



TOTEM TIMES



Definition of a real good friend - He's always around when he needs you

VOL. 20 - NO. 6

CFB COMOX TOTEM TIMES

THURSDAY, MARCH 23, 1978



The OBSERVER won the Special Achievement Award recently for its North American Air Defense Command (NORAD) 20th Anniversary issue in the 1977 Air Defense Command (ADCOM) media contest.

Capt. Harold L. Rothgeb, chief of the information office here, also won the Best Writer Award based upon his three required submissions.

The NORAD 20th Anniversary special edition was published through the combined efforts of Captain Rothgeb, Sgt. Wally Root, George N. Fox and AIC Robin K. Catalano.

The winning entries will compete against other major command selections in the Air Force media contest. Winners of that competition will be forwarded for consideration in the DOD sponsored Thomas Jefferson Award competition.

Observer wins two first place command awards

Observer Wins Special Award

The observer, a publication of Peterson A.F.B. in Colorado recently won a special achievement award as explained above. What is of note however, is that the good old fishwrapper supplied that

beautiful colored "Hawk One" photo that we are sure helped tip the scales in their favour. Well done observer and we really hope we helped.

C & E 10th Anniversary

There are thousands of Canadian Forces communications personnel celebrating their 10th birthday this year. Their branch, the Communications and Electronics Branch, will be officially ten years old October 1.

The celebrants could be from your message centre or base Telecom shop. They might be from the radar squadron up on the hill or the signal squadron out in the boonies. And, of course, there is that crew from "the hole". They're in on it too. In all, there are over 9,000 men and women in the C&E Branch and that's an increase of about 800 people since October 1968. That figure includes 825 officers (classification CELE 42A), 160 cadets (classification CELE 42U) and 6,600 other ranks. It also takes in about 1,450 com-

munication reservists. The C&E community also boasts a civilian strength of about 1,100 men and women.

Now - how do you know when you're talking to somebody from the Communications and Electronics Branch? Good question. Look for the lightning bolts which describe a "V" and have a small semi-nude Roman named Mercury at the nadir. (If you're from Athens you might prefer the Greek name, Hermes.)

The winged-messenger of the gods and the lightning bolts are the traditional symbols for communicators and will be found both in the centre of their cap badges and on either lapel of their FS3s or S3s. The men and women of the C&E Branch are radar technicians, communications technicians, teletype and cipher technicians, terminal

equipment technicians, radio technicians, communicator research (operators), radio operators, teletype operators, communications operators and linemen.

The celebration of the anniversary will take many shapes this year and will occur at most locations in the Canadian Forces where communicators serve - which means just about everywhere. In Kingston 1 Canadian Signal Regiment will exercise freedom-of-the-city privileges on July 29 and that same evening at 2200 hours will assume the guard duties at Old Fort Henry for a 24-hour

**NEXT
TOTEM
TIMES
Deadline
Mon. Apr. 3
Noon**

period. The "home" of CF communicators, the CF School of Communications and Electronics Engineering (CFSCEE) is holding a giant "smoker" in conjunction with

(Continued on page 10)

Newfie in Paradise



Cancer Society Campaign

"The Canadian Cancer Society's educational and fund raising campaign throughout Vancouver Island will get underway in the early part of April," said Wilfred Burton, Executive Officer for the Society, on a recent visit to this community, "and our ultimate goal is to make the Society's slogan - 'Cancer can be Beaten' - a reality."

"This can only be accomplished through continued research," he said, "and takes money...lots of it... which is the reason for our annual drive."

Yukon Division is \$1,400,000 this year, and Mr. Burton said that the Island communities hope to raise \$300,000 towards that total.

Throughout the Comox Valley the campaign will be conducted on a residential basis under the guidance of Mr. Hank Hoffart, local Campaign Manager. The drive will commence on April 3, with a local target of \$5,000.00.

Local volunteers with ample identification will be calling on residents soliciting their support.

(Continued on page 10)



Comox ATC Champs

MAJ. KEN HOWARD, BATCO, drops the puck to commence the annual Comox ATC vs Vancouver ATC game. Team Captain Ted Norrie (above right) fed our Comox team to a hard fought 5-3 decision.

Totem Wisdom

When it comes to a woman's eyes, there's an awfully fine line between sexy and tired.

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HMCS Iroquois Flagship

Canadian Heads Stanavforlant



**Commodore
G. L. Edwards**

NATO SQUADRON TO VISIT HALIFAX - NATO's Standing Naval Force Atlantic (STANAVFORLANT) currently composed of ships from the Netherlands, United Kingdom, United States, the Federal Republic of Germany, and Canada, will arrive at Halifax, 23 March, for a three-week maintenance and training visit.

During the visit, Canadian Forces Commodore, Gordon

L. Edwards, of Medicine Hat and Halifax, will take command of the multi-national force, succeeding Commodore K.H.L. Gerretse, of the Royal Netherlands Navy, at a ceremony at CFB Halifax, 31 March.

Gordon Edwards was born in Medicine Hat, Alberta, Canada in 1931. In 1948 he joined the Royal Canadian Navy, and after initial training served in HMCS Athabaskan during the first year of the Korean War. Following that he served in HMCS Crusader where he received his commission, subsequently training in HMCS Cornwallis and HMCS Ontario. He then completed basic flying training in the United Kingdom for operational training with the Royal Navy. While there he qualified as a naval aviator by flying Sea Hawk jets from HMS Illustrious.

On returning to Canada, he served in VF 871 flying Sea Furies from HMCS Magnificent. In 1956 Commodore Edwards was transferred to VF 870, flying

Banshee jets from HMCS Bonaventure. Following that he qualified as a jet pilot instructor.

During 1958 to 1960 Commodore Edwards served on exchange duty with the United States Navy, flying from the Carriers Independence and Intrepid.

He returned to Canada in 1960 to again fly Banshees in VF 870, and then when that aircraft phased out in 1962, served as operations officer in HMCS St. Croix. Following that he served as Executive Officer of the frigate HMCS New Waterford.

In 1964 he was appointed to National Defence Headquarters in Ottawa as Staff Officer Attack Aircraft in the Directorate of Combat Aviation and Joint Warfare. Promoted to Commander in 1966, he was transferred to the Directorate of Maritime Force Operational Air Requirements as Section Head of Naval Air Systems.

In July, 1967, Commodore Edwards took command of the helicopter destroyer, HMCS Assiniboine, and

retained that command for three years. During this period his ship served in the Standing Naval Force. Following that, he took command of the ocean-going hydrofoil, HMCS Bras d'Or.

In September, 1972, he attended the NATO Defence College in Rome, Italy, following which he was posted to the staff of the Supreme Allied Commander Atlantic in Norfolk, Virginia, USA, as Long Range Air Warfare Objectives Officer.

Commodore Edwards took Command of HMCS Athabaskan in August, 1974, where he again served with the Standing Naval Force. He was promoted to Captain in January, 1976 and assumed the position of Commandant of the Canadian Forces Maritime Warfare School in Halifax. Then, in August, 1977 he was appointed as Commander of the Fifth Canadian Destroyer Squadron.

Commodore Edwards was promoted to his present rank 21 March 1978, to assume command of the NATO Standing Naval Force Atlantic 31 March, 1978.

VCDS Visits Comox



LGEn RM WITHERS, VCDS, dropped in for a visit last weekend. One of Lt. Gen. Withers tours in-

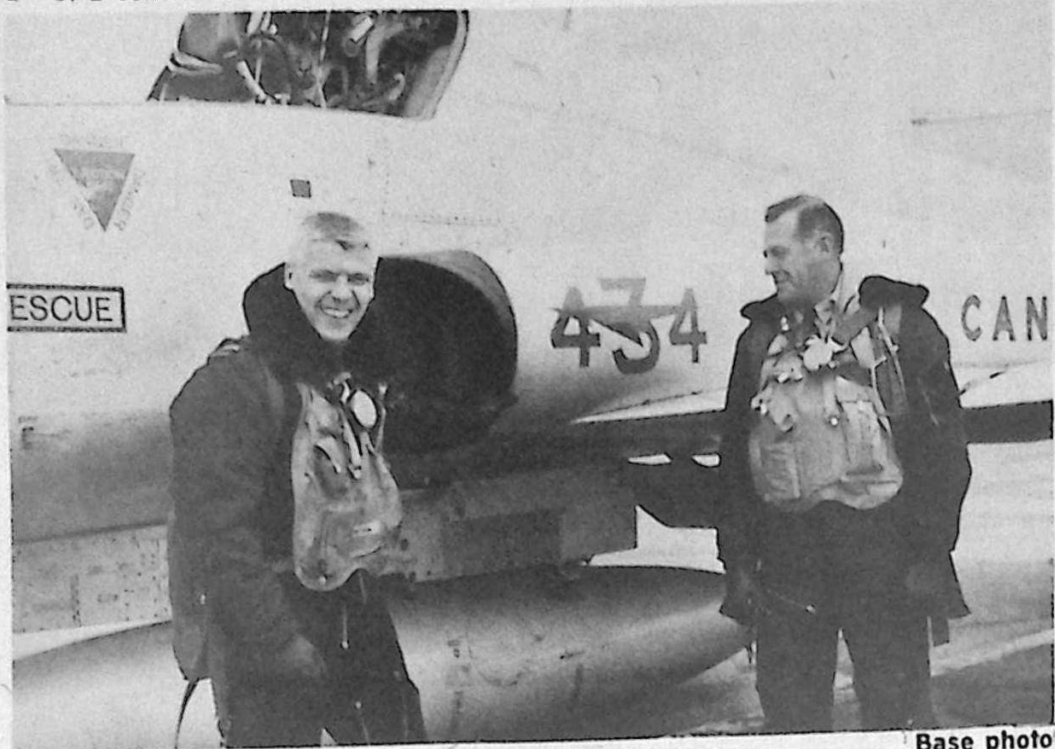
cluded a briefing by VU 33's Capt. Terry Hallett on the T33 aircraft and its role.



CAPT. LLOYD CORNEY, with 407 entourage, explains some of the intricacies of the Argus ar-

mament systems to Lt. Gen. Withers.

Base photo



Base photo
409's SENIOR CITIZEN — Bill Wilson, right, prepares for a rise in a visiting CF-5. Taking our old fella air ward was LCol. Sinclair, CO of 434 Sqn. of Colo Lake.

Nighthawks Nest

The Boise detachment arrived back last Friday and Saturday. The 409 Aces demolished the RF-4 forces and moral on the salt flats of the Great Salt Lake Desert in Utah.

Majors Goodall and Pomerleau left for Boise a few days early to set up the missions, accommodations and check out the local ski hill. The arrival of the stalwart warriors was on schedule and uneventful. Unfortunately, the ground crew were less fortunate. Their Argosue went U/S and their 10:00 takeoff turned into a 15:00 takeoff.

The first morning got off to a good start when Jock Campbell and Terry Day left half of the Magnum Force back at the motel. Later Jock and Terry were given their own transport. Then, Lance Dann proceeded to break 042's FCU. So, they sent him back to sunny Comox to pick up another FCU.

Major Goodall had refused to fly 042 from the beginning. So, he wasn't too happy when the Thursday afternoon SOF stuck him with 042 to fly home in.

By Thursday a lot of the snow had melted off the ski hill. After being ached left and right Tuesday and Wednesday the F-4's decided to change

their tactics and routing. Unfortunately, for the F-4's, they were ached again. The International Dunes, The Black Angus and the Rodeway Inn now know where Comox, B.C. is situated.

The band at the Black Angus asked for Suds the second night, but Suds was nowhere to be found in the Black Angus. Suds kept insisting he could not figure out or remember why. Everyone did notice a change in bar maid.

Generally speaking the Boise bunch were a quiet bunch so Majors Allen and Hellberg were imported for the windup party Thursday night. Nothing very exciting at the windup party. The only thing we can figure is that the Boise Boys took the exercise a little more seriously than expected and didn't show, and, Major Hellberg was saving himself for the "couth" Portland ANG mess dinner.

Three crews left Boise Friday for Portland to attend a mess dinner, that was to be in proper American mess dinner fashion as warned by the Portland CO. However, from what we understand the dinner was a little rowdier than an old Comox mess dinner with a few full moons added for spice. Rumour has

it that Colonel Burgess has deleted Portland ANG from his invitational list.

The future CO LCol George McAffee dropped in last weekend to say "Hi" and take a look around.

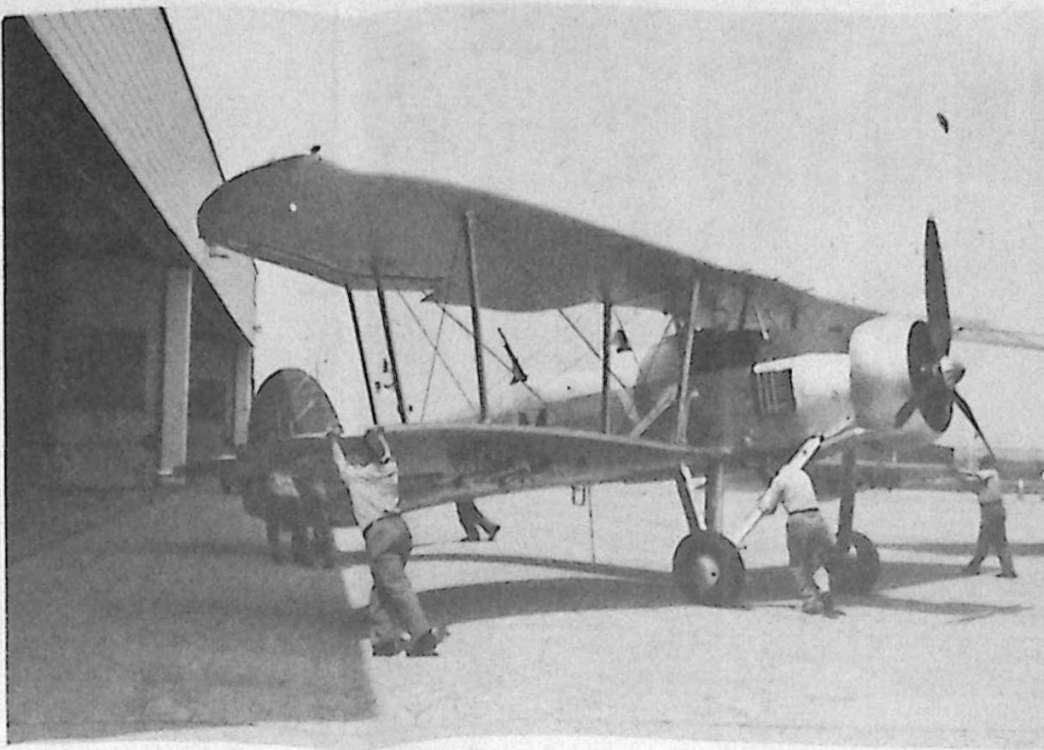
The present CO returned from his Kingston visit last Monday where he gave a Squadron briefing to RMC Cadets.

The new SPO (Squadron Pitch-up Officer) Major Harvey Clark has arrived for combat ready training. God only knows what the OTU is teaching those young pilots these days.

Mel Felts' warm combat ready body is welcomed in the Q.

Dave Burt is still on land survival. Jake Jacobson has returned from Arctic survival (and was replaced by Andy Dobson for the next course). B Flight figured Jake looked a little blue so they stuck him in the Q first thing Monday morning (to warm up). Jim Reith and Pete Wittich are back off the dynamic SIT Course.

The '76 William Tell crew stopped in at Cold Lake a few weeks ago enroute from Duluth and said a booming hello. The rest of the A Flight crews would like to thank them for the fewer Q's in April.



Canadian Military Aircraft Part 16 -- Fairey Swordfish


The Fairey Swordfish was a massive single-engined biplane torpedo bomber. It not only continued in service throughout the Thirties and the years of W.W.II, but succeeded in outlasting the aircraft designed to replace it, the Albacore. Its many wires and struts earned it the nickname, "Stringbag".

The Royal Canadian Navy received over 100 of the Swordfish to use as wireless and gunnery trainers. These remained in RCN service until late 1946. Some served on as instructional airframes until into the Fifties.

The Swordfish was powered by the 750 h.p. Bristol Pegasus XXX which provided a speed of about 135 m.p.h. The "last of the classic biplanes" carried a crew of three and was able to lift an 18-inch Naval torpedo under the fuselage or eight 60-lb. rockets under the lower wings. It was also used for anti-submarine patrolling, mine-laying, and fleet communications work.

When disposed of by the RCN, a number of the Swordfish were purchased by a farmer in Tillsonburg, Ontario, who had plans to convert and fly them. After weathering for many years on the man's farm, the badly deteriorated airframes were sold at public auction after his death. The majority of these went to collectors in the United States.

One instructional airframe was donated to the Canadian National Aeronautical Collection. It has been refabricated, and is incorrectly marked as THM.



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Women to MCAB

Two women have been appointed to the Canadian Military Colleges Advisory Board, Defence Minister Barney Danson has announced.

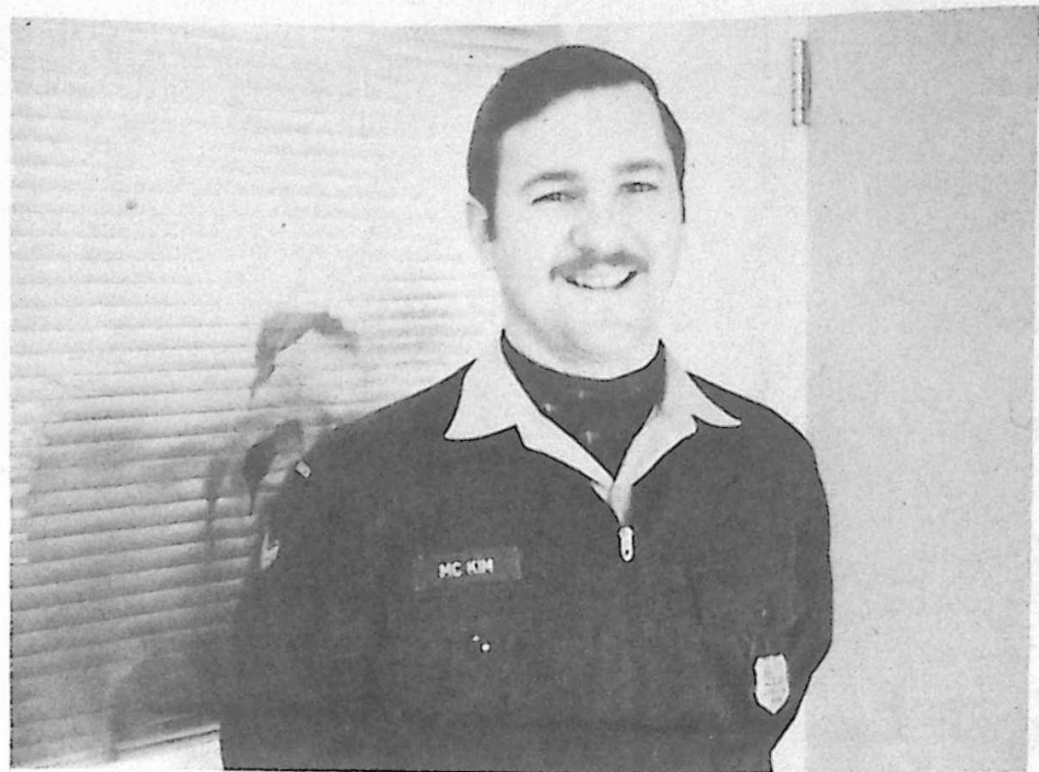
They are Kathleen Hendricks, Quebec City, with the Public Service Commission of Quebec, and Mary (Donnie) Cameron, Carleton Place, Ont., commissioner of the War Veterans Allowance Board.

The board's role is to advise and make recommendations to the Defence Minister on all matters pertaining to the three military colleges — Royal Military College at Kingston, Ont., Royal Roads Military College at Victoria, B.C. and College militaire royal de Saint-Jean, Que.

With the addition of the new appointees the board will consist of 20 provincial and territorial representatives. Mr. Bernard Montpetit, director general in the Department of Public Works and Supply of Quebec is the current chairman. As Defence Minister Mr. Danson is president of each of the three colleges and chancellor of RMC and RRMC.

The military colleges provide training and education for a portion of those enrolled in DND-subsidized education pre-commissioning programs. Approximately 400 cadets are enrolled each year, and the present total attendance is 1200.

The Nice People



Cpl John McKim

How about a cop as our Nice Guy? — Yes, we certainly think so. Cpl. John McKim, a devout "Bluenoser" hails originally from Annapolis Royal, Nova Scotia. As part of a Service family, he moved to Victoria at age 15, but the call of the east became too strong, and he travelled back to Halifax and "home".

It was there that John "picked up his musket" and became a member of the Royal Canadian Dragoons in 1968 as a tank driver. He served with the Dragoons in Gagetown and Germany. While in Germany in 1973, John remustered into the "security" business and became a Military Policeman. He arrived in Comox in 1975 and serves as the Ident Operator for the Base Military Police.

John and his wife, Jackie, reside in PMQ's with their two offspring, Donald, age 4, and Katheline, age 2. He has been involved with the PMQ Council activities in the past, and in his spare time loves to chase that little white ball around the local courses. John is very family-oriented and spends most of his spare time with wife and children.

John, we at the Totem Times salute you as one of our fine young policemen and outstanding young citizens. To you goes a tip of the old hat, for you are one of our,

NICE PEOPLE!!

Mushroom Mutterings

To all the complainers over the fact that there wasn't any MM last issue...tough! Even God got to rest on the seventh day.

Things on the hangar floor have been quiet lately, what with the choppers being staked out somewhere in the wilds of BC and the Buffs gone most of the day on Herring Patrol. This in turn has made the "upper deck" (a little Dark Blue talk in there) almost deserted and very quiet without all those noisy aircrew around. The only guy to complain has been the Ops type...he has to eat alone at noon. All together now, Awwwww!!

Last year there were lots of herring and no trouble for the squadron. This year the herring have been scarce, and so far there have been two massive searches for missing boats. Fortunately, the crew from one was rescued, but things aren't looking bright from the crew of the second. During the course of one of the rescues, one of our valiant Labradors got dunked into the saltchuck. This is not good for the old birds, and so a large part of Saturday was spent pulling the thing apart and flushing it all down with fresh water. All the manufacturer says is that the darned thing will float...he doesn't say that

floating is good for it or for how long it'll float.

442 has sent another group of techs across to the other Island (that Spud-type) to help out. All well and good, but once this herring season is out of the way, aren't we going to have work of our own?

The one Twin-Huey of 430 esquadron has grown to two. Just don't leave the two of

them side-by-side over the long weekend, or you are liable to come back on Tuesday to find a small addition...a Kiowa.

There are plans afoot to celebrate something-or-other with a Stag in the very near future. Dates haven't been announced yet, but watch the next MM for further word. There are also plans in the

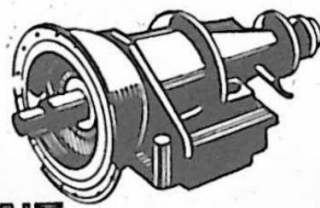
works for a couple of weekend fishing derbies, so all you Ahabs had better get your gear into some sort of shape. And this year, the trophy doesn't go to Norm Keyes...if he gets back from the sandbar in time, he gets to fish without hooks.

I'm not saying that those herring patrols are long trips, but have you noticed the Para

Rescue types jumping as the Buffalo gets back in order to beat the Aircrew to the washroom.

We just got rid of Gordy Trenholm and so what does he do? Join the Reserve and come back to haunt us. Just remember this, "shadow", another year with the squadron doesn't get you another Mushroom Man.

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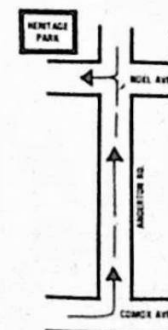
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Promotions

Base Photo



Gord Pflug



Dave Coyne



Bill Thow



Bruce Frith



Al Tuck



Ron Andrews



Operation LifeStyle

Keep all containers marked "poison" out of the reach of curious children and careless adults. Thousands of cases of poisoning are treated in hospitals and clinics each year. These figures remind us that you, too, can be a victim of poisoning, no matter where, no matter when.

Demon Doins

Last episode of Demon Doins was mostly concerned with comings and goings (mostly goings and stayings) of various crews and individual demons. Lately however, we've been sticking pretty close to home, resting ourselves and the Aging Argi for eleventh hour annual leave and RIMPAC. Whilst on the subject of our once faithful planes and their great age, did you know that they all officially come of age in the very near future. It was twenty-one years ago that 710 took her maiden flight on 28 March 1957. I think a little more deference should now be shown when discussing these now vintage aircraft. In fact, so does the CO. At the last flight safety meeting, he suggested that the term "PIG" was inappropriate and should not be used on the flight line. Are there any ideas on a more appropriate term of endearment?

The great age of our fleet was emphasized the other day when Air Canada's 30,000 hour captain, Stu Foley, was quoted in Canadian Aviation, "I spent more time on three engines than four on that thing (Constellation). Talk about being powered by junk." Constellation engines (Wright 3350's) are still being lovingly repaired in 7 Hangar even though Air Canada retired theirs almost twenty years ago.

While still on the subject of great age, your correspondent interviewed Flight Sergeant Don MacAuley recently. Don was a wartime Demon and

was known as "Radar King". "King" and his small crew kept the Mk 1 and Mk 11 radars operational despite all of them (including the boss) learning by OJT. To show that history repeats itself, manning was the main problem then.

More than half our establishment of Radar Techs was being lent out to help less proficient squadrons achieve the success of 407. This success included an average time between radar failures of 365 hours. This was achieved by the revolutionary idea of the radar operators carrying sufficient spares to keep the sets serviceable while airborne. Apparently by '45, the operators could blind drop a stick of depth charges (probably Mk 54's) and achieve hits "almost" every time.

407 still achieves. Crew One are the "MEN OF THE HOUR". It was they who found the herring fishermen, proving once again that the Mk 1 eyeball, operated by a dedicated crew, is still an excellent sensor. The only disappointment was that the survivors appeared to be in excellent condition and could not benefit from our expertise in dropping MA 1 gear. 442 Squadron is also to be congratulated for their good sense in borrowing our navigational expertise in their own aircraft and for effecting a speedy rescue after Crew 1 had located the survivors.

Doins will be back in a month with a report on RIMPAC.

C.E. Quips

MUDDY BOOTS.

Did our CE tradesman come traipsing into your house with mud all over his boots and stomp all over your rug? Please call 234 and give us the details as objectively as possible. Our tradesmen are required to treat your house the same as any local repairman. Common sense prevails that they should be "reasonably" clean but they cannot be expected to be super clean because that is not the nature of their jobs.



In 1959, the film "Ben Hur" set an Academy Award record by winning 11 out of its 12 nominations.

ATC News

Exercise Vigilant Overview went over smoothly but the whole evening was fairly quiet (dead) with little flying taking place. I think that 25th Norad forgot that the Fighting 409 Sqn was ready, willing and able to get "at it" but didn't send many targets to chase. Postings are tricking into the section. It looks like Boss Man Howard will be leaving for Ottawa as a french language coordinator (huh). Just remember that English is the language of ATC. N'est-ce pas?

Li Pete Holicza got a shock last week when he was told that he was posted to Goose Bay. Pete is just starting his IFR checkout at Comox and his posting is most untimely (to say the least). Pete is not at all impressed but we'll have to wait to see the outcome. (MOT is looking better every day).

M Cpl Wayne Wright will be leaving for Summerside and Cpl Woody Filler to Portage.

By press time, Sgt Dave Bews and Cdt Mario Tremblay will be on the way to the VFR course in Borden and Sgt Jim Patterson to Snr. Leaders course. Good luck to the three of you.

Welcome to Pte. J.C. Templeton who is fresh off the B-Stand course and is starting checkout in the tower. Pte. Pat Farrell has also checked out and is on shift as a Tower B-Stand.

Our hockey team beat Vancouver ATC last Friday 6-3 and the trophy is back in Comox. A successful party was held in the golf course and the players and section members devoured a hip of beef and drank gallons of beer. Capt. Trev Jones changed sides at the game and coached (?) the VR team. Rumour has it that ex Cold Lake controllers can't hack the pace and keep falling asleep after two beer.

Section hockey is wrapping up after a most successful year. B league hockey has become a fun league and people who never played before are giving the game a try. I think we need more of this kind of sport in the Armed Forces so people with different abilities can get involved. Thanks to the Rec staff, the Refs and to the arena maintenance people.

Capt. Trev Jones has a new system for paperwork called the Shuffle and Moan System. The more paperwork that comes in the louder he moans, especially when people walk by his door. Smile Trev, it will probably get worse.

If you're looking for the Barney's for the next two weeks, forget it. We'll be lying in the sun (getting pink) drinking Mai Tai's and eating pineapple in Hawaii. Aloha.



OPERATION MORNING LIGHT: Sergeant Barr, 44, of Kelowna B.C. a photographer in the Canadian Forces shoots Northwest Territories flag at Camp Garland near Warden's Grove N.W.T. The camp was built in early February by Canadian Forces members as a forward base during the search for pieces of the Soviet satellite Cosmos 954. Throughout the operation the camp has been manned by Canadian and U.S. scientists supported by Canadian Forces members. About 85 people are currently operating out of this tent city checking for radioactive particles. Sgt. Barr is a somewhat unique member of this group. He was promoted to sergeant while serving at this remote, chilly (minus 40 degrees celsius temperatures are not uncommon) northern outpost. His main job throughout the operation is to photograph radioactive particles for scientific purposes. Sgt. Barr, currently stationed at CFB Comox, B.C., is the son of Mrs. M. Stupnikoff, 244 Scarboro Rd., Kelowna.

C.F. Photo

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Editorials

Stus View

Viewpoint - 400 B.C.

Those who think that our society is unique -- or indestructible -- might find interesting some observations made almost 2400 years ago.

In Book VII of his Republic, Plato describes our type of democracy, identifies faults and advises how it could go sour. He calls the democratic way of life "extremely delightful" -- but only for the moment.

Individual liberty is the cornerstone of the democratic society he says, and no other society can provide its citizens with equal liberty. Each person can order his own life as it pleases him and the state allows the greatest variety in the expression of human nature.

Plato points out however that some people become obsessed with freedom, and will exercise their so-called freedom regardless of the expense. When the country goes to war, for example, these people believe it is their right not to go to war if they so desire. Nor do they believe that they should be barred from office simply on the basis of a law or an infraction they have committed.

The democratic society is marked by a forgiving spirit. "Humanity to the condemned is quite charming", Plato observes, and convicted and known criminals walk about the streets, parade like heroes, "and nobody sees or cares".

The youth will turn away from the more conservative values of their parents. They will consider insolence breeding, waste magnificence and impudence courage. Their life becomes governed by neither law nor order, and this unruly existence, Plato says, they call joy, bliss and freedom.

To govern them the people cease electing statesmen, and instead turn to anyone who professes to be the people's friend, and promises to give them more from the state coffers. The government is full of disorder and variety and strives to give equality "to equals and unequals alike".

While freedom was initially the cornerstone of democracy, the obsessive drive for "freedom" begins to undermine the very society it built.

Once the people have tasted a wide latitude of personal liberty they demand more and more from the government. As there is no limit to their demands for freedom then anarchy begins to set in.

Children lose respect for their parents, and the parents begin to ape their children -- in order to gain their approval. Students despise their teachers, who in turn become frightened and intimidated by their students. Everyone who happens to be living in the country, criminals, illegal aliens, or people hostile to the state are given the same rights and privileges as its productive citizens. "Nor must I forget to tell of the liberty and equality of the two sexes in relation to each other", says Plato.

To satiate the demands of the growing number of people who are exercising their right to be unproductive but supported by the state, the government must levy heavier taxes on those who are still working.

When these people attempt to take government action to defend themselves then the idle masses find a champion of their cause who they "set over them and nurse into greatness". This "protector" asks for and is given more and more power in order to defend the people -- and tyranny is born.

Thus, the fabric of democratic government and society is dissolved. "Tyranny naturally arises ... and the most aggravated form of tyranny and slavery will grow", says Plato "out of the most extreme form of liberty".

While Plato's thesis may prove wrong in practice, the situation he describes, short of the rise of tyranny, does bear some resemblance to our own.

No one believes we could descend into a state of tyranny, but it might be foolish to disregard Plato's warning signs.

Hopefully man has improved in the last 2400 years, and Plato's description is nothing more than a coincidental similarity.

SS-20

Beyond The Need!

The Soviet Union's new SS-20 intermediate range ballistic missile "is a far more dangerous weapon than the neutron bomb," Prime Minister James Callaghan has told the House of Commons in Britain.

Mr. Callaghan did not comment on the controversial question of whether the neutron bomb being developed by the United States should be deployed in Europe. But he was clearly impatient with a Labor left-winger's question deploring the neutron bomb while saying nothing about Soviet deployment of new nuclear missiles and the continuous improvement in size and quality of Soviet armed forces in general.

A defence white paper published Feb. 20 says the improvement in Soviet forces goes "well beyond the need of any purely defensive posture."

American concern over the SS-20 arises from the fact that it is mobile, and that although it is only intermediate range in its present two-stage configuration, the addition of a third stage would make it inter-continental.

Britain and other European allies, however, are concerned about the present implications of the SS-20, of which 20 are believed to have been deployed. The missile can reach most major European cities from bases within the Soviet Union. Neither the French nor the British, Europe's two nuclear powers, have anything comparable (the French land-based intermediate-range missile is not mobile), nor does the United States.

Mr. Callaghan said there would be a "formidable prospect facing the world" unless all the new weapons now being prepared or deployed -- and not just the neutron bomb -- were brought under some form of arms control.

The white paper on defence says that within the last 10 years, Soviet nuclear submarines have increased from 44 to 104, missile-armed cruisers and destroyers from six to 23, and battle tanks from 7,250 to 9,000.

The Soviet Union has 1.2 surface ships for every such ship of the North Atlantic Treaty Organization, the white paper says. It has 1.4 submarines for every NATO submarine. In sea-based tactical fighter aircraft, NATO and the Warsaw Pact are even.

But on the crucial Central European front, the ratios are again unfavorable in

NATO: 1.2 to 1 in soldiers, 2.7 to 1 in main battle tanks, 2.5 to 1 in artillery and 2.4 to 1 in fixed-wing tactical aircraft.

If French forces in West Germany and the French fleet and Air Force were excluded from the NATO lineup, these figures would be even less favorable.

The defence white paper included the French in its calculations although France does not participate in NATO's integrated military command structure. Opposition spokesmen immediately accused the government of "duplicitous" but major newspapers agreed that in any overall conflict with the Soviet Union, French forces almost certainly would be fighting on the NATO side.

The white paper was concerned to show that despite successive defence cuts, Britain still is pulling its weight in the alliance, and that from 1979-80 defence expenditures will rise by the three per cent per annum NATO countries agreed on last year as their goal.

Britain spends 4.9 per cent of its gross domestic product on defence, more than any other NATO country except the United States. Furthermore, it devoted a higher proportion (21.8 per cent) of its 1977 budget on major new equipment than any of 11 allies covered in a recent NATO survey.

Britain's contribution to NATO is in four areas: the defence of the British Isles and their approaches; the eastern Atlantic and English Channel; the Central European front; and the nuclear deterrent.

The total defence budget for 1978-79 will be 6,919 million pounds, or nearly \$13.8 billion. Under a force-improvement program agreed to at the NATO summit in London last May, 1,900 soldiers will be added to the Army, anti-tank missiles and anti-armor weapons will be increased, the commando carrier HMS Bulwark will be restored to full operation, a Royal Marines commando unit will be assigned to NATO, and a second unit will be fully trained for Arctic and mountain warfare a year earlier than planned.

Overseas defence sales contribute to Britain's balance of payments, the white paper said. During the coming year, they are expected to amount to at least 900 million pounds, nearly \$1.8 billion.

-Takashi Oka Christian Science Monitor

Coffee

Precious In Moscow

Dramatic new price hikes announced here March 1 draw predictions of new inflation ahead for the massive Soviet economy -- and mixed reactions from Soviet consumers.

A 100 per cent jump in the price of gasoline only directly affects a small percentage of Soviet citizens, the four million or so who own private cars. Even by 1980, only about six million will own them, about the same number of the United States had in 1920.

But it raises basic transport costs throughout the country, forcing some new economic planning. And it reflects rising energy expenses.

Officials blame the leap on the cost of extracting oil from rugged Siberian fields, which they say has doubled in recent years. Profits now will be plowed back into Siberian development, they say.

The zoom in prices for coffee (up to 350 per cent), cocoa beans, chocolate (30 per cent), and alcoholic drinks (10 per cent) shows how the Soviet Union today cannot escape world market forces no matter how vehemently it criticizes and differs from them.

Officials here blame these food increases on overseas price rises.

State price committee

chairman, Nikolai Glushkov emphasized to newsmen that the overall rises did not effect basic everyday living costs, but only what he called "nonessential" items. Included in the list were wedding rings and gold and platinum jewelry, up 60 per cent.

"Perhaps now we will buy more tea than coffee," he said.

Another Muscovite took issue. Coffee now had gone up to the equivalent of \$13 a pound for ground beans and \$40 a pound for instant.

David Willis Christian Science Monitor



Wildlife Bewildered

Burgess On The Loose!

From The Editors Mailbag

Sir: While travelling as a member of a CC137 crew which remained overnight at CFB Comox, I experienced a rather distasteful incident which follows.

After arrival on your base, the crew was informed that a dance of sorts was in progress on the upper portion of the Mess, and asked if we would care to attend. Several of us in fact did, and had a most pleasant time.

Upon leaving, I was rather agitated to discover that my new leather coat and gloves had been "liberated" from the cloakroom which was provided. After a lot of searching, to no avail, the incident was reported to the Base Military Police. Needless to say after finding I was now \$253.00 out of pocket on a two day trip, my opinion of certain personnel on your base had ebbed to an all-time low.

Resigning myself to the fact that I would probably never see my clothing again, I braced myself for return to the local climate in Trenton, which, as I am sure you know, does not in any way profess to be even remotely like the one you are blessed with during February. The bottom line to this is that the next morning, two rookie crew members who were relatively new to the Comox environment had their respective hat badges stolen at breakfast.

While it certainly is not fair to condemn CFB Comox for what has happened to me personally, I find myself relating to the base as a complete unit, not certain individuals therein. My hindsight being 100 per cent correct, I will keep one hand on my wallet, and, hopefully, one hand on everything else I am required to bring with me. Just look for the person with an armload of things

everywhere he goes. To quote a well known tea commercial - Pity!

H.C. Hollingshead
Sergeant
426 (T) Trg. Squadron
CFB Trenton

Dear Sir: In recent weeks public statements by members of the official opposition convinced me that there is an orchestrated attempt to throw doubt on the true condition of the finances of the province of British Columbia.

There has been reference to the numbers of warrants issued by the present government, and there have been repeated predictions of a deficit for the fiscal year which ends this March 31.

As Minister of Finance for the province, I have a duty to reassure all British Columbians that the finances of our province are in excellent shape and that the fiscal year that ends March 31 will show a surplus.

Warrants are simply a Cabinet authorization to spend funds. Most governments use them. Warrants have only been issued by this government when there was cash available in the current year's budget. In the N.D.P. government, warrants were issued when cash was dwindling and right in the face of a deficit. That's the difference -- we're spending money we have while they were spending money they didn't have.

This year warrants have totalled \$167 million and the principal items are as follows: \$7.5 million for job training and employment opportunities programs. \$63.0 million for additional highways programs. \$34.0 million for the new long-term health care program.

\$6.0 million for agricultural rural redevelopment work under ARDA.

\$800,000 for reservoir waterway improvement.

\$7.8 million to cover the mess at Swan Valley Poods.

\$8.5 million to transfer V.R.B. people to Human Resources.

The bulk of the dollars involved in these warrants is going to provide additional services to people and for additional job creation programs. Our Highways program alone spells 7,000 jobs.

The attacks launched by the opposition are mischievous and untruthful and serve to do nothing but undermine investor confidence in our government.

The opposition will be proven wrong when the accounts are tabled in the legislature. I repeat we will have a surplus this year, as predicted in the third quarterly report which was made public last month.

Evan Wolfe,
Minister of Finance

Dear Sir: Would you be so kind to

include the following in your letters column:

"426 (Thunderbird) Squadron will be receiving its Colours in August 1978. In addition to the actual presentation, 426 Squadron, together with the 426 Wartime Reunion Committee, are planning a Squadron reunion. Celebrations will take place at CFB Trenton, Ontario on the weekend of 19-20 August 1978. All former Thunderbirds, both service and retired, are cordially invited to attend.

Anyone who answered our request for historical material a year ago is already on the mailing list and will receive a registration form shortly. All other ex-Thunderbirds please write:

Major Noel Funge,
Executive Co-ordinator,
426 (T) Training Squadron,
Canadian Forces Base
Trenton,
Astra, Ontario,
K0K 1B0"

Thank you very much.
T.M. Swindells,
Commanding Officer,
426 (T) Training Squadron.

The Point System

There are no prizes for winning the B.C. point system, says the B.C. Automobile Association, because as you win points you edge closer to losing your driver's licence.

Throughout the province points have for some time replaced fines as punishment for driving offences which involve public safety.

At the time of the offence, the peace officer will issue the motorist with a Traffic Violation Report and will ask him/her to sign it. To sign is not to acknowledge guilt but merely to acknowledge receipt. The TVR may be disputed before a provincial court judge, advises the auto club, if the dispute is filed within seven days and is accompanied by a fee of \$10. If the offence is not disputed, the notice of the violation is sent to the Superintendent of Motor Vehicles and becomes part of the driver's record. Demerit points are then assigned according to the severity of the infraction. Once a total of nine points are logged, suspension action is taken. Once 6 points or more have been accumulated, the driver will pay on his/her ICBC drivers' premium an amount equal to the square of the number of points -- i.e. for six points it would be \$36, for seven points, \$49 etc.

As far as ICBC is concerned in calculating premiums, the points stay on your record for at least a full year and are removed at the rate of three a year, two months before your birthday. On the Motor Vehicle Branch record, the points stay with you for one full year from the date of the violation.

Traffic violations committed outside B.C., in the U.S. have no effect on the motorists' driving record in B.C. If the offence is equivalent to a Criminal Code infraction and was committed in another province, then the points are counted on the B.C. driving record.

In such cases the driver should either pay the fine in the manner outlined by the peace officer or on the ticket, or should contest the ticket in court. If the driver fails to take either step a warrant for his arrest can be issued in the jurisdiction in question.

Some of the more common offences and the points assigned for them are listed below.

- TWO POINTS**
- Disobeying a traffic control device.
 - Disobeying traffic signal or sign.
 - Making an illegal reverse turn.
 - Failing to yield right-of-way at intersection.
 - Failing to yield right-of-way on left turn.
- THREE POINTS**
- Driving without insurance.
 - Failing to obey restriction on driver's licence.
 - Speed excessive relative to conditions.
 - Speeding.
 - Speeding in playground or school zone.
 - Failing to yield right-of-way to pedestrian.
 - Failing to stop properly at stop sign.
- SIX POINTS**
- Driving without due care and attention.
- TEN POINTS**
- Driving while right to obtain licence is suspended.
 - Failing to remain at scene of accident.
 - Dangerous driving.
 - Driving while ability impaired.
 - Breath sample not provided.
 - Driving with more than 80 mgs. of alcohol in blood.

CNA TOTEM TIMES

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CNA
BLUE
RIBBON
AWARD
1977

Spring Fashions '78

Thursday, March 23, 1978

CFB Comox Totem Times 5

For Charity

BY WENDY CUMMINGS
A record crowd gathered 15 March to enjoy the Spring Fashion Show sponsored by the Officers Wives' Club.

Fashions were presented by the Robert A Shop of Courtenay, and lovely background music was provided by Betty Elliot at the organ. Bobby Denton, owner of the Robert A Shop, commented as a club members modelled.

Co-ordinate suits are a big favorite this year, with softly flowing skirts or straight leg pants. The styles are very feminine and made of natural fibers such as filks, wools and cottons. Designers have finally realized that women need pockets. I was pleased to see there were pockets in practically everything - dresses, skirts and jackets.

Prior to commencement of the fashion show, members and guests were invited to browse through a number of boutiques that represented various town merchants. Graham's Jewellers featured a lovely display that included rings, necklaces, bracelets and this year's novelty - stick pins. Comox Shoes kindly provided shoes for the models in addition to their fine

display of this season's fashions in footwear.

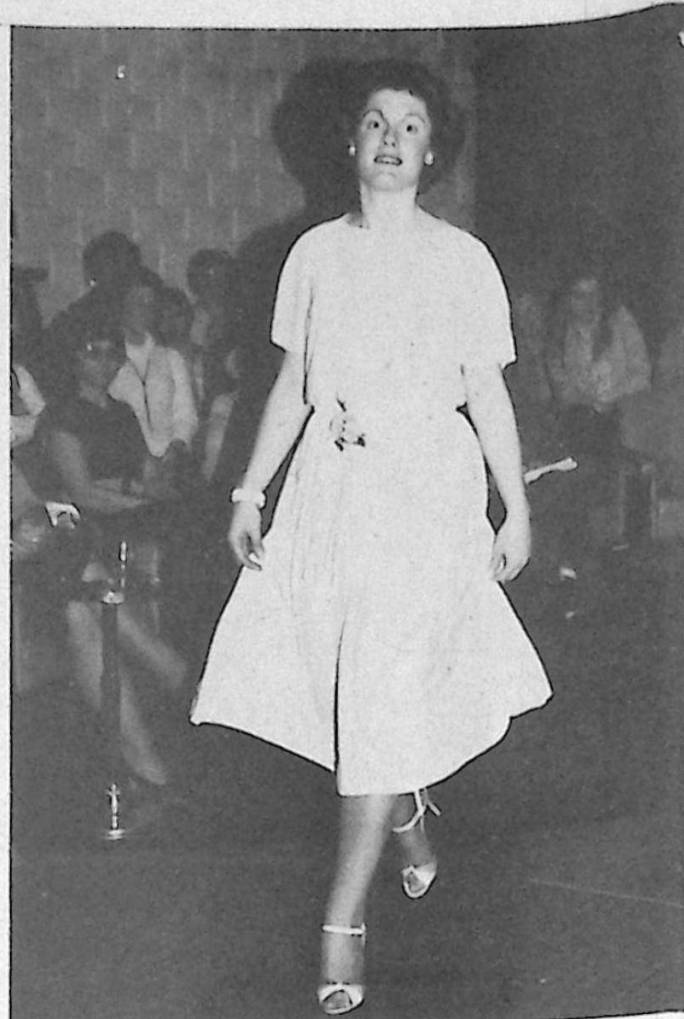
Anne MacDonald from Hairport was on hand to counsel ladies on hair care. This is the second time Anne has generously donated her time to be with us, and her tips were appreciated by all. Deborah Collinson, who supervised the makeup of the models, displayed a lovely array of fine cosmetics and perfumes from Zellers.

Once again North American Van Lines generously donated their time to move the organ to and from the Officers' Mess.

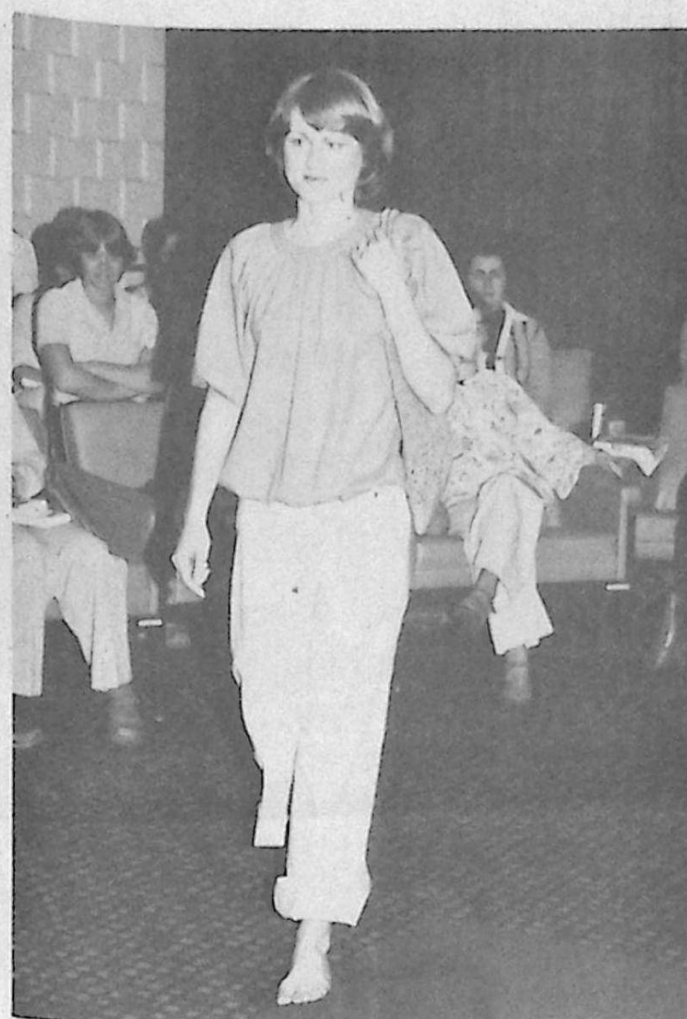
The O.W.C. Cookbook was on sale during the evening as well - all copies on hand were sold, and orders for additional books were taken.

The proceeds from both projects will be divided between the Extended Care Unit at St. Joseph's Hospital and the Cerebral Palsy Foundation.

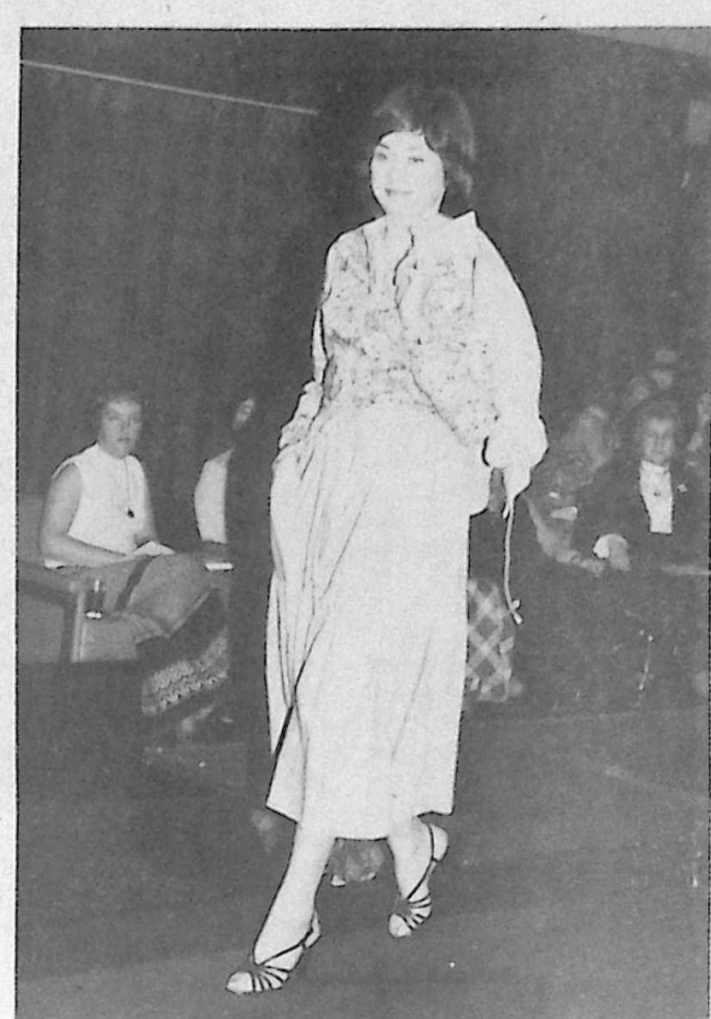
Shiela Wattie is to be congratulated for co-ordinating such a successful fashion show. The O.W.C. has enjoyed a very eventful season thanks to the efforts of Shiela and her committee.



Laurilyn Haines



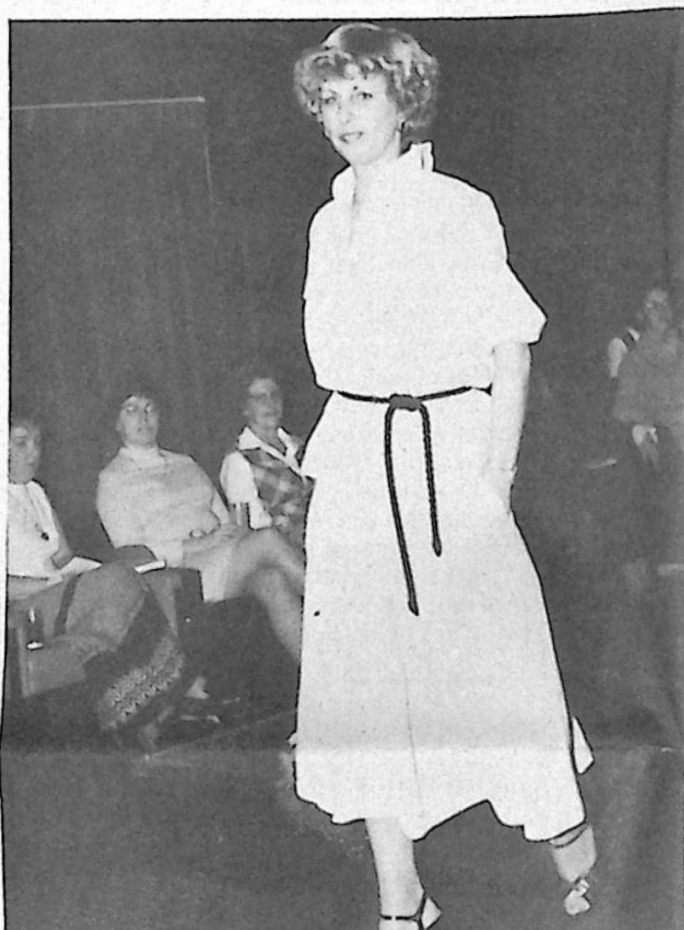
Carol Dann



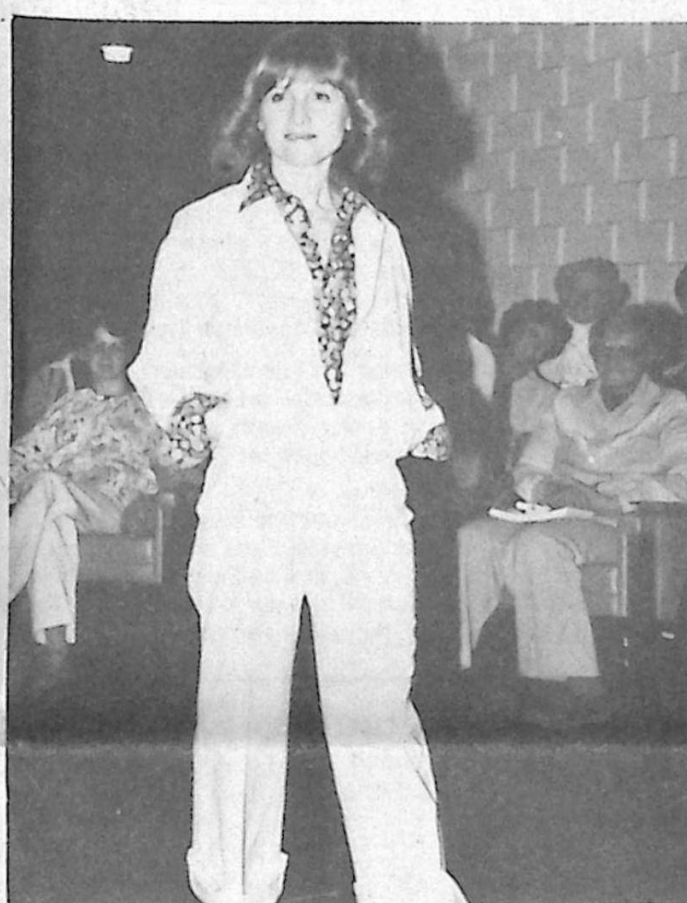
Shannon Noseworthy



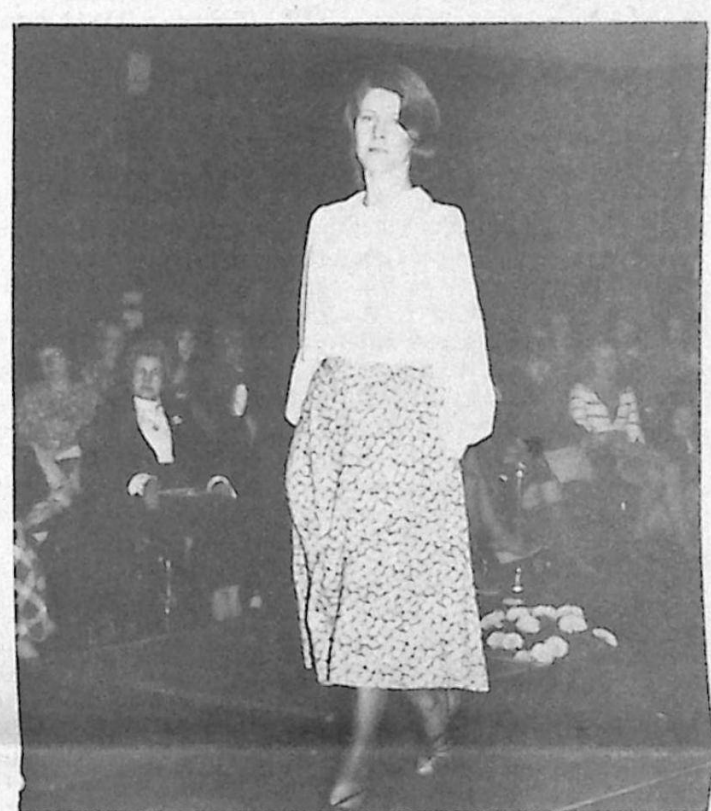
Judy Davis



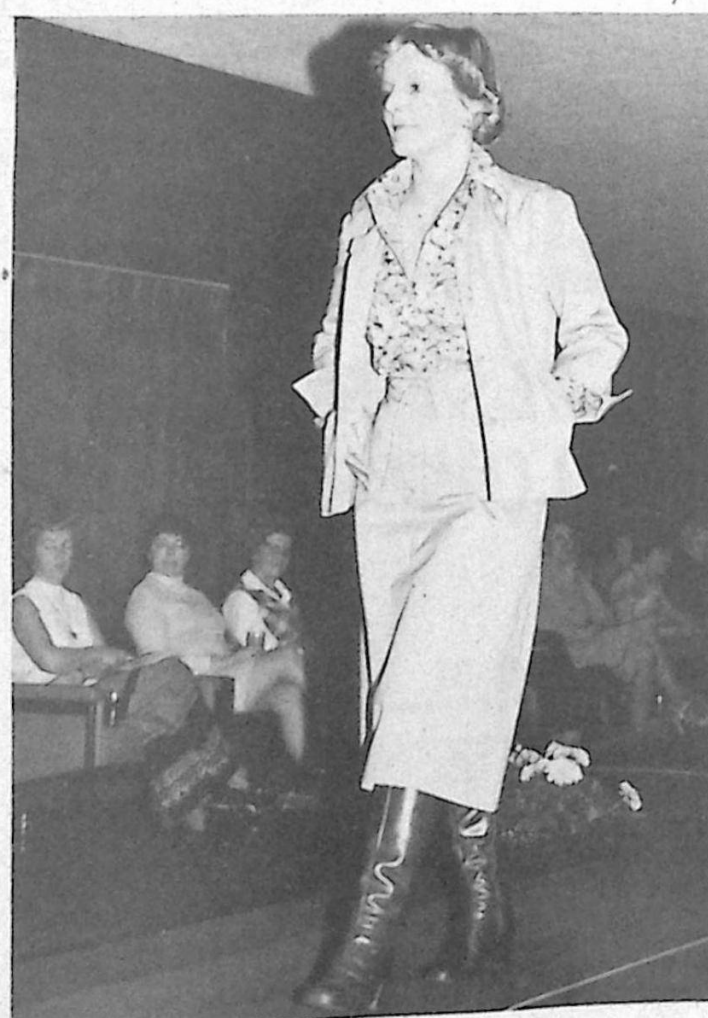
Rhona Windish



Cher Evans



Linda Snoddy



Nancy Pyper

Photos by

John Windish

'US'

I do my thing,
And you do your thing
I am not in this world
To live up to your expectations,
And you are not in this world
To live up to mine.
You are you.
And I am I
And if by chance
we find each other
It's beautiful

—Fritz Perl

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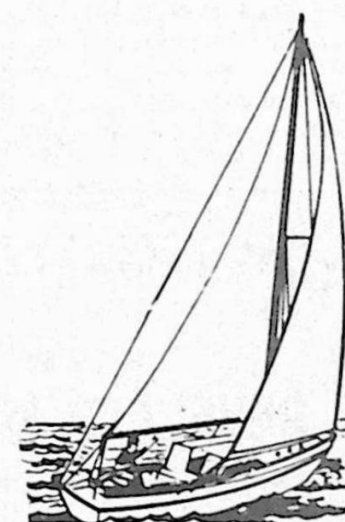
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Sports Beat!

Up Earl's Alley

Well a lot of things have happened since the last couple of weeks. The Comox Valley Midgets (who were not supposed to get out of the league finals, according to some critics) have not only won the League Championship, but, the North Island title, the Island Championship and NOW the Pacific Coast Title. Not bad for a team with about half of the talent than others they have faced. The big difference is the fact that they have the will to win and believe in themselves.

Big "Honest" Dave Molloy was blown out of contention in the Pac Region Badminton Championships which were held in CFB Comox the past week. According to Dave the Esquimalt crew "ganged" up on him and cheated by placing their shots out of his reach...

Good news folks... Kip "The Whip" McLean is once again

going to pilot the local Softball team this year. It certainly is a relief for us here at the Rec Centre to have this man back again. You see he not only does a heck of a job as coach but, he also keeps us, the PERI Staff, on our toes as he is constantly giving us a direction on Diamond maintenance, equipment and so on... And by the way Kip, your suggestion of cutting of the "old" hockey sweaters to convert them into Softball Jerseys, was great.

They do look sharp and they already have "Totems" on the front. We are also using the cut off portions as touques and this will alleviate the "no hats" problem... The team will be playing the same teams as last year in the local league, but, the league will be called the Comox Valley Fastball League instead of the "Beer League".

Rec Gen

PEE WEE HOCKEY TOURNAMENT

There will be a PEE WEE Hockey Tournament here in the Comox Valley the 24, 25 and 26, Mar. '78, this weekend, with a total of six teams from the Island taking part.

The opening festivities will get underway at 1215 on Friday which will feature the Local Legion Pipe Band. At 1245 the first games of the draw will get underway. A Round Robin Tournament will be conducted which means that each team will play one another once. Ed Kingston has certainly done a great job in setting this thing up. And with a man of his experience being involved the Tournament cannot help but be a success.

JOGGING NEWS.

Fellow Joggers hold on to your hats. S.SGT. George "The Original Roadrunner and Green Hornet" Scholer is about to become the first USAF man at Comox and perhaps in Canada to complete the 1200 miles thus qualifying for the Physical Fitness Award in Aerobic Performance and the Scroll and Seal that accompanies it. George at present is just 55 miles short of his objective of 1200. He should accomplish his aim by the end of March. Keep a movin' George.

Listed below are a few of the Joggers and their distances to date:

M.CPL. Bennett 283 miles

M.CPL. Bryson 1925 miles.

Capt. Haynes 1643 miles.

M.CPL. Hopkins 1366 miles.
MWO Jeffery 285 miles.
CPL. Maddex 473 miles.
PTE. Morrissey 356.5 miles.
CPL. Sutton 608.8 miles.
M.CPL. Tuck 843.4 miles.
WO Wach 355 miles.
M.SGT Woods 367.1 miles.

INTERSECTION BROOMBALL

Congratulations to Headquarters on winning the broomball championship for the second consecutive year.

In the semi-finals Headquarters defeated 407 Squadron in two straight games. Thus, they advanced to the finals against the MP's, who won their semi-final series by defeating 409-442 Squadrons two games to one.

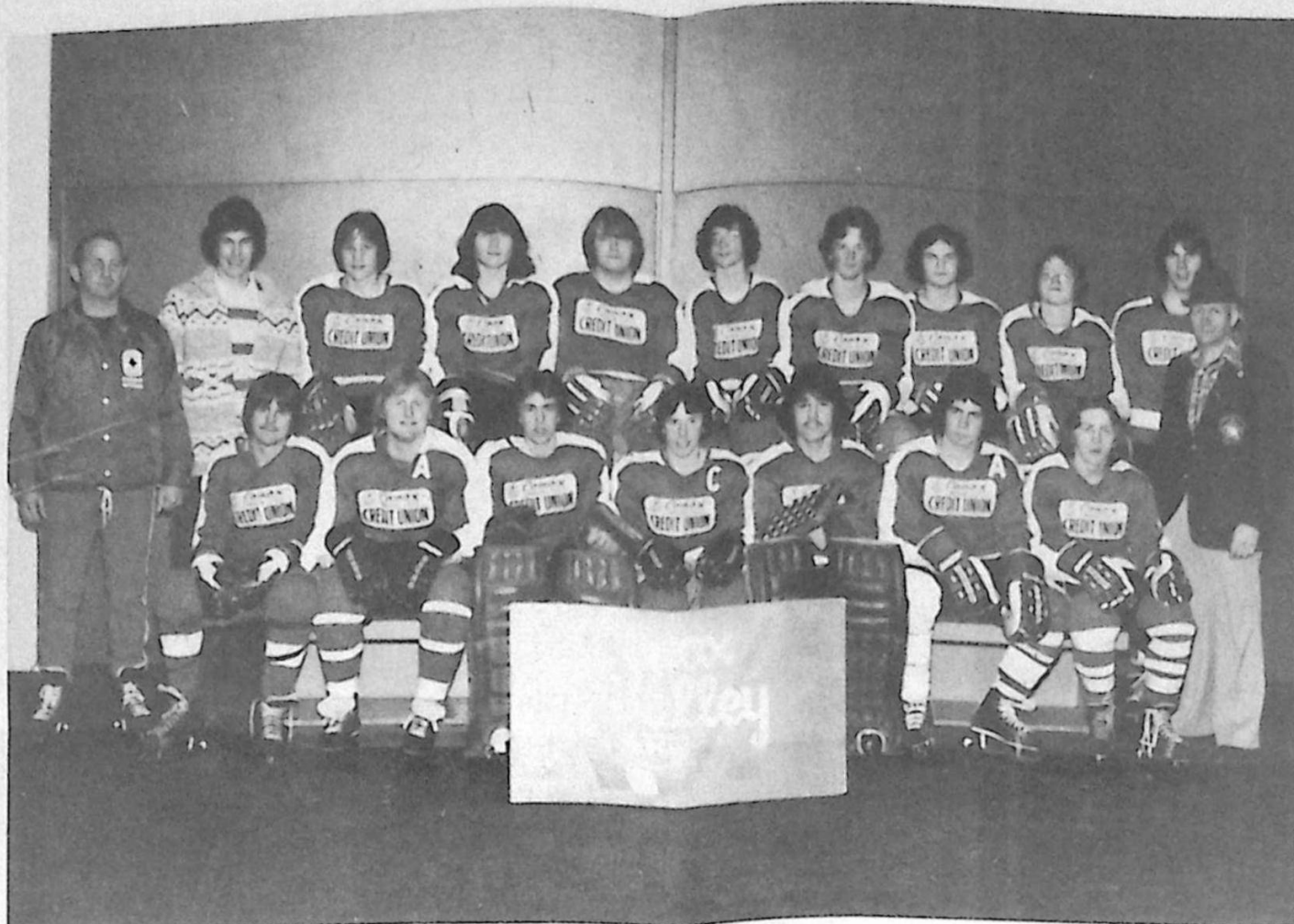
In the finals Headquarters defeated the MP's three games straight, to win the Championship.

Good luck is extended to the Base Broomball team, who will be attending a tournament at Kamloops, B.C., March 24 to 26. Sixteen teams will be participating in the three day tournament.

Members of the Base Broomball team would like to take this opportunity to say farewell to the players on the team, who will be leaving due to transfers. Good luck, and Good Broomball!

DEPENDANTS BASEBALL TEAM

Any female dependant of a service person age 19 or over interested in forming a Baseball Team are asked to contact Betty-Lou at 339-6051 after 6:00 p.m.



Pacific Coast Champions

Well we did it. The Comox Valley Midget Credit Union Checkers won the North Island, Island and the Pacific Coast Hockey Championships.

This certainly was no easy task. As the team progressed, the competition got better and stronger. The ultimate of course will be the BC Championship which the team will be going to this weekend and will be hosted by Prince George. There will be four teams in the Championships representing the following areas; the Kootenays, Prince George, the Okanagan and the Pacific Coast winners (us).

Normally in years past the Island winner attended the finals, but, this year they decided to cut back on expenses and send one rep from the Lower Mainland and Island. This means that we are representing 80 per cent of all the Minor Hockey teams in B.C.

We knocked off Saanich, Juan de Fuca and Nanaimo to win the Island and beat a powerful team from North Surrey, the Lower Mainland Champs, in a two out of three series 2 games to 1. These games were not only of the ulcer type to the Coach and Manager, but, they were very exciting for the fans

who turned out in droves and gave the team tremendous support.

The results of these games were 12-10 overtime, 6-3 and 5-3 to give us the series.

The local team has a few players that certainly are the team leaders and this was evident by their strong leadership in the playoffs. Dave Wheelodon, Joel Leger, Doug Baird and Kevin Liesch were these type of leaders from the forward ranks while Henry Knockwood, Randy Harvey, Rob Myers and Pete Thompson did a great job on defence. The two goalies Clint Verchere and Jamie Griffiths were nothing short of spectacular in nets. Maury Siddons who was called up from the Bantam Team which has ended their season, really played well and was used in every position except goal and played each one with all the confidence of a Pro. The playoff trail generally has been a total team effort and what the team lacks in talent they more than make up with Desire, Dedication and Determination. They have developed a winning attitude and it will have to take a strong team to stop them, and, that is not about to happen.

Pacific Region Events

PACIFIC REGION BOWLING.

In keeping with the winning of the Basketball Team the Bowlers were not to be outdone as they travelled to CFB Chilliwack and won the Pacific Region Championship. The stats are not available at this time but the team members were: M.CPL. Purcell, M.CPL. Surette, M. C. Colban, M.CPL. Hill, C. Sleeman and PTE. Pilon.

It certainly was nice to see a couple of youngsters on the team this year.

SCUBA COURSE (NAUI SANCTIONED COURSE).

There will be a skin and scuba diving course starting on the 3rd of April at the Base Pool. All sessions will get underway at 1900 (7:00 p.m.) in the Rec Centre, which is adjacent to the pool.

All personnel wishing to attend this course, which will run five nights a week for three weeks, are to contact M.CPL. Don Buchner at local 468. This will be an Official NAUI Sanctioned course. BRITISH COLUMBIA ARCHERY ASSOCIATION

INDOOR CHAMPIONSHIPS.

The British Columbia Indoor Archery Championships will be held here at CFB Comox at the rec Centre commencing at 0900 hours on Saturday, 25 Mar. 1978.

There will be World and Olympic Class shooters from B.C. and Washington taking part. So if you would like to see some real "William Tell" type of Archery Shooting taking place drop in to the Base Rec Centre and see the action. There will be some where in the neighbourhood of 120 shooters taking part in this years "overture".

jock talk at c.f.b. comox

Pacific Region

Volleyball

The Totems Volleyball were on the road to CFB Esquimalt last weekend and participated in the Regional Championships at that unit.

Coached by Capt. Keith Hummel the team by the narrowest of margins failed to win and thus advance to the Nationals at CFB Winnipeg in April.

Prior to leaving, the team lost a couple of their star players, due to a posting and a death in the family. This weakened the team immensely. The team still hopeful, went through the round robin beating their arch rival CFB Esquimalt 3 games straight to place first in the round. Then came the Semi-finals which the team won two straight, thus once

again putting them up against the Esquimalt team in the finals for the championship.

This was not to be their year as even though they put a terrific struggle and effort they were beaten by the Esquimalt team two games straight. The main problem being that by losing those two players previously mentioned they did not have the bench strength to add the much needed crunch when they needed it. The team has had a very successful season and seeing as it is Capt. Hummel's last year here it would have been nice for him to leave with a Championship under his belt.

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31 March - **TGIF**

7 April - **TGIF**

MOVIES

27 Mar - **THE SEVEN PERCENT SOLUTION**
Allan Arkin (M)

3 Apr. - **WHITE BUFFALO**
Charles Bronson (R)

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March 24th, 25th, 26th

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- MOVIES -
28 MARCH - **SEVEN PERCENT SOLUTION**
Allan Arkin (M)

4 APRIL - **WHITE BUFFALO**
Charles Bronson (R)

**OFFICER'S MESS
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23 March - **TGIT**

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31 March - **TGIF**

1 April - Jugs and Pizza
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22 April - Comox Graffiti - Dress and
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ATC Hockey Champs

Thursday, March 23, 1978

CFB Comox Totem Times 7



C.F.B. GIRLS HOCKEY TEAM. Rear L to R. Doug Wheeler, Joanne Wheeler, Coleen Devlin, Bill Shaw, Betty Poirier, Jane Remmerswaal, Pat Goettke, Lynne Gouliquer and Pat Armstrong.

From L to R. Celia Tiernan, Lise Gauvreau, Sandi Sexton, Diane Vincent, Helen Corney.
Hosford Photo

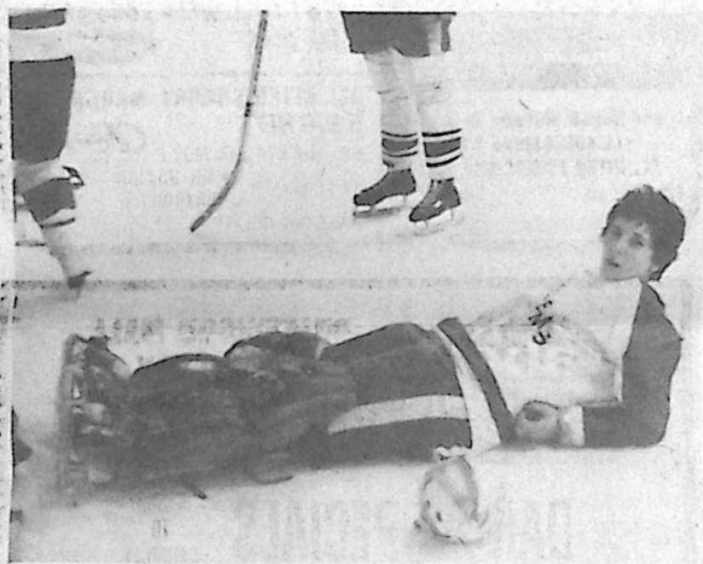
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Lise Gauvreau

MSE - Comm. Hockey

Between 740 Comm Sqn. Nanaimo and MSE Section Comox. On March 8, 1978, at approximately 1230 hrs. the MSE "Wheels" hockey team entered Glacier Gardens for the first annual game with the 740 Comm. Sqn. "Signalmen" from Nanaimo.

The Wheels were led into the Arena by their head wheel coach Russ Orser, followed by Ron "Sieve" Taylor and the rest of the spokes. The coach was overheard saying that if we didn't win everyone might have to be on the B.D.F. If this were true, it spurred the wheels into a spin of activity. The wheels were a little over inflated, but only because of the heated words of the coach.

The game got under way with the ceremonial dropping of the puck by Maj. Russ Orser at 1315 hrs.

After the opening few minutes of the game the Signalmen put across the message that they would prove to be fierce adversaries as they began to score and score and score.

With the score 4 to zip the Wheels raced back with goals by the "Goofy Newfie" Nate Lehr assisted by Kirk "Swiftly" Gray and Bruce Can't Stop" Clark assisted by Steve "Six dollars" Patrick.

The second period started out with both teams still relatively fresh, but as time ran on, our heroic goalie Ron "Sieve" Taylor despite having no defencemen, managed to allow only six goals. Unfortunately, for him, they were all by the same Guy (no relation to the fellow that plays for Montreal) thank goodness. To this display of power our "over the hill gang" charged. Led by Peter "Gray Beard" Pate and Duke "Silver Hair" Snider, they managed to hit the target twice making it 10 to 4

Signalmen by the end of the period.

With the furious pace set in the first forty minutes the Wheels were just a little bald at the start of the third period. Nevertheless we persevered and managed to strike twice more. This feat was achieved by Mike "Sea Water" King assisted by Don "The Hustler" Burgess and Duke "Silver Hair" Snider, who not only managed to put the puck in the goal unassisted on a break away, but himself also.

Ken "Catch Me" Metke played a great game on the ice. He was overheard muttering about his \$75.00 skates. Pity the rest of his body could not keep up with them! The coach forgot to top up the wheels which he borrowed from MSE, consequently we ran out of gas. This resulted in the Signalmen scoring twice more.

With the score 12-6 in favor of the Signalmen going into the last minute we were going to write this score up as a 2-1 loss, unfortunately with 3 seconds to go they scored one more. The final score for those who didn't count was 13-6 in favor of 740 Comm. Sqn. There was only two penalties through out the game, both to us.

Honorable mention must go to the following personnel, Wayne Wright, who controls aircrafts much better than the puck. Also to Monique Mar-puck. Also to Monique Mar-puck and all our cheer leaders who exercised very fine support throughout the game. Also our referee Jim "Whistles" Beer and timekeeper Lloyd "Fingers" Kuhn who both did a super job.

Both winners and losers had a good time with 740 Comm. Sqn. taking back some small momentums from their visit to Comox.

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Defensive Driving

Safety And April

Since the Canada Safety Council became an entity within the Canadian milieu in 1968, one of its regular safety projects has been the annual "Car Check Campaign." In fact, that campaign pre-dates the Council, because a similar campaign was previously handled by predecessor organizations.

Car Check Campaign will not be held in 1978. The Canada Safety Council believes there is a considerably increased awareness on the part of drivers compared with years ago, and particularly that there is much more informative and authoritative material available from other sources than there was in the past.

For 1978, the Canada Safety Council will designate the month of April as "TRAFFIC SAFETY MONTH". The broader scope of this project will enable the Council to include information regarding the total traffic environment, traffic regulations, driver improvement, and vehicle safety programs for all types of vehicles, drivers, pedestrians, and passengers.

And, this will happen at the beginning of heavy summer driving season — booklets, pamphlets and information made available should last through the summer driving season.

Realizing that most weeks and months already have special designations, local or national, serious or facetious, the Council gave much consideration to changing the open-ended Car Check Campaign to a more formal month, but concluded that most Canadians would appreciate the reasoning and potential benefits.

Public response will determine the future of the new Campaign.

Safety And Upkeep

The Canada Safety Council sponsors the car check campaign as part of its overall accident prevention activities.

Surveys and studies show mechanical malfunctions are directly responsible for nearly 10 per cent of traffic accidents. The magnitude of this figure becomes apparent in Canada's accident statistics which show that more than 6,000 people die, 200,000 are injured and there are about 600,000 total accidents on public roads every year.

It is up to owners to keep their vehicles in a safe operating condition whether or not there are compulsory check lanes or compulsory periodic inspections.

Keeping the vehicle in top-notch operating condition is especially important in emergency driving situations where there is no leeway for anything but the best performance both by the driver and the car.

You are encouraged to ask for the Safety Maintenance checks.

Obvious faults such as defective lights and brake failures can be detected easily by the motorists themselves.

There are numerous other items which, if not checked in time, could cause accidents. Some of these are brake drums and linings, disc brakes, master and wheel cylinders; leaks; ignition points, plugs and harness; steering box and upper and lower ball joints; wheel alignment and wheel balance. A good road test can be helpful in safety servicing. There may be a small charge for these extra items.

Cars are relatively complex machines and many of their malfunctions, which are potential accident causes, can be spotted only by qualified technicians.

The Canada Safety Council believes this is an excellent first step for motorists to ensure that their cars are in the best and safest operating condition.

Safety And Bikes

A problem that faces parents each spring is a demand for a new bicycle from their children.

What kind of bike to buy is a problem, especially if it is to be the child's first.

There are four types of bicycle: The light-weight racing type with high pressure tires and dropped handlebars and speed gears. These are designed for speed, easy handling and endurance. Experience is needed for proper handling, and beginners do not find them easy for learning.

The specialty bike is not for kids. It's the kind with one wheel you may see in a circus, or the folding type for the trunk of your car.

Kids love the High-Risers — banana seat, high handlebars, small wheels and often, balloon tires. These come in many colours, and are best for children with a lot of driving experience.

The best bike for learning, according to the Canada Safety Council, is the standard middle-weight; it has larger tires than racers, with lower pressure and upright handlebars. Some have three-speed gears, which is all a young child needs. They take more rough handling than light-weight models.

The size of the bicycle is most important, because oversize bicycles are dangerous. The saddle should be at hip height when the child stands beside the bike.

Many communities have some special bicycle events during the spring and summer. If you have kids with bikes, look for these special displays and events.

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Safety And Trains

A great percentage of railway crossing accidents end in death for the motorist. The fact is there is one death for every 2.8 accidents at highway railway crossings, compared with one death for every 21.6 accidents on the highways.

The risk of death, therefore, in a railway crossing accident is almost eight times greater than other traffic accidents.

Even if the locomotive engineer sees your vehicle on the track, he cannot stop quickly nor steer the train around you. The combination of weight, speed, reaction and breaking time means that deceleration will be gradual. A train will travel a considerable distance before it comes to a stop. Consider this, a 100 car train travelling at 100 km/h or 60 m.p.h. will take about 110 seconds or about 1½ kilometers to come to an emergency stop. Even at 30 km/h or 20 m.p.h. that same 100 car train will take the length of two football fields to stop.

You, the driver, are the only one who can prevent a railway crossing accident.

When you stop your vehicle it must be no closer than 3 meters (15 feet) from the nearest rail. Think safety. DO NOT proceed until you can do so safely. It is illegal to drive a vehicle through, around or under a crossing gate or barrier at a railway crossing while the gate or barrier is closed or while it is being opened or closed.

Usually the first indication to a driver that the vehicle is approaching a railway crossing is an advance warning sign. Slow down by letting up slightly on the accelerator pedal. Turn down your car radio and lower your window. A train's warning signals can often be heard long before you can see it. Remember, in more than 35 per cent of railway crossing accidents, the motor vehicle

ran into the train.

In the case of most crossings, the next sign is the crossbuck — the name given to signs criss-crossed on a post.

If your visibility is limited by trees, buildings, snowbanks or curve in the track, be especially careful to slow down until the track is clearly visible in both directions. Most crossings protected by crossbucks do not have bells, flashing lights or other indicators so it's up to YOU the driver, to be careful.

Note the number of tracks indicated on the crossbuck sign. If there is more than one track and a train has just passed, be careful. Another train, hidden from view, could be coming from the opposite direction.

A careful driver is the best warning system available. About three accidents in ten occur at railway crossings protected by mechanical devices which drivers ignore or did not see in time to stop.

At night, put your headlights on high beam as you approach the crossing and look for a train standing or moving through the crossing.

Tracks should be crossed, once it is known to be safe, at not less than 16 km/h or 10 m.p.h. and in low gear if the vehicle is a stick shift, to avoid stalling. Do not change gears while crossing the tracks.

In urban areas often there are several vehicles crossing. Wait until there is room for your vehicle beyond the track. Otherwise, a traffic light that changes down the road could hold up traffic and leave you stranded on the crossing.

A careful driver has taken every precaution. But if your vehicle stalls on the track, first put the car into neutral, turn the radio off, and all occupants leave the vehicle as quickly as possible. Next, post someone as a lookout in a position to see as far along the track in both directions as

possible. The other occupants can try to push the vehicle off the track, in either direction. If this doesn't work and the car is a stick shift model, put the car in gear and use the starter to move it.

If a train does come before the vehicle can be removed, run away from the track in the direction from which the train is approaching. This avoids the risk of being struck by flying fragments, glass, or debris in the event of a collision.

Knowing train schedules does not help — an unexpected special or freight train can still be coming. Expect a train...on any track...at any time!



The musical play and movie Cabaret was based on a book by Christopher Isherwood, an English playwright and novelist, and originally called Goodbye to Berlin.

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Safety And Fatigue

Yes it can. The effects of fatigue on driving performance is similar to that of alcohol and drugs (amphetamines, antihistamines, anaesthetics, etc.) and fatigue is frequently associated with them.

Most Canadian drivers are at least vaguely aware that fatigue can be an undesirable condition. Many, after ten months of driving 8 kilometres a day to work and back, or 32 kilometres to the in-laws once a month, will suddenly attempt, this summer, to drive 800 kilometres in a day, taking no special precautions.

The result, too often, can be tragedy.

Fatigue affects your whole body and a fatigued driver is more likely to:

ignore or fail to recognize critical elements in the traffic environment;
be affected by sun glare;

misjudge the speed or distance of another vehicle; take a chance in passing or make an unsafe maneuver;

become irritable, discourteous and over-react to minor irritations;

act impulsively or clumsily while driving the vehicle, and

become drowsy and experience brief periods of actual loss of consciousness. Sleep loss, as shown in most studies, produces some decrease in performance skills; hand steadiness, motor coordination, and reaction time.

Unfortunately, a driver may not recognize that his driving has deteriorated from the effects of fatigue...the result being head-on crashes into approaching vehicles, collisions with fixed objects such as bridges, trees, guardrails.



The Canada Safety Council offers these tips to drivers who wish to fight off fatigue: Be well rested before starting the trip.

Avoid heavy foods and alcoholic beverages immediately before starting and during the journey.

If using prescribed drugs, know their effects on driving — e.g., drowsiness, hallucinations, etc.

Wear good quality sunglasses in bright daylight, and keep eyes moving. Don't permit them to become fixed on the road ahead.

Keep the vehicle well ventilated.

Stop at least every two hours for a break, and get out and walk around, have an occasional high protein snack.

Make use of the radio if alone; conversation if company is available. Chewing gum may help, too.

If, despite precautions, a driver still feels drowsy, there is only one choice: stop and sleep. Fatigue CAN be fatal.

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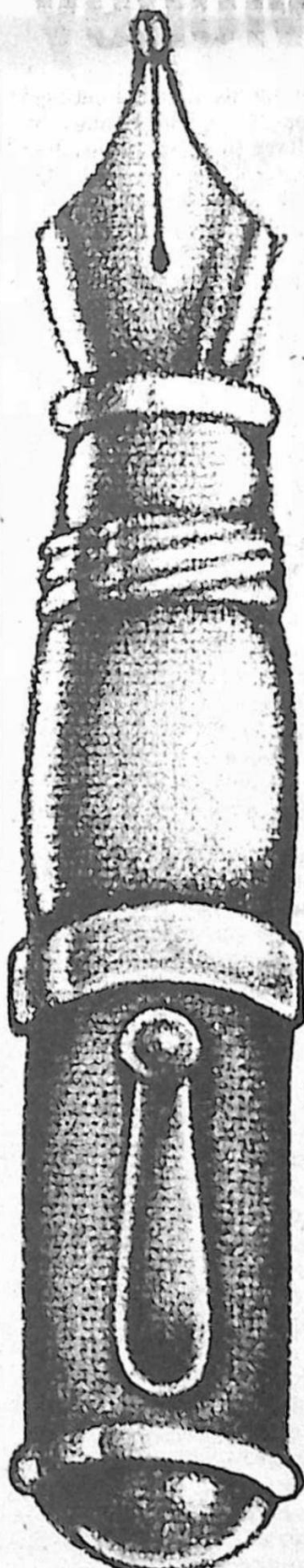
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Family Circle—you and your community

PMQ Preamble

The monthly meeting of the PMQ Council was called to order on 16th of March for the last time under Mayor John Bossons. Mayor Bossons expressed his gratitude to the council members for their support and said, "I always felt that the council never worked for me, but with me, which made my job so much easier." I can only restate what has already been said in the last PMQ Preamble, that Maj. Bossons did one heck of a fine job for our community and will be missed. Along with Mayor Bossons doing a great job for us, we can't forget all the great work our outgoing council members did in trying to maintain a good and efficient community.

Once again, ladies and gentlemen, animal control is still a growing concern in the PMQ's. An agreement has been reached with the Comox and Courtenay dog catchers to pick up any stray dogs in PMQ's. There will be a \$25. fine for the first time your dog is caught, and \$50. for the second.

These dogs will only be kept for two weeks before they are destroyed, and the owner will still have to pay for their stay in the pound. We on the PMQ Council are NOT (repeat) NOT against dogs and cats, all we are asking is that they be controlled, either on a leash when walking them, or tied up. By the way, did you know that according to PMQ Orders, a family can only have two animals in the house; i.e. — one dog, one cat?

Family Month will be held in May. The Base is looking for a family that does things as a family — church, outings, community affairs, etc., who

will project a proud image of our community. There will be more about it in our next PMQ Preamble, along with voting slips. The winning family will be our guests for dinner at the "Old House".

There will be no Easter Egg Hunt this year, as was in the past, due to Family Month and all the goodies the kids will already receive at home for Easter. Look at the bright side....you might be saving money on dentist bills.

The Base Theatre has been taking it on the chin as far as making money. Since most families go away during the summer, consideration is being given to closing the theatre during July and August. There has been much discussion over the films that are being shown, but unfortunately, neither the Base nor the theatre manager have any control over the movies we get. We are completely at the mercy of the film distributors.

The Base Commander has approved that the first week of April for volunteers knocking on doors in PMQ's asking for donations for Canadian Cancer Fund Research. Please people, let's give our support to this worthwhile organization.

The Base Safety Council meeting was held on March 21st. The PMQ representative is MCpl. Jon Fournier. Some of the items discussed were a light on Little River Road at the back entrance into PMQ's. Also, there will be some changes as far as one way streets and parking on roads. Good luck, Jon.

BTO — it's coming!! The chairs and tables for the Base Teen Organization should be here within the month. They

have been signed for and are being readied for shipment. Also, renovations to the club washrooms have been given top priority, and it is hoped to get started soon.

The president of BTO, Dano Ryan, stated that the BTO Car Wash will be held on April 1st in the Canex parking lot, from 1000 hours to 1500 hours. If it rains, they will try it again the following day, Sunday April 2nd. As all the earnings will be going toward fixing up the BTO Club, let's give the teenagers our support....and at the same time, get our cars clean again.

It looks like they may get us for the utility costs before the announced date of November after all. If B.C. Hydro agrees to let the Canadian government pay the installation costs over a long period of time, the rates will begin sooner. We'll keep you all informed.

Work orders have been sent to CE requesting the children's playground be repaired....again. There are also programs started to get some new equipment for the playgrounds.

The Sunday Dinner at the Canex cafeteria for \$1.50 was a huge success. The manager says we will see a lot more of this type of special. Thanks to one and all for your support.

If there is something that you feel needs mentioning, our PMQ meetings are open to the public. The next will be held on April 28th at 0830 in the Rec Centre. Or, you can pass your words of wisdom along to your Ward Councillors, and he can bring them before the Council. We will do everything in our power to resolve any problems that may arise in PMQ's.

Firing Away

Children learn by example and instruction. You are responsible for teaching them how to be fire-safe. Your guidance will encourage them to use good judgement at play and in emergencies.

SMALL CHILDREN

1. Always watch your children. They often play with the stove or matches and get burned when they are alone.
2. Teach them not to climb across or reach onto the stove. Conceal matches and lighters.
3. Have a babysitter when you are away. Children do not react rationally to emergencies. An adult must be there to help them in case of fire.
4. Instruct the babysitter to react to fire by getting her charges out fast and preventing them from trying to return. Children and the elderly often try to go back into a burning building.
5. The sitter should know the escape routes from your home and the procedure for calling the fire department.

OLDER CHILDREN

1. Discuss the science of combustion with your children (fire-fuel, air, heat) and safe housekeeping procedures. Teach responsibility.
2. Set a good example in the safe use and storage of matches and flammable liquids.
3. Teach children to recognize the danger of clothes near heat sources, especially stove burners. Supervise them when they are cooking. Children often get burned when cooking alone.
4. Teach children to recognize household fire hazards such as cracked wires and spilled gasoline.
5. Boys often get burned playing with or tending an outdoor grill or open fire. Family discussion and showing them the hazards may avert accidents.
6. Supervise children while they learn tasks like tending the fireplace or filling the lawnmower.

Femme Gen ..

By Liz Graham

Until recently I wasn't what you could call a believer in the art of astrology, although every day I did read the horoscope section of my newspaper. I thought this was a fairly harmless type of occupation — since I receive a morning newspaper in the late afternoon — so by the time I read my horoscope, it's too late to do anything about it. This had a positive side to it too. I could tell at a glance whether the predictions under my birth sign were accurate or not. Lately though, I've given up on astrology due to the fact that I was finding that my horoscopes WERE accurate — but only if one applied Murphy's Law to them.

Murphy's Law is the one that states: 'If anything can go wrong, it will.' For example, a prediction made for one day last week encouraged me: 'Be a pioneer. Break new ground.' Now, if I had received my newspaper in the morning I would have been forewarned and wouldn't have plucked that tiny clump of weeds out of one of my flower beds. By the time I did get the paper — the deed was done. I had been breaking new ground all day long, and looked like an old-time

pioneer by the time I had disposed of the last weed in the flower beds, and had finished cultivating the vegetable garden. Another prediction that would have saved me some trouble if I had applied Murphy's Law to it, was one that stated: 'Affair of the heart predominates. The evening sparkles.' This in fact was a disguised warning not to have that second helping of meat loaf. The only sparkles I saw that evening were at the bottom of a glass of Eno's.

The one prediction that cured me for ever more, really missed the mark, but did make O'Toole's commentary on Murphy's Law very apt. This one urged me on with: 'You gain foothold. There is room for you at the top.' That was pure bunk. I can categorically state that there was no room at the top of the ladder for me and that broken eavestrough. And anyone can see by the toenail marks on the siding of the house, that I didn't even come close to gaining a foothold.

(O'Toole — when it comes to my HORRORSCOPES — you said it all: 'Murphy was an optimist'.)

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MASSSES FOR SUNDAY:

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

WEEKDAY MASSSES: 9:00 a.m.

SACRAMENT OF RECONCILIATION: Confessions are heard before all Masses and any time upon request.

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

MARRIAGES: Please come in months before your marriage.

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

THE PROTESTANT CHAPEL

Telephone: 339-2211 Loc. 273.

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

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

CHAPEL SERVICES

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

HOLY COMMUNION: Holy Communion (ACC) 1200 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.

FOUND

Silver necklace in teacher's parking lot of PMQ School. Owner may claim by identifying. Phone 339-3264.



INTRODUCING

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Where the future is now

Money Talk

By Dapper Dan

In my last article I outlined some of the steps taken by military financial counsellors to solve debt problems. In this one I want to examine the services of certain agencies that are available to help the counsellor straighten the tangled affairs of over-extended debtors.

In British Columbia, Alberta, Saskatchewan, Manitoba and Nova Scotia the counsellor can refer a debtor to a provincial government agency operating under a federal plan called the Orderly Payments of Debts Provisions, Part X of the Bankruptcy Act. These agencies provide a valuable service which consolidates unmanageable debts under the protection of the court. It is designed primarily for the wage earner and is not intended to cover Corporations.

There is no limit with respect to the amount of debt to which this act applies, although attempts are made to arrange a debt reduction program which will reduce

itself in approximately 36 months or less.

The clerk of the court will set the debtor on an adequate monthly budget to manage his household and the residue of his income is applied against his indebtedness. Unfortunately, the only weakness in this provision is the fact that the debtor must have the necessary discipline to remain on the debt reduction program. If he doesn't, he loses the protection of the court and must once again deal directly with his creditors.

In Ontario, where the Orderly Payment of Debts Provisions are not available, there are twenty-seven agencies situated throughout the province. These are called Credit Counselling Services and are partly financed by the federal and provincial governments and from donations from credit granters.

In Quebec, the Voluntary Deposits Division of the Court system provides the same service as the Orderly

Payment of Debts Provision for the provinces mentioned above.

When it is found that some clients are in a chronic debt situation with no financial means of relieving the problem there is no alternative but to refer the case to the Bankruptcy Court.

In simple terms, bankruptcy is a method of bringing relief to a person deeply in debt by staying legal actions against him, and with certain exceptions and under court control, releasing him from the crushing burden of debts he cannot pay. At the same time it provides for the orderly disposal of proceeds from his estate amongst his creditors.

So if you have noticed some of the danger signals of impending financial troubles, do not hesitate. Arrange immediately for an interview with the base, station or unit financial counsellor. The earlier the counsellor can look at the problem the easier it is to find a solution.

Photos Wanted

Beautiful British Columbia magazine is looking for photographs for a new special edition.

The fourth volume in the series, This Is...British Columbia, to be published this fall, will be a recipe book produced in conjunction with the Ministry of Agriculture. It will contain recipes based on foods grown or gathered in British Columbia and photographs of all areas of the province. A special stress will be placed on recipes of various ethnic origins.

The photographs need not be of food or food-growing, the editors note. "A picture of an old log cabin could illustrate a recipe for prospector's bread, or a photograph of a stream could be used with a recipe for trout," said Beautiful British Columbia magazine editor Bernard Atkins.

Photographs will be paid for at the magazine's usual rates. Entries should be colour negative, 2 1/4 square or larger. Only proof prints or enlargements should be sent. If the photograph is accepted,

the negative will then be requested.

Entries should be sent to: The Editor, Beautiful British Columbia Magazine, Tourism British Columbia, 1117 Wharf

Street, Victoria, B.C. V8W 2Z2, and marked on the envelope, Volume IV.

For information, contact: Rosemary Neering, 387-6487 (Victoria)

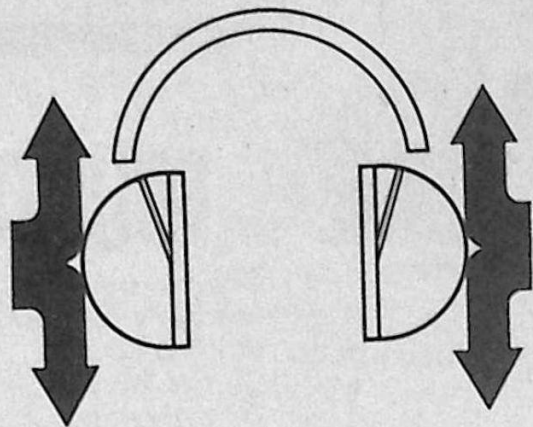
The heaviest dog on record was a Saint Bernard in Wisconsin who at age 5 weighed 295 pounds.

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Should you be wearing ear defenders?

C & E Anniversary from page 1

simultaneous mess dinners.

In Germany the combat group and signal squadron (4 CMBGHQ & Sig Sqn) is recognizing the 10th anniversary of the C&E Branch with a week-long fest of parades and dinners. In Cyprus and Ismailia the communicators will recognize their 10th birthday as well.

In celebration of the C&E 10th and also the 75th anniversary of the Royal Canadian Corps of Signals, the Royal Trust Corporation of Canada will present to a senior member of the committee a total of 10,000 franked envelopes appropriately printed to recognize either the C&E birthday or the Signal Corps' anniversary. A stamp will be chosen and placed on the envelopes and will be cancelled with a specially designed die carrying the anniversary logo including the center device of the branch badge.

The personnel of the branch

have already planned no less than 26 formal mess dinners the first two of which will take place in Charlottetown and Kingston on April 13. Three Ottawa dinners will be conducted simultaneously April 27 in the officers' mess at CFB North and the junior and senior NCOs messes at CFB Ottawa South. Plaques will be presented to the senior members of the mess committees and the celebrants will unfurl, for the first time, their new branch flag which describes a split field of French grey and dark blue.

The guests for these dinners will include the vice chief of the defence staff, and senior C&E Branch member, Lieutenant General Ramsey M. Withers; the colonel commandant of the branch, Brigadier General Robert E. Mooney; and former commander of Communication Command, Major General Lewis H. Wylie who just

recently retired from an appointment as the chief of engineering and maintenance at NDHQ.

In short, everybody is coming out for the coming out. And they are going to make a real year of it.

CONSUMER



When you buy a used car, be sure it doesn't sag or lean to one side or have ripples in the doors or near the roof line. These could be the result of a major accident. Examine closely the paint in the section below the doors and on the lower parts of the fenders. If it looks a bit dimply, it may mean the metal has rusted away from within.



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76 COURIER P.U. Canopy, auto. Only 16,000 mi.	\$4495
73 COURIER P.U. 4 Speed	\$1695
72 G.M.C. P.U. V-8. Auto. P.S., P.B. Air Cond.	\$2495
71 DATSUN 1600 c.c. Pickup	\$895
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as well trade in his expensive stereo for a transistor radio, because he no longer has the range of hearing to appreciate high fidelity.

He may notice that he has some trouble communicating when there is a lot of background noise. For example, when sitting around a table at the local pub with a group of friends, he might notice that while everyone else is laughing at the latest joke, he feels a bit left out because he missed the punch line. The problem here is that, while he can hear the general murmur of conversation, he can't distinguish words. The vowels, which are low frequency sounds, come through, but the consonants, like "t" and "s" which are high frequency sounds, are swallowed up by the background noise.

As hearing loss progresses, the degree to which it interferes with one's life obviously becomes greater and greater. The man begins to miss things that his wife says (sometimes a blessing in disguise) and the family complains that the T.V. is turned up too loud. Eventually, even direct conversation with another person becomes difficult. Fortunately, very few of our personnel have progressed to this point.

The following are important facts about noise-induced hearing loss that all personnel should be aware of:

1) Onset is insidious and usually unnoticed. Audiograms are the only reliable method of detection.

2) The effects are additive to those of aging. In other words, a person who has hearing loss at a young age due to noise exposure, will experience further loss in old age.

3) Sensorineural hearing loss is not treatable. Hearing aids are of little or no benefit.

Hearing loss can occur from long exposure to moderate noise levels or from very short exposure to high noise levels. A discussion of actual sound pressure levels and the associated hazards is beyond the scope of this article. This information is available from the base hospital. Copies of CFP 119 - "Hearing Conservation in the Canadian Forces - A Guide for Supervisors" are also available for the asking.

At CFB Comox, the Hearing Conservation Program is carried out in the following stages:

1) Detection of hazard - Safety Sam and the Base

PMed Tech, on their appointed rounds of the various work-places on base, are alert for possible sources of excessive noise. Suspect areas are later subjected to a sound level survey using specialized equipment. The degree of hazard is thus accurately determined.

2) Elimination of noise - The easiest way to deal with excessive noise is simply to get rid of the source. Obviously, we can't do that in most cases and still get the job done. We can't stop flying jets or dispose of essential machinery. But machinery can sometimes be modified or shielded to reduce the noise level at the operator's ear.

3) Personal protection - Personnel who must work in noisy areas can be protected in two ways - by limiting the time of exposure or by wearing protective devices (ear plugs or ear defenders). Without going into details about what the term decibel means, etc., the following table will give you some idea of what we mean:

Noise level: Protection required.
Under 90 dB: None.

90 - 100 dB: Restricted exposure or ear plugs or ear defenders.
101 dB - 130 dB: Ear plugs or ear defenders.
Over 130 dB: Restricted exposure and ear plugs and ear defenders.

Personnel who work in noisy areas should have an annual audiogram. These personnel are identified during safety inspections and any that don't already have a requirement for an annual audiogram in conjunction with a "Jack Benny" medical are advised accordingly.

As stated earlier, this program can only work if everybody co-operates. As a worker, you should participate by taking the following steps:

1) Be aware of the danger.
2) If you suspect that a hazardous noise level exists, advise your supervisor.
3) When working in a designated area, use protective equipment as directed.

No one need lose hearing from noise exposure. Remember, the hearing you lose today is gone forever.

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2) The effects are additive to those of aging. In other words, a person who has hearing loss at a young age due to noise exposure, will experience further loss in old age.

3) Sensorineural hearing loss is not treatable. Hearing aids are of little or no benefit.

Hearing loss can occur from long exposure to moderate noise levels or from very short exposure to high noise levels. A discussion of actual sound pressure levels and the associated hazards is beyond the scope of this article. This information is available from the base hospital. Copies of CFP 119 - "Hearing Conservation in the Canadian Forces - A Guide for Supervisors" are also available for the asking.

At CFB Comox, the Hearing Conservation Program is carried out in the following stages:

1) Detection of hazard - Safety Sam and the Base

PMed Tech, on their appointed rounds of the various work-places on base, are alert for possible sources of excessive noise. Suspect areas are later subjected to a sound level survey using specialized equipment. The degree of hazard is thus accurately determined.

2) Elimination of noise - The easiest way to deal with excessive noise is simply to get rid of the source. Obviously, we can't do that in most cases and still get the job done. We can't stop flying jets or dispose of essential machinery. But machinery can sometimes be modified or shielded to reduce the noise level at the operator's ear.

3) Personal protection - Personnel who must work in noisy areas can be protected in two ways - by limiting the time of exposure or by wearing protective devices (ear plugs or ear defenders). Without going into details about what the term decibel means, etc., the following table will give you some idea of what we mean:

Noise level: Protection required.
Under 90 dB: None.

90 - 100 dB: Restricted exposure or ear plugs or ear defenders.
101 dB - 130 dB: Ear plugs or ear defenders.
Over 130 dB: Restricted exposure and ear plugs and ear defenders.

Personnel who work in noisy areas should have an annual audiogram. These personnel are identified during safety inspections and any that don't already have a requirement for an annual audiogram in conjunction with a "Jack Benny" medical are advised accordingly.

As stated earlier, this program can only work if everybody co-operates. As a worker, you should participate by taking the following steps:

1) Be aware of the danger.
2) If you suspect that a hazardous noise level exists, advise your supervisor.
3) When working in a designated area, use protective equipment as directed.

No one need lose hearing from noise exposure. Remember, the hearing you lose today is gone forever.

as well trade in his expensive stereo for a transistor radio, because he no longer has the range of hearing to appreciate high fidelity.

He may notice that he has some trouble communicating when there is a lot of background noise. For example, when sitting around a table at the local pub with a group of friends, he might notice that while everyone else is laughing at the latest joke, he feels a bit left out because he missed the punch line. The problem here is that, while he can hear the general murmur of conversation, he can't distinguish words. The vowels, which are low frequency sounds, come through, but the consonants, like "t" and "s" which are high frequency sounds, are swallowed up by the background noise.

As hearing loss progresses, the degree to which it interferes with one's life obviously becomes greater and greater. The man begins to miss things that his wife says (sometimes a blessing in disguise) and the family complains that the T.V. is turned up too loud. Eventually, even direct conversation with another person becomes difficult. Fortunately, very few of our personnel have progressed to this point.

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