



# TOTEM TIMES



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CFB COMOX TOTEM TIMES

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COST: PRICELESS

## Chief of Defence Staff talks with the press



General Ramsey M. Withers, Chief of the Defence Staff, stresses a point to Prairie reporters.

### Four officers lost in mishap

ST. HUBERT - On the evening of Dec. 19 an Otter aircraft from 1 Regular Support Unit St. Hubert crashed and exploded on a mountain near Kingston, New York while on a return flight from Norfolk, Virginia. All four occupants were killed.

The victims of this tragic accident were Capt. JGAJ Petit and Capt. JR Dessureau from 1 RSU, Maj. EE Ross from HQ 10 TAG, and LCol. DR Lawrence from NDHQ Ottawa.

The downed aircraft was located by American search and rescue authorities the next day, but because of extreme wind conditions in the area helicopters were unable to reach the scene. Struggling against bitter cold and arduous terrain, a ground party reached the site in the afternoon of Dec. 21, at which time the bodies were recovered.

A Canadian Forces Hercules aircraft arrived the next day to transport the remains of the four men to the National Defence

Medical Centre in Ottawa for positive identification. That task completed, the flight continued Dec. 23 to St. Hubert with the bodies of the three Base Montreal men.

A joint funeral service was held that afternoon from St. Michael's Chapel in St. Hubert, with the Mobile Command Chaplain, LCol. Richard, Officiating. Approximately 350 people, families, friends and colleagues, crowded into the chapel, taking up every seat and standing

around the back and sides. Members of the funeral party included personnel from Base Montreal, 1 RSU, 427 Squadron Petawawa, and 430 Escadrille Valcartier, those from the latter two units having flown in especially to participate in the service.

The cause of the crash is as yet undetermined. A Board of Inquiry has been convened by the Commander, Air Command, to investigate.

Before Christmas, General Ramsey M. Withers, Chief of the Defence Staff, sat down with members of the media in Winnipeg and offered some of his thoughts on his first few months as head of our Armed Forces, as well as a few ideas on the state of the Forces and the world situation.

Q: Why did you take the job?

A: I guess, that, after 32 years in the business, when you get a posting, and you're told to go some place, you go and do it.

Q: How do you find the Armed Forces after six months in the job? There's been a lot of criticism about the government's attitude towards the Armed Forces. What can you do in your position to improve the situation?

A: Well, I don't think, first of all, that there is anything wrong with the kind of support that we're getting today. It's a far cry from the situation several years ago. We had been down in the early '70s to a program that was only about 8-9 per cent of the defence budget, at a time when, to sustain a modern military force, you needed to spend at least 20 per cent of your total budget on equipment. And by sustain, I mean not to increase the capability, just hold on. And we had been down, in the '60s and '70s, below that 20 percent line, so we have a lot of catching-up to do.

But today our equipment program has excellent momentum. At about just this time in history, we have a cash flow on material that is almost equal to the total of the defence budget in 1973. Now you take off, of course, the devaluation of the dollar, or inflation, or put those effects on it, and you still have a fantastically vital, good re-equipment program.

We are getting, as was mentioned in the budget speech, 3 per cent real growth in the defence budget, per the NATO undertaking that was given by NATO heads of state in 1978. And Canada is going right along with that 3 per cent.

So, in terms of our equipment programs, in terms of bettering our operational capability, we're making very substantial progress, and I'm very happy with that.

My major concerns are in the people area, as we move forward to the end of this century, to ensure that we continue to attract the highly motivated men and women we need to do an evermore complex job in the defence of the country.

Of course, we have to attract this kind of talent at the same time as the high technology industries of Canada are seeking the same high quality people. Attract and I say, retain, the trained people with us for, if you will, a lifetime of service. And it is in that

area that we face our greatest challenge.

We face another challenge of making each and every member of the forces more effective, once again as you come into a high technology era.

You can compensate a great deal for quantity by better quality. That is especially true today, and true in the West, where we are leaders in digital communications and other aspects of technology that make defensive weapons systems more effective.

For instance, I heard recently the results of a study that showed that with a 35 per cent increase, for instance, in the capability of a tank gunner, you can overcome numbers by about three-to-one, in terms of giving him the kind of weapon system that allows him to get away the first shot at, say, 1500 metres.

And we find this in so many other things. For example, our CP-140, our Aurora, that aircraft can cover much more of the ocean, in an order of magnitude leap from what the Argus could, and it's because of the on-board systems. You go from the Argus, which had a handheld calculator, to the CP-140, which has 11 different software languages. This is why I say that you can do much more, and it is in this quality area in which we are moving. But it, equally, does require very high quality people.

Q: How do you retain the high quality people (in terms of matching pay with the civilian sector)? The U.S. armed forces have great difficulty there; how does your situation compare with theirs?

A: Our situation has been better for some considerable time. To use just one illustration, all the Canadians who serve in Europe, in Canadian Forces Europe, regardless of rank, are entitled to the same benefits in moving their families, benefits with regards to accommodation and so on.

In the U.S. forces, you have no entitlement (to such benefits) below the rank of sergeant. We have always had, in my view, a superior compensation policy.

Q: Is it adequate, though, in terms of Canadian society? You've got a situation in the States where the armed forces people are on green stamps; you've got a situation in Canada where people can't afford the army-supplied housing; there's been some protests in Calgary...

A: Well, I don't know of anyone who can't afford the service-supplied housing; I don't think that's accurate, because if you look at the guidelines for the percentage of pay, whether gross pay or take-home pay, you'll find that it is not exceeded for any one of our people.

Q: Then the people in Alberta, wives of ser-

vicemen and so on, who have been protesting, don't have a case. Is that what you're saying?

A: What I am saying is that we have been able to adjust the rents, and, as a matter of fact, to make special provisions, particularly for those in the lower income groups, so that it doesn't exceed that reasonable percentage, which is sort of a national average of your total take-home pay.

The thing is that, while pay is important, it is most certainly, in my view, not the whole story. I don't think that you join the Canadian Forces for the money; I think you join for the challenge of serving the country, and of doing particular jobs that have an interest, that have a value to them. We are not just a job; the forces represent a vocation or a calling, but it is simply not a job. We are not civilians in uniform; we are always citizens in uniforms, never civilians in uniform. We call upon our people, as we sometimes express it, to undertake a contract of unlimited liability. And that's what you do when we put on the uniform, to defend your country.

And while pay is important, in that it should be reasonable, I want always to see our people live a reasonable life, it is not the total consideration. I think that -- the story has come back to us time and time again -- that basically what our people want to do is to work with modern equipment, to have these challenges, and a reasonable chance to do them, and that, to them, is the important thing.

Q: General, what would you like to see the total strength of the Forces at today?

A: I would like to see us, in the Regular Force, have roughly about 3,000 more than we have today. We have authority to have those 3,000 more, and we have decided, those of us in uniform, not to head for that level tomorrow.

We're doing it in a phased way, and one of the big reasons we're doing it that way is so we don't produce a bump in our training system. We're trying to keep a smooth flow through the training system, and not give it a hiccup in any particular year. And we'd rather do that, and do it in a timely and deliberate way, than by bumps.

Q: How long has it been that the Forces were assigned what they've been authorized?

A: It's been three years now.

Q: Given the 3 per cent real growth, given the deficit in equipment, is the growth rate you're experiencing realistic...?

A: Yes, I think that it is realistic; there is a limit to growing, and to be able to control your program effectively. And, given the assets that we have now, in terms of people and infrastructure, the current growth pattern, and the way we're applying it, I think, certainly in our experience, it is the most effective way to do it.

You see, the way that we have applied that 3 per cent real growth, we haven't applied it all to equipment.

we have applied the giant share of the 3 per cent in the equipment field. We have allowed some real growth in operating and maintenance expenses, because we are, quite frankly, into an age of technology that demands a bit more, and we have put more into personnel. By more, I'm saying that we're going up by about 400-500 a year, increasing the ceiling.

Q: In the event that we won't up the total forces that we have, how many of these people can we realistically expect to devote to the sharp end of the stick?

A: Well, speaking in terms of our commitments, which are the brigade and the air group in the Central Region (Europe), a brigade to reinforce north Norway, two squadrons of fighters in north Norway, the ships

See "Interview" p.4...



Canadair's new entry in the commercial business jet market - the Challenger, was a recent visitor to CFB Comox in order to conduct wet weather trials. The Challenger prototypes have had considerable impact on the market, and the wide-bodied jet is showing its corporate competitors why. Spacious comfort, excellent range and endurance and impressive performance have led to widespread interest and purchasing orders from the aviation world.

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# Section news

## 407 Demon Doins

Ever since the start of the New Year, the squadron seems to have taken on a flurry of activity. Aircrew can actually now be found in the crew room after 1300 hrs. People are furiously studying Aurora AOI's, tactics, and even computer systems. No longer does one find himself in the coffee room talking to the wall - he has six or seven other souls there to talk too, talking about the Super Bowl, to the next house they're going to build, to...

Junior Navigators and Senior AESO's are busily upgrading. Second Officer Pilots are finally becoming First Officers; all to be done before the Aurora conversion courses start. The bug has finally hit the squadron, the momentum has started, - everybody is getting finally tuned for all those new Aurora acronyms. Yet if you were to ask why all this activity has started now instead of the night before the squadron goes down to Greenwood, well maybe it's because the C.O. and his staff have moved over from the H.Q. building to the new DIAC and are now just down the hall.

Yet even with all of this wave of activity, the squadron seems to be functioning as per normal lately. Crew 1 was called out on a Can-U.S. coordinated SAR flight on the west coast of Washington State. Crew 6 kept up the squadron tradition, giving the SOPsO headaches by breaking an engine down in sunny Moffett, and having to extend their visit for a couple of more "labourous" days. Mind you, word has it that they were good ambassadors to all the local folk down there.

Mid-Feb always seems to be a time when one sees familiar faces leaving beautiful Comox. 407 recently bid farewell to Lt. Brian Peele and his wife Catherine as they left for downtown Greenwood, N.S. Brian has been tasked to set up the hospitality house for all of 407 when they come down on their conversion courses.

MCpls Mark Scott and Ed Miller recently received word that they did so well in ship recee, that they were being transferred to a ship to fly Whop-Whops off of them. Both will be sadly missed by the B-League Hockey team.

Alas, let's not forget our

outgoing PAdO, Capt. Gary Hein. After managing to stay in the valley on squadron, for the past 5½ years, Gary has decided to stop moonlighting with the forces, and carry on with his primary job of contracting to build houses.

On final, may I recommend that for all those non-believers of how an Argus can sustain flight, that they read Steven's Theory of Flight.

JDM

1. What enables man to fly? Machines, of course!!

2. But what enables machines to fly? The Steven's Theory of Flight will explain this phenomenon which, to the novice with preconceived ideas, may seem unusual; nevertheless it has yet to be proved wrong. Both the Steven's Theory of Flight and the commonly accepted (False!) Aerodynamic Conceptual Theory states that flight of both man and bird is possible because of lift, see. This statement is made by both, but the latter theory has slightly altered the true statement and has thus had to invent a lot of technical jargon such as

camber, dihedral, venturi effect etc. to confuse the unknowing. The true statement is that flight is caused by LIFTEES.

3. LIFTEES are creatures who are tiny, small and by themselves, insignificant.

They were first discovered by pioneer aviationists, who by use of PAVLOV conditioning techniques, transferred their inherent love of birds to the very specialized and obsessively neurotic love of wings. Once on a wing, any wing, they will not voluntarily leave it.

4. Because of the numerous types of aircraft available, and because there are slight variations in historical background and operating procedures for each, only the Steven's Theory of Flight as related to the ARGUS will be discussed in this letter.

5. LIFTEES, like all aircrew, are basically lazy creatures; once on a wing they will not work any harder than they have to. In fact, given the opportunity, they will gather in small groups and just lay about relaxing in the sun and-or reproducing themselves.

This has been recognized by both the air and ground personnel and areas entitled NO STEP have been set aside for these fragile

creatures so that they will not be stepped on by people working on the aircraft wings.

As mentioned earlier, LIFTEES are creatures who are very small, but because they come in groups of thousands, they cause, by their movement around the wing in a counter-clockwise direction, the aircraft to lift off from the ground. The faster they run around the wing, the higher the aircraft can go; Q.E.D., lift is caused by LIFTEES. The number of times a liftee runs around the wing is measured in RPM. You will hear this expression used in any aircraft, propeller or jet. When the engineer says he has so many RPM, it means the LIFTEES are running around the wing at so many revolutions per minute.

6. It seems fitting now to discuss what makes a lazy LIFTEE run around the wing. LIFTEES require motivation like anyone else, and the thing that makes a LIFTEE move is, or are, TORKS. TORKS are considerably bigger than LIFTEES and, being the biggest bullies they are, they detest LIFTEES and love to squash them with clubs.

TORKS are kept in various parts of any airplane, but in the ARGUS, they are kept back by the Aft Distribution Panel (ADP). When a pilot asks an engineer to produce 50 TORKS or 100 TORKS, he goes back to the ADP, returns to the over-wing hatch, and dumps this number on each wing. You can understand that the more TORKS he puts on the wing, the more terrified the LIFTEES become and the faster they run. Running faster, they run around the wing more often and thus generate more lift.

7. When working, TORKS operate efficiently over a limited temperature range, and equipment must be provided to keep their environment close to their best operating temperature.

Propellers are used to cool the TORKS in summer or tropical areas and, in conjunction with the heater boots on the leading edges of the wings, to supply warm air when the aircraft flies in winter or Arctic areas.

8. Aircraft fly because of lift generated by LIFTEES as they run around the wing, being chased by TORKS. The more TORKS, the more lift. But because of a limited Defence

Budget, the CF have only so many TORKS, and stocks of these are slowly being depleted. In fact, the situation is becoming critical and, if no more can be procured, the ARGUS may have to be replaced with another type of aircraft that doesn't require TORKS.

Meanwhile MARCOM has come up with an interim solution. Since the number of TORKS is limited, extra lift can be obtained by making the TORKS work harder. This has been done by the use of MEATOS. MEATOS are much larger than TORKS, and because they are stored in the ARGUS Hell-hole where the noise level and vibration are excessive, they have a rather nasty disposition. This, combined with their large grinding teeth and voracious appetite, make them extremely hazardous to TORKS.

TORKS are terrified of MEATOS; but surprisingly, MEATOS could care less about the LIFTEES because they are so small that even a handful doesn't make a mouthful. By the way, the proof of this is that you will never have an ARGUS fly only with LIFTEES and MEATOS aboard. You must have the entire chain - LIFTEES on the wings, then the pilot calling for TORKS, then the use of MEATOS.

9. When the pilot asks for MEATO power, the flight engineer goes to the galley and dons a protective face mask and heavy gloves (which is also used in the event of fire, another economy move). He then proceeds to the Hell-hole where he extracts two cardboard boxes containing MEATOS and proceeds to each over-wing hatch where he gingerly dumps the MEATOS on the wing and hastily closes the hatch before they can attack him.

The MEATOS see the TORKS, and the chase is on. The TORKS that survive the initial surprise attacks run like Hell, completely ignoring the LIFTEES. But the LIFTEES don't know that, all they see are TORKS charging towards them, so they too run like Hell, going around the wing in ever increasing RPMs.

Unfortunately, MEATOS don't survive very long, being very prone to coronaries because of the lack of exercise while coupled up in their white boxes. Within min utes, all MEATOS on the wings are

dead from over-exertion, and the TORKS and LIFTEES can slow down.

However, there have been exceptions where MEATOS have lasted for hours and, to prevent the possibility of injury to aircrew when flying with open over-wing hatches, large nets are used to keep the MEATOS on the wings. Because of the high fatality rate of MEATOS, if a pilot needs above average speed requiring MEATO power, the whole cycle must be repeated each time, using additional boxes of MEATOS. This explains why for long trips, groundcrew personnel must load aboard several of the white boxes of MEATOS stored in large, aluminum containers, and upon completion of the flight unload the empty containers. For short trips such as pilot trainers, only one container is needed; for long patrols, five or six boxes may be needed.

12. When extreme lift or speed is required, the pilot can ask for DRY power or WET power. If DRY power is requested, the flight engineer activates the spray system that covers the wing with an Aluminum Hexachlorofluoride, the same basic ingredient of popular anti-perspirants. Traction on the wing is significantly improved, allowing LIFTEES (with their Adidas sneakers) and TORKS to really increase their speed and RPM, and thus lift. If WET power is needed the flight engineer sprays the wings with ADI fluid (a mixture of water and alcohol, the latter being used to reduce surface tension; and any other tension, for that matter) the LIFTEES don't their water skis, and the TORKS get full use of their large flat feet with webbed toes.

13. If a pilot or flight engineer uses TORKS, MEATOS, and WET or DRY power incorrectly, the RPMs can become too high and OVER-SPEEDING occurs. The TORKS get going so fast that they don't need the propellers to blow air over them and the use of the propellers cools them too much, which makes them inefficient. Thus if OVER-SPEEDING occurs, the pilot can either increase the number of TORKS or turn off the propeller. The latter is the most common solution.

14. So far, we have only discussed how an airplane generates lift by providing a home for LIFTEES. But

once off the ground, how does an ARGUS manoeuvre? Again, a commonality exists between the Steven's Theory of Flight and the False Aerodynamic Conceptual Theories (FACTS): aerlions, elevators, and rudder are essential for turning or climbing. How they work is obvious when you consider that the trailing edges of these controls on the ARGUS contain TRIP-TABS. When the pilot raises or lowers an aileron, the trailing edge is moved in the opposite direction, creating a small step at the very end of the aileron. While the LIFTEES are running away from the TORKS, a goodly number of them are going so fast they don't notice the TRIP-TABS and, either by stubbing their toes or by falling down onto the step and twisting an ankle, they lose their balance and fall off and away from the wing. By Newton's First Law - for every action there is an opposite and equal action - as the LIFTEES leave the wing, they case the wing to move in the opposite direction. Which means that when an aileron is up, the wing moves down½ when down, the wing moves up. This discussion is also true for elevators and rudder, although when the latter is positioned to the left, the aircraft turns right, and vice versa.

15. If for some reason, a pilot wants to lose lift quickly, rather than waiting for the engineer to remove some of the TORKS from the wing, he may wish to use SPOILERS. However, this is usually used only in emergencies because of the high loss of LIFTEES and TORKS. The SPOILER is a flat piece of metal laying on the surface of each wing but which can, when needed, be flipped up to make a large, solid wall. Hundreds of the running LIFTEES and the TORKS chasing them don't see this wall until it is too late and they crash into the wall KERSPLUSSCHHK, ending up as crushed black stains on the wings.

Anybody who has worked around ARGUS aircraft has seen the ground crew cleaning off these remains after a flight. Of course, not all result from the use of SPOILERS, the TORKS do manage to bash quite a few LIFTEES as well.

16. If the pilot only wishes to slow down the aircraft, he may do so by slowing down the propellers

and making the TORKS inefficient and slower running because they are operating in the wrong environment, or he may use FLAPS to reduce the LIFTEES' RPM. All the flaps do is to increase the length of the wing, which means that the LIFTEES and TORKS take longer to run around the wing, thereby reducing their RPMs and overall speed and lift.

17. In the ARGUS, an interesting phenomenon occurs when the Manual Chute is opened while the over-wing hatches are also open. A breeze is generated that seems to flow from the back of the aircraft to the midrest position. In fact, the breeze doesn't exist! As mentioned before, some LIFTEES fall off the aircraft because of the TRIP-TABS. Others fall off because they are going too fast to make the turn around the sharp trailing edge of the wings and stabilizers. Some of those that fall off the wing happen to land on the fuselage where they continue to run about, but in stark terror because they are not on their beloved wing-home. But if the manual hatch of hatches and over-wing hatches are open, they run at top speed up the chute, along the aisle, and back out onto the wings. Their love and need for wings is greater than their fear of TORKS! The so-called breeze mentioned earlier is only the result of the LIFTEES speeding along the aisle.

18. (The fact that LIFTEES fall off from the wings, stabilizers and rudders of aircraft explains why aircraft cannot stay airborne forever. The longer the flight, and thus the longer the LIFTEES keep running, the more LIFTEES that fall off the aircraft's trailing edges. If the aircraft tries to stay up too long, eventually there are not enough LIFTEES left to generate the necessary lift and the aircraft must return to the ground regardless of how many TORKS or MEATOS are used. Rather than letting the aircraft crash, pilots will try to get back to a landing field before too many LIFTEES are lost.

Two points are obvious follow-ups to this state of affairs: (1) large aircraft such as the ARGUS can stay up longer than small aircraft such as the CF5 because it has much larger wings and thus more LIFTEES, and (2) the Point of LIFTEE Exhaustion-extinction-PLE- must be calculated to ensure that an aircraft does not stay airborne longer than lift will be generated. Once the aircraft is on the ground, the LIFTEES can stop running around and relax and enjoy themselves. During this

relaxation period, normal reproduction ensues and the number of LIFTEES increases to fill all living space of the wings.)

19. Night time poses certain problems for the LIFTEES, because of their poor eyesight. As darkness envelops the aircraft, LIFTEES are no longer able to see the TORKS, they stop running, and the TORKS have a hey-day squashing LIFTEES with their clubs.

And because the LIFTEES are not running counter-clockwise, they generate no lift and the aircraft crashes into the ground, a non-desirable situation for aircrew. To ensure that LIFTEES can see the TORKS at night, the ARGUS aircraft are fitted with over-wing lights. And at the end of each wing are green and red lights that warn LIFTEES not to go any further in that direction; the use of two colours was the result of consultation with ICAO exterior designers.

20. Speaking of airplanes crashing, have you noticed that whenever a plane enters a very steep dive - fatal or otherwise - observers can always hear a loud screaming sound, almost like a banshee. That, my friends, is the sound of thousands of terrified LIFTEES watching the ground racing up towards them, as they clutch the rivets on the wing. There have been recorded instances where they grabbed and squeezed so tightly, that they have torn great chunks of metal off the wing.

21. On landing, it is very common for an ARGUS pilot to bounce the aircraft onto the runway once, twice, and even three times before rolling to a stop. The pilots are not incompetent, they are just being very cautious and are looking out for the safety of the ground and aircrew personnel. It was mentioned earlier that some MEATOS can last for prolonged periods of time on the wing, so long in fact, that they may last for the entire flight, and thus endanger anyone in or on the aircraft after a flight. When a pilot slams the aircraft on the runway, he is trying to (& generally succeeds in) knocking all remaining MEATOS off the wing.

22. And that, my friends, is the "TTale Of The Airborne LIFTEES" or total reason why aircraft such as the ARGUS can fly and manoeuvre. The success of any flight depends, not so much on the pilots, flight engineer, navigators, and ground support personnel as on those lovable, neurotic LIFTEES, the bashing TORKS, and the mean and hungry MEATOS.

### OFFICERS' MESS ENTERTAINMENT

Fridays, February 6, 13, 27 -

REGULAR TGIFs - 1630-1730 hrs. Food as indicated. Bottle and Jackpot draws at 1730 hrs. Free taxi service - ask at bar.

Sunday, February 8 -

CANDLELIGHT DINNER - Time: 1930-2130 hrs. Cost: \$22 per couple. Dress: Informal. Adults only please. Menu: (a) Veal Cordon Bleu, (b) Filet Mignon. Assorted Dinner Vegetables and Dessert. Reservations and Menu (a) or (b) to Mess Manager by Thursday, February 5. Inform Mess Manager if you desire a table to seat more than six.

Wednesday, February 11 -

OFFICERS WIVES CLUB - FOOD - 1930 for 2000. Come see Marg Bowie formerly of the Moorings and now of the Travelling Kitchen demonstrate the food processor and enjoy tasting the results.

WEDNESDAY, MARCH 18 - FASHION SHOW - Fashions by Leslie.

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# Nighthawks Nest

With a scant two weeks until Tac Eval '81, the squadron is awaiting the annual effectiveness test like a fisherman after a sardine sandwich - that is, with baited breath. Ground school, that most dreaded phenomena, is increasing in regularity, and quaint old nuances in the aircraft and of the Air Defense world are being dredged out and reshaped. With any luck however, the next issue of the paper will find the various squadrons and sections celebrating yet another green light to practice their trades rather than being shuffled off to jail in

manacles and chains.

Chuck Fast is back with us after his trip to Mexico. After having been gone for so long on courses in 1980, then going on leave immediately after Christmas break, he is adamant on refusing to attend Tac Eval unless he is mugged back in by the squadron.

Speaking of mugging in (or out), there is a nasty rumor on base dealing with a proposal to eliminate the (supposedly) vile practice of chug-a-lugging. This is obviously an attempt to keep folks up to a later hour, for it has been my experience that people drink not to a time limit, but to a toleran-

ce level, and if they reach that limit sooner in the evening, or later, the result is the same.

The school of thought behind this is that for grown men to deliberately down huge quantities of beer in record time is childish. If this be true, may I suggest that every fighter squadron in the country would willingly confess to an adolescence bordering on puberty.

Best wishes to Mel Felts for a speedy recovery. Mel is resting in hospital in Vancouver after an operation that he claims was necessary. Trouble is, Joel Clarkston took his shaving

kit over to him shortly after his hospitalization, and he reports that Mel's voice is noticeably higher in pitch, he has lost all facial hair, and appears to be larger in the upper body. And they say it only happens in Sweden!

With the approach of the end of winter, thoughts of fair-weather deployments and upcoming changeovers of responsibility loom large in many minds, and one of the highlights of the coming season is the Hawk formation team. Lynn Housworth, leader of last year's team, was overheard remarking that due to the fact the '80 version could

not be bettered, it would be wise not to have a team this year. Housworth will be leaving 409 this summer, and will be taking up duties as special lecturer at the U.S. Institute for the Extremely Obnoxious.

Not a whole lot of news this bleak first week in February, so I'll sign off for now and leave you with a quote from the inimitable Woody Allen,

"Mankind stands poised at the crossroads. Down one path lies hopelessness and despair, down the other is utter extinction. Grant us the wisdom to chose the proper road."

BGJK



The big news around the squadron is that our "duty seagull" is still hanging around at noonhour for those scraps from the standby lunch. It will be comforting for the kitchen staff to know that their meals are appreciated by this culinary expert. What we would really like to know, however, is why the 409 "Q" lunches always include very tasty looking cakes, while we usually get yogurt and pudding. Please have pity on our undernourished feathered friend. Even he appreciates a change in diet from time to time.

All those who are under 30 are getting sweaty palms and developing nervous twitches again now that the semi-annual physical torture test is just over the horizon. Some of the more courageous types are actually abusing their bodies now so that it won't hurt so much later on. Since the pain is inevitable, why wait for spring? (Suffer now).

Speaking of pain, the 442 contingent that visited Winnipeg for WINOX 81 have all survived the ordeal. Temperatures in the windy city rose to a balmy -27°C. (There must have been a rare tropical breeze blowing up from the Gulf of Mexico). Most of the participants discovered that curling requires the use of muscles that are never used

for any other form of human activity. Despite the physical discomforts, however, a good time was had by all. The competition was rigged, of course, because 442 did not win. (Just wait until the end of March, when everyone will have to play by local rules!)

Over the last several weeks, the SAR TECH section has developed an irresistible urge to hurl their bodies out of the back end of a Buffalo. This has nothing to do with the requirement to remain current, but is a direct result of the good old-fashioned capitalistic profit motive. The rules are simple: whoever lands closest to the center of the target wins the pot.

(Imported from Mexico). So, the next time you glance up and see a red and white canopy drifting aimlessly over CFB Comox, rest assured that the skills of our SAR TECHS are being honed to a fine edge.

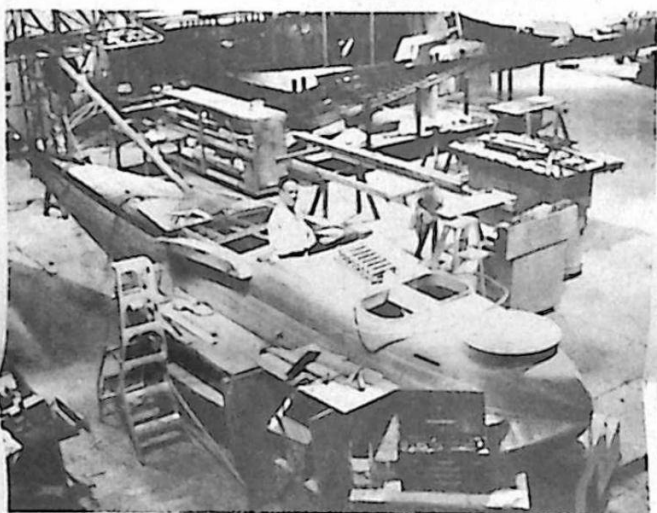
Last week a Labrador helicopter (number 312) was here from AETE in Cold Lake. The official excuse for the visit was to perform trials on the aircraft. Everyone knows, however, that the real reason for the visit was to transport 700 lbs. of fish back to the Cool Pool. Why else would they come out to Comox? Portuguese Joe's fish market will now be an action ad-

dressee on all future NOVA messages for AETE aircrew.

Just now, as I was gazing out the window thinking about OPEVAL and other pleasant things, I was greeted by our seagull friend. Although it is only 10:20 AM, he has taken up his duty watch outside the lunchroom window. You really have to feel sorry for the poor little scavenger. What does he eat on the weekend? Maybe we should appoint a seagull nourishment officer, or perhaps include the feeding of the seagull as part of the BDO's duties (at the very least, we should order one more standby lunch every day).

Rumour has it that the pilots have been rumbling about the power struggling in the FE section. This power struggling is a falsehood. The FE's are now unionized, and W.O. D. Neudorf is the shop steward. Sgt. Mike Ramsden disagreed with union policies, so he is now packing his bags for 436 Sqn. in Trenton. Retribution is swift indeed! The best part of Mike's transfer is the fact that his replacement is our first female engineer. By the way, her training FE has already been appointed. Stay tuned for further developments.

## NATIONAL AERONAUTICAL COLLECTION



The Curtiss HS-21 flying boat, part of the National Aeronautical Collection, is shown undergoing restoration at the Rockcliffe Airport in Ottawa.

The National Aeronautical Collection, one of the finest of its kind in the world, illustrates the importance of aircraft in building modern Canada and recalls the history of aviation in peace and war.

The names of the aircraft evoke stirring moments in the annals of manned flight — Silver Dart, Avro 504K, Nieuport 17, Sopwith Pup, Hurricane, Lancaster, North Star, Noorduyn Norseman.

Sixty-five of the over 90 aircraft in the collection are on display in hangars at Rockcliffe Airport in suburban Ottawa. Others are on loan to the Canadian War Museum, the National Museums of Science and Technology and Ottawa's Uplands Air Terminal. Also included in the collection which is a division of the National Museum of Science and Technology is a large array of aircraft engines.

Museum staff regularly fly vintage aircraft in air shows held around the country. Over the last year, there were demonstrations at the Abbotsford International Air Show at Abbotsford, British Columbia and at the Canadian Armed Forces Base at Trenton, Ontario.

The collection is the result of an amalgamation of three major Canadian aircraft collections, that of the Canadian War Museum, the Royal Canadian Air Force and the National Aviation Museum.

The Canadian War Museum's collection began with World War I trophy aircraft. Additional aircraft were acquired until the mid-1960s.

The Royal Canadian Air Force provided the largest number of exhibits at the time the National Aeronautical Collection was formed. The RCAF had been preserving military aircraft related to its history since shortly after World War II.

It was not until the opening of the National Aviation Museum at Uplands Airport near Ottawa in 1960 that the civilian story was told. With particular emphasis on bush flying and early aircraft manufacturing in Canada, the National Aviation Museum added a number of aircraft that stand out as important examples of developments in Canadian aviation history.

The three collections were displayed together as the national collection for the first time in 1964. In 1967, the collection became part of the National Museum of Science and Technology. Since then, the museum has vigorously attempted to fill in the gaps in its collection in a constant effort to meet its policy of illustrating the development of the flying machine in peace and war, from early days to the present with particular but not exclusive reference to Canadian achievements.



Maj. Ron Egli is restrained by an unidentified civilian after hearing the recent rumor on the banning of chug-a-lugging in the Officers Mess. "If it's going to be outlawed," growled the A flight Commander, "I'm gonna get my licks in first and stockpile a few."



The world's altitude record by a model aircraft is 26,929 feet.

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Valentine's Dance

14 Feb

Members - \$20.00 per couple

Guests - \$25.00 per couple

Advance ticket sales and seating plan from Mess Manager. Cut off date is 12th Feb. 13:00 hrs. The meal will be veal cordon bleu with red or white wine. Meal will commence at 17:30 hrs. with the dance starting at 21:00 hrs.

Bingo and Dance

Bingo starts at 1930 hrs

(Jackpot in 52 numbers)

A D.J. will follow the bingo with sandwiches and coffee available.

Cost is set at \$3.00 per person

Movies

Feb. 8 - Harold and Maude

Feb. 15 - Airplane

Feb. 22 - The Shootist



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## Editorials

# Would YOU pay?

Now that the fifty-two U.S. hostages are once again secure and safe on American soil, a great deal of attention has been directed towards the manner in which President Reagan has treated the U.S. side of the bargain - chief amongst the terms being the unfreezing of Iranian assets.

One would be hard pressed indeed to find a voice raised in protest were the government of the U.S. to discover a way to avoid payment in an honorable manner. The outrageous actions of the Iranians over the 444 days certainly warrants no undue consideration towards them by any nation on earth - particularly the injured party, and it seems patently absurd to return to the same state of affairs extant before the incident (call it revenge motivation if you must).

But there is one point that must be taken into account when following that line of reasoning. If one believes the "good guy/bad guy" conflict is a valid picture of the world,

struggle for a balance of power, then hopefully we are on the side of the white hats. If that is the case, the U.S. (and, for that matter, all of the Western nations) must establish and maintain a moralistic and ideological outlook concomitant with that role.

Filling the public consciousness with the notion that the greatest stumbling block to detente is the Soviet's perverseness in international negotiations and their persistent deviousness and untrustworthiness, then blandly turning around and reneging on the deal with Iran is hardly the way to establish credibility.

Yes, their move was flagrantly illegal and was in direct opposition to diplomatic precedent, but there has to be someone in the world whose word is good - whether it be for reasons of national honor, or for more pragmatic reasons such as the example above.

Pity, though - it would sure be nice to stick those S.O.B.'s.

BGJK

## Let's make a deal

The method to secure the posting of your heart's desire is becoming crystal clear to officers in the Forces these days - request the French course. This, of course, is the year long version of the ongoing attempt at bilingualism in the officer cadre, with the first half occurring at your home 'drome and the second in St. Jean, Quebec.

Before anyone becomes unduly upset, let me hasten to ensure all and sundry that this is not intended as an indictment of the policy to transform members into bilinguists. It's the method, Martha, it's the method.

Fact: Many men and women in the Forces are dissatisfied with their jobs and/or where they are performing these duties, and would like nothing better than to be posted to someplace such as (picking one out of a hat) Comox.

Fact: there are also a number of folks who are quite happy about their situation and, in fact, are quite adamant about remaining put.

Fact: there is a newly coined year-long French course suf-

fering from a dire dearth of volunteers.

Are you seeing the light? I thought you would. It takes no PhD. candidate to deduce the logical result of combining those three facts (Who was that who said "blackmail"? - out of the class!)

The Air Force is familiar with this game, of course, having played its less harmful variant in order to recruit Dew Line troops, but this new one has a fatal flaw.

In attempting to alleviate what is essentially a motivation problem by offering this French-course-then-posting-of-your-choice solution, we come to the analogy of fixing leaky plumbing by issuing rubber boots - the leak's still there, and you only wear the boots because you have to.

It is unfortunate it has to be so, but what the hell - maybe I'll give it a shot. After all, with a strong starter and a power hitter in front of Gary Carter, I could spend six months in Quebec watching Les Expos win a pennant.

BGJK



## Interview with General Withers

... cont'd from p.1

dedicated to the Supreme Allied Commander Atlantic -- we can meet all of those-- and on the day, and for some time thereafter we could do it, (but) it's the long-term, sustaining power that we lack, and that is the area that we have to work to.

Q: Is there any thought being given to giving the Reserves a more meaningful role?

A: Well, the Reserves do have an extremely meaningful role today, and to review it very quickly, on any given day 150 members of our Communications Reserve are doing Regular Force jobs, every day of the year. Right today, there are 50 Reservists who are serving in the U.N. force in Cyprus. We are using Reservists, whether it's in Maritime Command, here in Air Command, Communication Command, all across the board. Indeed, those elements of the Reserve are progressing very well -- the area where we have a great deal of work to do is in the Militia. At the moment, we have what is called the Mobilization Planning Task Force, which is to complete its work by next June, to establish, if you will, the size and shape, principally in terms of the Militia, of what we need to fill our full war establishments, and to provide the kind of staying power, the kind of back-up, that we need to this total force.

There simply is no doubt about it, it is going to be a figure larger than that we have today, and we're going to have to meet those needs through our Primary Reserve, that is the people who are in the active Reserve today, and by making better use of what we call the Supplementary Reserve, namely, those people who have been trained, both in the Regular and the Reser-

ves, but then are not involved, if you will, in continuing, full-time or sustaining training. So, we're looking at the way we can use that Supplementary Reserve.

Q: Then we're going to get a little more contact...in the early part of the year?

A: That's right. Now just precisely what it's going to be, I can't say. We would have to know, in a much more comprehensive way, where that individual was, what his health was, what his health is, and so forth, and also, what sustaining training or refresher training we would be able to give him.

Q: General, I'd like to know exactly what the Canadian military establishment's initial reaction would be to the upcoming Reagan administration in the States, which has endorsed the position of a need for a greater military presence around the world, as some reports indicate at this point, or will Reagan want us to stand pat?

A: I think that we are going to see a very substantial continuity between the defence policy of the Carter administration, as it has ended up in its last year, very substantial continuity of that through into the Reagan administration. I think that the Reagan administration will seek to strengthen the U.S. military establishment. Just how much, by what percentage, I couldn't really say. The U.S., at the moment, is making an extremely large investment in the quick-reaction force, which of course has as its centre of focus, at the moment, South-west Asia. The U.S. has also deployed a very large, very large in modern terms, naval force into the Indian Ocean and the Arabian Sea area. They

have some 30 units on task at any one time, based on a large carrier battle group, and I think we're going to see more. Also I think we'll see the Reagan administration pressing allies, the NATO allies, for a greater effort, but just what the size and shape of that request or that bid to the allies will be, I don't know. I think we're going to have to wait and see, and I think that this will all become pretty clear by about next March or April.

Q: Can Reagan force the Canadian military to a much greater growth than they expected?

A: Well, I wouldn't use the word 'force'. It would seem to me that the way they would proceed is to call a meeting of all the heads of governments of the NATO nations. And I think that is really the level at which you need to meet to establish a greater effort.

There are several of the NATO nations right now who are under varying degrees of economic pressure, who are finding it very difficult to meet the obligation of 1978 -- Denmark, the Netherlands, to some degree, Belgium, and Germany now is talking of greater economic pressures within their country, and this is to meet the 3 per cent line. If we are going to go beyond that, I think it takes the resolve of the national leaders to do it.

Q: Do the armed forces have a fall-back position if the new fighter aircraft that we purchased turns out to be as much of a foul-up as the people in the U.S. Senate and the House of Representatives...?

A: I think that our fall-back position is the same as the United States' fall-back position. The fact is that the only fighter that is in development in North America at this time is the

F-18, and I think that it's quite extraordinary, the 'bad-mouthing', if you will, that that airplane has got. I continue to believe, what I have been saying now for several months, that it represents the greatest development potential of any fighter since the Second World War. And for some unknown reason, which may well disappear now that the U.S. election is over, but for some unknown reason, to me it has been receiving criticism that, in my view, is quite unwarranted, because in the development of any aircraft you are going to have problems. That's why you go through a development cycle. But we haven't seen any more problems in the development of the F-18 than really in ... for example, one of the greatest fighter developments has been the F-4 Phantom.

And if you examine that development program you'd find that it had a great many more difficulties than the F-18 has had at this time of maturity.

Q: You're quite certain that the Canadian Armed Forces will be flying the F-18?

A: I am indeed. And I am very thankful that that is the airplane that we've got, because of the growth potential it offers and the chance, as I was saying before, in terms of quality to overcome numbers. We know that we can never meet the numbers of the Soviet and Warsaw Pact nations, so therefore, each individual unit has to be of a higher quality, and I view the F-18 as one of the prime examples of that kind of high-quality weapon system in which you put a professional, highly-trained individual, and you have an effect out of all proportion to its cost.

Q: What do you think of

the conflict now raging in the Middle East between Iraq and Iran? Pending the release of the 52 American hostages, what may happen to American-Iranian relations, and do you see an American military presence in Iran, should the hostages be released?

A: I find it very hard to say just how the situation will turn out between Iran and Iraq. I was over in that part of the world a few weeks ago, just when the war was entering its third week. I was in Israel and Syria, and I found two quite different views on the part of those two Middle Eastern countries as to what the outcome would be. What seems to be happening is that the limited objectives that Iraq has sought, they have just about got, and one can see it slowly dying down. How that will affect the hostage situation I am unable to forecast.

Q: You can't see any international crisis in the next few months at all?

A: I wouldn't be so bold as to say that, because the one thing we are certain of is uncertainty. But we know we face so many conflicting tensions, if you will, in that whole Persian Gulf and Middle-East area. The one thing you know for sure is that there must be the capability to look after the interests, or to safeguard the interests, of the West in that very vital area - very vital to Europe, possible, well undoubtedly, even more so than to North America, in terms of oil supply. But of course, this is why the United States is acting with the fleet deployments and the establishment of the quick-reaction force to go to that part of the world. But it would be a very brave individual indeed who would try to forecast how it is all going to come out.

**CNA TOTEM TIMES**

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# GENS DU PAYS

## LE COMITE AU TRAVAIL

Le comite executif du club s'est reuni le mercredi 28 janvier dernier afin de mettre en branle l'organisation des activites a venir. Le calendrier des evenements pour 1981-82 sera presente a la prochaine reunion generale du 13 fevrier.

Afin de faire de cette reunion generale un evenement un peu special, le comite a decide d'y ajouter une degustation de vins et fromages. Il y aura aussi de la musique. Ce sera donc une bonne occasion pour tous de voir ce que le club propose pour la prochaine annee, ce que les membres en general desireront comme activites, et de se rencontrer tous ensemble dans une atmosphere detendue et agreable.

Outre le calendrier et la prochaine reunion generale, plusieurs items ont ete discutes par le comite. Entre-autres, la visite a Powell River, et la partie de ballon balai, une "partie de sucre" a Nanaimo, une presentation d'une piece de theatre a Courtenay, une partie de peche au saumon, et plusieurs autres. Il serait trop long de decire toutes les discussions qui ont pris place. Disons simplement que plusieurs activites sont en preparation et que tout marche rondement. L'annuaire des membres est presque complete et on espere le finaliser bientot. Il ya maintenant plusieurs "Tintins" et "Asterix" disponibles au local qui peuvent etre empruntes pour le benefice des jeunes et moins jeunes. Finalement, on voudrait vous rappeler que le local du club, situe a l'arriere du theatre de la base, est ouvert tous les mardis et jeudis de 1900 a 2100 heures. Vos idees et suggestions sont toujours les bienvenues.

## CALENDRIER

**FEVRIER** Vins et fromages et reunion generale le 13. Visite a Powell River et partie amicale de ballon-balai

**MARS** Piece de theatre. "Le Petit Prince" presentee par la Troupe de la Seizieme. Film au local

**AVRIL** "Partie de sucre", a Nanaimo. Assemblee generale. Film au local

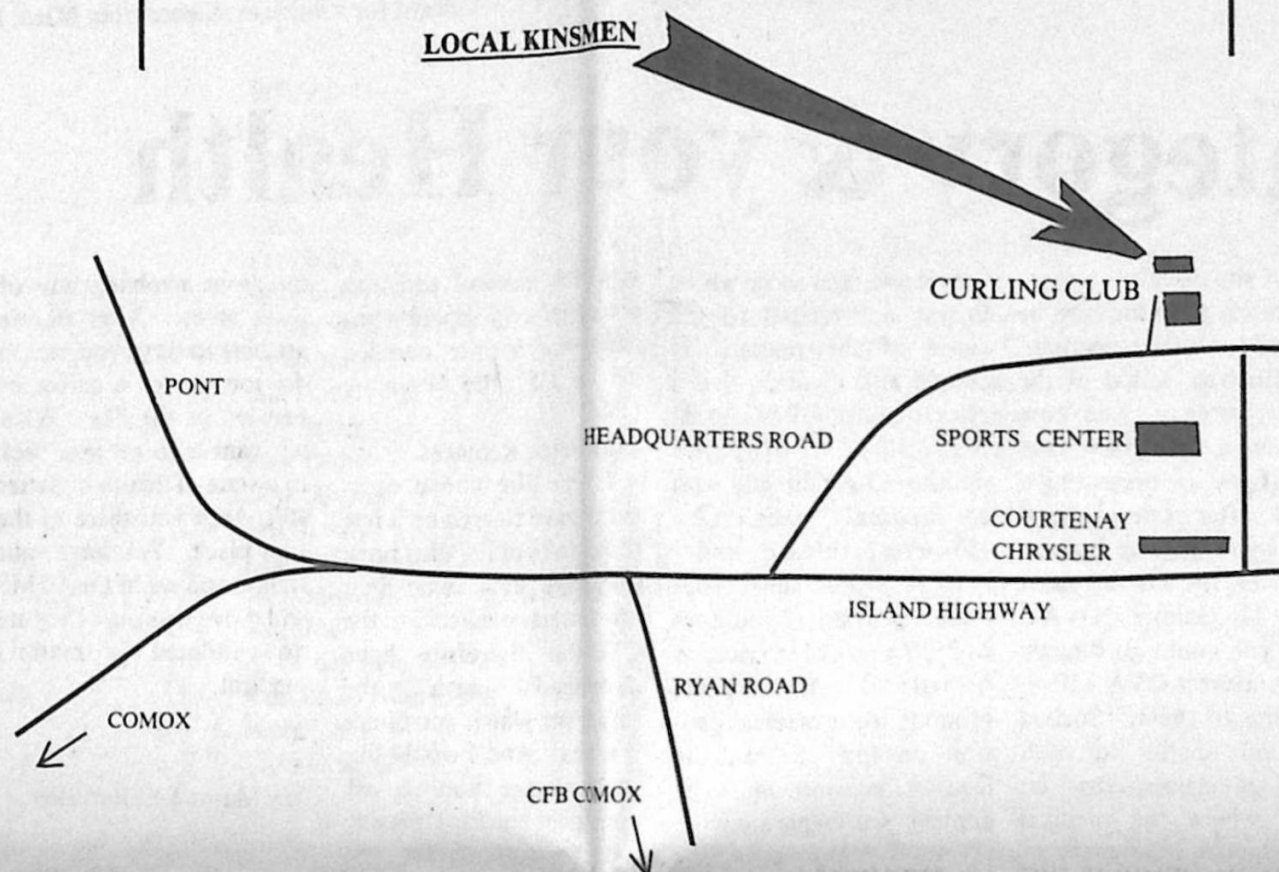
**MAI** Ateliers de discussions et d'animation de l'association Francophone de l'Ile de Vancouver au Washington Inn. Partie de peche. Film au local

## VINS ET FROMAGES DANSE REUNION GENERALE

LA PROCHAINE REUNION GENERALE DU CLUB AURA LIEU LE 13 FEVRIER PROCHAIN AU LOCAL DU CLUB KINSMEN, A COURTENAY, HEADQUARTERS ROAD (A COTE DU CLUB DE CURLING) A 2000 HEURES. CETTE COURTE REUNION SERA SUIVIE D'UNE DANSE AVEC VINS ET FROMAGES POUR LE RESTE DE LA SOIREE. AMENEZ VOS AMI(ES) ET VENEZ EN RENCONTRER DE NOUVEAUX!

## LE TOUT EST GRATUIT! LE 13 FEVRIER ... CA PROMET!

P.S. S'IL Y A DES ITEMS QUE VOUS AIMERIEZ VOIR DISCUTES LORS DE CETTE REUNION, INSCRIVEZ-LES SUR LA FEUILLE AFFICHEE A CET EFFET AU LOCAL DU CLUB JUSQU'AU 11 FEVRIER.



## FILM EN FRANCAIS

Jeudi dernier, le 29 janvier, a la demande des membres de l'association, le premier d'une serie de films mensuels a ete presente au local du club. Le resultat n'a pas ete tel qu'escompte. Alors que nous comptions avoir environ 20 a 25 personnes, seulement 8 se sont presentes. De plus, le film projete, "L'Exil" s'est avere plutot mediocre: l'histoire d'un journaliste de Montreal qui, frustré par son manque de droit de parole, va chercher l'aventure en voyage de camping avec sa femme.

Toutefois, sous un aspect plus positif, nous avons

tout de meme eu beaucoup de plaisir tout en mangeant notre "popcorn". Les blagues et commentaires au cours du film etaient amusants. De plus grace a cette premiere, l'experience acquise nous a aide a ameliorer certains details techniques pour les futures presentations. Finalement, ce film, bien qu'il etait notre dernier choix, nous a ete envoye le premier. Conséquemment, les projections futures ne pourront etre que meilleures. On vous invite donc a nous joindre pour nos prochaines "ptites vues"!

## N.D.L.R.

Je suis a la recherche de bons articles en francais pour publier dans le journal. Si vous avez de ces articles, ou si vous pouvez en ecrire, j'aimerais les voir et possiblement les publier. Qu'il s'agisse d'une experience vecue, un voyage, des recettes de mets canadiens, ou quoi que ce soit qui puisse interesser nos

lecteurs, faites-les moi parvenir. Je ne promets pas de tout publier, mais je ferai tout ce qui est possible. On peut déposer ces articles au local du club ou les envoyer par courrier a l'attention de l'editeur - Totem Times, Club Gens du Pays, BP 213 Lazo, B.C. VOR 2K0. Merci, et bonne lecture... l'ed.

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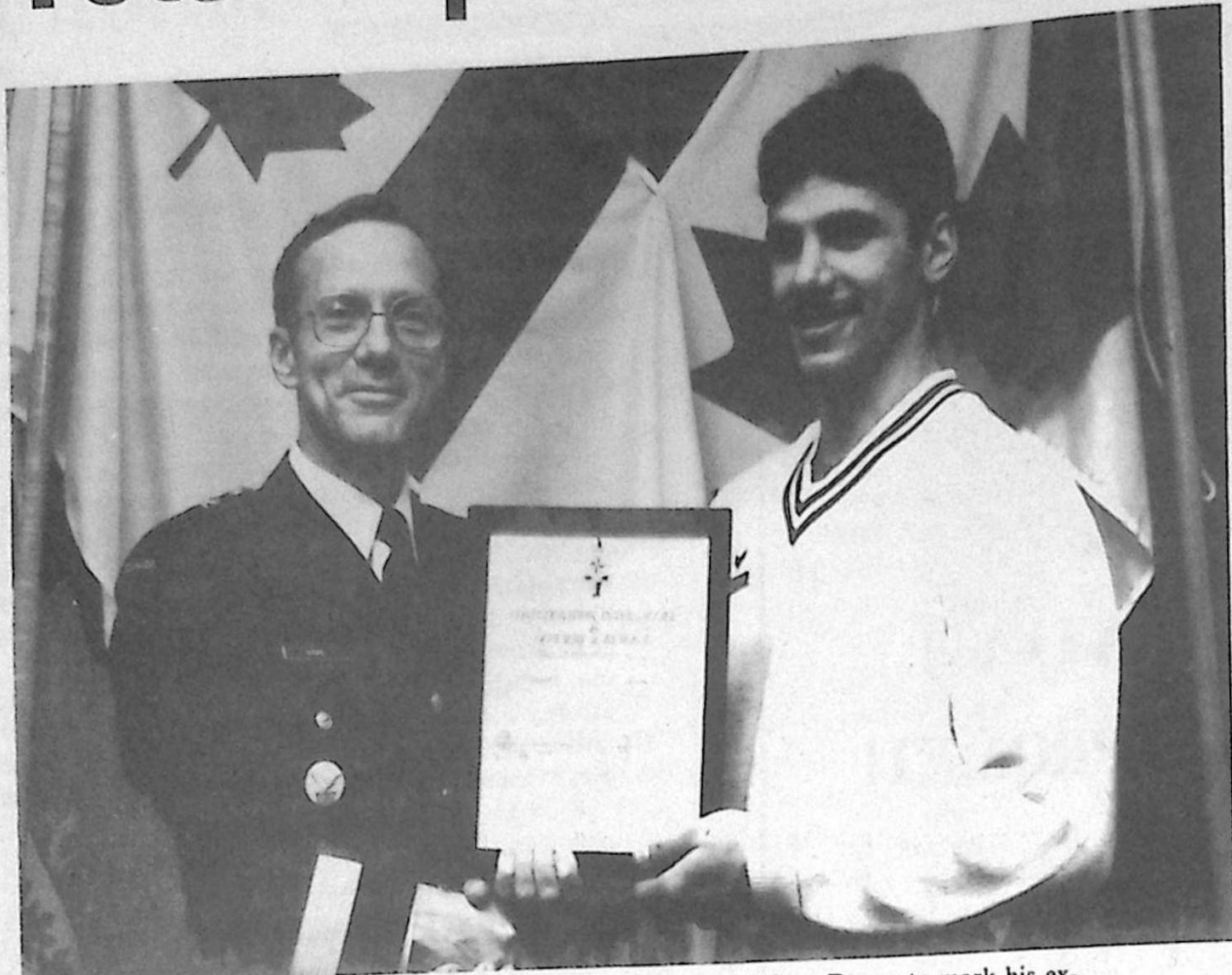
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# Totem sports



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Maj. Art Crawford, with his white seal for completion of 2400 miles, accepts his award for aerobic excellence from BGen. Doupe.

## Medical Category & your Health

This is the last of a series of articles concerning your health and its relationship with the Forces. The concluding column deals primarily with the Medical Pension.

If a member is released with a medical condition which is the result of the performance of his duty then he may be entitled to a Medical Pension. This applies whether or not the medical condition was the cause of the release or not.

It is extremely important for the individual to

document any such illnesses in his own words in Part III of the release medical form (CF 1017). A good amount of thought should go into this section as the DVA Pensions Board uses this information in deciding on entitlement to a Medical Pension. Moreover, the MO completing your release medical uses this information to substantiate your claims when he completes Part IV. If there is any doubt about any medical point, it should be put in. The MO will help

you, if you need it.

Medical pensions must be applied for by the member. The finance section of the orderly room of your base on release, or a base near you, if you are presenting a claim after release, will assist you in this area. However, the member must make his claim to DVA. Thus you could go directly to the nearest DVA office, or write to them. Such a situation applies to both types of claims, that is, those where the medical condition was the cause of

the release, and those where it was not related to the cause of the release. I should also mention that a release under QR&O 15.01 item 3(a) or 3(b) has nothing to do directly with a medical pension. However, release under item 3(a) does cause your service pension, if you have over 10 years of service, to be indexed. If there are grounds for a medical pension on top of this, the medical pension must be applied for separately to DVA. In other words, ser-

vice and medical pensions are completely separate entities, the former handled by the CF, the latter by DVA.

### Concluding Remarks

I hope the above comments have cleared up a few things for you. I also hope they have shed some light on matters medical in the CF, and therefore have dispensed with the mysticism which surrounds this area. And I would like to encourage you to ask your local medical personnel if you have any

questions involving any of these areas. After all, we are here to serve you, not to do you out of a career or pension or the like. What we want is to get you back to a state of health or better still, keep you there in the first place. You have your rights, and we in the CFMS will strive to ensure they are not violated in matters medical.

by Major J.E. Bardsley

### PACIFIC REGION

### HOCKEY CHAMPIONSHIP

The challenge is on again.

CFB Comox Totems Hockey Team is out to take possession of the trophy for another year. The place is Glacier Gardens and the dates are Feb. 9 - 11. First game to start at 1300 hrs., so mark this on your calendar and make it a point to be present to support Comox onto VICTORY.



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# 81

## ARE YOU READY?!? ...WE ARE!

The Glacier Greens Golf Club will formally open on 1 Mar 81. We have a New Committee and NEW EQUIPMENT - and even some new members! If you want to take out a membership, contact Bernie Gagnon at local 458 or do it at the Pro Shop when it opens on 1 Mar 81.

### MAY WE INTRODUCE..... "THE 1981 EXECUTIVE COMMITTEE"

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# Promotions and awards



## "LAST OF THE YEAR"

Gerry Fleming a CS Tech with BAMSO NAVCOM Labs was promoted to Warrant Officer 31 Dec 80. A good way to begin 1981!



MWO O'hara is presented certificate of service by BGen. Doupe.



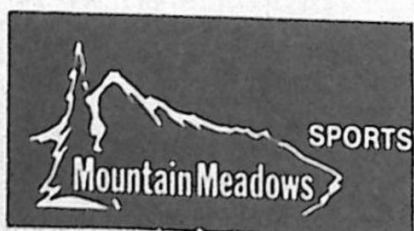
LCol. Lott presents Cpl. Forsey with a flight safety professionalism award.

## Well, lookit who's promoted...

new rank	effective
Sgt. Badcock	09 Dec 80
Sgt. Barker	22 Dec 80
Lt. Beswick	03 Oct 80
MCpl. Baxter	22 Dec 80
Cpl. Blackmore	27 Oct 80
Sgt. Bell	22 Dec 80
MCpl. Bruce	22 Dec 80
Cpl. Cheney	04 Jan 81
Cpl. Ellingson	18 Oct 80
Cpl. Flynn	18 Nov 80
Cpl. Hogan	20 Oct 80
MCpl. McLaughlin	22 Dec 80
Cpl. Pesklevits	02 Jan 81
Cpl. Thomas	30 Oct 80
Sgt. Wilson	22 Dec 80

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# Around the base

## P M Q preamble

I would like to start this issue by saying Hi to Dave and Ruby. Each week when they get the fishwrapper, the first thing they read is my preamble, followed with comments, like: "It's not very long, and you didn't mention my name." So, Dave and Ruby, it is a longer column, and I did say hi to you!

The Winter Carnival is well underway, and I hope everyone enjoyed the competition. Congratulations to Mayor Wayne Martin and Councillors Elgin Thuen, Serge Wong and Richie Smendziuk.

We are still "cat sitting", and Pam is going to be a little upset when she returns, as Muffin is getting fatter and lazier. One month to go!

My husband's birthday is tomorrow, and I'd like to say Happy Birthday Donnie, from me Susan and Wally. Also Happy Anniversary.

Exams are all over for another Semester and I hope all the students passed. Keep up the good work this Semester.

The 6th Pack Brownies enjoyed their skating party at the base arena on Feb. 2nd. All the girls who were tested passed their Skaters Badge, and they will be presented at a future meeting.

Welcome back Cheryl, Sharon and Jackie. Cheryl was in Ontario to visit, Sharon was home to Washington, and Jackie was home to Cape Breton. Isn't it nice to get back to beautiful B.C. where the trees are in bloom, and no snow to shovel? It was also nice having our daughter home for the week-end. She is attending Malaspina in Nanaimo.

We have a friend, Ed, who is from Newfoundland, and he received a letter from his Mom last week. Ed is so proud of this letter, he asked me to print it in this column so everyone can read it. Here goes, Ed.

Dear Son:

Just a few lines to let you know I'm still alive. I'm writing this letter slow, as I know you don't read very fast. You won't know the house when you come home, we moved.

It was a lot of trouble moving, the most difficult part was taking the bed. You see the man wouldn't let us take it in the taxi. It wouldn't have been too bad, but your Father was asleep in it at the time.

About your Father, he has a lovely new job. He has 500 men under him. He's cutting the grass at the cemetery.

Your sister got herself engaged to that fellow she'd been going with. He gave her a lovely ring with three stones missing.

Our neighbours, the Browns, started keeping pigs. We got wind of it this morning.

There was a washing machine in the new house when we moved in, but it isn't working too good. Last week, I put four shirts in it, pulled the chain, and I haven't seen the shirts since!

Your little brother came home from school crying. All the boys in his school have new suits. We can't afford to buy him a new suit, so we are going to buy him a new hat and let him look out the window.

Your sister, Mary, had a baby this morning. I don't know if it's a boy or a girl, so I don't know if you're an Aunt or an Uncle.

Your Uncle Dick was drowned in a vat of whiskey in a Dublin brewery last week. Four of his work-mates dived in to save him, but he fought them off bravely. We cremated his body and it took three days to put out the fire.

Kate is working in a factory in Corner Brook. She's been there now for three weeks. I'm sending her some clean clothes as she says she's in the same shift as when she started. She also said she grew another foot, so I'm knitting her three socks.

Your father didn't have much to drink at Christmas. I put a bottle of castor oil in his pint of beer and that kept him going to New Year's Day.

I went to the doctor on Thursday and your father came with me. The doctor put a little glass tube in my

mouth and told me not to open it for ten minutes. Your father offered to buy it from him.

It only rained twice last week. First for three days and then for four. Monday was so windy that one of our chickens laid the same egg four times.

We had a letter from the undertaker yesterday. He said if the last installment wasn't paid on your grandmother, up she comes!

I must close now because the plumber is coming to fix the pipes, and there's a shocking smell.

Your Loving Mother.  
P.S. I was going to send you \$10.00 but I already sealed the envelope.

That's it 'til next deadline.

## OFFICERS' WIVES' BRIDGE CLUB

The first Bridge Club meeting of the new year was held on January 13 in the lounge of the Officers' Mess. With only four tables in play, one-quarter of the ladies present were winners of prizes. High Score was attained by Sharon Stewart, while the Low Score fell to Cher Evans. Our guest, Shirley Lawrence, was chosen to receive the Hidden Score prize, and the travelling Two-Prize found a home with Catherine Peele. During the serving of light refreshments, Gail Thomas extended thanks on behalf of the Club to Catherine Peele, one of the Phone Committee members. We hope you enjoy your posting in Greenwood, and will join the Bridge Club there, Cathy.

Five tables of Bridge were in play on January 28, with Belinda Breen edging out Barb Myatt for the High Score award. The Low Score for the evening was accepted by Catherine Peele, while Heather Ferraby's tally was drawn for the Hidden Score. Fran Bate succeeded in retaining the Two-Prize. Honourable mention goes to Grace McPhail for bidding the most No-Trump hands!

Due to the rescheduling of the monthly Officers' Wives' Club meeting, our Bridge meeting on February 11 is cancelled. Our next regular meeting will be held at 8 p.m. at the Mess on Wednesday, February 25. Please call Gail Thomas at 339-6855 if you would like to play as a spare or a regular.



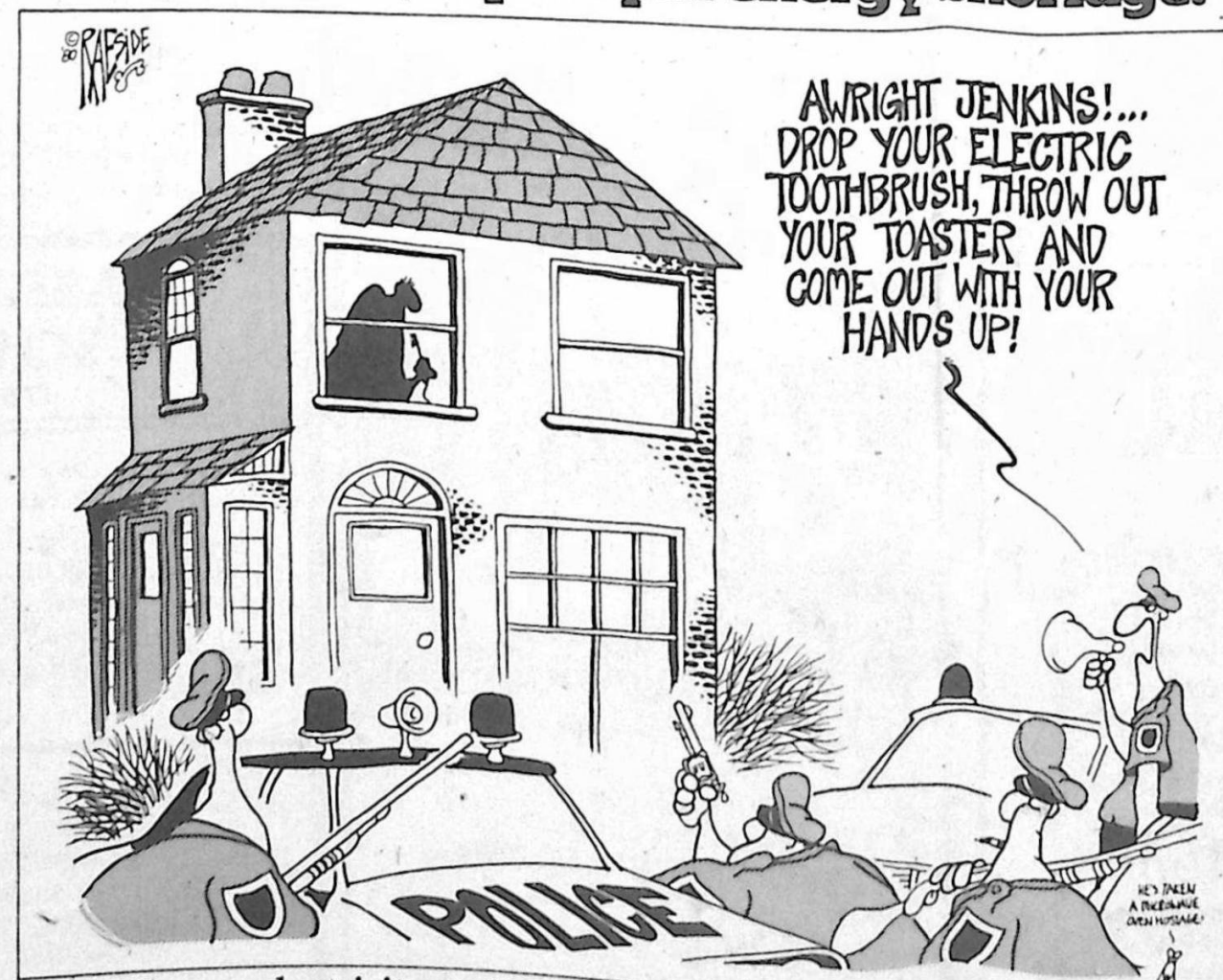
**SAVIEZ-VOUS QUE...** le 19 decembre 1980 se terminait la premiere phase du premier cours de francais du Programme Revise de Formation Linguistique a B.F.C. Comox. Les etudiants se retrouvent maintenant a l'ecole des langues de la base de St-Jean pour la deuxieme phase de leur programme. Cette phase durera pres de cinq mois. Quant aux trois professeurs elles viennent d'entreprendre ici a Comox le 12 janvier un nouveau cours avec leur deuxieme groupe d'etudiants.

De gauche a droite, a l'arriere-plan, les capitaines Rebeyka, Bayne, Collinson, Ellis, James, Dowler et Oades, etudiants. Au premier plan, Mesdames Cantin, Hogan, Landry, professeurs et Madame James, etudiante.



Cmsgt Joe Joseph, Senior Enlisted Advisor for ADTAC, speaks to Det-5 personnel about himself and the task of retaining mid-level supervisors in the Air Force.

## 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.

Avoid the electrical rush hour. 5pm-7pm.

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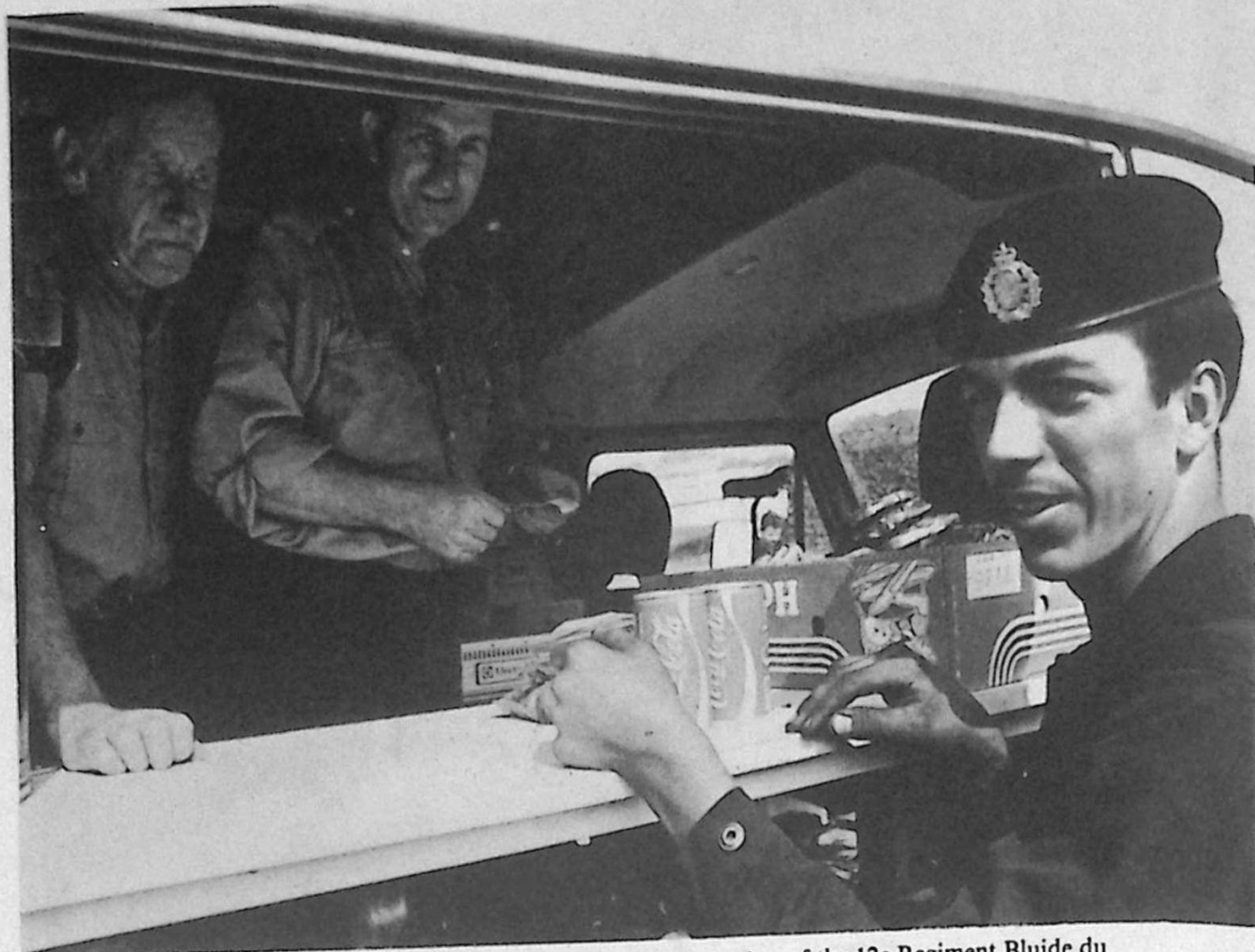
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# Canadian Forces news



Trooper Jacques Roy, 18, of Montreal, a member of the 12e Regiment Bluide du Canada (12 RBC) on the extreme right at the Salvation Army mobile canteen takes a break during Canadian Forces exercise training north of Lahr, West Germany. Inside the van on the left is retired Salvation Army Brigadier Ernie Copus from England, assisting during holiday periods and in the centre, Salvation Army Captain Winston Dodge, Lahr, originally from Newfoundland.

## FIRST WOMEN PILOTS

MOOSE JAW, Sask. -- Three women jet their way into Canadian military history here Feb. 13, when they become the first Canadian Armed Forces women members to be awarded coveted pilot's wings.

The three, all of whom hold the rank of captain, are A.N. (Nora) Bottomley, 30, of (4th st.) Union, B.C.; Deanna M. Brasseur, 27, of (17 Saginaw Cr.) Ottawa; and Leah M. Mosher, 26, of (108 Fulton Ave.) Westmount, N.S. All served previously in other military duties before being selected for pilot training.

The Moose Jaw event is the culmination of more than 14 months of training for the women, as well as for 18 men trainees who will graduate with them.

During that time they have undergone rigid selection procedures in Toronto; basic flying training on propeller-driven aircraft at Portage la Prairie, Man.;

high-altitude indoctrination in Winnipeg; land and sea survival in Alberta and B.C.; and jet aircraft training at Moose Jaw.

The move by the Canadian Forces to train women pilots is part of a five-year experiment to assess the performance of women in roles that traditionally have been assigned only to men in the military profession.

The experiment also extends to women in specified duties in the navy and army. Since it began in late 1979, women have been assigned to duties in army support units, aboard a non-combatant naval vessel, to a remote, isolated post in the north, and as officer cadets at military colleges.

After formal graduation ceremonies at Moose Jaw, the three women pilots and their 18 male colleagues will take up new assignments in the Armed Forces.

Both Capt. Mosher and

Capt. Bottomley have been assigned to flying duties at CFB Trenton, Ont. Mosher will be flying four-engine C-130 Hercules transport aircraft with 436 Transport Squadron, and Bottomley will join 424 Transport and Rescue Squadron, flying twin-engine DHC-5 Buffalo medium transport aircraft. The third, Capt. Brasseur, will stay on at CFB Moose Jaw as a flying instructor.

In keeping with a military tradition, graduates may request that a parent or relative with a military background present their wings. A total of 11 of the 21 graduates have opted for the tradition, including the three women pilots.

Retired Canadian Army Captain William E. Bottomley of Union Bay, B.C., will present wings to his daughter, Capt. Nora Bottomley; retired air force Lieutenant-Colonel L.C. Brasseur of Ottawa will officiate in the case of his daughter, Capt. Deanna

Brasseur; and Mrs. Joan Mosher of Westmount, N.S., who served in the RCAF from 1952-54, will pin pilot's wings on her daughter, Capt. Leah Mosher.

Remaining graduates will receive their wings from the Commander of CFB Moose Jaw, Colonel Gerrit Van Ek, a veteran airman with more than 27 years service.

It is not intended to assign women pilots to fighter aircraft. Duties open to them will include those as pilots with transport and search and rescue squadrons and both flying training schools.

Although the three women graduates are the first to be trained specifically for pilot duties in the Canadian Forces, two others, both medical doctors, underwent training several years ago in their capacity as flight surgeons, but for research purposes only.

## RETIREMENT — RRSP

Whether we like it or not, someday we will all have to retire and live on our pensions. With today's ever increasing prices, how can we be sure we will have enough income at retirement? One way to do it is to invest in Registered Retirement Savings Plans through a trust company, bank, credit union or other financial institution.

An RRSP is a savings plan in which you can invest money for your retirement, and at the same time, defer tax on your contributions. This money earns interest (tax free) in the plan while it is open, to give you more money at retirement. The only time you pay tax on this money is when you close a plan and receive the total amount in it, make a withdrawal from it, or use it to buy an annuity for yourself.

Your RRSP can be managed in two ways - by the issuer of the plan, or by yourself. Having your plan administered and managed by a financial institution is the easiest and most popular method. In order to get the best plan available, you should shop carefully and compare what different financial institutions offer. Some available today. You can

points to consider are listed here:

- costs to open and/or close a plan
- monthly or yearly administration fees
- do you have to buy an annuity with that company (i.e. is there a penalty if you don't)
- past performance of the plan (rate of return)
- how long are rates guaranteed, and how often is interest credited to you
- options available in the plan for your investment dollars
- are withdrawals permitted, with how much notice, and is there a cost

If you choose a self-administered plan, you must register it with a government approved trustee and pay that trustee an administration fee. The only difference in this kind of a plan is that you control where your money is invested. Keep in mind, though, that only certain investments are allowed in RRSPs to make them tax deductible. Check with your district tax office for more details.

When you are comparing plans, don't forget to look at the Service RRSP. It is different financial institutions offer. Some available today. You can

Once you have a plan open, the next step is to contribute to it. For those in the Forces, the limit is 20% of your earned income or \$3,500, whichever is less. From this you must subtract your CFSA and CPP/QPP contributions to come up with your allowable contribution. This figure is on your T4 slip, or if you don't want to wait that long, your accounting officer can give you a rough estimate of what your CFSA and CPP/QPP contributions are. You have 60 days after the end of the year to contribute to an RRSP and be able to claim a deduction for the current tax year. Contributions made after the first 60 days may only be claimed in the next tax year.

Your spouse may also have an RRSP, whether or not he/she has income. If your spouse works for a company that has a pension plan, the contribution limits are the same as yours, the lesser of 20% or income or \$3,500 minus contributions made to the company plan. Should your spouse be self-employed, or not belong to a pension plan, the limit is the lesser of 20% of income or \$5,500. You may contribute to either your plan or your spouse's, or both, as long as the total contribution to both does not exceed your contribution limit. The advantage of contributing to your

spouse's plan (especially a non working spouse) is that in your retirement years, you will be able to spread the tax between the two of you instead of having it all come off one income. In addition, each of you may receive up to \$1,000 a year of pension income tax free from your RRSP annuity after age 65, so it makes sense to have a plan for both you and your spouse.

If you find yourself short of money in January and February (and who doesn't) you can borrow money to put into your RRSP. The interest you pay on this money is tax deductible, except if you use the money to contribute to your spouse's plan. However the best way to contribute is a little at a time, as that is easier on the pocket book. Also, since your money is in the plan sooner, it earns interest sooner.

In order to claim a deduction for your RRSP, you must have a receipt from the issuer of your plan. Should you not have your receipt by April 30, you should file your tax return without claiming the deduction. Then when you do get the receipt, send it along with a letter explaining the situation to your Taxation Centre, who will adjust your return. And don't forget to include your name, address, SIN and account number.

## 1980 SALES ACHIEVEMENT AWARD WINNER



Tom Procter  
Nanaimo Realty

The President and Board of Directors extend congratulations to Tom who has place in the Top 10 in MLS Sales Participation during 1980 for the total Board area. Tom's success is exceptional in view of the fact that he has placed in the Top 10 each year since 1975 and his performance will be recognized at the Annual General Meeting on February 7th, 1981 in Port Alberni.

Properties listed on MLS are automatically circulated to 72 member offices and 758 salespersons which puts information in front of more prospective buyers than any other real estate service yet invented.



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THE MULTIPLE LISTING SERVICE OF

THE VANCOUVER ISLAND REAL ESTATE BOARD

**EW**  
Courtney

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

Thurs., Fri., Sat. - February 5, 6, 7 - George Burns  
"OH, GOD! BOOK II" **GENERAL**

Mon., Tues., Wed. - February 9, 10, 11  
Bette Midler "DIVINE MADNESS"  
"Some coarse & suggestive language" - B.C. Director **MATURE**

Thurs. to Wed. - Feb. 12, 13, 14, 16, 17, 18  
Gilda Radner, Bob Newhart "FIRST FAMILY"  
"Warning - not suitable for children" Frequent suggestive  
scenes, some coarse language" - B.C. Dir. **MATURE**

Starts Thurs., Feb. 19 - "WIND WALKER"

**Van Isle**  
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. - Feb. 5 to 11  
Top family film  
"WILDERNESS  
FAMILY, PART 2" **GENERAL**

Thurs., Fri., Sat. - Feb. 12, 13, 14  
George Burns "OH, GOD!  
BOOK II" **GENERAL**

Mon., Tues., Wed. - Feb. 16, 17, 18  
Bette Midler  
"DIVINE MADNESS"  
"Some coarse & suggestive  
language" - B.C. Director **MATURE**

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- WATER BEDS BY SLEEP EZE, COMOX
- Kitchens
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- Games Room
- Dining Room
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CATERS TO SERVICE PERSONNEL  
RESERVE NOW AT 339-2277  
2082 COMOX AVE., COMOX, B.C.

## BASE THEATRE SCHEDULE CFB COMOX

Feb. 5 - Feb. 8  
**THE BIG RED ONE**  
Lee Marvin, Mark Hamill  
WAR ACTION  
SHOWTIME: 2000 - 2155 hrs.

Feb. 12 - Feb. 15  
**HE KNOWS YOU'RE ALONE**  
Ann Scardino  
RESTRICTED: Horror  
SHOWTIME: 2000 - 2150 hrs.

**SUPPORT YOUR BASE THEATRE**  
AUTHORIZED PATRONS ONLY



# 5 BRIGADE ON EXERCISE



**5 BRIGADE TROOPS PREPARED** - While Private Yves Bouchard looks on, Private Mario Ouellet (right) prepares to fire a Carl Gustav, recently during the 5 GBC exercise called "NEZ ROUGE".



**5 GBC TROOPS ON PATROL** - Cross country skis were the mode of transport for the members of this patrol.

**ST-HUBERT - 5 BRIGADE ON EXERCISE** - Two thousand members of the 5e Groupe-Brigade based at Canadian Forces Bases Valcartier, Que and Gagetown, N.B., between 16-31 Jan., participated in a practical winter warfare exercise codenamed "Nez Rouge".

The exercise, under the

over-all direction of Brigadier-General Francois Richard, Commander 5 GBC, was a defensive exercise, primarily designed to train individual soldiers in winter skills within the context of a brigade group. The first five days of the exercise involved company and battalion "work-ups", with the final days culminating in a "brigade

tactical scenario".

In addition to the CFB Valcartier-based units, 400 members of the Second Battalion, The Royal Canadian Regiment, under the command of LCol T.J. Kaulback participated in the exercise.

Ten Hercules aircraft from Air Transport Group airlifted the "Royals" from the Fredericton Airport to

Quebec City from where they were conveyed to the Valcartier training area.

During the exercise tactical helicopter support was provided by Chinooks from Ottawa's 450 Transport and Helicopter Squadron and Hueys from Gagetown's 403 Helicopter Operational Training Squadron and Valcartier's 430e Escadrille tactique d'helicopteres.



**OPEN**

MONDAY, TUESDAY, WEDNESDAY  
FRIDAY

9:30 A.M. - 5:00 P.M.

THURSDAY

9:30 A.M. - 8:00 P.M.

SATURDAY

9:30 A.M. - 4:00 P.M.

CLOSED SUNDAY

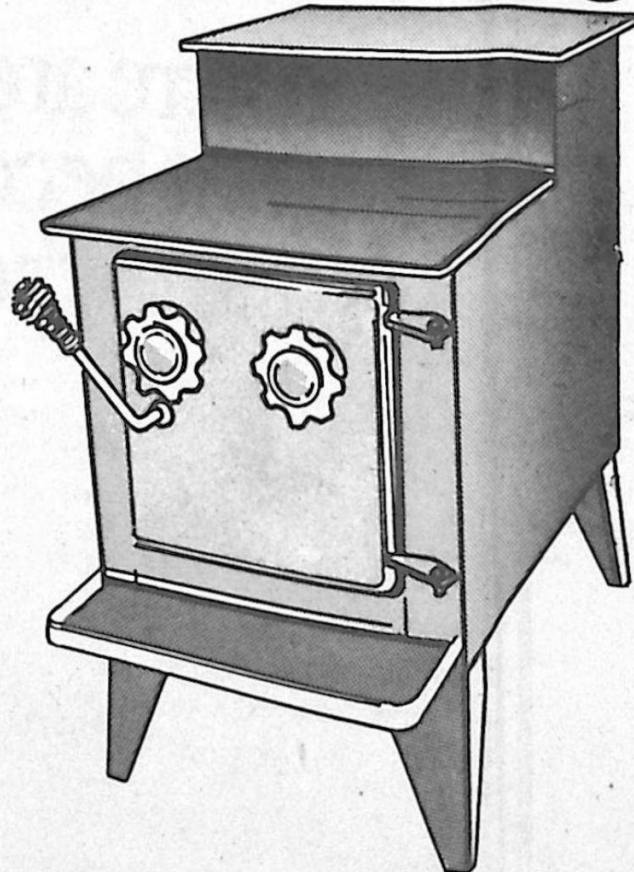
AUTHORIZED PERSONNEL ONLY

**SPECIAL  
10% OFF  
ALL  
CHAIRS**

**25%  
OFF  
ALL HOCKEY  
EQUIP.  
IN STOCK**

**FEB 5 - FEB 11**

## THE ULTIMATE IN WOOD BURNING STOVES



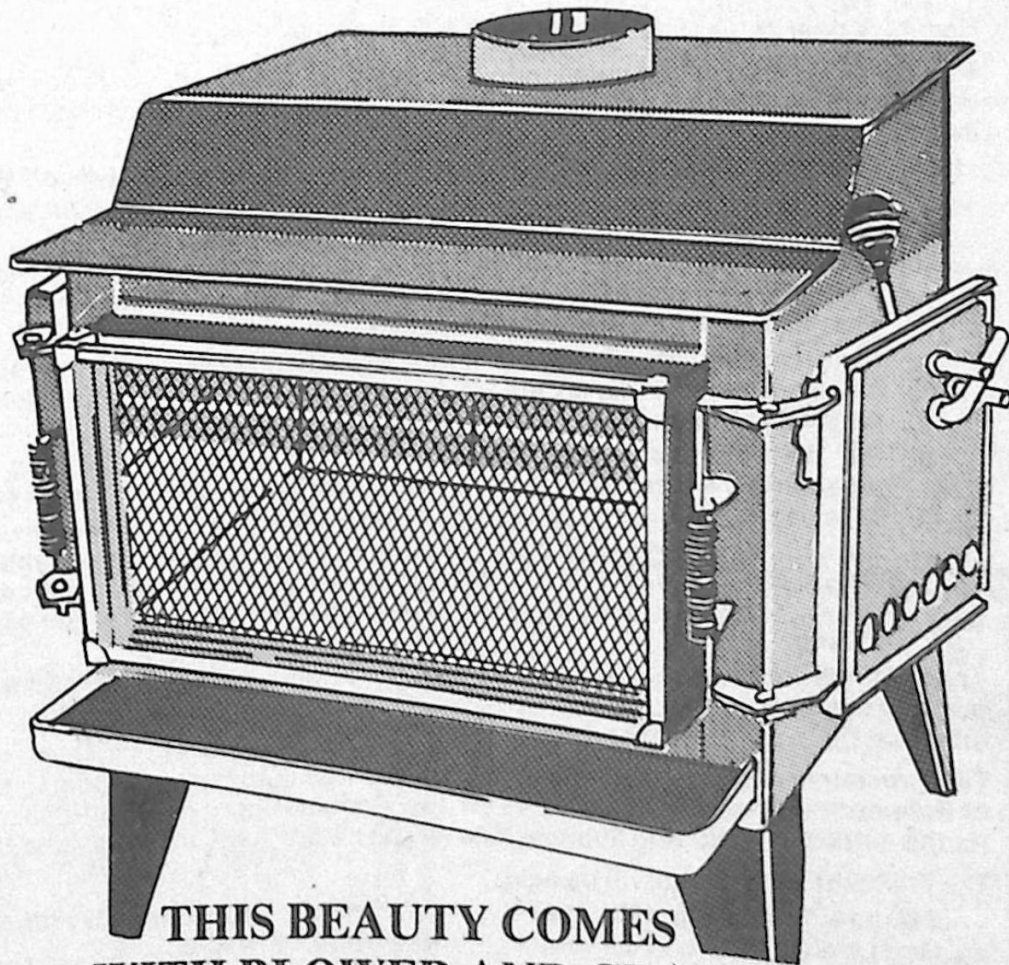
A SUPERIOR FUEL EFFICIENT  
AIR TIGHT HEATER LISTED  
AND APPROVED BY U.L.C. w/blower

EX REG. PRICE

**\$449.00**

**SALE**

**\$399.00**



THIS BEAUTY COMES  
WITH BLOWER AND GLASS  
FRONT

EX REG. PRICE

**\$549.00**

**SALE**

**\$499.00**

**WE WILL NOT KNOWINGLY BE UNDERSOLD**



# ALL RSPs ARE NOT ALIKE!! CHECK YOUR SERVICE RRSP

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Your Service Registered Retirement Savings Plan developed by NDHQ to suit your needs, provides the following features:

- Wide investment choice. Put your money into investment certificates (guaranteed from one to ten years), premium savings, mortgages, stocks or bonds.
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LT. G.J. Hughes Local 353

# LES RER NE SE VALENT PAS TOUS!! JETEZ UN COUP D'OEIL AU REER MILITAIRE

**C'EST UN FAIT...Les régimes d'épargne-retraite ne se valent pas tous!**

Le régime enregistré d'épargne-retraite militaire, qui a été conçu par le QGDN pour répondre à vos besoins, offre les avantages suivants:

- Grand choix d'investissements. Placez votre argent sous forme de certificats de placement (taux d'intérêt garanti pour des durées de 1 à 10 ans), d'épargne, de prêts hypothécaires, d'actions ou d'obligations.
- Taux de rendement concurrentiels.
- Aucun frais de commission, d'adhésion ou de retrait.
- Souplesse — dépôt au comptant, par chèque ou délégation de solde
  - aucune somme minimale
  - ajournement immédiat de l'impôt

Pour obtenir de plus amples informations sur le REERM ou sur la façon d'en faire partie, contactez votre conseiller RARM/REERM.

Commission on Pacific Fisheries Policy



Commission sur la Politique des Pêches du Pacifique

## PUBLIC NOTICE (Inquiries Act, R. S., c. 154, s.1.)

In accordance with the Inquiries Act, His Excellency the Governor General, on January 12th 1981, appointed

Dr. Peter H. Pearce  
of Vancouver,

Commissioner of the Commission on Pacific Fisheries Policy.

The Commissioner will inquire into and make recommendations concerning the condition, management and utilization of fisheries of the Pacific coast of Canada, including:

- the condition of the stocks of fish within Canada's jurisdiction off the Pacific coast, current levels of utilization and their relationship to optimum rates of use;
- the provisions for conservation, management, protection and development of the fish resources, including the protection of their tidal and non-tidal habitat and the enhancement of salmonid stocks;
- the structure and size of the commercial fishing fleet and the relationship between the capacity of the fleet to harvest fish and the optimum rates of harvesting the stocks;
- the policies and procedures for licensing commercial fishing, and for regulating the size and structure of the fishing fleet, including the charges to be levied by the Crown for fishing privileges; and
- the nature and amount of non-commercial fishing in tidal waters and non-tidal waters for salmonid species, its impact on the stocks and on the commercial fishery, and the policies and procedures for regulating non-commercial fishing.

The Commissioner shall make recommendations directed toward ensuring that the public interest is protected in the legislation, policies, procedures and practices affecting the management and use of the fish resources.

Two preliminary public meetings will be held for the purpose of explaining the Terms of Reference, plans, and procedures of the Commission. Regular Public Hearings for the purpose of receiving submissions will be held in April, May and June 1981.

The preliminary meetings will be held:

2:00 p.m., Friday Feb. 13th, 1981  
Crest Motor Hotel  
222 1st Avenue West  
Prince Rupert, B.C.

2:00 p.m., Tuesday Feb. 17th, 1981  
Delta's River Inn  
3500 Cessna Drive  
Richmond, B.C.

Anyone intending to participate in the Public Hearings of the Commission are required to:

- Write to the Executive Director of the Commission at the address below and inform him of such intention prior to Saturday, February 28th, 1981.
- Prepare a written submission, five copies of which must be forwarded to the Executive Director one week prior to the date set for the Public Hearing in the centre in which the participant is to appear.

The Executive Director will later contact all participants to arrange for their appearance at a suitable time and place.

E.D. Danby  
Executive Director  
Commission on Pacific Fisheries Policy  
P.O. Box 46302, Postal Station "G"  
Vancouver, B.C. V6R 4G6

## There are about five reasons for not becoming a block parent. None of them makes any sense.

Number one. I work all day.

Even if you do, a few hours a week is a help.

Number two. I'm not a parent.

You don't have to be to care about the safety of children. Retired citizens and single people can be block parents.

Number three. I'll always help, sign or not.

Most children are taught to be wary of strangers. Our sign lets them

know you're a stranger they can trust because you've been checked out by the police.

Number four. I don't want to open my home to strangers.

You don't have to. All you're doing is giving sanctuary to a frightened child and contacting the proper authorities.

Number five. There are enough block parents already.

There aren't. Every block parent isn't available all the time. So the more, the better.

So why not contact your local elementary school or police department or call the B.C. Safety Council at 438-8281 about being a block parent.

Even when they're not busy, they're working. We can never have enough of them.



THE BLOCK PARENT