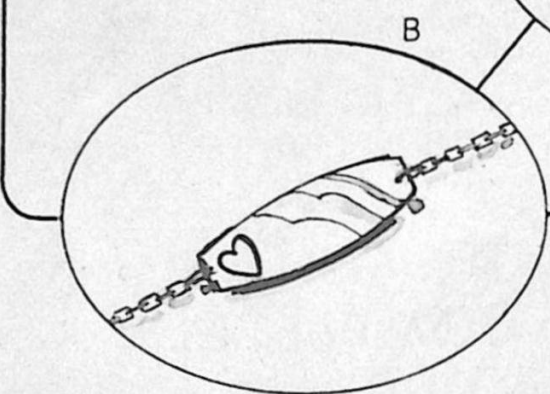
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C. 10kt. Gold!

Earrings... Hearts and Hoops

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E. Up to 50% Off Mfg. Sugg. Ret.  
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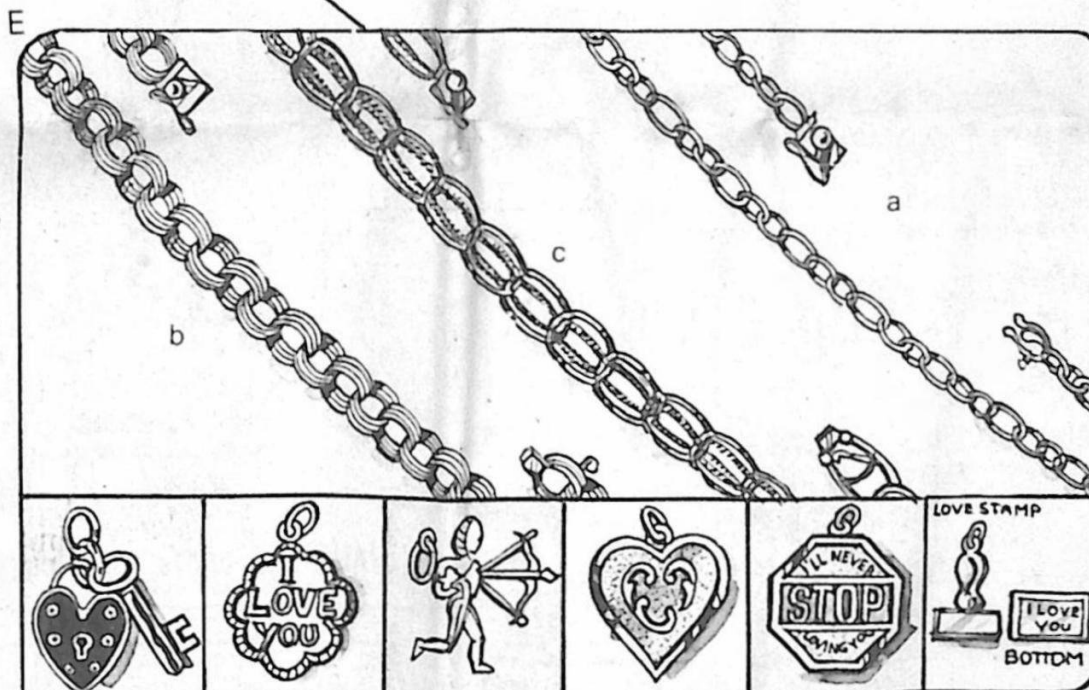
3 favorite designs in sterling silver.  
(b) & (c), available in 10kt. gold upon request.

	Mfg. Sugg. Ret.	Special
a) Single links .....	\$14.95	\$ 7 <sup>47</sup>
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Sterling Silver and 10kt. Gold.

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H. 10kt. Gold!

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Mfg. Sugg. Ret. \$55.00

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