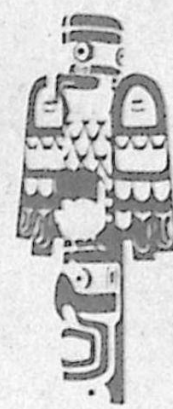




TOTEM TIMES



VOL. 20 — NO. 17.

CFB COMOX TOTEM TIMES

THURSDAY, SEPT. 14, 1978



Base photo

Comox hosts multinational exercise

MARCOT WC 78: New Zealand, British, American, and Canadian ships and aircraft are participating in Marcot WC78 all this week to exercise Maritime war forces. The overall Commander is Rear Admiral M. Martin, Commander MARPAC. Our Base Commander,

Col. Burgess, is the Air Commander. The picture above shows some of the many aircraft involved which include, New Zealand P3 Orions, USAF B52's, USN Orions, and Canadian Argus, Voodoo, Tracker, CF104, CF5 and Falcon.

New deputy commander for 25th NORAD

McChord Air Force Base, Wash. — Canadian Brigadier General John C. Henry, became the deputy commander of the 25th North American Air Defense Command (NORAD) Region at McChord Air Force Base recently. General Henry succeeds Brigadier General A.B.C. Johnson, CF, who retired after more than 35 years military service.

As deputy commander, General Henry will assume command of the 25th NORAD Region in the absence of the commander, Brigadier General Elwood A. Kees Jr., in directing the defense of more than two million square miles in the Pacific Northwest and Western Canada against manned bomber attack.

General Henry, with 29-years of service, comes to the 25th from a four-year tour as

commander of Canadian Forces Base Trenton, Ontario.

He is a native of Kirkland Lake, Ont., and graduated from the University of Toronto with a bachelor of science degree in aeronautical engineering.

This is General Henry's second assignment at McChord. The first was brief, however — temporary duty with a detachment processing Canadian Troops staging through McChord en route to the Korean War in the early 1950s.

General Henry joined the Royal Canadian Air Force (RCAF) in 1949 and drew his first flying job with the 426th (Transport) Squadron at Lachine, Quebec and later at McChord.

He then had three assignments at the Central

Experimental and Proving Establishment, sandwiched around attendance at the Empire Test Pilot's School in Farnborough, England.

General Henry completed the RCAF Staff College in Toronto in 1961, served with the U.S. Air Force space program at Wright-Patterson AFB, Ohio and in various staff positions at North Bay, Ontario and St. Hubert and

Bagotville, Quebec. In 1964 he took command of the 416th All Weather Fighter Squadron, Chatham, New Brunswick.

Three years later, General Henry was assigned to Canadian Forces Headquarters as a staff officer in plans and went on to the National Defence College in 1969.

Following graduation, General Henry became

Deputy Chief of Staff for Operations and Cadets in the prairie Region of Training Command Headquarters.

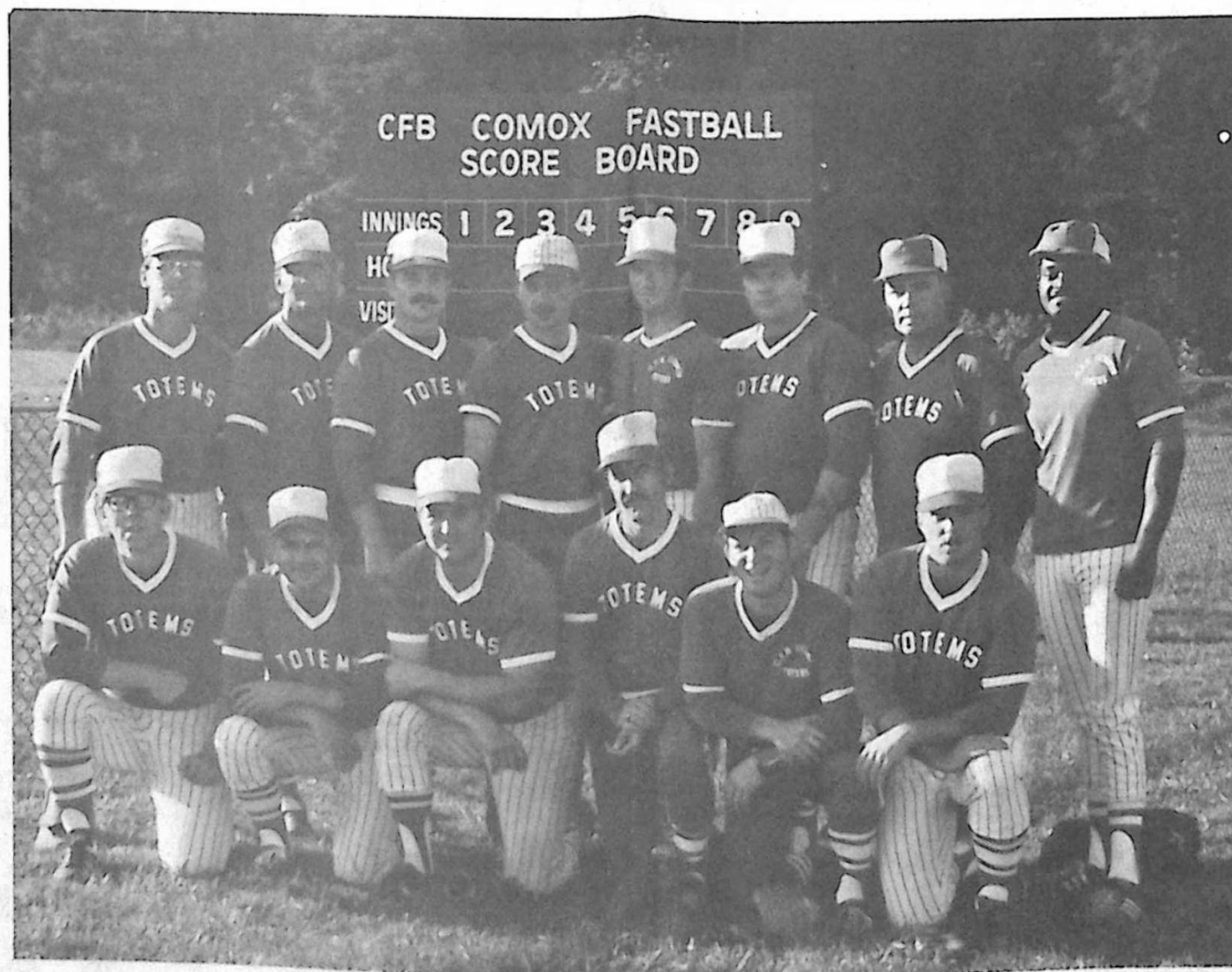
In 1971, he was assigned as Deputy Chief of Staff Plans at NORAD headquarters, a post he filled until becoming commander at Trenton.

General Henry and his wife, the former Eileen Anderson of Kirkland Lake, Ontario, have a son and four daughters.



B Gen. Henry

C.F. Photo



Base photo

Our very own Totems — good luck guys

CFB COMOX TOTEMS. Pictured above are the CFB Comox Totems fastball team. The team has won the Comox Valley Fastball Championship for yet another year and the second in a row for their Coach Kip McLean. Now it's time for the Nationals. Pictured from left to right — front row — Maynard Smith, Gary Farthing, Harvey Herauf, Bob

Couvillier, Dave Zacker, and Pat Mayo. Rear row left to right — Norm Keyes, Bill Hill, Bruce Young, Reg Tressel, Mike Jacobson, Kip "The Whip" McLean and Pete Witter. Missing from photo: Dave Molloy — Manager, Earl Brownfield, Ron Coleman, and Doug Rice. The team will not be picking up any augmentees for the Nationals.

William Tell worldwide Weapons meet '78

CFB CHATHAM, N.B.: What is William Tell? The William Tell World Wide Weapons Meet is a bi-annual flying competition involving the Canadian and American Armed Forces. Different interceptor squadrons from all over Canada, U.S.A., Iceland and Germany compete to provide a team to represent them at Tyndall Air Force Base in Florida, where the competition is held.

The goal of each team is to prove its supremacy in seeking out and destroying a simulated enemy airborne threat. The targets in this competition are unmanned remote control drones or targets towed by other aircraft.

The Canadian team consists of aircrew and groundcrew from Canadian Forces Base (CFB) Comox, B.C., CFB Bagotville, Que. and CFB Chatham, N.B. The air weapons ground controllers who direct the interceptor towards its target by means of ground based radar sites, come from St. Margarets, N.B. and North Bay, Ont.

How do you take fifty people of different backgrounds and experience and mould them

into a winning team? It is not easy. The aircrew are working twelve hours a day and theirs is not the longest day. The air weapons controllers are at their radar consoles at 0730 a.m. ready to go. With two launches of five aircraft a day, they have their work cut out!

An hour and a half to brief, an hour and a half to fly and two hours to debrief... twice a day. Ten hours should be enough, but that is not what makes a winning team. The controllers then return to their scopes in the evening for two more hours of simulated intercept training. This is the type of dedication and hard work that won the Canadian Air Weapons Controllers first place at William Tell '76.

Even more dedication and effort is required of the groundcrew. If one were to choose who was the backbone of the team, which is impossible; but if one were to choose, he would have to choose the groundcrew. The aircrew can fly superbly and be very alert, the ground controllers can be precise and give exact directions but it is all for naught if the aircraft does not get off the ground. It

is a tough job to get the many intricate radar, weapon and flight control systems in top running order.

The CF-101 Voodoo is not an easy aircraft to fly or to maintain. It is a twin jet engine dual tandem seat all-weather interceptor.

The crew consists of a pilot and an Airborne Interceptor Navigator (AI). The AI handles all the radar, infrared and electronic equipment allowing him to direct the pilot toward the target. Once within range, the pilot can then select the weapon of his choice and utilize it as the crew sees fit. The aircraft that allows them to accomplish this task is 70 feet long, has a 40 foot wing span and is 18 feet high at the tail. It weighs 26 tons and is capable of over 1200 mph. Despite its size it can still climb from brake release to 35,000 feet in just over 90 seconds. It takes off and lands at approximately 210 mph. Obviously this aircraft is a challenge to anyone involved in its operation.

So the stage is set. William Tell World Wide Weapons

(Continued on page 5)

Leopards arriving

OTTAWA — The first new German-built Leopard C-1 main battle tank (MBT) for the Canadian Forces in Canada arrives by ship in Halifax Aug. 27, destined for CFB Gagetown, N.B.

Two more are scheduled to arrive at the Montreal docks Sept. 3, headed for CFB Borden, Ont., and another half dozen will be off-loaded in Halifax in mid-September enroute to the Combat Training Centre at Gagetown.

These deliveries are part of Canada's purchase of 114

MBTs, eight armored recovery vehicles and six armored bridge layers announced by the defence department in October, 1976. The Leopard replaces the Centurion tank in service with the Canadian Forces for the past quarter century.

The entire order is expected to be completed well before August, 1979, the contractual final delivery date.

The Leopard C-1 is the most advanced of the 4,000 Leopards produced to date. It is a variant of the German Leopard 1 (A 3) currently in use with the West German army. The introduction of a computerized fire control system with a laser range finder makes Canada's Leopard the most advanced battle tank in production in the western world.

Twenty-eight Leopards, two "Taurus" armored recovery vehicles (ARVs) and one bridge-layer labelled the "Beaver" are earmarked for Gagetown. Three Leopards and one "Taurus" are slated for Borden while one Leopard will be held at Land Engineering Test Establishment, Ottawa.

The majority, 57 Leopards and three ARVs will go to the Royal Canadian Dragoons, the armored regiment of 4 Canadian Mechanized Brigade Group (4 CMBG) in Lahr, West Germany, for NATO duty in Europe. 4 Service Battalion at Lahr will have 2 ARVs for their use while 4 Canadian Engineer Regiment, also part of 4 CMBG, will receive three bridge-layer vehicles. Deliveries to Lahr begin in October.

For the present, 4 CMBG is operating with 32 Leopard 1 (A 2) models plus two ARVs and one bridge-layer on loan from the Federal Republic of Germany.

Major-General C.H. Belzile, commander, 4 CMBG, accepted the first Leopard tank on behalf of Canada, at a ceremony at the Krauss-Maffei plant, in Munich on June 29. This battle tank — MBT 18001 was then temporarily returned on loan to the company to complete quality assurance tests on additional turrets being purchased.

See page 5 for more coverage.

442 Awarded Mynarski trophy

442 Squadron has been awarded the Mynarski Trophy for 1978 by the CRAFA. This is an outstanding achievement which recognizes the professionalism and dedication the squadron has shown throughout the past year.

The trophy will be

presented at the CRAFA Search and Rescue Luncheon to be held at the Empress Hotel in Victoria on October 12.

Congratulatory messages have been coming in from across Canada. There will be more coverage of this important event in future issues.

**NEXT DEADLINE
TOTEM TIMES
Sept. 25th**

Accent on safe acts——stop that, or you'll go blind



Nighthawk's nest welcomes Ron and Nicole Neeve and Dave and Bonnie Lineker to the Squadron. Capt. Neeve comes to us from Colorado Springs while Capt. Lineker has just completed an in-

The west coast is safe for another year as 409 passed its Alert Force Capability Test Friday. Congratulations are in order for Maj. Chris Harvey-Clark, Dave Burt,

Congratulations to Terry and Linda Day on the birth of their third child, a girl.

For instance, personnel working beneath an elevated work platform, not wearing head protection; personnel using air-impact and masonry drill tools without head, ear, foot or eye protection; personnel using an obviously faulty and unsafe ladder.

In each of these cases, the supervisor could walk by, note the unsafe act and ignore it. Most of the time, the jobs

How often have YOU walked by someone who was doing a job in a way that violated safety rules? How often have YOU ignored an unsafe act and said nothing? Supervisors know that an unsafe act could cause an injury, particularly if the ordinarily alert and careful person is tired, does not feel well or is distracted.

One fact that lulls supervisors into complacency about unsafe practices is that an

Supervisors who are complacent create additional problems in enforcement and credibility. If the supervisor ignores some unsafe acts, he or she then has to decide which unsafe practices will be permitted and which will not. Once begun, it becomes more and more difficult to face the

Employees under such supervisors doubt their sincerity when they speak about safety, especially when they review a safety rule with a worker and both persons know (but don't acknowledge) that some of the safe job procedures are not being followed.

What is the solution to this problem? Each supervisor and inspector must exercise safety responsibility. Start by

If you do not do so, your safety program will be weak. Sooner or later the price will be paid in accidental injuries and damage. If you have not been exercising your safety responsibility, NOW is the time to start.

Watch Your Bird!
SAFETY SAM

The annual parade through MQs will once again signal the start of Fire Prevention Week. The popularity of our Bicycle Decorating Contest, which is held in conjunction with the MQ parade, will be held again this year, followed by an open house at the Fire Department. Watch for pre-Fire Prevention Week publicity in the next edition of the Totem Times for the scheduling of events.

and the super-heated air causes more combustibles, even those at some distance from the original area, to explode into flame. When doors between rooms are shut, the sweep of the fire through the house is slowed. Solid core doors are preferable to the cheaper, hollow-core type.

A good fire alarm can give you more time. There seems to be a natural fear of closed bedroom doors, a fear of not hearing the fire, not smelling the smoke, and of suddenly being trapped.

which is more important, that final cigarette in bed or the lives of your family?

2. Another major cause of bedroom fires are unattended appliances, in particular television sets. A television set develops a considerable amount of heat. If you have trouble staying awake while watching television, buy a cheap electronic timer to switch off the set at a selected time.

3. Lights, especially those left on in closets, can develop enough heat to ignite towels, paper wrappings, and pieces of wearing apparel. Here is something to take into consideration. A 100-watt frosted white bulb of standard, pear shape design hanging by its cord when lit, the temperatures vary on different points of its surface, but the maximum is about 300 degrees fahrenheit. That same bulb screwed into a horizontal fixture can develop 460 degrees (most oven baking is done with less heat). Even an ordinary 40-watt frosted bulb, pendant, can develop 560 degrees. Therefore, do not allow combustibles to remain in contact with electric light bulbs, keep bulbs wattage to a

minimum and never leave lights on unnecessarily.

Again common sense is the key. A reliable fire detection-alarm system is your next most reliable means of defence. If you should discover a fire in your bedroom which appears to be too far out of control for you to fight, close the door and phone your fire department immediately.

To sum it all up

You help safeguard your family when you and they:

1. Set up strong controls over the family's smoking habits.
2. Learn what causes fire.
3. Inspect the house to eliminate or control all hazards.
4. Sleep with bedroom doors shut.
5. Install a reliable fire detector-alarm system and have a sufficient number of approved fire extinguishers on hand.
6. Plan and train together to react correctly to an emergency.

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Coming to Victoria?
Posted or retiring to sunny
Victoria? For help with all
your housing needs write or
call collect to:

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& Co. Ltd.
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1667 (24 hrs.) Home 658-8449.

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One and two bedroom modern
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stove, fridge and cable. Coin
laundry. Adults, no pets.
Cedar Apts., 1009 - 10th St.,
Courtenay, B.C. V9N 1R5. Ph.
338-8578.

PADS FOR RENT

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



Courtesy

Adults \$2.75, O.A.P., \$1.00, Child, \$1.00

Mon. to Thurs., — 8:15 p.m.
Two Shows Fri. & Sat. —
7:00 & 9:00 p.m.
No Matinee This Saturday

Thurs. to Wed. - Sept. 14, 15, 16, 18, 19, 20



MATURE

"Occasional
Coarse Language"
— B.C. Director

Burt Reynolds
Sally Field

Thurs. to Wed. - Sept. 21, 22, 23, 25, 26, 27

Kris Kristofferson, Ali MacGraw



MATURE

"Some Nudity, Coarse language and Violence"—B.C. Director



Drive-In Theatre

On Thurs. to Sun. For Rest of Sept. / Sept. 14, 15, 16, 17

"CAPRICORN ONE" *plus*
"MEDEUSA TOUCH"

MATURE

Island Hwy. & Williams Beach Rd.

ALL ADMISSIONS \$3.00

ALL-RITER ADMISSIONS \$3.25

GATES OPEN 7:30 P.M.
SHOW STARTS 8:00 P.M.

Sept. 21, 22, 23, 24

"CLOSE ENCOUNTERS OF THE THIRD
KIND and
"BOBBY DEERFIELD"

MATURE

Sept. 28, 29, 30, Oct. 1

"THANK GOD IT'S FRIDAY" and
"IF I EVER SEE YOU AGAIN"

MIRACLE DRIVE-IN

BLACK CREEK, B.C. 337-5097

ADMISSION: \$3.00 PER PERSON 13 & OVER GATES 7:30 P.M. SHOW 8:15 P.M. (DUSK)

**Thurs. to Sat.,
Sept. 14, 15, 16**

"OBSESSION"
- Plus -

Robin and Marian
Love in the greatest
adventure of all
SEAN CONNERY ANITA PATTON
124 MIN.

SEPTEMBER 17-18 SUNDAY, MONDAY
Closed Tues. & Wed.

Remember Gungor?
Well take a black again baby!
THE ABDUCTORS
CHER CAPLAN
100 MIN.

PLUS

THE NEW MUSICAL
STARRING
OTIS WILLIAMS
10 MIN.
THE FIRST
MUSIC MUSICAL
"IT'S THE STAR MADE
OF WOODEN
SHOES"

SEPTEMBER 21 - SEPTEMBER 30
TEN DAYS ONLY Thurs. to Sat.
Incl. Tues. & Wed.

John Travolta Olivia Newton-John
1984 New York City
The background was Rock and Roll
It was the beginning of an era
You should learn there.

PLUS

**AMERICAN
HOT
WAX**
12-
PG
MATURE
10 MIN.

GREASE Is the word

WATCH FOR ALL WINTER OCTOBER 2

★ **FRIDAY, SEPTEMBER 15th, 22nd and 29th—**
Regular TGIF's, subsidized drinks and food,
1700-1800 hrs. Bottle and Jackpot Draws at 1800
hrs. Dress - Casual.

★ **SATURDAY, SEPTEMBER 23rd - Pub Night & Disco—**
For your evening entertainment disco dance
2030-0030 hrs. Baron of Beef on a Bun 2200-2300
hrs. Dress - Casual. Subsidized beer \$2.00 per
jug.

Sept. 16 — Dance, Music by PUNCH. Price \$5.00 per couple. Chinese food. Reservations required.

Sept. 30—Bingo & Dance. Music by "Alley Cats". \$2.00 per person entrance. 25¢ each for extra cards.

— MOVIES —

Sept. 17 24

CHIPPED BEEFSTEAK for BBQing, available at the bar, \$1.00.

MESS ENTERTAINMENT - DIAL 339-4113

- 16 SEPT. — Disco Lounge (Jeans permitted.)
- 17 SEPT. — Meet & Greet of National Softball participants 2100 hrs.
Lounge.
- 18 SEPT.— Sport Films. '77 Grey Cup highlights. Toronto Blue Jays
1st Year.
- 18 SEPT. — to 21 SEPT. Lounge open all week.
- 20 SEPT. — "DISCO" Lounge. (Jeans permitted.)
- 23 SEPT. — Dance "Good Times", good versatile group from Vancouver.
- 30 SEPT. — Lounge Open (Juke box.)

**BINGO STARTS WED. 4 OCT.
NOV. 3 FR., NOV. 4 SAT. — OKTOBERFEST
MORE INFORMATION LATER.**

—MOVIES—

- 19 SEPT. — Another Man, Another Chance. (J. Caan)
- 26 SEPT. — Great Scout & Cathouse Thursday. (Lee Marvin)
- 3 OCT. — Bridge Too Far. (All Star Cast)
- 10 OCT. — Two Minute Warning. (Charlton Heston)

—ENTERTAINMENT ANSWERING SERVICE—
PHONE 339-5212

NOTE:
Reservation cancellations for any function will be accepted up to one working day before the function at no charge to the member concerned.

Happenings at C.F.B. Comox

Out with the bad - in with the good

What do you do when you discover you have a fuel farm full of fuel that can't be used because of a technical variation in its constitution and your fuel farm was only intended to pump fuel one way, up from the wharf in Comox? The trucks that service airplanes would take about a month of 24-hour work to take the bad fuel out.

Well, you call on expert tradesmen like Sgt. Michon,

Mr. Landroche, Mr. Carter, Cpl. Robinson, MCpl. Geldert and WO Haysey, and you call for leadership and advice from people like Capt. Pridding, Capt. Gordon, Capt. Mackey and Lt. Waller. You take their advice, see that they are fed and watch them do the job.

In this case these people removed one-way check valves from the pipelines, restructured our terminal

pipeline to bypass a one-way pump, brought in a barge to hold the fuel, broke the pipeline and inserted a rented diesel pump, and together with many protective and precautionary measures to avoid a spill or fire, proceeded to reverse a system that was designed to operate one way and, over a period of four days and nights of continuous operation, it was out with the bad, some 400,000 gallons, and

in with the good, and the Base and its Operational Commanders could smile again.

Hard work and great professionalism resulted in a successful operation, reduced the lost flying time of the base to only a few hours, and avoided any interruption of our ability to meet our commitments to Search and Rescue and the NORAD Region.



Base Photo

Once burned - twice careful

MR CARTER and the barge man dip the barge tanks. We are going to be sure it is good this time before we take it.

ATC news

The arrival of "Monsoon Season" has seen a marked increase in the IFR Traffic. With the bad weather we have also had the usual rash of crashes and lost aircraft. Two incidents of lost aircraft in the Comox area both ended happily, one aircraft landing in Vancouver and the other here. Wolfgang Wolf did a fine job of vectoring an American aircraft and giving him a PAR in bad weather. The pilot had become lost and disoriented and had little IFR experience.

With two concurrent exercises this week, both the tower and Ratcon should be humming. The old digel will be flowing particularly fast on Tuesday and Wednesday nights when Felix Brave fills the sky with aircraft. Dave Blamire, Bob Walton, and Val Venne will be on checkout both nights - they will no doubt be either babbling or qualified come the end of the week (maybe both!).

Mario Tremblay has applied for his release, deciding he would rather keep his hair and his sanity. With Mario gone looks like Ted (Superstar) Norrie will have to anchor the hockey team. We are looking for a new team rep for hockey, anyone interested

should contact Mario as soon as possible.

Murray Turnbull recently checked out in the Tower making room for Dale Webb to move downstairs to Ratcon. Ratcon controllers will soon be on a 3-3-3 shift. Mixed reactions so far although it will certainly help during "quiet hours" when the sky suddenly becomes full of

Americans heading for Campbell River.

Two M.O.T. Vancouver controllers dropped in for a visit last week. We don't know yet if they were impressed or shocked! Manning procedures are a little different in M.O.T. The Quad Radar should be arriving this week, some of our Radar Controllers will be trained on it in preparation for

the installation of the new PAR. If the new Radome arrives (and works as advertised this time) and Cold Lake sort out their problems, the new PAR should be operational in the next couple of months.

Finally, we are looking for a new scribe for this article, if you would like to help out contact Trevor Jones.

1978 Car Check campaign

Much has been said about "driving defensively" that is, allowing for the other driver's mistakes and for adverse driving conditions.

More than a million Canadians have completed Defensive Driving Courses and now have a statistically proven 32 per cent less accidents as a result.

This year, the POMV Safety Sub-Council introduces a new concept to POMV owners: Defensive Maintenance i.e. having a vehicle checked thoroughly by qualified persons to make sure it is capable of safe operations. What better time to suggest this than at the end of the summer's holiday trips?

There are many checks any driver can do to ensure a vehicle is running safely. Others are more complicated, and require technical skills not possessed by the average driver. The POMV Safety Sub-Council advises "Don't Delay - cars wear and need care;" we urge all drivers to have their car checked by the Mobile Motor Vehicle Inspection Unit, which will be visiting this base

25 Sept.-29 Sept. inclusive and will be in operation at the Base Transportation Section Bld. No. 101 during normal working hours except for Monday 25 Sept. and Fri. 29 Sept. '78. The hours of operation for these two days

are as follows: 25 Sept. '78 - 1230 hrs - 1530 hrs; 26-28 Sept. 0730-1530 hrs. and 29 Sept. 0730-1200 hrs.

NOTE: There is no cost to have your vehicle inspected and if your vehicle fails inspection you are NOT compelled to have it repaired, however, if it passes the inspection, you receive safety sticker stating it has passed, therefore let's get our vehicles checked and make the 1978 Car Check Campaign a complete success.

Submitted on the behalf of your POMV Safety Sub-Council.

R.C.A. Orser Major Chairman POMV Safety Sub-Council.

Demon's Doin's

407 Squadron welcomes Wing Commander Ragg of 5 Squadron from New Zealand and Commander Denike of VP 47 from the United States who have joined us Demons to participate in the MARCOT. Good hunting gentlemen.

The Operations side of our house has been reorganized in the past while and various positions and people are now being firming up. Still heading the team is Maj. Allen with Capt. Bate as his deputy. The three main branch heads are Capt. Bate, Capt. Phoenix and Capt. Stevens.

Capt. Bob Eby has been posted to the Base as the Aurora Contact Officer. In doing so, he started quite a chain reaction. Taking over his old job is Capt. John Stevens. Next is Capt. Gerry Zanussi who is now the Jez O., taking over from Capt. Stevens. And last but not least, Capt. Murray Haines is now the TACCO of crew two, filling the spot vacated by Capt. Zanussi.

407 Squadron had another ground training day, now that the summer period is over. It started off with a general brief by Maj. Allen on the "big picture" operationally. Then various other subjects such as nuclear defence and drugs were covered.

Then in the afternoon more specified briefings were presented. The day ended with individual trade meetings where problems are ironed or argued out.

The high spot of ground training, however, was the following day which Col. Hamilton designated as a sports day. A wide variety of events attracted the participation of everyone.

Over the long weekend crew three hosted a crew from VP 47. They even managed to have some American beer to greet them with. How considerate!

Capt. Gerry Morey packed his sneakers and sweat suit and headed off for the advanced volleyball course. We

can expect Gerry back from staff school in ten weeks.

LCdr. Snoddy is now in Standards so beware of any "you-alls" in your correspondence with his office.

Crew two is heading for Greenwood for another go-around with that marvellous collection of vacuum tubes called the OFTT. Crew four will soon be leaving for the land of the giant eggrolls. And crew one has returned from

two weeks off in the liquid sunshine.

Congratulations to Terry and Betty Small on the birth of their daughter, Meghan. Rumors have it that Terry already has her on a running program and a bran diet.

Over the summer period a number of people have left the squadron and we've had many new arrivals. All of us old Demons welcome all you new Demons, who are, navigators heading the list, Capt.

Lavigne, Capt. Lammers and Capt. Parent. The observer cell has a number of new faces, MWO Doll from MP and EU, MWO Tokey, Sgt. Derocher, Sgt. Verdenhalven, Cpl. Fleming, MCpl. Miller, Cpl. Schauer and Cpl. Scott. All alone as the newest engineer is Sgt. Bill Richie. And in the line of pilots we have Maj. Brygadyr, Capt. Breen, Maj. Loader and Capt. Todd. Welcome to all of you. Capt. Shurson.

From the Upper Deck

I must draw to your attention that a major news item from 442 Sqn. went unreported last month: namely the Vanderhoof Air show.

The Squadron was invited to participate and once again sent its very best to show what Search and Rescue is all about.

During the Saturday night festivities a Wet-T-Shirt contest was held; fortunately, two of our extra crew insisted on being entered, namely Private Joyce Jack from

Supply and Lt. Gwyneth Hughes from Accounts. In spite of heavy competition Gwyneth was a unanimous first choice with Joyce close behind.

The crew of Buffalo 456 would like to take this opportunity to congratulate Gwyneth, we all agreed she was outstanding.

Any person wishing to obtain a picture of Gwyneth and Joyce should send a certified cheque for \$25.00 to 442 Operations - the negative can be retrieved for a mere

\$2500.00.

also during the Saturday night festivities two of our better known Rescue Specialists; WO Harv Copeland and MCpl Rod Verchere challenged all jumpers to a precision landing the following day. Although both deny not-only issuing the challenge but also claiming to have 25 jumps each we can all verify it. Anyway, you guessed it, they won! As both are non drinkers the remainder of the crew are awaiting the bottle of wine.

Attention - Royal Engineers

The BCCRECS was formed in June of 1978 to commemorate the contribution made by the Royal Engineers to the Crown Colony of British Columbia during the years 1885-63. There are many such commemorative units across Canada providing historical re-enactments and serving as worthy tourist attractions.

One of the initial goals of the Society is to form a Color Party of uniformed Sappers

drilled and trained in the manner of the 1850's. They will participate in the many special occasions related to B.C. history such as the re-enactment of the opening of the first parliament in Fort WANGLEY, Golden Spike Days in Port XOODY, New Westminster's Hyack Festival, Hope Brigade Days, etc.

The Society is interested in hearing from descendants of

Royal Engineer families, ex-members of the RE and RCE, with an interest in the aims of the Society and others who can contribute historical anecdotes, artifacts, photographs, etc. Membership in the Society is open to all interested persons for five dollars. The Society intends to become very active in recording early B.C. history centred around the contributions made by the Royal Engineers.

TRANSFERRED TO CFB TRENTON?

FOR INFORMATION ON HOUSING AVAILABLE IN THE TRENTON AND BELLEVILLE AREA WRITE TO: FRASER & O'NEIL LTD. REALTOR.

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FEATURE OF THE WEEK



"PICTURE PERFECT"

Immaculate 3 bedroom, full basement family oriented home. Features include floor to ceiling fireplace, 1 1/2 baths and a prime Comox location. A real beauty at \$47,500.

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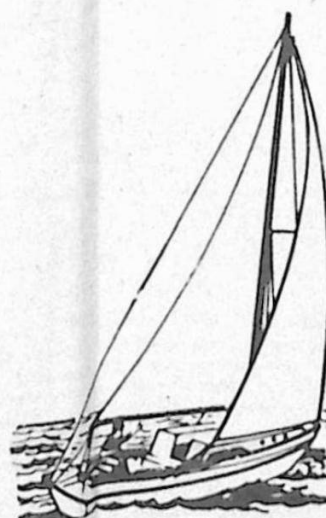


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COURTENAY, B.C.

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- Deluxe Units
- Cable Television
- Heated Swimming Pool
- 1 & 2 Bedroom Housekeeping Units
- Dining Room



A MOTEL BUILT BY AIR FORCE ENCOURAGEMENT AND EFFORTS TO CATER TO THE SPECIAL NEEDS OF OUR SERVICEMEN.

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Editorials

"I'm for me"

"Keeping up with the Jones." How many times we have heard that expression but it would be a more accurate comment on today's attitudes if we said, "Trying to keep ahead of the Jones." There seems to be a feeling that we should not only have as much as our neighbor, we need to have more. For want of a better name, it might be described as the "one-upmanship syndrome" or "If you've got yours, I want mine...plus!"

A degree of ambition is generally considered to be a good thing. Without some dissatisfaction with the status quo, there is little likelihood of progress being made. Current ambitions and expectations, however, have taken on dangerous perspectives. We now have a society that demands more from the economy than it is prepared to put in.

A result of this kind of thinking is seen in the poor productivity record of many Canadian industries. "Productivity" is the current whipping boy of the national economy and we suggest that it is not without reason. We want the higher wages, we want the increased fringe benefits, we would like job security and we want protection from many would be importers whose products can threaten our markets. (Evidence of the latter may be seen Bill C 58, in the textile and footwear quotas and in the marketing boards.)

It is certain, that if we want more than our share of the good things in life, we must be prepared to earn them, to work in a free and open market and prove that our "one-upmanship" is based on qualities that are earned. They

should not be dependent on the heritage of generations past or the hopes from generations to come.

To be a Canadian should not mean to be afraid of world competition. It should not mean that we take as a God-given right the ability to stay ahead of inflation. It does not mean that we can constantly expect our standard of living to improve without greater effort on our part or without any personal sacrifice.

It does mean that we cannot exist as a privileged group, nor condone the actions of those who may consider that they are such a group and hold to ransom the rest of the population. The denial of essential services for personal gain is a type of "one-upmanship" that shows the worst side of human nature. It demonstrates, in the very worst way, the idea that, "If you get yours, I want mine...plus!"

Are we preaching? We must admit that much of this thinking was prompted by an address heard Labor Day weekend. That the speaker should be concerned about worldliness was not surprising, that the Vancouver Board of Trade can endorse this message seems appropriate.

We would like to leave you with the thought that in a world completely given over to the "one-upmanship syndrome" there would be no winners we would all be losers. There must be a way to combat these dangerous and growing tendencies. It's time we were all aware of the disease, understood it and found some remedies.

Courtesy Vancouver Board Of Trade



Eagle squadron

defying government to fight hitler

OTTAWA - For two action-filled years, before the United States entered the Second World War, American volunteer fighter pilots flew with the Royal Air Force in three "Eagle" Squadrons (No. 71, 121 and 133), and with other RAF and RCAF squadrons as well.

Now this gallant band of ex-Eagles - far fewer in numbers, a bit grayer, and, in several cases, somewhat broader in the beam after 38 years - will hold their annual Eagle Squadron Association reunion in Ottawa this year Sept. 14-17.

They, together with members of the Royal Canadian Air Force Association and Canadian Fighter Pilots' Association, will attend several planned functions.

Also they will participate along with Canadian Forces airmen in the Battle of Britain ceremonies at Ottawa's Green Island Commonwealth Air Forces Memorial on Sunday, Sept. 17.

In 1939-40, when these American pilots declared their own war against Hitler's Germany, they were regarded by many of their countrymen as crazy young men. It wasn't America's war - yet. Others, wishing them well, admired their courageous fighting spirit.

In those days, it might be noted, American neutrality laws specified a fine of \$10,000, a prison sentence of two years, or both, for American citizens who joined the armed forces of a foreign nation at war. Happily very little attention to this law was paid by the United States Government when it came to providing American volunteers to the Allied forces and their cause.

Many of these pilots went direct to England, at their own expense, where they were

welcomed with open arms into the RAF. A considerable number of them were recruited in the United States by the Clayton Knight Committee (a sort of undercover agency that everyone knew about) and accepted into the RCAF. Some of these were transferred from the RCAF to the RAF a few months later. Several Americans, initially volunteer pilots with the Finnish and French Air Forces, joined the RAF when those nations fell to the Russian and German armies.

Two Americans made their way to Vancouver and then to England in 1939 as members of the Seaforth Highlanders Regiment, Canadian Army, where, in 1940, they managed transfers to the RAF. One American, serving as an RCAF sergeant pilot, couldn't get a posting to a fighter squadron in England - so he went AWOL, stowed away on board a Halifax troopship bound for the UK, and instead of being court-martialed, was transferred to the RAF's Eagle Squadron.

During the Second World War nearly 9,000 Americans served with the RCAF and about 700 with the RAF, and of those numbers about 300 pilots passed through the ranks of the three American-manned "Eagle" Squadrons. Just prior to the formation of the first all-American squadron, eight Americans fought in the most famous of all air battles - The Battle of Britain.

Ian Russell, DFC, of 609 Squadron, was the first American to be killed in action with the RAF. He died in a fight with German Me. 110s over Dunkirk on June 1, 1940. The others were William Fiske (601 Sqn.); Arthur Donahue, DFC, (64 Sqn.); J.K. Haviland, DFC, (151 Sqn.); P.H. Leckrone (616 Sqn.); Andrew "The Mad Russian" Manedoff V.C. "Shorty" Keough, and Eugene "Red" Tobin (all of 609 Sqn.). Keough, by the way, was only 4 feet 10 inches tall - the shortest pilot in the entire RAF. All, except for Haviland, were killed during the war.

Since so many Americans were serving with the RAF in 1940, it was decided at Air Ministry in London to organize a unit completely manned by American pilots, and so No. 71 "Eagle" Squadron was formed in September of 1940. Shortly thereafter, in May of 1941, the second "Eagle" squadron, No. 121, was activated. The third "Eagle" Squadron, No. 133, was formed in August of 1941. All three units at first flew Hawker "Hurricane" Mk 11A fighters but were later re-equipped with Supermarine "Spitfire" Mk 11A and VB fighters.

All three squadrons flew their fair share of English Channel convoy patrols, offensive fighter sweeps over France, Belgium and Holland and bomber escorts to vital enemy targets during 1941-42. On Aug. 19, 1942 the "Eagles" took part in "Operation Jubilee", providing air support for the Canadian Army's combined operations against the German stronghold at Dieppe.

Soon the records of enemy aircraft shot down by American pilots began to mount - 184 confirmed victories by mid-1942, plus a large number of enemy aircraft probably destroyed or damaged. Twenty Americans serving with the RAF achieved the coveted fighter pilot honor of ace - the foremost being Wing Commander Lance C. Wade, DWO, DFC and two Bars, the

"Arizona Wildcat", who scored 25 victories before being killed in a flying accident.

With the entry of the United States into the Second World War, the three RAF "Eagle" Squadrons were transferred on Sept. 29, 1942 to the United States Army Air Force, becoming the 334th, 335th and 336th Fighter Squadrons of the

4th Fighter Group, 8th U.S. Air Force. At their farewell parade the AOC-in-C of Fighter Command, Air Chief Marshal Sir Sholto Douglas, said of the American "Eagles": "We deeply regret this parting, for in the past 18 months we have seen the stuff of which you are made, and we could not ask for better companions with whom to see this fight through to a finish."

For a while the "Eagles" kept their Spitfires, the RAF roundels being painted over the USAAF blue and white star insignia. The 4th Fighter Group - the most famous group in the USAAF - re-equipped later with North American P-51 "Mustang" fighters, was officially credited by the war's end with

the destruction of more than 1,000 enemy aircraft.

Today the Eagle Squadron Association has a membership of some 60 American ex-fighter pilots. Thirty-eight years ago, when threatened Britain stood with her back to the wall facing a seemingly invincible German war machine, they came to her aid as part of "The Few" who fought the great air battles in European skies.

This year the "Eagles" are coming to Canada to visit their wartime Canadian comrades-in-arms, and to remind friends and potential enemies alike of the strong friendship and unity of purpose that has always existed between Canada and the United States.

BRITISH COLUMBIA

1978 CANADA

MIGRATORY BIRDS REGULATIONS

When hunting or transporting migratory game birds, you must have on your person a valid Canada migratory game bird hunting permit in addition to any required provincial hunting licence. The permit is available at post offices for \$3.50.

No person who has been convicted of a hunting offense under this Act or these regulations shall apply for or hold a Canada migratory game bird hunting permit within one year from the date of his conviction.

OPEN SEASONS, BOTH DATES INCLUSIVE						
District	Ducks, coots, and Wilson's Snipe	Black Brant	Ross Geese and Snow Geese	Other geese	Band-tailed Pigeons	Mourning Doves
No. 1	Oct 7 to Jan 21	Mar 1 to Mar 10	Oct 7 to Jan 21	Oct 7 to Jan 21 a	Sept 1 to Oct 23	-
No. 2	Oct 7 to Jan 21	Mar 1 to Mar 10 c	Oct 7 to Nov 26 and Jan 27 to Mar 10 d	Oct 7 to Jan 21 e and Oct 23 to Nov 12 h	Sept 1 to Oct 23	-
No. 3	Oct 1 to Dec 31	-	Oct 1 to Dec 31	Oct 1 to Dec 31	-	Sept 1 to Nov 30
No. 4	Sept 10 to Dec 15	-	Sept 10 to Dec 15	Sept 1 to Nov 30	-	Sept 1 to Nov 30
No. 5	Sept 22 to Dec 26	-	Sept 22 to Dec 26	Sept 22 to Dec 26	Sept 1 to Oct 23 g	Sept 1 to Nov 30
No. 6	Sept 15 to Dec 15	-	Sept 15 to Dec 15	Sept 15 to Dec 15	Sept 1 to Oct 23 i	-
No. 7	Sept 1 to Nov 30	-	Sept 1 to Nov 30	Sept 1 to Nov 30	-	-
No. 8	Oct 2 to Jan 2	-	Oct 2 to Jan 2	Oct 2 to Jan 2	Sept 1 to Oct 23	-
No. 9	Oct 16 to Jan 16	Dec 21 to Mar 10	Oct 16 to Jan 16	Oct 16 to Jan 16	Sept 1 to Oct 23	-
a. Provincial Management Units 1-1, 1-2, 1-3, 1-4, 1-6, 1-7, 1-8, 1-9, 1-10, 1-12 and 1-13 only.						
b. Provincial Management Units 1-1, 1-5 and 1-6 only.						
c. Provincial Management Unit 2-4 only.						
d. Provincial Management Units 2-4 and 2-5 only.						
e. Provincial Management Units 2-5, 2-6, 2-7, 2-12, 2-13, 2-14 and 2-15 only.						
f. Provincial Management Units 1-14, 1-15, 5-7, 5-8 and 5-9 only.						
g. Provincial Management Units 2-11, 3-13, 3-14 and 3-15 only.						
h. In Provincial Management Units 2-4 and 2-8, a Special Permit is required for Canada Geese pursuant to subsection 515 (1).						

BAG AND POSSESSION LIMITS					
	Ducks	Geese	Wilson's Snipe	Coots	Band-tailed Pigeons
Daily bag	8	5 a. c.	10	10	10
Possession	16	10 b. d.	20	20	20
a. Of which not more than three may be Brant.					
b. Of which not more than six may be Brant.					
c. Of which not more than one may be a Canada Goose in Provincial Management Units 2-4 and 2-8.					
d. Of which not more than two may be Canada Geese in Provincial Management Units 2-4 and 2-8.					

RESTRICTIONS

No person shall hunt:

- except with a long bow and arrow or with a shotgun not larger than number ten gauge;
- with a shotgun capable of holding more than three shells in the magazine and chamber combined;
- using a rifle or shotgun shells loaded with a single bullet;
- having with him, for his own use, more than one shotgun unless each shotgun in excess of loaded and disassembled or unloaded and cased;
- from any aircraft, sailboat, power boat, or motorized vehicle, or any vehicle to which a draught animal is attached;
- using live birds as decoys, or recorded bird calls.

migratory birds except during open seasons as above;

earlier than one-half hour before sunrise or later than one-half hour after sunset;

within 400 metres of an area baited with grain or other food;

who person shall kill, cripple, or wound a migratory game bird without making all reasonable efforts to retrieve the bird. The retrieved bird shall be killed immediately and included in the hunter's daily bag limit.

who person shall possess or transport a migratory game bird unless at least one wing and the plumage thereof remains attached to the bird.

PENALTY

\$10.00 to \$300.00, or imprisonment not exceeding six months, or both fine and imprisonment.

PROVINCIAL REGULATIONS

Hunters of migratory game birds are advised to check provincial regulations for additional restrictions.

Ottawa, 1978

NOTE

The above is a summary of the law. For complete information write Director General, Canadian Wildlife Service, Department of Fisheries and the Environment, Ottawa, Ontario K1A 0E7

Fisheries and Environment Canada

TOTEM TIMES

Published every second Thursday, with the kind permission of Colonel B.T. Burgess, Base Commander, CFB Comox. Second Class mail registration is 4098.

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Sports and Recreation: Earl Thompson (315)
Proofreaders: Joyce Taylor, Rhonda Windish, Joy Wallace, Claire Rathban.
Circulation: The Geneau Family 338-6215. In PMQs by: Rod Campbell (339-2045)
Chris Everilli, 339-4416.

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF or other agencies. In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item. Advertising is an offer to sell and may be withdrawn at any time. Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C. V0R 2K0. Printed in Courtenay, B.C., by the Comox District Free Press

OTTAWA - Major changes to season dates highlight the 1978 Migratory Birds Regulations for British Columbia. The regulations were announced today by the Canadian Wildlife Service, Environment Canada.

The season on ducks, coots and Wilson's snipe is considerably altered in three districts. It now runs from Sept. 15 to Dec. 15 in District 6; from Sept. 1 to Nov. 30 in District 7; and from Oct. 16 to Jan. 16 in District 9.

District 9 now has an open season on black brant, extending from Dec. 21 to March 10. Hunters are not allowed to harvest this species in District 8 this year.

In District 2, geese, other than Ross or snow geese, can be harvested from Oct. 7 to Jan. 21 in the following provincial management units in the northern part of the lower mainland: 2-5, 2-6, 2-7, 2-12, 2-13, 2-14 and 2-15. Around Vancouver, in provincial management units 2-4 and 2-8 of the same district, the season runs from Oct. 23 to Nov. 12.

Major changes to the season on geese, including Ross and snow geese, occur in Districts 6, 7, 8 and 9. The season has been postponed in District 6 until Sept. 15 and will run until Dec. 15. Geese can be hunted earlier this year in District 7, from Sept. 1 to Nov. 30. One season applies to all of District 8 - from Oct. 2 to Jan. 2. In District 9, the season has been delayed one and a half months, and will now extend from Oct. 16 to Jan. 16.

Hunting seasons have been opened on band-tailed pigeons in District 9, and provincial management units 1-14, 1-15, 5-7, 5-8 and 5-9 of District 6. These units are near Queen Charlotte Strait on the west coast. The season in both districts extends from Sept. 1 to Oct. 23. Hunters are not allowed to bag band-tailed pigeons in District 7 this year.

The season dates on mourning doves are unchanged except in District 6, where the season is closed.

Bag and possession limits remain the same as those of 1977 with one exception. In provincial management units 2-4 and 2-8 near Vancouver in District 2, not more than one of the geese bagged or two of those possessed may be Canada geese. A special permit is required for hunting Canada geese in this district. Hunters can obtain this permit from either:

Mr. G. Staines,
Regional Director,
Canadian Wildlife Service,
Pacific and Yukon Region,
5421 Robertson Rd.,
Delta, B.C.
V4K 3N2
(Phone 604-946-8546)

or

Mr. R. Robinson,
A Director,
Fish and Wildlife Branch,
Department of Recreation and Travel Industry,
Parliament Buildings,
Victoria, B.C.
V8V 1X4
(Phone 604-387-6409)

The migratory game bird hunting permit, required by all hunters except Inuit and Indians, is available at post offices at a cost of \$3.50. Hunters are advised to buy their permits early this year. Post offices also display posters of the migratory birds regulations and distribute abstracts of the regulations.

Hunters are asked to keep careful records of their daily bag complete the harvest survey questionnaire which some of them will receive at the end of the hunting season. The Canadian Wildlife Service uses data from the questionnaire to set bag and possession limits for the following year.

Last year's survey indicated that 28,000 licensed hunters in British Columbia bagged 259,500 ducks and 11,000 geese.

Promotions and awards — who got them and why

Commendation



407 Aero Engine

PICTURED HERE ARE Aero Engine technicians from 407 Sqn. Servicing receiving the Base Commanders commendation for outstanding service. From left to right are: Pte. L.C. Taylor, Cpl. D.J. Fiddy, MCpls. B.C. Clark and D.E. Hutmacher, Cpls. J.R. Orr and N.D. Duffy. The commendation reads "Presented to the above 407 Sqn. Aero Engine Technicians for their dedication to duty in performing an engine change on Argus 721 from 4 Aug. to 7 Aug. '78. Notwithstanding the high workload on an understaffed engine snag crew, and to prevent the potential loss of an operational aircraft for several days, these technicians put forth an outstanding effort to recover the aircraft by working double shifts for the entire weekend. This engine change was performed in addition to the duties required of the AE Techs during recovery of a patrol aircraft on 5 Aug., launching and recovering another patrol aircraft on 6 Aug., and a search and rescue mission on 7 Aug. Their achievement reflects credit upon themselves, their Squadron, and CFB Comox." Congratulations fellas! It is nice to see such good work recognized. Keep it up.

Certificates of service



WO Bill Tillack

DEPICTED HERE IS WO W.D. (BILL) Tillack being presented with his Certificate of Service by the Commanding Officer of VP407, LCol. P.A. Hamilton. WO Tillack is retiring after over 32 years of service. Born and raised in the southern Alberta town of Stirling, Bill enlisted in the RCAF at IORD Calgary on the 5 July 1946. After training as an Aero Engine technician, he served at Centralla, Gimli, Winnipeg, Camp Borden, Portage La Prairie, Penhold and Moose Jaw. From February to October 1969, WO Tillack spent an overseas tour in Tanzania East Africa; finally arriving at CFB Comox with 442 Sqn. and from July 72 to the present with VP407. WO Tillack and his wife Lois raised three children over the years and are now proud grandparents. They are remaining in the Comox Valley where after a few weeks holiday Bill plans in going into business for himself — possibly general contracting. We all wish you every success and happiness in your retirement and future plans.



Sgt Bud Wharton

SGT. R.E. (BUD) WHARTON is pictured here being presented with his certificate of service by LCol. P.A. Hamilton, Commanding Officer of 407 Sqn. After 29 years of service with the RCAF and Canadian Armed Forces, Sgt. Wharton has decided that there is no better place to retire than in the beautiful Comox Valley. A true westerner, Bud hails from Berwyn, Alberta (Peace River area) and enlisted in the RCAF in 1949 at RCAF Station Edmonton. After training as an Aero Engine tech at Camp Borden, Sgt. Wharton served at 6RD Trenton, Saskatoon, Winnipeg, Rivers, Portage La Prairie including a two year tour with the Golden Centennaires Aerobatic Team from 66-68. In 1970, Bud reported to 407 Sqn. where he finalized his service. Bud and his wife Marjory have raised three sons over the years, two of which are still at home. Sgt. Wharton hasn't finalized any definite plans for the future. Whatever his endeavours may be, we wish him all the best in the years to come.



MCpl Armstrong

Promotion



MCpl Lenninger

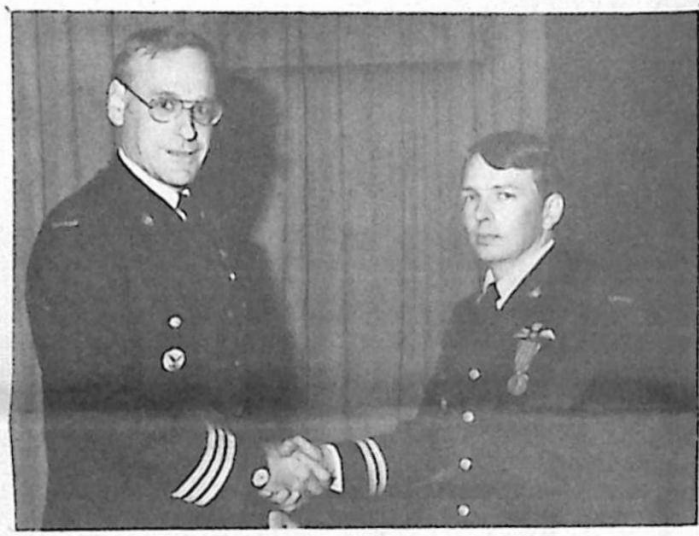
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Capt D.R. Johnson



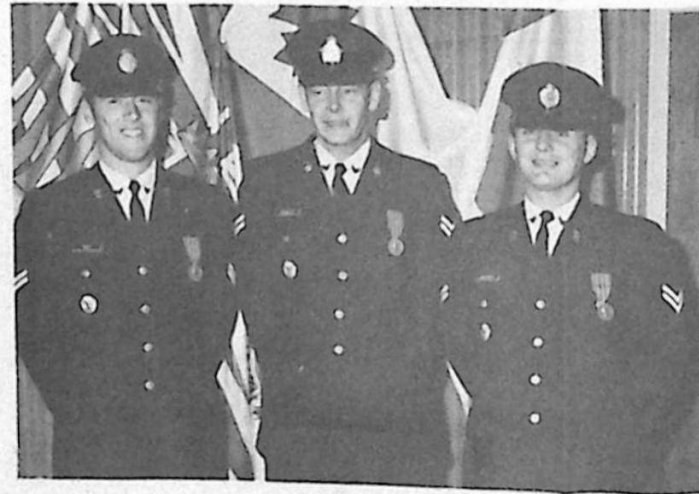
MCpl R.D. Samson



MCpl R.D. Gallant



MCpl W.D. Mobray



L. to R. Cpls Burt, Ruggler & McLaughlin



Cpl A.K. Sharp

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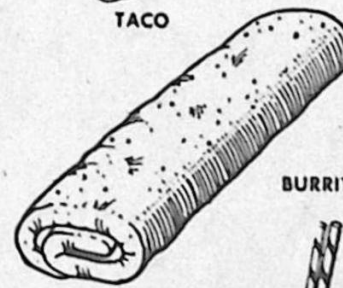
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CLIP & SAVE

Community news

around the base and around town



Stoeckl Photo

Beeyootiful

Mrs. Campbell (left) and Mrs. Heatherington

THE WINNERS OF OUR Wallace Gardens Beautification Program are the Campbells' of row housing PMQ 114E and the Heatheringtons' of

single duplex PMQ 52. They will each receive a cash prize of \$25. Congratulations!

Under the Toadstool

It's that time of year once more, Brownie and Guide registration. My, didn't the Summer pass quickly? Brownies, Guides and rangers in Comox, register at the Comox United Church, Sept. 15 from 7-8:30 p.m. The Brownies and Guides at C.F.B. Comox register at the Airport School the same date and time.

The 6th Comox Pack does not have a Brown Owl, and until some of you Mothers or older daughters come forward to help, the Pack cannot open. Also, a Lieutenant is needed for our Guide Company. You do not need experience, just the desire to help our young girls. Most of us who are leaders now, started out as you will, not knowing anything about the movement, but training is supplied, and the helpers are more than willing to "LEND A HAND".

There will be an L.A. meeting on Oct. 4, at 8 p.m. Comox United Church, Comox. Please, Mothers, if you don't attend these meetings, the L.A. cannot function, because you are the backbone of it all.

When the end of May or early June arrives on the calendar, Brownies, Guides and Rangers cease for the summer. Your daughter does not attend her weekly meetings, however, the leaders are working hard all summer, preparing Summer Camps. All the Brownies attended Camp this Summer, and the Guides attended a camp at Powell River, all 70 girls had an enjoyable time. Also, plans for the future years are being made during the summer.

A little look at events to come is Thinking Day, 1979. Hopefully, it will be on a District Level, and include Brownies, Cubs, Rangers, Scouts and Guides. Of course, there is the Cookie Day, Calendar sale, Xmas, and skating parties.

There will be a Brownie basic training in Courtenay United Church, Sept. 23 at 10 a.m. Hope most of you can make it. Even if you only listen, you learn. A Blue basic training is to be held on Oct. 14. Hazel Yeomans is our Division Training Representative, and details will be made available later.

Mrs. Ruth Hupman is our District Commissioner, and a big THANK YOU goes out to Ruth and Carol Buss for the hard work and time that was put in the Captain Cook Day parade. With very little notice they made a float with a Camping theme, and won honorable mention. WELL DONE!

The first Guiders meeting was held on Sept. 7, at 8:30 p.m. New Guiders were introduced, and a question and answer period followed. The next Guiders meeting will be held on Oct. 5 at the Comox United Church, Comox.

Until this month, "BE PREPARED TO LEND A HAND".

Teach FIRE PREVENTION Early!

TYEE KENNEL CLUB

SANCTION MATCH

will be held

SUNDAY, SEPTEMBER 17th

in Mill Bay Recreation Centre

Shawnigan - Mill Bay Rd. at Mill Bay

Junior Handling will begin at 11 a.m. followed by breed judging at 12 noon. Entries taken from 10 a.m. to 11:45 a.m.

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PMQ Preamble

School has started once again and this means more children crossing our Wallace Garden streets more frequently. Please remember to DRIVE CAREFULLY AND CAUTIOUSLY as their actions are not always predictable.

PLEASE RETURN ENGRAVERS to the Security Police at the Guard House. This will be much appreciated as they are attempting to gather them for inventory.

Catholic Catechism registration will be held at 1830 hrs. Wednesday, 27 September at the PMQ School.

Cub registration was announced in the local newspaper and has already been held. The number of boys this year is being limited unless more leaders volun-

teer. There is an URGENT NEED for help in this area. Please call Sgt. Paul Leger at 339-5317 or Sue McKenzie at 339-3518.

Brownie and Guide registration will be held on Friday, 15 September, 1900-2030 hrs. at the Airport School. Registration fee is \$6. There also is a need for a guide leader. PLEASE call Mrs. Morrison at 339-5828 or Mrs. Leblanc at 339-4414.

A reminder that YBC registrations continue this Saturday the 16th at the Bowling Alley. Teams will be formed following this and team captains will get word to their players as to scheduled starting times on the 23rd. Late registrations will be accepted but it may mean waiting until an opening

comes up to get on a team.

Want to get "fit and trim" ladies? We all have an obligation to ourselves to be the best we CAN be and to keep our bodies as fit as possible. Here is your chance. Jill Smith is leading the exercise class this year at the Rec. Center Gym. Classes will be held each week on Monday, Wednesday, and Friday at 1000 hrs., beginning 25 September. Babysitting facilities will be available. For further questions, please call Jill at 339-5061.

As long as we are encouraging everyone to get involved in community affairs, the Totem Times needs help getting out our paper and would appreciate someone that enjoyed this type of work. The next PMQ Council

meeting will be held on 28 September at 0800 hrs. at the Parish Hall. Please contact your Ward Councillor with any questions or concerns that you would like brought to the meeting.

The last word on the PMQ Council election ballots is that they will be handed out to each PMQ resident on Monday, 18 September to be picked up at the end of the week. Please vote wisely. For the new arrivals to Wallace Gardens, this can be a problem as you usually do not know all the people in your ward. Perhaps you could ask the advise of a neighbor that you do know as to who they think might be interested in the job and would make a good representative for you on Council.

Putting you in the picture

time activities.

One of the most relaxing and enjoyable ways of spending spare hours is dancing with the Ocean Waves Square Dance Club.

We hope that any newcomers to CFB Comox who have been members in other clubs across the nation will want to continue dancing

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OFFICERS' WIVES CLUB

WINE & CHEESE PARTY

Sept. 20, 1978 8:00 p.m.

Join in the Spirit!

Plan to Attend!

ALL NEWCOMERS WELCOME

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Various members have been involved with the B.C. council of families and will attend the annual meeting September 29 in Victoria.

The provincial body of foster parents have met twice over the summer. The newly elected council includes three members from region 10. Second vice-president Phyllis Primeau, Port Alberni,

recording secretary Maxine Olstad, Port Alberni and regional delegate Francis Nuttgens, Duncan.

Region 10 will be represented over the year and we are looking forward to meeting more regional foster parents. Any foster parents in region 10 are welcome to attend the regional meetings.

GOOD LUCK TOTEMS

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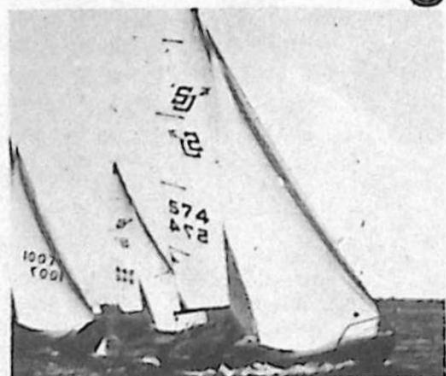
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7 and 9 P.M.

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3:15 - 5 P.M.

Mon., Tues., Wed., Thurs.

JUNIOR CURLING LEAGUE
SUNDAY AFTERNOON
1 - 3 P.M.

Contact Cheryl Rahn
338-5854

CURLING SUPPLIES
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LADIES LEAGUES

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ALTERNATING 7 & 9 P.M.

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TUESDAY AND THURSDAY AFTERNOONS
1 - 3 P.M.

Once a Week \$49⁰⁰

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A SPECIAL INVITATION TO ALL NEW
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Tuesday Evening Alternating 7 & 9 P.M.

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Enter as a Rink or Individually

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WANTING SAME LEAGUE
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LEAGUE ACTION STARTS
TUESDAY, OCT. 10th

In the news

William Tell

Questions & Answers

What is William Tell and who is involved?

The William Tell World Wide Weapons is a four week competition between interceptor aircraft from the American and Canadian Armed Forces. After a period of workups, teams representing squadrons from North America, Iceland and Germany come to Tyndall Air Force Base in Florida to compete. The Canadian Team is currently doing its workups in CFB Chatham, N.B. The idea of the competition is to test the teams in the ability to carry out their day-to-day role in a realistic environment. Interceptor squadrons role is to search for, identify visually, and, if necessary, engage unknown targets flying in Canadian airspace. In Canada, all these squadrons are part of Air Defence Group (ADG). ADG is one of the many groups in the Canadian Armed Forces. Its headquarters is in North Bay, Ontario. There are four CF 101 Voodoo squadrons in ADG, 409 Sqn in Comox, B.C., 416 Sqn in Chatham, N.B. and 425 Sqn in Bagotville, Que. The latter is the operational training unit where aircrew learn how to operate the Voodoo.

Who is on the Canadian Team and how are they chosen?

There are three sections to the team, aircrew, groundcrew and controllers. The aircrew section is made up of five pilot-navigator crews. Four regulars and one spare crew. There is one crew from each of the four squadrons plus the spare crew selected from the four. (For example, this year the pilot for the spare crew is from 409 Sqn and the navigator is from 425 Sqn.) These aircrew are selected by their supervisors based on their performance and ability.

The groundcrew section of the team has one maintenance officer, this year from 416 Sqn, and 29 technicians from different bases and trades. Since the unit is self supporting for the whole two months, workup and competition, these groundcrew have to handle any problems that arise. To do this they have Radar Techs, Engine Techs, Airframe Techs, Safety System Techs, Integral System Techs, (auto pilot, limiter systems) Instrument and Electrical Techs, Weapons Tech Air, and Communications Systems Techs. The groundcrew this year consist of seven techs from Chatham, N.B., eleven from Comox B.C. and eleven from Bagotville, Quebec. These people are selected by their supervisors as the best in their trade to help the team win.

The ground controllers, called Air Weapons Controllers, come from North Bay, Ontario and St. Margarets, N.B. This year there are four from North Bay and two from St. Margarets. The controllers are selected by means of a competition whereby the winners go to the meet. In summary, the aircrew, groundcrew, and controllers are the best that Canada has to offer. With the dedicated hard work we've seen them do in Chatham, our chances this year look very good.

Why is a special workup needed when this is our day-to-day job?

To maintain five minute alert aircraft 24 hours a day, 365 days of the year you need practice, and a certain level of expertise. However, the workup period is necessary to get people from different bases working together as a team. It is also necessary to practice all the intricate procedures that evolve as a result of working on a live weapons range. It is obviously a very strict operation to avoid any accidents. For example, to fire at a towed target requires a minimum of 12 mandatory radio transmissions before the weapon is fired.

What exactly does the competition involve?

The four aircraft on the Canadian Team each fly all four missions (or profiles).

PROFILE I

Target is a remote radio controlled drone flying about 50,000 ft. and going 1.2 times the speed of sound. The interceptor must find and try to destroy the target in a given time and airspace.

PROFILE II

Target is a remote control F-102 Jet drone at 15,000 ft. flying at 500 MPH. The interceptors are committed against the target in a pair. One must shoot on the front then the second must shoot from the stern of the target.

PROFILE III

Target is towed on five miles of wire by another aircraft. The target is 3,000 ft. above the ground and is only about 12 ft. long and 9 inches in diameter. Infra-red heat seeking missiles are used in the stern of the target.

PROFILE IV

Two targets, both manned aircraft using evasive and electronic counter measures to avoid being shot down with simulated weapons. This is the only mission not using live weapons.

How do they decide who wins?

The three sections of the team; groundcrew, aircrew, and controllers are all scored separately. The groundcrew do not accrue points but they can lose points for the team. For example, if proper procedures are not followed or an aircraft does not make a take off time, points are lost.

The aircrew are scored on their procedures and their accuracy. This is established with the aid of electronic equipment and tapes on board the aircraft, the weapon and on the ground. A panel of judges analyzes these results and scores each team accordingly.

The ground controllers are judged by another panel of experts who check on the procedures and how successfully the aircraft is directed toward the target.

How did the Canadian Team do in the past?

They have worked very hard during the workups and are the best that Canada can provide in each of their fields. In William Tell '72, '74 and '76 the Canadians came second. In 1974 we lost by 120 points out of 23,700. The Air Weapons Controllers finished first in their category in all those years, taking the controllers trophy. This year we hope to see the controllers win again, and the team as a whole get at least 121 more points!

William Tell

(Continued from page 1)

Meet '78 will start with individual team fly-ins to Tyndall AFB on 15 Sept. '78. Teams around the world are practicing hard for this meet, all eager to participate and do well. As Canadian Team Leader Major "Viscious" Vic Gerden of St. Catharines, Ontario puts it "The William Tell competition is an excellent opportunity for Canadian fliers, aircraft maintenance personnel and ground controllers to pit

themselves and their flying machines against the finest in the world.

The training and experience we will undergo will be invaluable for our entire careers. Furthermore, it is an exhilarating experience to compete against the finest in your professions and do well. I am confident that our Canadian team will perform well and at the same time be good ambassadors for Canada."

The stage is set ... bring on the Canadians!



C.F. Photo

First of 114 Leopards

HALIFAX -- The first Leopard C1 to be delivered to Canada rolls down the ramp of the container ship Atlantic Star shortly after arrival in Halifax, 27 August. The Leopard was bound for CFB Gagetown, NB.

FACT SHEET: LEOPARD C1 MAIN BATTLE TANK

Manufacturer:	Krauss-Maffei, Federal Republic of Germany
Crew:	4
Combat Weight:	42,400 kg (46.2 tons)
Height:	2.62 m (8.8 feet)
Length:	9.54 m (31 feet) (including gun); chassis only, 6.93 m (21.8 feet)
Width:	3.37 m (11 feet)
Ground Clearance:	.44 m (1.5 feet)
Armament:	Main - 105-millimeter rifled-bore (British L7A3); rate of fire is six to eight rounds per minute, using either APDS (armour-piercing discarding sabot); HEAT (high-explosive anti-tank); HESH (high-explosive squash head); or smoke and illuminating canisters Secondary - One 7.62-millimeter coaxially mounted and one cupola medium machine gun
Protection:	Multi-angle spaced-armour turret, welded armour-plate hull, self-contained fire extinguishing system, over-pressure ventilation system in crew compartment
Engine:	Mercedes-Benz 838 CaM-500, V-10 diesel, producing 830 b.h.p. (DIN), with twin mechanical superchargers; compression ratio is 19.5:1
Transmission:	Automatic, four forward and two reverse speeds.
Suspension:	Torsion bars, supporting seven road wheels per side
Max road speed:	65 km/hr (40 m.p.h.)
Max cross-country speed:	40 km/hr (25 m.p.h.)
Normal road range:	500 km (375 miles)
Fuel type:	Diesel
Fuel capacity:	985 litres (200 gallons)
Fuel consumption (road):	165 litres/100 km (2 m.p.g.)
Maximum obstacle climb:	1.2 m (3.5 feet)
Maximum trench crossing:	2.9 m (9.5 feet)
Fording depth:	1 m (3.25 feet)
Deep Forging:	4.0 m (with 10 minutes preparation) (13 feet)
Gunnery Control system:	Belgian-designed laser/computer

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Hours - 7:30 a.m. - 5:30 p.m.

Drop in and see us or PHONE 339-2207

Community news

around the base and around town



Beeyootiful

Mrs. Campbell (left) and Mrs. Heatherington

THE WINNERS OF OUR Wallace Gardens Beautification Program are the Campbells' of row housing PMQ 114E and the Heatheringtons' of

single duplex PMQ 52. They will each receive a cash prize of \$25. Congratulations!



Stoeckl Photo

PMQ Preamble

School has started once again and this means more children crossing our Wallace Garden streets more frequently. Please remember to DRIVE CAREFULLY AND CAUTIOUSLY as their actions are not always predictable.

PLEASE RETURN ENGRAVERS to the Security Police at the Guard House. This will be much appreciated as they are attempting to gather them for inventory.

Catholic Catechism registration will be held at 1830 hrs. Wednesday, 27 September at the MPQ School. Cub registration was announced in the local newspaper and has already been held. The number of boys this year is being limited unless more leaders volun-

teer. There is an URGENT NEED for help in this area. Please call Sgt. Paul Leger at 339-5317 or Sue McKenzie at 339-3518.

Brownie and Guide registration will be held on Friday, 15 September, 1900-2030 hrs. at the Airport School. Registration fee is \$6. There also is a need for a guide leader. PLEASE call Mrs. Morrison at 339-5828 or Mrs. Leblanc at 339-4414.

A reminder that YBC registrations continue this Saturday the 16th at the Bowling Alley. Teams will be formed following this and team captains will get word to their players as to scheduled starting times on the 23rd. Late registrations will be accepted but it may mean waiting until an opening

comes up to get on a team.

Want to get "fit and trim" ladies? We all have an obligation to ourselves to be the best we CAN be and to keep our bodies as fit as possible. Here is your chance. Jill Smith is leading the exercise class this year at the Rec. Center Gym. Classes will be held each week on Monday, Wednesday, and Friday at 1000 hrs., beginning 25 September. Babysitting facilities will be available. For further questions, please call Jill at 339-5061.

As long as we are encouraging everyone to get involved in community affairs, the Totem Times needs help getting out our paper and would appreciate someone that enjoyed this type of work. The next PMQ Council

meeting will be held on 28 September at 0800 hrs. at the Parish Hall. Please contact your Ward Councillor with any questions or concerns that you would like brought to the meeting.

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Under the Toadstool

It's that time of year once more, Brownie and Guide registration. My, didn't the Summer pass quickly? Brownies, Guides and rangers in Comox, register at the Comox United Church, Sept. 15 from 7-8:30 p.m. The Brownies and Guides at C.F.B. Comox register at the Airport School the same date and time.

The 6th Comox Pack does not have a Brown Owl, and until some of you Mothers or older daughters come forward to help, the Pack cannot open. Also, a Lieutenant is needed for our Guide Company. You do not need experience, just the desire to help our young girls. Most of us who are leaders now, started out as you will, not knowing anything about the movement, but training is supplied, and the helpers are more than willing to "LEND A HAND".

There will be an L.A. meeting on Oct. 4, at 8 p.m. Comox United Church, Comox. Please, Mothers, if you don't attend these meetings, the L.A. cannot function, because you are the backbone of it all.

When the end of May or early June arrives on the calendar, Brownies, Guides and Rangers cease for the summer. Your daughter does not attend her weekly meetings, however, the leaders are working hard all summer, preparing Summer Camps. All the Brownies attended Camp this Summer, and the Guides attended a camp at Powell River, all 70 girls had an enjoyable time. Also, plans for the future years are being made during the summer.

A little look at events to come is Thinking Day, 1979. Hopefully, it will be on a District Level, and include Brownies, Cubs, Rangers, Scouts and Guides. Of course, there is the Cookie Day, Calendar sale, Xmas, and skating parties.

There will be a Brownie basic training in Courtenay United Church, Sept. 23 at 10 a.m. Hope most of you can make it. Even if you only listen, you learn. A Blue basic training is to be held on Oct. 14. Hazel Yeomans is our Division Training Representative, and details will be made available later.

Mrs. Ruth Hupman is our District Commissioner, and a big THANK YOU goes out to Ruth and Carrol Buss for the hard work and time that was put in the Captain Cook Day parade. With very little notice they made a float with a Camping theme, and won honorable mention. WELL DONE!

The first Guiders meeting was held on Sept. 7, at 8:30 p.m. New Guiders were introduced, and a question and answer period followed. The next Guiders meeting will be held on Oct. 5 at the Comox United Church, Comox.

Until this month, "BE PREPARED TO LEND A HAND".

Teach FIRE PREVENTION Early!

Putting you in the picture

Coming from an urban area it might at first seem as if we are dull with no cultural pursuits. But a quick look at our Community Directory (copies are kept at the public library), the North Island College brochure, or the announcements in the Comox District Free Press, will show that there are many leisure

time activities.

One of the most relaxing and enjoyable ways of spending spare hours is dancing with the Ocean Waves Square Dance Club.

We hope that any newcomers to CFB Comox who have been members in other clubs across the nation will want to continue dancing

and get in touch with us, either with our caller Bob Jeglum at 338-8780 or with our President, Ted Wright at 334-3569.

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OFFICERS' WIVES CLUB WINE & CHEESE PARTY

Sept. 20, 1978 8:00 p.m.

Join in the Spirit!
Plan to Attend!

ALL NEWCOMERS WELCOME

TYEE KENNEL CLUB SANCTION MATCH will be held

SUNDAY, SEPTEMBER 17th

in Mill Bay Recreation Centre
Shawnigan - Mill Bay Rd. at Mill Bay

Junior Handling will begin at 11 a.m. followed by breed judging at 12 noon. Entries taken from 10 a.m. to 11:45 a.m. A judge's critique will be given on each dog placing at group level.

For more information call Ladysmith 245-2591 or Cobble Hill 743-2470.

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Contact Eric Chayko 334-4240
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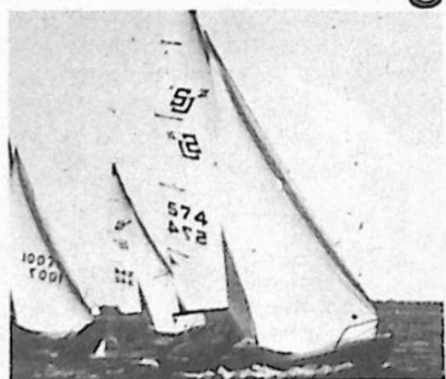
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Sportsbeat

Jock talk from C.F.B. Comox

At Comox Sept. 19 to 23



Base Photo

Barry does it again . . . and again . . . and

BARRY WHILLANS HAS DONE IT AGAIN. He has run yet another 1200 miles and has now reached the second highest level in the Award for Excellence in Aerobic Performance. Barry has now jogged (ran) 6,000 miles and has thus been presented with a seal to prove it. The Base PERO, Capt. Al Ettinger is seen in the above photo presenting Barry with the

Seal and a letter of commendation from DPORA signed by the CDS. He has one level left to conquer beyond this, the silver seal, and that is the Gold. At the rate that this man trains he should be qualified, with yet another 1200 miles sometime early in 1979. Keep on truckin' Barry and watch the retreads.

Up Earl's Alley

With Earl the Pearl

The time has come for all to panic ... The long awaited Nationals are here. There has been a lot of preparation put into this great event all in a state of readiness. The support the Base has provided to the Rec Centre has been second to none. And, it certainly has been appreciated.

The new fence, scoreboard, paint job on the bleachers, snow fence for diamond No. 1 and on and on ... The games will be played, if the weatherman co-operates, on diamond No. 3 and there is plenty of seats for all to attend. The schedule of games is

in this edition as well as times so, see you there.

The Canucks will be arriving on the 18th and this should start the valley buzzing. Their Camp will be held at the Sport's Centre and it will be a great experience for all to have a first hand look at this type of Camp. The new uniforms should dazzle the eye to say the least.

Yours truly is off to Toronto and another Leaf Training Camp. I am looking forward to this Camp as Roger Neilson has finally had the Club do a turn around ... in the right direction. I'll be sending an update on the Camp which

will appear in the next Totem Times.

The Saskatchewan Roughies finally won a game at the expense of the Vancouver Lions ... Watch out Vic you could be the next one to go ... It seems in this day and age the job of coaching is about as safe as a Bomb disposal position ... in a mail box ...

The local Minor Hockey Training Camp has been going along very well thanks to all the Coaching Staff and volunteers. The Directors, those that have volunteered to do the job, have been really taking charge of things, especially Ed Lafleur ... it

certainly is appreciated.

The Totems have won the League Championship again this year and are ready for the Nationals. I hope they do well and they certainly have worked hard in their preparation for it. Good luck guys.

Rec Gen

From the Jock Shop

CFB COMOX RECREATION CENTRE INDOOR SOCCER REGISTRATION.

Registrations for indoor soccer will be taken on 2 Oct. in the CFB Recreation Centre from 6:00 p.m.-8:00 p.m. Players must be between the ages of 6 years and 12 years. There is no charge. Teams will be selected for play every Monday evening with game time at 6:00 p.m. or 7:00 p.m. For further information contact M CPL Swann (Rec Centre L. 315).

LADIES FITNESS CLASSES. Time to work off those extra pounds gained during the lazy summer. Classes will be Monday, Wednesday and Friday from 10:00 a.m.-11:00 a.m. commencing 25 Sept. in

the CFB Rec Centre. Command get into shape. A baby sitting service is available.

COMOX VALLEY MINOR SOCCER REGISTRATION.

Soccer season is about to begin, and those interested, between the ages of 6 years-18 years can register at the following places: The Courtenay Recreation Association on 16 Sept. from 10:00 p.m.-3:00 p.m.; or Comox Airport School on 19 Sept. from 6:30 p.m.-8:00 p.m.

The cost will be approximately \$8.00 per youth, and a photocopy of the player's birth certificate is required. Any parents willing to assist with coaching are asked to register at the same time.

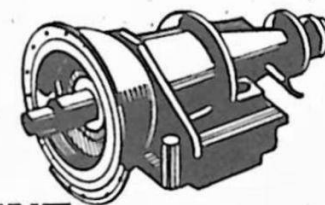
LADIES WEEKLY ACTIVITY DAY.

This is an invitation to all the wives to participate in sports activities in the Recreation Centre every Thursday from 1:30 p.m. - 3:30 p.m.

Activities such as badminton and volleyball are on the agenda. So come on out and have fun!!

To register, bring your gym strip, running shoes and badminton racquet (if you have one) on the opening date, Thursday afternoon 1:30-3:30, 5 Oct., in the Recreation Centre. For further information contact: Mrs. Bev Burrows 339-3916.

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Hunting regulations

Some changes

The Honorable Sam Bawlf, Minister of Recreation and Conservation, has announced changes in hunting method regulations for 1978-79 to protect sub-alpine valleys from vehicle damage and to permit sportsmen to train their dogs prior to hunting seasons.

1. Vehicle restriction -- Region 4 - Kootenay. The operation of all vehicles to transport wildlife or hunters to or from the location of wildlife during the hunting expedition is prohibited within the following Management Units:

a) that portion of the M.U. 4-1 being the drainage of Kishenina and Akamina Creeks;

b) that portion of m.u. 4-30 being the drainage of Baribeu Creek;

c) that portion of M.U. 4-22 being the drainage of Iron Creek; and

d) those portions of M.U. 4-24 being the drainages of the

middle fork of the White River and of Elk Creek.

This regulation is required to prevent environmental damage to sub-alpine valleys and to protect animal populations from increased hunter access. These vehicle restrictions have been developed in co-operation with the B.C. Forest Service.

2. Use of dogs to pursue game birds.

Sportsmen may use or allow a dog to hunt or pursue game birds from August 1 to April 30 of the following year.

This regulation will permit sportsmen to train their dogs during spring and prior to hunting seasons without interfering with game bird populations. Sensitive nesting periods will remain closed to the pursuit of game birds by the use of dogs.

The Minister also announced that several new "No Shooting Areas" have been instituted for the purpose of public safety in the Peace

River area, Kitimat area, and the Harrison Hot Springs area.

Sportsmen are requested to note that the discharge of firearms is prohibited in the following areas:

1. Provincial Highways No. 25 and No. 29.

The discharge of firearms is prohibited within .4 kilometres (¼ mile) of the centre line of Highway No. 25 (between the intersection of Highway No. 25 and Highway No. 16, and the boundary of the District of Kitimat) and Highway No. 29 with Highway No. 97).

The closures are necessitated by increased traffic flows coupled with rural development.

2. Elbow Lake. The discharge of firearms is prohibited within .8 kilometres (½ mile) of the centre line of the Canadian Forest Products Chehalis main road for a distance of 2.4 kilometres north of Elbow Lake.

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CANADIAN FORCES NATIONAL SOFTBALL SCHEDULE

The schedule for the National Softball Championship has been set and the team and game times are as follows:

Tuesday 19 Sep

1000 hrs - Ontario (Kingston) vs Prairie (Shilo)

1400 hrs - Quebec (Sennettterre) vs Europe

(Baden Baden)

1700 hrs - Pacific (Comox) vs Atlantic (Gagetown)

Wednesday 20 Sep

1000 - Europe vs Prairie

1400 - Pacific vs Ontario

1700 - Atlantic vs Quebec

Thursday 21 Sep

1000 - Quebec vs Pacific

1400 - Prairie vs Atlantic

1700 - Ontario vs Europe

Friday 22 Sep

1000 - Atlantic vs Ontario

1400 - Pacific vs Europe

1700 - Quebec vs Prairie

Saturday 23 Sep

1000 - Europe vs Atlantic

1400 - Ontario vs Quebec

1600 - Prairie vs Pacific

CHAMPIONSHIP GAME

(Between the first and second place finishers)

Sunday 24 Sep at 1400.

Unless the weather is inclement all games will be played on diamond number three. (The one directly behind CANEX - Credit Union.)

Totem report

The Comox Valley Fastball League has ended yet another successful season. The Umpiring was adequate and the games were well played and very exciting. There were five teams in the League this year and competition was good. The Base team under Coach, Kip McLean got off to a slow start and gained momentum as the time went along and missed capturing first place by the narrowest of margins. They eliminated Cumberland in the Semi-finals and advanced into the finals against their toughest rivals all season, Anchor Garage.

Anchor proved to be the class of the League throughout the seasonal play but, the Totems had other plans for them in the finals. The first game ended in a 2-2 deadlock after regulation time and the Base team won

the second game by a 3-2 margin. They then won the third game by a whopping 9-0 score and it looked like the pit was full for the Garage men.

However, in the fourth game with the Base leading 2-0 in the bottom of the 7th the Anchor team came from behind and won 3-2. The stage was now set for the final show.

A Double Header was planned for Sun. 10 Sept. in Lewis Park if required and the two teams played through mud and rain and, after the water and mud has settled the Base had whipped the Anchor crew 6-3 and thus won the League Championship.

It has been a long hard season for the boys but, it was a great experience for them as the toughness of the local league will certainly have an advantageous effect on their play in the Nationals. Good luck to you all, you deserve it...



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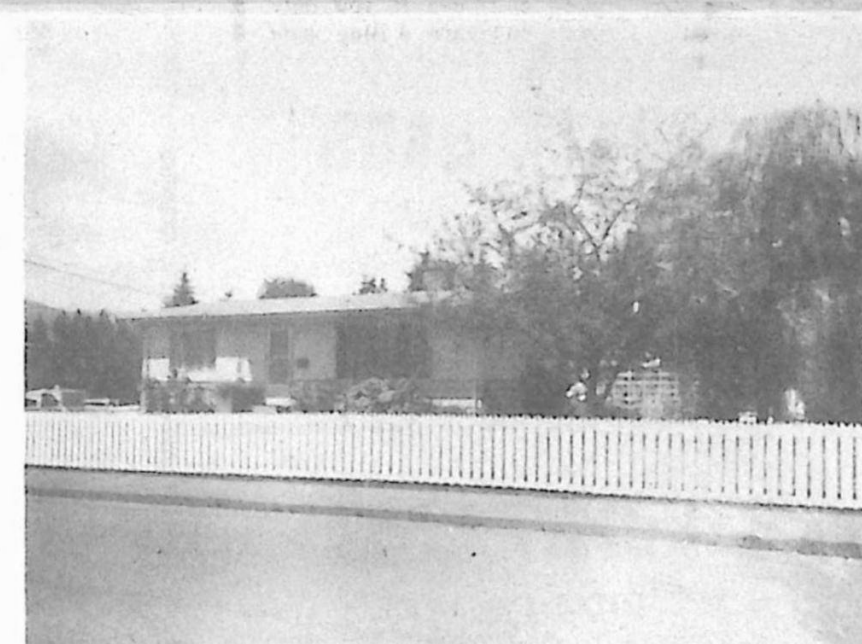
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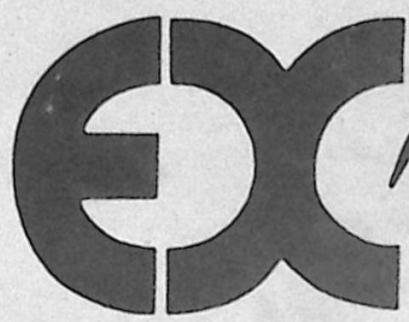
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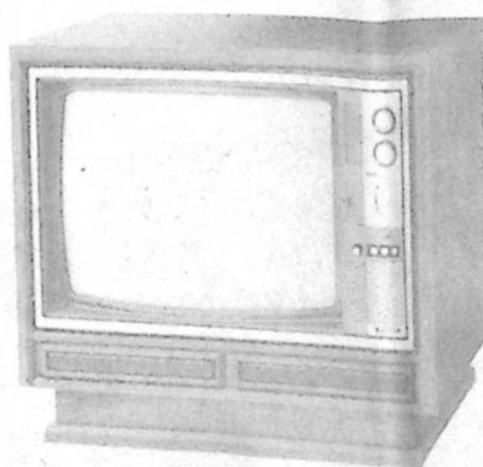
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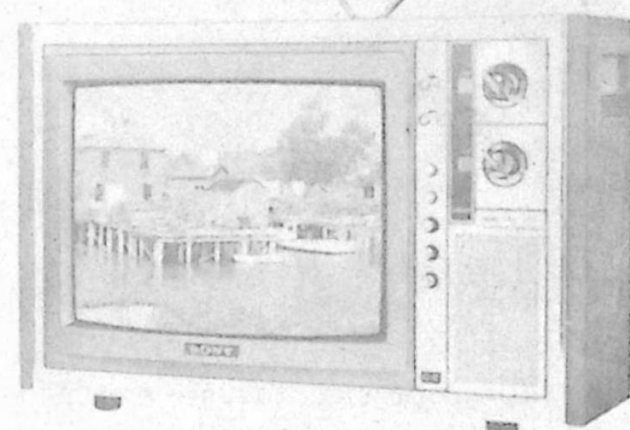
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