



TOTEM TIMES

You're going where, Gord??!!



Vol- 22 NO. 10

CFB COMOX TOTEM TIMES

THURSDAY, MAY 15, 1980

NO CHARGE



Maple flag at cool pool

F15 EAGLES line the tarmac at CFB Cold during exercise Maple Flag. Aircraft from the CF, Britain and U.S. participate in these exercises twice a year. (CF Photo).

MND's announcement of F18A Hornet

OTTAWA, 10 Apr 80 - I am pleased to announce that, after three years of intensive study negotiations and evaluation, the government has decided which aircraft is to become Canada's new fighter.

The Cabinet has directed my colleague, the Minister of Supply and Services, to conclude and sign with the McDonnell Douglas Corp an acceptable contract for the delivery of CF-18A aircraft for the Canadian Forces, based on the company's latest formal offer to the Canadian Government.

Although both competitors offered us capable aircraft, the CF-18A has been found to be better suited to Canada's diverse military requirements and this factor was of prime importance in the decision process. Moreover, I would like to emphasize that our most recent negotiations with the two competing manufacturers have now proved conclusively that the McDonnell Douglas offer will bring better industrial benefits to Canada over the duration of the contract. Furthermore, we are now certain that a McDonnell Douglas contract will contribute to the further strengthening of the Quebec-based aerospace and electronics industries. My colleague, the Minister of Industry, Trade and Commerce, will cover this area in more detail in a few moments.

The McDonnell Douglas Corporation's legally binding offer to the government specifies a minimum of 137 aircraft, although the actual

number delivered may vary depending on certain factors that cannot be established at present. The contract assures us, however, that we will be able to meet our target of approximately 130 to 150 aircraft. The figure of 137 aircraft assumes that the United States does not charge Canada for certain research and development costs associated with the F-18A program. The Canadian Government has already asked the US Government that these charges be waived, which is permitted by US law. Beyond this the McDonnell Douglas offer includes a profit incentive plan which encourages the company to produce the aircraft at better than the ceiling price which, in turn, would result in the eventual delivery of as many as ten additional aircraft.

Delivery is scheduled to begin in the latter half of 1982 and will continue at the rate of two aircraft per month until 1989. Although the basic airframe performance of the two contenders is similar, with each aircraft displaying advantages in specific areas, the McDonnell Douglas CF-18A was found to have certain characteristics that make it more effective in the broad spectrum of Canadian missions. Let me outline some of the more important factors that led to our decision.

For example - the CF-18A's twin engine configuration gives it an important margin of safety over the single engine CF-16. This means that fewer CF-18As should be lost accidentally over the life of the fleet, a factor which takes

on added human importance when one considers the nature of the Canadian climate and geography. The forecast accidental losses for the CF-16 are such that initial fleet size advantage would disappear during the life of the NFA fleet.

The CF-18A was also found to have an edge in many of its internal systems, although in most respects the margin is small. The combined effect is an overall superiority in mission capability in the context of Canadian Forces operations.

The size of the CF-18A will allow improvements and additions to be made to the basic aircraft and thus offers more flexibility in coping with the changing strategic and tactical circumstances which Canada will undoubtedly experience through to the early years of the next century.

A detailed cost analysis indicated that the overall cost to Canada of purchasing the new fighters and operating them into the next century is virtually identical for the CF-16 and CF-18A. Here again each has certain advantages which balance out in the total picture. The CF-16 used slightly less fuel but attrition costs are higher, as I mentioned a moment ago and certain maintenance costs are expected to be greater.

Let me refer, in passing, to recent attention given to a report of the United States General Accounting Office in which certain criticism was directed to the US Navy F-18 program. I would like to assure you that we have been

following the Hornet's development very carefully, and that the GAO report contained no surprises. Much of the criticism had little or no bearing on a Canadian purchase of the aircraft. Certain technical problems have in fact been uncovered during the intensive flight trials now underway, but these are typical of the sort of problems that arise in the early days of all fighter programs. We are furthermore confident that corrective action will be effective.

I would like to reduce the government's rationale in this fighter decision to its fundamentals. The short list effectively narrowed the field down to the best two affordable alternatives, both lightweight fighters. Having now evaluated these two remaining options in great detail, the government has concluded that it is better for Canada to obtain slightly fewer of the more versatile and advanced aircraft than to purchase a marginally greater number of the contender which is less well suited to Canadian requirements. I have asked the project manager to ensure that unclassified and releasable information on the military evaluation process is available to you at the time of contract signing.

In conclusion, I am confident that the new fighters we are about to purchase, together with the airmen who fly and maintain them, will give Canada the capability to protect her sovereign airspace and contributed effectively to the deterrence of

war. Canada has a proud heritage in the field of military aviation. Our airmen are living up to that tradition today by operating our existing fighter fleets safely and effectively in spite of the advanced age of these aircraft. I know that they will continue to do so for just a few years more, in the knowledge that an excellent new fighter is on the way; one that will allow them to serve their country with distinction in the pursuit of credible deterrence and world peace.

The Honourable
Gilles Lamontagne
Minister of
National Defence

Nighthawks at the bonfire

BY BARRY KENNEDY

With the better part of half a million acres of land destroyed by fire, Alberta is suffering the most catastrophic destruction of timber and grassland in its history. Unseasonably hot weather combined with a dearth of rainfall and runoff has produced a situation in which the province has lost more acreage to fire by the first of May than it had the entire previous year.

Despite the problems inherent in operating out of an incredibly smoke-filled environment, the participating units of Maple Flag 5 have been gamely pressing on.

By way of background, Maple Flag is little brother to Red Flag, the American tactical exercise conducted at Nellis AFB near Las Vegas, Nevada. During the Vietnam war, U.S. personnel became increasingly concerned over combat losses in the air. From a peak of a ten or twelve-to-one kill ratio against MIG's in Korea, the ratio had dropped to nearly one-to-one in the S.E.A. campaign. Discovery of the fact that most of the losses involved pilots on their first few missions, and that if the aircrew could survive the initial eight to twelve sorties their chance for ultimate survival increased dramatically, the U.S. Navy initiated a program designed to acquaint inexperienced pilots with situations as closely approximating actual combat as was possible.

Training was initiated in various air combat tactics, and the project was labelled the "Top Gun" school. This tutoring showed almost immediate results with a

reversal of the kill ratio trends in Vietnam. The Air Force saw the merits of the system, developed a plan of their own, and with the cessation of hostilities continued the program in the form of "Red Flag".

Maple Flag is basically a scaled down copy of this exercise, and is held at Cold Lake, Alberta for two periods of one month apiece - in the Spring and Fall.

409 Squadron sends a delegation to the exercise for two weeks and has recently completed their stint at the Spring version.

With scores of fires running rampant (several of them totally out of control), the exercise has been severely curtailed in area, if not in scope. The participants during the first weeks complained of reduced visibility and associated problems, and day by day the weapons delivery range was reduced in area to lessen the danger to the low-level strike force. By the middle of the second week, dozens of aircraft were restricted to fighting in an area one-quarter the size of the original "war zone".

Other than the problems of fire and smoke, Cold Lake is an excellent location for a mock battle of this magnitude. To begin, it is a closer approximation to European topography than is Red Flag. Moreover, it is isolated (believe me - it is isolated! I think the Base Commander's handover parade is usually covered in Field and Stream). This is an important consideration for an exercise involving bushel baskets of airplanes racing

about as low and as fast as possible.

There are normally two major launches in a day, and it is a tribute to the skill and training of the air traffic controllers that there has been no encounters of a calamitous nature on the ground or in the air overhead the base since Maple Flag began. Actually, the whole affair has been remarkably devoid of accidents considering the hazardous nature of the missions. Since its inception, there have been just two incidents - unfortunately both of them occurring this Spring. An F-4 Phantom crew of two was lost when their aircraft impacted the ground in the target area, and an F-5E pilot was forced to eject when he lost control of his plane while engaged in an air fight against an F-15 Eagle.

Kudos must be extended to the crew of the rescue chopper in this last incident. The F-5E pilot landed two miles downwind of his aircraft, which started a fire upon impact. With the visibility down to a few hundred feet in smoke, a Twin Huey from 408 Squadron (based in Edmonton) plucked the pilot out at the dead run - with the flames a scant thirty feet away.

The flying must be good at Maple Flag, for surely nobody asks to attend for the social life. Coming from Comox, it seems strange to discover a place with even less night life to offer, but Cold Lake manages - resulting in large knots of people congregating at the few available establishments. Initially, the bar owners appreciate the influx of business, but by the end of the exercise they glance at your entrance with a look of trepidation bowing alley proprietors normally reserve for patrons with an overhand delivery.

But survive we did. Other than absorbing some hits from the F-15 Eagle (yes Martha, it's everything they claim it is!), the old Voodoo accounted for kills against every one of the wide variety of types present, and learned some valuable lessons.

One of the prime reasons for the success rate was the job the ground crew did in maintaining our aging fleet. Whenever you can take airplanes as old as the 101, fly them twice a day for two weeks in the most structurally fatiguing type of missions extant, and not lose a single sortie due to unserviceabilities, you know someone is busting his hump.

But does anything really change? A Canadian pilot was overheard discussing tactics at the bar with an American F-4 driver. The main thrust of the talk concerned how the basic tenet of air combat hadn't changed, and that tactics viable in WW I were the same ones that hold prominence today.

"For example," said the Canadian, "if the Red Baron were alive today, how many kills do you think he'd chalk up if a war were to break out?"

"Probably none," replied the yank after a moment's thought.

"What do you mean none?" the Canadian asked incredulously. "The Red Baron was the greatest ace of all time!"

"Yeah, but you have to remember," grinned the American, "he'd be over eighty years old."



New boss for Demons

LT. COL. BRIAN N. CAMERON assumes command of 407 Demon Squadron while outgoing CO Lt. Col. PA Hamilton and the Base Comd, Col BT Burgess, look on. (photo courtesy Free Press)

(Photo courtesy Free Press)

NEW "FISHWRAPPER" OFFICE

Commencing on Monday, May 26, the Totem Times will be located in the old 'teen town' next to the Base Theatre.

OFFICE HOURS will be -
(on deadline weeks only)

MONDAY 7:30 a.m. to 3:30 p.m.
TUESDAY 7:30 a.m. to 3:30 p.m.
WEDNESDAY 1:00 p.m. to 9:00 p.m.

ENQUIRIES CALL 339-2541 DURING OFFICE HOURS

NEXT DEADLINE - Monday, May 26th at 12:00 noon. Late material may not be printed.

Task force report

OTTAWA -- Defence Minister Gilles Lamontagne announced today that he is making public the report compiled by the Task Force which has reviewed the unification of the Forces.

The Task Force, initiated by the previous Government to study the merits and disadvantages of unification, was introduced in September 1979. Its report was delivered to the Minister in both official languages in mid-April of this year.

Mr. Lamontagne made it clear that he would have no detailed comments to make on the recommendations included in the report until he has thoroughly analysed the rationale for them, and how

they might affect the operational effectiveness of the Canadian Forces. In this regard, as the Task Force report deals primarily with opinions and impressions of individuals and organizations that appeared before it, Mr. Lamontagne indicated that he planned to appoint a Review Group to examine in detail the factors which may have given rise to, and the considerations which would be germane to, the disposition of the recommendations.

Mr. Lamontagne stated that some of the recommendations pertaining to the involvement of the Commanders of Commands in the decision making process have already been implemented prior to the presentation of the report.

R.C.A.F. Station Gimli

Demon dabbles

On behalf of the members of Demon Flight I would like to extend a hearty welcome to two new instructors who recently arrived. Coming to us from the Chipmunks of PFS is F-L Demers, and from FIS in Portage, F-O Adelberg. F-O Adelberg is a "D" Flight graduate himself so perhaps welcome back would be more appropriate.

Recently the results of the quarterly flight safety competition were released. Demers, in fine style, placed second only to Advanced and were the top flight in Basic. On behalf of the Flight Commander, F-L Gillespie, I extend a well done to F-O Gillanders, the Flight Safety Officer, and to O-C Richards, the Flight Safety Cadet, as well as all the members of "D" Flight for a safety conscious working record. With a little perseverance the next quarters results should see Demers at the top.

As everyone has no doubt detected by now 6507 is night flying. A bird strike on the first night should prove good reason to use those clear visors. Seems the birds can't stand the noise either.

Course 6508 and 6601 are both well into the Navigation schedule now.

Course 6506 is wrapping

things up in preparation for T-birds while at the other end of the ledger Course 6602 are moving through the first solo stage. O-C "Ozzie" Fitzgerald of 6506 was married on Saturday - of course all Demers get to kiss the bride.

Next week our newest course, 6603 will be on the line. A welcome is extended to this course, whose members include:

F-O RG Steward, F-O JJ Thompson, F-O RW Stone, F-O MP Woodcock, F-O E. Sippert, F-O GR Todd, F-O RE Wright.

Welcome to "D" Flight and good luck with your flying.

Hastily, let's take a look at the word "keen". This is a word which is sometimes used in a derogatory sense to describe an over-zealous cadet.

However, if the word is analyzed it will be found to mean; eager, anxious to get on with the job and the desire to do that job efficiently and to the best of one's ability. An enthusiasm for one's work is not the trademark of a show off. A professional pilot must be enthusiastic towards his job. Therefore, the next time you hear someone referred to as "keen" remember - A GOOD PILOT IS A KEEN PILOT.

L'il Diablo.

Cobra comment

Last week, Cobra Flight saw the return of our Flight Commander, F L Lamble and we would like to extend a welcome to him. He said in an exclusive interview (I was in trouble again) that he didn't mind what is printed about him but I'm betting he didn't mean it and since he's been here only a week and most of us don't know him too well yet, I guess it's too soon to be nasty.

We also have two new instructors: F O Musgrave has been with us for a week now and to him we extend a very warm welcome. F O Hayden-Braille, having heard his wonderful flight the Cobras are, has taken a month's leave in England before coming here just in case he likes us so

much when he gets here that he won't want to leave.

And to go along with the new flight commander and new instructors, we will have some new students from 6603 soon. The lucky ones are F O's Mott, Moore, Pfaff, and MacKinnon and O C's Nielsen, Porter, Malde, and Meyer. We hope they will enjoy being with "C" Flight (i.e., they'd better).

But as we gain some, we also lose some. O C's Jacobsen and Hivon of 6506 will graduate next week. O C Hivon set quite a record scoring over 90 per cent in all his final flying tests - Congratulations.

6507 is now well into night flying, in case you hadn't noticed. But you can thank them for making this article

possible. It's now after midnight and I would have been asleep hours ago if they weren't keeping me awake.

So as everyone else either flies at night or goes on navigation trips or anywhere else away from the airport, the boys from 6602 have been terrorizing the circuit all by themselves (i.e., even the instructors won't go up with them now). Two weeks ago, F O Rae Simpson was the first in 02 to solo. Other Cobras who followed him are F O's Gerry Lemoal, Ken Doerksen, Brian Cunniff, and Henri Labbe, and P O Looi Kiat Hin who recently became the first Malaysian ever to fly a Tutor alone. So now there's only two to go, and they should be soon. Carnivorous Charlie

Bandit blurbs

That 07 gang have started night-flying. It is hoped that they'll not be flying when the T.V. football games are on.

The 08 tigers are reporting strong urges to demonstrate their formidable skills. Lindgren and Nodwell say that only through great will power have they stopped themselves taking off from the various grass strips, peat bogs, taxi-ways, construction mounds and roads. Apparently Parker, the keen one, decided to continue a VFR trip under IFR - so he airfiled his flight plan. he said: "Gee, whillickers fellows, all you have to do is follow a heading.

One thing the Bandits are not blessed with is huge quantities of party-financing money. Our fearless leaders, Parky and Paunch, feeling the need for another blast, were brainstorming.

"Yawn," said Paunch, "Let's rumble all the kiddies five dollars each."

"Nah," said Parky, "I like raffles. What can we steal?"

The end result was a compromise; everyone got rumbled and no one knows what Parky has stolen or is going to steal for a raffle prize.

Gossip, Dirt, Rumours, Salde Cracks and Backbiting. Horny Ohn and Orville

Wright, those West Coast Bandits, say that they're not looking forward to the local winters. Their idea of a good winter, it seems is to take a girl each, and then shipwreck themselves on some obscure South Seas Island. Orville (whose instructor is famed Wilbur Wright) figures mid-September as a good time to start a month's leave there. "Would you believe a week?" said Ohn, looking at Parky. "One day," said Wilbur, as Paunch sags with laughter against a table.

Holy lei! Tune in next week for more Bandontrigue.

Bandit blurbs

One hesitates to begin an article on a negative note but this week it is essential. I am, of course, referring to the feeble attempt by Chicken Charlie in last week's paper. If his article bore any resemblance to an intelligent effort, then everyone missed the point. If one wishes to brag or point out certain achievements of his flight then he should capitalize on things done not fanciful imaginations.

The only wings that a "C" Flight student should receive after 13 hours of flying are chicken wings - "plucked" ones at that!! So come on Charlie, get the lead out and make an effort to better the

Gimli Star. We still have no word from the funny little angels in "D" Flight. We have loaned you an instructor - do we have to send over someone to build up the spirit also?

By now you have realized that 06 is night flying; TV Reception has gone "For Chop"; and the fish flies are making their debut. Warm weather is playing havoc with the flying schedule with 05 is desperately trying to complete. This warm weather also brings on the holiday season which further depletes our instructor strength and with 6602 joining the flight line next week our facilities are going to be even more overtaxed.

Congratulations are extended by B Flight to:

F-L T. Hinton - who was picked to fly with the Centinaires Aerobatic Team.

F-O J. Peacock - who is to be married this Saturday.

Word has it that there was a great party last week at the home of former "B" Flt students F-O C. Helsby. It is rumoured that he had some top notch entertainment ranging from a celebrated (inebriated) comedian by the name of "Suds"; a hypnotist (??) called Hump and a world wide playboy - the terror of the middle East! Cherrio till next week.

Aircraft maintenance yesterday

Riggers

An expert rigger can do a good job of rigging an Aircraft without any tools or instruments except an adjustable wrench simply by equaling wire lengths and sighting.

Pilots

Ground looping is a tendency to turn while on the ground just after landing. It is not highly dangerous to the passengers but tough on the wing tips and propellers. A mechanic should be sure he is not at fault before making an accusation in regards to the pilot.

GSE

If a hoist is not available it may be possible to lift the engine using 2 or 3 men, but if a hoist can be procured it will prevent a great deal of straining and heaving on the part of the crew.

Flying Control

On hard surface runways tail skids are objectionable as they tend to tear up the runway.

Fitters

If a high wind comes up at night it may be necessary for the mechanic to sit in the ship all night with the engine running to prevent the plane from taking off and flying at the end of the mooring line like a kite.

Line Crew

A good mechanic must be alert and try to determine as far as possible what the pilot intends to do. The mechanic should be able to figure this out by the direction of approach and should stand by to catch the wing running along with the ship until it stops.

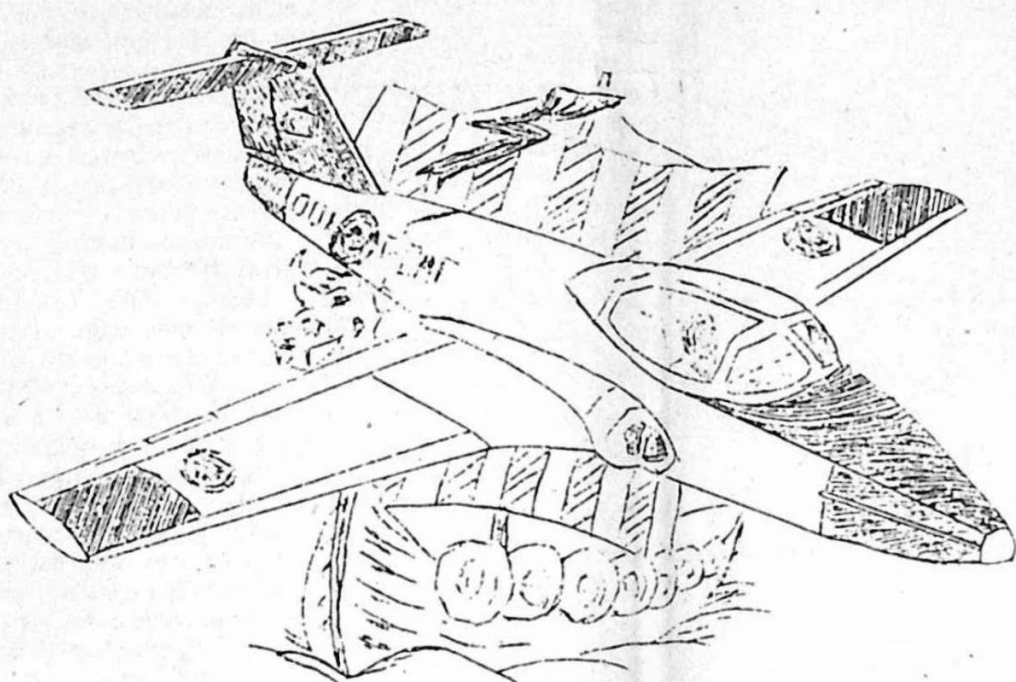
A good seaplane mechanic

should be an excellent swimmer and never hesitate to dive in the water winter or summer to protect a plane from hitting the dock.

Flitters P1

Care should be taken when filling the oil tank, as if it is overfilled and gets hot, oil will be blown all over the ship, which besides being annoying to the passengers is an unnecessary waste of oil.

Taken from Airplane and Engine Maintenance Manual Copyright - 1936.



The Gimli Star

EW
Courtney
Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. -
7 and 9 p.m.
No Matinee This Saturday
Adults \$3.00, O.A.P. \$1.25, Child \$1.25
Thurs. to Wed. -
May 15, 16, 17,
19, 20, 21
CLINT EASTWOOD
Thurs. to Wed. -
May 22, 23, 24,
26, 27, 28
ROBERT REDFORD
JANE FONDA
Starts May 29 - Winner 5 Academy Awards "KRAMER VS KRAMER"
Stardust
Drive-In Theatre
Island Hwy. & Williams Beach Rd.
Phone 337-5033
ALL ADMISSIONS \$2.50 ALL-NITER \$3.75
GATES OPEN 8:00
SHOW AT DUSK

'EVERY MATURE'
WHICH WAY BUT LOOSE?
"Frequent coarse language; occasional nudity" - B.C. Dir.
MATURE
THE ELECTRIC HORSEMAN
"Occasional swearing" - B.C. Director
NOW OPEN THURSDAYS
May 15, 16, 17 "LIFE OF BRIAN"
"Religious ridicule, some nudity & coarse language" - B.C. Dir. - **Plus**
"TIME AFTER TIME" **MATURE**
ALL-NITER - SUN. MAY 18 - 5 HITS
• ALIEN • KILLER FISH • FIRE-POWER • LOVE & BULLETS • MAGIC
"Gory & violent scenes" - B.C. Dir.
May 22 to 25 "WHEN TIME RAN OUT" - **Plus** - "MOVIE MOVIE" **MATURE**

BASE THEATRE SCHEDULE
CFB COMOX
Thur 15 May 80
Fri 16 May 80
Sat 17 May 80
Sun 18 May 80
STAR TREK THE MOTION PICTURE
Leonard Nimoy - William Shatner
OUTER SPACE
Show Time: 2000 - 2210 Hrs.
Thur 22 May 80
Fri 23 May 80
Sat 24 May 80
Sun 25 May 80
THE CHAMP
John Voight - Faye Dunaway
BOXING
Show Time: 2000 - 2200 Hrs.
SUPPORT YOUR BASE THEATRE
AUTHORIZED PATRONS ONLY

OFFICERS' MESS ENTERTAINMENT
FRIDAYS, MAY 16, 23 -
Regular TGIFs - 1630-1730 hrs. Food as indicated. Bottle and Jackpot Draws at 1730 hrs. Member must have signed in and be present at time of draw in order to be eligible to win Jackpot. Free taxi service - ask at bar.
SATURDAY, MAY 24
Hawaiian Night - Cocktails 2000 hrs. Floor Show and Dance. Music 2100 hrs. with the South Sea Enchanters. Delicious Hawaiian type buffet 2230 hrs. Hawaiian Dress or Casual. Cost: \$18.00 per couple, \$22.00 per guest couple. Reservations to Mess Manager by 1300 hrs. Thursday, 22 May.
FRIDAY, MAY 30
Mixed TGIF - Subsidized drinks: 1630 - 1730 hrs. and 1900 - 1930 hrs. Bottle and Jackpot Draws: 1930 hrs. Food: 1930-2030 hrs. Clam Chowder and Hot Dogs. Disco Dance: 2030-0030 hrs. No charge.
WEDNESDAY, MAY 28
Officers' Wives' Club - OWC BRIDGE NIGHT - 2000 hrs. in Lounge. New members contact Mrs. Pritchard at 339-5844. NOTE: 28 May will be last Bridge Night until September.
WEDNESDAY, MAY 21
OWC Closing Dinner - Cost: \$10.00 member, \$12.00 guest. Time: 6:30 p.m. Punch and 7:30 Dinner. Silver Spoons will be awarded to departing members tonight.
COMING EVENTS - WESTERN NIGHT - June 21.

MIRACLE DRIVE-IN
Black Creek, B.C. 337-5097
ADMISSION: 12 & OVER: \$2.50 ALL-NITER: \$3.75 BOX OFFICE 8:15 SHOW DUSK
Thursday to Saturday, May 15 to 17
ROGER MOORE AS JAMES BOND 007
MOONRAKER
- PLUS -
"THE LORD OF THE RINGS"
SPECIAL ALL NITER
Sunday, May 18
FIVE BIG FEATURES:
• INVASION OF THE BODY SNATCHERS
• COMES A HORSEMAN
• FLESH GORDON
• LEGEND OF FRENCHIE KING
• MR MAJESTYK (Charles Bronson)

Jr. Ranks Club
ENTERTAINMENT
MAY 17 and 31 - Disco by Peter May. Admission: members \$1.00. Guests \$2.00.
MAY 24 - Dance to Bill Caves and "The Cavemen." Admission: members \$2.50; guests \$3.50.
MAY 25 - "Pig and Whistle" in the Annex with Michael and Paul.
MOVIES
MAY 20 - "Everything You Wanted To Know About Sex" - Woody Allen and Burt Reynolds.
MAY 27 - "Women In Love" - Glenda Jackson and Oliver Reed.
BINGO
Every Wednesday in the Lounge at 2000 hrs.
TGIF's Every Friday. Food and games every second.
FOR UP TO DATE ENTERTAINMENT INFORMATION
PHONE 339-5212

ENTERTAINMENT WOs' - SGTs' MESS
MAY 16 - T.G.I.F.
MAY 17 - CASH BINGO AND MOVIE. Time: 2000 Hrs. Picktrays. Cost: \$2.50. Jackpot Prize: Charbroil Gas Bar-B-Q.
MAY 18 - MOVIE: "Everything You Ever Wanta Know About Sex." Starring - Woody Allen and Burt Reynolds.
MAY 23 - T.G.I.F.
MAY 25 - MOVIE: "Women In Love". Starring - Glenda Jackson and Oliver Reed.
MAY 30 - MIXED T.G.I.F. 1900 Hrs.
MAY 31 - SALMON DERBY. Registration Fee \$1.00 - Pay at the Bar. Registration ends 2359 Hrs. 30 May 80. Weigh in at Fire Hall by 1800 Hrs. Fish gutted with heads on.
JUNE 6 - T.G.I.F.
JUNE 13 - T.G.I.F. and GOLF TOURNAMENT.
JUNE 15 - FATHER'S DAY. Wine and Cheese.
JUNE 20 - T.G.I.F.
JUNE 27 - MIXED T.G.I.F. and MIXED BALL GAME.

a fishwrapper flashback

Classified

Blister Barney

By the time this issue is printed the Basic Monks will know if the Tutors made 3,000 hours and the Advanced Monks will know if the Tee Birds made 1,000 hours in the merry month of May. All of us will be a month older and at this rate the average Tutor will be 60 hours older. The weather was more congenial, but the main impetus came a re-arranged flying schedule. On the hangar line "Revised" means, start earlier and finish later. However, the Monks always rise to the occasion when the situation warrants that little bit extra to get the job done and they wish to thank Major Keating for his expression of appreciation which we received last week. Especially welcome, was the hint of a "Sports Day" for our "Favorite Pastime", namely elbow bending.

Not only did we improve the situation as regards our regular student program, but, we also found the time to help our favorite Doctor complete his Basic training. We hear that he underwent the usual rigours of the initiation ritual and that he has now become a

fledgling warrior under the guidance of Apache Pete. Whilst on the subject it should be mentioned that our favorite Doc has quite a unique technique when he gets you on the couch. After listening to all your troubles a much more severe pained expression creeps over his face and he then proceeds to recount all his own problems in such tragic detail that you quietly get up off the couch and mumble something about being happy to get back to work. But, before one can get to the door our favorite Doctor Low comes through with the positive clincher. He slips that everloving 48 hour 10 C in your mitt and says, "I'll see you in a couple of days down at the hangar line". Quite a switch from the usual "Come back and see me in a couple of days and we'll see how you feel". We wonder if O.F.D. will utilize his special talents for unique therapy by taking his overwrought patients up into the pure ozone to relieve their tensions. This way he can kill two birds with one rock.

No. 1 hangar's favorite Crewchief, looking out for the

interest of his crew, found us a mascot for a short while, in the shape of a yellow and black wild canary. Bill nursed it and fed it all morning for us. Its new home was a desk drawer. Later in the day Bill took pity on the poor feathered vertebrate and released it into the wild, blue yonder. Five minutes later a pilot reported having smucked a little, yellow and black bird. TOO BAD. Thanks, anyway, Bill!

We see Allied Archie is on the rampage again; yakking about some authorities calling him "Backbone". Other more eminent authorities call these weirdies "Backseat Charlies". There are exceptions to the rule. They always have one man detailed to listen for the crash bell just in case they might get an Allied Archie snag. They know that the "Wheels" are also in attendance when the bell rings. This is when they come out in force.

Cpl. Boyles was out fishing last week, but, with bad luck. On his way home, he dropped into Olson's fish market and said to the boss: "Ollie, stand over there and throw me five

of the biggest trout you have." "Why should I throw them?" asked bewildered Ollie. "I want to tell my wife that I caught them," was Al's reply. "I may be a poor fisherman, but, I'm no liar!"

Heard in the Mess the other night.

Guy St. Pierre: "Don't you think I sing with feeling?"

Ron More: "No. If you had any you wouldn't sing."

Don't forget, boys and girls. We haven't mentioned Centennial for some weeks now. In one month's time it will have crept up on you, so don't do anything foolish in the meantime.

And then there's the weather. It snowed again on Saturday May 20th. You know who got to Portage and back without going into you know where.

Tutor night flying started on May 29th. There had been a rumor that it would start a week earlier, but, we think Queen Victoria got on the line and scotched that idea.

We didn't see you last week. Sorry about that. What a relief, all round.

GG MONKS

Allied gossip

We were surprised to see that there were no columns last week from the "GG Monks" or the "Hoodlums" and "EarthWorms" - or is it "Bandits" and "Cobras"?

The reason for this silence from the blisters is easy to discover, they are all out sunbathing, now that the sun is here at last. However, the reason for the silence of the other groups is not so easily learnt. Could it be that they only had one literate person in their ranks and he has now been transferred?

Certain swinging spirits have labelled Tutors 006, 007 and 008 the "Secret Agent Series". Whilst we admire their ingenuity (and skill with a stencil) we cannot but think of the effect this will have on future students. As these fine lads stagger out to their aircraft with their parachutes bundled under one arm those fateful words will pull them up short. Their minds will skip back to Eng. Lit. and the doings of James Bond and they will remember - "The OO Series is Licenced To

Kill!" That essential and beautiful trust between student and instructor will be greatly weakened and the flying time on these fine old aircraft will be NIL!

While on the subject of Tutors it is believed that anyone wishing one of their own at a very reasonable price should apply to No. 5 Hangar, and ask to see model "060". This aircraft would be an ideal buy for a retired Kamikaze pilot.

There were several eventful moments in the section last week. One of the most heart-warming was the re-union of Cpl. Shepherd and his flashlight; this moving experience brought tears of emotion to the eyes of even casual by-standers. This now means that Shepherd will no longer have to interrogate Cpl. Fitzgerald during every spare moment, as the poor fellow was wasting away under the strain. In fact, Fitz is so weak these days that his girl-friend has to do his caddy for him!

Cpl. Gushuliak continues to

spend money as though Chairman Mao was marching through Saskatchewan. Feeling a need for luxury rather than great speed he traded his 1962 VW for a 1959 Consul. This will probably do tremendous damage to the German car industry. We all know Jim as a firm lover of all things English and this dramatic step can only confirm it.

Rumors of a new night-flying program are going through the hangars and it was only quick thinking on the part of Flt. Snow in hiding all the leave passes that stopped the whole section from vanishing. It is hoped that under the new schedule the last lift will be down in time for a late breakfast!

We see that there should be a fine turn-out for the I&E party on June 2nd. This will be held in the new and palatial "Viking Room". Just because the Vikings were noted for pillage, arson and rape, let's not get too carried away boys!

ALLIED ARCHIE

WE ARE open again!
9 holes \$2.50
18 holes \$4.00.
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See you soon, at Longland Par 3.
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Lloydminster and District Homecoming 1980: All former residents of Lloydminster are cordially invited to our week's celebrations, July 14-20, 1980.

The Buri Store: clocks, tables, bowls, spoon racks, knife holders, many gift items. 823 Sandpines Cres., off Lazo Road, near Pt. Holmes. 339-5704.

16' Aristocrat travel trailer. Sleeps 6, contains ice box, stove, sink, 20 gal. water tank, 20 lb. propane tank, electric hook-up, asking price \$2000.00. Phone 339-4269 after 1630 hrs.

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Bandit blurbs

An ode to a fowl

Last week Chicken Charlie came and went. One poetic sentence and he was spent. Desperately the chickens try to follow the Bandits across the sky. But have no fear Charlie my Dear

We Bandits expect you to cry in your BEER.

After a long restful weekend we are back to a short stint of flying. 6506 is quickly coming to the end of their course. Most of them should be finished up by the end of next week. 6507 are well on the way and looking forward to formation and night flying. 6508

are well into the "Hide and Seek" or more commonly called the Navigation stage of their course. 6601 are now expert at mixing up the tacan holding patterns and 6602 are anxiously waiting to confuse the traffic pattern with their first solo trips.

This week saw the graduation of 6503 (ex-Bandits). Lots of luck at FIS and hurry back to order that great "B" Flt. coffee. Congratulations go out to F-O Joe Florence who is the only one on 6503 not headed for instructor. Joe is on his way to 408 Squadron in Rivers.

Word has it: F-O Adlard is back after a great holiday. He will soon be departing again for Chatham, N.B.

F-L Schaan will soon be off to instruct at FIS. He should give some good guidance to the 03 chaps.

BANDIT GOSSIP
Chris is happy with L.H. back and Sharpe is making quite a few trips to Eastern Ontario. Hivon wants to know where Marta is and Aussie is getting butterflies. Stormo is murder with the gals at a party.

Cheers to Chicken Charlie and Little Dab 'Ill Do Yah.

The Gimli Star is published at CFB Gimli by the personnel of the base to provide information and entertainment for its readers. View and opinions are those of the writers and do not necessarily reflect official policy, nor does advertising herein constitute endorsement of the advertiser.

F/O PEACOCK Editor - 149
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F/O ROBERTS Ad Manager - 125
MISS WOOD Secretary - 106
LAC Johns Publication Asst.

Cobra comments

This week at Cobra flight has been a quiet one so there is not much to report.

6504 is almost finished the Tutor course. Some of them have a few trips left, and the rest of them are using their time until they go on leave on Friday by picking up stones from the Golf Course. All golfers and aircraft making low approaches over the golf course should use extreme caution.

6505 are still in the process of catching up to the schedule. If you happen to see a bunch of people walking around looking like Cheshire cats during the next few days, don't worry, it's not National Mental Retard Week, it's only

'05 showing off their new gold lanyards.

6506 are just beginning to get a taste of navigation and seem to be enjoying the idea that finally they can see where they are going instead of being under the bag all the time.

6507, '08 and '01 are plodding along with the weekly cleanup and are even getting in some flying on good days.

How did you enjoy the long weekend? For anybody unfortunate enough to have slept in on Sunday morning, you will be sorry to hear that you missed a beautiful summer here at Gimli. But don't worry there is always 1967 to look

forward to.

I have noticed in the last few weeks, that Bandit Blurbs and Demon Drib have been missing from the "STAR". Although I appreciate how busy you must be trying to keep up to "C" Flight, surely someone can spare a few minutes and come up with some of the customary garbage we are used to. While the standard of material in the "STAR" has noticeably risen since the Bandit and Demon column ceased to appear I think it only right that others be allowed to benefit from their stupid mistakes.

Sincerely,
Carnivorous Charlie.

Demon dynamics

Recent weeks have seen the acquisition by Demon Flight of a number of new instructors: F-L Cadieux from R.M.C., F-L Dennis from 1 Air Div HQ Metz F-O's Gottfried and Presidente recoured from the Argus, F-O Farrar back from FPT and of course Pipeline Pettman. On the negative side, we've lost F-O Koski to FPT and F-O Gillanders to his native "A" Flt.

This week should see the last of '04 (keepers all) departing from the line for a couple of weeks leave before their Grad on June 17, earlier finishing members of '04 are now on TD at the Golf Course (OTU for Gardeners).

Our program of Flight Beautification is progressing smoothly with "Lil Diablo" our friendly demon, decorating the lockers

and canteen. Thanks here for an extra effort by O-C Cryderman.

We're sorry to announce that our QDI (qualified dart instructor) "Big Lefty" will be leaving us shortly, but he'll be leaving his uniforms behind. So, if you're a 6'8" O-C that doesn't mind dart holes in the toe caps of your shoes, check into it. You might get a good deal.

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Editorials

Doing our own thing

Some of you may have been wondering about all the banging and hammering in the old Teen Town next to the Base Theatre. No, it is not the resurgence of that adolescent hangout, it is the new home of your favorite 'fish-wrapper'.

On May 26 we will be moving from our closet size room beside the Base Library into these (dare I say majestic) new quarters. Along with this new look, we will have some new equipment that will allow us to 'do our own thing'. We will be doing all our own typesetting, camera work and page layout.

This new method of production is not something that was dreamed up overnight. It began some 18 months ago when advertising income began to fall badly behind the costs of production. After many months of research, negotiation, and Base Fund Meetings, we decided

to lease the typesetting and camera equipment from the Compugraphic Corporation.

The ultimate goal, of course, is to provide the Totem Times with some financial security so that as long as there are salmon in the Straits, there will be a 'fishwrapper' to put them in. Our new equipment will cut production costs by a considerable margin and therefore provide us with this security.

I cannot begin to explain the new system here. You are welcome to drop in anytime after May 26 during published office hours and see for yourself. Look out, though, we can always use more volunteers.

Finally, I would like to thank all those who gave me their support during the past 18 months. A special thanks to the Base Commander, the Base Fund Committee, the CE Section and to Maj. Carmichael.

Franchise anyone?

In the mass of new words being added to our business vocabulary, there is one steadily creeping into prominence. It is FRANCHISING: the method of expanding a business by licensing others to operate under your name and with the benefit of your proven product.

It is somewhat surprising to learn that most franchises operate on the model established by the Singer Sewing Machine Company more than a century ago. It seems there is little new under the sun!

How does the franchise business operate? The new franchise holder purchases a franchise and establishes a new business. He makes royalty payments to the franchisor and, in return, receives his support. This support includes being able to use trademarks, trade names and the operating methods of the franchisor (all of which, it is hoped, are proven and successful).

Those who purchase franchises usually receive assistance in choosing and obtaining a suitable business location and then equipping it. They receive training in operating the franchise, not only in the making of donuts, the frying of chicken or whatever product or service is involved but also in over-all business management. Continuing services are usually provided to the franchise holder in the form of advertising, market research, new product or service development and in purchasing support.

The types of franchises range from retail clothing stores to hamburger restaurants, from chimney sweeping to paint and wallpaper stores, to picture framers and way beyond. The range and scope are endless, particularly with the development of distribution systems for professional and business consultants.

It is hard to keep count of the franchised operations in Canada today. There are new franchises started every day and, sad to say, there are some which fail. More than 350 companies currently operate over seventeen thousand franchised businesses and that number is always increasing.

Many of the franchised operations are Canadian based, some have their origin in the United States and still others come from various parts of the world.

If a note of caution was detected earlier in the comment on failures, it should have been. There are those who purchase what is, for them, an unsuitable franchise and one which they should not be trying to operate. There are those who purchase franchises only to find that the franchisor does not live up to the terms of the agreement or, worse yet, has unloaded his inventory and gone bankrupt.

Is there any protection? Yes. It starts with knowledge of the franchise system and leads to the ability to ask the right questions and interpret the answers properly.

TRAGIC CASE THAT ONE. — LAST OF THE NAVIGATORS ON A VOODOO. BEING REPLACED BY A COUPLE OF TRANSISTORS, A BOY SCOUT COMPASS AND A SERIES OF PRAIRIE GRAIN ELEVATORS PUSHED HIM OVER THE EDGE.



Tax tips

Where's my refund cheque?

By The Institute of Chartered Accountants of British Columbia

Once their tax return has been filed, most taxpayers sit back and wait for a cheque in the mail. But correspondence from Revenue Canada Taxation often sends unnecessary shivers down the spine of the crustiest Canadian taxpayer.

After reviewing your return, Revenue Canada will send a Notice of Assessment. Don't panic. This advice means either your return has been accepted as filed or changed for the reason indicated on the form.

Usually the reason for change is clear. It may be that the general averaging provision has saved some money and you'll be getting a bigger refund than you

thought. This is especially likely if you've just started work, or received a large raise in the last year. Or the computer may have found a mistake in your arithmetic, an incorrect claim for your RRSP or dependents or some similar reason. If you do not understand the change or disagree with it, contact the District Taxation Office and review the matter. The tax people are normally helpful and make an effort to explain fully the change.

Sometimes the initial processing of your return will lead the tax department to request a clarification of an item on your return. This may mean producing receipts to back up a claim, or further information or explanation on some aspect of your return. If an original document such as

a separation agreement is requested, send a photocopy. Don't part with your original. If they insist on seeing original records, take them personally to the tax department. Address correspondence to the person writing to you, use registered mail and keep the receipt. Remember to quote any reference numbers on your correspondence from them.

Sometimes the tax department will issue a Notice of Assessment and then find what they believe are errors, omissions or incorrect interpretations of the law. They may inform you of the changes they intend to make; or, they may simply issue a Notice of Reassessment advising you of the changes

and the increased tax payable.

If there is money involved since it's yours, you may wish to seek professional assistance at this stage. Your tax advisor or chartered accountant will give you an opinion on whether Revenue Canada Taxation is right or wrong and what you can do about it.

Sometimes the reassessment will be withdrawn if you convince the tax people by letter or interview you are right and they are wrong. But if you cannot agree, and want to dispute the reassessment, you must file a Notice of Objection within 90 days from the date the reassessment was issued.

The Notice of Objection is dealt with in the Appeals

section of the District Taxation Office, and the reassessment will be confirmed, modified or cancelled at this level. If you still feel you've been improperly treated and want to continue objecting, your next step is the Tax Review Board, an informal panel with the power to confirm, modify or cancel an assessment. Failing that, there is the Federal Court, initially the Trial Division, followed by the Appeal Court.

Your last hope is the Supreme Court of Canada, and if they turn you down, you're out of luck. Keep in mind of course, that as the appeals go on, your legal costs may amount to more than the tax reassessed; but at least the legal fees are deductible on your next tax return.

What to do if the tax man cometh

By The Institute of Chartered Accountants of British Columbia

Believe it or not, Revenue Canada Taxation is as interested as you are in getting your tax refund to you as quickly as possible.

The government actually does return money. According to 1977 figures, 13 million tax returns were filed and 10 million taxpayers received refunds; roughly three-quarters of all taxpayers got money back. With the child tax credit, even more should collect money after tax time.

But why is it always your

refund that is late? Let's see if you filed properly, which will help speed things up.

In 1977, half a million tax returns were filed without the necessary information. Each taxpayer had to be contacted for the missing data. Probably 375,000 of these had refunds coming.

If you filled in your social insurance number, age and all the required data on your tax form — or used the preprinted form provided by the tax department — you should have no trouble there.

If your arithmetic was

wrong, the return would have to be checked. If you copied in all the right numbers and totalled them up correctly, it will be a help.

If you sent in vouchers and data that are not required it will slow things down. Apparently it is not uncommon for taxpayers to send cheques for the gas, hydro, phone and other bills to the tax department. Before your refund can be processed, someone has to sort those items out and send the irrelevant material back to you.

Remember, opening 13

million pieces of mail is a massive operation, even when mechanical letter-openers are used. All the mail must be manually handled by people who rearrange things. If you attached material in the proper place it will help cut down the rearrangement time.

If you sent in your return before the April rush, your return will be processed first.

If you write clearly, that's good. A major portion of the work of processing returns is done by human beings who have to be able to read and

understand what you've done on your return.

Delay in return of tax refunds can be avoided with simple, common sense steps on your part. If you've moved or are going to move, tell Revenue Canada Taxation where to find you. The department is required to return your money and look at millions of tax returns. You look at only one — your own.

The easier you made someone's job at Revenue Canada Taxation, the faster you'll see your refund cheque.

To the Editor.

Saudia Arabia -- no thanks

Dear Editor,
I read in The Vancouver Sun that hundreds of job seekers across the country swamped a Calgary consulting firm with phone calls after hearing the company was looking for 1,700 people to work in the oil fields of Saudia Arabia. That this would give them a chance to get out and see the world, have an adventure and come back with their jeans stuffed with money. Besides offering top salaries, untaxed by Saudi or Canadian governments, there was the variety of perks to lure the people they need into two-year contracts.

Now let me tell you a true story. Several years back, a friend of my father's, who was around 40 years old at the time, acquired a job in Saudi Arabia. He signed up for two

or three years. The salary seemed astronomical and would have been something had he lasted. We all thought because he was so tall, well-built and disgustingly strong and healthy, he would endure.

His job was as a foreman. Within a few weeks, he ended up in a hospital with a bad case of dehydration. No more than one month went by in all, and he flew back to Canada never to return to Arabia.

A few of the things he did mention were: In Arabia, it's too darn hot; you are not allowed to have alcoholic beverages and neither can you get any; nothing is that cool including the water for drinking purposes. Believe me, this fellow got his share of teasing.

I'll tell you this much. It would be rare if a person came down with gout in those oil fields. If you have booze problems, it's one hell of a place to be rehabilitated.

It's a case of wealth vs. health, and if one is a typical North American, your health will run out long before the two-year contract!

In conclusion, whether you be in the armed forces or on civvy street, you don't know how lucky you are to be in Canada. How nice it is, especially for you men, that at the end of your work day, you can indulge in a nice shower or bath and have a couple of cool ones. Now I'm not telling you what I mean by that!

Sincerely,
Mrs. L. Knutsson

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Wednesday 1:00 - 9:00
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Section news

Accent on boating

Now that the fish are running and more importantly, biting, the ranks of the "salt choppers" will be swelled by those who choose only to fish when the fishing's good and by some who are completely new to the game. Fishing means boats and boating means water and water means danger, particularly if you are not aware of the limits to yourself, your boat and your equipment and knowledge about local waters.

If you have not taken training on safe boating, do so before trying it for the first time — before renting, buying or borrowing one to use. Your local recreation office has a supply of excellent booklets published by Transport Canada and the Canadian Coast Guard. They're called "Boating Safety Guide" and

are free for the asking.

So what? you say. Well, before you dismiss the need for boating safety information, put your knowledge to this simple test.

1. Do you know where local boat launch ramps are located?
2. Do you know the meaning of the term hypothermia?
3. Can you identify the recommended safe load and horsepower for a boat and know where to look for it?
4. Do you know the law and its requirement for boat licensing, personal flotation devices and emergency equipment?
5. Do you know the particular hazards of gasoline and liquefied petroleum gases (propane) in boats?
6. Do you know the "Rules

of the Road" and follow them?

7. Can you recognize when divers are working or active in an area?

8. Do you know the Canadian Buoyage System and how to safely follow channel markers?

9. Do you know what wind strengths are indicated by the terms "Small Craft Warning" and "Gale Warning"?

10. Do you know which CB channel is used for marine emergencies and how to call?

11. Do you know how to signal an emergency and how to recognize those signals by flag, flashlight, flare, sound signal or by arm signals?

12. Do you know how to contact the Search and Rescue resources in this area? Report a forest fire? Get a marine weather

forecast?

No, we're not going to give you the answers here and now and the name of the game is not to turn to page 32 and see if your answers are correct. The name of the game is boating safety. It involves respect for water and for other boaters and the responsibility that demands you know the dangers and rules of the game before you head out.

There's a lot to learn, but each step in that learning will increase your knowledge and pay big dividends in boating safety and enjoyment of this natural resource that surrounds us. Pick up a copy of the "Boating Safety Guide" from your Rec. Centre today and ask about the CFB Comox boating safety supplement. SAFETY SAM

Gimli - a flashback

Senior appointments in CF

STATEMENT BY
THE HONORABLE
PAUL HELLYER
MINISTER OF
NATIONAL DEFENCE
AND
THE HONORABLE
LEO CADIEUX
ASSOCIATE MINISTER
OF NATIONAL
DEFENCE
July 4, 1966

The following senior appointments in the Canadian Armed Forces have been approved:

Major-General W.A.B. Anderson, of Montreal, at present Deputy Chief Reserves at Canadian Forces Headquarters, will be promoted to lieutenant-general and appointed Commander, Mobile Command. He will succeed Lieutenant-General Jean

Victor Allard, of Trois Rivieres, P.Q. whose appointment as Chief of Defence Staff and promotion to general, July 16, were announced earlier.

Air Vice-Marshal Frederick R. Sharp, of Moosomin, Sask., Commander, Training Command, with headquarters in Winnipeg, will be promoted to Air Marshal and appointed Vice-Chief of Defence Staff. He succeeds Lt.-Gen. Robert W. Moncel, of Montreal, who is retiring.

Air Vice-Marshal Sharp's successor as Commander, Training Command, will be announced later.

Air Vice-Marshal Edwin M. Reyno, of Halifax, will be promoted to Air Marshal and appointed Chief of Personnel. Air Vice-Marshal Reyno, at present Deputy Chief of

Personnel, will succeed Vice-Admiral Kenneth L. Dyer, of Ottawa, who is retiring.

Commodore Ralph L. Hennessy, of Ottawa, will be promoted to vice-admiral and appointed Comptroller-General at Canadian Forces Headquarters. He succeeds Lt.-Gen. Frank J. Fleury, of Montreal, who is retiring. Commodore Hennessy has been serving as the chairman of the Minister's Manpower Study Group (Men) which since May, 1965, has been preparing a career management plan to meet the long-term needs of the Regular Force.

The officers will assume their new appointments July 16.

Lt-Gen Fleury began his military career in 1930 as a cadet at Loyola College and

during the Second World War held a series of training and staff appointments in Canada, Britain and Italy. Since the war he has held a number of senior administrative appointments at headquarters in Ottawa and in the commands and has been commander of the Canadian Military Mission in Tokyo, of Eastern Quebec Area and Quebec Command. He became comptroller-general in September, 1965.

Air Vice-Marshal Reyno joined the RCAF in 1938 and served in England as a pilot during the Battle of Britain before becoming a flying instructor. Following a tour as commander of RCAF Station Greenwood, he held a number of senior staff and instructional posts before attending the Imperial Defence College in 1959. Since that

time he has been deputy vice-chief of the Air Staff, chief of staff of the 4th Allied Tactical Air Force in Europe and deputy chief of personnel at CFHQ.

Air Vice-Marshal Sharp joined the RCAF on graduation from the Royal Military College in 1938. He served as a flying instructor during the early war years becoming a bomber pilot for a tour of operations. A series of command and staff appointments in Canada and overseas followed the war, as well as appointments as deputy commander and commander of NORAD region sectors. Since December, 1964 he has served as director-general of management engineering and automation and as commander of Training Command.

Commodore Hennessy entered the navy as a cadet in 1936 rising to command a number of ships during the war years. From the end of the war until he became deputy chief of naval personnel in June, 1960, Commodore Hennessy held a variety of appointments afloat and ashore, including that of commander, First Canadian Escort Squadron. In 1963 he became commodore personnel, Atlantic Coast and since 1964 has served in Ottawa on manpower study groups.

Maj-Gen Anderson started his military career at the age of 13 when he joined the Frontenac Regiment and was commissioned in the Royal Canadian Artillery in 1936 following graduation from the Royal Military College. He

held a number of staff and command appointments overseas during the Second World War and was director of military intelligence and of the army staff college in following years.

He has also been commander, 1st Canadian Infantry Brigade Group, adjutant-general of the army and chairman of a study group which produced a career management plan for officers of the armed forces. In 1965 he was appointed deputy chief, reserves.

Vice-Admiral Dyer joined the RCN as a cadet in 1933, taking his early training with the Royal Navy. Among other appointments during the war years he commanded the destroyers Skeena and Kootenay and was in following years commander of the

virgin stretch of sandy beach and the nav sets course for a point far out in the ocean to the smell of fresh perked coffee and bacon and eggs. So begins a day of patrolling for the Demons!

The preceding was paid for by the Argus Preservation Committee, a small but influential group within the squadron.

This week sees the official departure of Lt-Col. Peter Hamilton from the CO's slot on squadron.

The Demons will long remember the Colonel's dedication to the unit, as well as his Christmas parties. The writers of the Demon Doins will also remember his patience and flexibility in dealing with their brand of journalism.

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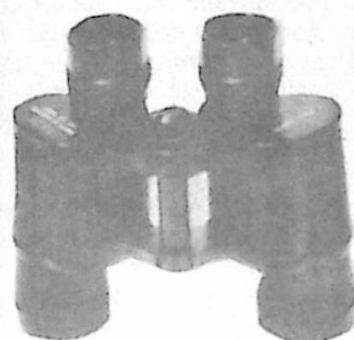
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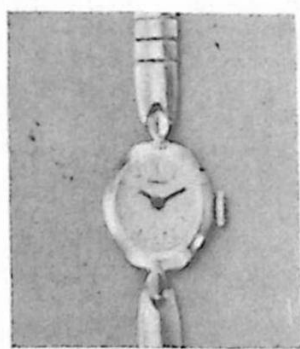
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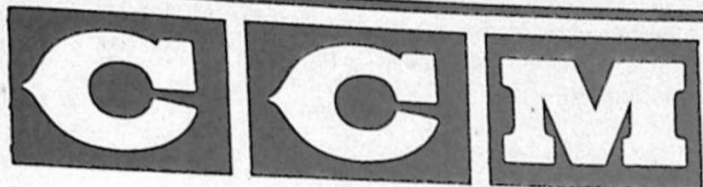


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850 ml. **3.87**

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J&J COTTON SWABS

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Bath Size.
140 g. **2/.89**

**CASHMERE BOUQUET
HAND SOAP**

90 g. **.29**

Totem sports

Totem Times 10K. run

The second annual Totem Times Road Race will be held on Saturday, June 28 at ten a.m. The 10 kilometre event will begin at the CANEX parking lot and take the participants over a scenic route through Kin Beach, King Coho area and will end up back in the parking lot. This year, unlike last, the run is an open event and everyone is invited to participate. There will be a few improvements over last years' initial effort, some of which will be aid

stations and time splits at the half way mark, and at the finish line.

The aim of the run is to provide a change of scenery for those people running the same course day after day and to plus provide a touch of competition to those wanting to better their own personal times at the distance.

We would like to see participation, at whatever level there is. Anyone reading the Comox Times is invited to

come out and walk, jog or run and enjoy the warm sun and sea air.

What we are really in need of is volunteer helpers during the run... People will be needed at the aid stations plus at various other points along the route to ensure the athletes don't take the wrong turn. If you're interested in helping in any way, give me a call at 338-7337. Believe me, you won't be turned down.

Stitches no laughing matter

A common complaint amongst physically active people is the "side stitch" - that sharp pain that develops at the side and just under the rib cage. Although it usually occurs on the right side of the body, it can also show up on the left side, or elsewhere in the abdominal area.

There has always been lack of agreement on its causes. Many factors have been suspected, from faulty breathing, improper eating and impaired circulation in the breathing muscles, to gas trapped in the intestines and colon. Most authorities now attribute it to a cramp of the diaphragm muscle but an interesting observation has thrown extra light on the mystery.

The problem is seen most frequently in runners and those involved in running sports such as tennis,

basketball and football. It is seldom seen in less jarring activities like swimming and rowing. It also occurs in activities like motorcycling in which the body doesn't move very much but is subjected to constant jolts. This has led to the conclusion that "stitches" develop as a result of recurrent jolts while the body is in an upright position.

Large internal organs like the stomach, liver and spleen are supported by the abdominal wall and by the peritoneal ligaments which also attach to the diaphragm. In the vertical position these ligaments are under extra stress and this is made even greater by activities which cause a repeated "up and down" jarring effect. The ligaments are subjected to excessive stretching and the eventual result is often a cramping of the ligaments

and the diaphragm.

Prevention involves avoiding food and large amounts of fluid immediately before exercising and maintaining strong supporting abdominal muscles. If a "stitch" develops, however, it can be relieved by breathing in deeply, then bending forward and exhaling as you press your fingers firmly into the spot where you feel the pain. This is usually enough to ease the problem and permit you to continue. If it persists, though, the best bet is to lie down with your legs and hips in the air. This inverted position relaxes the ligaments and relieves the spasm.

A 'stitch' is painful and temporarily disabling, but seldom of serious consequence. Once relieved, activity can usually be resumed.



Photo by Ken Wheeler

Vice champs doubles

Ron Strand and Cliff Andre returned home from the National Badminton Championships as Vice Champions Open Doubles.

Competing as number one seeds from the Pacific Region the pair demonstrated their powers against the best in the Forces. The final match against Felker and Roszell of

Ontario was hard fought with the Comox pair being edged out in two games. Their steady play throughout the tourney made them favorites to win, but it was not to be this year.

To Ron and Cliff, congratulations on representing us so well at the Nationals.

In the swim

The Base Rec. Centre will operate a Masters Swim Club. This is geared to the Base Service Personnel and Dependents (such as wives) OVER 20 years of age.

The Swim Club workouts will be used for conditioning purposes, as well as enjoyment, and will meet three days a week for one hour per day. Beginning May 19, 1980, 1300 hrs.

All interested individuals please contact Cpl. Karen Kowalski at Loc 315 for further information.

The 1980 CFB Comox Summer Swim Program will commence July 7, 1980. The Courses available are: Pre-Beginner, Beginner, Junior, Intermediate, Senior, Bronze Medallion.

Registration will take place at the Base Gym the 16-20 June 1980 from 0900-1000 hrs. ONLY.

Minimum height standard - 125 cms. For more information contact Cpl. K. Kowalski at Loc 315.

Defensive driving

There will be a Defensive Driving Course held for dependants of CF personnel, DND Civilians and retired personnel on 16-17-18-19 of June in the Social Center. This is an 8 hour course divided into 4 2-hour sessions beginning at 7 p.m. each night until 9 p.m.

Dependants wishing to attend this course are required to phone Local 263 to register. Cost of this course: free.

Dependants should be in possession of at least a learner's licence.

Summertime driving is approaching and many of you will be learning to drive. This is a most worthwhile course and if you have not taken this course before (or wish a refresher) we at the MSE safety Section strongly urge you to attend.

Comox Fitness Festival

Participation is the name of the game when Comox hosts the second annual Fitness Festival on May 30.

The event this year is taking on a slightly different format, with family participation being stressed.

Last year, the Fitness Festival was a series of courses for runners, joggers, walkers, and cyclists.

This time around, there will be a lot more involved with displays, demonstrations and fun and games.

The sessions will be divided into two parts with schools primarily involved from 1-4 p.m. and adults from 5-8 p.m.

For the student session there will be fitness testing and counselling, volleyball, and sports club's booths all indoors.

Outdoor activities will include New Games, orienteering, rugby, and an obstacle course.

The adult session from 5-8 p.m. will include indoor activities such as fitness testing, gymnastics, Scotch country dancing, fitness class, and club booths. Outdoor activities will be New Games and softball games.

Anyone interested in helping with this event can attend the weekly meetings at Dusty's Den, 7 p.m. on Tuesdays, or people can contact chairman Pete Feltham or the Comox Recreation Department.

The theme this year is "Let's Fit in by '81", referring to the B.C. Summer Games being held in the Comox Valley.

All activities are planned for Highland senior secondary.

In conjunction with the Fitness Festival is the Over-waiter run on June 1. There will be three courses set up for a one mile walk, a three mile jog, or a six mile run. The area in B.C. that comes up with the best turnout will win a mini-bus for that community.

Augusta bowlspiel

The 6th Annual Port Augusta Bowlspiel was held at CFB Comox 25, 26 and 27 April with seventeen teams participating.

The winners of the Port Augusta Event were Laurie Aucolin, Rose Mary Harrison, Bess McNutt, and Milly Davies. The runners-up were Cris Annand, Susan Christie, Gerrie Foster and Dolly Smith.

The winners of the Comox Flower Pot Event were Don Allison, Bruce Young, Hal Fuhr, and Fred Schwab. The runners-up were Bill Hill, Lil Davis, Dusty Miller and Pat Patrick.

The ladies high single was bowled by Marj Moore who rolled a 275. The men's high single was rolled by Ted Dixon with a 304 score.

The tournament was a big success, although the organizers were disappointed by the lack of teams.

The organizing committee would like to thank the Port Augusta Motel and the Comox Flower Pot for the support shown this successful bowlspiel.

WEDDING

Mr. and Mrs. Frederick Chiosson of Comox are pleased to announce the engagement of their eldest daughter, Diane Loretta to Clement Albert Terragni, only son of Mr. and Mrs. Luigi Terragni of Burnaby, B.C. Wedding will take place at 4 p.m., May 31st, 1980 at Holy Rosary Cathedral, Vancouver, B.C.

FLASH!

FLASH!

YoHo! We're Back!

3rd ANNUAL

CLASSIC BOAT FESTIVAL

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SAT. 30 & SUN. 31, AUGUST, 1980

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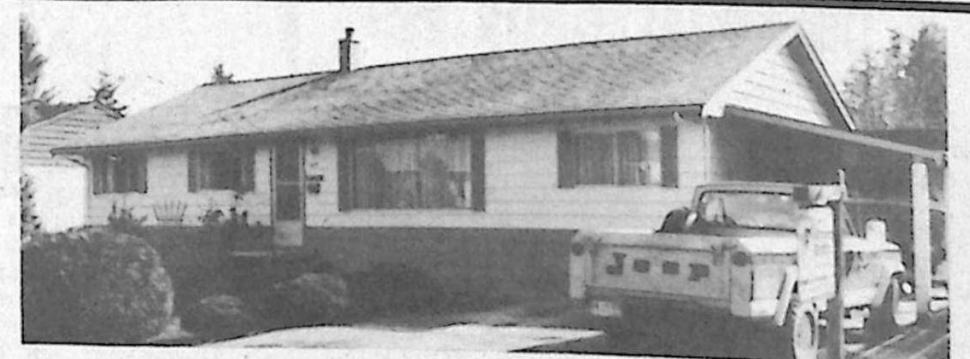
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Promotions and awards

Thursday, May 15, 1980

CFB Comox Totem Times 9

'Promotion to MCpl'



LCOL BURROWS, BOPSO, Congratulates MCpl Nash on his recent promotion. MCpl Nash is a member of the Royal Canadian Dragoons and has been a member of the Security Section employed in

the Weapons Storage Area since Aug. 1977. Could LCol Burrows be trying to convince him that the picture in the background is really a lynx?

'Professionalism award'



A RECOMMENDATION for a "For Professionalism" award was submitted on CPL Mike Lowe on 11 March 1980. This recommendation was submitted by Col. B.T. Burgess, B. Comd. at CFB Comox. CPL Lowe was removing an Aero 7-A rack from a CF101 Voodoo during a periodic inspection and he noticed an engine oil return line that was rubbing against a rib. This was im-

mediately reported and a further inspection revealed that the line had worn to a point of near rupture. A special inspection was ordered on all CF 101 A-C as a result. This action from CPL Lowe displays professionalism and a dedication to duty that is admired and respected. Well done Mike and may your actions be a guide for all to follow.



ST-HUBERT -- A WELL DESERVED MEDAL -- Daniel Caron, a young Canadian Boy Scout signs the Base Commander's official quest book, while

Jean Belliveau (right), and Colonel P. Senecal, Base Commander, CFB Montreal look on, recently at a Jack Cornwall Ceremony at St-Hubert (Quebec).

Jack Cornwall Decoration awarded by Boy Scouts of Canada

ST-HUBERT -- Four years ago, Daniel Caron, 11, son of Captain and Mrs. Richard Caron was walking home from school when he fell into an open steam sewer. For the next two years, he underwent extensive burn treatment at the Montreal Children's Hospital. Steam burns covering the lower half of his body required daily blood transfusions, skin grafts and intervenous feedings. Now four years after his accident, young Daniel has been awarded the Jack Cornwall Decoration by the Boy Scouts of Canada. In brief, the award which is named after a one-time boy scout who was awarded the Victoria Cross in World War I, is for "courage and determination to do his best, despite suffering

and physical and emotional pain and a severe health handicap". Recently at a ceremony at Canadian Forces Base Montreal (St-Hubert Garrison), Daniel was presented with a Jack Cornwall badge, and was read a congratulatory letter from the Boy Scouts of Canada. Jean Belliveau, the Montreal Canadiens former superstar was in attendance to congratulate Daniel, and also sign autographs for the children, and some adults, in attendance. This fall, Daniel will travel to Government House in Ottawa, where the Governor-General will officially present him with his Jack Cornwall medal.

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JUNE 13 - 14 - 15, 1980

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Admission: \$1.00. Senior Citizens and Children under 12 years - 50¢

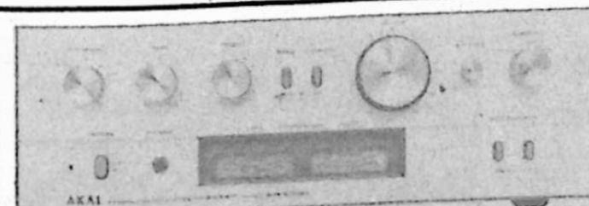
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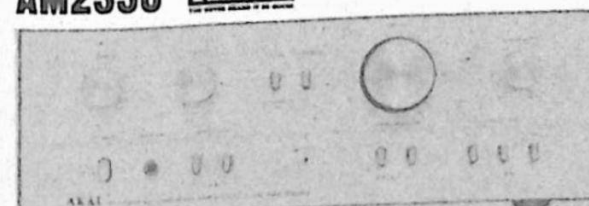
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CF News

Dawn Patrol '80

OTTAWA — The Canadian Forces, together with those of eight other NATO countries, will participate in a sea, land and air exercise named DAWN PATROL '80, which will be held in the Mediterranean from May 5-17, 1980.

An annual exercise, DAWN PATROL provides training in securing sea lines of communication for maritime and air forces as well as exercising amphibious operations in the Mediterranean.

The Canadian force, under the command of Captain D.N. McGillivray, will consist of the helicopter destroyers ATHABASKAN and HURON

and the replenishment ship PROTECTOR. The submarine OKANAGAN, under British control, and the destroyer ANNAPOLIS, which is assigned to the Standing Naval Force Atlantic, will also take part in the exercise.

Forces from the United States, the United Kingdom, Denmark, the Netherlands, West Germany, Italy and Turkey will operate with those of Canada during the exercise. France, although not part of NATO's military structure, as in the past, designate forces to participate.

New trucks

OTTAWA — The Minister of National Defence, Gilles Lamontagne and the Minister of Supply and Services, Jean-Jacques Blais announced today that Bombardier Limited will be asked to submit proposals for the manufacture of up to 2,800 trucks for the Canadian Armed Forces. Bombardier will receive \$100,000 to submit a production proposal to be paid only if they are not awarded a contract within a certain period. This period is still to be negotiated.

The 2½ ton trucks are destined to replace the Canadian Forces fleet which has been in use since 1952. They will fill a logistic support role for the field forces.

The vehicle was selected as a result of evaluations which have been under way at National Defence and Supply and Services since 1977. A number of options were examined by DND and DSS experts. These included rebuilding the present fleet and the use of commercial vehicles. With respect to the latter, a number of commercial vehicles were subjected to user and engineering trials during the early stages of this program but all fell short of meeting operational requirements.

Other options studied were the feasibility of using military U.S. pattern trucks purchased directly from the U.S. Government, the use of military pattern trucks manufactured in Canada and finally, the M35 2½ ton trucks, manufactured in Canada with

modifications such as diesel engines and power steering. Bombardier holds the only Canadian licence to manufacture these latter vehicles.

Total estimated cost of the project is \$234 million in 1980 dollars of which about \$170 million is for the production of the vehicles and associated spare parts and tools, with the balance for the procurement of the trailers and special installed equipments.

Ministers Blais and Lamontagne said that, among the vehicle contenders evaluated by the Government, the Bombardier option was considered the best in terms of meeting the military requirement, cost effectiveness and potential for industrial and economic benefits.

The decision to seek a proposal from Bombardier conforms with federal government policy of establishing Canadian competence and sources of supply in defence production. This latest invitation provides an incentive to a Canadian manufacturer to enter into this specialized market.

Subject to successful negotiations, it is estimated the contract would give employment to approximately 800 people for two years at various locations including the La Pocatière and Valcourt plants. As well, acceptance of the proposal would bring Quebec and the company advanced vehicle technology.

Promotions

OTTAWA — Defence Minister Gilles Lamontagne has announced the following promotions from Colonel to Brigadier-General for nine Canadian Forces officers. The promotions and subsequent appointments to new positions will occur during 1980:

Promoted are: Col. E.C. Ball, 47, of Toronto who becomes director-general maritime engineering and maintenance, National Defence Headquarters (NDHQ) Ottawa from his position as a member of the directing staff at National Defence College, Kingston, Ont.

Col. S.W. Riddell, 49, of Saskatoon, who becomes chief of staff, sea, at maritime command headquarters, Halifax, from his position as commander, Canadian Destroyer Squadron Two, Headquarters at Esquimalt, B.C.

Col. G.R. Slaunwhite, 45, of Halifax who becomes program manager, New Fighter Aircraft, NDHQ from his position as director of aircraft engineering and maintenance, NDHQ.

Col. J.H. Roddick, 45, of Brandon, Man., who becomes base commander CFB Borden, Ont., from the National Defence College course at Kingston, Ont.

Col. J.C. Wood, 45, of Charlottetown who becomes director general maritime doctrine and operations, NDHQ from his position as senior liaison officer (maritime) Canadian Defence Liaison Staff (London), and Canadian Forces Attache at The Hague.

Col. G.R. Cheriton, 49, of Hamilton, who becomes base commander, CFB Gagetown from his position as director, operational training co-ordination at NDHQ.

Col. A.C. Brown, 45, of Winnipeg, who becomes chief of staff operations at Mobile Command Headquarters, St. Hubert, Que., from his position as base commander, CFB Kingston.

Col. E.J. Healey, 45, of Owen Sound, Ont., who becomes manager of the Canadian Patrol Frigate program, NDHQ from his position as director maritime engineering and maintenance, NDHQ.



H.M.C.S. Haida Association

Former shipmates of Canada's famous Tribal class destroyer, H.M.C.S. HAIDA will gather for their bi-annual reunion in Victoria July 10-14, 1980. Named after British Columbia's legendary seafaring Haida Indians, the Canadian Destroyer HAIDA won an honored place in Canada's naval history during two world wars.

Shipmates who once proudly wore the two-headed Thunder River Bird badge with the flapping wings, official symbol adopted by the ship, are being called to rally once again in the city who recognizes the remarkable exploits of the famous ship and its devoted crews.

Jack Hannam, President of the West Coast Haida Association issued an invitation to all former shipmates who served on board H.M.C.S. HAIDA to attend the Victoria reunion. HAIDA'S first commanding officer and Honorary President of the H.M.C.S. Haida Association, Vice Admiral H.G. DeWolf, CBE, DSO, DSC, CD, RCN (retired), now residing in Hamilton, Bermuda is expected to attend the reunion headquartered at the Empress Hotel in Victoria.

Although out of the Navy, the HAIDA is far from being out of service. Saved from the scrapman's cutting torch, a group of

determined and sentimental men have been responsible for converting the ship into a national Memorial and Museum. Haida association members have been commended for their energy, enterprise and determination in ensuring the future of probably the fightingest, best loved, and most famous of Royal Canadian Navy ships, in its new home port facilities in Toronto. The H.M.C.S. HAIDA has been dedicated to keep the memory of their efforts in the cold North Atlantic alive.

Hannam encourages former seamen and officers not able to attend the reunion to pass along information regarding the July affair to former shipmates. Further information as to registration and schedule of events planned for the occasion are available from:

H.M.C.S. Haida Association (West)
P.O. Box 7284 Depot D
Victoria, B.C.,
V9B 4Z3.

or telephone Jack Hannam at (604) 478-1545.

Senior Appointments

OTTAWA — Defence Minister Gilles Lamontagne has announced new appointments for 16 Canadian Forces brigadiers-general and commodores to take place this summer and fall.

Brigadier-General Jean Riffou, 51, of Cap-Des-Rosiers, Que., currently director general, land doctrine and operations (DGLDO) at National Defence Headquarters (NDHQ) in Ottawa will be appointed director general, departmental administrative services at NDHQ.

Brigadier-General Patrick Mitchell, 49, of Montreal, commander of 1 Combat Group at Calgary, will replace Brig.-Gen. Riffou as DGLDO.

Brigadier-General James Cotter, 47, of Niagara Falls, Ont., chief of staff, United Nations Forces and Commander of the Canadian Contingent in Cyprus, will replace Brig.-Gen. Mitchell as commander of 1 Combat Group.

Brigadier-General Guy Lessard, 47, of Montreal, Canadian Defence Attache in Paris, France, will assume the appointment of commander, Special Service Force at CFB Petawawa, Ont.

Brigadier-General John de Chastelain, 42, of Calgary, commander of Royal Military College, Kingston, Ont., will become commander of 4 Canadian Brigade Group

with headquarters in Lahar, West Germany.

Brigadier-General John Stewart, 48, of Montreal, currently director general, quartering at NDHQ will replace Brig.-Gen. DeChastelain as commandant of RMC.

Commodore Constantine Cotaras, 50, of Vancouver and Dartmouth, N.S., chief of staff, sea at Maritime Command Headquarters, Halifax, will be appointed chief of staff, plans and operations of Maritime Command.

Commodore Brian Hot-senpiller, 45, of Calgary, commander of CFB Borden, Ont., will be posted to NDHQ for special duties.

Brigadier-General George MacFarlane, will be director general, aerospace engineering and maintenance at NDHQ. He is currently project manager of the CP-140 Aurora program in Ottawa.

Brigadier-General William Paisley, 50, of Nipawin, Sask., commander of 1 Canadian Air Group, Lahar, West Germany, will assume the duties of chief of staff operations at Air Command headquarters, Winnipeg.

Brigadier-General Paul Manson, of Trail, B.C., manager of the new fighter aircraft program in Ottawa will replace Brig.-Gen. Paisley as commander of 1 Canadian Air Group.

Brigadier-General Clifton Kinney, 49, of Bath, N.B., now attending National Defence College, Kingston, Ont., will become director general organization and manpower in Ottawa.

Brigadier-General Clay Beattie, 52, of Ottawa, commander of Northern Region headquarters at Yellowknife, N.W.T., will be appointed director general policy planning at NDHQ.

Brigadier-General Blake Baile, 51, of Trail, B.C., will replace Brig.-Gen. Beattie in Yellowknife. He is currently chief of staff, operations at Mobile Command headquarters, St. Hubert, Que.

Brigadier-General Francis Norman, 44, of Montreal, now attending National Defence College will head the quarters task force at NDHQ in Ottawa.

Brigadier-General Ronald Hayman, 48, of North Bay, Ont., has been selected to attend National Defence College. He is currently serving in Brussels, Belgium, as secretary to the International Military Staff at NATO Headquarters.

Major-General Leonard Johnson, 51, of Prince Albert, Sask., associate assistant deputy minister, policy, at National Defence headquarters (NDHQ) in Ottawa, will become commandant of National Defence

College, Kingston, Ont.

Rear-Admiral Robert Yanow, 47, of Saskatoon, Sask., currently chief, maritime doctrine and operations at NDHQ will be appointed chief, personnel development in Ottawa.

Brigadier-General Jack Vance, 46, of Thomasburg, Ont., who is attending National Defence College will be promoted to the rank of major-general and appointed chief of personnel careers and senior appointments in Ottawa.

Brigadier-General Charles Gauthier, 52, of North Bay, Ont., director general, departmental administrative services at NDHQ will be promoted to the rank of major-general and will replace Maj.-Gen. Johnson as associate assistant deputy minister, policy.

MARCOM

OTTAWA — Defence Minister Gilles Lamontagne announced today that Vice-Admiral J.A. Fulton will become Commander Maritime Command and that Majors-General J.A.R. Gutknecht and H.A. Carswell will be promoted to the rank of lieutenant-general and become Canadian Military Representative (CANMI-LREP) at NATO headquarters and Assistant Deputy Minister, Personnel at National Defence Headquarters (NDHQ) respectively.

Admiral Fulton, 53, of Ottawa presently CANMI-LREP to NATO, began his military career in 1944 at the Royal Canadian Naval College, Royal Roads, Victoria. Among his previous appointments are command of the destroyer escort HMCS Gatineau and chief of personnel careers and senior appointments at NDHQ. He replaces Vice-Admiral John Allan who becomes deputy-

chief of the defence staff at NDHQ.

Major-General Gutknecht, 49, of Montreal, is presently deputy-commander Mobile Command St. Hubert, Que. A former commander of Lord Strathcona's Horse (Royal Canadians) in West Germany, he has served in South Vietnam and in a number of senior appointments including chief of land doctrine and operations at NDHQ. He succeeds Vice-Admiral Fulton.

Major-General Carswell, 51, of Trenton, Ont., holds the position of chief of personnel careers and senior appointments at NDHQ. Trained as a pilot, he has held the positions of Base Commander of CFB Trenton and commander of Maritime Air Group Halifax. He replaces Lieutenant-General James Smith who retires after 34 years of service.

All appointments and promotions will occur during 1980.

Famed historian

OTTAWA (CFP) — Colonel (ret'd) G.W.L. (Gerry) Nicholson, a distinguished military historian and author died Feb. 28 in Ottawa at the age of 78.

Following his early education in England, Col. Nicholson came to Canada in 1919. He attended Queen's University and the University of Toronto where he obtained Bachelor of Arts and pedagogy degrees.

A high school teacher by profession, he was principal of Battleford Collegiate at Battleford, Sask., when the Second World War broke out.

Col. Nicholson received his commission in the Prince Albert and Battleford Volunteers and served with the unit until 1943 when he joined the Canadian Army's Historical Section. He was posted to Ottawa in 1946 and at the time of his retirement from the Army in 1961, he was director of the historical section at Army Headquarters.

Col. Nicholson was the author of numerous books including *Canadian Expeditionary Force 1914-18* — the official Canadian Army history of the First World War. Later, he wrote the *Canadians in Italy 1943-45* which along with five other books authored by Colonel (ret'd) C.P. Steacy was given official recognition as the official history of the Canadian Army in the Second World War. Besides

regimental histories his books include *The Fighting Newfoundlander*, *More Fighting Newfoundlanders*, *The White Cross in Canada: A History of St. John Ambulance*, *The Gunners of Canada*, *Canada's Nursing Sisters*, and *Seventy Years of Service*. His most recent book *Keep Your Forks* was published last fall and is a humorous account of his many summers at Ottawa's nearby Red Pine Camp on Golden Lake.

In 1968 the Royal Society of Canada awarded Col. Nicholson the J.G. Tyrrell Gold Medal for his contribution to the study of Canadian history.

A leading citizen in many Ottawa and national groups and organizations, Col. Nicholson was a long-time member of St. John Ambulance, The Canadian Club and Kiwanis. He also served as President of the Ottawa Branch of the Queen's Alumni Association and President of the Ottawa Branch of the United Nations Association.

The Commonwealth Society, in which he was a member and officer for thirty years, recently established the Gerald Nicholson Award. It is to be presented each year to the student attending the Annual Students Commonwealth Conference who best exemplifies the Commonwealth principles of co-operation and consultation.

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COURTENAY — 17th Street vendor wishes quick sale. Price reduced to \$59,900. Features: 4 bedrooms, 2 fireplaces, 2 bathrooms, finished rumpus room with bar, wood burner stove in tandem with oil burning range and all drapes stay. 1 June possession.

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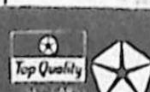
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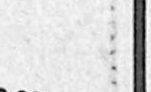
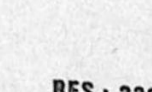
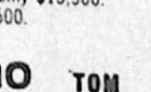
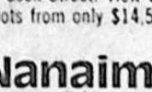
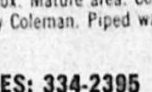
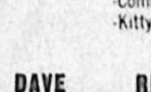
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Junior fire brigade



THE SMILING FACES belong to the Grade Five students of the Airport School who attended the Junior Fire Brigade Program. The course is held annually and is presented to the students by the Base Fire Department Fire Prevention Bureau. The Junior Fire Brigade course content covered such topics as classes of fires, methods of heat transfer, home escape planning, fire reporting and fire losses.

There were 37 students who received certificates and spent some time visiting the Fire Department. As with any program you must rely on the co-operation of others to make it successful. Once again, we would like to thank Cpl Bate, Mr. Shields and his staff and Base Transportation for assisting us in obtaining our goal.

Seat belt convincer

The Seat Belt Convincer - a crash simulator which graphically demonstrates how seat belts help save lives and prevent serious injuries - is taking to the highways of British Columbia.

From March 26 through November 29, the Insurance Corporation of British Columbia is taking the Seat Belt Convincer to 36 communities as part of a province-wide tour.

The concept of a province-wide seat belt demonstration program emerged from the enthusiastic public response to Convincer appearances at last summer's Pacific National Exhibition in Vancouver, and followup appearances on Vancouver Island.

Organized by the Road Safety Department of the Insurance Corporation, the upcoming demonstration program will visit every area of the province.

Commencing March 26 at Surrey Place, the demonstration program will be seen at area shopping centres with former radio and television newsmen Andy Stephen as the instructor. Cottonwood Mall at Chilliwack will be the second location visited by the Convincer, from April 2-5.

Stephen, who from 1956 to 1978 was familiar to many British Columbians as the legislative commentator and news director with CHEK-TV in Victoria, will accompany the Convincer to all 36 locations. He will present hourly demonstrations of the

effectiveness of seat belts, using the Convincer to prove that seat belts reduce the risk of death or injury in a sudden unexpected stop.

The public will also be invited to view a brief audio-visual presentation on the importance and proper use of seat belts and approved child restraints.

"We feel the program will be educational and of benefit to the public throughout the province. And we are pleased that a person as well known as Andy Stephen was available to assist in the program."

During the 36-week tour, the Convincer will visit every area of the province, starting with the Fraser Valley and finishing on the Lower Mainland in late November.

Ocean Waves

The Ocean Waves Square Dance Club have elected their new executive for the 1980-81 dancing season. Dave and Sharron Reed are President Couple; Mike and Evelyn Pomfrey - Vice-President and Publicity; Vesta Utz - Treasurer; Anne and WolfeClar - Secretary; George and Marg Andrew and George and Lynn Allen - Social Convenors; and Helen and Ted Rogers - Upper Vancouver Island Square Dance Association representatives.

Appreciation for their work on behalf of the Ocean Waves was expressed to George and Jackie Rawson as they step down as President Couple.

Informal dancing parties are planned from May to August and in particular the Ocean Waves will meet the Caller of their sister club this summer when Margaret and Graham Brandon visit Courtenay from Queensland, Australia.

So, if you are or have been a square dancer, why not join us. Beginner square dance classes are planned to begin in the Fall - it's fun, great exercise and you always meet the friendliest people while square dancing. For more information call Dave and Sharron Reed at 338-6288 or Mike and Evelyn Pomfrey at 339-5776.

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Sparkling Wines to Light Up a Party

Of all wines, champagne is the most elegant. Not only that, but champagne is also the most appropriate of wines; it can properly be served for breakfast, lunch or dinner, and with any food course; it can also be served throughout a meal. All in all, quite an accomplishment for a bunch of bubbles.

However, it should be noted that the word champagne is correctly used only in connection with wines from the Champagne district of France, north of Paris - a point the French have made in several legal battles. So we'll refer to all champagne-type wines simply as sparkling wines.

As soon as they discover that sparkling wines can be made at home, many novice wine makers can't wait to give it a whirl.

Yes, sparkling wines can be produced by the home winemaker. But it's not a project for the beginner. Some important additional steps are involved in putting the bubbles into the wine and if they aren't done properly the results can be anywhere from embarrassing to downright dangerous. Besides, good sparkling wine can only be made from good wine, and if you haven't demonstrated to yourself that you really can make an acceptable ordinary, or "still" wine then don't expect the addition of bubbles to work a miracle.

Sparkling wines can be any colour - red, rose or white. They can be made from the juice of fruits other than grape - cherries or pears, for example. But in any case you have to produce a good wine first, so let's assume your choice is for a champagne-type wine - a white wine from grape concentrate.

First, make the very best white wine you can, and carry the process through to the end of secondary fermentation, when the wine is clear and stable (there is not even an infrequent bubble of carbon dioxide puffing through the fermentation lock). In other words, it's ready for bottling. For sparkling wines, however, you must use heavy champagne-type bottles, or as a substitute, the returnable type of soft-drink bottle. Both of these bottles have been designed to stand up to the pressure of carbon dioxide.

Use the hydrometer to make sure that all of the original sugar has been reduced to alcohol, and that the wine is therefore "dry". This is important because any sugar that is still present in the wine will be converted to alcohol and carbon dioxide in the next stage of the process and add an unexpected amount of pressure to the bottle which could be dangerous.

Now mix together 2 ounces of sugar (preferably corn sugar) with a small amount of yeast nutrient and Champagne yeast culture into a syrup solution with a small quantity of water. Stir this mixture thoroughly into the white wine, which is still in the secondary fermentation carboy.

Immediately rack the

wine off into the champagne-type bottles, cork them and fasten on the wire cork-retainers (corks and retainers available from the winemaker supply store). The bottles should be stored upright for at least six months; a year is preferable. There's one problem. Since the sugar added at the bottling stage will combine with the yeast and nutrient to re-start fermentation (and thus create a bit of carbon dioxide, which is the bubbles), there is going to be a desposit of dead yeast cells in the bottom of each bottle. This won't affect flavour but you should avoid pouring this sediment out into a glass while serving.

There are several methods by which the home winemakers can get rid of this sediment, one method is given in the following recipe. Even the best of

Champagne has this sediment in the bottle for part of its aging period; it takes a lot of skill to remove it even in the cellars of Champagne.

So, in the era when "pop" wines named after birds and "petillant" wines from Portugal dominate the bubbly market, you can be in the enviable position of treating friends to "the real thing" at home. It's a safe bet that your product will monopolize the conversation for a while.

If you would like to receive further winemaking recipes and information simply send your name and address to: Wine Recipes, P.O. Box 4035, Station "A", Toronto, Ontario, M5W 2E5. Each name received will be eligible for a draw, the winner to receive a free trip to Australia CP Air and a tour of the vineyards of Southern Australia.

JOHANNISBERG RIESLING

Superb, crisp, light refreshing sparkling wine. Served well chilled and young this delicate wine with its hint of green colour is sure to be a winner.

INGREDIENTS:

1 tin Australian Johannisberg Riesling grape concentrate
7 tins Water
3 Kilos Granulated Sugar (or 8 lbs. Corn Sugar)
Acid (as indicated on the can recipe)
1 Kilo Chopped Fresh Apples
2 tsp. Grape Tannin
2 tsp. Pectic Enzyme
2 tsp. Super Nutrient
Wine Yeast
Starting Specific Gravity: 1.085
Starting Acid: 4.5 g/l

METHOD:

Make your basic wine in accordance with the label recipe. At the end of three months follow these instructions. NOTE: Wine that contains more than 11% alcohol by volume or has any residual sugar is not suitable for making champagne.

INGREDIENTS:

Clear stable wine
85 g. Corn Sugar per 4.54 litre
or 56 g. Corn Sugar per 3.78 litre
Andovin Wine Yeast
Wine Conditioner for sweetening

EQUIPMENT

6 X 25 oz. Champagne bottles per 4 1/2 litres
Crown caps
Champagne stoppers
Champagne wires
Deep Freeze

1. Syphon clear, stable wine from gallon jugs or carboy into primary fermentor.
2. Dissolve Corn Sugar as required in a small amount of wine to make a syrup.
3. Stir sugar syrup and 1 package of Andovin for every 22 1/2 litres into the wine, mixing thoroughly.
4. Syphon into champagne bottles and cap with crown caps.
5. Store upright in a dark, cool 18 degree C. place for three months.
6. Open one bottle and see if desired amount of sparkle has developed.
7. Prepare and clean extra champagne bottles. To each bottle add Wine Conditioner.
 - for a SWEET champagne add 28 cc (1 fl. oz.) Wine conditioner
 - for a MEDIUM SWEET champagne add 14 cc (1/2 fl. oz.) of Wine conditioner
 - for BRUT or DRY champagne do not add anything.
8. Place extra champagne bottles and full bottles upright in a deep freeze. Chill for two to three hours until ice crystals begin to form on the bottom of the bottles containing the wine.
9. Working with one bottle of wine at a time, remove crown cap and syphon wine into clean bottle. Insert plastic champagne stopper and wire down. Repeat this operation until all the wine has been syphoned into clean bottles.
10. When wine reaches room temperature agitate bottles to mix conditioner. Age standing upright for 2 to 3 months.

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CLASSIFIEDS

Choice view lot on Alpine Street, in Comox, \$18,000. Call 339-3075.

House for sale by owner. Minister and wife transfer. 4 1/2 years old, view of Comox Bay and Island mountains. 3 plus bedrooms, finished recreation room, 2 bathrooms (1 semi-ensuite), mature fruit trees, 10 per cent CMHC mortgage, close to elementary school and hospital, \$51,500.00 Phone 339-6010 for appointment to view.

Are you moving to Ottawa? House for sale: 3 bedroom townhouse, eat-in kitchen, dining room, large living room, 1 1/2 baths, finished rec. room. 5 min. drive from CFB Uplands, close to shopping centre. Asking \$39,000. Write to P. Krayner, 255-2270 Cotters Cr., Ottawa, K1V 8Y6 or phone 613-521-9798.

House for Rent on quiet street in Comox, near all schools, easy access to base, 3 bedrooms upstairs, built-in dishwasher, 2 fireplaces, double windows, finished basement, single car garage. Phone 339-5461, available 1st July.

June 8. Stamp Bourse, 10 a.m. to 8 p.m. Lower Native Sons Hall 360 Cliffe Avenue, Courtenay, B.C.

"CAR FOR SALE" 1965 Pontiac, V-8, 283 cub. in., P-St., P-B, auto., 2 tone, blue. Good tires, like new condition, new paint, looks \$925.00. Phone 338-7165 or 339-3613.

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- 1 SUPER LOCATION**
This immaculate 3 bdrm. home features 2 f'places, 2 baths and park-like landscaping. Located on Cougar Cres. in Comox. All this makes this home a real pleasure to show.
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On a quiet view lot at the end of a cul-de-sac in an excellent Comox area. The 1356 sq. ft. home features an ensuite with shower, thermo windows, skylights in kitchen and bath, f'place and much more. \$64,000. with 10 1/4 per cent mortgage.
AL ROBB 339-3307



- 3 NEW IN THE AREA?**
This 1,320 sq. ft., 3-4 bdrm. home just might be ideal for you. Situated on a 75x120 lot in central Comox, location to school and shopping will not be a problem. \$43,000 of 10 1/4 per cent financing till July '82 makes this home a springtime best buy at \$65,000.
SMOKEY WAGNER 339-4239



- 4 DON'T MISS THIS!**
Excellent 2 bdrm., one level, Comox home complete with brick f'place and large family room. Sited on a large landscaped lot with good garden area. Close to all amenities. Vendor may consider terms. Recommended buy at \$48,500.
DICK GARDINER 339-5345



- 5 COZY COTTAGE ON A LARGE LOT**
Newly renovated 3 bdrm. cottage with ensuite, f'place and large 120x153 lot. Loads of room for garden and play area and located on the end of a quiet, closed street. All this and still priced in the low \$40's.
MAX WEEGAR 334-4568



- 6 OCEAN VIEW**
Quality home with central f'place in living room. 2 bdrms. up and 2 finished down. Large yard with fruit trees.
GAYE & LLOYD WORK 334-2220



- 7 NEW LISTING - PUNTLEDGE PARK AREA**
On Robert Lang Dr. 4 bdrms., 2 rock f'places and close to the river. This is a must sell situation and the price reflects this. \$56,900. Call for an appointment.
ROD MALTBY 338-5029



- 8 "THE FISH ARE BITING"**
And this 4 bdrm., bsmt. home is on the doorstep at King Coho. Features brick f'place, rec. room down, small orchard, garden and a beautifully landscaped 1/2 acre lot with a glimpse of the sea. A bestseller buy near CFB Comox at just \$63,900.
BILL MORRISON 339-4063



- 9 4 BEDROOM COMOX HOME**
With a view from large lot on quiet cul-de-sac. Features include solid construction, full bsmt., new insulation, f'place, 2 baths, wrap-around deck and immaculate in and out. \$59,500. with 10 per cent mortgage.
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ANNOUNCEMENT

Arthur Block, President of Block Bros. Realty Ltd. is pleased to announce the addition of Georgia McLellan to the sales staff of Block Bros., Courtenay Office. Georgia and her husband John, who is a pilot with 442 Search and Rescue Squadron, recently transferred here from Moose Jaw where Georgia was the top volume producer two of the four years in our Moose Jaw Branch. She is a member of Block Bros. exclusive diamond club and intends to be active in all aspects of real estate sales. Her experience includes residential, land and commercial sales. We're very pleased to have Georgia with us. She's keen to get started in the Comox Valley and will welcome inquiries for all your real estate needs. She can be contacted at her downtown office, 449 - 5th St., Courtenay, B.C., 334-3111 or at her residence, 339-4642.



- 10 OCEAN VIEW CEDAR CONTEMPORARY**
Beautifully designed with superb finishing. Graciously sited in Laurel Heights area, this excellent 3 bdrm. split level home features angled skylights, corner brick f'place, ensuite, unique wood burner in family room and much more.
DICK GARDINER 339-5345



- 11 JUST PERFECT FOR RETIREMENT!**
3 bdrm. rancher with attached garage. Quiet location with full underground services and a park across the street. This neat as a pin home can be purchased for just \$43,900.
MAX WEEGAR 334-4568



- 12 ONLY \$44,500**
Great family home with extra large bdrms. F'place and near new carpets. Very close to school and just a short walk to park. 10 1/4 per cent interest rate on existing mortgage.
GAYE & LLOYD WORK 334-2220



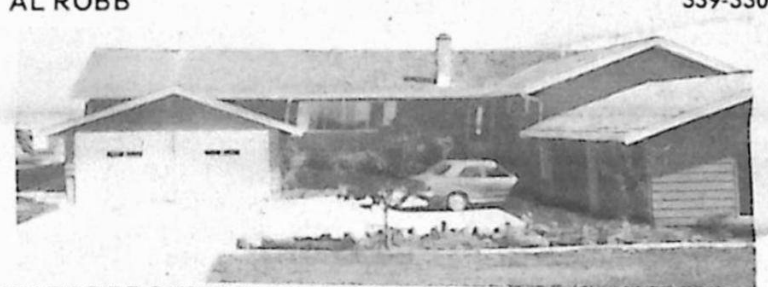
- 13 NEW LISTING, RURAL HAPPINESS**
Approx. 1/2 acre, creek and landscaped with a very nice 3 bdrm., fully developed bsmt. home. Features like a quiet den, a dry-steam sauna and quiet neighborhood make this \$59,500 home a good choice for a young family.
ROD MALTBY 338-5029



- 14 NOW HERE'S SOMETHING DIFFERENT**
A-frame to give you style, space and loads of view. 3 large bdrms. plus 12x18 master bdrm. with private balcony, mirrored f'place and charm. More means 2 more f'places, 3 baths, 27x14 family room, 2 CP and garage plus a separate storage shed located on this prestigious 1/2 acre lot. Priced well below replacement cost.
MAX WEEGAR 334-4568



- 15 SPACIOUS QUALITY HOME**
Located in a quiet area of Comox with a view. The excellent construction detail highlights a large L.R. and kitchen, f'place, 2 baths in 1,150 sq. ft. floor area plus a 44 sq. ft. sun-deck. \$62,600 with 11 1/2 per cent mortgage.
AL ROBB 339-3307



- 16 WATERFRONT SPECTACULAR**
Excellent one level view home sited on 2.82 acres with the world's finest view. Over 2,000 sq. ft. of excellence. Dbl. garage, dbl. CP and detached workshop. Min. maintenance home priced below replacement. \$125,000.
DICK GARDINER 339-5345

- 17 HOBBY FARM**
Almost 2 acres in Little River area. Perfect location for market gardener. Large modular home with 5 bdrms., f'place and 2 bathrooms.
GAYE & LLOYD WORK 334-2220

- 18 ACREAGE, STREAM & PASTURE**
Terrific hobby farm acreage near the sea at Little River with a year round stream, trees and a horse pasture. 4.47 acres for just \$29,900.
BILL MORRISON 339-4063

- 19 2/3 ACRE NEAR CFB COMOX**
Large treed homelife on piped water for just \$11,500.
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- 20 LOTS & ACREAGES**
- 10 acre properties on Denman Island ranging from \$29,900 to \$33,900. Enjoy the quiet rural flavour of the Islands;
- 1 acre waterfront with excellent view of Hornby Island. Trailer and boat and trailer bonus on sale.
- Very cute cedar cottage on a large Sandpiper subdivision lot. Close to the beach. Recreational delight. \$24,900. Vendor may consider terms.
- 5 acre parcel on Lake Trail. Extremely good looking homestead property. Fenced and cross fenced with fruit trees and buildings. \$43,900.
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