



TOTEM TIMES



Vol 23 No. 2

CFB COMOX TOTEM TIMES

THURSDAY, JANUARY 22, 1981

COST: PRICELESS

1980-The Canadian Forces in review



Lt. Col. Ted Gibbon hoists a glass to mark his last flight with VU-33 Utility Squadron.



Latest Word on the banners. As mentioned in previous article, the official flags of 421 "Red Indian" Squadron, and 441 "Silver Fox" Squadron, were flying in front of the Courtenay House Hotel. Mrs. Shelley Breeden, who made the 421 flag, alerted us to the fact, and with the kind cooperation of the hotel and the determined work of Capt. Don Harris and the Base Commander, both standards were retrieved. The two squadrons (showing remarkable comox Starfighter units) had Lt. Larry Dugan (421 Sqn) journey here to Comox to take the flags back to their home in Baden, West Germany.

CF Photo by Pte. J.M. Stoeckl

OTTAWA -- For the Canadian Forces, 1980 was a year highlighted by a change of top personnel, a decision on the new fighter aircraft and Canadian Patrol Frigate and support to other government agencies.

Gilles Lamontagne, a former bomber pilot in the Second World War, and member of parliament representing Langelier, Quebec, was appointed defence minister following the election in February.

In late April, Prime Minister Trudeau announced the appointment of General Ramsey M. Withers as Chief of the Defence Staff.

In early April, it was announced that McDonnell Douglas Corporation had been awarded the contract to produce Canada's new fighter aircraft the CF-18 Hornet.

In December, the competition for the Canadian Patrol Frigate Program was narrowed down to two industrial finalists to enter into negotiations for the contract definition phase of the program. This brings the navy another step closer to acquiring six new warships to replace the oldest class of destroyers.

SUPPORT TO OTHER GOVERNMENT AGENCIES

Operation Magnet II

Operation Magnet II, which provided medical care, rations and quarters to South East Asia refugees arriving in Canada has recently drawn to a close. Since August, 1979 the Canadian Forces assisted the Department of Employment and Immigration to process approximately 54,000 refugees at both the Griesbach reception centre at CFB Edmonton and at the Longue Pointe centre at CFB Montreal. Operation Magnet III, to begin in January 1981, is expected to process approximately 3000 refugees through the Longue Pointe centre by the end of March.

Elections in Rhodesia

In February, a detachment from 424 Transport and Rescue Squadron based at Trenton, Ont., was called upon to assist in the Zimbabwe-Rhodesia elections. In response to a formal British request, the Canadian Government provided Canadian Forces air transportation to outlying polling stations for the Commonwealth and other election observers.

Great Escape- Iran

Honoured with appointments as Members to the Order of Military Merit, were three Canadian Servicemen involved in the evacuation on January 28, 1980, of six American diplomats from the Canadian Embassy in Iran. They are MCpl. George Edward Brian, CD, of Winnipeg, Sgt. James Gordon Edward, CD, of Eriksdale, Man. and Sgt. Claude Gauthier, CD, of Lachute, Quebec.

Fighting Forest Fires

The Canadian Forces once again demonstrated that they are an essential and useful element of the community. In early summer, military personnel were sent to Northwestern Ontario near the Manitoba border at the request of provincial government to aid civilian firefighters. The operation combined firefighting and airlifting people and equipment to and from stricken communities. Using Winnipeg as a home base, close to 5,000 people were evacuated from Red Lake, Ont. and neighbouring communities. More than 1,100 personnel and 35 aircraft were involved in this firefighting effort.

Airlifts - Algeria and Italy

The Canadian Forces were involved in two humanitarian missions when earthquakes devastated El Asnam, Algeria in November, and in the south of Italy in December. Some twenty tons of clothing from Quebec were airlifted to Algiers and a planeload of emergency supplies from Canadian Forces Base Lahr, Federal Republic of Germany was transported to Bari, Italy.

SEARCH AND RESCUE

1980 proved to be another busy year for the four Canadian Forces Rescue Coordination Centres (RCCs) situated at Victoria, Edmonton, Trenton and Halifax as the 9,284 incidents they actioned up to 30 November surpassed by 33 the total number of incidents reported for the year 1979. Of the total number of incidents reported for the year 1979. Of the total number 2026 were air incidents, 6601 were marine related, 488 were of a humanitarian nature, and 169 involved assistance to civilian authorities.

SARCUP

Phase two of the SAR helicopter capability update (SARCUP) program is underway. This phase is designed to extend the range of the aircraft and enable them to fly search and rescue missions in ad-

verse weather, day or night.

Modifications to the six Labradors and five Voyagers include the installation of external long-range fuel tanks, rescue hoists, new radar and improved communications equipment. This improvement program is to be completed by 1984.

Prinsendam Rescue/Hercules Crash

In October members of 442 Transport and Rescue Squadron based at Comox, B.C. rescued nearly 100 people from the burning Dutch cruise ship, Prinsendam in the icy waters of the Gulf of Alaska. Along with the U.S. Coast Guard and the U.S. Air Force the number of passengers and crew rescue totalled approximately 520.

A tragedy occurred in mid-October when eight Canadian Forces members lost their lives when a Trenton-based C-130 Hercules of 436(T) Squadron crashed in Northern Quebec while on a search mission.

Armoured Vehicle General Purpose

Delivery continues of the Armoured Vehicle General Purpose (AVGP) to fulfil the Canadian Forces' requirement for basic armoured vehicles in armour and infantry units across Canada. Of the 443 AVGPs purchased, 177 are Cougars (tank trainer), 243 are Grizzlies (personnel carrier) and 23 are Huskies (recovery vehicle). These vehicles are being manufactured by the Diesel Division of General Motors of Canada Ltd., London, Ont., with final delivery expected in 1982.

NFA

In early May, the contract with McDonnell Douglas was signed for the purchase of the new CF-18 Hornet fighter aircraft. To be used for air defence of North American and NATO Europe, the aircraft will replace the CF-101 Voodoos, the CF-104s and the CF-5s. Delivery of the first of 137 aircraft will commence in 1982.

See "1980" p.11...

"Fishwrapper" Exposed

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Section news

CF Photos by Pte. J. Stoeckl

Nighthawks Nest

Like recoiling from the touch of a cattle prod, the base is stirring from its year of torpor by beginning "Op Eval" work-ups, and 409 is feeling its share of the jolt.

All available squadron members will be involved in this annual evaluation of our operational readiness, although with last year's event coming off so smoothly, there is talk of banishing Dan Trynchuk to Edmonton in a repeat of the 1980 affair.

A storm of controversy is swirling about our two U.S. exchange officers these days. Bob Slacks and Greg Frazer have been put on temporary "hold" status with the squadron until American officials decide on their course of action with regard to the Iranian situation. Now that the hostages are safe, President Reagan is taking a close look at the deal made by ex-President Carter, and there is some talk that he just may balk at fulfilling the U.S. side of the agreement. If this is the case, the alternate plan afoot in Washington is to give them back some hostages to do with as they will, and our two lads (by popular acclaim) head the list.

"It's not a bad idea," a White House spokesman

was quoted as saying, "it'll give those rug merchants a couple of guys to hold on to, and by sending those two we simultaneously rid ourselves of a pair of undesirables and placate our Canadian allies by listening to their petition."

The two have become expendable to 409 Squadron through reasons of their own doing. Greg Frazer, in wading through the troubled waters of house construction, has so thoroughly mashed the fingers of his hands with repeated hammer blows that his wife has to feed him. "Club Hand" would have to go through a costly and laborious re-training program when fully healed, and would never be totally accepted back into the aircrew world, as doctors say he will never be able to fit his hands into his pockets.

The case of Bob Slack was brought to a head when his brand new basset hound puppy was kept in the barracks for one night and managed to turn it into a fair approximation of the toilet training room on the movie set of "101 Dalmatians." If the opportunity to shift him into Iranian hands falls through, the alternate plan has him going down to Texas in a

one-for-one swap with his lady friend currently here on holidays.

Dale Erhart is one of the few absent Squadron members at present, and is toughing it out in France on the alpine ski course (the name of the course obviously presumes the candidate has successfully completed the river valley ski course, sand dune ski course, rainforest course, etc. The Forces are masters of stating the obvious, ain't they?)

It goes to show just how much influence big brothers have on their younger siblings. When it came time for Terry Hunt's brother to fly back to Moose Jaw after visiting this weekend past, the big "T" was able to talk him into staying until Monday. Reason? The airplane was wet. Remind me to drag you along next time I go to buy a car, Terry.

Figure this one out. Drew Foulds recently bought a sailboat and doesn't know how to sail. Now he says he's going to get married. Were one to carry the case to its logical conclusion, the future may have Drew coming home to find his kid going to the father and son softball game with the milkman.

Nighthawk Shorts:

...Joes Clarkston has tentatively scheduled the completion date for his house to coincide with the turn of the century. "Of course, that's without the landscaping," says Joel... Recent oil baron Lynn Housworth has taken to the news of his successful oil well investment with relish. He has reportedly turned down a half a dozen offers to star in "Dallas" type T.V. spinoffs in order to stay with 409. Admirable, Lynn, but we draw the line at your diamond pinkie ring and anteater cowboy boots... L.Col. Lott's adjustment back to Canada from Australia is proceeding well, although a few "mates" still escape his lips; he was seen outdoors in bathing trunks at Christmas, and there is, of course, the matter of the aboriginal houseboy.

That's the ball game until February, but I'll leave you with a question to ponder over. If the Pope is married to the Church -- why do they take separate vacations?

BGJK



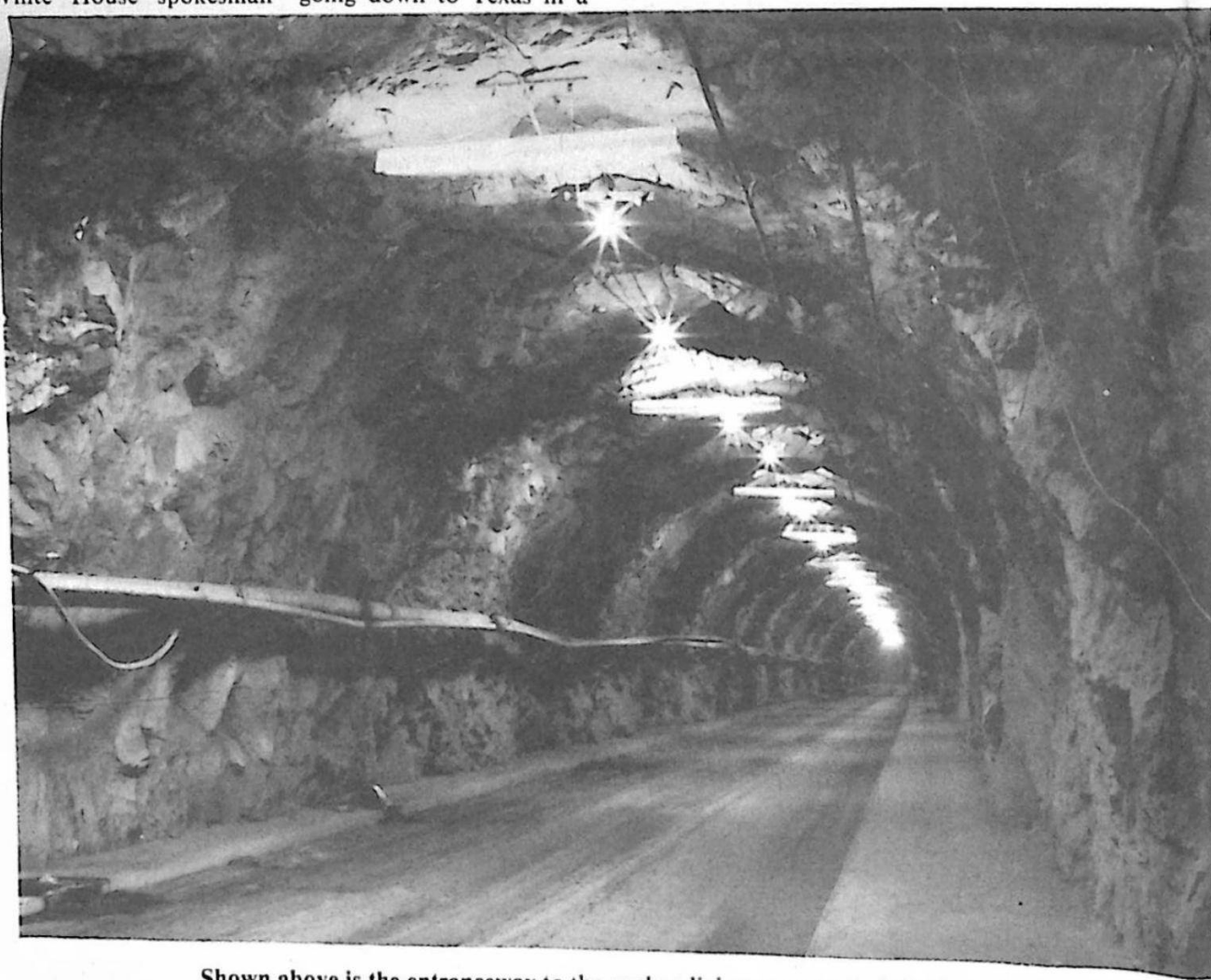
Hats off farewell! L.Col. Gibbon is bid fond farewell during the recent VU-33 hand over parade.



Out with the old - L.Col. Ted Gibbon relinquishes command of VU-33.



...In with the new - Maj. Purcell accepts the reins as leader of Comox's utility squadron.



Shown above is the entranceway to the sunken living room in Joel Clarkston's new house, which is currently under construction. When asked how he got the interesting rock-like effect on the ceiling and walls, Joel replied, "I used rock."

OFFICERS' MESS ENTERTAINMENT

Sunday, January 25 -

SUPERBOWL -

Moose Milk & Keg of Beer for your thirst. Sandwiches and Coffee also. Game time to be announced later on mess bulletin board.

Officers Wives Club -

BRIDGE — January 28, 2000 hrs.

SELF-IMPROVEMENT NIGHT — January 21

1930 for 2000 hrs.

Coming Events: Candlelight Dinner, Medieval Night

AT THE TOP OF MISSION HILL
North Island Highway, Courtenay, B.C.

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VANS - MOTOR HOME VANS -
PICK-UPS - 4-WHEEL DRIVES

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A
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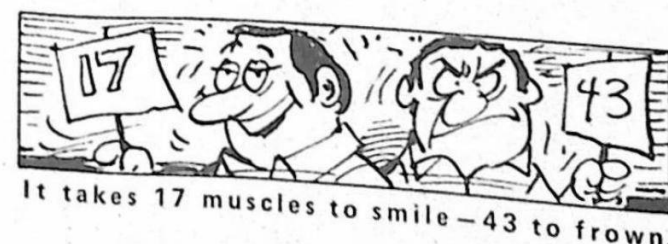
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LCol. Ted Gibbon is honored with the Navy's equivalent of being run out of town on a rail to mark his departure as skipper of VU-33 Squadron.



LCol. Gibbon poses for a mug shot after his last flight with VU-33 Squadron.

SEX

Now that I have sufficiently recovered from the holiday season I can get back to writing some serious Supply smut.

The Supply Christmas Party was a tremendous success, the only noticeable disappointment being a certain officer who insisted on killing his roast beef and potatoes with half a bottle of ketchup.

1981 promises to be a good year for everyone except the skiers (sob!sob!)

Since my last column which was too long ago to remember, some new people have joined our organization. A warm welcome to Deanna Steptoe, Debbie Smith, Claudine Parent and Tracy Webb who bit the dust this weekend becoming Mrs. Weller. Well at least she does not have to change initials!

Supply has finally managed to retire the terror of the top floor. Unfortunately, our new SAO seems to have some similar traits. (Just kidding!) MWO O'Hara, best wishes from everyone at Supply.

I must take a moment here to comment on how exceptionally well Supply has been pulling together and working as a team over the past few months.

So as Supply continues working at it, all you peasants out there, show a little respect (Did I say that?)

P.S. And for you Fools who made New Year's Resolutions, try to stick with them until at least the end of the month.

I.H.J.W.



The most exciting thing about January of course, is the Super Bowl. Since this article has nothing to do with football, however, readers will have to satisfy themselves with a description of the fog that blanketed the airport last week. To say that the fog was the most exciting event of the month so far is not quite accurate (almost, but not quite).

We had an interesting rescue on the west coast of the island on Monday, Jan. 12. Late in the afternoon, a vessel called the Arlene T reported that it was taking on water and was in danger of sinking near Quatsino Sound. A Buffalo (crewed by Capt. Don Blair, Lt. Hal Morrison, Capt. Art Sakamoto, MCpl. Ron Holliston, Cpl. Amos Ingram, and Lt. Jim Thiessen) was tasked by RCC to proceed to the vessel and drop a pump. After locating the vessel in very bad weather, the pump drop was successfully

accomplished. Unfortunately, the two crew members of the boat, Mr. LeBlanc and Mr. Playton, were unable to get the pump going before the boat began to sink. The got into the vessel's small lifeboat and signalled the Buffalo with flares. The Buffalo then set up a pattern to drop a SKAD kit. Despite the high winds, heavy seas, and low cloud ceiling, the SKAD kit was dropped successfully and the survivors managed to get hold of one of the ten man dinghies. Because they were wearing wet suits and the sea was very choppy, they decided to leave the dinghy upside down and drift along with it. After about 45 minutes, they drifted ashore. In the meantime, a Labrador (crewed by Capt. Randy Price, Capt. Jamie Davidson, Sgt. Chuck Johnston, MCpl. Frank Amadio, MCpl. Dave Sheppard, and Cpl. Dave Maloley) was enroute to Port Hardy. By this time it was dark, and the sur-

vivors had enough equipment from the SKAD kit to set up a camp for the night on the beach. It was decided that the best course of action would be to pick up the survivors the following morning. The rescue was concluded when the Labrador brought the two survivors to the Port Hardy airport early the next morning. Needless to say, the two men were extremely pleased, and were none the worse for wear after their night on the beach.

PERSONAL NOTES: Capt. Wayne Cross is usually punctual, but last week's killer fog forced him to miss his own farewell luncheon at the Officer's Mess. At least his "better half" was there! Although Wayne is leaving 442, he'll be making frequent visits to Comox on the Boey. Say hello to Max Ward for us, Wayne. At the same luncheon, Capt. Ron Brown couldn't help noticing that pennies were falling from the roof and landing at this

feet. After Ron's "im-promptu" speech, he made it a point to collect the pennies, but he had to do battle with the CO. (You would think that LCol's and doctors make enough money as it is). At least Capt. Minnie Costello got rid of all her loose change. The Squadron bid farewell to OCdt Mike Hargreaves. He is off to Portage to start his training on the Musketeer. OCdt. Ken Rae recently arrived to ensure that the Ops cell runs smoothly. Ken will be here for seven fun-filled months. Rumour has it that a couple of our SAR Techs would rather sit at the front of an aircraft. (Can you imagine that?) Maj. Pat Moran isn't so sure about sitting up front himself, especially after he saw a technician carrying part of a flap surface (off the so-called "standby" aircraft) around the hangar last week. Who needs flaps anyway? (OKanagan is still hiring fling-wing drivers). That's all for now.

QQ

Control

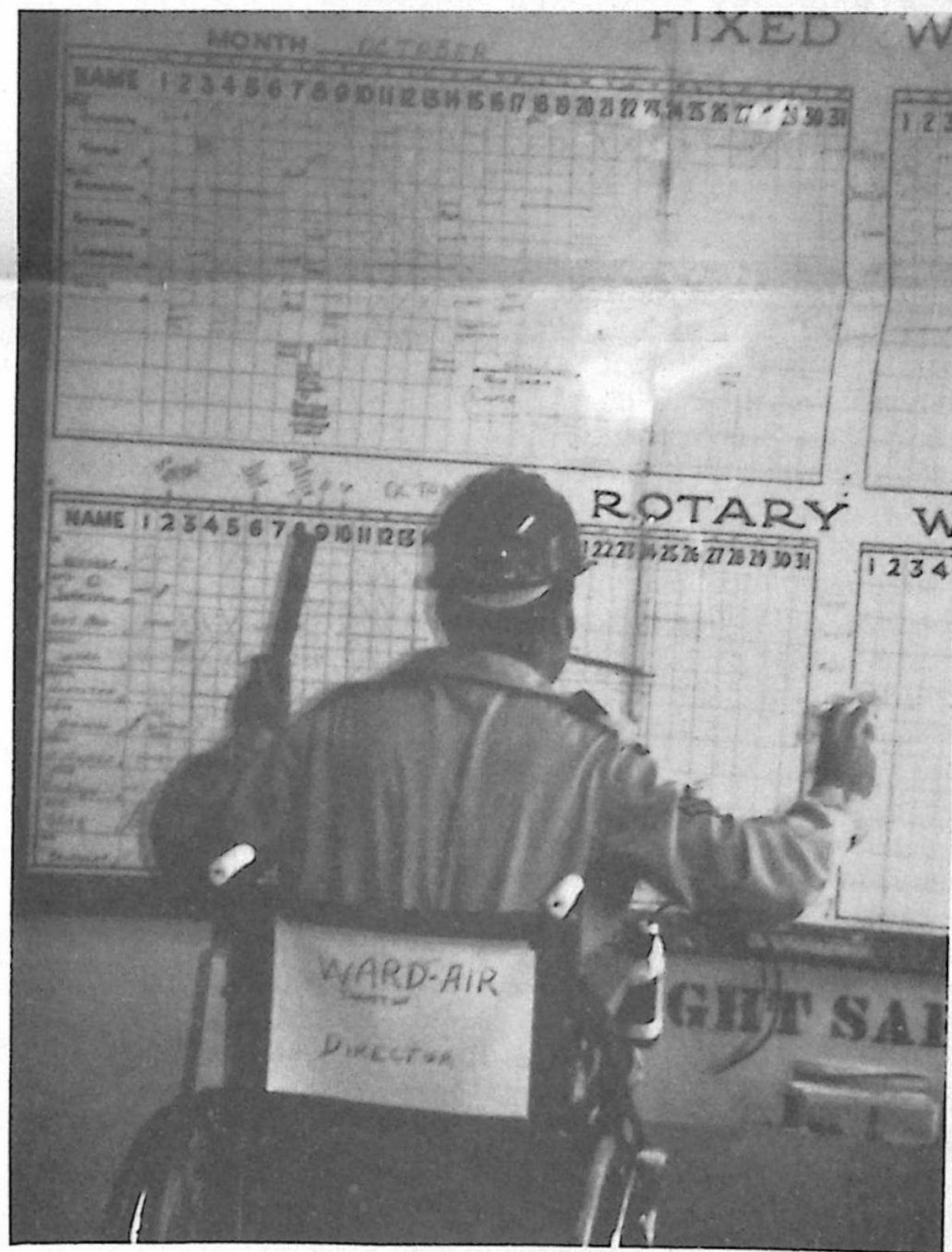
With three big exercises plus our annual Tac Eval coming up next month, everyone seems to be getting psyched up to answer those embarrassing little questions that never seem to arise throughout the rest of the year. You know, things like how long is the ten thousand foot runway? Yes, Pat, the answer is in Section Orders. The big excitement since the last fish-wrapping was when the brand new challenger took a nose dive onto the runway. Luckily the plane was already on the ground when the gear recycled. All sections involved responded well, especially considering the hour, and if it had of been an exercise, I'm sure

we would have passed hands down. After Tac Eval rumour has it we're throwing a big party to celebrate. Young Michele in the tower is all excited because she's bringing her Famous Chicken Milk egg nog. She says its a secret recipe her mother gave her. I just hope she can find a chicken big enough to milk.

Again in '81 we'll be hosting the ATC National Golf tourney which is tentatively scheduled for the 25 of April. There's a lot of work in organizing one of these extravaganzas, so if you've got a bit of time, give Bob Walton a call and volunteer to help. It'll be appreciated.

ATIS IS HERE TO STAY!! ABSOLUTELY FREE!!!

That's right!! Starting immediately the all new Automatic Terminal Information System will bring to you, the pilot, all the latest up to date landing info at Air Base Comox. This state-of-the-art gizmo, brought to you by your local Air Traffic Control Unit, will save you time and trouble. To introduce you to this system, ATC is offering, out of the goodness of their hearts, for the next 4 weeks, Absolutely Free use of this space age piece of equipment. So be the first on your squadron to utilize this wonder of modern technology. Call your local Tower Controller for your personal frequency today!!



If the 442 Sqn. Labrador Engineers are wondering why the schedule is always in jeopardy, here is the answer. Will the real "mad" Larry Ward please stand up? (If at all possible).

ENTERTAINMENT WOs' - SGTs' MESS

- | | |
|---------|--------------------------------|
| Fri. 23 | TGIF - GAMES — PRIZES — ETC. |
| Sun. 25 | Movie - "King of The Gypsie" |
| Fri. 30 | Mixed TGIF |
| Sat. 31 | MYOP - Use the Mess Facilities |



CF-100 RETIREMENT ASSOCIATION

In December of the Year of Our Lord 1981, the CF-100 will retire from active service with the RCAF/CF after 30 years of service life. To mark this occasion, 414 Electronic Warfare Squadron will hold a retirement party in honour of the "Clunk".

The CF-100 Retirement Committee, formed for the purpose of organizing and administering the weekend's activities through the "Defunct Clunk Club", consists of former members and current members of 414 Squadron. The primary objective of this organization is to invite as many people as possible to the party who have flown, fixed, designed, built, worked on or modified (intentionally or unintentionally) the Clunk. Also, to invite those who have attempted to control or have been controlled by those who have flown, fixed, designed, built, worked on or modified this renowned aircraft.

Membership in the "Defunct Clunk Club" entitles you to a package which will include a pen and ink drawing of the CF-100, done by Jerry Findley; a CF-100 pin; a CF-100 retirement pen, future newsletters; and a membership card that permits the member entry to the retirement party on 11 September 1981.

If you or any of your friends, associates or enemies meet the above requirements, you may be admitted to the "Defunct Clunk Club" provided: (1) that you fill in and forward an application form (pilots may use a scribe to write for them; however, signature must be witnessed); and (2) that you enclose \$20.00 Canadian in the form of a cheque made payable to the CF-100 Retirement Association Trust Fund.

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Editorials

CAF Housing

In August, a Canadian Forces' Accommodation Policies Task Force, established by the Deputy Minister and the CDS, and charged with the development of a new, comprehensive accommodation policy, came together in Ottawa to chart their course.

They have begun their first-hand look at married quarters as well as single, living-in and transient quarters, not in isolation but in the full context of military life.

Now, with complex issues still surfacing, the group headed by Brigadier-General F.J. Norman and with a staff drawn from various branches in National Defence headquarters and the Commands are realizing what a complicated challenge they have taken on.

Basically, the Task Force's mandate is to arrive at and implement a new policy which will be in the best interests of the Canadian Forces, blend with the recognized aspirations of the individual members and be well documented and justified in order to gain Treasury Board approval. Acting as a guide are several recent studies on the subject.

Because lifestyles are changing so fast, the Task Force must obtain current inventories of married and single quarters and their state of modernization. They also will be gathering information on the personnel services available on base and within easy reach in the nearest or surrounding local community. Besides obtaining comments from base and station officials, questionnaires are being forwarded to a cross-section of the occupants of married quarters. They also will go to some single quarter occupants if time permits.

Most personnel are probably aware that the review is underway. Commanders have been briefed and have expressed their views. A number of bases and stations have already been visited for briefings and exchange of ideas.

The Deputy Minister and the CDS have given this issue a high priority realizing that uncertainty in such a basic requirement as housing,

together with the disparity in the cost of living across the country (of which accommodation is a large part) must be addressed.

The changes in accommodation policy are not expected to have much effect on isolated units where the necessity for the provision of adequate government housing is unquestioned.

The Task Force will take into consideration the fact that increasing numbers of personnel somehow wish to gain some real estate equity prior to retirement, especially with the escalating housing costs. Base and Station commanders are concerned about the rapidly rising costs of maintaining quarters and updating them. Few married quarters have been built, except at isolated bases, since 1960, and it is appreciated that despite some interior improvements they are, for the most part, undersized and out of style by today's standards. Also it is hoped to determine more precisely to what extend morale and retention are affected by the availability and the standard of married and single quarters.

These are just a few of the factors being evaluated by the Task Force. Do any of you doubt that they need your candid inputs which some of you will have a chance to provide?

A Personnel Newsletter article should be out in February which will cover some of the other aspects of this Task Force. Look for it, as it is another part of the plan to keep everyone informed as things progress.

Plans call for the new accommodation implementation plan to be ready by the early summer of 1981. Once approved, all concerned will be notified and implementation will commence. However, it has already been ruled that the implementation of the new policies will be a gradual process.

In any case, any new policy will strive to ensure that servicemen, servicewomen and their families will be able to live in adequate, dignified accommodation which they can afford.

OH M'GOSH! LOOKS LIKE SMEDLEY'S BUDDY IN NDHQ HAS CONFIRMED THE RUMORS ABOUT OUR NEXT PAY RAISE.



YOU AND THE LAW OF WAR

Office of The Judge Advocate General



THE ANVIL AND THE FLY

The title of this article, The Anvil and the Fly, is reminiscent of one of Aesop's fables. Perhaps the first line should be: "Once upon a time....". The problem is that the fable would be very short: "Once upon a time an anvil fell upon a fly". But this is not a fable. The purpose of this article is to consider our second basic rule which is: Employ methods of attack which will achieve your objective with the least amount of incidental civilian damage.

Stated another way, the rule requires that attacks directed against legitimate military targets be carried out in such a manner so as

to occasion as little harm as possible to the civilian population and damage to civilian objects. This does not mean that an attack against military objectives is prohibited if incidental injury or damage to civilians will occur. The law of war has long recognized that civilian casualties and damage to civilian objects, although regrettable, do occur in armed conflict. But the law requires that such incidental injury to civilians or damage to civilian objects must not be excessive when compared to the concrete and direct military advantage expected. A careful balancing of interests is required. The second rule is meant to achieve this balance between the needs of war and the humanitarian considerations expressed in the

law of war.

An example may serve to illustrate this rule. The last article contained the following statement: "To blast a whole village with artillery or aerial bombardment merely because there is a sniper in its tallest building, will quite likely be a waste of valuable ammunition....". Such action will quite likely also be contrary to the second basic rule. Those who plan or decide upon the attack, take all feasible precautions to avoid or minimize incidental injury to local civilians or damage to civilian objects. If the desired military result can be achieved in more than one way, then the method used must be the one which will cause the least amount of incidental civilian damage.

Again consider our

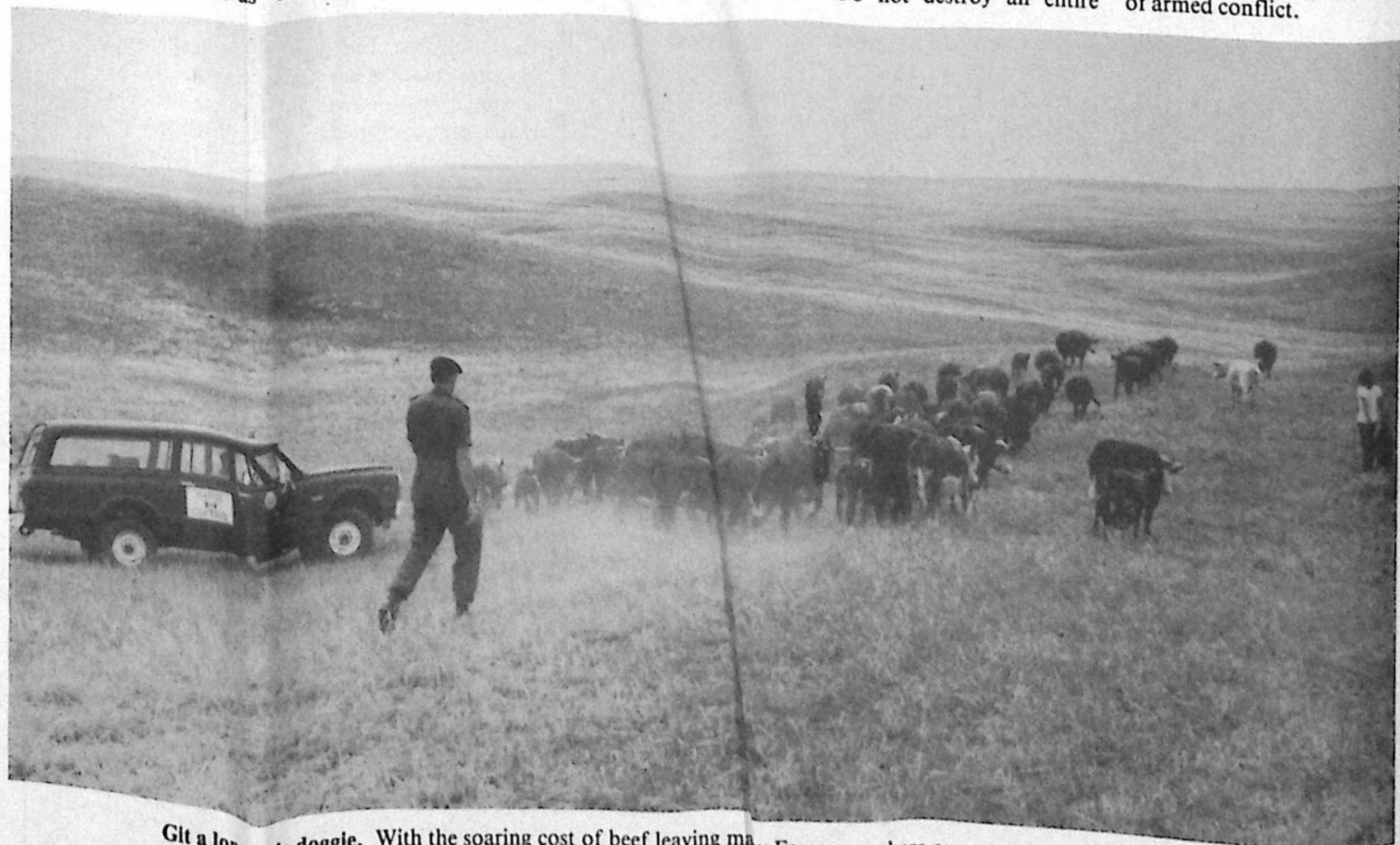
sniper. If it is ascertained that there is indeed only one sniper with a rifle, then the likely course of action would be to neutralize him with fire and movement using a section or, at the most, a platoon.

Traditionally military doctrines support this view. We talk in terms of economy of effort, concentration of force, accuracy of targeting, and conservation of resources. While considerations of humanity are all important, it really can be reduced to the practical - should a fifty pound anvil be used to kill a house fly? Of course not. It is not only law but common sense to hold the amount of destruction that you create to only the amount necessary for the accomplishment of your mission. Do not destroy an entire

village if you receive sniper fire from a single building.

The poster which illustrates this rule shows that you don't have to destroy everything. You will notice that in the photograph on the poster, the building on the left has been destroyed, while the buildings on the remainder of the street, including the church, have sustained little or no damage.

Perhaps this article is like one of Aesop's fables after all. They contain many concepts helpful to us in our everyday lives. Observation of the rule examined in this article will help to ensure that you always conduct yourself as a disciplined member of the military forces and in accordance with the laws which govern the conduct of armed conflict.



Got a long little doggie. With the soaring cost of beef leaving many Forces members on an enforced vegetarian diet, rustling has come into vogue as a partial cure. Here we see the CFB Comox "range patrol" rounding up a few brown-eyes from a ranch south of Courtenay.

CNA TOTEM TIMES

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GENS DU PAYS

CLUB "GENS DU PAYS" 8 MOIS PLUS TARD:

UNE MISE AU POINT

Après 8 mois d'existence, rien de tel qu'une auto-critique afin de voir par exemple si: 1. nous avons bel et bien atteint nos buts et objectifs; 2. le comité exécutif remplit bien son mandat d'élection; 3. une association francophone a sa place à Comox et; 4. c'est bien le type d'association que les Canadiens français désirent.

Le but premier de club, tel qu'inscrit au départ dans la constitution, était de faire en sorte que la population francophone de la vallée de Comox puisse se sentir bien chez soi ici en Colombie Britannique. Pour y parvenir, un service d'accueil aux nouveaux arrivants fut établi ainsi que divers comités afin d'organiser des activités diverses pour rapprocher les gens (divertissement, sports et culture). Un local fut obtenu afin de servir de centre à notre association. Enfin, de nombreuses démarches ont été effectuées afin d'obtenir certains services tels que la radio et télévision en français (automne 82).

Au départ, le comité actuel avait fixé certains objectifs tels que; un minimum de 100 membres après 1 an, un budget solide, un local permanent, une association structurée (qui ne s'effritera pas après 2 ans) et démocratique où les membres devront être impliqués d'avantage dans le processus de décision.

Huit mois plus tard, après certaines mésententes

inévitables dans toute organisation collective, nous en sommes à ceci: 85 membres dont 55 sont bien actifs; un budget de \$2,800.00 se terminant en avril 81 (le prochain sera entre \$6,000 et \$8,000) et un petit local qui un peu modifié, sera tout de même convenable. Le comité exécutif composé de onze personnes, presque tous sans expérience (moi-même inclus) dans les organisations à but non-lucratif, (encore moins dans "l'implantation" d'une organisation de ce type), ont eu beaucoup à faire et ce n'est certes pas terminé...

En effet, il reste encore un grand nombre de points à améliorer afin que l'association soit d'une structure et d'une démocratie exemplaires. Après cette première année, le club fera un effort spécial afin de s'intégrer d'avantage avec les citoyens de la vallée de Comox en organisant par exemple une "vente de sous-sol" annuelle afin de supporter Centraide ("United Way"), de même que préparer des paniers de Noël pour les familles pauvres de la région, etc.

Comprenez bien que le but du club n'est pas d'isoler les francophones du reste de la population, mais plutôt de donner l'opportunité aux gens de se connaître en organisant des activités une ou deux fois par mois. Il faut tout de même être objectif; nous vivons en Colombie Britannique. Il

serait tout à fait insensé de créer quelque animosité envers les anglophones. C'est à nous de leur prouver que nous pouvons être un apport à leur milieu, tout en pouvant s'exprimer en français.

Souvent, il est vrai, l'inexpérience de la direction du club amène les gens à critiquer plutôt facilement son fonctionnement. La patience, la participation et la critique constructive prouveront sans doute être plus efficace...

Chaque individu perçoit l'organisation d'un club tel que le nôtre d'une façon bien particulière. A court terme, il est donc bien difficile, voire même impossible, de plaire à tous. Cependant, si la direction demeure toujours ouverte aux nouvelles idées, il n'y a aucune raison pour que l'association ne puisse éventuellement rejoindre tout le monde.

Pour diverses raisons, il semble que certains francophones soient réticents à rejoindre le groupe de peur

souvent d'être catégorisés, rejetés, ou encore d'entrer dans un club politique et j'en passe... A ces gens je dis ceci bien amicalement: en plus d'être un club qui ne soit absolument pas politique, il y a plusieurs membres dont le conjoint (e) est anglophone et qui participent tout autant à certaines activités. Aussi, pour la plupart d'entre nous, nos amis sont souvent anglophones, ce qui ne constitue certes pas un obstacle à consacrer une soirée par mois avec les nôtres, francophones.

Il est toutefois important, je le reconnais, de respecter le droit propre de chaque individu, soit de joindre ou non le club francophone! Saviez-vous par exemple qu'en Colombie Britannique seulement, il existe 14 associations locales telles que la nôtre et qu'ils réussissent tous à bien se tirer d'affaires? Pourquoi pas nous?... En se serrant d'avantage les coudes, nous y parviendrons aussi!

Luc Maurice

CLUB: "GENS DU PAYS"
PRESIDENT: LUC MAURICE 339-6506 ou loc 294
VICE-PRES: SERGE WONG 339-4379 ou loc 516
VICE-PRES: GILLES ROY 339-6728
SECRETAIRE: SUZANNE RACINE loc 207
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- Pour des raisons évidentes hors de notre contrôle, la journée de ski est annulée. Ce sera pour une autre fois...

- Il y aura une réunion du comité exécutif, mercredi prochain afin de mettre sur pied la prochaine session...

- Une réunion générale aura lieu dans trois semaines; plus de détails dans la prochaine édition...

- Un film de l'ONF sera présenté gratuitement une fois par mois au local...

- La prochaine activité en février sera une visite à Powell River pour une partie de ballon-balai...

EXPRESSIONS:

En jol vert

(To be in green horse)

To be angry at something or someone

Kétaine!

A person, super straight, badly dressed, bad taste, not with the scene at all.

Tout le kit

(The whole kit)

The whole scene, complete, the whole shebang!

Une minoune

An old beaten car.

Manger une volée

(To eat a thrashing)

To take a good licking.

Se mêler de ses oignons

(To mind his onions)

To mind his own business.

Un mal de bloc

(A block ache)

The morning after headache.

Parler avec une patate chaude dans la bouche

(To talk with a hot potato in his mouth)

To talk with so bad pronunciation that it sounds like that person has a hot potato in his mouth.

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Totem sports

INTERSECTION VOLLEYBALL

The Wednesday Intersection Volleyball league has been in full swing since Nov. 26th. The turnout has been good with only a few interruptions such as Christmas Holidays:

League standings to date are:

		12 points
1.	Tel Com	7
2.	Firehall	6
3.	PERI	5
4.	Supply	4
5.	Girls	4
	CE	2
6.	Admin	2
	USAF	2

There are 3 weeks of scheduled games remaining:

21 Jan			
1130	Firehall	Vs	Tel Com
1130	PERI	Vs	CE
1215	Girls	Vs	Admin
1215	USAF	Vs	Supply
28 Jan			
1130	Tel Com	Vs	CE
1130	Firehall	Vs	Admin
1215	PERI	Vs	Supply
1215	Girls	Vs	USAF
4 Feb			
1130	Tel Com	Vs	Admin
1130	CE	Vs	Supply
1215	Firehall	Vs	USAF
1215	PERI	Vs	Girls

Playoffs start 11 Mar, so come on out and support your Section.

NEWS OF SPORTS

New Sports Gain Devotees
As many top-rated leisure sports have lost popularity, apparently due to energy costs, others are winning devotees, according to a recent sports poll.



Many familiar sports—plus a few that are new—are suddenly popular.

Only half as many Americans went motorboating within the last 12 months as in 1972. Bowling has decreased slightly in participation, from 31 percent of those polled in 1964 to only 24 percent in 1980, and golf is down from 14 percent to eight percent playing today.

Sports like jogging that require only leg power are gaining a little. Those with the greatest appeal—in order of popularity now—are swimming, bicycling, bowling, fishing and hiking. Close behind are camping, basketball, flying disc-throwing and softball.

A new game on the agenda is Disc Golf™, says the International Frisbee Disc Assn. This golf is played like golf, using a flying disc instead of a ball. As in golf, a point is counted each time the disc is thrown. The game's object: to acquire the lowest score into a disc pole hole.

Some people still confuse the Frisbee disc with all disc-shaped toys. Though some companies make a similar disc, there is only one real Frisbee brand disc. "Frisbee" is the brand name and registered trademark of the Wham-O Mfg. Co.

For those who enjoy disc games, Disc Golf™ presents an opportunity for both social and competitive experiences.



LCol. Clements drops the first ball to mark the beginning of the Pacific Region Broomball Championships. As reported in the last edition of the Totem Times, CFB Comox repeated as Champs. CF Photo by Pte. J.M. Stoeckl

BADMINTON

This weekend Jan. 24 & 25 a member of the Badminton Association will be instructing. Everyone is welcome to attend. A small fee of \$2.00 for members, \$3.00 for non members & \$5.00 per family will be required to cover the instructor. Clinic commences 1000 Sat. 24 at the Base gymnasium.

For more information contact: Debbie Heagy, local 445 or 339-9096.

OPEN RECREATION

During the following periods the gymnasium will be open for free recreation with PERI staff on duty.

SAT & SUN 1300 - 1600 HRS

SAT 24 JAN 81 SGT STROCEL
SUN 24 JAN 81 SGT STROCEL

SAT 14 FEB 81 MCPL HURD
SUN 15 FEB 81 MCPL HURD

SAT 31 JAN 81 CPL VARTANYAN
SUN 1 FEB 81 CPL VARTANYAN

SAT 21 FEB 81 SGT STROCEL
SUN 22 FEB 81 SGT STROCEL

SAT 7 FEB 81 MCPL SWANN
SUN 8 FEB 81 MCPL SWANN

SAT 28 FEB 81 CPL VARTANYAN
SUN 1 MAR 81 CPL VARTANYAN



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Pacific Region Broomball Champs - CFB Comox Totems.



CFS Kamloops - small base Champions, and Pac. Region runners-up.



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Neatly tucked away, like some old cloths from premarital years, was a small plot of land. This plot of land was known as the land of Aft. This land was different that any other except for the fact that almost everything ended in aft.

The most prized possession in the kingdom of Aft was the King's Serpent-Head-Aft. It was the marvel of the kingdom. It consisted of a long slender square pole, made of solid gold, studded with diamonds on all four sides. At the top of the pole was a crystal serpents head, with dark red ruby eyes and a tongue that seemed to be real. It

was once fabled that if you stroked the head of the serpent you could see the future through it's shimmering eyes.

The King in the kingdom of Aft had an arenaaft built so his countrymen could band together in teams and compete with the other kingdoms.

One sport in which his countrymen played exceptionally well was a game called Broomtheballaft. Every year the King's team would play against teams from the neighbouring kingdoms and every year they would win. After which a great honour would

be bestowed upon them - they would be able to represent their kingdom in the great Nationalaft games. Every year the King was so impressed that he would award his countrymen with the kingdom's greatest prize...the King's Serpent-Head-Aft. But the great mystery, that the team was never able to figure out, was that every year, rain or shine, they found themselves in a constant struggle for the use of the

King's fine Arenaaft, so they could sharpen their skills in preparation for the great Nationalaft Games.

In this particular year, the team was promised something special. Everyone thought that this special prize would be the use of the King's fine Arenaaft. But alas the King had other plans. His great surprise was, that this year when his team was victorious in the great Broom-

theballaft games, he would have his great Serpents-Head-Aft engraved with the words "The King's Serpents-Head-Aft". But the pole was too narrow, so the King had the words shortened. So this year after his team had won the great broomtheballaft games, although expecting the use of the great arenaaft as their prize, they received, as they received every year, the great royal S-H-Aft.

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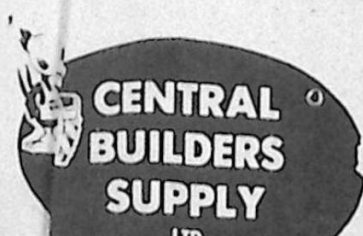
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Promotions and awards



Cpl. Bea Miller (ARAF) is congratulated on her promotion, effective 23 Dec 80.



MCpl. Bruce is presented with his new hooks by Maj. Pellow.

BEWARE!

Most everyone at CFB Comox has travelled the airfield perimeter road at one time or another. If you are a golfer, chances are you travel it almost daily and know every inch of it, from AMT to the golf course. What you don't know is that there are two very dangerous areas in this particular stretch of road. One at the refuelling section compound and one at the access to the high speed refueller. Both these intersections are clearly marked with YIELD signs. These signs are directed to you. You must yield to the aircraft refuelling trucks using these routes. The trucks are not hard to recognize. They are 32' long, weigh approximately 57,000 pounds, painted bright yellow and have flashing lights. They

also carry 8000 gallons of aircraft fuel. Exploded under the right conditions, one gallon of this turbo fuel could lift the Empire State Building one foot in the air.

The MSE Safety Section and Military Police have received numerous complaints of near misses at both intersections. The need for extreme caution in these areas cannot be over-emphasized. A collision with a tanker would have dire results. Should a collision occur, you won't have dire results. Should a collision occur, you won't have to wait for the next issue of the Totem Times to find out. We will all know immediately and chances are, so will our friends in Comox, Courtenay, Royston and Powell River.

R.C.A.F. Padre with Spitfire Squadrons

by Squadron Leader Don Carlson C.D. (Ret'd).

Stories of Beurling, Engbrecht, Johnnie Johnson, Conrad, Hill, Godefroy, McNair, etc. with 403, 416, 421 Squadrons and 127 Wing.

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CF Photo by Pte. J.M. Stoeckl

MR. FRED VARNEY RETIRES. After over 30 years of service, CFB Comox's only shipwright retires from the Marine Section. As one of the few remaining master craftsmen he will be greatly missed, particularly by Father Stack for his assistance in repairs for the R.C. Chapel. Mr. Varney is seen being presented with certificate from the Prime Minister by Maj. Breer, BTnO and CPO Kisby.

THIS COULD BE THE START OF SOMETHING BIG



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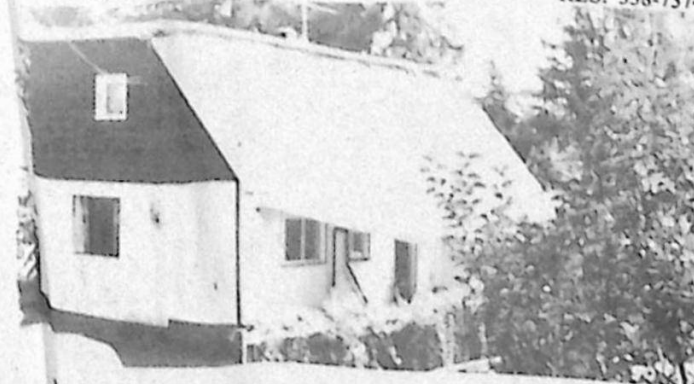
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Around the base

INJURIES ON THE JOB

A review of the most recent injury reports for fiscal year 80/81 shows an outstanding inflation feature. Over 60% of the reports specify personnel training as the intended corrective action.

Of course, this action is taken after the injury has occurred. It does not head 'em off at the pass until the next time -- and then only if the recommended training is effective. This does not satisfy the real purpose of Safety and Health programs -- "To narrow the gap between what is and what ought to be -- BEFORE an accident occurs".

Sing it Again, Sam

Think about some of the problems that your Squadron or Section has experienced recently. Could proper training have prevented them? If you get excuses like "I forgot", or "I thought this way would be better", you can consider your program weak. What about those other old refrains: "Nobody told me", and the flip side "That's the way I was told to do it!" One statement charges that the training was absent and the other that it was in error.

First Impressions

What happens in your Squadron or Section when new personnel arrive for work? Is the new person introduced to others on the crew or shift and then assigned to an experienced member for on-job training?

"Oh yeah Ed, don't forget to show him what to watch out for". And a week or two later: "How's he doing Ed? We need to turn him loose just as quick as we can. Bill and Lou are on leave and we're still four short, thanks to Treasury Board!" End of training -- until after the accident.

TV Time--A Problem In Your Home?



It's easy to unplug your kids from the TV with a simple new device.

If you're having a problem unplugging your children from the television set, you're not alone. According to a recent Nielsen Report, children two through five average over 31 hours a week watching television; children six through 11 average about 27 hours.

When children watch too much TV, the experts say, their creative ability diminishes and they don't play as much with their friends. Happily, an innovative idea that will help limit the time some kids watch TV has recently been devised. It's a small plastic, inexpensive device that encases the plug so it cannot be inserted into an outlet. A key is needed to release the mechanism. The unique device, called Plug-Lok, gives you control of your youngster's television time and gives your youngster more time to play games, have conversations, discover books, do homework, listen to music and help with chores. It can also be used to lock up dangerous appliances and power tools. Parents who've used the device say there's less resentment from their children than was expected and after the first day or two they found plenty of fun projects to occupy their time. Kids even learn to be more selective about the programs they watch.

Team Work

How can we improve and build a training program which is complete and effective? One that deals with the reality of the job and the hazards involved, and improves and grows along with the operation? The answer is not one, but four types of training! It begins with orientation training to permit Mr. "New Guy" to quickly identify with the purpose of the whole Base Team and to be able to recognize and avoid the major hazards on and off duty.

Nobody Does it Better

Indoctrination is next, where the immediate supervisor gives it to him straight and one-on-one. This is the unique training right at the work assignment and covers such things as individual safety responsibilities, Base, Squadron and Section Orders, Section Safety Committee, major hazards and protective clothing and equipment, restricted areas, emergency equipment and response, and the limits of qualifications held.

Once in a While

Third comes on-job training. Initial training for the correct and safe way to do the assigned routine tasks and guidelines for those special tasks done only now and then. A helpful approach is Job Safety Analysis (JSA) -- a method for systematically identifying hazards in jobs and developing step-by-step procedures to eliminate or control them.

Is That All There Is?

Do orientation, indoctrination and on-job training complete the set? Not quite. There still is a need for a continuing type of refresher training to involve everyone in the safety program and to ensure that they know and are reminded of major hazards, rules

and regulations, changes in equipment, material and procedures, and what to do in the event of an emergency. These supervisor safety talks should be very brief, frequent and relate directly to local conditions and work.

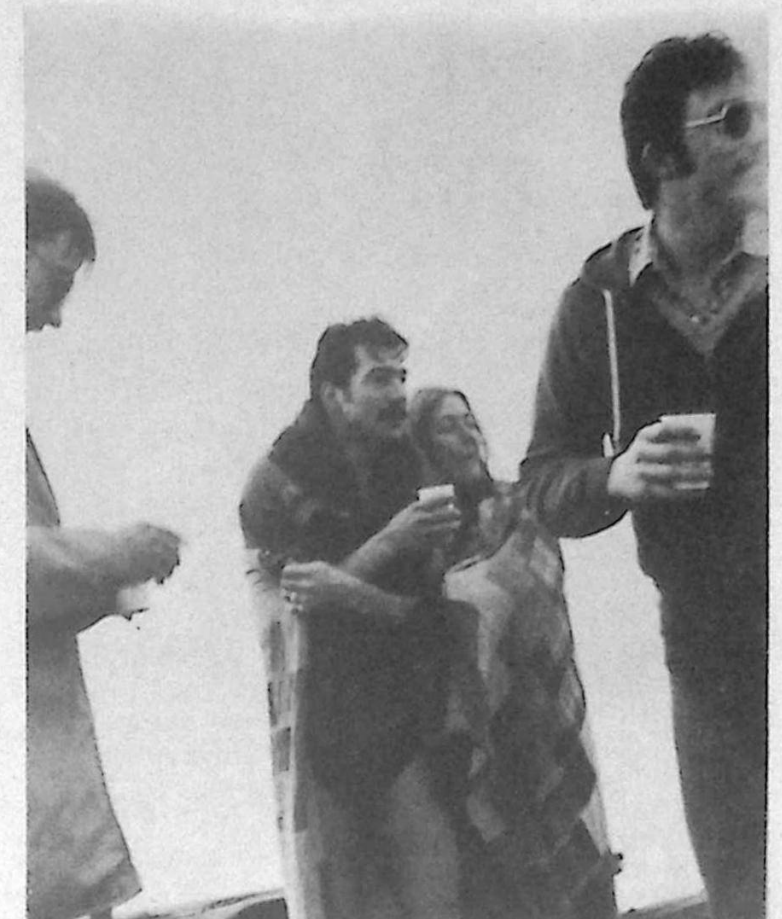
Now we have it. Next time you see an accident report recommending "Personnel Training" treat it like a red light or a stop sign. What kind of training would have the best impact at the working level for preventing accidents? Orientation? Indoctrination? On-job? Safety Talks? And who needs the training? The accident victim? Fellow workers? Or the Supervisor?

WO & SGT'S WIVES CLUB

The monthly meeting of the Warrant Officers and Sgt's Wives Club was held Monday Jan. 12. After a short business meeting, Bingo was enjoyed by all. Our next meeting will be February 9th, when a Flea Market Auction will be held, time for members to commence their Spring cleaning. In honour of Valentines Day, members are requested to wear something red...a fine for those who don't.

New members are always welcome, please contact the Club President, Mrs. Aimee Anderson at 339-6126.

1980/81 POLAR SWIM



Air Force Beach's second annual Polar Bear swim attracted 8 hearty souls (an increase of 800% over last year). Ron Overholt of 407 Sqn. was the first to take the plunge. Marion Gallant (407 as well), also took the cure, but three times is certainly worth special Polar Bear mention.

The swim was followed by a Whale Blubber and Seal Flipper BBQ.

With any luck, the quality of the Hot Toddlies will attract an even larger crowd next New Year's.

PMQ Preamble

The last Council meeting was held at 9:30 a.m. Jan. 15 in the Base Conference Room. Everyone must be happy, as it was an open meeting and none of the residents of Wallace Gardens attended.

A Summer swim programme was discussed for the dependant children, as well as other summer activities.

Our Mayor, Wayne Martin, received an invitation from the Comox Valley Winter Carnival Committee to participate in a dry land ski race. A dryland ski race consists of 4 people on a pair of 2 by 4's with one foot tied to each board. The councilors readily volunteered, and you can cheer them on between Cliffe and Duncan on Friday, Jan. 30 at 6:30. This is

followed by the annual Snow Queen Parade, which begins at Courtenay Junior Secondary School, and proceeds down 5th street. Don't forget to attend the ever popular fashion show on Tues. Feb. 3, and Wed. Feb. 4. Wallace Gardens does not have a contestant this year, but I'd like to wish each contestant the best of luck, and I know you're all winners in your own respect.

The 3rd Base Guide Co. was approached to distribute fliers for the Council, and they gladly accepted.

I am an animal lover as much as anyone, but it is most disturbing to try and get to sleep at night when your neighbour's dog is barking. Also during the day it can be just as distur-

bing to the people who are on shift work. Also remember your dogs can't run loose.

We were very proud with the turn out for the Xmas tree burn. We hope everyone enjoyed it, and apologize for running out of doughnuts so soon. Next year, we'll be more prepared. I'd like to thank the 5 boys who helped move the trees. I'm sorry I don't know their names.

If you'd like to join the Neighbourhood Watch programme contact the Military Police, and they will let you sign out the engraver to mark your valuables.

The next Council meeting is Feb. 12 at 8:30 a.m. at the Base Conference Room.

Once again if you have any items to put in this column call 339-4414 or 339-3465 after 6 p.m.

We challenged Raeside to find any humour in our serious 5pm-7pm energy shortage.



If we all save electricity at dinner time, we'll have enough for everyone.

B.C. HYDRO
Avoid the electrical rush hour. 5pm-7pm.

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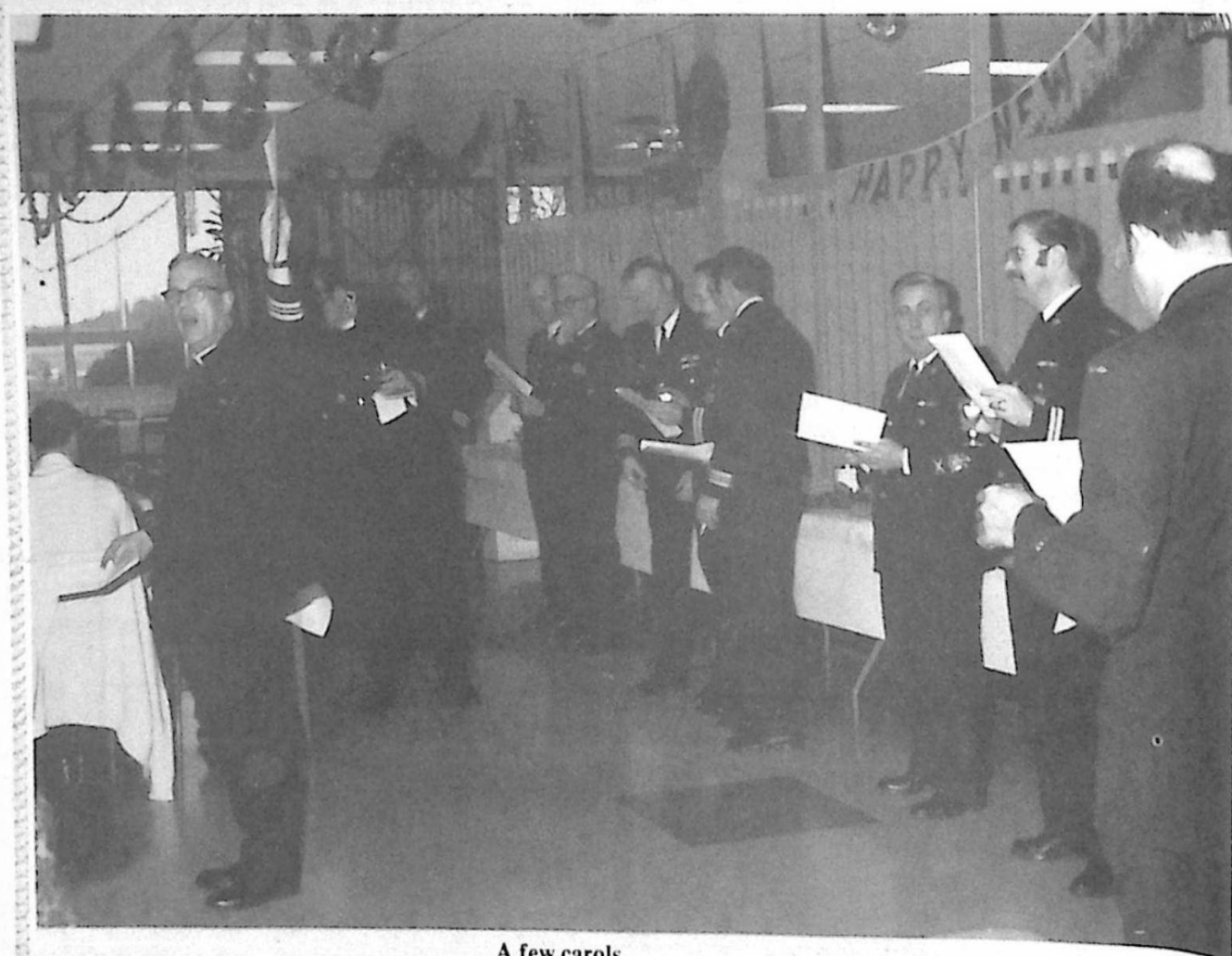
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Officers' Jr. Ranks Visit



One up on the boss! Pte. Brooks has no trouble fitting into Col. Chisholm's uniform during the annual Christmas dinner, while the boss shows that the years and inches increase proportionately.



A few carols...

Christmas '80

CF Photos by Cpl. D. Bowman



...and a toast by Pte. Brooks in his new garb.

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THE BLACK STALLION
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DRAMA
SHOWTIME: 2000 - 2155 hrs.

Jan. 29 - Feb. 1
FINAL COUNTDOWN
Kirk Douglas, Martin Sheen
ACTION: Science
FICTION: Some violence
SHOWTIME: 2000 - 2155 hrs.

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Thurs. to Wed. - Jan. 22, 23, 24, 26, 27, 28

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"WILDERNESS FAMILY PART 2"

GENERAL

Thurs., Fri., Sat. - Jan. 29, 30, 31 - Tim Curry

"TIMES SQUARE"

MATURE

"Frequent coarse language; occasional nudity" - B.C. Dir.

Mon., Tues., Wed. - Feb. 2, 3, 4 Charles Bronson

"BORDERLINE"

MATURE

"Occasional violence & coarse language" - B.C. Dir.

Starts Thurs., Feb. 5 - "OH, GOD/BOOK II"

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Campbell River

1 Show Mon. to Thurs.

7:30 p.m.

2 Shows Fri & Sat

7:00 & 9:00 p.m.

No Matinee this Saturday

Thurs. to Wed. - Jan. 22 to 28

Tim Conway, Don Knotts

"THE PRIVATE EYES"

GENERAL

Thurs. to Wed. - Jan. 29, 30, 31 &

Feb. 2, 3, 4 Walt Disney's

"HERBIE GOES BANANAS"

GENERAL

Starts Feb. 5

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1980-The Canadian Forces in Review

...(cont'd from p.1)



The new Canadian Forces fighter aircraft, the CF-18 Hornet.



The Aurora joins the fleet.

NATO
Canadian defence activity within NATO included participation in a large number of multinational sea, land and air exercises. *Anorak Express*, a large-scale winter training exercise in northern Norway, took place in March. It tested the rapid deployment of both allied

and Norwegian forces to the northern flank area, giving training experience to the Canadian battalion group of NATO's Allied Command Europe Mobile Land Force, as well as Air Transport Group and a number of CF-5 fighters who reached the area with in-flight refuelling from CF

Boeing 707 tankers. During the fall months, Canadian army and air forces based at Lahr and Baden-Soellingen, Federal Republic of Germany, supported by personnel flown over from Canada, took part in many of the "Autumn Forge" series of exercises held in Europe.

The exercises were conducted under simulated wartime conditions and demonstrated defence capability. Canadian naval surface and air forces took part in several major NATO naval exercises such as Open Gate 80 in the south-eastern North Atlantic and the Western Mediterranean in April, followed shortly thereafter by Dawn Patrol in the Mediterranean. The largest by far, with 60,000 personnel, 170 ships and 400 aircraft involved, was Teamwork 80 carried out in more northern Atlantic waters in September. As well, the destroyers HMCS Skeena, HMCS Annapolis and HMCS Fraser, in turn,

represented Canada with the NATO's Standing Naval Force Atlantic which joined in several of the exercises. HMCS Fraser remained with the squadron over the Christmas period and will be replaced by HMCS Saguenay in January, 1981. Canadian training sup-

port to NATO allies was extended this year when, for the first time, the German Air Force was granted the use of Goose Bay, Labrador for a detachment of their F-4 Phantoms. They used the facility from July to October on a trial basis, practising low level tactical missions. Other NATO training in Canada

included year round West German army training at CFB Shilo, Man., and British army training at CFS Suffield and Wainwright, Alta. In July, the former Chief of Defence Staff, Admiral Robert H. Falls became the first Canadian to serve as chairman of NATO's Military Committee in Brussels, Belgium.



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9:30 A.M. - 8:00 P.M.
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9:30 A.M. - 4:00 P.M.
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The Leopard C1 main battle tank of the Canadian Forces has taken part in many NATO exercises throughout the year.

EQUIPMENT/CONST— RUCTION

Aurora Acceptance

In May, Defence Minister Gilles Lamontagne accepted the first of 18 CP-140 Aurora long range patrol aircraft. Replacing the aging Argus fleet, the Aurora with its advanced avionics allows for excellent reconnaissance and surveillance capabilities. Its many roles include anti-submarine defence, maritime and arctic surveillance and search and rescue missions. All of the Aurora aircraft, built by Lockheed, are to be operational by March, 1981 and will be operated from bases at Greenwood, N.S., and Comox, B.C.

2½ Ton Trucks

Bombardier Limited's proposal for the manufacture of up to 2,800 trucks for the Canadian Forces has been evaluated and a decision from Treasury Board is anticipated early in the new year. The 2½ ton trucks would replace the Canadian Forces fleet which has been in use since 1952 and would fill a logistic support role for the field forces.

CPF

In December, the Government announced the selection of Saint John Shipbuilding and Dry Dock Co., Saint John, N.B. and SCAN MARINE Inc. of Longueuil, Que. to enter into the negotiations for the competitive contract definition phase of the program to acquire six new Canadian Patrol Frigates. Contracts for this phase are expected to be awarded to the two finalists in about six months after which they would have approximately 15 months to prepare final

design proposals and plans for constructing the new ships. The Canadian Patrol Frigate Program which was begun in 1977 is the first step of a long term fleet replacement program for the navy.

SARSAT

The search and rescue satellite system (SARSAT), a program jointly administered by Canada, United States and France is scheduled to begin a demonstration and evaluation phase in 1982. In late May, a \$1.3 million (in 1980 dollars) contract was awarded to Canadian Astronautics Ltd. (CAL) of Ottawa to manufacture the ground station, with delivery scheduled for May 1981. The SARSAT program, in its initial stages, involves equipping and launching three U.S. satellites which will monitor and relay emergency transmissions to a ground terminal.

DELEX

In August, funding approval was received to proceed with the refurbishment and refitment of the Navy's fleet of 16 operational steamdriven destroyers. This program, known as the Destroyer Life Extension Program (DELEX), will ensure that the destroyers can continue to operate usefully and safely until their eventual replacement. The program is two-phased and will be carried out over the next six years at a cost of \$186 million (1980 dollars). The first phase will involve work to maintain the combat capability in 10 destroyers of the ANNAPOLIS, RESTIGOUCHE and MACKENZIE Class. The second phase is intended to maintain the seaworthiness

of these 10 ships plus that of six of the older ST LAURENT Class destroyers. The DELEX program is highly labour-intensive and will provide some 5 million person-hours of direct labour, with approximately one-half to be done in Eastern Canada and the remainder split on the West Coast between civilian contractors and DND shipyard facilities.

samson

The Strategic Automatic Message Switching Operational Network (SAMSON) drew a step nearer in 1980 to tying our many installations together with rapid and modern communications. The new system consolidates, automates and modernizes the strategic communications for the command, control and support of the Canadian Forces and emergency government. This computer-based message switching network will completely replace the current coast-to-coast punched paper tape relay network.

Bell Jet Ranger III Helicopters

In November, the purchase of 14 Bell Jet Ranger III helicopters was announced. To be used for basic helicopter pilot training at 3 Canadian Forces Flying Training School, CFB Portage la Prairie, Man., they will replace the CH-136 Kiowas which are being assigned to the Air Reserve force. The Jet Ranger seats five and has a cruising speed of 117 knots. Delivery of the first two is expected in May, 1981, with the remainder to be in service by September.

PERSONNEL

Women in the Forces
1980 proved to be an ex-

citing step forward in the Canadian Forces three-to-five year trial to evaluate the performance of women in military roles traditionally assigned to men. The trial involves assignment of women to near-combat units, aircrew positions, as well as to a geographically-isolated location and employment at sea.

The first servicewomen selected for trail employment at sea joined Maritime Command's fleet diving support ship HMCS Cormorant. The eight-member group includes one officer, one sergeant and six other ranks. HMCS Cormorant, commissioned in November, 1978, provides underwater activity support for Maritime Command.

Since September the geographically-isolated post Canadian Forces Station Alert, has had women personnel working there. This most northern permanent settlement in the world is located 900 kilometers from the North Pole.

In Europe, women serving in various trades are involved in a near-combat employment trial. Female medical personnel are posted to a field ambulance to provide front-line treatment to combat casualties, while women in ten support classifications and trades are deployed to the field with an army service battalion.

Women pilots, in one of the first experiments, are in the final stages of earning their wings. Next spring, they will enter specialized training for non-combat flying such as search and rescue and transport.

Approximately 50 young women commenced studies at both Royal Military

College in Kingston, Ont. and College militaire royal in St. Jean, Que this September. This is the first year that lady cadets enrolled in the Canadian Military College System have lived on campus and have taken part in most college activities, including the annual recruit obstacle race. A complete line of uniforms for work, parades, walking-out, sports and recreation was designed.

Women form 7.5% of the Regular Force and 21.4% of the Reserve Force.

Reserves

It was announced in October that Air Reserve Wings based at Montreal and Toronto will have their single-engined Otters replaced by 16 CH-136 Kiowa helicopters currently flown by the regular force.

The first two Kiowas were turned over at a special ceremony in Toronto in November with the remainder to be transferred in 1981. Air Reserve squadrons augment the regular force, for search and rescue missions and for photographic and reconnaissance support of land forces.

In August the Interallied Confederation of Reserve Officers and Medical Reserve Officers combined congress, composed of delegates from 12 NATO nations, was held in Canada for the first time. In conjunction with meetings in Montreal, military competitions took place at CFB St. Jean, Que. and Camp Farnham, Que.

Throughout the year, Reserve training continued at a high level, reaching its usual summer peak with many attending militia summer concentrations in Canada and a small number including air reservists being selected for training with the regulars in West Germany. The naval reservists served on both coasts and in the Great Lakes, as full crews on smaller training craft or as augmentees aboard larger operational naval ships. In the air, reservists were involved in support activities in transport, sea surveillance and search and rescue.

Cadets

Approximately 18,000 of the 57,000 sea, army and air cadets participated in cadet summer camps or in international exchange programs during the year. For sea cadets a new submarine course was conducted at CFB Halifax. Army cadets had their adventure training expanded, while both the mountaineering and parachutist courses remained popular. For the air cadets, a rapid expansion in glider training took place, with five glider cam-

ps now in operation year-round. Approximately 80 sea cadets, 100 army cadets and 60 air cadets were selected to participate in exchange and training programs to either Great Britain or other West European countries, Israel, Egypt, the United States or Bermuda.

COMMUNITY RELATIONS/NATIONAL IDENTITY

70th Anniversary of Naval Service in Canada

This year, special events marked the 70th anniversary of naval service in Canada. In Halifax, the Nova Scotia Tattoo, produced by Maritime Command and performed by military and civilian personnel highlighted the festivities. Halifax city officials granted the navy the "Freedom of the City" in "grateful appreciation of the services of the members past and present". On the West Coast, activities included a Fleet Regatta, marching pageant plus other Canada Day activities. In March, a successful conference was held at Royal Roads Military College in Victoria where papers on Canadian naval history were presented.

PEACEKEEPING

Canada continues to supply support troops to the UN Disengagement Observer Force on the Golan Heights on the Syrian/Israeli border, plus 20 officers to the United Nations Truce Supervisory Organization in Israel, Egypt, Syria and Lebanon, and just over 500 peacekeepers to Cyprus.

In Cyprus some progress was evident as Greek and Turkish Cypriots renewed their negotiations towards a permanent settlement. In early April the 3rd Battalion, Princess Patricia's Canadian Light Infantry of Esquimalt, B.C. relieved the Lord Strathcona's Horse (Royal Canadians) of CFB Calgary and U Battery, 3rd Regiment, Royal Canadian Horse Artillery based at CFB Shilo, Man. They were replaced in turn after their six months of peacekeeping duty by the 5e Regiment d'Artillerie legere du Canada augmented by members of 5e Regiment de Genie de Combat, both based at CFB Valcartier, Que.

NORAD

The five-year NORAD agreement between Canada and the United States due to expire in May was extended for one year to allow the Canadian government's Standing Committee on External Affairs and National Defence to more thoroughly examine the issues. The updating of ground radars, the use of airborne warning and con-

trol aircraft and the eventual tie-in with satellite surveillance are being reviewed as NORAD enters the 1980s.

Throughout 1980, work continued on the changeover of the underground North Bay, Ont., control centre to more advanced computers and displays which will lead to two regional operations control centres (ROCCs) at the site by late 1982. One will monitor eastern Canadian airspace, with the other watching and controlling western Canadian skies.

Throughout the year, training exercises were conducted to test the effectiveness of U.S./Canadian joint air defences from coast to coast. U.S. airborne warning and control E-3A Boeing Sentry aircraft (AWACS) were often utilized to improve coverage and take over localized control of NORAD fighters operating against aircraft acting as an enemy force.

Snowbirds

Again in 1980, a large number of Canadians were treated to the high precision flying display of the Canadian Forces "Snowbirds". From late spring to early fall, the "Snowbirds" demonstrated their aerobatic skill in over 60 airshows at almost 50 locations across Canada. Designated 431 Air Demonstration Squadron, the nine pilot team is based at Canadian Forces Base Moose Jaw, Sask., and flies the CT-114 Tutor (the Canadian Forces standard jet trainer aircraft).

Skyhawks

The Canadian Forces Parachute Team, the "Skyhawks" were featured at more than 50 exhibitions, festivals and airshows this season. Their program consists of three descents (passes) from an altitude of 3,000 metres involving up to 45 seconds of free-fall during which they reach speeds of up to 180 kilometres per hour. The 12-member team is formed on a voluntary basis each year, with team volunteers drawn from a wide variety of ranks, trades, and classifications in the Regular and Reserve forces.

Armed Forces Day

National Armed Forces Day was observed on Wednesday, 25 June, the first day of Canada Week and in Ottawa included the season's first Changing of the Guard ceremony on Parliament Hill.

Exhibitions and Displays

The Canadian Forces participated in three major national exhibitions in 1980 - the Pacific National Exhibition in Vancouver, the Canadian National Exhibition in Toronto, and

the Quebec Provincial Exhibition in Quebec City. The theme for the national sites was "The Armed Forces in Review" with displays depicting the major roles and activities of the Canadian Forces. For the first time a Kiowa helicopter, a Grizzly wheeled armoured personnel carrier, a field ambulance, an M113A tracked armoured personnel carrier and a 1 1/4 ton command post vehicle were on display. All exhibits accommodated a booth for local recruiters. Local reserve forces and cadets participated in displays at the Pacific National Exhibition and the Quebec Provincial Exhibition. Attendance at the Pacific National Exhibition numbered 78,000. There were 800,000 visitors recorded at the Canadian National Exhibition and over 150,000 at the Quebec Provincial Exhibition.

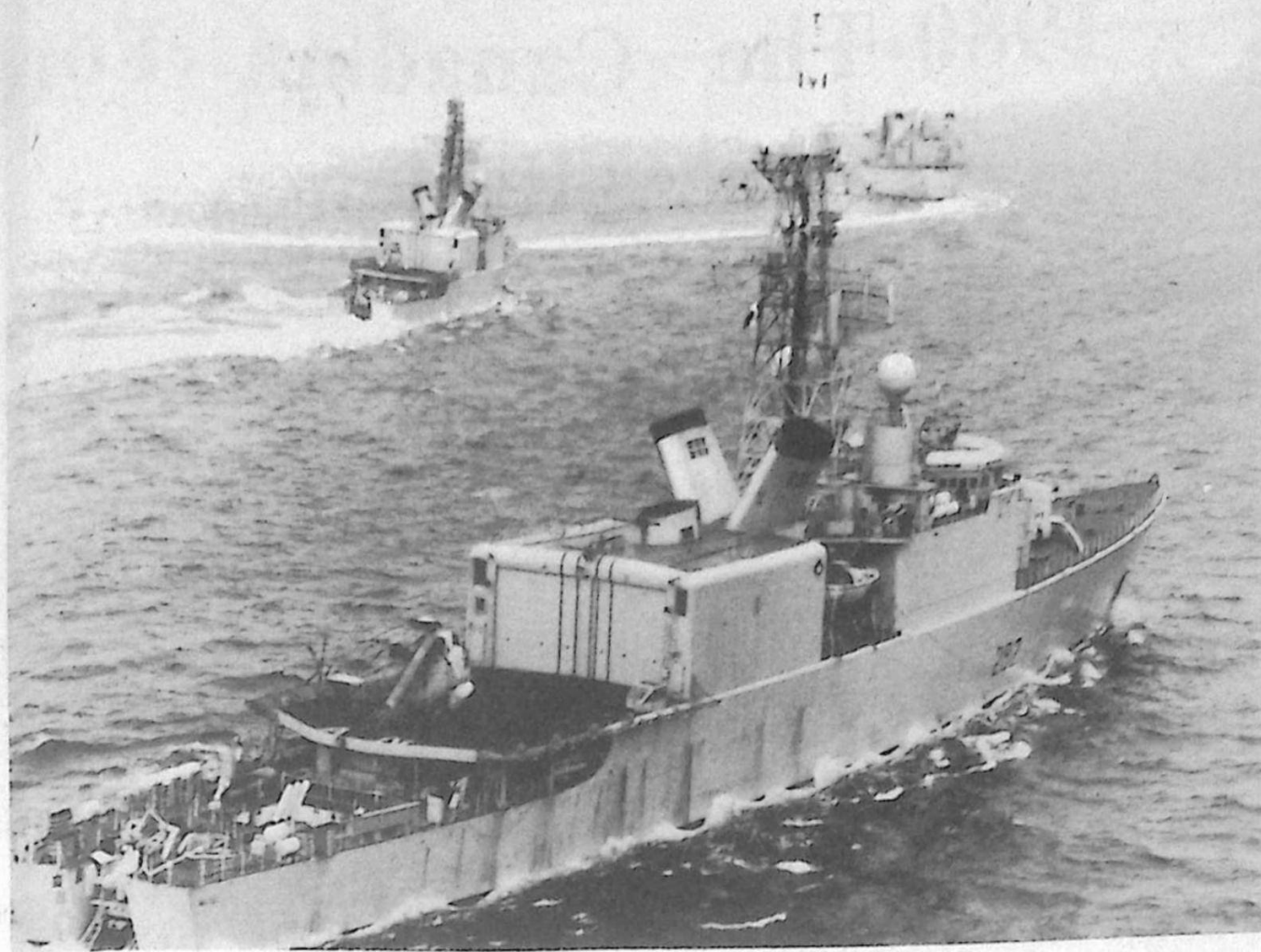
Two mobile theatres, each staffed by a crew of five completed a six-month tour in October. One trailer covered the eastern half of Canada while the other covered the West. The western tour visited 18 sites and recorded 64,164 visitors. The eastern tour visited 25 sites and recorded 40,000 visitors. The theatre crews also showed Department of National Defence films at 48 schools across the country.

Energy Management

As a pilot project, initiated by the Department of National Defence, a number of DND vehicles at Canadian Forces Base Ottawa were converted to run on propane. The vehicles have been fitted with gaseous fuel carburation and supply systems. The project also includes such modifications as changing the fuel tank and carburetor in the vehicles. Propane was chosen because it can be used as an automotive fuel and is readily available at a cheaper price than gasoline. Lower fuel costs are expected to recoup the conversion cost of approximately \$1,200 to \$1,500 per vehicle.

REVIEW OF UNIFICATION OF CANADIAN FORCES

In mid-September the findings of The Review Group which examined the report of the Task Force on the Unification of the Canadian Forces were made public. Of the 30 original recommendations, 23 were considered to be helpful in strengthening the unified Canadian Forces. One recommendation, a return to three uniforms, was rejected as being counter-productive to the continuing evolution of the single Canadian Forces military organization.



This year, Canadian Forces ships took part in several major NATO exercises.



The new Bell Jet Ranger III sees action with the Forces in '80

Canadian Forces news



GRIZZLY ON EXERCISE — One of Canada's new AVGP's (Armoured vehicle general purpose), the Grizzly is put thru its paces.

OTTAWA -- Defence Minister Gilles Lamontagne has announced that Brigadier-General Robert Ringma, 52, of Vancouver, has been promoted major-general and appointed associate assistant deputy minister, finance and chief of financial services at National Defence Headquarters (NDHQ), Ottawa.

He replaces Rear-Admiral John Tucker, who has retired from the Canadian Armed Forces. Brig.-Gen. Ringma has been director general of financial administration (DGFA) since November, 1975.

Brig.-Gen. Ringma joined the Canadian Officers' Training Corps in 1946 while attending the

university of British Columbia. In October, 1950 he enrolled in the Royal Canadian Ordnance Corps. He has served in a variety of field, staff and instructional appointments in Canada, Korea, the United States, Vietnam and Belgium.

In 1951-52 he served in Korea with 25 Canadian Infantry Brigade Group and in 1966-69 was an instructor at the United States Army Logistics Management Centre, Fort Lee, Virginia. In January, 1973, when the International Commission of Control and Supervision was created in Vietnam, he was assigned to the military component of the Canadian Delegation as deputy chief of staff for support. This was followed by a two year

tour of duty at Casteau, Belgium, as Canadian National Military Representative to the Supreme Headquarters Allied Powers in Europe.

A 1970 graduate of National Defence College, Kingston, Ont., he is a former commander of 5 Service Battalion, CFB Valcartier, Que., and commandant of the Canadian Forces School of Administration and Logistics at CFB Borden, Ont.

Prior to assuming his duties of DGFA, he was director general, costing, accounting and pay services, also at NDHQ.

BGen Ringma is the son of Mr. & Mrs. Richard Ringma of Thetis Island, B.C., and is married to the former Paula MacDowell of Brockville, Ont.



ARCHIVES of CANADA RECEIVES HISTORY of RCAF

OTTAWA -- After more than 12 years of research and writing, the first of four volumes covering the history of the Royal Canadian Air Force - Canadian Airmen and the First World War - has been published.

To mark the occasion, a special ceremony was held in Ottawa on Nov. 14 when Defence Minister Gilles Lamontagne presented a copy of the first volume to the Public Archives of Canada. The book's research material on aviation during the First World War is a valuable addition to the military

holdings of the archives.

Published by University of Toronto Press in co-operation with the Department of National Defence and the Canadian Government Publishing Centre, Supply and Services Canada, volume one was written by Professor Sidney Wise. Currently director of the Institute of Canadian Studies at Carleton University, Ottawa, Professor Wise began the project in 1968 when he was head of the directorate of history at National Defence headquarters in Ottawa.

Available at bookstores

for \$35.00, Canadian Airmen and the First World War, is a pre-history of the RCAF. It covers every aspect of the air battles and Canada's contribution to the war. More than 770 pages long, the book is illustrated by a number of maps and 200 photographs, many of them never published before.

The second volume is scheduled for publication in 1983 and will cover the RCAF's growth to maturity and the Battle of the Atlantic. Volume three will describe RCAF operations in Europe, North Africa, the Middle and Far East

during the Second World War. The final volume will cover the post-war period to the end of the RCAF upon unification of Canada's Forces.

The Department of National Defence also donated the personal papers of Air Vice-Marshal RAYMOND Collishaw to the Archives on Nov. 14. His logbooks, diaries and correspondence proved an invaluable source of information in the writing of Canadian Airmen and the First World War.

Air Vice-Marshal Collishaw was born Nov. 22, 1893 in Nanaimo, B.C.,

and joined the Royal Naval Air Service in 1915. A combat pilot, he was credited with shooting down 60 enemy aircraft during the First World War. In 1916 he was awarded the French Croix de guerre. He later joined the Royal Air Force and in 1940-41, during the Second World War, commanded the Desert Air Force in the North African theatre.

He retired in 1943 and made his home in West Vancouver, B.C., where he died in 1976 at the age of 83.



LA PAZ, MEXICO Petty Officer Ron Dawe, 16, (right), of Courtenay, B.C., removes sails for repair onboard the three-masted brigantine, "Our Svanen". PO Dawe, from the Royal Canadian Sea Cadet Corps Port Augusta in Campbell River, is taking part in a training program involving cadets from throughout B.C. "Our Svanen", being used for 12 months to teach cadets seamanship and navigation, left Victoria Oct. 3 for LaPaz, Mexico. The ship will return to Victoria April, 1981, following a visit to Hawaii. PO Dawe is the son of Mr. and Mrs. Ronald Dawe, 2395 Des Marais Place, Courtenay, B.C. Rigger, Mitch Maciupa, (left), is a crewmember onboard "Our Svanen".

CF Photo by MCpl. M.D. Johnson



ST-HUBERT - Two thousand members of the 5e Groupe-Brigade based at Canadian Forces Base Valcartier will conduct a practical winter warfare exercise codenamed "Red Nose", under the direction of its Commander Brigadier-General Francois Richard, January 19-30, 1981.

The exercise is designed to test the physical endurance and morale with particular emphasis on the training of the individual soldier in cold weather operations.

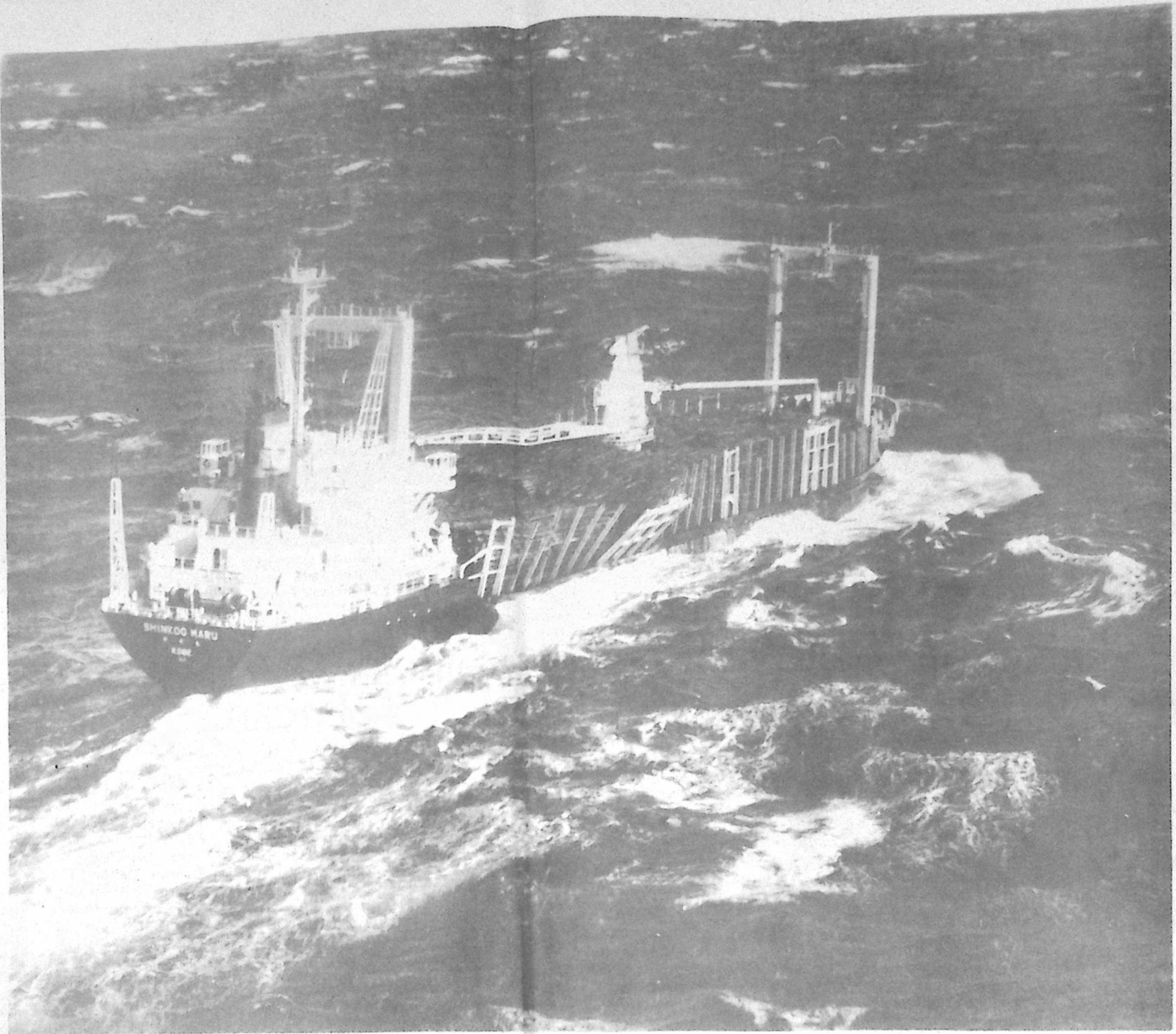
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Call for help from the Shinkoo Maru, as her cargo shifted en-route. The load was safe by the time the 407 Sqn. Argus arrived. (Photo: VU33 Ops)



MP BLIND FUND GIVES AGAIN -- Brigadier-General William G. Paisley, (left), Chief of Staff for Operations at Air Command Headquarters, and Private Karen Burke, (right), a member of CFB Winnipeg's MP section, receive a thank-you from student Debbie Redekop and principal Lydia Giesbrecht after donating \$3,600 to the St. Amant School on behalf of the Military Police Blind Fund. This is the second year that the fund has donated to the school which is dedicated to helping handicapped children. This year's gift will be used to help furnish a stimulation classroom, while last year's funds helped pay for a wheelchair bus and a stereo system for the stimulation of blind and deaf children.