



TOTEM TIMES



Vol 24 No 5

CFB COMOX TOTEM TIMES

THURSDAY, MARCH 4

DEADLINE- MONDAY, March 15 1982

COST: PRICELESS

Callshot '82

CFB Comox was the site of a recent Canadian Forces Air Defence Group competition to determine the CF representatives at the 1982 William Tell competition to be held in Florida in October.

Participants included 416 Sqn from CFB Chatham and their Weapons Control team from St. Margarets N.B.; 425 Sqn from CFB Bagotville and their Weapons Team from the North Bay RCC; and host squadron 409 from CFB Comox and their Weapons Control team from 24 NRCC here at Malmstrom.

Arriving at Comox in the early afternoon of 12 Feb., the teams spent the afternoon readying their individual sites, aircraft and spares allocations. Following the traditional Friday evening Beer Call, participants were briefed on Comox local procedures on Sat. morning and each team flew a shakedown mission in the afternoon to familiarize themselves with the designated range area, some 38 x 80 nm and served by another 24 NR facility, CFS Holberg, also on Vancouver Island.

Shakedown flights on Sunday provided all teams with an opportunity to select their final 3 "shooter" aircraft which were declared for the duration of the competition. The 20 man maintenance teams went to work with their final preparations of aircraft and equipment.

Monday 15 Feb. represented the start of the competition; however, Chief Judge Col. Ron Fentiman (DO 22NR and D/Comd ADG in North Bay) had to delay the event by one hour to ensure weather would be adequate. With the weather hovering on landing limits, the "go" decision was declared and the "shoot out" was on.

Both 425 and 416 Squadrons got off to an unlucky start, with 425 ground aborting one aircraft and 416 aborting one. Similar problems plagued 416 during the afternoon mission and after one day with one-third of the missions completed, it appeared to be a two squadron shoot out. However, on day two, 409 squadron aircrew ran into some difficulties in the morning and at the end of day two, the race appeared to be open to any of the three teams.

Day three began with ideal VFR conditions and by noon all teams still had a

chance at the overall top position. 409 Squadron, thinking they would need at least 5 of the six shots to be scoreable if they were to have a chance, flew an excellent mission, recording all 6 shots. It was enough to guarantee their success and by six o'clock that evening, 409 Squadron was clearly the overall winner, having locked up five awards. However, even with over 35,000 points available to each team, 425 and 416 squadrons were separated by less than 200 points. Second place would be determined by the winner of the starter change competition. Following an exceedingly close finale, 425 won the starter change competition, 409 was second and 416 third. Accordingly, 425 edged out 416 for second spot.

Call Shot 82 is now history and marks the end of an era for the CF101 aircraft. 409 and 425 Squadrons will represent Canada at William Tell this fall.

All teams were unanimous in their praise of the excellent organization and support by Base Comox and the 24 NRCC staff who spent endless hours to ensure that the final Call Shot would be remembered as a most successful event.

Standings

	409	425	416
Aircrew	8535	7265	6665
Maintenance	11570	11225	10800
Weapons	10930	8480	9470
TOTAL	31035	26970	26935

1st 425 Sqn - 2 min. 5.5 secs. 2nd 409 Sqn - 2 min. 6.5 secs. 3rd 416 Sqn - 2 min. 48 secs.

Top Gun - 409 Sqn - Maj. Bob Worbets - Pilot
Capt. Bill Ricketts - Navigator



The 409 Winning Team with the catch. The trophies from left to right are: The Tyndall Trophy awarded for the best overall control; The Vincent Trophy awarded to the top individual aircrew team; The RCAF Memorial Trophy to the top Defense team; the ADC Trophy to the top aircrew team; the AIRCRAFT MAINTENANCE TROPHY, for the best maintenance support. The only trophy 409 did not win in the competition was the MC-CLUSKY TROPHY for the best starter change, awarded to 425 Sqn. (Base Photo)

Hughes out

Rear Admiral William Hughes' resignation was accepted by the MND Gilles Lamontagne on Tuesday. The vocal Commander of Maritime Forces, Pacific for the past 18 months follows his predecessor RADM Martin, and ex-Maritime Commander Vice-Admiral Douglas Boyle, into early retirement.

Although no official word has yet been received, it is no secret that RADM Hughes' unfavourable comments on the state of Canada's maritime forces have put him in hot water in the past.

Just five months from retirement in August, he turned down a job in NDHQ, opting instead for early release.

He is to be succeeded by Commodore Gordon Edwards, director-general of military plans and operations, and an ex-Commander of NATO's Standing Naval Force, Atlantic (STANAVFORLANT).

Rear Admiral Hughes is the latest of Canada's top sailors to "retire" after making controversial statements about the state of the Navy.

Skelly: Justice for Nuclear Vets

As I'm sure most of you know by now, I have recently been working toward achieving overdue justice for a group of Canadians, many of whom live in the Comox-Powell River riding.

I am referring to veterans of the R.C.A.F. Nuclear Defence Groups, comprised of approximately 200 identified members who served in the nuclear field between 1952 and 1963.

Two independent studies published earlier this month indicate veterans exposed to radiation have incidences of cancer 500 - 700 per cent higher than the national average. Veterans suggest radiation exposure during military service is the main cause of the high cancer rates.

Seventy-three veterans have been contacted and preliminary studies show 32 per cent have incidences of cancer, compared to a national average of five to six per cent. Nearly 10 per cent of the veterans have died as a direct result of cancer.

Veterans were exposed to radiation at atomic bomb test blasts in Nevada,

during clean-up operations at the Chalk River, Ontario nuclear reactor in 1952 and 1958 and/or at Camp Borden and other training program sites.

A national steering committee of the veterans was in Ottawa last week, meeting with government officials and veterans' organizations to solicit support for medical research into the problem and to request financial support.

The steering committee was well received while in the capital, and several officials now publicly say an independent and unbiased investigation into the veterans' plight is required.

Some experts in the nuclear field admit previous assumptions about radiation exposure are wrong and further study is needed. Now, it is believed that even exposure to low-level radiation, previously thought to be safe, may cause cancer. Other medical disorders such as premature aging and heart conditions also appear to be attributable to radiation exposure.

With the recent revelations of a possible

causal link between cancer and radiation exposure, it appears the veterans have a strong case. There is, I feel, definitely a moral obligation by all Canadians to insist that the true facts are brought to light and

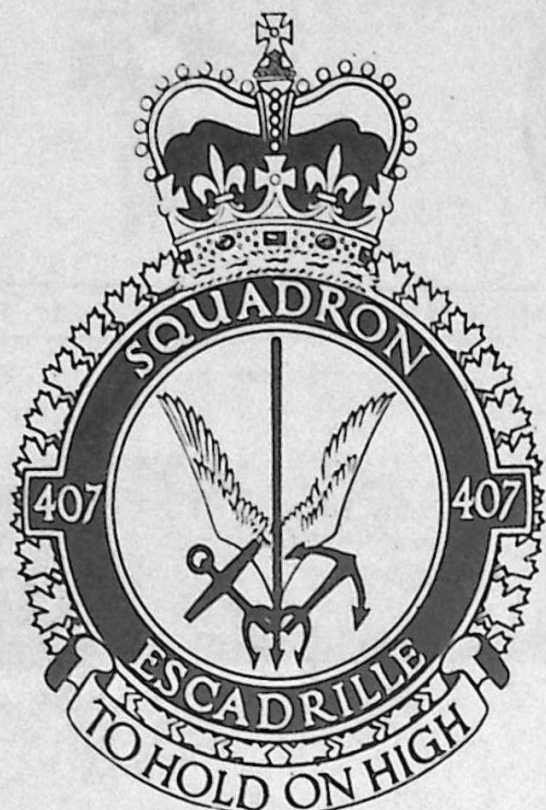
that justice prevail.

Many of these veterans served Canada well and have, since that time suffered significant medical problems and financial hardships. It is time, now, to repay that debt.

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Section news



Demon Doins

As the sun inches up over the horizon and the valley slowly wakes up, here I am somewhere over the Pacific with the men of crew 7, maintaining the peace and liberty that we all enjoy. As I watch these valiant men busily prepare the aircraft and themselves for the mission ahead, I can't help but reflect back to the events of the last month which have led us to such a high state of readiness.

It seems like only yesterday that we were being whisked back to the winter-bound Maritimes for a valuable session in the simulators. We were breathlessly anticipating the challenges that lay ahead when we checked into the 'Mid-Valley' Motel on that early Sunday morning. Even though we had spent the last sixteen hours travelling, the crew wasted not time getting down to work, briefing at the local establishment which was generously held open for our use.

The simulator work started early Sunday morning and it didn't take long for the instructors to realize that they weren't dealing with just an ordinary crew! The TacNav kept the pace so hectic that on the second morning an AESO was caught so engrossed in his work that he never noticed that he was wearing a very nice pair of navy blue dress slacks with his S3. Although the tunic coordinated nicely with his

complexion, it did nothing for his pants!

While the backenders searched for the Fantasians, the flight station crew smoothly and calmly handled a barrage of emergencies. In fact, they were so efficient on the last day that they not only shutdown all the engines but also the computer and prematurely ended the session...to everyone's dismay!

In keeping with the VP-CC's policy of max-flex, the crew played musical motels, moving every second day. Not knowing who you were going to be sleeping with next, made many of the crewmen sick with anticipation. The TacNav faired the best managing a private room with a brass bed to boot.

After successfully surviving the stay in Greenwood, the crew was home for some clean underwear and then off to NAS Moffett. With the assistance of four of our fine groundcrew we were off to the aid of VP 48. Wives and loved ones were seen huddled together at the corner of seven hangar as we, placing duty and country before family, departed.

The mission objective was to become familiar with VP operations out of Moffett and with gusto, we performed our duty. Long, strenuous hours were spent touring base and supporting facilities in search of what really makes Moffett run. While some members scouted out the local terrain; St. James' Infirmary, Cow Town and the Brass Rail; others patrolled the streets of San Francisco.

Gord Bate was seen acquainting himself with the local motels in an attempt to find a good deal.

After successfully accomplishing the mission's objectives, the crew was obligated to neutralize a keg at the O'Club while exchanging valuable information with our hosts, VP 48. After long discussion, it was concluded that a future expedition would be required to truly comprehend the subtleties of VP at NAS Moffett.

After three arduous days away, contented in the knowledge of a job well done, we returned victoriously to Comox. Besides bringing back battery chargers, high chairs and Canadian Club bottled in Buffalo, we also came back with an enlightened appreciation for the job that is performed here. Only by observing and comparing conditions and methods of operations in Moffett, can you truly appreciate the Aurora and the job that is performed here by the maintenance staff to keep them flying.

As the sun slowly disappears over the other horizon AND THE CREW PREPARES THE AIRCRAFT FOR THE JOURNEY HOME, I'm going to bring to an end Demon Doins for this week. Stay tuned for 'True Confessions' by the Kinloss crew in our next issue.

SPORTS FLASH!! The date 28 February will go down into sports history. On that date the world was astounded! It happened right here in our humble valley, at the focal point of

almost international calibre hockey; Glacier Gardens. Two talented teams faced each other on the ice; Air Traffic Control and our own Devils (407's winning hockey team). Our boys knew they were in for a rough time as ATC was finally showing the stuff they were made of instead of always talking about it. Against this formidable competition, who on that night had three full lines on their bench, the Devils put up a valiant fight. Yes, with only eight players the Devils crushed ATC! Starting off with a two goal lead the Devils never looked back and finished with a score of 6-5.

One of the stars of the game was the Devils' own Frank Boyer. After having a ten year old help him put on his pads, he received his baptism under fire minding our net. Asked after the game on what he based his fine show of goalkeeping, Frank replied that it was the goalie's most important piece of equipment - the Goal Post. Frank says he never goes out without strapping on a set.

On Monday, the Devils continued their winning ways by not losing to 409 but holding them to a 3-3 tie. A difficult game for the Devils as they could not achieve the puck control they had the day before.

This round robin is about finished and the playoffs will soon begin. Come on out; see some exciting hockey and cheer for your team. Both the Demons and the Devils would appreciate your support.



MajGen. W.H. Vincent (retired) presents the Vincent Weapons Center Trophy to Maj. Bob Worbetts and Capt. Bill Ricketts for the all weather fighter crew displaying top performance and airmanship. MajGen. Vincent was CO of 409 from 1965 to 1967.

NIGHTHAWKS NEST



Webster defines "nest" as, "...the structure or place where a bird lays its eggs and shelters its young," and this is the first definition that comes to mind. It is also, however, referred to as "a cozy place; retreat," and that is the meaning most squadron members would choose to employ when referring to Comox. The fact that 409 Squadron will, with the

arrival of the F-18, be departing for the harsher climes of Alberta. not a piece of news designed to please either inveterate west coast lovers or the valley realtors. The only real question remaining is exactly when the shift will start and, as soon as the decision makers (all the while showing the decisiveness of a housewife on "Let's Make A Deal"), give us the word, the rest will be accomplished in two swift strokes - half strength one summer; gone the next.

This is not to question the wisdom of centralizing our fighters - I think even the most die hard Islander would be hard pressed to sound convincing on the need for a fighter squadron in Comox - but just to say it will be a shame for some, and even traumatic to others, to leave the coast

for a town so isolated that the Major's acceptance speech gets carried by Field and Stream.

So now that we've all decided that Comox is just fine, thank you, and that even the consequential loss of a herd of nuclear protestors will not assuage our sorrow - what exactly has been happening on squadron these past, hectic four weeks? (Notice, if you will, the cunning use of the deceptive preamble, in order to call attention away from the fact that last issue's column was conspicuously absent.)

The "sit-up-and-take-notice" portion of the news is, of course, 409's win in the Call Shot competition. Realizing that this was the last chance to nab the goods before the Voodoo was phased out, and appreciating the fact that the penalty for failing on home turf is reminiscent of the prerequisite for a job as palace guard of the vestal virgins, the Nighthawks pulled out all the stops and, if modesty may be allayed temporarily; cleaned up.

The over-all Call Shot trophy, the top maintenance team award, the con-

troller trophy, and the best aircrew score, were all swept into LCol Lott's helmet bag and borne triumphantly away. The only sour moment occurred when Bob Worbetts and Bill Ricketts, after having won the Top Gun award, were foolish enough to pose with the trophy for more than one picture. They are now resting comfortably in the base hospital and, other than the few pounds of silver and mahogany ensuring they will forever sink bottom-first in deep water, they are none the worse for wear.

For a more detailed account of the competition, consult Hansard, the forthcoming hard-cover edition of, Call Shot '82 - A Canoe Tipper of the West Coast, or any 409 member after more than five drinks.

Tune in next week when the guest on our show will be Drew Foulds, freshly back from the Arctic Survival Course, who will be reading segments of his newly completed play, My Time Amongst the Timberwolves - A Love Story in Three Acts.

BGJK

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VU 33



Question of the Month:

- Who is this man?
- Who is this woman?
- What will this man's wife say if she finds sand in his flying suit?

This week's article must mention Vic Howlett's it". Bob's newest gourmet latest exploits (no, not the Friday night Beer Call exploits at the mess). Vic was the fourth fastest military runner in the Admiral Nelles race held at Royal Roads College two weeks ago. Vic has several upcoming races and we wish him the best of luck. (break a leg Vic!)

The somewhat tanned Bruce Nolan has just returned from two weeks in Hawaii. (see photo). I say somewhat tanned because the only time Bruce spent in the sun was during the walk from the hotel to the local bar every morning. I've also been told that Bruce and Sue were able to witness some of the local native dances. Sue commented on the lack of women in Hawaii as the audiences at these dances were all males.

News has it that Jannette Spicer (alias the Yellow Horner) has joined the local motorcycle gang Satan's Choice. She can be seen every Saturday night at the Loft chewing beer glasses and dancing to Martha and the Mufins.

As Bob Hills' roommate, I can attest to his last

Matheson's going to write a book on ailerons, Fred Kay nearly has the valley wood market sewn up, and Phil White is going to give bike lessons in the hangar.

Gordie Antle is trying to get the Pilots to read upside-down, and Bob Main will buy 5 days annual leave from anybody so he can leave this madhouse for another week.

Nothing ever changes around here.

Oh yeah. Please note that nothing derogatory or inflammatory was mentioned this week about Ed Holme.

CF/

Our hats go off this week to the 442 Sqn. Flight Safety Officers who use their skill, judgment, and resourcefulness to confront any situation they may encounter.

Special congratulations go out to our Buffalo Flight Safety Officer who demonstrated the skills required for his office by thwarting an attempted frame-up by the enemies of Flight Safety.

This anti-Flight Safety sect apparently damaged a vehicle parked next to the Buff FSO's vehicle in hopes that he would be charged, found guilty and sent to Moose Jaw for 6 years.

Upon hearing the report of the damage and deciphering the information carefully, the Buff FSO knew that the culprits had fled to Williams Lake. Not being one to waste government resources, or taxpayers money, the frugal FSO combined his route check with the chase for the anti-FS sect. Willy's puddle and the surrounding area were searched in great detail, but all to no avail. Whitehorse was suggested next, but Budget called and said it was beyond their budget.

The FSO was so dejected that he couldn't fly the return trip home, however,

he does want to warn all 442 Sqn. personnel of the new Aircommand Directive issued this month which states "Personnel of 442 Tand R Sqn shall not open their doors when departing their vehicles."

Got a phone call the other day from the Airport Manager in Kelowna. He said they had started an Airport Development Program and were requesting that 442 Sqn. send them a few aircraft to put on pedestals at the entrance to the airport. When I asked him how many aircraft he had in mind, he burst into laughter and replied "All of them!" and hung up. Our public relations is working well I see.

The Squadron would like to express special thanks to a very capable "men in Ops", Mutt and Jeff. These two stalwarts of the operations desk have maintained true to the tradition of 442 Ops; always helpful and congenial; never having any finger trouble on the console; and always on time. The deserve our recognition and thanks for upholding the Squadron motto "One God, One Queen, One Heart, and two Ops Officers."

Search and Seize

Law enforcement, its execution or lack of, is always a popular topic of discussion. Often that discussion develops into a criticism of our police forces without a proper understanding of the law that they are enforcing. M. Bruce Pepper, President of The Vancouver Board of Trade, discusses search warrants and their execution.

Some court decisions make headlines, some are lost in a sea of small print and still others seem to be ignored altogether by the media.

Those judgements that make headlines often cause people to wonder whether the rights of an individual must always be protected, regardless of any possible cost to the community. It sometimes seems that the hands of the police are tied by the repercussions of wrongful arrest or unlawful detention. The rights of the individual are supreme, or so we have always been led to believe, yet many non-violent people are subject to the attentions of the police or other government officials who enter their premises waving search warrants as an 'open sesame'.

What does the average law-abiding citizen do when the police arrive at his door? He lets them in.

What should that citizen do? It is suggested that he asks some questions. The first might be "May I see your search warrant?" An officer of the law or any other person using such a warrant is obligated to produce it upon request. He may only execute it during the day unless the Justice who issued the warrant authorizes its execution by night.

While it is difficult for a layperson to question the validity of a warrant, some things must be clearly and correctly included: the name or description of the premises to be searched, a time limit within which the search is to be undertaken, the offence which the search is expected to reveal and the grounds on which the warrant was obtained.

Those who have legal counsel within easy reach usually call them when presented with a search warrant.

These requirements are not new but late last year Mr. Justice MacDonnell handed down a judgement that could make some change in the execution of warrants. The judgement was described as 'a landmark decision'. It made no headlines, it created no outcry of public opinion and no letters to the editor or hot-line contributions.

What could be changed as a result of that judgement is the concept of 'search and seize'. A search warrant is not a blanket approval to

seize a quantity of material and then to search through it at leisure or convenience for incriminating evidence. The judge's decision puts the onus on those executing the search to look for the incriminating material and only then to seize it.

But 'seize then search' doesn't happen here. Right? Wrong! Last summer Revenue Canada raided the offices of five local companies at 6 o'clock in the morning. The 200 investigating officials seized over thirty cases of documents. The search warrants used were challenged in the Supreme Court - an action requiring both confidence and money. The warrants were ruled invalid. That was one issue and one decision. The other, of more general interest, was the judge's ruling on the right to 'search and seize'. He made it very clear that the order in which those two words must be implemented is 'search, then seize'.

Ignorance of the law is not an excuse for transgression. Ignorance of this particular application can cause unnecessary distress. We do not seek to embarrass those in possession of search warrants obtained through full and open disclosure of the relevant circumstances. We do, however, wish to raise a little concern about the proper interpretation of the power and purpose of a search warrant.

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11 March.....Mess Dinner
12 March.....TGIF - Food & Games

13 March

St. Patricks
Dance



2100-0100
Irish Stew
Band

OFFICERS' MESS

Friday, March 5- Mixed TGIF: Sub. Drinks, 1630-1730 hrs. Food, Chicken & Chips, 1730-1830 hrs. DJ Don Bolivar, 1900 hrs. Casual Dress.

Fridays, March 12 and 26, Thursday, March 18- Regular TGIFs: 1600-1700 hrs. Food as indicated. Bottle and Jackpot draws at 1700 hrs. Members must have signed in and be present at time of draw to be eligible to win Jackpot draw. Free taxi service - ask at bar.

Wednesday, March 10 and 24- Officers Wives Club: Bridge at 2000 hrs.
Saturday, March 13- Greasers Ball

You are all invited to attend the Greasers' Ball to be held at the "Comox Speakeasy" from 1900 to 0100 hrs. Beer for the "Emblizers" and Fresca for the "Nons" starting at 1900 hrs. A special feast of Deluxe Hamburgers and Fries will be laid on. You can rock, twist and dance cheek to cheek (keep it clean!) to the 50's music provided by "T". But "not to worry" if all falls we can use the radio. Dress as you did in the 50's. Zoot Suits, leather jackets, bobby socks and saddle shoes. (Sorry, no pampers accepted.) Don't forget the "Brylcrems." Cost: \$7 per couple for members, guest couples \$10. Reservations required by 1200 hrs., March 12, 1982. See you all, Greasers.



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Editorials

No whine before its time

Early word of disaster is just filtering out. That's right - the price of beer and wine is going up. My favourite, "El Presidente", is nearly 3 bucks a half gallon. I may have to switch to the cheap stuff.

How can a gourmet cook be expected to perform up to standard if the price of the main ingredient in all his recipes suddenly doubles? What will I put on my Wheaties?

So I decided to make my own. I heard that stomping grapes in one's bathtub is no longer considered 'chic' among the jet set. (Even with no socks, which I couldn't believe at first.) Anyhow, to get with the times I bought an automatic grape crusher from Speed Queen. You put the grapes in this large drum, set the desired temperature depending on whether you want "permanent press" (burgundy), "normal" (red), or "delicate" (white), and switch it on. This big cone-thing in the

middle agitates back and forth, and the desired amount of water is automatically added, according to whether a large, medium or small load of wine is wanted.

The entire process takes 22 minutes, and then your raw wine is poured into a plastic garbage pail you've placed under the exit hose. If you like extra strong wine, run it through again. It should sit for a couple of days before you drink it.

The added bonus of the Speed Queen system is that it doubles as a washing machine! That's right! Just try to get most of the seeds and skins out first, then toss in a load of clothes and a pound of soap. Your clothes come out smelling great, and best of all, everything will turn purple. This is good for hiding those embarrassing stains on your undergarments, and it also ensures that all your clothes match. You'll never worry about mis-matched socks again!

B.B.

Movin' Out

After umpteen years of living in barracks, it's something of a culture shock moving out. After getting used to being serenaded to sleep by Argus run-ups, and Voodoos after-burners everynight, the relative silence of the neighbour's kids kicking their dog is golden.

No more parties in the hallways, and strange drunks pounding for hours on the wrong door at 2:00 a.m. No more fighting over what to watch on the communal T.V. - MASH vs Love Boat. No more

line ups to use the washing machines, or the heads.

No more getting up 20 minutes early to get the good shower before the floor is all wet. No more Cadets doing drill in the parking lot beneath the window until eleven every night.

No more "can I borrow a cup of beer?"

No more AFID's.

No more pounding on the wall to get the stereo turned down.

Heavy sigh.

BB

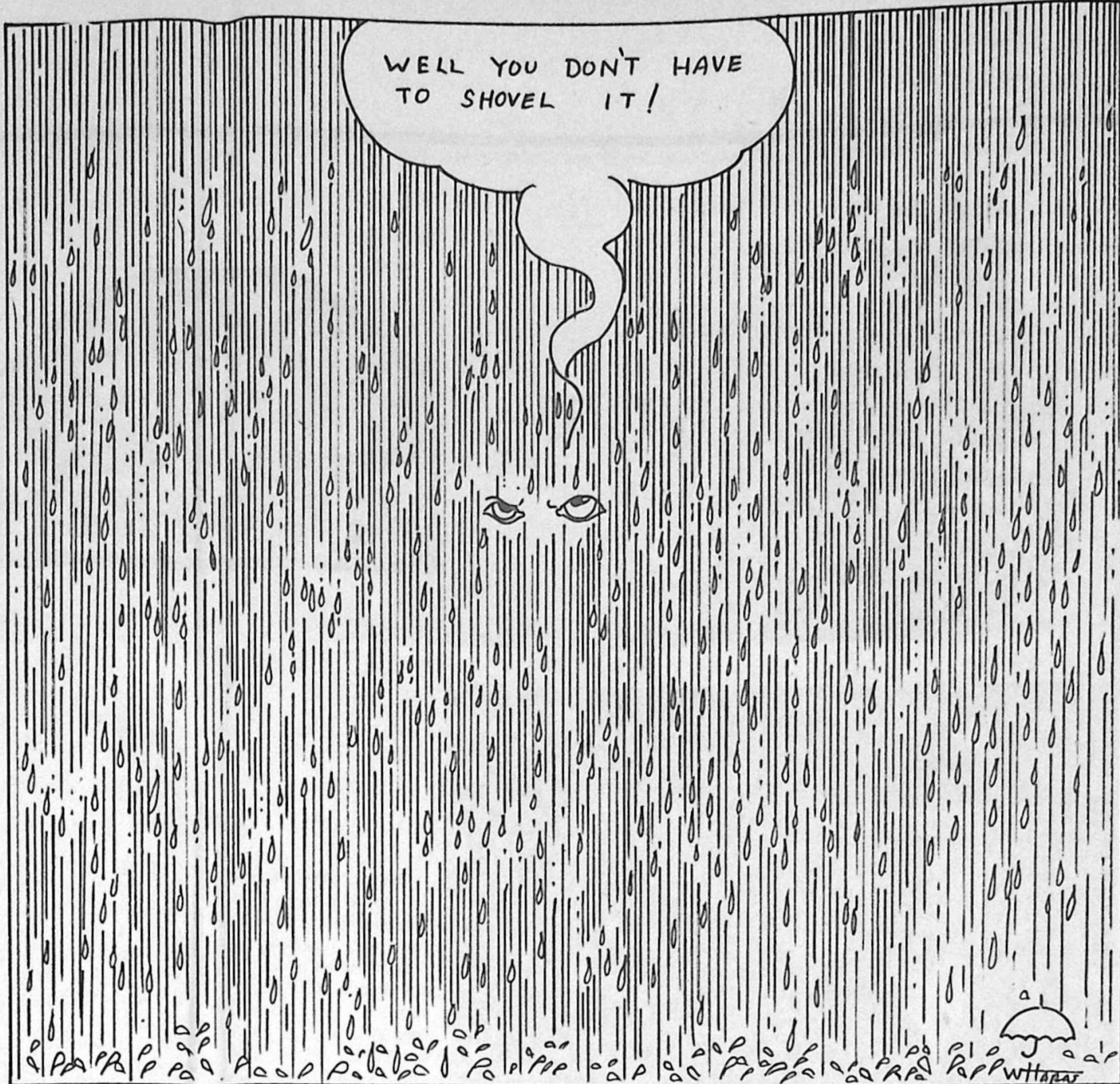


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YOU AND THE LAW OF WAR

Medevacs



On 12 December 1977 a re-examination of the law applicable to armed conflict was concluded with the opening for signature by States of two treaties relative to that law. Those treaties are titled: "Protocol Additional to the Geneva Conventions of 12 August 1949, and Relating to the Protection of Victims of International Armed Conflicts" (Protocol I); and "Protocol Additional to the Geneva Conventions of 12 August 1949, and Relating to the Protection of Victims of Non-International Armed Conflicts" (Protocol II).

Canada signed those two treaties on 12 December 1977 but has not yet ratified them. This means that for Canada they are not yet binding. However, as men-

tioned in our previous article, certain parts of Protocol I propose significant changes to the rules now applicable to medical aircraft and, bearing in mind that these changes are not now in effect, we will examine them in a very broad way from the point of view of how the present rules might be changed in future.

The protection provided to medical aircraft by the 1949 Geneva Convention Respecting Wounded and Sick in Armed Forces in the Field, has been greatly expanded upon in the Protocol. On the face of it, the present rules only provide for protection of medical aircraft from attack when such aircraft are flying at heights, times and on routes specifically

agreed upon between the parties concerned. On the other hand the Protocol provides for protection in areas not controlled by the enemy, in contact or similar zones, and in areas controlled by the enemy. No agreement is necessary when operating in one's own zone, although parties are reminded of the importance of notifying the enemy of flights, particularly when the aircraft are operating within range of surface-to-air weapon systems. In the contact zone the practical importance of prior agreement is recognized. However, even without prior agreement, the obligation to respect a medical aircraft is maintained once its nature has been recognized. Prior agreement for operations in

an area controlled by the enemy remains mandatory but even in the absence of such agreement every effort must be made to require the aircraft to land. Only if it does not land can it be fired upon.

Protocol also contains provisions concerning the actual operation of medical aircraft. In this connection it is important to note that, while the aircraft must be exclusively employed on medical purposes in order to gain protection, this does not mean that like a hospital ship, it must be dedicated to such tasks for the duration of the conflict. The effect of this is that while an aircraft could be employed for combat purposes or supply purposes when entering the contact zone, its operational or combat nature could be

changed and the aircraft used for medical purposes on its return to rear areas. In theory this makes sense, but there may well be problems in practice, particularly if one side only is blessed with a helicopter lift capability.

Owing to the technical difficulty of distinguishing between aircraft being used for humanitarian purposes and those with hostile intent, it has long been proposed to develop rules which would allow the former to operate more widely while retaining the protection afforded to it. In an attempt to achieve this objective, Annex 1 to the Protocol contains detailed provisions regarding the identification of medical aircraft by means of special radio and radar codes and the use of flashing lights.



Law Talk

By Gordon Hardy of the People's Law School

Running a meeting properly is a bit like managing a train station - just as the station supervisor gives priority to the express train while the local commuter train gets shunted to the side, the chairman of a meeting must ensure that motions don't pile up in a confusing way.

In parliamentary procedure there are clear rules about the precedence of motions which determine whether they take priority over other motions, need seconds, can be debated and so on.

It actually makes sense if you look at this example: the meeting has been debating a motion for an hour now. Some members are getting restless and others are starting to lose

their tempers. Somebody moves to recess for ten minutes so that the group may rest a bit. Without the rules of precedence, the chairman might not know whether to first deal with the matter under discussion or the motion to recess. Yet it obviously makes sense to give the members a breathing spell before tackling the original proposal. Accordingly, a motion to recess takes precedence over other kinds of motions.

After the recess, the group returns to discuss the proposal. Once everybody has had their say, either the chairman or a member may call for the vote by calling the question.

Members may even try to call the question while there are still speakers. Nor-

-A GUIDE TO PARLIAMENTARY PROCEDURE.

mally, the chairman will ignore their call while there are still people who want to debate. In parliamentary procedure, members have a right to fully discuss and criticize every aspect of a proposal before being asked to vote on it.

For practical reasons, though, debate must sometimes be shut off or limited. Sometimes members of a group will even try to block or delay a motion by debating it at great and unnecessary lengths. This practice, called filibustering, a word which originally meant pirate or buccaneer in Dutch, has often been used in the Canadian Parliament.

When faced by an overly-long debate or a filibuster, the meeting has a choice of means for limiting debate. One way to limit debate is to confine each speaker to a time limit, say, two or five minutes. Another way is to put a time limit on the whole debate, say, of two hours.

The most extreme way of limiting debate is by choking it off with a motion of closure. All three of these methods of limiting debate require a motion, a seconder and a two-thirds majority since they violate the parliamentary principle of free and complete discussion.

It often happens that a motion is not complete or needs changes before it is acceptable to a majority of the members. In this case, a member may try to alter the

motion by moving an amendment. If the motion to amend is seconded, the meeting must then stop talking about the original motion and instead discuss the amendment.

Sometimes the mover of the original motion agrees with the amendment; if no one else at the meeting objects, he can simply include it in the original motion. If not, the meeting must first vote on the amendment before going back to the original.



GENS DU PAYS

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Francine Gravel Gravure
Lyse Lemieux Photographie-sculpture
Patrick Hattenberger Photographie
Yves Vial Peinture et collage
VERNISSAGE: Le lundi 15 Mars de 17:00 a 19:00 hrs.

Heures d'ouverture:

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Jeudi 18
Vendredi 19 de 9:00 a 16:30 heures

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27 - 28 MARS

Fin de semaine de l'Association Francophone de l'Ile de Vancouver (AFIV) au Washington Inn. Cout: \$10.00 incluant spectacle, repas et conference. Dix places disponibles pour chacune des cinq associations de l'AFIV.

13 AVRIL

Spectacle d'un groupe de musiciens canadiens - francais "Syncope" au theatre civique de Courtenay a 20 heures.

17 AVRIL

Partie de sucre a Nanaimo, pour la deuxieme annee consecutive. Cout: \$10.00 par personne incluant transport. Vingt billets sont disponibles au local

REUNION DU CONSEIL CULTUREL A VANCOUVER

En fin de semaine derniere, deux delegues de Comox se sont rendus a Vancouver afin de rencontrer les autres associations francophones de la Colombie Britannique.

La rencontre fut a la fois plaisante et enrichissante. En outre, nous avons reserve pour cette automne, (octobre) le groupe tres connu de musicien, 1755, de meme qu'une troupe de theatre en novembre. Ca promet d'etre interessant.

Aussi, commençant des septembre, un circuit de film (commercial) de tres bonne qualite est sur le point d'etre mis sur pied. Plus de details vous seront disponibles plus tard

SAVIEZ-VOUS

Saviez-vous que Ludwig van Beethoven composa ses oeuvres maltristes alors qu'il était partiellement ou totalement sourd?

Saviez-vous que la glace seche ne fond pas? Elle s'evapore.

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Traduction d'extrait d'une étude de Glen Cowley, de l'Université Simon Fraser.

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SPORTS

Volleyball

Men Win 3 Years Straight

The CFB Comox Totems played 20 games last Friday in a 12 hour period losing only two games all day. In the round robin competition CFB Comox split with CFB Esquimalt 12 - 15 and 15 - 10; probably early morning jitters and then went to win against CFB Chilliwack 15 - 13, 15 - 4, against CFS Masset 15 - 4, 15 - 5, the Fleet (Yukon) 15 - 3, 15 - 3, against Kamloops 15 - 2, 15 - 1 and against 3PPCLI 15 - 1 and 15 - 0. In the semi-finals Comox defeated Masset easily in a two out of three series 15 - 4 and 15 - 1.

In the finals against the arch rival CFB Esquimalt the games were entertaining and very competitive. The first game went to the Totems 15 - 6, in the second game Esquimalt came back and won 15 - 7, in the third game Comox was behind 8 - 4 and later 14 - 12. However, a change in rhythm of play caused CFB Esquimalt to become rattled and they lost that 3rd game 16 - 4. The fourth game was dominated by the

Totems, the harder Esquimalt tried, the better the Totems became in their blocking and defensive play. The final score was 15 - 5 for CFB Comox and it meant another Pacific Region Championship. Excellent team play and spiking by George Dierks, Kaz Oreziak, Jim Clouthier, Claude Julien, Mike Perry, Ken MacDonald, Butch March and Lyle Torrie made the CFB Comox Totems the favorite team in the tournament.

The next tournament the CFB Totems will be playing in, will be the B.C. Provincial A Championships at UBC in Vancouver during the 2nd weekend in March. Also the trip to the CF National Championships will be the 19 - 23 May at CFB St. Jean Que.

Finally, the Men's Volleyball team wishes the Base Girls the best of luck in their conquest of the Pacific Region Volleyball Championships here at CFB Comox next Wednesday, Thursday and Friday.

Servicewomen's Tournament

CFB Comox is the site for the Pacific Region Servicewomen's Volleyball Championship 10 - 12 March 82.

Competing for the title will be teams from CFB Esquimalt, CFB Chilliwack, CFS Holberg, Composite team (Kamloops, Baldy Hughes, Aldergrove) and two teams from CFB Comox.

The tournament begins with the Opening Ceremonies 0830 hrs. 10 Mar 82. Game times are from 0900 - 1400 hrs. 10 - 11 March 82. Play-offs will begin at 0930 hrs. 11 Mar 82 with the first and fourth place teams and second and third place teams playing off. The Championship game is scheduled for 1330 hrs. with the Awards Presentation immediately following. The winner of this tournament will represent Pacific Region at the Nationals held in St. Jean 19 - 21 April 82.

The Servicewomen will be playing many exciting volleyball games, so "Come On Out" and support your Base Teams.

In order to make this a successful competition and to assist the Base in the proper running of the tournament, volunteers are urged to contact Cpl (W) Carla Ryan at Loc. 2315. Linesmen and scorekeepers are needed.

WOOD HOBBY SHOP

DOUGLAS FIR

The common names given are Douglas Fir, Oregon Pine, Red Fir. It's Botanical name is *Pseudotsuga taxifolia* (False Hemlock).

Its range of growth in British Columbia on the Pacific Coast from the Garden Canal to the 49th parallel. In the United States the Pacific Coast to the northern section of Oregon. It will also be found in the wetter valleys of the interior of both countries.

Douglas Fir is variable in colour, from reddish to yellowish heartwood. Being a softwood, the growth rings are very distinct. The reddish heartwood having the heaviest rings and the yellow the finest. The wood in

the Douglas Fir is moderately soft and straight. This timber is considered the prime softwood of the world. Long, large timbers are available.

The lumber is considered difficult to work by hand tools, but gives little trouble with power tools. It glues well and will hold point.

It's main use is for home construction, bridges and wharves, containers and fine finish moldings, doors, and all high grade mill work.

Douglas Fir is not a true Fir, but as the botanical name implies, Pseudo (False) Tsuga (Japanese) Hemlock or False Hemlock. It is a member of the Pineus or Pine family. Next week, the subject will be the various Pines.

Broomball

Comox hosts Powell River

On February 27 CFB Comox hosted a Broom Ball Tournament at Glacier Gardens. Participating in the Tournament were Mens and Womens teams from Powell River, plus two Mens teams and one Womens team from CFB Comox.

In the Women's Division Powell River had their hands full to defeat the pick up team from CFB Comox 5 - 3. Goal scorers for Comox were Carla Ryan, Carole Craig & Cecile Chevrier.

In the first game of the Mens Division CFB Comox Intersection All Stars came up on the short end of the score against

Powell River 6 - 0. The second game in Mens Division saw CFB Comox Totems winning 1 - 0 in a hard fought, close checking game. Dennis Muise scoring the only goal.

The third and final game of the Mens division ended with CFB Comox Totems again taking a close 1 - 0 score from CFB Comox Intersection All Stars. Frank Nadon scoring the only marker of the game. CFB Comox Totems thus winning Mens Division.

Thank you to all who helped make this a successful Tournament.

INTERSECTION BROOMBALL STANDINGS

	W	L	T	PTS
1st Demons	10	7	6	26
2nd Tigers	8	8	6	22
2nd Knights	7	8	8	22
2nd Falcons	8	9	6	22

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Hockey

INTER-SECTION HOCKEY

Totems Win Pacific Championship

The CFB Totems hockey team won the Pacific Region Hockey Championships last week when the club travelled to Esquimalt and defeated the Fleet by a score of 4 - 1. The Totems started slow and were ahead at the end of the first period by a score of 1 - 0 when GLEN BOYCHUK scored early in the game. GARY MOULT made it 2 - 0 midway in the second period but the Fleet not to be denied, scored later in the

period to make 2 - 1 after two. In the third period goals by DAN TRYNCHUK and ROSS DAVIDSON took the steam out of the sailors and the CFB Comox Totems repeated as Pacific Region Champs.

The team now travels to CFB Edmonton 24 - 28 March to participate in the National Championships. Only hard work on each individual part will produce positive results there. Good luck to all members.

The final standings after regular season play is as follows:

1st 407 Devils
2nd VU33 /Sup
3rd 409
4th ATC
5th Security
6th 407 Demons
7th 442
8th MSE

The league now splits into two divisions with the top four finishers as Group A and the bottom four as Group B. The two divisions are now involved in a mini

round robin. This decided placings 1st to 4th in the two divisions. A cross over elimination series between the two divisions follows, with the best 4 teams advancing to a semi final, and two teams coming out of the semi finals and meeting in the finals. Clear as mud, isn't it? Because the games are scheduled whenever ice is available, spectators are advised to check with their Unit Hockey Reps or the Rec Centre for information on future games.

Ladies Fitness Classes

"Stretch up, down, turn to the side, lift your knees and breath...." can be heard Monday, Wednesday and Friday morning from 9:30 - 10:30 a.m. at the Base Gym. The latest music is used to accompany Carla Ryan during an energetic hour with over 60 women. Even though our numbers are large there is still plenty of room. Remember, Spring is just around the corner - which means shedding the camouflage clothing to show the real you. If you need to change the contours of your design or rid yourself of rainy day blues, join us for a fun packed hour. Babysitting is available for a small fee.

Happy St. Patrick's Day!



Glacier Greens Golf

LADIES SECTION GENERAL MEETING TUESDAY 16 MARCH 82

at

7:30 p.m.

Come out and get involved!
It's your club!
(6 on a par 3!!!??)

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Right Up Your Alley

It's hard to believe, but the regular scheduled league bowling will soon be coming to an end. March will be your last chance to improve your standings.

The mixed leagues are extending their schedule so the Sunday league will be adding March 21 and 28 and the Wednesday league will be adding March 17 and 24. Bowling times will be available at the lanes.

The bowling banquet will be held on the 6th of May at the Jr. Ranks Club. The band will be "Brandy" and tickets will soon be available at the alleys. I'll have more information on the banquet the next time. Till then, see you at the lanes.

League Standings for Week Feb. 14 - 20

Mens League
1st 407 Demons 104
2nd Supply 90
3rd Moonraker 86
High Single K. Ned 321
High Triple A. Simpson 743

Ladies Tuesday Night League
1st Downhomers 106
2nd Half & Half's 105
3rd Spare Parts 88
High Single S. LaBonte 280
High Triple M. Davies 717

Ladies Wednesday Afternoon League

1st. Jemals 80
2nd Corner Pins 79
3rd Fun Seekers 61
High Single M. Hall 212
High Triple S. Peterson 579

Sunday Mixed League
1st Fortson 98
2nd Pretenders 85
3rd Boozin Bowlers 78
Ladies High Single M. Davies 282
Ladies High Triple M. Davies 646
Mens High Single A. Davies 343

Mens High Triple E. Hollier 711
New Men's Season High Single A. Davies 343

Wednesday Mixed League
1st Sunshiners 100
2nd Old Timers 92
3rd B.T.S.O.M.'s 92
Ladies High Single B. McGunigle 266
Ladies High Triple B. McGunigle 709
Mens High Single J. Thibodeau 257
Mens High Triple F. Legg 656

LEAGUE STANDINGS FOR WEEK FEB. 21 - 27

Mens League
1st 407 Demons 112
2nd Supply 92
3rd Moonraker 88
High Single E. Hollier 315
High Triple R. Engelmeyer 796

Ladies Tuesday Night League
1st Downhomers 112
2nd Half & Half's 105
3rd Spare Parts 94
High Single H. Massey 286
High Triple E. Ruholl 682

Ladies Wednesday Afternoon League
1st Jemals 86
2nd Corner Pins 81
3rd Funseekers 61
High Single J. Shepard 281
High Triple J. Shepard 582

Sunday Mixed League
1st Fortson 106
2nd Pretender 93
3rd Boozin Bowlers 86
Ladies High Single M. Davies 297
Ladies High Triple M. Davies 706
Mens High Single H. Thornton 289
Mens High Triple H. Thornton 702

Wednesday Mixed League
1st Sunshiners 100
2nd B.T.S.O.M.'s 100
3rd Old Timers 94
Ladies High Single B. McGunigle 280
Ladies High Triple B. McGunigle 706
Mens High Single F. Acton 285
Mens High Triple F. Acton 691

Come Sail With Us!

Yes Virginia, there is a Sailing Club. After a long winter's nap, we are beginning to feel the first stirrings of those beautiful Pacific breezes, if not actually in the air, at least in our hearts. So let's air out the mildew and scrape off the barnacles and start thinking about those long

hot summer days to come when we will be skimming over the waves with the sun in our eyes, the wind blowing briskly over the starboard bow and the sound of seagulls swooping overhead.

For those of you who do not know us, we're the Canadian Forces Sailing

Association (CFSA) Comox Squadron and have we got a deal for you! We're a recreational sailing club constituted under CFAO 50-5. Its purpose is to provide sailing facilities and instruction for its members.

Membership is available to regular and retired Forces personnel, DND employees and includes eligible family members.

The club operates out of HMCS Quadra. There we have ten 420 class dinghies which are 14' high performance fibreglass dinghies suitable for sailors up to the advanced level. We use these boats in our training program. We also have five mirror class dinghies which are 11' plywood dinghies and a Columbia 22 which is a mini-cruising Keelboat sloop, sleeps four (in a pinch), complete with stove, sink, head and outboard.

Limited seasonal berthage for yachts owned by members with keelboat. For more information on membership is also our club you can contact available. Talk to our one of the following treasurer for more information on this.

To join our club we require a membership fee of \$35.00 per family per year. This will also make you a member of the Canadian Forces Sailing Association and the Canadian Yachting Association. Secretary Bialachowski 339-4394

We do not charge for the use of our dinghies. For the Keelboat there is a fee of \$2.00 per hour, maximum \$15.00 per day plus a refundable deposit. Note that only qualified members are permitted use of the boats. (You have to know how to sail.)

We offer sailing lessons. We have a dinghy course which starts first week in May and is run on Saturdays during May and June. A fee of \$10.00 for the first family member and \$5.00 for each additional family member is charged.

We have a Keelboat course which starts on the 10th of March and will run on Saturdays during March and April. There is a fee of \$40.00 per member for this course. For more information on executive members after business hours: Vice-Commodore Daryl Spiers 339-5425 Rear-Commodore Richard Ohl 338-5264

The Club will also hold an Open House on the first weekend in May where the Club facilities, boats land programs will be on display. Get involved early and sail the waters of beautiful British Columbia.

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10 - 12 MARCH 82

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JOGGING SUITS Sizes 7 - 14.....

13⁹⁹

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14⁹⁹

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11⁹⁹

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14⁹⁹

TOP.....

17⁹⁹

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ORANGE, GREEN BROWN

14⁹⁹ - 17⁹⁹

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GARDEN GLOVES 3⁹⁹

SEA FOREST WITH KELP 18 kg 4⁹⁹

STEER MANURE .05 - .05-1 10 kg 2⁹⁹

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FEED & BUG KILL 9 Kg 16⁹⁹

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MOSS KILLER 4-2-3 20Kg 10⁹⁹

FEED & WEED 20-5-10 9Kg 11⁹⁹

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1.8 Kg
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3⁹⁷

JOY
LIQUID
DETERGENT
1.5 L
SPECIAL
3⁰⁷

IVORY
LIQUID
DETERGENT
500 ml
SPECIAL
1²⁷

DOWNY
FABRIC
SOFTENER
2 L
SPECIAL
2⁹⁷

NESTLE
PUDDINGS
4's
SPECIAL
1⁵⁷

HI-DRY
PAPER
TOWELS
SPECIAL
1¹⁷

SELECTED
SEIKO
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WATCHES
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10%
EVERY
MONDAY
UNTIL SOLD

NEW
BLUE
MOUNTAIN
POTTERY
7⁹⁹ to
33⁹⁹

CREST
GEL
TOOTHPASTE
100 ml
SPECIAL
1⁴⁷

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GEL
TOOTHPASTE
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SALE 1⁸⁷

DRISTAN
TABLETS
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540 ml
SPECIAL
.87¢

ALPHI-
GHETTI
540 ml
SPECIAL
.87¢

CRISCO
3 lb
Tin
SPECIAL
2⁶⁷

TANG
crystals
524 g
SPECIAL
1⁸⁷

Promotions and awards



Cpl. Doug Crumback congratulated by Maj. K.D. MacDonald on his accelerated promotion. Doug is from a service family: his father retired in 1975 as a MWO Tfc Tech. (Base Photo)



MCpl. Brian "Grizzly" Copeland is congratulated on his C.D. by LCol. Cameron. (Base Photo)



LCol. Clements, BTSO, presents the AIR DEFENSE COMMAND AIRCRAFT MAINTENANCE EFFICIENCY AWARD to WO Duke Reid of 409. The 409 maintenance team were tops in Callshot 82. (Base Photo)



SAMO 407, Maj. Armstrong congratulates Cpl. Forsyth on his accelerated promotion. (Base Photo)

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Padre Fred Lynch (ACC)
CHAPEL: Bldg. 88, Wallace Gardens, St. Michael and All Angels (P)
OFFICE: Headquarters Bldg. Tel: Loc 2273
DIVINE WORSHIP: Sundays - 1100 hrs.
EUCARIST: First Sunday of every month at 1100 hrs., and also every Wednesday at 1900 hrs. A Communion Service (ACC).
SUNDAY SCHOOL: Sundays at 0930 hrs. There is no Sunday School the second Sunday of every month as this is Family Sunday for families to attend Church together.
Sunday School Superintendent: Mrs. Susan Stobbart - 339-6807.

CONFIRMATION CLASSES
Saturday 9 Jan 82 at 1300 hrs in the Chapel Annex (10 lessons)
RELIGION IN LIFE CLASSES: Saturday, 9 Jan 82 at 1400 hrs., in the Chapel Annex (6 lessons)
CHIEF SIDESMAN: Sgt. Colin Ainsworth - 339-6365
AMU COFFEE SHOP: Mrs. Brenda Adams - Conventor - 339-2329
ALTAR GUILD: Mrs. Joan Buchan - 339-4305
PRaise & PRAYER GROUP: Every Monday at 1900 hrs. Contact person: Mrs. Gloria Sponselee - 334-2201
SENIOR CHOIR: 1200 hrs. on Sunday.
JUNIOR CHOIR: 1830 hrs. on Thursday.

Choir Director: Mr. Water Yeomans - 339-4039.
Organist: Mrs. Jean Duggan, A.R.C.T.; R.M.I. - 339-3147.
LADIES GUILD: Second Wednesday of every month at 2000 hrs. in Chapel Annex.
President: Mrs. Sharon Ainsworth - 339-6365.
CHAPEL COMMITTEE: Second Tuesday of every month at 1930 hrs. in Chapel Annex.
President: Sgt. C. Ainsworth - 339-6365
YOUTH GROUP: Every Saturday at 1900 hrs. in Chapel Annex. Contact person: Lt. Jim Thiessen - 339-5265.
PRaise & PRAYER GROUP: Every Monday at 1900 hrs. Contact person: Mrs. Gloria Sponselee -

OUR LADY OF THE SACRED HEART CHAPEL CFB COMOX, B.C.

BASE CHAPLAIN (RC): Maj. J. Rheault Telephone: 339-2211 Local 2274

A/BASE CHAPLAIN (RC): LCol. F. Forcier

MASSSES FOR SUNDAY:

Saturday - 7:00 p.m.
Sunday - 9:30 a.m. (French Mass)
- 11:00 a.m.

WEEKDAY MASSSES: Mon & Wed 7:30 p.m. (during Lent) - Tue & Fri 9:00 a.m.

BAPTISMS & MARRIAGES: By appointment - notice well in advance.

CONFESSIONS: Confessions are heard 30 minutes before all Masses and any time on request.

CATECHISM CLASSES: Each Wednesday night in the PMQ School, 6:30 - 7:30 p.m.

PRESIDENT PARISH COUNCIL: Mr. Frank Sibirski

PRESIDENT CWL: Mrs. Eva Schwab

CATECHISM COORDINATOR: Mr. John LeRoss

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

Adults \$3.25, O.A.P. \$1.50, Child \$1.50

Thurs. to Wed. - March 4, 5, 6, 8, 9, 10
Paul Newman, Sally Field
"ABSENCE OF MALICE"
"Warning - occasional swearing" - B.C. Director

Thurs. to Wed. - March 11, 12, 13, 15, 16, 17
John Belushi, Dan Aykroyd
"NEIGHBORS" A Comic-nightmare
"Warning - Frequent suggestive dialogue; some swearing." - B.C. Director

March 18 - Goldie Hawn "SEEMS LIKE OLD TIMES"

Stardust
Drive-In Theatre

Fri., Sat., Sun. - Mar. 5, 6, 7
Jamie Lee Curtis, Donald Pleasence
"HALLOWEEN II"
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ALL ADMISSIONS - \$4.00
ALL-NITER - \$4.50
Gates Open 7:30 p.m.
Show Starts 8:15 p.m.

- PLUS -
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Charles Bronson, Lee Marvin
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March 11 - March 21
BRUBAKER
Robert Redford
MATURE with warning

SHOWTIME: 8 p.m.

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CHAPLINS CORNER

A young man was shot to death in an underworld gangwar. He had a wonderful mother who was a deeply religious person. She died when the boy was quite young, and he had been cared for by the father, an alcoholic drifter. The boy grew up in and out of the edges of the underworld and finally went to work for a gambling syndicate. Nobody knows exactly what happened, but he was shot down in cold blood. The day of his funeral was cold and rainy. At the cemetery, those who came were almost ankle-deep in mud. The clergyman did all he could to lend a morsel of dignity to the situation. The dead man's father was standing beside the grave with his hat in his hand. The funeral director moved to his side and quietly told him that it was time to leave. The father pushed him aside and said, "I want to pray." Then he knelt beside his son's open grave with his hat in his hand and he looked up and, in total agony, he said, "My son, my son, your mother deserves something better of us than this."

When Christian People look back on their record of peacemaking, they must be willing to face it honestly and cry out, "Almighty God deserves something better of us than this."



BADEN-POWELL WEEK PARADE AND SERVICE

The 1st Lazo Beaver, Cub, and Scout group held a most successful Parent & Son Banquet in the Airport School Gym on Sunday, Feb. 21st.

The MC, Scouter Dick Kuntz, opened the banquet by welcoming the 180 boys, guests, and parents present and set the mood for the evening by giving a brief history of Baden-Powell's life in South Africa. B-P's experiences with youth during the Siege of Mafeking later evolved into the Boy Scout movement, founded 75 years ago. It was quite a radical departure from the "social class oriented" youth groups of the time, as it sought membership from all walks of life.

Following an excellent buffet dinner, the MC introduced the head table - LCol. Morrice, BAO; Capt. Darrel Spiers, PMQ Council; Scouter Cliff Fletcher, guest speaker and District Pack Scouter; Scouter Ted Crompton, Island Regions President; Padre Forcier and Padre Rische.

The leaders were then introduced and in turn their respective Colony, Pack, or Troop recited their "Promise". Scout Robbie Jorgensen proposed the toast to Baden-Powell; Cub David Doll the toast to the parents, responded to by his father, Mr. Rennie Doll.

The guest speaker, Maj. Cliff Fletcher, of 442 Search and Rescue Sqn., gave a most interesting and infor-

mative slide presentation of SAR. The slide/talk graphically showed how camouflage can work against you and stressed the importance of helping SAR help you, by making yourself as "visible" as possible.

A sincere round of thanks was accorded the guest speaker and all who had contributed their efforts to making the evening an unqualified success.

1st LAZO SCOUT GROUP PARENT & SON BANQUET

On Sunday, 21 February 1982, the Brownies, Guides, Beavers, Cubs and Scouts affiliated with CFB Comox joined together to mark the beginning of the worldwide celebration of Baden-Powell Week. In spite of earlier snow flurries and rain, approximately 135 young people met at the Base Exchange parking lot to march against a brisk wind to Our Lady of the Sacred Heart Chapel.

Following the Canadian and World Scouting Flags, the Colours of each group were paraded to the Chapel to be presented to the Base Chaplains for the service. A dozen Beavers carried as many daffodils, symbolic of Spring, which they offered to the Padres. The

non-denominational service, conducted by Reverend Forcier and Reverend Risch, centered around the Guiding and Scouting theme of helping others.

Several of the girls and boys, while attending Sunday School or Catechism as well as special instruction classes, earned their Religion-in-Life Emblems. These emblems were presented to the girls by Lil Osmond, the Komux District Commissioner for Girl Guides of Canada, assisted by Guider Lori Anderberg. Awarding the emblems to the boys was Cliff Fletcher, the Comox Valley District Pack Scouter, assisted by Scouters Dick Kuntz and Sue MacKenzie. The deserving recipients were:

Stage I: Bridget Boley, Trisha Chappin, Tracey Holloway, Laurel Lacey, Toby Lacey, Karen Leonard, Janet Lowdon, Stacey Shepherd, Warren Dodge, Aaron Fast, Richard Garlough, Todd Houston, Tyler MacPherson, John Mills and William Phillipson.

Stage I Review: Ryan Nash and Corey Young.

Stage II: Brenda Banks, Marie Bourque, Jill Carlson, Francoise Dipsell, Lisa Dube, Nicole Garlough, Carol Liscum, Angela MacPherson, Brenda Ronayne, Amelie Valcourt, Kathy Young, Bobby Bourque, Troy

Hamilton, Trevor Kuntz, and Patrick Richardson.

Stage III: Lisa Cameron, Karen Dodge, Tricia Maier and Nicole Young.

Major Ron Carlson, Commander of the USAF Detachment 5, presented the American Flag to the Scouting and Guiding Groups. He spoke of the warm association between our countries as exemplified locally in these movements. Three American Guides, Jill Carlson, Debra and Brenda Banks, accepted the flag on behalf of all the groups. Major Carlson expressed the hope that this flag would serve as a reminder to the American Youth of their own allegiance as well as to honour and respect their host country's flag.

Scouter Cliff Fletcher spoke briefly to the young people about the close liaison between Scouting, Guiding and the Church, drawing a parallel with the laws of each which reflect our duty to God.

At the conclusion of the service, the Colours were retrieved and paraded from the chapel by the Colour Parties. The Guides and Brownies retired to the Parish Hall for a social hour, while the Beavers, Cubs and Scouts continued on to the Airport School for their annual Parent and Son Banquet.

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**GET ON THE LIST.
BE A PART OF YOUR PROVINCE!**



Province of British Columbia Deputy Registrar General of Voters Elections Branch



Padre and Mrs. Lynch on the occasion of a social gathering of the Protestant Chapel welcoming Mrs. Lynch, who was visiting Comox.

Canadian Forces Nutrition Week 82

March 1982 is Nutrition Month in Canada, an event which marks the second National Nutrition campaign sponsored by the Canadian Dietetic Association. This year's slogan "Grab a bite that's right" is to encourage you to choose nutritious foods even when the time for food preparation and eating is rushed. A corresponding CF Nutrition Week has been initiated by National Defence Headquarters (Directorate of Food Services) for the period 15 to 20 March. Activities have been planned for you during Nutrition Week by your Unit Coordinator.

The objectives of the Nutrition Week

are that upon its completion all CF personnel should:

- know what constitutes a nutritious diet;
- be aware of the nutrient value and shortcomings of fast foods;
- be able to choose well balanced nutritious meals while eating in a hurry or away from home;
- understand the functions of nutrients and know their food sources; and
- know where to obtain reliable nutrition information.

We trust that Nutrition Week activities can help increase your knowledge of what good nutrition is and assist you in applying these principles.

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Beer

Price Control?

VICTORIA -- Vancouver East NDP MLA Alex Macdonald says that Consumer and Corporate Affairs Minister Peter Hyndman's announcement he will call breweries on the carpet to explain identical price hikes "is becoming a silly charade".

Macdonald said, "Not only is this the second identical hike announced by the breweries, but it is the second time that Hyndman has 'called them on the carpet'."

"Hyndman met with Molson's president Hal Moran, Carling O'Keefe general manager Al Branson, and Labatt vice-president Graham Freeman on September 30, 1981, to seek an explanation for identical 60 cent per dozen price increases. According to all press reports, Hyndman, who had roared like a lion before the meeting, purred like a tame cat afterward.

"These private office chats are no substitute for a system which openly regulates prices in the public interest," Macdonald said.

Macdonald said beer drinkers have fared very badly from the Social Credit government. In January of 1975 a 12-bottle case of beer cost \$3.55. With the latest increase, it will cost \$7.95. "That translates into the massive amount of increased revenue which comes directly from the modest pockets of beer drinkers -- working people."

Macdonald said beer prices should be set by an independent agency such as the Utilities Commission. This should only be done on the basis of satisfactory cost accounting. "Such a system may not be popular with the breweries who have done very well by the Bill Bennett government, but would serve the public interest."

Macdonald charged that Hyndman has nothing to show for his September 30th meeting with the breweries and will have nothing to show following a future meeting. "It is time to stop the charade and bring beer prices under control."



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OWC ENJOYS DEMONSTRATION

On February 24th, the Officer's Wives' Club met for an evening of demonstrations. Grant Lupton started the program with a talk on the importance of recognizing the symptoms of a heart attack, followed by a demonstration of the proper C.P.R. technique. Realizing the importance of knowing the complete procedure, many ladies have signed up for the four hour course.

Bonnie Cratchley, our second guest, gave a very informative and delicious demonstration of microwave cooking. Bonnie discussed the various ovens, gave tips and ideas on their use, and demon-

strated their speed by preparing pork roasts for sandwiches to follow her talk. The microwave coffee-maker and corn poppers donated by Bonnie for door prizes were won by Mary Dunsdon, Alvera DuBois and Lana Buchanan. Elaine Kulesh won the paper tote raffle prize.

Many thanks to Grant and Bonnie for such interesting and well prepared programs.

As a result of voting by members, the Vancouver Island Program for Special Children was chosen to receive a donation from the O.W.C.

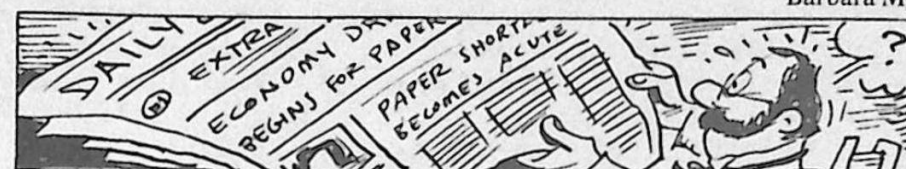
March 17th, our next meeting, will be an Arts and

Crafts Display and Sale. If you wish to display and/or sell something and have not already signed up, please inform Bev Worbets or Bev Burrows.

The election of next year's O.W.C. executive will also take place March 17th. If you wish to nominate someone for an office please phone Fran Al-Molky as soon as possible. Anyone nominated will be phoned to see if they wish to let their name stand.

Fashion Show tickets will be available at the March meeting. The price is \$5 and as seating is limited, no tickets will be sold at the door.

Barbara Myatt



In 19th century Ohio, a newspaper was published with pages 7 1/2 feet long, 5 1/2 feet wide.

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- ★ Drain, refill and bleed front disc systems
- ★ Wheel bearing and seal inspection
- ★ Torque axle, front disc, fork caps and fender bolts
- ★ Steering stem bearing inspection
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Canadian Forces news



"They don't drop huskies, do they?" Edmonton-based SAR Techs haul air-dropped rescue supplies as the first of three Twin Otters arrive at the simulated crash scene on Willow Lake, Alta. (CF Photo by Sgt. V. Tunstead)

Exercise ALLOY EXPRESS

OTTAWA -- Approximately 1200 Canadian soldiers and airmen will participate in a major NATO winter field training exercise in northern Norway, March 2 to 24.

Nicknamed "ALLOY EXPRESS", the exercise is a joint Allied Command Europe Mobile Force (AMF) land and air component exercise with participating forces totalling 14,000 from Canada, the Federal Republic of Germany, Italy, Luxembourg, the Netherlands, the United Kingdom and the United States.

The Canadian contingent is made up primarily of the 1st Battalion, The Royal Canadian Regiment (1RCR) from London, Ontario, with supporting artillery, helicopter and logistic units from Petawawa. Approximately 80 militia troops from southern Ontario regiments will also participate.

The air component will involve 16 CF-5 fighter aircraft and crews from 433 and 434 Tactical Fighter Squadrons of CFB's Bagotville, and Cold Lake, respectively. The fighters will deploy to Norway refuelling in mid-air from Canadian Forces Boeing 707 aircraft from 437 Squadron, Trenton.

The Battalion Group, with its wheeled and armoured tracked vehicles, will be deployed by air from CFB Trenton, beginning on March 2. The entire contingent will be in Norway by March 12.

The deployment will involve 84 flights by C-130 Hercules, from 435 and 436 Squadrons of Edmonton and Trenton respectively, and seven flights by Boeing 707.

The battalion group and air component represent Canada's commitment to

AMF Land land Air, an air mobile force designed for rapid deployment to NATO's northern flank.

The aims of "ALLOY EXPRESS 82" are to exercise the AMF Land and Air northern contingent forces with host nation (Norway) and other NATO forces under winter conditions in northern Norway; to exercise rapid deployment of allied forces; to exercise the AMF in deterrent and combat operations; to exercise and test command and control arrangements; and to test co-ordination between the forces of the individual NATO nations.

"ALLOY EXPRESS 82" was scheduled by the Supreme Allied Commander Europe (SACEUR), US Army General Bernard W. Rogers. The commander of the Canadian battalion group is Lieutenant-Colonel Andrew McQuarrie, commanding officer of 1 RCR. The air contingent is commanded by the CO of 433 Squadron, LCol. David Kinsman.

The AMF was formed in 1960 as part of NATO's response to mounting east-west tension. A permanent allied staff, headquartered in Mannheim - Seckenheim plans frequent exercises in NATO's northern and southern flanks. Special attention is given to exercising in those nations which share borders with Warsaw Pact nations, as does Norway.

The exercise area for ALLOY EXPRESS is located about 150 kilometres from the Finnish border and 450 kilometres from the Soviet Union in the fjords and snow covered mountains north of the Arctic Circle.

(So now you know why the Boeing's schedule is screwed up for March.)

MAJAID 82: Practice for Disaster

WILLOW LAKE, ALTA. -- A full moon cast shadows through the crystal clear arctic air over this military training area as survivors awaited the drone of rescue aircraft engines.

More than thirty observers including RCMP, Edmonton Ambulance Service, the Canadian Forces and Edmonton-based media gradually succumbed to the numbing -29 degree temperatures and headed for the heated shelter, aware more than ever of the life-threatening environment of Canada's arctic.

This is Exercise MAJAID 82, CFB Edmonton's annual practice for locating and evacuating survivors of a major air

disaster in the remote stretches of the arctic.

As the mounting base, Edmonton must be ready to evacuate up to 360 survivors, and with the number of polar flights standing now at about 20-a-day, the possibility of a major disaster cannot be ignored.

If an airliner goes down, "speed and flexibility of response are vital," says Air Disaster Co-ordinator, Maj. Ray Lukko, "the survivors must get shelter and medical aid as soon as possible."

The heart of the rescue is the MAJAID ops center at Edmonton. Here, vital decisions are made early in the rescue

designed to shave minutes and seconds off the response time and save lives. Available resources are put on standby, computer lists of northern settlements and their medical facilities are searched and the rescue is put into action.

On Willow Lake observers watch as the Herc circles several times dropping paraflares and drift markers. When the SAR-Techs jump they have to be close to the crash site. A kilometer or two of slugging through deep snow with full arctic gear can sap the strength and energies they'll need to provide lifesaving support to survivors.

On subsequent passes the Herc's crew

drops more techs and the first support gear. The beginnings of a tent city emerge from the lake ice: tents, heaters, medical supplies and Coleman stoves. As the injured are examined, treated and tagged for evacuation, a second rescue Herc begins dropping more SAR-Techs and equipment.

Before noon the corner of Willow Lake begins to look like a busy air terminal. A Chinook helicopter and three Twin Otters have arrived to begin the evacuation.

Now, twelve hours since they arrived to set the stage at Willow Lake, volunteer support staff sporting drooping eyelids and day-old beards, begin the long task of loading the tons of survival equipment for shipment back to the base. But MAJAID is not over.

The scene shifts to airfield 21 at Wainwright where medical staff receive and treat victims and prepare them for transport to the casualty reception point at Edmonton. The excitement and urgency drifts from one location to another as the drama unfolds, then the anti-climax at hangar five, "take off your bandages and leave them over there."

For many of the "walking wounded" of MAJAID 82 the day is over. Their "more seriously wounded" counterparts will remain for a few more minutes to be assigned to one of Edmonton's hospitals. Then, its off to the shower to wash away the blood and into the rack knowing they had it easy compared to what real casualties would face in the Canadian arctic.

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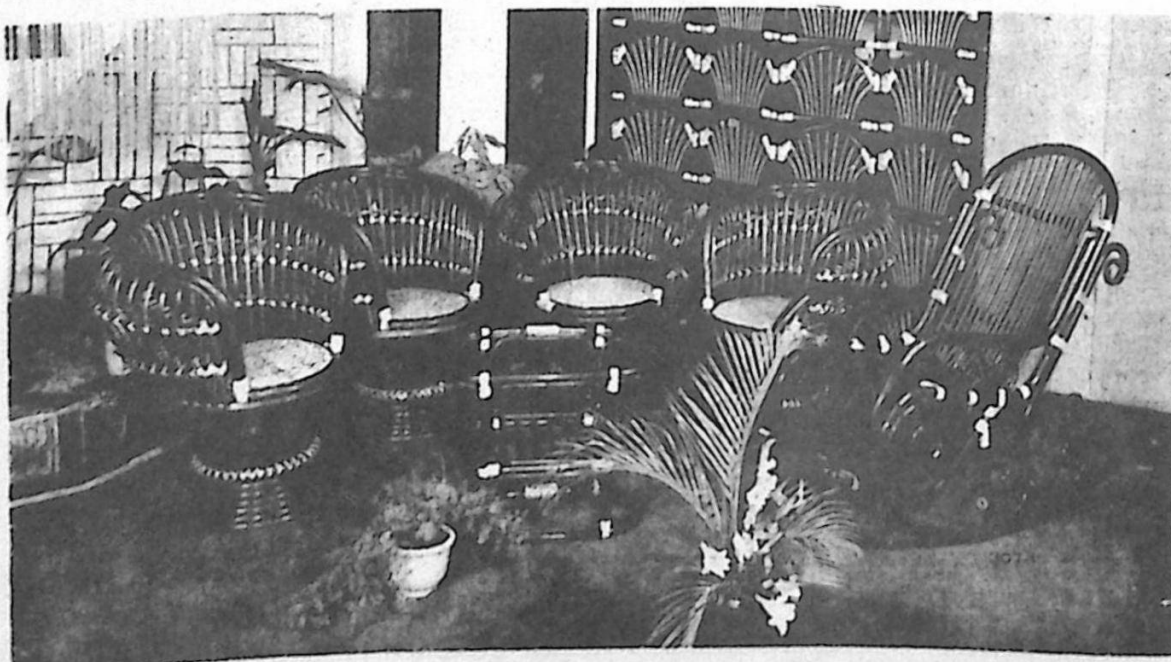


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Chief Warrant Officer Julie Patterson receives her chief warrant officer's scroll from General Ramsey Withers, the Chief of Defence Staff. She is the first woman to reach the rank of CWO in the Canadian military. Chief Patterson is serving in Ottawa as the career manager for dental and postal trades. (CF Photo)

Mighty Argus Final Chapter

The "Mighty Argus", officially known as the CP107, served Canada as the master of Anti-Submarine Warfare (A.S.W.), Search and Rescue, Sovereignty, Pollution and Fisheries patrol for close to a quarter century. Any hour of the day or night, the thunderous roar of those four powerful (3700 bhp) eighteen cylinder Wright 3350's could be heard somewhere in the quiet sky over the North Atlantic, Arctic or Pacific Oceans. Many a remote hamlet in the far North was surprised by the penetrating sounds of those long range aircraft.

The Argus, operating from home bases at Greenwood, N.S., Summerside, P.E.I. and Comox, B.C. was also a welcome - and more than once, not such a welcome sight to many ocean-going ships and the men that suddenly noticed this giant upon them. The Argus was a blessing from above for those in trouble at sea as it was capable of remaining with these emergencies for many hours, giving vital navigation support for rescue missions.

The Argus was built by Canadair Ltd. of Montreal. The first of the 33 Argus flew on 28 March 1957. The last, 10742, first flew in early 1961. This same aircraft was the last Argus aircraft to fly, having flown from CFB Summerside P.E.I. to CFB Ottawa (N) on 10 Feb 1982, where it will take up permanent residence at the National Aeronautical Collection at Rockcliffe, located on the shore of the Ottawa River just to the east of our Capital city.

Much has been recorded about our Mighty Argus, both on radio, T.V. and in newspapers. However, there are a lot of men and women still serving in the Canadian Armed Forces who have spent the best part of their service career associated with this great aircraft. Those of us in this position have many stories of love, hate and adventure while serving in the Argus Airforce.

The success of all Argus missions greatly depended upon the high degree of professionalism of the air crews that operated these giants. However, true to the old expression, "a bird never flew on one wing", was equally true in all Argus operations as many hours of devoted work were required by the many technical tradesmen and women that maintained these aircraft in a safe

flying condition over those long years of operation, both at home base and a multitude of foreign bases that served as a "rest spot" while on long range duties. These ground crew often worked long hours in hostile climates. There were the icy cold winter winds and snow in Frobisher Bay, Yellowknife and how can we forget those stops in Iceland? (We sweat off a few pounds in Puerto Rico as well.) The Maintainers often found themselves with a lack of spare parts and support equipment, but their expertise and devotion could always be relied upon to get those aircraft serviceable and return to their respective home base.

Flying in an Argus was an experience one would never forget. When it was very cold outside, so it often was inside. When it was very warm outside, so it was inside. Often the "Argus" flew with the windows open to help cool the inside air, with safety nets installed.

Often, as I served as part of the ground crew that frequently accompanied those long range flights, I would check with the flight engineer after 15 hours flying to see just how much fuel we had remaining, convert it to flying hours and then go back and seek out a spare mattress somewhere for another long "shut-eye". It is the Argus aircraft that set and still holds the Canadian Flight endurance record of over 30 hours airborne and this was without the modern benefit of air to air refuelling!

Over the long years there were many humorous times involving Argus operations. The Argus engines always appeared to leak oil and display lots of exhaust stains, sometimes clear down the side of the fuselage. We were often accused of "draining" oil on someones nice clean tarmac. We were always asked the usual questions when the Argus was on static displays around the country: What is it? How old is it? Did it fly in the Second World War? Was much damage done from the engine fires? We all felt proud of our "ancient" aircraft when it took to the air and more than once stole the airshow from some fancy flying modern jets. We always held our heads up high with pride.

I will always remember one particular flight with the Argus. It happened several years ago, in the late 1960's.

We were visiting the airport in Yarmouth N.S. for an Air Cadet function. As we were leaving and returning to Greenwood N.S. the tower operator passed on some information to us. It appeared that the local Canada Customs Officer was very upset that the tower had allowed "that strange foreign aircraft" to leave without his service. This was an embarrassment to me, guess where my home town is located? Right, Yarmouth. That particular flight crew never let me forget that flight.

The Argus, unlike it's cousins, the "Bristol Britannia" and the CCI06 "Yukon", was not intended for high level flying, way up in the area we referred to as paved roads, and the fuselage was not pressurized.

The Argus could fly up on those paved roads if required as it had the necessary power and equipment such as a built in oxygen system. This was used regularly on those trips over the "Rocks". It was on one of these flights that I was first introduced to the "laws" of high altitude in an unpressurized aircraft. Do not attempt to open a fresh jar of instant coffee at 12,000 feet in an unpressurized aircraft as the resulting brown cloud from one end of the aircraft to the other is very embarrassing. I cleaned a lot of coffee dust off the walls and floor before I collected enough to make one cup.

With the last flight of an Argus, a lot of expressions only related to the Argus also came to an end. How many of us remember such terms as "White Knuckle Airlines", "peanut butter eaters", "Wet Power", "hell hole" and "MAD runs"? The list goes on.

The last flight of an Argus aircraft was made from CFB Summerside to Rockcliffe on Feb 10, 1982.

Mr. A.J. Shortt, of the National Aeronautical Collection and his team of men will be devoting many hours of their time in preserving this 'Mighty Argus' 10742 in good condition for all interested visitors to view in the years to come. It will take its deserved place of honour with the other guest aircraft on display at the museum.

I somehow feel that our "Mighty Argus" will silently continue to retain its reputation as the master of A.S.W. and I would bet that no undetected submarines will

ever get up the Ottawa River past Rockcliffe as long as "10742" sits on her final resting spot. We all cursed the Argus at times, but really, we all have a bit of everlasting love in our hearts for those great aircraft. I for one will miss the adventures of the Argus having spent most of my long service career directly involved with its maintenance.

Most of the the remaining Argus aircraft await disposal at CFB Summerside. However, along with 10742 being preserved at the National Aeronautical Collection at Rockcliffe, three of her sisters are permanently displayed at CFB Greenwood (10717), at CFB Summerside (10739) and at CFB Comox (10712).

I would like to share with you some closing thoughts and feelings I have for this particular Argus aircraft:

Oh "Mighty Argus", aged and slow,
When duty called, over the oceans you would go.
North, South, East or to the West,
There could be no better, you were the best.

From home base, to lands far away,
You served your country well, to this day.
Through all kinds of weather, bad or good,
You did your job, as an A.S.W. aircraft should.

No more "wet power" or commands like that,
For your excellent performance, we all tip our hat.
To all your crews, you were just great,
Now you have a new home, inside Rockcliffe's gate.

As you sit with poise and grace,
A thousand curious eyes you will face.
Serve as a reminder, majestic and true,
Oh "Mighty Argus", known by all as 742.

George White

The author first became involved with the Argus in 1959 at C.E.P.E., R.C.A.F. Stn. Uplands and spent many years at CFB Greenwood and CFB Summerside until the Argus retired from service in the summer of 1981.

HOT TIPS

BEWARE OF BOMBS IN THE HOME

Within the last few years, the Canadian home has become a bomb storage area. The pressurized can or bottle - a handy dispenser of many personal and household products - can be lethal as a hand grenade of a miniature flame thrower if used carelessly.

Packed to generate about 40 pounds per square inch pressure at 70 degrees F, they can safely withstand temperatures up to 82 degrees C (180 degrees F). But hair-spray cans negligently placed on a heater, and pressurized containers kept in glove compartments of closed cars parked in the hot sun have been known to explode, take lives and cause extensive damage. Empty containers thrown on an open fire for disposal rupture almost instantly, sending fragments through the air for hundreds of feet. The use of hair spray near an open flame, or while smoking, can produce flames up to seven feet in length. Warnings against all of these dangers appear on the labels of pressurized cans, but the users' failure to read and heed them is causing an increasing number of fires, injuries and deaths.



The groundcrew from Ottawa BAMEO who recovered the aircraft. (l-r) MCpl. George White, MCpl. Andre Rivard, Pte. Mario Strasbourg, Pte. Kathy Pasetka, MWO William Anjowaki. (MCpl. White wrote the accompanying article) (CF Photo)



The aircrew on the last Argus flight from Summerside to Rockcliffe, on 10 Feb 82. (L-R) LCol. J.R. Lambie (Operation Commander), Maj. B.W. Griffith (Aircraft Commander), Maj. M.E. Rose (First Officer), Capt. H.S. Allen (Second Engineer), MWO E.M. Weatherbie (Lead Engineer). (CF Photo)

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