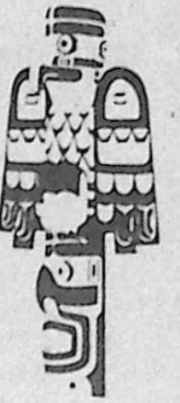




TOTEM TIMES



Some People Spread Happiness Wherever They Go: Others Whenever They Go

VOL. 20 — NO 13

CFB COMOX TOTEM TIMES

THURSDAY, JUNE 29, 1978



CHECKING THE TROOPS — Deputy Minister of Defence Mr. C.R. Nixon inspects the quarter guard assembled for his arrival. Mr. Nixon spent a day

with us recently and had a whirlwind tour of CFB Comox and its facilities. For more coverage, see Page 10.

Demons Help

VICTORIA — A Combined rescue operation has resulted in three fishermen being saved after their 36' vessel *Ebb Tide III*, based in Vancouver, experienced difficulties off Bajo Point on the west coast of Vancouver Island late Wednesday.

The three crew members Randy Kerr, Ian Robertson and Lois Edwards were rescued by the combined efforts of HMCS Kootenay, an Esquimalt-based destroyer, an Argus aircraft from 407 Squadron, Comox, the fishing vessel *Bar Bill* and the Canadian Coast Guard Cutter *Racer*.

Ebb Tide III sent out a distress message shortly after 5 p.m. approximately 50 miles northwest of Tofino when she started taking on water.

Winds were gusting to 30 knots with seas running 2-3 metres at the time.

The *Argus* on patrol in the area located the *Ebb Tide III* and assisted Kootenay, also exercising in the area, in locating the craft.

The *Bar Bill*, fishing in the area, attempted to take off the crew but experienced difficulties and Kootenay eventually took the three onboard shortly after 8:30 p.m. *Racer*, dispatched to the scene by the Rescue Coordination Centre, pumped out the vessel approximately at 11:30.

At present, the *Bar Bill* is towing the fishing vessel *Ebb Tide III* to Ahousat with one crew member onboard *Bar Bill* and two onboard *Ebb Tide III*.

Forces Marathoners Do Well

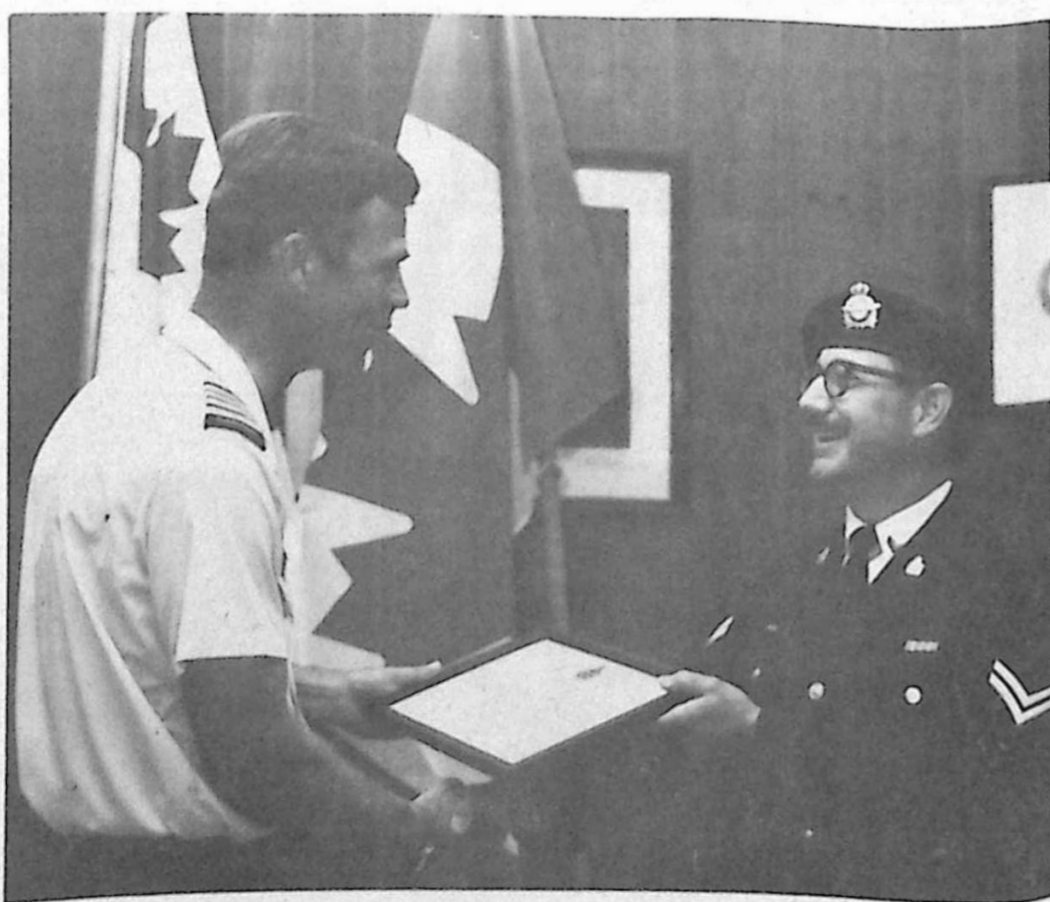
OTTAWA (CFP) — Of the 2,460 starters in the 4th Annual National Capital Marathon in Ottawa May 14, 60 were Canadian Forces runners from across Canada and Europe, ranging in rank from corporal to general.

Corporal Guy Racine, 23, of CFB Ottawa South, led all military finishers and placed 25th overall with a time of two hours, 31 minutes.

Corporal Roma Bouchard, 27, of CFB Europe was second at 2:42:59 and 84th overall and Captain Tom McCarthy, 47, from Royal Roads Military College, Victoria, B.C., was third at 2:45:48 and 106th overall. Capt. McCarthy finished first among competitors in the 45 to 50 age group. Brigadier-General R.N. Senior, 47, Commander of Canadian Forces Communication Command, finished in a time of four hours, one minute and 34 seconds to place 1,331 overall.

Brian Maxwell of Toronto beat Paul Bannan of Mississauga by a step for first place honors in two hours, 16 minutes, 2.6 seconds, both beating the previous record and supplying an amazingly close finish for a marathon. Don Howieson of Niagara Falls was third. Course distance is 42.195 kilometres. Officials with NDHQ's Directorate of Physical Education, Recreation and Amenities here were very

satisfied with the performance of the Forces' runners and pointed out that all but one of the 60 entries finished the race within the five-hour cutoff. Overall, 1,719 of the 2,460 starters made it to the finish line.



ONE OF OURS GETS ONE OF HIS — Old Super Tech Bill Ewing gets the seal of approval from Col. Burgess. Bill is departing the fix for Winnipeg and prior to departure received a commendation for all his hard work over at the Fish-wrapping. Thanks for everything, Bill, and the best of British luck.

Some Parting Words

Here it is gang, the end of the line for another editor at the old Fishwrapper.

In many ways it seems such a short time ago that I gathered in the reins of editorship and struggled forth into a most interesting year. Time does fly when you're having fun, and have a good time means working with some fine people. That well-worn cliché about how I couldn't have made it without you certainly deserves mention. I've received a lot of positive feedback from many people in many places during the past year concerning the high quality of our paper and I know those comments are due only to the very sincere efforts of my staff.

There were, of course, those nights I swore because your chair was empty, but I realize and appreciate that in many cases much of your personal time has been sacrificed to keep this rag in action. You've all been great, just great and you can feel justly proud that you have produced a very fine newspaper. So, to my staff — each and everyone of you, sincere thanks.

There are many others who also contributed to the success of the paper, and I think several warrant special mention. The Base Photo crew has been outstanding in their contribution and concern for the paper. I realize that at times it required special effort to get those photos out, but the proof was in the pudding and your pictures made our paper. Thanks gang.

A big tip of the Totem hat goes to Fabulous Fran whose bookkeeping efforts on our behalf have been just tremendous. And of course, a big thank you to those dedicated correspondents who faithfully kept it coming in over the months. Last but certainly not least, I'd like to thank our advertisers. Without their continued support, the old Fish-wrapper would up and die. May we have a lasting relationship with all of you.

At this point I think I'll go — not too far mind you, because I intend to stay around and help where I can. I have to move along though, because there's a deadline to meet. Another issue to grind out.

Thanks again and keep up the good work.

Cheers,
Gord

Burrows Has Control

New Boss at 442

Change of Command ceremonies conducted 21 June marked the end of the military career of LCol Marc Demers as he signed over command of the elite 442 (T&R) Squadron to incoming CO LCol Sid Burrows. Retiring LCol Demers has commanded the squadron for the past eighteen months.

Well known at CFB Comox since his appointment as Base Administration Officer in August 77, LCol Burrows has had a varied and colorful career. Fourteen months after joining the RCAF he led a section of F86s across the Atlantic on Leap Frog III in the spring of 1953 and spent two years with 434 Sqn in Zweibrücken, Germany.

His flying career was curtailed in 1955 when a hawk smashed through the windshield of his F86, resulting in the loss of his left eye. He successfully recovered the aircraft and was subsequently awarded the Air Force Cross.

Upon transfer to the Fighter Controller trade, he spent many years in Air Defence Command and NORAD. His tours led him all over the northern hemisphere from 25th NORAD Region at McChord to the DEW Line.

At North Bay he was returned to flying duties as a pilot. Back in the cockpit, he took refresher flying on *Pakotas* at the Air Navigation School in Winnipeg and then commanded 440 Rescue Squadron from 1968 until 1971.

In 1971, he flew a Twin Otter to Srinagar, Kashmir to replace the CAF Caribou attached to UNMOGIP (United Nations Military Observer Group India-Pakistan). In December of the same year the Twin Otter was destroyed on the ground by attacking Indian Air Force Hunter jets during the Indo-Pakistan War. Squadron Leader Burrows returned to Canada to obtain another Twin Otter. On return from Kashmir in 1972, he was transferred as a Plans Officer to 21st NORAD Region at Syracuse, N.Y.

In 1974 he was posted to Chilliwack as a Company Commander at the CF Officer Candidate School. He was subsequently appointed Chief Training Officer and finally Deputy Commandant of the School. In February 1977 he was off to sunny Ismailia in the rank of LCol as the UNEF Chief Air Staff Officer. He was posted to CFB Comox upon his return from Egypt in August 77.

With that career history sir, we know we can look forward to great and glorious deeds in the future. We wish you the best of luck.

Awards for Two

OTTAWA — A high standard of professionalism during the changeover from the Centurion to the new Leopard battle tanks in West Germany has earned a Saskatchewan soldier a commendation from Chief of the Defence Staff Admiral Robert H. Falls.

Chief Warrant Officer Ross J. Roenspless, 46, of Anaheim, was awarded the commendation in recognition of his outstanding performance during the conversion programs in 1976 and 1977.

The citation states that his high level of technical competence and leadership were major factors in the success of the project.

Chief of the Defence Staff Commendations are awarded to members of the Canadian Forces for performance above and beyond the call of duty.

Excellent leadership and dedication have earned a



TAKING CONTROL — Lt. Col. Sid Burrows assumes the reins of command with the stroke of his trusty ballpoint. The outgoing boss, Lt. Col. Marc Demers, looks on and Marilyn stands by to make sure they do it right. Lt. Col. Demers is off to Calgary to invest in some hundred thousand dollar housing. From all of us, Sir...good luck and God Bless. Further coverage on Page 10.

New Editor



FISHWRAPPER GETS NEW HEAD HONCHO — Capt. Brian Puttock takes over the reins as of July 1st. Brian works over at the "RATCON Talk Show" and came to us with past experience as editor in Cold Lake. True, the Courier is a fine paper but Brian got tired of working for the second best military paper and came over to take control of Canada's finest. Bon chance, big Brian.

Just Shooting the Bull

OTTAWA — A slight cross wind, light drizzle or a tiny involuntary movement can shift a bullet's impact off the bull's-eye and mean the difference between winning or losing a rifle-shooting competition.

So 15 members of the Canadian Forces are remembering this while sharpening their marksmanship at CFB Esquimalt, B.C. in preparation for this year's National Rifle Association (NRA) competition at Bisley, England, July 10-22.

The team, one of three participating Canadian groups, is composed primarily of soldiers from 3rd Battalion Princess Patricia's Canadian Light Infantry (PPCLI) at Victoria, B.C. augmented with sharpshooters from 1st and 2nd Battalions PPCLI at Calgary and Winnipeg respectively, and 2nd Battalion Royal Canadian Regiment at CFB Gagetown, N.B.

In all, more than 700 marksmen from 30 countries will compete at Bisley, the

In Memorium



MCpl Clem Lemay

Thursday, 22 June, 442 (Transport and Rescue) Squadron lost a good friend and the Canadian Armed Forces a dedicated technician. While on a training dive with a fellow Para-Rescue Technician, MCpl. "Clem" LeMay disappeared into the cold dark waters of the Straits of Georgia. All of us who knew him will miss him.

However, let us not forget that he died training for a job he fully believed in. Clem was a quiet, patient man, always cheerful and highly motivated to do the job required. It was less than a year ago that he disregarded his own safety to save the life of a woman in the same waters that last week claimed him.

oldest established rifle competition in the Commonwealth. The first NRA Shoot was held in 1860 at Wimbledon Common, near London, and it was moved to Bisley in 1890. Canada has been represented each year since 1871, except during the war years.

**Next Totem Times
Deadline
Mon., July 17
PLEASE MEET OUR
DEADLINE**

Squadron & Section News

Night Hawks Nest

409's participation in Combat Pike came to an end for another year when the last four crews returned to Comox on Saturday, 17 May. Andy Dobson and Charlie Gladders stopped over in Colorado Springs on their return to attend the retirement mess dinner for Colonel Dooher.

Doug Evans and Mel Felts had a short flight from Hill AFB to Hill AFB and experienced faster heart beats and higher levels of adrenalin when they had an emergency just after take-off on their last leg home.

After the problem was taken care of and Doug and Mel were preparing to launch again, one ground crew informed them that one of the tires had blown when he announced "Better shoot that thar horse, she just broke her leg!" George Wissler and Cpl. Jim Dunham flew down the necessary parts in a T-bird and everyone spent an enjoyable evening in Utah while the aircraft was being repaired. They were able to complete their journey on Sunday.

During the last week at Tyndall, Bruce Arnold was out on one of his daily jogs when he ran across a small rattlesnake and challenged him to a duel. Bruce emerged victorious from the encounter and triumphantly jogged back to quarters where he displayed the results of his prowess to the rest of the guys.

Tom Watt and Jerry McCluer thought they had an encounter of another kind when they were out sailing. Visions of Jaws flashed through their minds when they saw black dorsal fins slicing through the water not far from their Hobie Cat.

However, it turned out that the fins were attached to porpoises who were surfacing for air.

Mark, Jerry, Tom, Lance and Jake spent one afternoon fishing and claimed to have caught 94 fish. That they caught some fish is not questioned, but 94? Sounds somewhat fishy perhaps?

Everyone dropped in to see Raleigh and Terry Emry one evening and to everyone's surprise were invited back for a barbecue later on in the week which everyone enjoyed.

On their RTB phase to Comox, Lance, Jerry, Bill and Jake stayed overnight in Las Vegas. However, the evening didn't turn out to be a profitable experience for anyone.

Major Mike Mahon flew his last trip in a Voodoo on Wednesday, 14 May. After the flight he was being positioned for a picture to commemorate the occasion when he was drenched by a sudden downpour from a metal cloud held by Major Chris Harvey-Clark. Mike said he thought something wasn't quite right when Ray Harpell was getting things set up but couldn't figure out what it was. It wasn't until it was too late that he realized a camera required a lens in order to take a picture.

John Wiggins and Bill Books flew to Edmonton on a training mission one day to intercept a CF-100 flying out of Whitehorse. However, the chunk failed to get airborne, so instead of rendezvousing over the sky above Alberta, Bill and John decided to RV in the Officers' Mess in Edmonton for supper before returning to Comox.

LCol. Tom Goodall was in



Ottawa during the past week finding out the necessary information concerning his new job as liaison officer with SAC Headquarters in Omaha, Nebraska.

Doug Evans, Dave Taylor, Lance Dann, and Dave Armstrong were away on a target trip to Edmonton and Fairchild AFB for two days last week. Apparently the two Daves have quite different approaches to flying. Dave Taylor flies a smoother, controlled evasive pattern whereas Dave Armstrong likes to be more unpredictable in his evasive tactics.

Bill Cleland and George Kulka flew to Portland and back to return equipment

borrowed by 409 for use during Combat Pike.

Last Friday, 409 took two of the base doctors flying during a formation trip to experience the thrill of high flight in the big silver jet. Both Doctors Culver-James and O'Hanlon enjoyed their ride and returned with their little white bags still in their flight suits.

Mark Shaddock and Bill Books left for Moose Jaw via Winnipeg last Friday to participate in their air show on Sunday. They returned on Monday.

Mr. C.R. Nixon, Deputy Minister of National Defence visited the squadron last Friday during his tour of the base. While at the 'Q' he was

given a demonstration of how the alert crews react when the scramble horn is sounded.

LCol. Herbert and Colin Hay were mugged on Friday evening at Beer Call. The Colonel is posted to North Bay where he will be taking over the SOOT Shop and Colin is going to RMC to take post-grad. A fly-by of the Mess was performed by the 'Q'.

On Saturday LCol. Herbert flew down to McChord where he attended the retirement mess dinner of BGen. Johnson.

Congratulations and best wishes from the Nighthawk Squadron go to Rick and Gerry who were married last Saturday afternoon at the RC

Chapel. To make their day even more memorable, the Squadron performed a 4-plane fly-past as the new bride and groom emerged from the Chapel. The final pass was a modified Prince of Wales break that thrilled everyone. The reception was held at the Officers' Mess. Mr. and Mrs. Rick Zvytski left for the East Saturday evening where they will be enjoying their honeymoon.

409 welcomes Dale and Laurel Erhart to the Nighthawk Squadron and hope they will both enjoy their stay here. Dale is a new One-O-Wonder and is now in the process of being checked out for the 'Q'. Can't wait to see you there! - Norman.

ATC News

Monday morning started with a big bang as CI-78 got underway with a simulated crash followed by a NAR. Capt. Trev Jones and Art Brooks will be acting, as Oscars for the CI and hopefully the base will pass. Day one looked good from a Tower types viewpoint.

An American civil A-C landed at the base the other day unannounced and was shocked to be greeted by armed guards. I guess he thought that he was in Campbell River and perhaps he will do some pre-planning next time that he flies to Canada (if he still has a license). As stated in the last article Keep Alert, the American summer invasion has started.

Capt. Fred Kempe and Trev Jones went to Campbell River last week to have a look at the airport and try to work out a better system for IFR traffic. A sign has been erected and the airport manager briefed to help pilots to understand our procedures. As you may be aware, Comox Ratcon handles IFR traffic in and out of Campbell River but our big problem is that we can't talk to A-C or see them on radar below about 1000 ft.

Since Campbell River is only 20 miles from the base and right on the approach to runway 11, it can get a little hairy when A-C show up in the

middle of a stream of arrivals to Comox. What would be ideal would be a Tower at Campbell River or a system of radios that would allow us to talk to A-C while they are still on the ground in Campbell River.

Capt. Jim Hue and Cpl. Brian Swallow are still checking out at Ratcon and Lt. Rick Boswell is hard at work in the Tower. IFR traffic is down with all the good weather so the Ratcon types fight tooth and nail to talk to the rare A-C and log a radar run.

Greetings to Pte. Heather Madeiros who has joined us from Goose Bay. Heather is in the able hands of Val Venne for the next few days and is really a most welcome addition to our B-stand ranks. By the way Heather, trade in your parka and snowshoes and buy an umbrella and rubber boots.

Another newbie is O-Cdt. Gorman who arrived without warning from Chilliwack and will be getting some pre-course OJT with the section.

Finally, a volunteer is still needed for this article so how about some response.

DJB

IT'S THE MOST!



The most serious vision problem among preschool children is "lazy eye." It is most effectively treated if detected before the age of six.



The leading cause of blindness in the U.S. is cataract, which accounts for 16 percent of all cases. But according to The National Society for the Prevention of Blindness, surgery can restore vision in 95 percent of all cases for which it is recommended.



Base Commanders Commendation

BTNO MAJ. OLSEER looks on as the B. Comd., Col. Burgess, presents W.O. Jim Beer with a commendation, the text of which is as follows: Warrant Officer Beer has been employed as MSE Controller and as Base MSE Safety Coordinator since his arrival at CFB Comox in September 1975. During the period early February to late April 1978 he performed both these onerous duties concurrently and throughout his tour here he has exhibited extraordinary tact and leadership ability. His reorganization of the MSE Group's statistical data reporting system, his dedicated contribution to the CF effort in support of GAMESCAN 76 and his highly effective work in MSE Safety have all shown that he is a true professional in his field. Warrant Officer Beer's greatest challenge came during a two-month period earlier this year when he organized the detailed preparations of the MSE Group to support the Base's Operational Evaluation (OP EVAL 78), while attending to very heavy normal MSE operations and the implementation of his newly approved MSE Safety Program. Warrant Officer Beer met this challenge in an exemplary manner, showing outstanding devotion to duty.

Calling All Ye R.C.A.F.

With the large number of serving and retired ex-RCAF members stationed at or living near CFB Comox, enthusiasm is growing with regard to formation of an RCAF(A) Wing in this area.

The Association is committed to speaking out, not only in the area of military aviation, but also in all other aviation areas as well. But we need your participation to be even more effective.

We have WW I and WW II members and we have many young ex-Air Cadets as members but, because recruitment in the Forces has never been carried out on a concerted basis, the proportion of serving personnel is minor. We need to correct this to fill the age gap so that we can speak for all age groups and point to in-

creased involvement by all ages.

And this would correct the age-old problem that the serving airman's Association is being run by everyone else on his behalf.

Personnel in this area interested in joining the RCAF(A), or those who wish further information, may contact Capt. Doug McKean at Loc. 327.

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By Jack House, The Director
Teacher's Scotch Information Centre

Clever Chiefs Of Scotland

If you're like most parents, you think your children are pretty smart youngsters. The Scots do, too, and they have a phrase for it—"clever child" (clever child).

Famous for many years for its high standard of education, the small country of Scotland, with just over five million people, has more universities and colleges per head of population than any other country in the world.



There are eight main universities, four ancient and four modern. The oldest university in Scotland is St. Andrews, founded in the year 1411. Glasgow comes second (1451), Aberdeen third (1494), and Edinburgh later in 1582.

These four universities are all older than any university in England, with the exception of Oxford and Cambridge. In fact, when England, with 10 times the population of Scotland, had only two universities, Scotland had four.

Commendation

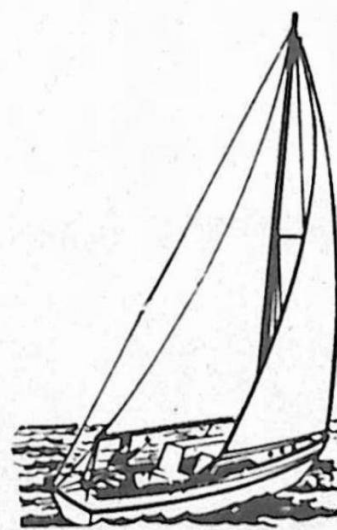
MARSHA CUDMORE graciously accepts a commendation from Col. B.T. Burgess. The text of the commendation is as follows: For her dedicated efforts in promoting a better lifestyle for the military community at CFB Comox, and because of her dedication to family, Marsha Cudmore is presented with this commendation. Marsha has unselfishly given of herself in organizing and instructing a Service wives' physical fitness program, has handled the Air Movements Unit concession for the Protestant Ladies Guild, has been an active parent in the Brownie program, and in addition has been a Sunday School teacher. Her contribution to the Base program has been a natural extension of her personal life as a wife and mother to the Cudmore family. This family was selected as family of the year at CFB Comox for 1978.



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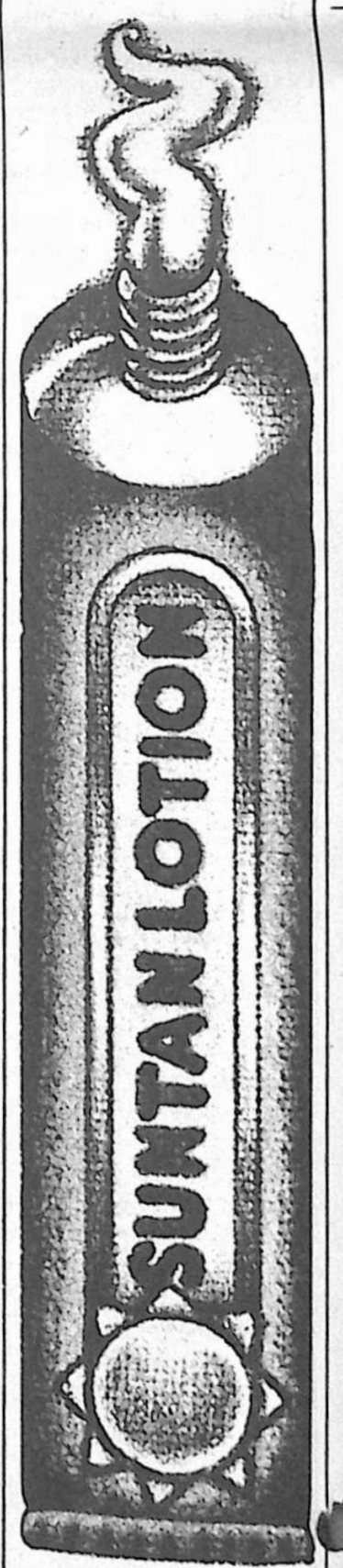
PADS FOR RENT

Falcon Trailer Park. 3/4 mile west of Base. Children welcome. Sorry, no dogs. First month - rent free. 339-3125 or 339-2576.

For Sale

FOR SALE - BY OWNER
4 BR home - LR, DR, large kitchen, fam. rm., HW floors, 2 baths, 2 fireplaces, carport, deck, large lot, apple trees, Elm Ave., Comox, \$54,900. 339-5152.

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Base Commanders Commendation

409 SQN. WEAPONS LOAD TEAM were recently commended by the B. Comd., Col. Burgess, for their outstanding performance in the NORAD-ADCOM Weapons Load competition at Tyndall AFB, Florida. The team achieved a perfect score for tool box and the first load, and a very high aggregate exam score. In the overall competition they placed second. L to R: L. Col. Herbert, Sgt. Black, MCpl. Beatty, Col. Burgess, Cpl. Fuhr, Pte. Blackmore, MCpl. Allison, Sgt. Dobson, MCpl. Marshall, MWO Geer.

Accent Safety — Sunglasses

With sunglasses, there's more to safety than meets the eye. Should you wear them? When? Why? What kind should you wear? Answers to those questions may not be easy today — especially with this confusing new list of choices.

Sunglasses should protect your eyes against bright sunlight and reflected glare. Yet both too much and too little protection can present problems.

If, for example, you spend a day at the beach and your sunglasses provide too little protection, your eyes may not adapt to diminishing light when you drive home at dusk. Poor night vision causes traffic accidents.

Overprotection is also hazardous. Sunglasses should not be worn when driving through a tunnel, in cloudy weather or at night (they should be removed at dusk). Though they reduce headlight glare, they also reduce visibility when illumination is already low.

The amount of visible light that reaches the eye through the lens is called the "transmission factor." For adequate comfort, no more than 30 per cent should be transmitted, although that can vary with the activity.

When glare is intensified, such as at the beach, on water or a ski slope, a factor as low as 10 to 15 per cent may be required. Some manufacturers attach a tag to sunglasses stating the transmission factor.

Lenses should be large enough to shield the normal angles of vision (above, below and either side) against glaring rays. A curved lens gives the least distortion as the eye moves. Wrap-around lenses can cause distortion, but may help control annoying glare from the side.

Be sure that the lenses are of equal color and density; badly matched lenses can affect depth perception and cause eye fatigue.

Which shade is right for your shades? Neutral gray or "smoke" is the best color,

according to doctors of optometry, because it provides the least color distortion and the best color perception. The tint is difficult to produce and is available only in the better quality sunglasses. Green is another good tint.

Despite their fashion appeal, colors such as pink, blue, orange, yellow and purple are unsuitable because they interfere with color perception. Red stop lights can be in different positions on traffic signals in some non-standard installations — which means a matter of life or death can be a matter of red or green.

Frames should be made of sturdy plastic or metal with hinge-and-screw joints. They should not have opaque temple pieces that interfere with side vision. A dark color is preferable to clear, light frames which may impair vision by causing annoying bright spots.

With contact lenses, wear non-prescription sunglasses. They provide both a sun shield and a dust screen to help protect against tiny particles that can lodge behind contact lenses.

All of those tips apply to sunglasses in general. Here are some pointers for photochromic and cosmetic lenses in particular.

Photochromic (or phototropic) lenses adjust to the amount of light, automatically becoming lighter or darker. But they may not give enough protection against very bright sunlight because the amount of light they'll absorb is at most 50 to 60 per cent. In other words (and numbers), their transmission factor can be as much as 40 to 50 per cent — more than the 30 per cent recommended for ordinary use.

It is also important to note that photochromic lenses need a "breaking-in" period. The lenses must be subjected to a number of lightening-darkening cycles before maximum change can be

achieved with relative ease.

And don't rely on their self-adjusting advantage when you're driving. Take them off at dusk — just as you should with any other sunglasses — "despite claims that some yellow tint lenses are helpful at night."

The same precautions apply to those fashionable new tinted eye-glasses. Notice they're called eye-glasses — not sunglasses.

No wonder. At the beach or in snow, "cosmetic" lenses filter less than 10 per cent of visible light. Transmission factor: a whopping 90 per cent — which can lead to a temporary but painful burning of the cornea or "snow blindness."

Yet while driving at night, paradoxically, cosmetic lenses can reduce the amount of visible light by as much as 85 per cent. Transmission factor: a measly 15 per cent — which means danger no matter how you look at it.

Now the Good News

So much for the dark side of sunglasses. The bright side comes from the National Society for the Prevention of Blindness.

"If you feel better and see better with sunglasses, wear them. Squinting in the sun can cause discomfort and reduce your ability to perform. And, if your visual performance is below par, you increase the risk of accident and injury.

Providing they are of good quality, sunglasses can make it safer and more enjoyable to be outdoors."

Courtesy: NSC "Family Safety"



Epitome of a Jet Jock ...

MAJOR MIKE MAHON smiles comfortably after completing his final launch on the fire pipe. From here on it's the life of leisure for "Mr." Mahon as he intends to enjoy the comforts of sailing coastal waters. Rumor has it, however, that he intends modelling for recruiting posters! Whichever it is, Mike ... best of luck from the old Fishwrapper.



In a dispute over mathematics, 16th century astronomer Tycho Brahe, fought a duel and lost the tip of his nose. He had it replaced with a gold tip.

Canex

Authorized Patrons

1. Only authorized patrons shall be entitled to Exchange privileges. All purchases from an Exchange shall be for the use of the patrons, their dependants as authorized in the following paragraphs, or as a bona fide gift.

2. Authorized patrons shall be:

a. members of the Regular Force and their dependants;

b. members of the RCMP and their dependants;

c. members of the Reserve Force on duty;

d. public servants and their dependants, including casual employees and civilian employees under full-time contract to DND, who are resident or employed on a Base or other element of DND;

e. former members of the Regular Force qualified for an annuity under the CFSA, DSPCA or a pension under the Pension Act, and their dependants;

f. widows and their dependants of Regular Force

personnel receiving a benefit under the CFSA, DSPCA, or the Pension Act, who have not remarried;

g. former civilian employees of DND in receipt of a pension on behalf of their DND service, and their dependants;

h. dependants of members of the Reserve Force when the member is on full-time service;

i. foreign military personnel on duty with or visiting the Canadian Forces, and their dependants;

j. members of the Canadian Corps of Commissioners, or other security force when residing or employed on a Base, and their dependants;

k. DND school teachers and their dependants;

m. NPF employees and their dependants; and

n. former NPF employees in receipt of a pension on behalf of their NPF service, and their dependants.

3. The definition of a dependant as contained in

QR&O, art 209.80(3)(b), shall be used in applying this article.

4. The use of Food Services facilities may also be authorized by a BComd. for:

a. members of recognized welfare organizations working within a defence establishment;

b. employees of civilian contracting firms while employed on DND contracts within a defence establishment; and

c. visitors.

5. Outside Canada, the classes of authorized patrons shall be limited as required in accordance with any agreement between Canada and the host state.

6. Any of the above authorizations may be restricted or revoked by a BComd. for cause.



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A basic guide to the Who, What, Where, When and Why of Shopping Canadian.

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Who should Shop Canadian?

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Where does it say Made in Canada?

Sometimes it doesn't. Sometimes a sign says "Produce of P.E.I." Or "B.C. Apples" or "Fabrique au Quebec" or "Made in Manitoba" or "New Brunswick Sardines" or "Grown by Saskatchewan Farmers" or "A product of Alberta" or "Fresh from Newfoundland" or "Manufactured in Ontario" or "Nova Scotia Lobster."

The point is, if you take the trouble to find out, you can usually tell.

And, if it's made anywhere in the ten Provinces or the Territories, it is made in Canada.

This ad was made in Canada. Making this ad employed (for a period of time) a writer, an art director, an account executive, a media buyer, a media planner, a typesetter, an engraver, a platemaker, a traffic operator, several switchboard operators, various mailmen, shippers and secretaries, publication reps, publication make-up people, not to mention all their various suppliers.

Everyone of these people lives and works in Canada.

Government of Canada
Industry, Trade and Commerce
Jack Horner, Minister

Gouvernement du Canada
Industrie et Commerce
Jack Horner, ministre



Shop Canadian
Magasins à la canadienne

Editorials

A View From Stu

Soviet Distrust

Have you ever wondered what Soviet children are taught about us in school? Perhaps we should be concerned -- and worried.

A recent translation of the two main Soviet text books on the Second World War, edited by Graham Lyons, offers interesting insight.

Soviet children are told that the war was actually a conspiracy of the imperialist nations of the world to destroy the Soviet Union. A unified Imperialist front between the fascist and democratic states was avoided only by the Soviet Union "skillfully taking advantage of the inter-imperialist contradictions" and thereby preventing "an anti-Soviet agreement between the two groups."

This was done by signing a non-aggression pact with Nazi Germany. The Soviet Union had to invade Finland because reactionary forces backed by France, England and the USA were going to use Finland to stage a massive attack upon the USSR. Hitler allowed the British to escape from Dunkirk so that they could fight the Soviets later, and the German blitz against England was only staged to conceal preparation for the invasion of Russia.

The invasion of Russia was met with "undisguised delight" by the reactionary circles of the U.S. and England. Truman is quoted as saying "If we see Germany winning, then we should help Russia, and if Russia is winning, we should help Germany; so in that way as many as possible should be killed."

The Allies invaded Normandy only

after it was clear that Russia had already won the war, and met with "practically no opposition."

By using the atom bomb against Japan, "the U.S. imperialists were trying to frighten the whole world, especially the Soviet Union." "It marked" claim the Russian authors "the beginning of the aggressive course steered by the U.S.A. towards the establishment of world domination."

It would be comforting to believe that the Soviets teach their children that we are a potential enemy, but that we would prefer peaceful co-existence to war.

Unfortunately, it may be that the Soviets are conditioning their people to distrust and fear the Western powers.

For example, when President Carter decided to postpone production of the Neutron Bomb, the Soviets reacted by warning the world not to be misled by Carter's "transparent propaganda," as if they saw something sinister in his act of good will.

When Canada expelled Soviet spies last spring we were condemned for systematically engineering "action hostile to the Soviet Union."

The recent American visits to China have been attacked by President Brezhnev as an attempt to play off the Soviets against the Chinese.

Regardless of what the West does, the Soviets search for, and find a sinister intent. There can be no reconciliation as long as the people are taught distrust and fear.

Maritime Mastery

"The first destroyer I served in 40 years ago cost \$1 million to build," says Admiral Ike Kidd, Supreme Allied Commander, Atlantic. "The destroyer we were building in my last posting four years ago, as Chief of Naval Material, cost between \$100 and \$125 million by the time we'd finished putting into it the things it needed. But the job they were doing was the same."

More than ever, NATO's naval commanders have money on their minds these days. At Atlantic Command headquarters here in Norfolk, the grim arithmetic of Soviet expansion dominates conversation.

According to NATO statistics, the Soviet Union is spending between 11 and 13 per cent of its gross national product on defence -- and nearly a fifth of it now goes on the Navy, an enormous outlay considering that its labor costs for both production and manning are much less than NATO's.

In the past 10 years the Soviet surface fleet has developed 20 new classes of warship, besides modernizing older vessels. At the outbreak of a war, the Russians would have more than 100 submarines in the Atlantic.

"We're building one nuclear submarine every year," says the Admiral. "The Russians are building one every seven or eight weeks. That's big money: between \$200 and \$300 million a ship."

"It's very clear they are serious about this. Navies, from the taxpayers' point of view, are the most expensive instrument of war policy any nation can consider purchasing. There's never been a country in history that spent as much of its substance to build seapower as the Russians are doing if they weren't going to use it."

Soviet submarines are now a major threat to NATO's ability to sustain a non-nuclear war in Europe. (A nuclear war would be over so swiftly that that problem would not arise). Atlantic Command has a double responsibility: to reinforce Europe's NATO armies and air forces in the event of mobilization; and to begin to re-supply the Western Allies after 30 days of fighting.

"Reinforcement means we've got to move one and a half million men across the Atlantic with all their equipment," says Admiral Kidd. "But re-supply is the monster. It's so huge. We've got to re-supply armed forces already there, as well as those that go in as part of the reinforcement, and also to re-supply the civilian population with food and energy."

"It's going to take between 3,000 and 6,000 shiploads a month to do that. The nations of the Alliance own about 10,000 ships, so we can afford to lose some. The losses in the opening stages of any war are going to be staggering. We know that."

"The Soviet bloc is building forces very quickly to neutralize this effort. Their Navy is designed to cut our lines of communication -- submarines and surface ships equipped with long-range missiles to seek out and destroy shipping."

The function of naval forces in NATO's defence strategy is now under

reconsideration by the Carter administration. Some experts question whether a carrier-centred navy is any longer the best buy for the West. Each of the 13 carriers, with the ships and aircraft that support it, costs between \$4,000 and \$6,000 million to build, and as much again to operate for 15 years. The sea-lanes could be protected as effectively, it is argued, by other kinds of surface ships, by submarines and by land-based aircraft.

Besides keeping communications open across 12 million square miles of the Atlantic, the carrier force would have the task of helping possible amphibious operations on NATO's flanks in Norway and the eastern Mediterranean, and on destroying Soviet ports and airfields.

The U.S. has been investing heavily in support destroyers and F-14 fighter aircraft equipped with anti-submarine and anti-aircraft systems to defend its carriers against the Soviet naval build-up. Despite this, the carriers would be vulnerable when deployed within range of Soviet defensive powers on the NATO flanks.

The other worrying change has been the new Soviet interest in obtaining bases for their warships in distant oceans, probably for the political effect and for intelligence purposes.

Nevertheless, geography remains a strong constraint on the Soviet Navy, which must navigate straits and narrow seas to and from its home bases in the Barents Sea, the Baltic and the Black Sea. The Russians are thought unlikely to risk combatant vessels outside the range of their land-based air cover.

The long gestation period for naval vessels means that any change in the structure of NATO's defences will be a slow one. For the present, uncertainty about the general role of naval power in defence strategy and about the particular design and missions of individual vessels, has persuaded the Carter administration to slow down the ship-building program despite its commitment to increase defence spending overall by about three per cent a year over the next five years.

Operating costs will continue to rise during that period because of the more complex design of new ships being brought into service. The president, a former Navy man himself, is proposing in his 1979 budget to add one new 60,000-ton conventionally-powered carrier to the force, and to carry forward a program designed to extend the service lives of existing carriers.

But spending on naval modernization will be cut from nearly \$7,000 million in 1979 proposed by the Ford administration to under \$3,000 million. The president is also slowing down the program to re-equip nine carriers with F-14s. This will now be completed in 1985 instead of 1981. And he is planning to build only 77 new vessels in the five-year period beginning this autumn, instead of the 172 proposed by his predecessor.

Courtesy Lawrence Marks, London Observer



C.I. Team Taps Tune ... C.F.B. Comox Dances

A Letter

A few comments concerning Stu's View and the considerably less than tasteless cartoon published in the last issue of the Totem Times. The editorial itself presented a reasonably intelligent opinion regarding the suitability of females for front line combat, but I take exception to the suggestion all women are incapable, hence unsuitable, simply because they were born female. A distressingly sexist view. The fact remains that our WASP, male dominated society has not recognized a need for women in combat roles. Because there is no need, women have no choice.

Our society has only to examine the past to see where the future lies. Catherine the Great murdered her insipid husband and pulled Russia out of the Dark Ages. Isabella of Spain, disgusted with her husband's indecision, gave up her jewels and the world was proven round. Elizabeth I, ruthless and manless, established England as the greatest sea power in the world. Joan of Arc led the army of France to victory and we all know how a grateful king rewarded her when the battles were over. Thirty five years ago when the old man marched off to save the free world, the little woman abandoned her pot roast and geraniums to work in the munitions depots, shipyards and aircraft factories. She was a welder, machinist, fitter, mechanic, electrician, plumber and carpenter. Remember Rosie the Riveter?

She was also mother, father, cook, nursemaid, housekeeper and cab driver. Battle stress is not always found at the front, Stu. When

Johnny came marching home again, the little lady found herself with a handful of dirty diapers on the outside of a door hurriedly shut by a paranoid male population. There was more than one reason for the post-war baby boom.

During WW II, the black serviceman was considered in much the same light as today's servicewoman. "Eleanor's Niggers" were only permitted to fight for their country in all black platoons. It was so important to keep people of color in their place, for them to remember their station in life. Thirty short years ago.

Fortunately, the Canadian Armed Forces has taken some steps toward recognizing individual aptitude regardless of sex. In the past five years, many previously all male trades have been opened to female applicants. Female recruit training now includes combat arms indoctrination. Do we see a great influx of women in the technical trades? Are there a disproportionate number of female firefighter or MSE operators? Are women taking over the Military Police?

The answer is obvious -- not all women are interested or qualified. The point is that if a woman has the aptitude and desire to be a pilot or an infanterier, why should she be shuffled into supply or administration trades? She should be given the chance to train on equal footing with other candidates. If she can't make the grade, then out she goes.

Not everyone completes the primary training of their choice -- so obvious among those of male gender, but as

yet unproved among the female. The only woman accepted for pilot training in the CF completed the course with distinction. Women applying for basic paratrooper training are accepted on the condition they meet the same physical fitness standard as male candidates. Not all women dream of doing one arm pull-ups, yet a number have been awarded paratrooper wings.

Women are not made of eggshells and mascara. To use some women's predisposition toward tears in frustrating situations as an indication of unsuitability is predictably male. Women have been raised to show their feelings, which do not necessarily interfere with mob performance, whereas men have been conditioned to repress "unmanly" displays of emotion. A woman who has vented her frustration in tears seems a much better risk than a fellow who has been

drowning his frustration in booze.

There's a lesson there, Stu. It is not a case of "anything you can do, I can do better" so much as given the opportunity, some women would choose the same job as some men, whether it be infanterier, pilot, stoker or artilleryman. After all, some men have selected the same job as some women. Live and let live.

Any argument against permitting women to choose so called male professions such as combat trades seems quickly reduced to a "gut feeling" on the part of men that women would be nothing but trouble. I suggest that feeling is centered about twelve inches below your gut, gentlemen.

Women are not interested in your job or your virility -- only in proving quite capable of making their own decisions and their own mistakes. They are not trying to score petty

A Letter ...

Dear Sir:
I read with considerable interest your editorial of Thursday, May 18, 1978, in which it was stated "Prime Minister Trudeau has promised to introduce a Bill legalizing use of the drug (marijuana) if the opposition parties would grant it quick approval".

With the greatest deference to the honest attempts of the Editor to bring forth the dangers of marijuana, the Prime Minister did not make any such statement, nor does the Liberal Party of Canada have any intention of legalizing marijuana.

The Liberal Party, at its National Convention in February 1978, passed a resolution that the simple possession of marijuana should not be an offence under the Criminal Act of Canada, but should be treated as a misdemeanour under the Food and Drug Act.

As the Member of Parliament for Comox-Alberni, I have no hesitation in stating that I am opposed to the continuation of an inequity in that a person, who has in his or her possession a joint, can be charged under the Criminal Act of Canada, convicted and hence have a criminal record, one that may affect their future efforts in obtaining employment and, secondly, one that may prevent he or she from crossing international boundaries.

The Government of Canada has, at no time, endorsed the philosophy of "legalizing" marijuana and we have advocated the retention of the Criminal Code for those who would traffic in this drug. However, as was stated many years ago by Gilbert and Sullivan, "let the punishment fit the crime" and, surely, for simple possession one's life should not be marred by a charge under the Criminal Code.

Yours truly,
Hugh Anderson, M.P.
Comox-Alberni



Lauries Point of View

victories. Freedom of choice, and indeed the right to choose, is a cause that's been around for a long time.

Neither are women trying to compete with men. They don't have to -- life goes on in the absence of the adult male as a matter of routine. Thousands of service families will attest to that fact. Further, women are no longer totally dependent on men for sexual gratification and procreation in our society is now the exception rather than the rule. An interesting point of fact is that one tablespoon of healthy semen contains enough sperm to impregnate one billion fertile women.

Snide insinuations, condescending attitudes and illogical paranoia as illustrated by that disgusting cartoon certainly gives one cause to wonder about the maturity of today's male. And there's a very valuable lesson there, Stu.

Laurilyn Haines

Misconduct:

No running. No walking.
No exercise. No effort.
Penalty—a shorter life.
No argument.

Fitness is fun.
Try some.

PARTICIPATION



CNA TOTEM TIMES

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PROMOTIONS AND AWARDS

at cfb comox



Barney German ... to Sgt.



"Chappie" Chapman ... to M.W.O.



Don McMillan
Suggestion Award



Cutter Johnson



Mike Redfern ... to M.W.O.



Mike Anderson ... to Sgt.

Photos By
Base Photo



Charlie Rutherford



Tom Smith ... to Sgt.



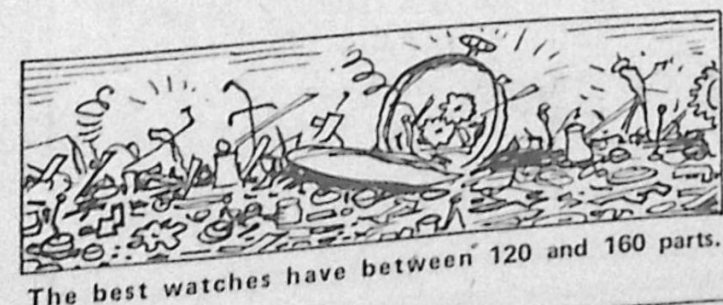
Cpl. Marseille ... to MCpl.



John McKim ... to MCpl.



Bev Kennedy ... to Cpl.



The best watches have between 120 and 160 parts.

The Long-term Care Program.

"What makes it a new way to care about people?"



I've heard a lot about this Long-Term Care Program—what I'd like to know is exactly how this Program differs from what we've had in the past. What, specifically, is 'new' about it?

In the past, those who required special care due to health problems often had to leave their homes to receive the necessary care. Services were scattered, difficult to locate and too expensive for many people. The purpose of the new Program is to co-ordinate care services and make them available to everyone who needs them—in the comfort of their own homes, wherever possible—at an affordable cost. We believe British Columbia residents should be able to receive the care they need, without financial hardship, while maintaining as much dignity and independence as possible.

Oh, so the emphasis is on home care?

Yes. While the Program does provide for residential care wherever needed, home care, homemaker services and home maintenance and repair are of prime importance.



They say the Program is not just for the elderly—is that true?

Very definitely. The Long-Term Care Program is for any British Columbia resident—young or old—who requires long-term care for health-related reasons.



You know, I think I know of someone who could benefit from the Program. Where should she go to apply?

You can get complete information and discuss your particular needs at the Long-Term Care Office in the local health unit. It's as simple as that.



So far, so good. It sounds like a straight-forward, logical approach. But now comes the big question—how much will this cost the person receiving the care?

As far as care in the home is concerned, there is often no cost involved at all. For example, there is no charge for Home Care Services where they are provided with referral from your doctor, and no charge for Homemaker Services where family unit incomes fall below certain guidelines—ranging from \$296 for a single person to \$745 for five persons. In a residential facility, the basic cost is \$6.50 per day. No extra or hidden charges can be made. However, a Room Differential may be charged where the accommodation exceeds the standards set by the Licensing Board—for example, private or semi-private rooms. These Room Differentials may run to a maximum of \$9.00 per day. The Long-Term Care Administrator at the your local health unit can provide complete details regarding your particular circumstance.

THE LONG-TERM CARE PROGRAM
A NEW WAY TO CARE ABOUT PEOPLE.



Province of
British Columbia
Hon. R. H. McClelland, Minister.

Ministry of
Health

NEWS FROM THE JOCK SHOP



CFB COMOX JUNIOR JUDO CLUB: They are front row L to R: Steven Payne, Robbie Emmerson, Andrew Williams, David Ball, Chris Keller, Lelf Freeman. Second row L to R: Charles Freeman, John Robbie, Eric Nelson, John Saunders, Steven

Blair and Robert Adie. Third row L to R: Richard Roberts, Gary Nelson, Todd Balf, Laurie Neville. Fourth row L to R: Paul Greer, Robert Nelson, Mark Whorral, Colin Blair, Brenda Audette, AND, last but not least Mr. Ken Greer -- SENSEI.

Mr. Ken Greer

PICTURED ABOVE is the CFB Comox Dependents Judo Club along with their very capable instructor Mr. Ken Greer. Ken is a MWO in the Armed Forces and has been associated with judo for many many years. This club which is conducted, controlled and very efficiently run is a fine tribute to the excellent instructor this gentleman is. The club has held workouts every week in their judo room at the Rec Centre and as can be seen by the large number of boys in this photo, the attendance rate is and always has been extremely high. From the Rec Centre and on behalf of all the parents, we would like to once again congratulate Ken on a fine season and look forward to having him and his new and old members back again next season. From all of us, "Thanks" Ken, and see you in the "DOJO".

GOLF MEMBERSHIPS

The rates have been posted for the half season memberships effective the 1 July, 78. It is hoped that all golfers and hopefuls that would like to take part in this great Canadian pastime will take advantage of this chance and become involved.

These memberships will be treated as Regular members and will enable all golfers to play golf for the rest of the season and also commence play up to and until the 1 May, 79.

Don't delay, do it today. The new rates are:

Men \$65.00
Ladies \$52.00
Husband & Wife \$104
Juniors \$20

These memberships are available at the Rec Centre WO Earl Thompson or applications may be left at the Pro Shop.

Judo

MARK WHORRAL PICKED AS "JUDOKA" OF THE YEAR. As the Junior Judo Club closes for another season, 21 club members competed in five weight class divisions on Saturday, 10th, June '78.

The winners in first, second and third places in each weight class were:

0-55 lb. class: Steve Payne; Richard Roberts; Carlos Freeman.

56-70 lb. class: Andrew Williams; John Robbie; Gary Nelson.

71-90 lb. class: Steven Blair; John Saunders; Laurie Neville.

91-135 lb. class: Colin Blair; Todd Balf; Brenda Audette.

136 and over: Mark Whorral; Robert Nelson; Paul Greer.

There were many hard fights and some were over very quickly, but, everyone gave it their all. After the Tournament all members retired to the Beach house and had a BBQ and all the losses were refought over again...verbally...We have the best Judokas in our club, hard working individuals whom I am very proud of. Congratulations to each of you on a very successful season.

In closing via this column we would like to thank those (untrained) friends who helped with the timekeeping and scoring. Mr. Gary Clarke, Mr. Ted Forget, Mr. Gerry Clark, Mr. Lloyd Robbie and last but not least my wife. Thank you for your time and effort,

SENSEI

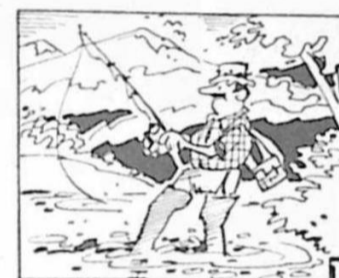


PICTURED ABOVE is Mark Whorral who was selected as the top Judoka of the year at the club's annual tournament held recently at the Rec Centre. The presentation of this prestigious award was made by Capt. A.V. Ettinger, BPERO of CFB Comox.

Protecting Our Environment

Good Environment Seen As Good For Business

No basic cause for disagreement about environmental responsibility should exist between the corporation and society since "the public's



environment is business's environment; the people who make up corporations have to breathe the same air, drink the same water, and gaze at the same scenery, as the people they work among. And a deteriorating physical environment will sooner or later result in a deteriorating business atmosphere."

Some say sneezing on Saturday means you'll see your sweetheart on Sunday.

Up Earls Alley

Now that the "Blue Backs" have stopped running the part time fishermen are now turning their intentions to the sports field. The Inter-Section Softball is really going well and the calibre of ball being played is much better than last year... The weatherman is co-operating and to date we have only had one game rained out.

The Leafs have made a few changes. They have acquired two new defencemen. One good one and one so-called tough guy. They no longer have five of their regulars who were involved in the trade with LA and the Penguins. They traded Ferguson and Carlyle to Pittsburgh for Dave Burrows and sent Glennie, Garland and Walker to LA for Hutchison and a Minor League forward. Perhaps they made these trades a little early. This season the Leafs will operate a farm team in Moncton, N.B. and they will play in the American League.

I would think that they should have kept some of the players they traded to fill the positions on their new club. Jim Gregory will be the VP and GM of the new franchise and most likely Gerry McNamara will become the coach. As a guess the Black Hawks will co-sponsor this new team along with the Leafs. They should draw well in Moncton as it really is a well established hockey community.

Detroit has loosened up the old purse strings and it kind of looks as if they will have both Reggie Vachon and Butch Goring signed up before the week is out. The acquisition of these two players will certainly strengthen this team. Of course it is old news that the Rangers have picked up the two Swedes from Winnipeg but how about the Canucks.

That's all they need is more players that can skate around with eggs in their hockey pants and no fear of breaking any. They certainly will not get the toughness they need from European players. They are holding their Training Camp (The Canucks) right here in Courtenay. They should attract a large number of followers and it will be a real treat for the local populace to see a Training

Camp. Even though they didn't fair too well in the overall standings last year they are a professional team and do have some good talent.

As pros they can skate further, faster, longer and have a harder shot than most Amateurs and are physically more capable of playing the game. So, have a close look at their better players, as well as their lesser and you will agree that they do have that big extra required to be a Pro.

The Base team is starting to dig in and win their share of games and the "Old" general "Kip" the Whip is back and will once again take over the helm. The fans are starting to rumble and word has it that Bill Hill has been delegated to the "Bull Pen" Staff. Bill is one of the Primary pitchers in this area and is a treat to watch performing on the mound. He is all business and walks very few batters and his control is excellent.

The Base Team Totems are beginning to regain their form of last year and one of the

newcomers to this year's squad is Bob Cuvilier as Mr. Fleet Foot of the League and is having an outstanding season both defensively and offensively. He is truly a team man and is a truly talented athlete.

Harvie Herauf and Jake Jacobson have done a great job in handling the team while

"Kip" has been away (looking after Dobbie and keeping him in line) and have accomplished a heck of a lot in the fact that they, through their efforts, have got the team finally hitting. As the saying goes "It's not fielding the ball that is the problem, it's what you do after you get it that matters most..."

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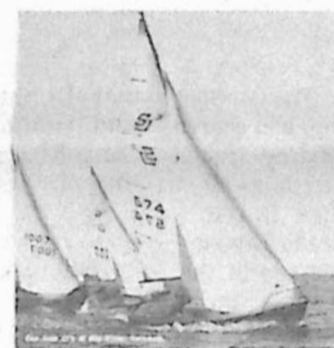
RECREATION SCHEDULE

May 78 - March 79

1-3 Aug. 78—Pac Region Tennis CFB Chilliwack
23-25 Aug. 78—Pac Region Softball - Large Base CFB Kamloops
17-25 Sep. 78—"National" Softball CFB Comox
29 Sep. - 1 Oct. 78—Pac Region Soccer CFB Esquimalt
26 - 27 Oct. 78—Pac Region Flagfootball ... CFB Comox
11 - 13 Dec. 78—Pac Region Bowling CFB Comox
24 - 26 Jan 79—Pac Region Broomball ... CFB Comox
6 - 9 Feb. 79—Pac Region Curling CFB Chilliwack
13 - 16 Feb. 79—Pac Region Hockey CFB Chilliwack
5 - 8 Mar. 79—Pac Region Badminton CFB Esquimalt
22 23 Mar. 79—Pac Region Volleyball CFB Esquimalt
TBA—Pac Region Basketball TBA
TBA—Pac Region Squash TBA
TBA—Area One Softball TBA
TBA—Area One Badminton/Bowling/Curling TBA
TBA—Area One Volleyball TBA

NOTE: (1) Schedule of TBA activities to be finalized.
(2) Pac Region Meeting scheduled 2-4 Oct. 78 in Nanaimo to formulate the calendar for Mar. 79 onward.

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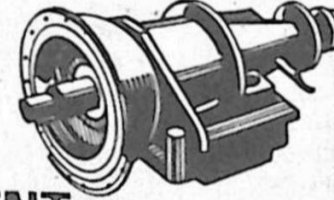
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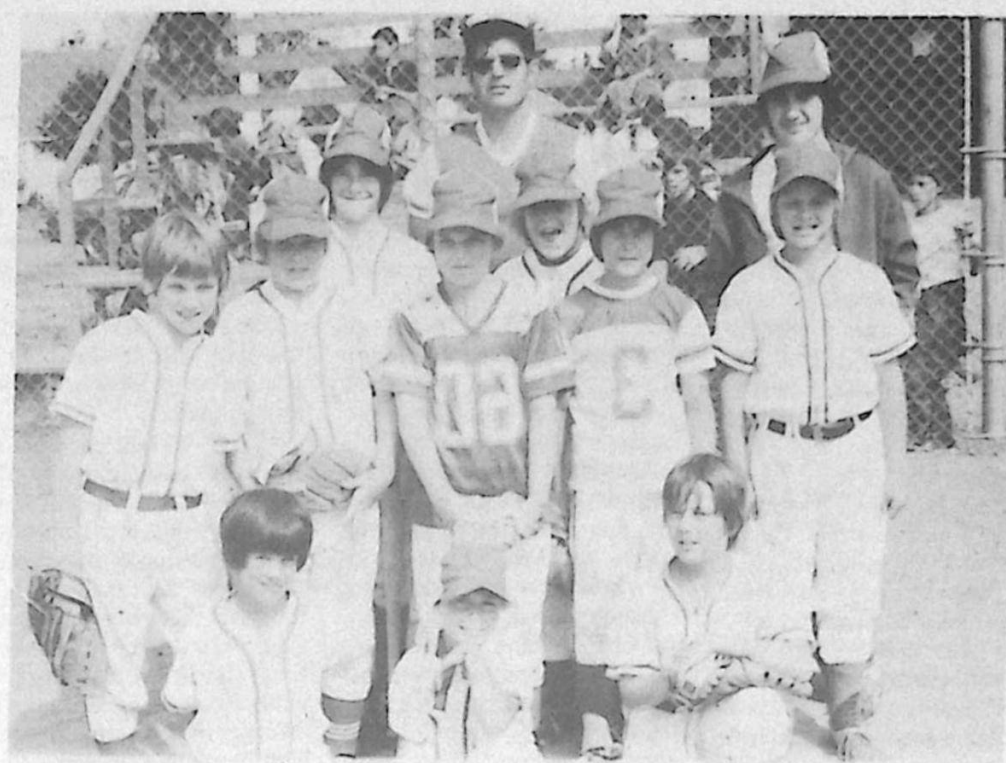
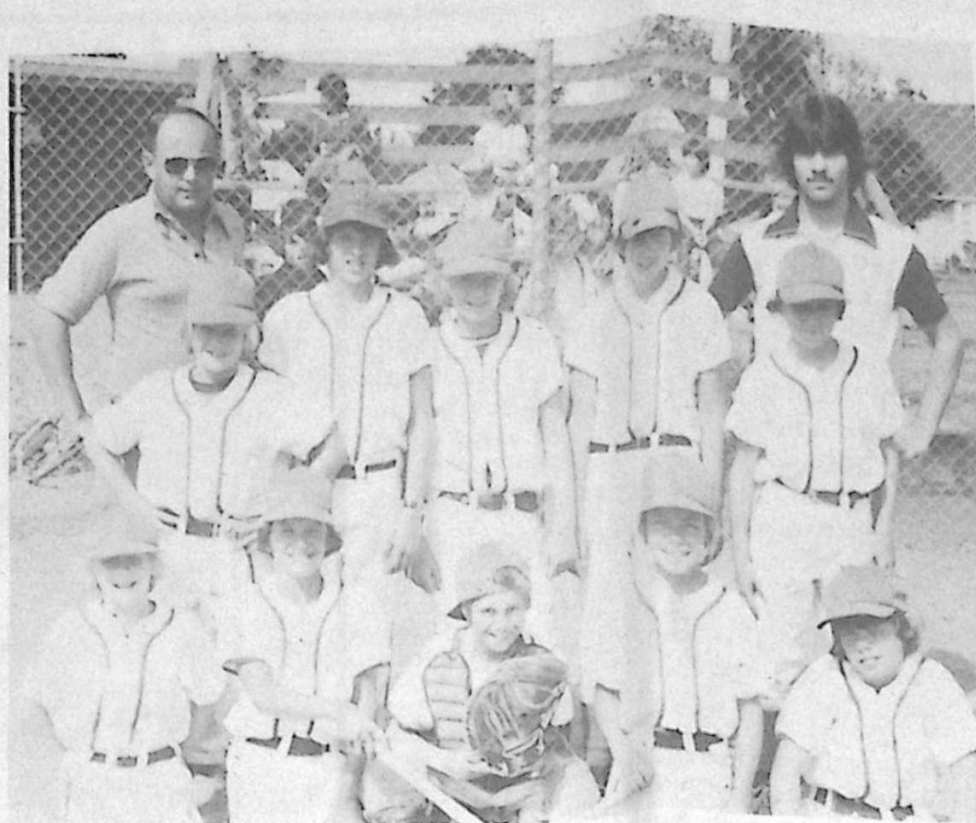
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Mean Machine

Red Racers

PICTURED ABOVE is the "Blu Jays" of the CFB Comox Little League. This team won the League title and were very capably coached by Dave Tucker and Larry Thoren. Thanks guys for a job well done and for taking the time and effort required to look after these boys and to help make their days a lot more enjoyable. The names of the boys are not available but, a couple of the recognizable boys are pictured in the second row on the extreme right, 1st row of the bleachers, they are: Garry "Killer" Jennings and "tricky" Rick Jennings.

COURSE I
0815/0900 Hrs.-Beginners
Pre/Beginners
0845/0930 Hrs.-Beginners
Pre/Beginners
0915/1000 Hrs.-Beginners
Juniors
0945/1030 Hrs.-Junior
Intermediate

Class Load 10
Class Load 10
Class Load 10
Class Load 10
Class Load 10
Class Load 10

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COST \$10.00/10 LESSONS
Course Duration 3 July - 14 July 78

Crse. II 17 July-28 July 78

0815/0930 Hrs.-Junior
Hrs.-Beginners
0845/0930 Hrs.-Junior
Beginners

0915/1000 Hrs.-Pre/Beginners
Junior
0945/1030 Hrs.-Intermediate
Senior
1015/1100 Hrs.-Junior
Survival/RCCS

Inter-Section Softball

There has been some excitement in the Inter-Section Softball League the past couple of weeks. First, the 412 team finally lost a game and, second, the 407 team had a no hit no run game going into the top of the fifth inning, when the game was called on account of rain.

At the time the 407 team was leading the 409 team 21-0. The 407 chucker had things well in hand and if the game had gone on could possibly have come up with a perfect game. 5 innings would have constituted a game under the ten

run rule but, as they say close only counts in horseshoes and Grenades.

The "Moonshine Twins" Doug W and P Armstrong are providing the Battery combinations for the 442 team and they really are the backbone, not backside, of the team. The 409 team are on the move and are now in second place followed by the USAF-MP crew. Firehall are in fourth spot followed by Hospital and then last but not least are the revived 407 team.

In closing there are a couple

of things that you all as players are reminded of: 1. The Golden Rule of ball is; Where it rolls in the infield, and where it lands in the outfield. This is the rule of note for Foul and Fair Balls. A ball is not to be called Foul or Fair until it has come to rest, struck an object or has been touched by a person. 2. On a hit ball the Base path belongs to the fielder and, on a thrown ball the base path belongs to the runner. When you are playing the game remember these couple of goodies and it will be less embarrassing to yourself and the Umpires if you think before you squak.

Softball Wrap-up

The 24 June saw the play-offs between the "Red Racers" and the "Green Demons", to find out who would face the "Mean Machine" on 26 June for the championship.

The "Green Demons" came to bat first and scored three quick runs. The "Red Racers" came up, and scored 9 runs, which at first looked like it would be a run away in favor of the "Red Racers". NOT SO!, the Green Demons came back in the top of the 2nd to score another three runs, to make the score 9-6. The "Red Racers" had bases loaded in the bottom of the second, but could not score. The "Green Demons" by no means had given up, they scored five more runs in the top of the third to go ahead 11-9. The "Red Racers" knew by this time, that if they wanted to win, they would have to all play 100 per cent ball.

In the bottom of the third, Earl "The Pearl" Scott hit his eighth home run of the season, it looked like the ball was on its way to Comox. In the top of the fourth the score was 12-11 in favor of the "Red Racers". The "Green Demons", the winning team they are, by no means gave up. Allen Felix for the "Green Demons", hit his second home run of the season. The "Green Demons" pulled ahead of the "Red Racers" by a score of 15-12. The "Red Racers" finally got it all together in the bottom of the fourth. It was again Earl "The Pearl" Scott who started it all off with his ninth

home run, followed by Eric "The Albuquerque Turkey" Wright, hitting his third home run of the season, (the bread and butter team) and Steve "Scoop" Cook hitting his first home run. By the way "Scoop" is one of the steadiest hitters for the "Red Racers", perhaps hitting more triples, and coming through with more base hits when needed than any other ball player.

The "Red Racers" scored seven runs in the bottom of the fourth to make the score 19-12. In the top of the fifth, it seemed like the "Green Demons" were threatening again, but "The Pearl" came

through to strike out the last two batters, with bases loaded. The final score "Red Racers" 19, "Green Demons" 12.

Bruce Page for the "Green Demons" played catcher for the first time during this game, and it is worth saying, that he did a job nothing short of outstanding. Due to his aggressiveness, and alertness, no runs were scored on over throws, WELL DONE BRUCE! The score shows the "Green Demons" lost the game, but by no means are they losers. The "Green Demons" played the game like winners.

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• BIKINI BANDITS
July 6, 7, 8, 9, 10, 11, 12
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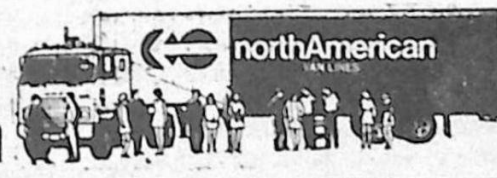
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WO's & SGT'S MESS

- 7 July — TGIF
- 14 July — Golf Tournament with Junior Ranks Club.
- 21 July — TGIF
- 28 July — TGIF - NOTE: No food at TGIF for July - August.
- 23 July — FAMILY PICNIC at Air Force Beach. Possible appearance of the "A&W Root Bear." More picnic info TBA.

MOVIES

- 2 July — GREASED LIGHTNING — Beau Bridges
- 9 July — TAXI DRIVER, Robert DeNiro
- 16 July — DRIVE IN, Glen Morchowen
- 30 July — LAST HARD MEN, Charlton Heston

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- MOVIES -

- July 4 — GREASED LIGHTNING — Beau Bridges
- July 11 — TAXI DRIVER — Robert DeNiro
- July 18 — DRIVE IN — Glen Morchowen
- July 25 — BLACK SUNDAY — Robert Shaw

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Friday,

July 21st - Mixed TGIF

Subsidized drinks 1700 - 1830 hrs. Subsidized steaks 1830 - 2030 hrs. Bottle and jackpot Draw 1800 hrs. Dance 2030 - 0030 hrs. to the "Alley Cats". Special prizes. Dress: Casual.

Family Circle

PMQ Preamble

The last PMQ Council meeting before summer recess was called to order on 23 June, 1978, by Mayor Fred Bishop. Many issues were discussed, one of which is a memorandum to all PMQ residents that will be distributed soon. There will be a general increase of 50 cents in our monthly tax assessment instituted in the fall, bringing the assessment to \$2.00 per month. This is necessary in order to offset increased yearly expenses. Please bear in mind that it has been quite a few years since the assessment has been increased. Let's face it, folks - how can we object to so little in exchange for so much for our community welfare? However, any objections should be addressed to your Ward Councillor or to Mayor Bishop.

In answer to any inquiries, the increased assessment is not just for dog catcher expenses. A decision was made to increase the present initial dog registration fee. Effective immediately, dog licence tags will be purchased from the B.HousO at the following rates: Male \$10, Spayed female \$10, Unspayed female \$20. Dogs currently wearing a CFB Comox tag are not affected by the above rates.

Domesticated cats are not a protected animal species under the laws of Canada. The number of cat complaints has surpassed those of dogs. Therefore, the licensing of cats is mandatory. The fee is \$5 for both sexes and is effective immediately with 31 August, 1978, as the deadline for tagging without penalty. In order to prevent cats from straying, a harness and long lead does work beautifully! There has been some discussion concerning a change in road construction and street widening in the areas of A to F block. This would give easier access around these blocks and is planned for the future.

Vandalism in the PMQ's has decreased, fortunately. A majority of those incidents still occurring has been due to outsiders and not PMQ residents. Community co-operation is vital in order to avoid an increase in vandalism. Please report any suspicious activities you observe in the area. We all must keep in mind that summer vacation is here and this means idle hours for many plus the special "GRAD" activities. Please return all engravers to your Ward Councillors. Loan cards for these items are planned for the future.

Captain Harry Chappin, our Housing Officer, asks that we all use common (horse variety!) sense in regard to PMQ house and ground maintenance. Watering of lawns is to be done on odd and even days in correspondence with your PMQ number. Please water only during daylight hours and do not leave your sprinkler on all night! This system should keep all our lawns green and beautiful. Do not park on grass or curbs adjacent to housing. This rule applies to each PMQ resident - not just certain people.

In accordance with PMQ Orders - there is to be no livestock in the PMQ area and that includes the gravel, free access road behind housing. Horseback riding has been observed and should be discontinued. Council has had several complaints con-

cerning the dust problem from this road. The only immediate remedy is to encourage PMQ residents to PLEASE travel slowly along this road.

IMPORTANT NOTICE - all PMQ garbage is to be completely contained within a garbage can with the lid in contact with the can top. This means that no plastic bags will be "peeking" out or hanging over the edge. For some residents it may be necessary to buy additional garbage cans!

Does anyone have "impossible to remove" window screens upstairs? In case of an emergency, these screens must be removed. If you have any problem with the removal, call C.E. Section for assistance.

Keeping down summer noise is another way we can be considerate of our neighbor. During this vacation time the sound of loud voices or music can be very irritating, especially after 10 p.m. Many people are trying to sleep and sound carries easily into open upstairs windows. Any disturbance complaints should be directed to the Security Police.

The latest word about electric meters is that they will be installed possibly by this fall. Judging for our PMQ Beautification Program will take place in August.

Miss Wendy Johnson is the co-ordinator of our Summer Playground Program. Interested applicants for supervisors of this program may apply to Council members Capt. Haines or Capt. Morey. This program will include all dependent children, ages 4-12 yrs. and will be held from 5 July to 25 August. Activities will be varied five days a week, Monday-Friday, during the hours of 0900-1200 and 1300-1600 each day. The proposed rates are \$2 per child or \$5 per family for PMQ residents and \$5 per child per week and \$10 per family per week for off base residents.

The Summer Swim Program registration will be held on 29 June at the Airport School. The classes are planned for Tuesdays and Thursdays from 1300-1500. Other summer events in the planning are a bike rodeo, bullhead derby and "fun runs"!

PMQ Council replacements are coming up in September. Ballots will be distributed to all residents on 5 Sept. to be collected on 15 Sept. Be thinking of that person in your ward that would do a fine job of representing you on council.

Many thanks to all the departing council members for jobs well done. Your hard work is appreciated. Special thanks go to Councilman LaDouceur for a fantastic job as Controller Works. He made a tremendous contribution in a tough job. Bouquets go to all our volunteers out there. What would our children do without all the wonderful people who volunteer their time and effort?

My personal thanks to Councilman George Scholer for such a fine job as Controller Publicity and writer of our PMQ Preamble. We all appreciate your efforts, George, and I promise to try hard to do as well! George has become our BTO Co-ordinator.

Please feel free to call me with any complaints, praises,

questions, news, etc. that you may have concerning the PMQ community. I represent YOU! Dee Tkacz, PMQ 71-A, phone 339-2623.

Our next PMQ Council meeting will be held on 22 September at 0800 hrs. in the Parish Hall.

PS: PS in this case means not only postscript but also Playground Supervisor. There are still some openings for the position of playground supervisor for the teens of PMQs. If there are not enough supervisors there will not be a programme. So if you are an industrious young student who does not mind putting in some long hours to gain some vital experience in working in the recreational field, call Councillor Morey at 339-5752. Deadline is Sunday, 2 July at 1200 hrs.

- B T O -

Well, 442 had a rematch with the BTO, and of course the BTO once again had to prove to the 442 who the better team was, by beating them 6 to 5. I must say though the 442 did put up a little better fight this time. This makes the BTO undefeated so far this season with four straight wins. Rumor has it, that the BTO would like to take on the "Totems", how about it "Totems"?

Dano Ryan is the one to see if anyone feels they can beat the BTO team.

Last word I heard on your washrooms BTO was that the civilian contractor was doing a job now, but as soon as he is finished, he will start on the BTO washrooms; let's hope it's soon.



Red Team

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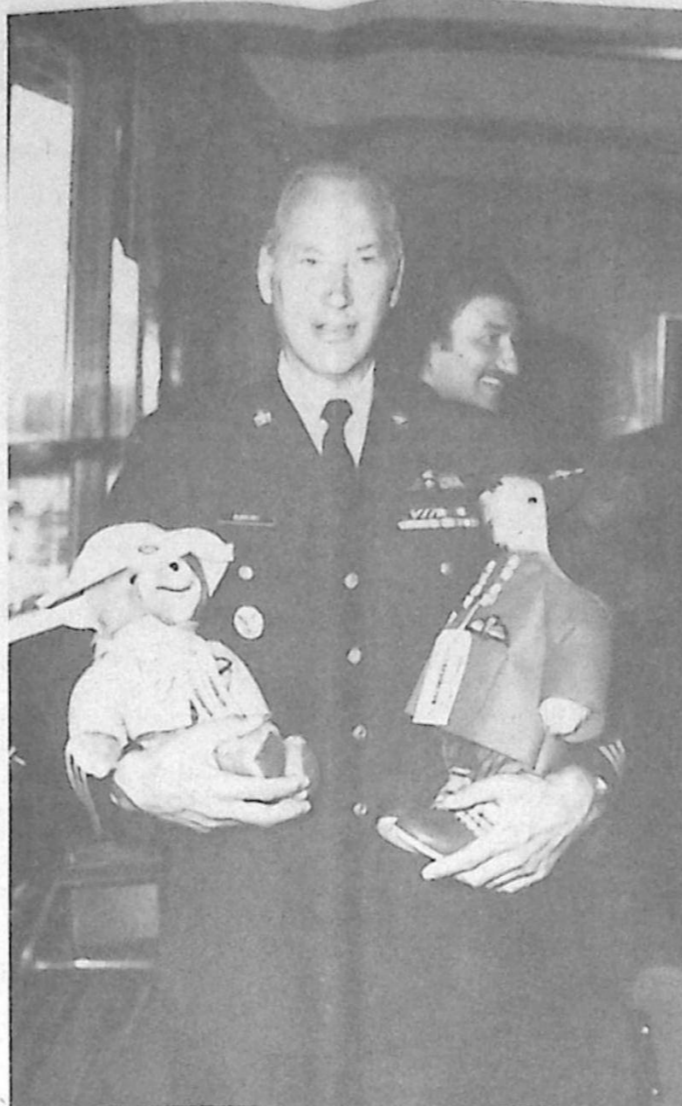
442 changeover and deputy minister's visit



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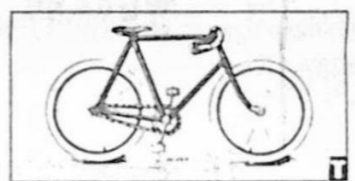
Face to Face with the New Boss



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You can give your child a boost toward becoming a good money manager if you keep in mind some basic tips that have been proven effective for others.



According to the Consumer Credit Institute, a counseling service of over 800 consumer finance companies across the

country, children receive their attitudes about money from their parents. Avoid trying to hide from them the fact that you and your spouse do not agree on money matters. Instead, be open with your children on this subject. They'll know, anyway, if something is wrong, and if they don't have the facts their fantasies could run wild.

Second, what your child is told about money should depend on his or her age and ability to accept the information. Elementary school children, for example, don't have to be told every detail of the family's finances, but they do need to know if the family is in financial trouble.

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Down Homers Do Good

OTTAWA -- Outstanding effort and dedication to duty have earned three Nova Scotia members of the Canadian Forces a commendation from Chief of the Defence Staff Admiral Robert H. Falls.

Chief Petty Officer 2nd Class John C. Van Buren, 35, of Halifax, was commended for his excellent effort during the recovery and repair of damaged variable depth sonar equipment at sea on Sept. 28, 1976. The recovery was accomplished at dusk over the stern of HMCS Algonquin while the sea was building and presenting considerable risk. The report states that his actions enabled the ship to meet her operational commitments.

Warrant Officer Leo H. Sutherland, 41, of Sydney, was awarded the commendation for excellent performance as tank gunnery warrant officer and second-in-command of Canada's team in the 1977 Canadian Army Trophy Tank competition in West Germany. The citation states that his performance and dedication to duty contributed in large measure to the team winning the prestigious NATO competition.

Sergeant Peter A. Wadden, 38, of Glace Bay, was commended for his work during the earthquake crisis in Italy in May and June, 1976. According to the citation, his leadership, devotion to duty and outstanding efforts in supplying food and water, and sincere concern for the townspeople of Venzone and Provino, brought credit to the Canadian Forces.

Chief of the Defence Staff Commendations are awarded to members of the Canadian Forces for performance above and beyond the call of duty.



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Province of British Columbia
Ministry of Health

PUBLIC NOTICE

ADVISORY COMMITTEE ON MEDICAL MANPOWER TO THE MINISTER OF HEALTH REQUEST FOR WRITTEN BRIEFS

The Advisory Committee on Medical Manpower (composed of members from the College of Physicians and Surgeons of B.C., the B.C. Medical Association, the Ministry of Health, the Health Education Advisory Council, and two lay members) is currently examining physician distribution in order to ensure the availability of high quality care, and to study the most effective utilization of medical care services in British Columbia.

The Committee is reviewing the present and projected requirements for physicians, by region and by specialty; the means of meeting these requirements, and the various mechanisms which could be employed to improve the distribution of physicians.

The Committee, therefore, respectfully requests the submission of written briefs from all interested individuals, professional associations, and the public in general, on any matter pertinent to this study. The time frame within which this Committee is working is comparatively short; therefore, it would be appreciated if all briefs were submitted by August 14, 1978 to:

Chairman,
Advisory Committee on Medical Manpower,
1515 Blanshard Street,
Victoria, B.C. V8W 3C8

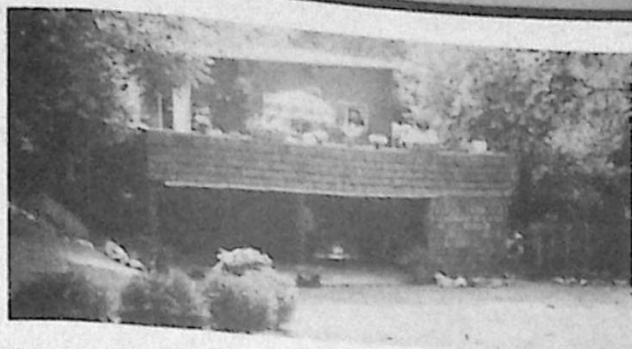
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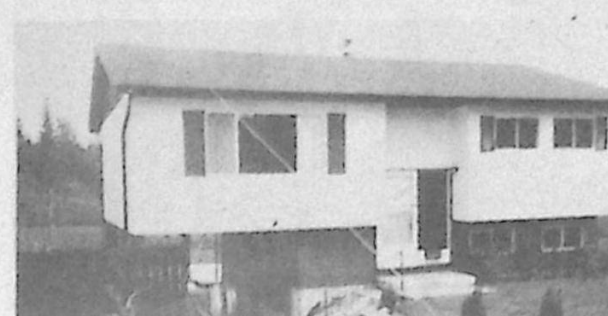
1. \$73,500



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15. \$43,000



21. \$41,500



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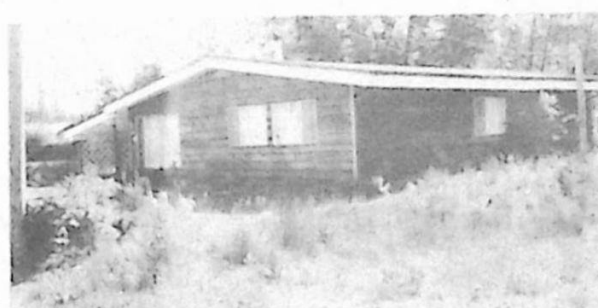
25. \$35,500



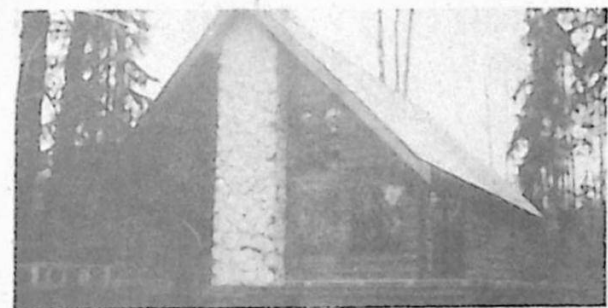
6. \$51,800



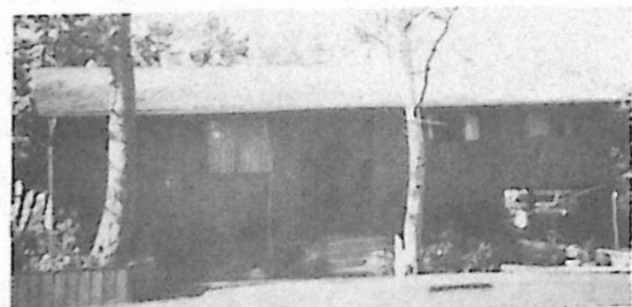
12. \$41,800



18. \$56,500



26. \$59,900



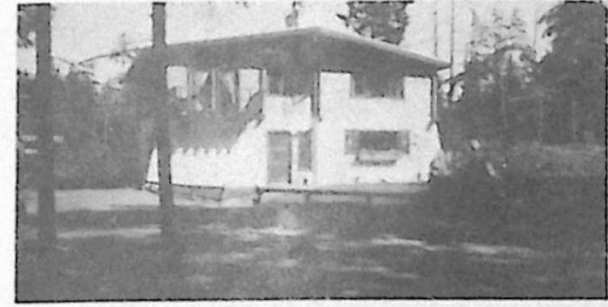
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SWEET MUSIC—Sgt. Michel Nowry, 30 of Montreal, left, and Sgt. Guy Doyon, 32 of Quebec City, receive special attention from a couple of gals representing Edmonton Klondike Day's Association during a visit of the NORAD band here last week. Delores Wozny, Klondike Kate (second from left) and Miss Klondike Dollar Days, Sharleen Thornberry, make sure band members get the message about Klondike Days.

Klondike Days

The NORAD Band of Colorado Springs, Colorado appears to have a love affair going with the city of Edmonton.

This year the two-nation band will be appearing in no less than three main attractions in Canada's most northerly major city. Beginning in the middle of June, the band made its first appearance here in 1978 at the request of the Royal Canadian Legion.

The Legion scheduled its national convention this year in Edmonton with attendance of about 4,000 delegates. The NORAD band backed up this convention by playing for

opening ceremonies, other functions and wound up their activity by appearing at the closing banquet and dance.

While here the band also performed at numerous public concerts and assisted the CF Recruiting Unit by appearing at about four high schools in the area.

In July, the band, under the direction of Lt. Col. John Nalezny assisted by CF Capt. Terry Barnes, will return to Edmonton as the guests of the Exhibition Association to present their "Showcase" of music to Edmontonians during the ten-day Klondike Days festivities.

In August, the NORAD band will once again be featured during the Commonwealth Games. While not part of the opening or closing ceremonies, the band will perform at numerous concerts throughout the Games including many appearances at the Games Athletes' Village, home of about 1,500 Commonwealth Games athletes.

The NORAD Band's association with Edmonton began in earnest in 1962 when they made their first appearance in Klondike Days. Since then the military music makers have been returning here every year. Over the years they have gained in popularity and are almost a household word.

The love affair is mutual. According to bandmaster Lt. Col. Nalezny, "We love this city. The people here are friendly and appreciative of our music. We look forward every year to returning to Edmonton and we hope we'll continue to be invited here forever".



In Italy it was believed that women who ate saffrage became more beautiful.

Holiday Time

driving safety

DRIVING TIPS FOR VACATION DRIVERS

A vacation trip by car is a great way to get away from it all. But, for a motorist, getting away from it all can mean getting away from the familiar and into an unfamiliar — and therefore unsafe — driving environment.

An urban driver freezes up at the wheel when a four-legged pedestrian sprouts antlers and jumps in front of his vehicle; a rural driver panics in the multi-welter of "one way," "no left turn," "do not enter" city traffic.

Whenever you take a motorist from his normal environment, his reactions are apt to be a little less than automatic and his driving correspondingly more dangerous. Here are a few things to know and expect when vacationing in these less than familiar surroundings. **TO DRIVE INTERSTATE EXPRESSWAYS OR THE SUPER ROADS: TAKE ANOTHER APPROACH.**

Techniques for good driving on these super roads are different. Even though you may know these techniques, a refresher does no harm.

First knowing how to get where you are going may mean consulting a map to locate your entrance to the expressway, your exit, your turnoff.

In merging from entrance ramp, match the speed of traffic and blend right in. To buck the high speed stream of expressway traffic by en-

tering slowly forces other drivers to brake suddenly or change lanes. You could cause a pile-up.

Keep with the traffic pace set by the majority. That's the safe speed for that road even if you'd like to go faster or slower. Just be sure you do not exceed the posted speed limit.

When passing, manoeuvre with ease and precision. Check to the rear and use your turn signals before changing lanes. Move into the passing lane well back, making sure the driver ahead is not also about to pass. When you can see the passed vehicle in your inside rear-view mirror, use your turn signal again and cut back into your lane.

Following distance behind the vehicle ahead should allow for a space cushion for safety. The old rule of one vehicle length for each 10 miles of speed may not be enough at high speeds. Time intervals of at least two seconds might be safer. It's easy to count the second in the time interval by noting a fixed marker the car ahead is passing and counting "one thousand and three, etc." until you pass the same marker. Since it takes one second to utter each number, you will know how many seconds separate your vehicles.

In heavy traffic when vehicles cut in front of you, pick out spots in adjacent lanes you may use as an out if trouble develops.

To see what's going on in

your traffic area all the time, keep your eyes moving, "get the whole picture," by directing your vision from side to side, to the roadway ahead, to the rear-view mirrors and back again.

Reading and heeding signs, you will be prepared for moves you must make. Super highways make no allowances for mistakes or second guesses.

Confusion is not uncommon among super-highway users, especially among those who do not follow the signs. Should you get confused, don't make any foolish mistakes. If you pass an exit you wanted to take, go to the next one. Never stop and try to back up — it could be fatal.

Getting off is the final special technique of expressway driving. Don't start slowing down before you reach your exit. Maintain speed until you turn into your deceleration lane — then decelerate at once.

HOW TO HANDLE SOME DRIVING EMERGENCIES.

Emergency situations develop suddenly. Drivers may have only a fraction of a second to make the correct move. Some drivers freeze at the wheel because they don't know what to do. In these tight situations, special driving skills are needed. Know them and practice them.

Brake Failure — Should this happen, a driver should immediately pump the brake pedal as fast and hard as you can. This may activate the brakes enough to slow or stop the car. In a power brake failure, brakes will last about 3 pumps. Shift the car to a lower gear to ease the braking power of the engine. Apply the parking brake. To make sure you remain in control, hold the parking brake release lever in the "off" position so the parking brake can start to skid.

Stuck Accelerator — If this happens while the car is moving, the driver should do three things. One, turn off the ignition switch; secondly, shift the transmission to

neutral or just press in the clutch in a stickshift. Thirdly, steer to a safe spot of the road.

Threat of head-on collision — If you find yourself threatened with a head-on crash and have some time, you should slow down as much as possible and start moving to the right and onto the shoulder. Don't go left. Flash headlights and blow horn to alert the oncoming driver in case the driver fell asleep at the wheel. If your lane is blocked at the last second, you should make a quick lane change to left or right in the shortest possible distance. Decide which direction provides the best escape route. Grip the steering wheel firmly, keep your eyes open and go in the desired direction. Do not hesitate. Running into a ditch generally has less impact than a head-on collision.

TRAILER TOWING — Most of us have occasions to tow a trailer of some kind, either as part of our work, while we are on vacation, or moving house furniture.

Here are a few tips on towing a trailer — first, your vehicle must be up to the job. A good rule of thumb is that a regular passenger car in good condition can safely tow a loaded trailer equal to about one-half the weight of the vehicle. If the vehicle is in need of a tune-up, you'll find it difficult to climb hills and gain any speed on straightaways.

The vehicle and hitch should bear about 10 per cent of the gross weight of the trailer.

ROAD TIPS — Start smoothly, accelerate evenly. Allow extra room for your turns and signal all turns. Allow more time to overtake and more time to pass. Avoid sudden manoeuvres. Expect slower stopping, therefore allow greater distance between your car and the car you are following. When backing go slow. Turn wheel in opposite direction than that which you desire your trailer to go and follow your trailer back. Be sure you know what's behind you.

WHICH HITCH — For oc-

casional towing of light trailers where the extra weight on the car (trailer tongue load) does not exceed 200 pounds, a frame-mounted ball type hitch may be used. For heavy-duty towing, towing a trailer with tongue load of 200-500 pounds, a load-equalizing frame-type hitch is a must. Bumper hitches and axle housing hitches should never be used since they impose too great a strain on the car. Failure of either the hitch or housing could result in a serious mishap.

Emergency equipment you require for possible on-the-road emergencies: Flares and blocks for holding car and trailer on steep grades. Portable electric light or lantern. First Aid Kit, fire extinguisher and tow strap or chain. Adequate tools in good condition for tightening and adjusting trailer connections loosened by road vibrations, hydraulic jack for heavy trailers as a normal automotive jack is not adequate or safe to use when repairing trailer tires.

THINGS TO REMEMBER BEFORE YOU DEPART ON A TRIP.

1. Be sure all loose items inside your trailer are secure.
2. Shut off all appliances and your propane fuel tank.
3. Be sure your trailer steps are in the stowed position.
4. Hitch your car to the trailer. Be sure it is connected properly.
5. Attach the safety chains.
6. Remove the wheel chocks, check your tires for proper inflation.
7. Check your brakes.
8. Install and adjust outside mirrors. Be sure you can see both sides of the rear of the trailer.
9. Check lights both on the car and the trailer.
10. Check your hitch again and be sure your hitch jack is fully retracted.

DO HAVE A GOOD VACATION AND REMEMBER TO DRIVE SAFELY AT ALL TIMES IF YOU WANT TO STAY ALIVE.

MSE SAFETY GROUP

Appointment

Colonel D.P. (Dan) Harrison, 42, of Vancouver will be promoted brigadier-general in August and appointed Commander of the Canadian Forces' Communication Command, Defence Minister Barney Danson has announced.

Now deputy to the Canadian representative to the NATO Military Committee in Permanent Session in Brussels, Col. Harrison succeeds Brig-

Gen. R.N. Senior.

Col. Harrison, a graduate of the Canadian Army Staff College, began his military career in 1953 with the Royal Canadian Signals Corps. He has held several senior appointments including commanding officer of 4 Signals Squadron in Soest, West Germany, and senior staff officer communications and electronics training with Training Command headquarters at Winnipeg.

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