



TOTEM TIMES



Vol. 24 No. 19

CFB COMOX TOTEM TIMES

Thursday, October 14, 1982

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COST: PRICELESS

BUSH AIRCRAFT TO BE FEATURED ON FALL STAMP ISSUE

OTTAWA -- Andre Ouellet, Minister responsible for Canada Post Corporation, today announced the issue on 5 October of the last four stamps in the Canadian Aircraft series, featuring bush aircraft.

"The bush aircraft hastened the development of the remote areas of our country and added a distinctive Canadian touch to world aviation," noted Mr. Ouellet.

The two 30-cent postage stamps feature the Fairchild FC-2W1 and the de Havilland Canada Beaver, and the 60-cent stamps show the Fokker Super Universal and the Noorduyn Norseman.

Although the Fairchild

FC-2W1 was never built in Canada, several of them gained fame here. One flew the first airmail run to Sept-Isles and dropped the mail by parachute. In 1928 the aircraft helped the rescue of some German flyers stranded on the Strait of Belle Isle.

The de Havilland Canada Beaver was designed shortly after the Second World War and first flew in 1947. Almost 1,700 of the aircraft were built in Canada and were sold to Canadian customers as well as to foreign customers in more than 60 countries around the world.

Canadian Vickers Limited of Montreal built

15 Fokker Super Universals. The aircraft was renowned for its ruggedness. For example, after having been abandoned in a 1929 Arctic expedition and recovered 11 months later, one plane started with little trouble. In another instance, a Super Universal that had sunk in the Burnside River flew perfectly when salvaged.

The Noorduyn Norseman went into production in Montreal and was the work of Robert Noorduyn, an expatriate Dutchman who arrived in Canada in 1934. A notable feature of the single-engined monoplane was its ability to take off and land in a relatively

short distance carrying a heavy cargo.

The bush aircraft stamps were designed by Robert Bradford and Jacques Charette of Ottawa. The aircraft depicted on the stamps are as follows: Romeo Vachon's FC-2W1 delivering mail; the prototype Beaver, now in the National Aeronautical Collection; the Norseman as a Saskatchewan air ambulance; and "Punch" Dickins' Super Universal G-CASK.

Ashton-Potter Limited, Toronto, will print 22 million of the two 30-cent stamps and 14 million of the two 60-cent stamps in four-colour lithography.



AIR ACE BACK WITH MILITARY



HERE'S HOW.....Mr. Vernon Crompton Woodward demonstrates how he became World War II flying ace with the Royal Air Force. Observing with interest is Rear-Admiral Gordon Edwards, Commander Maritime Forces Pacific. (CF Photo by PO M.D. Johnson)

VICTORIA -- Canada's top scoring, living air ace of World War II is back with the military.

He is Vernon Crompton Woodward and is presently employed with the Corps of Commissioners in the security section of CFB Esquimalt.

Born in Victoria in 1916, Woodward was unable to join the Royal Canadian Air Force in 1937 because he lacked a university

degree. He then went to England where he joined the Royal Air Force and was trained as a fighter pilot. He was serving with 33 Squadron in Egypt when war was declared.

Woodward, called "Woody" or "The Imperturbable Woodward", has the distinction of having the first successful air engagement of WW II with the Italian Air Force.

In April, 1941 Wood-

ward received the Distinguished Flying Cross and two years later was awarded the Bar. "Squadron Leader Woodward", said the London Gazette in the announcement of the Bar, "has a fine record of achievement, displaying at all times outstanding courage and devotion to duty".

Although Woodward never met Canada's top-scoring ace of WWII,

"Buzz Beurling", his exploits, like Beurlings, have been recorded in books such as "Aces High", "The Fighter Aces of the RAF" and "The Tumbling Sky".

After the war Woodward accepted a permanent commission with the RAF retiring as wing commander in 1963. He then moved to Australia where he flew commercially until 1972 and returned to Victoria in 1973.

TOTEM TIMES ROAD RACE SUCCESSFULLY REVIVED



Photos by Margaret Parolise

The last time the Totem Times road race was held was two years ago with 8 runners. On 3 Oct, 45 competitors completed the tough ten kilometer course. Nineteen of this years runners were military who raced for a new section team award, as well as the normal running categories: Men's open, Women's Open, Juniors and Masters.

Gerry Giles who recently returned to the Comox Valley from living in Vancouver, was only challenged for the first mile by John Tucker from 442 Sqn. He then stretched out his lead to come in first with a time of 32:45 followed two minutes later by Al Niezen from Campbell River. Joel Green almost beat his personal best time to finish third overall and first in the Junior category.

Denman Island runner John Crouch, perpetual masters winner, came home fourth overall and first in the masters category. 442 Squadron's John Tucker was the first military runner finishing fifth overall followed closely by Nelson Hui, a new base dental officer. Tucker and his squadron mate Gord Kehoe were the only military runners to finish in the prizes awarded to the top three in each class. John finished third in the Men's open and Gord was third in the Masters and eighth overall.

First women across the line and 12th overall was Leona Winstone from Port Alberni followed quite closely by Monica LaPointe of Comox. Third woman was Jeannine Rodgers who was paced by her husband Cyril Rodgers of the BTL

Com section.

Finishing behind Joel Green in the Junior category was Highland Student Colin Wright. Third in the junior class was 11 year old Leslie Black finishing a very credible 23rd overall. He was followed by Laurie Dale, Catriona Black and Mary Sibierski, who competed with the Junior boys since there was no official class for junior girls. Junior, Billy Deacon who recently turned ten was the youngest runner. In his first attempt at 10 kilometers he finished 12 minutes behind the oldest competitor, 64 year old Keith Acorn.

The presentations took place in the recreation centre with Col. Dobson presenting Gerry Giles with the TT road race trophy for first overall. A beautiful

new plaque was awarded to the best placing military team. This was a combination team of John Tucker and Gord Kehoe of 442 sqn. and Mile Woodworth and Doug Neill of 409 squadron. The other teams placed in the following order; BTSO, BADO and 407 Sqn.

Organizer Vic Howlett would like to thank all the Recreation Centre staff for all their help. He is very encouraged with the future of the race as many other runners, approximately 25, expressed a desire to run but due to conflicting sports events, illness, etc. were unable to enter.

A complete list of times can be found on the sports page.

BASE COMMANDERS MESSAGE ON CANADA SAVINGS BONDS

The 1982-83 series of Canada Savings Bonds are now on sale, paying 12% interest the first year. They are available in Regular Interest Bonds which pay interest annually by cheque or direct deposit, and Compound Interest Bonds, on which interest is left to accrue and compound annually to maturity. Both types are available for cash purchase at your bank, starting Oct. 25. You may purchase Compound Interest

Bonds on a payroll savings plan through your local canvasser. Specific information is available from Comox CSB Coordinator, Lt. B. Heesing loc 2578 or from your local canvasser.

It is hoped that all personnel will take advantage of this safe and easy way to save money. The emphasis this year is that personnel are made aware of the campaign so that maximum participation is achieved.

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Section news



NIGHT HAWKS NEST

If you happen to be wondering why Barry Kennedy isn't writing this, you aren't the only one. A few days ago Barry phoned me and asked if I could find someone to write Nighthawk's Nest for him. He said he was going to Tyndall AFB in Florida for the William Tell competition and wouldn't be able to write the article. I could have mentioned that he had ten days of the twelve from paper publication to deadline to have completed his article but being the soul of discretion, didn't. Actually I expected Eric Matheson to write this since he's usually Barry's back up. It didn't occur to me that he was going with Barry until they had both departed the fix.

You would think that on a squadron the size of 409 it would be easy to find someone anxious to see their name in print. Considering this was to be a one shot effort and that the writer could have remained anonymous, I at least expected someone who had a few gripes and wanted to get them off of his chest to volunteer. If P.T. Barnum was right they all must be in 407, 442 and VU33.

In our ongoing effort to retain full tactical capabilities a wine luncheon was held on Friday the 1st. 409 wine luncheons are a wonder to behold, a virtual showcase of mess etiquette from the Chilliwack training manuals. Bill Motriuk was the only noticeable casualty of the day, for some reason deciding to wear his wine rather than drink it. Special mention should go of cour-

se to Eric Matheson who organized the whole affair. Gerry Desrochers the M.C. should be thanked for a job well attempted. M.C. in this case was the anagram for Mimic of Celery, Gerry being vegatose by the end of the meal.

Even though the Hawk Youth Now movement is growing it should be noted that those who don't qualify for membership are still worth their weight in avgas. It was one of these experienced souls who recommended that at least two bottles of wine be allotted per person. The reason for this is that it provides two corks per person which when placed in the ears keep brain cell loss to a minimum.

One baffling reference was made by 409's CO about the clean living, innocent editor of this paper. After conferring with those who have known the Colonel for many years, it was concluded that the Totem Times editor must have reminded him of someone from his days on the Bonaventure.

The wine luncheon proved to be an almost adequate preparation for the mess meeting which followed. Luckily there was no action on the suggestion to tar and feather the mess committee. Not liking the way a few people are dressed is hardly a valid reason to get sticky and ruin perfectly good pillows.

During TGIF one of the squadrons less conspicuous members was mugged out. Major Ron Egli, a quiet sort used this time to make his peace with the

squadron, mess and armed forces. It was one heck of a farewell speech causing gut laughter, inspiring a few people to think and leaving not a dry eye in the house.

Ron will be sorely missed for many reasons. His leaving is going to put a lot of pressure on the rest of the squadron since no one is willing to fill his boots which are very high and have been to the brim in manure more than once. Those same boots have also left their print on various bottoms and have been known to go home covered in wood splinters. It won't be the same down at the QRA without Ron pacing back and forth like a caged lion occasionally bellowing "Who's up for knock?".

As one of the mentors of Hawk Youth Now, the career managers are probably sighing a breath of relief now that Ron will no longer be showing us the ropes on a daily basis.

The William Tell team has been at Tyndall a few days now and should be in the thick of things. With a little luck everyone involved will have only good days and come home victorious. More column space will be dedicated to the event when Barry and/or Eric return.

On a closing note, Dave Pullan requests that anyone who has any publications belonging to the PubsO please contact him. Ah, the joy of secondary duties.

KJS

BASE SUPPLY

Congratulations to our new senior NCO - Sgt. Gail Harvey. Gail is a welcome addition to the Friday morning coffee breaks and Mess dinners. You can expect your first tour as BDO by about mid-November, Gail.

Also on the promo list is Cpl. Marion Dicks. Marion is a hard working and cheerful ARAF currently employed in Customer Services supply. If the rest of the base thinks times are tough because Supply is getting miserly, they're right....Marion had to wear private hooks all last week because we had no Cpl. hooks in stock.

Saturday at the Canex was great fun, particularly for Major Finn, Lt. Martin, WO Schroeder and WO Roy. They were volunteered as targets for our party fund raising, maybe this year our Christmas party can be a little wetter!

They certainly were.

We have barely survived another attack from THE AUDITORS. The general impression is that Supply has been far too lenient with the rest of the base, so expect times to get tougher and tougher. Eventually if we all keep at it, who knows, maybe DND will be able to stick to a budget!

I hate to be the bearer of expensive news, but for all of us whose families are east of Comox, it's time to get started thinking about your Christmas shopping, wrapping and especially mailing. For example, when I sent a parcel to the Maritimes last year, it took six weeks, so this is definitely not starting too early. You can expect this year's parcels to take longer and cost more. Aren't I cheerful?!!

Sister Mary

AIR RESERVE

AUGMENTATION FLIGHT

Congratualtions go out to Jan Fraser and Marion Dicks for their recent promotions to Cpl.

Lil Davis is back from sunny Hawaii. Rumour has it that Lil went there to recover from a hard season in Supply....or to laze on the beaches....or something.

"YOU"....were missed at the meeting at the CO's home on the 24th of Sept. Never mind, the rest of us ate your fair share...Special thanks go out to our CO's CO; she served a delicious lunch.

Anyone happen to see all the casualties???????? coming out of the last First Aid Course? Seems they have a new instructor, though no one will admit to being "it".

Cindy Main has been

spotted cramming through a crash English Course. After her three month tour in Europe, she's trying to spreche English again. By the way, Cindy hangs her beret in the ARAF OR these days.

Due to our big raise? and no funds to support it, our "A" Class days have been cut to 11 days for Oct., Jan., Feb. and Mar. November and December the "A"ers can work their regular 12 days - extra money for Christmas.

Marion Dicks has been diligently practicing her Belly Dancing so she can keep her promise to give a demonstration at our Christmas Party.

It must be very difficult for Joyce Forsyth to crochet with all the noise the carpenters are making

during the renovating at Base Housing. No offence, Joyce, we know you are working hard!

We hear Dorothy Buchanan was replaced by Dorothy Shuttleworth up in BAMSO. Congratulations Dorothy and Brad on your recent knot-tying.

Charlotte Roy has joined the ranks of the "C" Class Reserves. If you can't find Charlotte in R&D she may be hiding out in CR.

Have any of you noticed Bea is getting a couple of grey hairs lately?? It's all due to YOU - who are late with your Mess Dues. Come on, have a heart - bring your Mess Dues in by the 15th of the month and then you can sleep nights with a clear conscience.

AIR FORCE INDOCTRINATION SCHOOL



Maj. Jim Cratchley, Commandant AFIS, is presented with a copy of the recently approved Personnel Selection Branch badge by Capt. Daryl Spiers BPSO. In recognition of the valued contributions of the Personnel Selection Services rendered to literally tens of thousands of Air Force officers, airmen and airwomen since 18 Sept. 1941, AFIS will display the new badge in a place of prominence at the school.

VU 33

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WOs' - SGTs' MESS

FRIDAY, 15 OCT. & SATURDAY, 16 OCT.
OCTOBERFEST

15th - RILLINGS BAVARIAN BAND 2100 - 0100

16th - AREA CODE 604 1400 - 1700 & 2000 - 0100

Admission: \$10 per person, includes souvenir mug and one beer.

Tickets for Oktoberfest are available from Committee Members and the Mess Manager. Tickets also sold at the door. Food: Bratwurst, Sauerkraut, etc. available. Dress: Relaxed (German Theme)

WO & SGTS WIVES CLUB Oct. 18 - 8 p.m.
Mess Lounge

FRIDAY, 22 OCTOBER

TGIF

FOOD - GAMES

Dress: Relaxed

FRIDAY, 29 OCTOBER

TGIF 1600 - 1800 hrs.

HALLOWEEN DANCE

OFFICERS' MESS

Fridays, October 1, 8, 15, 22, 29 -

REGULAR TGIFs: 1600 - 1700 hrs. Food as indicated, 1700 - 1800 hrs. 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.

Saturday, October 16 -

OCTOBERFEST: Featuring Rillings Bavarians. Music:

2030 - 0100 in our Gasthaus. German Buffet: 2030 - 2400. Free Beer served by waitresses. Free stein - extra souvenir steins available for \$3 each. Dress is German or Casual. Cost:

Members - \$25 per couple, Guests - \$35 per couple. Reservations to Mess Manager by 1200 hrs., Wednesday, October 13

Wednesday, October 20 -
OFFICERS WIVES CLUB

Wednesday, October 27 -
OFFICERS WIVES CLUB BRIDGE



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- ★ Two antique oak dressers
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- ★ Dinette suites
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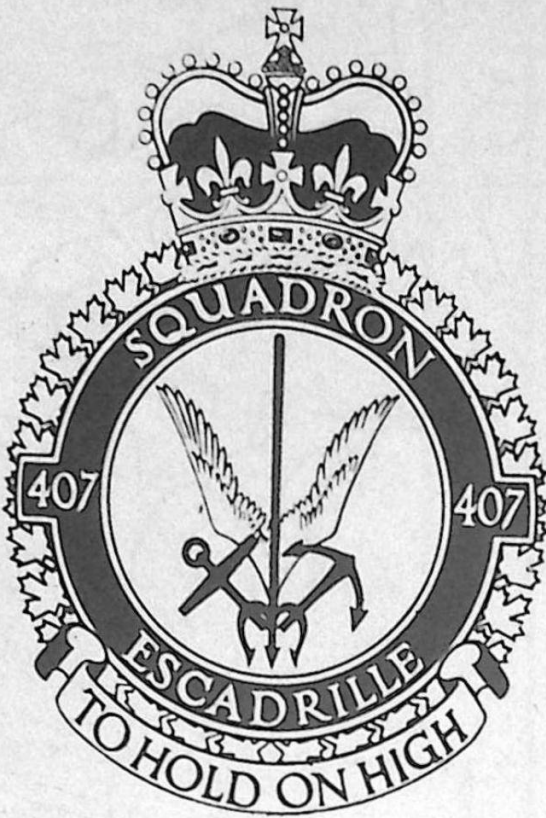
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Demon Doins



From the survival diary of a Crew 3 member:

DAY 1.

With something approximating efficiency, the crew loaded up and moved out, heading for three days of surviving, fishing and all around clean living. On looking back, I consider us fortunate to accomplish one out of three. We arrived at Brewster Lake, already well into the survival spirit(s) and managed to pitch our tents without skewering our neighbours with tent poles, and proceeded to impersonate fishermen for the rest of the day with minimal result. Later that evening the crew gathered around the campfire and observed 1) great merriment 2) the pilots flaming out early 3) Don Knight being attacked by his own lawn chair. And to the sound of various and sundry pilots and FE's snoring at 150 decibels, day 1 staggered to a close.

DAY 2.

We were up and about early, although at a slower speed than day 1 and spent another day drowning worms with much the same result as the day before. In the evening, Tom Cobb dressed up in his "instant dictator" RCAF mess kit, thereby adding class to what was a rather "bush league" mess dinner. Later in the evening, the killer lawn chair struck again, this time attacking your correspondent. This time, however, the chair was

critically wounded in the attack. (the "attacker" was just fine, thank you). Thus, as we sat around watching the killer chair in its death throes, Day 2 ended.

DAY 3.

We're going home today, Thank God!! The crew, moving very slowly, now gathers by the fire as Dave Nelson, impersonating the "Great White Hunter", strings the killer chair from a tree and puts it out of its misery with a couple of well aimed blasts from his 12 guage shotgun from a distance of 10 feet. That he managed to hit it at all was a source of great surprise. Then, in a simple, yet touching ceremony we cremated its remains (the chairs, not Dave's). With that accomplished, we loaded up the trucks and headed back to civilization, mission accomplished more or less. Oh yes, by the way; we survived!

Riding to work on my bike last week through the cold rain, I realized that fall was fast approaching, and with it comes that infernal mile and a half. So, last Friday, I went searching for my gym locker, and sure enough, it hadn't moved since last spring - about the time when I did my last mile and a half. Inside, just as I had left it, was the same smelly gear rolled up into a ball in the far bottom corner. After quickly unravelling the crusty shorts and sweat-top, donning

the new grey sports socks (the ones with the holes in the toe and heels) and tying up my CF cripplers, I quickly made an exit for the nearest hanger door before I fumigated the place.

I trotted off to the Rec Centre and was asked to fill in a form regarding my age, name and the vital statistics. When I came to the part where it asked me to sign, answering the statement, "I have physically prepared myself for this evaluation", I had to stop and contemplate. Yes, I had nurtured my right forearm since last spring, keeping it in shape by drinking copious quantities of beer, dark and dirties, or scotch, whatever the occasion called for. My left arm was equally in good shape, having to hold on to the second drink while waiting for the one in the right hand to finish. My lungs were healthy - especially having smoked numerous stogies from mess dinners and new arrivals around squadron. My stomach was in fine form - only 2 rolls of fat hanging over the top of my gym shorts. My legs were in good shape - they were only slightly purple from the vigorous trot over from the hanger. Ah yes, I was well rested - I managed to get in 2 hours sleep on the couch from the party the night before. So after all this, I decided to sign my name, having physically prepared

for this evaluation.

Now, for those over 30, this is the last time we would have to run the mile and a half, since we're going to a new form of evaluation of physical fitness. So I wanted to make a good showing as you well understand. The young female PERI staff, after trying to curtail herself from laughing at the shape of my masculine body, while trying not to breath in the stench that was in the air, started her stop watch.

Just as I started out this big gust of wind came up. Really, everywhere I ran on that road, the wind always seemed to be in my face. Knowing that you guys back at the bar wouldn't believe this, I persevered. The start seemed to be alright. Already I had reached the STOP sign and my legs were only barely starting to stiffen. By the time the second YIELD sign came into view, my gasping increased considerably. As I rounded the third turn, my nostrils sensed a nauseating smell that blew from the sheep farm across the road, one that rivalled the smell emanating from my sports clothes. I passed a golfer on the third green, wanting to stop this punishing run and sit and chat with him over a few beer. Ah, how I dreamed about a wet one, or even a dark and dirty - something to quench this desert dryness that was quickly

forming in my mouth.

Gradually, in the distance, my aircrew eyes spotted the 3/4 mile mark, the marker that says you're only half way through this ordeal. It seemed to stand there, lonely, taunting me, telling me what a fool I was for trying to attempt this run. Finally I was there. How I wanted to pick up that marker and break it into kindling. On the way back, sure enough the wind was still there, always blowing in my taunted faced.

Soon my mind started wandering, thinking about those parties, TGIFs, survival training, courses - all social events that I had put my body through, and how, at this time, I wish I had never attended a single one.

After what seemed like an eternity, the yield sign came into view, and reaching down into whatever depths that my last resources were hiding, I started to sprint for the finish line. More like a drunken sod trying to make it out the door after last call. And then it hit me - it wasn't the second yield sign - I still had one more to go!! How I longed to have this done with; how I wished I was dead, cause I certainly felt like it. Soon, the convulsions started to overtake me. How was I going to complete this last one, the very last one; how I wanted it all to end!

And then, I saw that small female PERI staff standing there, stop-watch in hand, smiling as she gleefully saw me agonizing in pain. Well that was all it took - I wasn't going to give her the satisfaction of being able to shovel up the remains of a once herculean-looking physique, now turned into a lump of spaghetti arms and legs. No way! I desperately gathered my composure and slowly crossed the finish line - smiling at her. She thought she had me. Not this guy.

Crew 2 is off to New Zealand for Tasmenex, as Crew 3 is already planning another Survivex - this time in places down south (at least it's a good rumour). Crew 1 stopped in from Greenwood to change their laundry before heading off to Hawaii for a couple of days. Crew 4 is out-to-lunch, possibly forever and Crew 6 is on days off (what else). Last and still last, Crew 7 is trying to find another wall to decorate with their crew graffiti. Until next issue, see ya' at the bar.

As I sat down to write this article I realized that I had lost touch with the squadron over the last several weeks. Having spent six days stranded in Edmonton with a temperamental Buffalo I felt I really wasn't in a position to write about the current events of 442. With my pen and paper in hand I set out to explore the deepest, darkest corners of the hanger and find out what really goes on down THERE. There was a sense of excitement in the air as I started out on the journey yet at the same time terror lurked in my heart. Some of these areas have never been explored before, even by Maj. Fletcher.

The first stop on my expedition was the Ops room, located on the fringes of civilization. A base exercise was just getting underway so the room was one big flurry of activity. People were running wildly all over the place, screaming and yelling. Capt. May was fighting the teletype machine with his bare hands. The machine was left running all weekend and had spewed out hundreds of feet of paper which was now wrapped around Harve like a giant constrictor. I managed to find a quiet corner and dug into a few recent SAR reports.

In the last issue of Totem Times it was reported that the squadron was involved in two major air searches. Both of these are now over. In Penticton SAR Biffert came to a close when the aircraft was located near the top of a mountain several miles from where he took off. Rescue specialists Bob Lang and Danny Sanscartier were lowered into the crash site but there were no survivors.

In Cranbrook SAR Brewer was finally reduced after several weeks of intensive air search. The Bellanca 300 was enroute from Spokane, Washington to Edmonton when it went missing with two persons on board. No sign of the aircraft has been found. The search area includes some of the most rugged terrain in North America.

The next stop on my journey was the Buff flight. Buff 454 finally made it home from Edmonton where it decided to rest for awhile and enjoy some of the fine prairie grass. It came to life and managed to get off the ground six days later when the cement trucks drove up and began constructing a pedestal. Several new pilots are due to arrive at the Buff flight in the next couple of days. They are Maj. Snider, the new Buff Flight Comman-

der, and Capt. Barratt previously an instructor in Moose Jaw. Lt. Zwanski has also joined us from Moose Jaw and will be going on the O.T.U. next month.

The Lab flight tells me that nothing they have done recently is suitable for print. I did manage to get a little info from one of the members of the tribe. Capt. Rob Dekelver and Maj. Levia recently returned from the helicopter mountain flying course in Penticton. Capt. Al Pederson and Lt. Doug Strachen are presently away on the same course bashing up Bell 206's instead of our own Labs.

The flight engineers were the next stop on my trek and they also informed me that nothing they had to say was suitable for print. They must hang around with the Lab pilots too much. Dwight Llewellyn was almost mugged in Edmonton but didn't appear too shaken up. The duty crippler was still on the job updating pubs and mumbling something about strangling somebody when he regains the use of his limb.

As I travelled deeper into the hanger, doors were being slammed shut just ahead of my arrival. It seems the jungle drums were passing on the message that an intruder was approaching. I arrived at servicing just as the CLOSED sign was being hung out. I managed to get my foot wedged in the door before they could lock it. As I forced my way in I could tell that the inhabitants of this area would be reluctant to talk but when I offered beads for information they opened right up. I learned that their livestock was doing quite well. The only problems they were having involved the gate being left open occasionally which meant they had to send out crews to bring the stray animals home. The Labs were all relatively healthy but the Buffs were having some problems due to eating sow grass and rocks from unpaved fields. Randy Butler and Sandy Cummings have both been promoted to corporal and Jim Harvey came back to work after venturing out into the jungle for awhile.

Down by the Orderly Room a large crowd was forming by the door. I quickly changed travel plans and headed in that direction to see what was going on. It turned out to be nothing too exciting, just a stampede of SAR Techs trying to get leave passes in, since a base exercise had just been announced. Since I was now behind

schedule due to my last detour, I decided to head straight for the heart of darkness. There were warning signs everywhere alerting me to the dangers. My instincts told me to turn back but I pressed on confident with the experience I had gained in my earlier travels. The sign read "DO NOT FEED THE ANIMALS". I boldly kicked the door in and holding a chair in one hand and a whip in the other I proceeded into that most feared area of 442 Sqn. - the SAR TECH shop! What a surprise. Vicious animals were nowhere to be seen. Friendliness radiated throughout the room. Harve Copeland and his boys were gathered around the table. They were quietly sipping their tea and eating cookies. Everyone was immaculately dressed in S3's. Their shoes shone like mirrors, and those haircuts!!! The Warrant Officer called the room to attention and politely asked if they could be of assistance. I checked the label of my bottle of Coke to see if I had the real thing.

On Sept. 11 - 18 twelve SAR techs from across Canada hiked the West Coast Trail. The weather for the entire trip was excellent except for three minutes of rain which they struggled through.

Sgt. Pete Howard could not seem to hack the pace and it wasn't until the last day that he discovered he had forgotten to take the 12 lbs of lead out of his pack.

Craig Seager travelled to Ottawa last week to receive the Star of Courage from the Governor General. Craig was awarded this medal for his work in the Squamish floods last year. Maj. Gathercole now with 103 Gander and Steve Gledhill now with 424 Trenon were also decorated for this operation. Congratulations to all of you.

Several new SAR techs have just been posted in. They are Danny Sanscartier and Bob Ridgeway. Danny was an MP before seeing the light and Bob was a pay clerk. Looks like more protection and money for the SAR techs.

NOTES:

- The football team is no longer.
- Broomball starts this week - come on out!
- There are two new daddies on the squadron....Arnie McCaulley and Collin Puttock. When the doctor spanked Arnie's baby, it grunted and cried, "AIR-BORNE". Collin's opened it's eyes, looked around and said "Where am I?"



Col. F.R. Sutherland, Base Commander of CFB Cold Lake, presented Cpl. Layne, formerly of 407 Squadron WTEchA section, with an award of \$150.00 for his proposal to replace failed CP140 search stores support rails with locally manufactured ones which are sturdier and cheaper than replacement contractor supplied rails.

Editorials

IT'S A CRIME

While wading through the Totem Times incoming mail, I came across a rather interesting document. It was the 1981/82 Annual Report of the B.C. Police Commission. Although the report is mainly statistical and to a lot of people might be rather uninteresting reading, I think that to anyone at all interested in statistics, it tells a vivid, frightening tale of our gradually decaying society. How do I know our society is decaying; well, in the five year period from 1976 to 1981 the number of crimes in B.C. increased 31.6 percent while the population increased only 11.3 percent.

Crimes against the person including homicide and attempted murder, sexual offences, assaults and robbery increased almost 30 percent over 1976. Crimes against property such as breaking and entering and theft, theft of motor vehicles, theft over \$200 and under \$200, possession of stolen property, and frauds were up over 17 percent over 1976.

You may say "So what? The statistics are a little worse but I don't see any increased crime around here, it's probably all taking place in Vancouver". Well read on. Crime in B.C. is far from being concentrated in Vancouver. And what about the frequency of crime? According to the report there is a criminal code offence committed in B.C. on the average of once every 1.5 minutes.

Which communities in B.C. have high crime rates? The report compared fifty-five B.C. municipalities with populations of over 5,000. Vancouver, by the way, placed a respectable 23rd out of 55. The highest crime rate (i.e. number of criminal code offences per 1000 population) occurred in Williams Lake, but don't be too complacent, Courtenay was in the top ten, which were:

1. Williams Lake (highest crime rate)
2. Prince Rupert
3. Dawson Creek
4. Terrace
5. Quesnel
6. Vernon
7. Campbell River
8. Fort St John
9. Victoria
10. Courtenay

Those of us living in Comox may be relieved to know that compared to other B.C. Towns we placed a low 44th out of 55. However, we still have a serious problem because while our crime rate was relatively low the increase in crime over the last year was 22.4 percent, almost triple the B.C. average. We must also be concerned about the high crime rate in our neighbouring communities of Campbell River and Courtenay because they will have a direct effect on Comox residents.

This all sounds very discouraging and frightening. How do we protect ourselves from crime? Do we lock ourselves in some safe place? Some residential communities in the United States have gone to the extent of surrounding their sub-divisions with walls and moats plus having the added protection of armed guards and dogs. Residents even had to submit to searches. Surely we don't have to go to these lengths. There must be other ways for us to enjoy our community without fear of becoming victims of crime.

Of course there are ways that we can improve the crime rate in our community. The first thing is to get rid of our complacent attitudes and become involved. We have excellent police protection in B.C., but the police are only as good as the support they receive from you and I, the general public. If we see crime taking place and don't report it then we are as guilty as the criminals.

We must get rid of the "I don't want to get involved" attitude and realize that crime is costing us all a great deal of money and if we don't help the police it becomes very difficult for them to help us. If we were all as protective toward public property and other people's property as we are toward our own then there would surely be fewer crimes, against property.

We can also help reduce crimes against the person by ensuring that all pertinent information and evidence is passed to the authorities when we encounter or hear about such crimes.

Don't forget, that by helping to protect others from crime you are also protecting yourself.

J.S.G.

HOMESICK

Recently I had occasion to visit a Canadian Forces Base in Eastern Canada, which is of course anything on the other side of the mountains. It came as quite a shock to me. In every direction as far as the eye could see, the flat landscape seemed to stretch forever. At first I flatly refused to get out of the aircraft, insisting it be refueled and that we return home to Comox immediately. After much cajoling by the groundcrew, I fought off waves of nausea brought on by an acute attack of agoraphobia, and stepped onto the tarmac.

At this time I was struck by another odd sensation. My skin took on the texture of a plucked chicken's flesh and a chill ran down my spine causing me to shiver. Overcoming a strong mental block I remembered wintering in Bagotville and was able to identify the odd sensation. It was cold. I tried scrambling back up the ladder into the plane but one of the groundcrew had me by the leg and before I could fight him off three more were helping, dragging me away from the aircraft.

It was at about this time that I looked into the sky, hoping perhaps for divine intervention, and noticed the sun. Instead of a warm, cheery, yellow ball, it was reddish orange, close to the horizon and the time couldn't have been later than 5 p.m. local.

Realizing that I wasn't going to be able to return to Comox before the planned time, I decided to make the best of the situation. My pilot and I decided to check into our room, grab a shower and hit the mess for cocktails and dinner. The room had all of the comforts of Comox's QRA, namely no ventilation, lots of noise and beds that had been in storage since the Spanish Inquisition.

Arriving at the mess we were pleasantly surprised. The beer was cold and both the food and quality of service were excellent, rivalling that of Comox. Observing people in the mess, we noticed another oddity. The skin colour of most of the patrons was a greyish-white pallor, reminiscent of the belly of a fish that's been floating around dead for about a week. Afraid that the condition might be contagious we finished our drinks and headed back to the room to retire for the evening.

Upon awakening in the morning with plans of starting out on the right foot and bravely facing the day, I leapt out of bed. Wile E. Coyote has never seen the Roadrunner move nearly as fast as I did, returning to bed. The floor was like ice. Eventually we managed to get up and dressed and out the door. It was there that it became obvious our alarm had gone off early. The sun hadn't risen yet. Unfortunately, the time was confirmed, almost 7 a.m., and still no sun. When daylight did break, it was dazzling, reflecting across the frosty ground. Frost was another one of those things I remembered about Bagotville, along with cold.

The base worked along the same lines as Comox with only a few really noticeable differences. One of these was that very few people smiled. It



R. CHAMPAGNE 82

was almost as if they didn't want to be there. Another difference was that all of the base facilities, such as the Canex, theatre, gym, curling rink, arena, etc., were all crowded. It seemed that there was little else to do in the area except on-base activities.

By the end of the second day, I was racking my brain, trying to devise a method to return early to Comox. This was to no avail however. The one chance we had was stolen by a pilot and navigator by a base even further east, who absconded with our plane while we were busy, and went to Comox for spare parts. We felt sure we would never see them again.

The days passed slowly. We fell into a zombie-like routine of arising at 6:15 a.m. for a 7:30 a.m. briefing, flying, attending an 11:30 a.m. briefing, flying and attending a 4:30 p.m. debriefing.

At last the joyous day came. My pilot and I strapped into the plane three hours early and sat there with the canopy down waiting for our take-off time. When the groundcrew showed, we managed to get both engines started, although one would have been enough. We set a new high speed taxi record for that base and were airborne long before we actually made it to the runway. The burners stayed in until we had the mountains in sight, which was also about the same time air traffic control asked us to slow down to subsonic.

Upon reaching Comox, I leaped joyously out of the aircraft into the arms of smiling, tanned groundcrew. The cheery yellow sun was warm and bright and high in the sky. There were puddles of water on the ground from recent precipitation and they were in a liquid rather than solid form. In every direction mountains could be seen, reassuring us with their awesome presence. Even the nervous rash I had contracted when out of sight of the mountains began to clear. We were finally home!

You have to get away from Comox every now and then to appreciate what a great place it is.

KJS



By Gordon Hardy of the People's Law School

Law Talk

FAMILY VIOLENCE

Being beaten up is a way of life for some women. According to the Canadian Advisory Council on the Status of Women, one in three women who reported to shelters for battered wives had been beaten weekly or daily by their husbands or live-in boyfriends.

Violence of this degree outside the family would be dealt with promptly by the police and the courts. But, until recently, the police have often been reluctant to interfere in family disputes. A 1975 Vancouver study showed that the police responded to only 53 per cent of the calls involving husband-wife disputes.

Ken MacKinnon, an instructor with the Justice Institute of B.C., Police Academy, says police officers sometimes become frustrated and discouraged when battered wives refuse to lay charges against their husbands: "It can just seem like you're going in a circle if you call at the same home five or six times and the wife refuses to lay a charge," he says.

Police officers, he says, are also frustrated by the fact that, even when a wife agrees to prosecute, justices of the peace will sometimes refuse to accept the complaint.

MacKinnon says the traditional reluctance of the police to get involved in husband-wife disputes has "reflected the attitude of the criminal justice system and society that it's okay to beat up your wife."

But, he says, that has changed. The Police Academy, which is attended by all B.C. police officers except the RCMP, provides special training in handling all forms of family violence, include wife-battering. The Police Academy also trains officers to provide battered wives with infor-

mation about emergency counselling services, shelter and legal options. MacKinnon says B.C.'s program has been used as a model in other provinces.

"We teach that wife-beating is a criminal offence and that officers should do all they can if the woman is in jeopardy," he says.

A federal Parliamentary Committee on Health, Welfare and Social Affairs, would like to see this kind of training extended to all Canadian police officers.

In a recently released report, the Members of Parliament urged the federal government to provide such training to RCMP officers. They also proposed that police should regularly lay assault charges in wife-beating cases, commenting, "The assault provisions of the Criminal Code make it an offence for anyone to hit someone else without their consent, or even to threaten to do harm to someone else. There is no exception for people who are married or intimately related."

The Committee also recommends that police officers who perform outstandingly in the course of intervening in family disputes should be rewarded as they are for outstanding performance in other duties. Family disputes can be as dangerous for police as other areas - 15 percent of the Canadian police officers who were killed on the job between 1961 and 1973 died while investigating husband-wife disputes.

According to MacKinnon, also a corporal with the Vancouver Police, "What happens a lot of times is that you walk in the door and the woman thinks, 'Here's my chance to get even' and she throws something at me, knowing something about me. We get caught in the middle."

TOTEM TIMES

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Pour plus de renseignements, contacter une de ces personnes. CLUB GENS DU PAYS, BOX 213, LAZO, B.C. VOR 2K0 TEL. 339-5313. LE LOCAL EST OUVERT MARDI, MERCREDI ET VENDREDI DE 1300 HRES A 1600 HRES, ET JEUDI DE 1830 A 2100 HRES.

NOUVEAUX MEMBRES

Nous sommes heureux d'accueillir Sylvaine Leduc, Yvonne Smith et Jeanette Rocheleau au sein de notre club. Bienvenue!

PROGRAMME CADRE

L'A.P.P.C.F. (Association des Parents pour le Programme Cadre de Français) vous invite cordialement vendredi soir, le 15 octobre à 7:30 hres p.m. au Dusty's Den de Comox à une soirée informative en français. Nous aurons le plaisir de recevoir notre déléguée fédérale Mlle. J. Seguin et notre déléguée provinciale Mlle. Poutissou. Elles viennent pour nous parler de vos droits en tant que francophones à avoir une éducation en français pour nos enfants. TOUS sont bienvenus.

PIECE DE THEATRE

"HISTOIRE DE JULIE QUI AVAIT UNE OMBRE DE GARCON"
TROUPE DE LA SEIZIEME
COURTENAY CIVIC THEATRE
LE 18 NOVEMBRE 1330 HRES
POUR ENFANTS ET ADULTES
DETAILS A VENIR

ANGLAIS INTERMEDIAIRE

Des cours d'anglais de niveau intermédiaire pourront vous être offerts sous peu si suffisamment de membres sont intéressés. Communiquez avec Nicole Valcourt, 339-6225 pour plus d'informations.

CAR RALLYE AUTOMOBILE

Samedi le 16 octobre 1982
Saturday, October 16, 1982

DEPART - STATIONNEMENT DU CANEX 12:30 P.M.
START - CANEX PARKING LOT 12:30 P.M.
BILINGUAL INSTRUCTIONS BILINGUES

Prix - Price: Membres - members \$2.50 par adulte - per adult
Non membres - Non members \$5.00 par adulte - per adult
(limite de 2 adultes par auto - Limit of 2 adults per car)

INSCRIPTIONS - REGISTRATION

Billets disponibles au local "Gens du Pays"

Tickets available at "Gens du Pays" Local

Le rallye sera suivi d'un buffet froid et de la remise des prix au Dusty den de Comox.

The rally will be followed by a cold buffet and awards giving at the Dusty Den in Comox.

Jus & Sandwichs gratuit - Free Juice & Sandwiches
Biere - Beer \$1.00
Vin - Wine \$0.50

Boisson gazeuse - pop \$0.30
REGISTRATION AT THE CLUB ROOM BETWEEN 1100 AND NOON.

MEMBERSHIP CARDS WILL ALSO BE AVAILABLE AT THAT TIME ONLY
FREE NURSERY SERVICE AVAILABLE AT THE CLUB ROOM DURING THE RALLY.

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L'INSCRIPTION SE FERA AU LOCAL DU CLUB DE 11 HRES A MIDI. VOUS POURREZ RENOUEVER VOTRE CARTE DE MEMBRE DURANT CETTE PERIODE SEULEMENT.



FILM

LES BONS DEBARRAS

Date: Vendredi, le 15 octobre 1982

Lieu: AIRPORT SCHOOL (Gymnase)

Heure: 8:00 P.M.

Prix: \$2.00 Membre

\$4.00 Non-membre

ARTISANAT

* Afin d'organiser les seances d'artisanat pour les jeunes de 3 à 10 ans, on demande à tous les parents & enfants intéressés de communiquer avec Catherine Larocque à 339-5875. Tous les enfants doivent venir au local le 23 octobre de 1330 hres à 1530 heures. Cette activité est ouverte aux familles membres seulement. Appelez Catherine avant samedi le 23 octobre.

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twood Mall, Courtenay
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SPORTS

TOTEM TIMES ROAD RACE

Name	Time	Class
Gerry Giles	32:45	Mens Open
Al Niezen	34:46	M/O
Joel Green	35:18	Junior
John Crouch	36:12	Masters
John Tucker	37:28	M/O
Nelson Hui	37:46	M/O
Clive Hetherington	37:58	Masters
Gord Kehoe	39:11	Masters
John Wright	40:55	M/O
Mike Winstone	40:56	M/O
Mike Woodworth	40:58	M/O
Leona Winstone	41:14	Womens
Bent Harder	41:35	Masters
Monica Lapointe	41:40	Women
John Leross	41:55	Masters
Steve Sharrock	42:31	M/O
Adam Simpson	42:56	Masters
Carl Schouten	43:10	M/O
Colin Wright	43:13	Junior
Gills DesRuisseaux	43:26	M/O
Gary Holt	43:35	Master
Gabriel Pivin	44:34	M/O
Leslie Black	44:45	Junior
Jeannine Rodgers	44:56	Women
Cyril Rodgers	44:56	M/O
Ole Jespersion	45:05	Master
Doug Neill	45:27	M/O
Darrel Newman	45:54	Master
Claude Cipelletti	46:11	M/O
Moya Lapointe	46:57	Women
Chuck Brown	48:29	M/O
Bruce Gibbard	49:06	M/O
Laurie Dale	49:45	Junior
Ken Clupp	50:11	M/O
Keith Acorn	50:16	Master
Catriona Black	52:15	Junior
Dave Nunnikhoven	53:40	Masters
Francine St-Hilaire	54:46	Women
Marjorie Wright	54:58	Women
Frank Sibierski	56:06	Masters
Billy Deacon	62:00	Junior
Alison Yarwood	62:27	Women
Serge Peters	62:27	M/O
Lorna Walton	62:27	Women
Mary Sibierski	71:35	Junior

FRANKIE MCCAFFERY

Lady of the Year at

Glacier Greens

Frankie McCaffery came in with a score of 186 gross to take the 1982 Ladies' Championship at Glacier Greens Golf Course. This was a two day back to back tournament with an afternoon tee off Saturday and an early morning tee off Sunday.

Winners in A Flight in low gross, low net order were Kay Banks 188, Linda Fox 147, Francine Roy 193, Trudine Berger 152, Mona Ledgard 197 and Rose McCleish 154.

B Flight. Bev McGibney 192, Claire Rathbun 144, Pat Verchere 200, Martha Campbell 144, Anna Sutton 202 and Vi Wilander 150. Longest drive went to

Frankie McCaffery and most mileage to Burgie Jones.

Each year Len and Jackie Wilkie sponsor a trophy to be presented on a specified Ladies' Day for low gross. This year's winner was Vi Wilander who came in one stroke ahead of Claire Rathbun and Mona Ledgard to take the trophy. Low net was Mickey Behan and the hidden hole went to Colleen Wheatley.

President Fran Hume was called away and was unable to make the presentations so Frankie McCaffery and Millie Legg did the honours. Thanks were extended to Ron Ledgard for his generous gift of smoked salmon.

GLACIER GREENS

LADIES

CLOSING DAY

BIG SUCCESS

Glacier Greens Ladies' gathered Tuesday to hold their official closing day of the golf season.

Because the weather was inclement, indoor golf was held. Dice battled against the bar with the players choice of iron, was the competition for the dubious distinction award. This was won by Burgie Jones who received a hand crafted ceramic made by TDF. After several playoffs the putting honours went to Anna Sutton and Trudine Berger.

Trophies awarded during this year were Early Bird (Arnolds Restaurant, Comox) Fran Hume, President's Cup (Bank of Commerce, Comox) Frankie McCaffery, Powerhouse Low Net (Mr. & Mrs. Mohler) Lorraine Courtemanche, Jac-Len Low gross (Len and Jackie Wilkie) Vi Wilander, Mr. & Mrs. (Ernie Alberi & Len Kimbley) Don and Kathy Plume, Ladies Invitational (Comox District Credit Union) Karen Todarek, Low net field (Port Augusta Motel, Comox) Lil Warman. Club Championship (Comox District Credit Union) Frankie McCaffery.

Fran Hume was the first lady at the course to get an eagle and Martha Campbell scored a hole in one.

The ringer board was tied between TDF McCaffery

and Fran Hume and most improved on ringer board was Michy Behan. The match play board winners were Rose McCleish and Mona Ledgard and the challenge match play board was Kay Banks.

Frankie McCaffery also scored the most Birdies and Kay Banks also took the most improved differential.

The national CLGA pin awards went to Kay Banks and Micky Behan. Election of Officers for the coming year were held and the executive will be as follows: President - Fran Hume, Team Captain - Millie Legg, Vice Captain - Frankie McCaffery, Secretary treasurer - Martha Campbell, Handicaps - Pat Verchere, Publicity - Vi Wilander, Prizes - Barbara Carter, Food - Kay Banks, Housekeeping - Linda Fox.

A ceramic eagle was made by BBC for Fran Hume who was unable to attend and a special trophy with a hole-in-one motif for Martha Campbell was presented.

After all this, a pot luck lunch was served and a 19th hole celebration followed.

This year's Executive are to be thanked for a splendid job very well done and they wish to extend their thanks to those merchants and other people who have supported them so well through the year.

BADMINTON

A Badminton Tournament for military personnel will be held in the Rec Centre at 0900 hrs - 2100 hrs on 23 - 24 Oct 82. Interested personnel are to contact Gabby Pivin at loc al 2315.

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Comox Legion Hall

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★ DANCE WITH BAND
★ MID NITE COFFEE

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ADVANCE TICKETS ONLY



MARTHA CAMPBELL SCORES A HOLE IN ONE

Martha Campbell of Glacier Greens Golf Club scored a hole in one on Hole number 4 Tuesday. She used her driver on the 187 yard hold playing a topflight XL ball. Her playing partners were Linda Fox and Pat Verchere.



RURAL 4 BEDROOM, LOCATED CLOSE TO BASE. Among the trees in a pleasant sub division. Full basement, 15 x 30 Rec. room with built in bar, Franklin fireplace, hobby room, workshop and many other good features. \$69,900.00
MONTY MONTGOMERY RES: 339-3669



4 BEDROOM COURTENAY HOME. Only minutes from airbase. Home is completely finished, features double windows, private fenced yard and more. Priced to sell at \$57,500
BOB KOESTER RES: 339-3238

This is Nanaimo Realty Country
576 England Ave., Courtenay, B.C. Phone: 334 3124

SCHOOL DISTRICT NO. 85

(Vancouver Island North) is in the process of compiling a directory of businesses interested in submitting tenders in the following areas:
- Office Equipment & Furniture
- Site Preparation
- Site Landscaping
- School Equipment & Furniture
- Sub-Contractors
- Water Transportation of Supplies
- Paper Supplies
- Office Equipment Repair
- Sewing Machine Repair
- Band Instrument Repair
- Shop Equipment Repair
- Piano Repair
- Transporting Portable Buildings
- Bulk Furnace Fuel
- Bulk Gasoline
- Automotive Parts

Interested businesses are asked to submit the name of the firm, address and phone number to

School District No. 85
(Vancouver Island North)
Box 90
Port Hardy, B.C.
VON 2P0

Not later than October 31/82

INSURANCE

We specialize in all types of insurance including:

★ HOME OWNERS &
★ TENANT INSURANCE

authorized AUTOPLAN agent

COMOX VALLEY INSURANCE SERVICE LTD.

INSURANCE BROKERS AND CONSULTANTS



Opposite Court House

Courtenay

Phone 334-3195

EW

Courtenay

Mon. to Thurs. - 8:15 p.m.
Two Shows Fri. & Sat. -
7 and 9 p.m.
OPEN SUNDAY 8:15 P.M.

Adults \$3.75, OAP \$1.75, Child \$1.75

Now Showing to Thurs., Oct. 14 (Animated)

"THE SECRET OF NIMH"

GENERAL

Fri. to Thurs., Oct. 15, 16, 17, 18, 19, 20, 21

Laurence Olivier, Jacqueline Bisset, Ben Gazzara

"INCHON" "Warning-Some violence

occasional coarse language & swearing" - B.C. Director

MATURE

Fri. to Thurs., Oct. 22, 23, 24, 25, 26, 27, 28

Thirty years ago some evil was conceived

"HUMONGOUS"

"Warning-Frequent gory violence including rape and

dog attack" - B.C. Director

RESTRICTED

Stardust

Drive-In Theatre

ALL ADMISSIONS \$4.00

ALL - NITER \$4.50

Box Office Opens 7:30 p.m.

Show Starts 8:15 p.m.

Fri., Sat., Sun., Oct. 15, 16, 17

"POLTERGEIST"

"Many scenes will frighten children,

occasional coarse language & swearing."

-plus- "FORCED VENGEANCE"

"Frequent violence"

B.C. Director

MATURE

Fri., Sat., Sun., Oct. 22, 23, 24

Woody Allen "A MIDSUMMER

NIGHT'S SEX COMEDY"

"Suggestive scenes & language" PLUS

"THE ROAD WARRIOR" "Gory

violence throughout"

MATURE

COMOX MINI-WAREHOUSE

U — STORE IT
— LOCK IT
— KEEP THE KEY

CLOSE TO THE BASE and PMQs

SAFETY SECURITY SUPERVISOR

Knight Rd. and Pritchard Rd.
Comox, B.C.
339-3424

Promotions and awards



MCpl. J.A. Perreault receives his Clasp from LCol. Bernston, BOPsO, A.T.C.



Capt. Grant congratulates MCpl. Hill on his recent promotion.



LCol. Bernston, BOPsO awards Clasp to Cpl. S.T. Allan from the Met Shop.



MCpl. Hall, an AE Tech employed in 409 Snags is congratulated by Major Davis on his recent promotion.

Unclassified

RATES

First Insertion - NO CHARGE
Subsequent Insertions - \$1.50 per inch

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lets you know
what's what.

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POSTED TO VICTORIA?

2 Bdrm Townhouse, new WW Carpeting with 3/4" underlay, 1 bathroom - 4 pce, oversized MBdrm, 4 Appliances, quiet cul-de-sac, 4 miles from CFB, private patio off DR (fenced & treed), large fully landscaped common area, large storage area, 1 block from bus route to CFB, 2 blocks from shopping ctr, low monthly assessment, private parking, partial assumable mortgage at low interest.

A STEAL AT ONLY \$62,500

Contact: PO Mac Johnson, Centrex 255-1934 (Victoria)

FOR RENT

1 bedroom Suite, w/w carpet, heat, hot water, cable \$325./month. Near base 1751 Greenwood Cres. 339-4360/112-248-6936

CERAMICS

Register now for classes & workshop at Mar-Val Ceramics 221B Church St., Comox, B.C. 339-2525

NEW & USED FURNITURE

and Miscellaneous appliances P & A Trading across from STARDUST DRIVE-IN

1980 Ford CB 650

14 km.

\$1400 (offer)

Call Grant at 287-79

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Does Your Rent Include?

fridge, stove, dishwasher, washer and dryer in all 2 bedroom units, fireplaces and large balconies, 1 1/2 baths with Jacuzzi tubs, saunas and exercise room, party room with wet bar and ping pong, swimming pool, free cablevision, excellent view suites available, extra large suites, rents from \$380.00

If not

PHONE 338-5982

"Best value for your rental dollar" CUSTOM PROPERTY MANAGEMENT LTD.

FOR RENT

Bachelor Suite, fully furnished, includes w/w carpet, heat, hot water, cable. \$275./month. Near base 1751 Greenwood Cres., 339-4360/112-248-6936

1959 Oldsmobile - Super 88, 41,000 original miles, new paint - 1 yr ago, new upholstery, new carpet, P.S. & P.B. V8 394 cu. in.

\$4500.00 o.b.o. Call 590-3732(Res) or 574-4122 (Office) or 339-6202 for further info.

FOR RENT

1 & 2 bedrooms fully furnished, waterfront apartments - includes heat & hydro

By the month or permanent Close to the Base at Bates Beach Resort 334-2151 or 338-5830 Reasonable Rates

Reconditioned Televisions Color and Black & White

Reconditioned Appliances Offers Stores beside Courtenay Hotel 440 N. Island Hwy. 334 - 3332

2 or 3 bdrm MOBILE HOMES FOR SALE.

Have excellent investment potential, from only \$10,000. Here's your chance for off-base privacy, for about \$1,200 down & less than \$300.00 mo. including pad rental.

Call Logan or Dave at 338-6716 for more details.

LET'S MAKE A DEAL

Used furniture at affordable prices Chesterfields, daybeds, hide-a-beds, easy chairs, wall units, tables, dressers, TV's, stereos, lamps, appliances, pocketbooks & more

Come to

P & A TRADING

(across from Stardust Drive-in at Merville)

OPEN MON THRU SAT

10 a.m. to 5:30 p.m.

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1978 JEEP CJ5, 6 Cyl, 3 Spd, Locking Hubs, Red with Black Soft Top, 5-1100 times 15 on white spokes plus 5 new studded H-78 times 15 on rims, Bosch Lights, Trailer hitch, etc. Excellent Condition, One owner

\$5,000" O.B.O. 339-2680 or Loc. 2357

PRIVATE SALE

Near new 3 bdrm bsmt home. Excellent condition. Owner unexpectedly transferred. Price reduced to \$57,000. 334-2987

FOR SALE

1980 Honda XR80 Trail Bike Excellent condition 339-5106

GUN FOR SALE

Parker Hale .270 c/w 4. power scope 339-5106

FOR SALE

Rollaway Bed \$60.00 o.b.o. Phone 339-7269

Shared Accommodation Shared accommodation available for female in 3 bedroom home. Includes light, heat. Phone Bates Beach area. 334-3036

\$200.00 Month

ANTIQUE SALE

Comox Valley Dealers & Collectors OCT. 21, 22 & 23 at the DRIFTWOOD MALL COURTENAY, B.C. "Something for Everyone"



IF YOU HAVE A PROBLEM AT WORK, PSYCHOLOGISTS SAY, IT MAY BE MORE EASILY SOLVED IF YOU GET AWAY FROM IT FOR A MOMENT OR TWO BY TAKING A BREAK WITH A HOT CUP OF TEA. WHEN YOU'VE FINISHED, YOU MAY FIND YOUR WORK IS EASIER TO FINISH, TOO!

"Serving home owners and contractors for more than half a century" See our six main departments for all your building needs and good advice.



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"We have everything for the builder"

CFB COMOX RESTAURANT GUIDE



EAT IN • TAKE OUT HAMBURGERS • SANDWICHES FISH & CHIPS • PRAWNS & OYSTERS SOFT DRINKS • COFFEE & TEA DESSERTS

HOURS: Sun to Thurs. 11 a.m. - 6 p.m. Fri., Sat. 11 a.m. - 10 p.m.

BROWNSIES fried chicken



COME AND GET A REAL MEAL

Open Mon. - Thurs. 11 a.m. - 8 p.m.

Fri., Sat. 11 a.m. - 9 p.m.

Sun. Noon - 8 p.m.



ABC Family Restaurant Full Service Menu • Open All Year Round AT THE DRIFTWOOD MALL

Mon., Tues., Wed. & Sat. 8 a.m. - 6 p.m. Thurs. & Fri. 8 a.m. - 9 p.m.



"EVERYBODY'S FAVOURITE" 1080 Cliffe Ave., Courtenay 338-5132

FULL DINING FACILITIES

Around the Base



ST. MICHAELS AND ALL ANGELS PROTESTANT CHAPEL

CHAPLAIN: Padre Bob Risch (UCC)
CHAPEL: St. Michael's Protestant Chapel, Bldg 88, Wallace Gardens, CFB Comox
OFFICE: Headquarters Bldg No. 45, Local 2273, Rm. No. 35
ORGANIST: Mrs. Jean Duggan - 339-3147
PUBLIC WORSHIP: Sundays - 1100 hrs.
COMMUNION: First Sunday of the month
FAMILY SUNDAY: Second Sunday of the month
SUNDAY SCHOOL: 0930 - 1100 hrs., Mrs. Carol Fetting, Superintendent - 339-5269
LADIES GUILD: Second Wednesday of the month - 2000 hrs., Mrs. Stephanie Spiers, President - 339-5425
CHOIRS: Senior Practice - Thursdays - 2000 hrs Junior Practice - Thursdays - 1830 hrs., Mr. Walter Yeomans, Choir Director - 339-4039
YOUTH GROUP: Saturdays/Weekly - 1900 hrs., Mrs. Gay Gray, Leader - 339-6705
PRAYER/PRAISE: Mondays/Weekly - 1900 hrs., Mrs. Gloria Sponselee, Coordinator - 334-2201

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

BASE CHAPLAIN (RC): Maj. Julien Rheault
OFFICE: Headquarters Bldg. 45, Rm. 35, Local 2274
MASS SCHEDULE HOURS:
 Saturday - 1900 hrs
 Sunday - 1000 hrs
 Week-Days - 0900 hrs (No Mass on Thursday)
BAPTISMS & MARRIAGES: By appointment - notice well in advance.
CONFESSIONS: Confessions are heard 30 minutes before all Masses and anytime on request.
CATECHISM CLASSES: Registration for Catechism Classes, Grades 1 to VII will take place in the PMQ School on Wednesday, 22 Sep 82 at 1830 hrs. It is requested that one parent accompany their child for registration. Regular classes will commence the following Wednesday, 29 Sep 82 at 1830 hrs in the PMQ School.



MCF

CFB COMOX MILITARY CHRISTIAN FELLOWSHIP

For anyone interested in fellowship with other Christians, the MCF meets every week day but Friday from 1130 to 1230 hours in the Parish Hall next to the tennis courts. During the summer months they also hold a bible study every Tuesday at 1530 hours.

BLACKS CYCLE

**SALES & REPAIRS
SKATE SHARPENING**

STRATHCONA PLAZA ANDERTON RD., COMOX
339-5121

The Homestead Restaurant

932 Fitzgerald Avenue, Courtenay

ROAST BEEF SPECIAL 5 p.m. - 10 p.m. **\$7.95**

INCLUDES:
 ★ Roast Beef
 ★ Yorkshire Pudding
 ★ New Potatoes
 ★ Fresh Vegetables
 ★ Sour or Salad

338-6612

Saturday, 2nd Oct. &
Sunday, 3rd Oct.



POSTER CONTEST 75th ANNIVERSARY OF SCOUTING

Canada Post Corporation, the Boy Scouts of Canada and les Scouts du Canada have designed a unique contest for Scouts to commemorate the 75th Anniversary of Scouting in Canada.

Between 1 September and 31 October 1982, boys aged 5 - 17 involved in Scouting will be encouraged to enter a poster contest entitled "What Scouting Means to Me."

Canada Post will select the winning poster from en-

tries submitted from across Canada which will be used as the stamp design for the 75th anniversary of Scouting stamp.

The country will be divided into four regions. Art submitted to each region centre will be judged according to specific criteria, ie, how each poster relates to the theme, "What Scouting Means to Me."

Juries in the four regions will select three finalists each, from Beaver, Cub, Scout and Venturer categories. These 48 posters will be sent to Ottawa for the national judging competition to determine the poster to be used as the design for the Scouting stamp.

All winners will be determined at the national level. Certificates will be awarded to winners as follows:

- one certificate per age category regionally
- best submission per region
- national winner

The national winner will be awarded a trip to the world jamboree in Kananaskis, Alberta in July. He will also attend the official stamp launch and will receive a special presentation album containing the stamp utilizing his design.

An art exhibit including all 48 posters submitted to the national level will be held at the world jamboree.

The "What Scouting Means to Me" kits are available at council offices from the 30th of August.

HOW TO PARTICIPATE

1. All entries must be in some way appropriate to the theme "What Scouting Means To Me."

2. All entrants must be registered members of the Boy Scouts of Canada or les Scouts du Canada and must not have reached their 18th birthday before the closing date for submissions (31 October 1982).

3. Each entry must measure approx. 30 cm time 40cm (12" by 15") and be mailed flat or rolled. DO NOT FOLD.

4. One entry per person.
5. You are allowed as much freedom as possible. Paint, pencil, crayon, ink, charcoal, pastel, collage, etc., are all acceptable.

6. Entries should not be in the form of stamps or stamp designs. They should not include denominations or the word Canada. The painting or drawing selected will be made into a stamp design by the Canada Post Corporation.

7. The name, age, address and unit (pack, troop) of the person must be clearly PRINTED on the back of his entry.

8. Entries must be mailed between 1 Sept and 31 Oct 1982. All entries must be post marked before midnight, 31 October 1982.

9. All entries become the property of the Canada Post Corporation and may be used for exhibition purposes.

BULK PACKAGING SUGGESTIONS

1. Stack all entries evenly with a sheet of paper between

Entries should be mailed to the address in your region. In British Columbia:

Scouting Design Contest
 664 West Broadway
 VANCOUVER, B.C.
 V5Z 1G1

BOAT CARE AND MAINTENANCE

Part 2 - Trailers and Convertible Tops

Caring for your trailer and convertible tops and curtains is an often neglected extension of care for your boat. Good "boat-manship" involves only routine maintenance and common-sense care of all boating equipment. Here are some tips from Allied Boating-Canada you may wish to file away for future reference.

TRAILERS. To maintain your boat trailer in safe operating condition requires only a quick check over vital points before any trip, and a thorough going-over at the beginning and end of the season, or before long hauls.

Before any departure, give the boat a shake to be sure it is secure on the trailer. Smaller trailer tires are easily damaged by too-low or too-high pressure. See that wheel nuts are tight, check safety chains, and lubricate the hitch ball with soap or grease. Make sure that all the boat's supports are doing their work and adjust any that have slipped.

When you are launching or retrieving your boat, watch the winch line for kinks, knots or other damage. If any rollers do not run freely, lubricate with a waterproof grease.

As soon as possible after immersion, check that the lights are functioning properly and, if the water is polluted, salty or sandy, rinse the trailer with fresh water.

Once or twice during the season, grease all the trailer's moving parts, paying particular attention to the wheel bearings. Pressurized wheel bearings help keep your wheel bearings in good order by preventing water entry. If they are not on your trailer, your local marine dealer can probably install them for you.

At season's end, give the trailer a thorough inspection for defects. Rust spots should be cleaned, primed and painted. Wheel bearings should be repacked with new grease, and the brakes checked. Finally, jack up the trailer and support it on cement blocks so that the wheels do not carry the weight.

CONVERTIBLE TOPS AND CURTAINS. The difference between a convertible top that lasts 12 or 15 years, and a set that's a sad case after one season, is simple regular cleaning.

Two or three times a season, the top and curtains should be cleaned inside and out with soapy water and a sponge or soft brush. Use a good brand of household cleaner, but never use chlorine or abrasive cleaners. And never use soapy water or detergents other than when the boat is on dry land.

Your top's worst enemy is mildew, which can soon turn acidic and ruin plastic or natural material. Well made tops always have ventilators that help control mildew, and these should never be blocked.

During winter layup, the top will best maintain its shape and appearance if it is raised for storage. However, tops are not made to support snow loads, so the boat should be kept under cover or be further covered with a ventilated tarpaulin on a supporting frame.

ISLAND CONNECTION CONFERENCE

How to cope with today's child is tough and challenging considering the present economic and social conditions. Parents, students, support personnel and educators are invited to participate in the **island connection conference** on October 15 and 16 at Ballenas Secondary School, Parksville, B.C. Keynote address will be given by Floy C. Pepper, Coordinator for the Emotionally Handicapped for Multnomah County Education Services. An instructor at Portland State University, Mrs. Pepper also conducts workshops at colleges and universities throughout North America. She is the founder of the Rudolf Dreikurs Institute of Oregon, a non-profit organization dealing with family and school problems. Eighteen other B.C. presenters will offer a

great variety of workshops. For example, "Training in Responsibility" and "The Family in Focus" deals with everyday concerns common to most families. Other topics such as, "Single Parenting", "Couples in the 1980's" and "Encouragement: A Key Ingredient in Caring" provide an opportunity for a most enjoyable and informative day. All are welcome.

Contact person: Julie Trueman, Qualicum, B.C., Phone: 752-3409 (home), 752-9212 (work).

Friday, October 15, Floy Pepper's Address, 7:30 - 9:30 p.m. \$5.00
 Saturday, October 16 - Registration 8:30 Conference 9:00 - 5:00
 Preregistered (by Oct. 8) \$25.00
 At the door \$30.00:
 Students/Seniors \$10.00
 Half day only \$15.00.

THE SPIRIT LIVES ON

The Scouter stood at the Pearly Gates,
 His face was worn and old,
 He meekly asked the man of fate,
 Admission to the fold.
 What have you done, St. Peter asked,
 To seek admission here?
 I was a Scouter down on earth,
 For many, many a year.
 The gates moved open sharply
 As St. Peter tolled the bell,
 Come in and take a harp, he said,
 You've had enough of Hell!

Antique Sale

Comox Valley Dealer & Collectors
 Thursday, Friday & Saturday
 October 21, 22 & 23
 DRIFTWOOD MALL, COURTENAY

Something for everyone
 "THINK CHRISTMAS"



A HOME-IMPROVEMENT LIST can help to save the country energy and you money.

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

**CHRYSLERS - PLYMOUTH -
DODGE TRUCKS**

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

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HORIZON A WHEEL DRIVE**

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"SERVICE AFTER THE SALE"

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We rent all size cars, 3/4 ton pickups, moving vans, 15 & 20 passenger buses, 1 ton flat decks, ladder trucks

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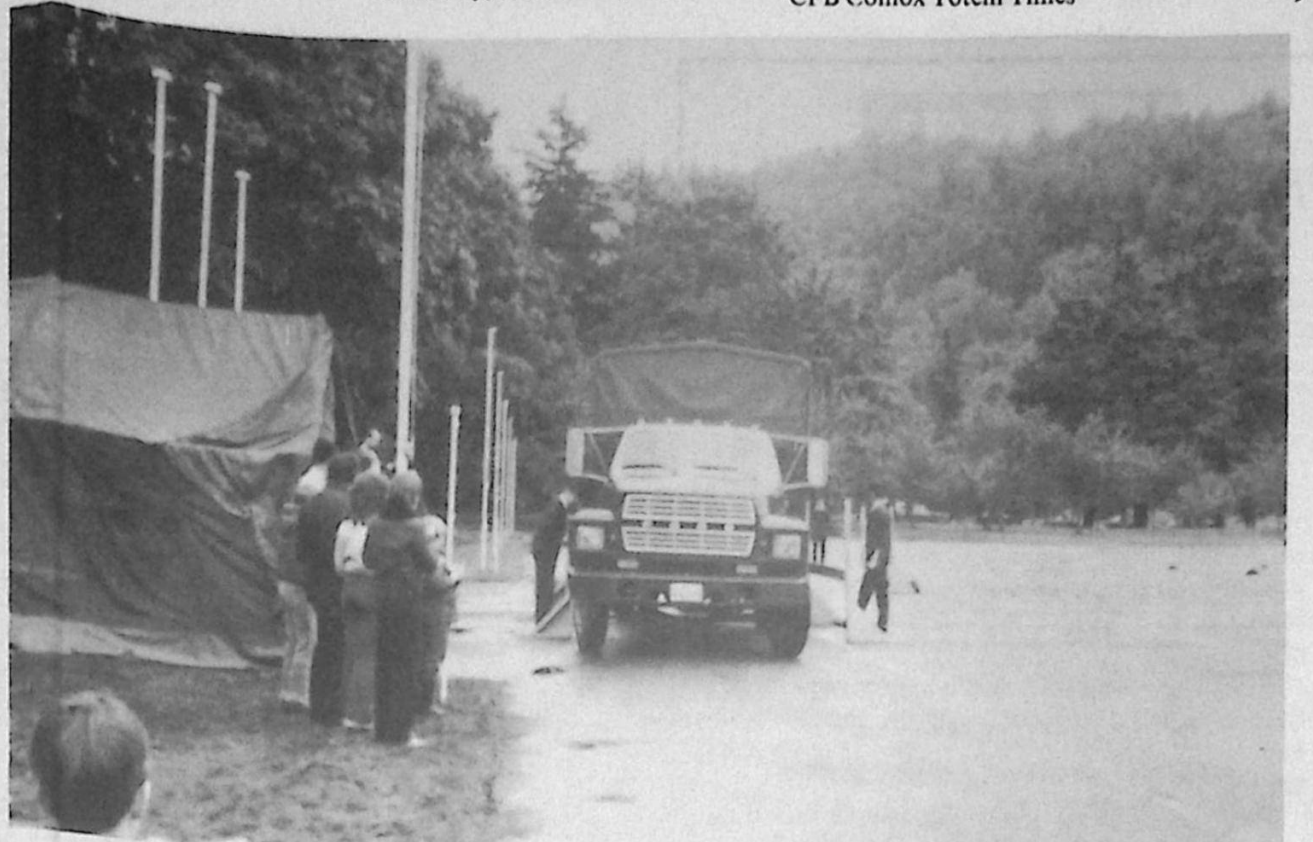
CFB COMOX TRUCKERS TO NATIONALS

The results are in and the travel arrangements made. On September 11, the truckers from Comox did battle with our sister bases in the Pacific Region, and being the gentlemen of the Air Force, we decided to allow Chiliwack (GRUNT) and Esquimalt (PLUG) to win some of the hardware. We won't bore you with details however, as a result of superior driving skills,

careful vehicle DI's and the proper safe driving attitude, Cpl's Roger Theberge, Pat Mailloux and Jim Caton will be representing CFB Comox and the Pacific Region in the National Truck Rodeo to be held at CFB Borden in October. The grease monkeys asked that they be mentioned for without them the wheels don't turn. Consider yourselves mentioned!



We hope the photographer remembered to move.



Looks easy, try it some time.



A side benefit of the Rodeo was an opportunity for a large number of the MSE OPS from all three bases in the region to get together to swap lies.



Proving that with advanced age comes experience, Major Breer demonstrates his abilities. MSE Safety kindly overlooked the fact that he was not qualified on the vehicle and the grade square.

plenty of room to roam on the giant mountain (1270 m or 4280 vertical feet) but not so much room in the in-below.

How things have changed.

In a couple of seasons, Whistler has come of age. Joined by a new sister area called Blackcomb to form what has become a massive complex, the area 120 km (75 miles) north of Vancouver has, almost overnight, joined the ranks of such havens for pampered skiers as Banff, Alberta, or the Quebec Laurentians.

In its new shining glitter with an Alpine village, gleaming shops, condos and comfortable inns, it has at last come close to fulfillment of what for many years was only a dream entertained by West Coast skiers.

That dream has so far cost \$198 million, and what it has wrought is something to behold.

There are indeed places to stay -- 650 rooms by Christmas 1982, and a projected 900 by mid-1983. Many have fireplaces, private jacuzzis and kitchen facilities.

The Alpine village has numerous good restaurants, ranging from cafeterias to fine dining. It has gift shops, sport and clothing

Alpine village has so many amenities right at the base of the lifts means that it's no longer necessary to have a car at Whistler. My rental car from Vancouver never moved from the hotel garage during my entire week's stay.

The first morning when you step out of your hotel, walk perhaps a hundred paces across an already bustling village square, the biggest problem you have is deciding whether to go left up Blackcomb or to the right up Whistler. That's because the lifts converge there and you know you'll like what's at the top of either mountain.

It's also unavoidable from that vantage point, to notice that Blackcomb looks intriguing, and that what was once the backside of Whistler has blossomed out with what seem to be a wide profusion of runs for easy cruising.

One thing is clear, you have to pick one. Both areas are too big to try and ski both the same day.

Consider this: Whistler has 61 marked runs and 13 lifts in operation. Blackcomb, while just in its infancy, opened with 10 runs, four lifts and a vertical drop of 1219 m (4000 feet). The plans are for a total of 14 lifts and runs that will

"new" Whistler. It seems incongruous with its old image that they now advertise it as "The Big Old Softie".

The idea of bigness makes itself apparent quickly while riding the first of four chairs -- ranging in length from 1265 m (4150 ft.) to 1850 m (6070 ft) -- that it takes to get to the summit and into Whistler Bowl, from the village.

The "softie" element comes into play after you've decided not to ride all the way to the summit before getting in some skiing.

Try out the appealing runs beneath your feet before continuing up.

They're wide. They're smooth. They're a cruise. You never swooped so far or so long.

What's most amazing is that the trails are well-groomed. This was not the case a few seasons ago.

With Whistler's 1140 cm (450 inches) average annual snowfall, the new accent on grooming doesn't mean an end to powder skiing. It's still there up in the bowls, and except for the heavily travelled lower slopes they'll leave things along long enough for you to get a crack at it before the tracks mean they have to pack it

near the base of the lifts.

As for the rest, if you've selected accommodation with a private jacuzzi, tired muscles can be revived so that you'll be up to an evening out in one of the village's restaurants or cabarets.

"Pinch me -- can this elegant luxury really be the Whistler of old?" It is, but it's now called Whistler-Blackcomb.

For more information on Canadian vacations, contact the Canadian Government Office of Tourism, Ottawa, Canada K1A 0H6.

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THE ONLY COMPANY THAT CAN OFFER YOU TWO FULL LISTING SERVICES:
*NRS WITH 125 OFFICES, AND OVER 2000 SALES REPS.
*MLS COVERING VANCOUVER ISLAND 60 OFFICES, 612 SALES REPS.

AFTER 27 YEARS MILITARY SERVICE, 7 1/2 YEARS IN THE REALTY INDUSTRY, AND DURING THESE 7 1/2 YEARS, HAVING BEEN THE COURTENAY ZONE MLS TOP VOLUME PRODUCER EVERY YEAR.

		OCTOBER 14 - OCTOBER 15 EXT	
ASSORTED RECORDS SUPER SPECIAL Sale..... 6⁷⁷	NEW ITEM MUG ROOT BEER 6 Pack Sale..... 2²⁹	DUNCAN HINES BROWNIE MIX REG. 1 ⁹⁹ Sale..... 1²⁷	FACELLE ROYAL BATHROOM TISSUE 8 Roll Sale..... 3⁷⁷
AJAX CLEANER 600 g Sale..... .77c	PALMOLIVE DISH DETERGENT 1L Sale..... 2⁷⁷	SPIC & SPAN CLEANER 1 Kg Sale..... 2¹⁴	SUNLIGHT LAUNDRY DETERGENT 6L Sale..... 4⁷⁷
		A B C LAUNDRY DETERGENT 6L Sale..... 2⁷⁷	

MAKE SAVING EASIER.

Tired of having to scrounge for money for Christmas presents? How about never having enough money for an RHOSP when December comes around? Or wouldn't a trip to the "sunny south" be a great idea when Comox is bathed in "monsoon season"? No money saved?

Well - I've got the perfect solution for you - invest in Canada Savings Bonds through the Payroll Saving Plan. For approximately \$2 a week (less than 30¢ a day) you can have a \$100 bond by next November.

The 1982-83 series is now on sale and the interest rate has been set at 12% for the first year.

The CSB Coordinator for CFB Comox is Lt. B. Heising, local 2578. Canvassers for each individual section are listed below:

SECTION	CANVASSER	LOCAL
Admin Branch	MWO Murley	2279
Supply	MCpl. Wenker	2414
	MCpl. Tracey	
CE	Sgt. Delegarde	2374
Firehall	MWO Beaudin	2224
BAMSO	Sgt. Avery	2440
	Sgt. Graham	2382
	Sgt. Knudsen	
BMetO	Sgt. McConnell	2226
BTelO	Sgt. Dierk	2406
740 Comm Det	MCpl. Bowness	2296
ATC	Sgt. Nakashima	2238
Security	WO Ablett	2282
	Sgt. Labrash	2341
BTnO	WO Harding	2550
	Sgt. LeBlanc	2510
	Sgt. Peaker	2529
BNDO	Sgt. Seltzer	2508
BTSO	WO Wright	2504
VU 33	Capt. Patterson	2240
407	Lt. Ierfino	2308
409	Lt. Anderson	2409
	Sgt. Liscum	2394
	Sgt. Ward	2468
	Sgt. Ness	
442	Capt. Puttock	2294
	WO McGunigle	2329

See your local canvasser for specific details and application forms for payroll deduction bonds. Bonds may be purchased in cash from your bank beginning Oct. 25.

DEADLINE DATES FOR OVERSEAS CHRISTMAS MAIL

-- 1982 --

DATES LIMITES POUR LE COURRIER DE NOEL DESTINE A L'ETRANGER

Destination	Letters (Including Sealed Christmas Cards)	Printed Papers and Other Articles Including Unsealed Christmas Cards		Parcel Post		Destination	
	Lettres (y compris les cartes de Noël cachetées)	Imprimés et autres envois (y compris les cartes de Noël non cachetées)		Colis postaux			
		Air Par avion	Surface	Air Par avion	Surface		
Great Britain & N. Ireland	11 Dec./déc.	11 Dec./déc.	20 Nov./nov.	4 Dec./déc.	6 Nov./nov.	Grande-Bretagne et Irlande du Nord	
Republic of Ireland	11 Dec./déc.	11 Dec./déc.	20 Nov./nov.	4 Dec./déc.	6 Nov./nov.	République d'Irlande	
Europe	4 Dec./déc.	4 Dec./déc.	6 Nov./nov.	27 Nov./nov.	16 Oct./oct.	Europe	
Argentina & Paraguay	4 Dec./déc.	4 Dec./déc.	16 Oct./oct.	27 Nov./nov.	16 Oct./oct.	Argentine et Paraguay	
Haiti & Neth. Antilles	27 Nov./nov.	27 Nov./nov.	9 Oct./oct.	20 Nov./nov.	9 Oct./oct.	Haïti et Antilles néerlandaises	
Cuba	27 Nov./nov.	27 Nov./nov.	2 Oct./oct.	20 Nov./nov.	2 Oct./oct.	Cuba	
Rest of Central & South America and West Indies	4 Dec./déc.	4 Dec./déc.	6 Nov./nov.	27 Nov./nov.	16 Oct./oct.	Autres pays des Amériques centrales et du Sud et les Antilles	
Africa	4 Dec./déc.	4 Dec./déc.	30 Oct./oct.	20 Nov./nov.	9 Oct./oct.	Afrique	
Asia	4 Dec./déc.	4 Dec./déc.	6 Nov./nov.	20 Nov./nov.	9 Oct./oct.	Asie	
Oceania (including Australia & New Zealand)	4 Dec./déc.	4 Dec./déc.	30 Oct./oct.	20 Nov./nov.	9 Oct./oct.	Océanie (y compris l'Australie et la Nouvelle-Zélande)	
Mail for Canadian Forces Overseas	Air Par avion	Surface				Courrier des Forces armées canadiennes outre-mer	
Great Britain	11 Dec./déc.	27 Nov./nov.	11 Dec./Déc.	20 Nov./nov.	4 Dec./déc.	6 Nov./nov.	Grande-Bretagne
Europe	4 Dec./déc.	27 Nov./nov.	4 Dec./déc.	6 Nov./nov.	27 Nov./nov.	16 Oct./oct.	Europe
Cyprus	4 Dec./déc.	27 Nov./nov.	4 Dec./déc.	27 Nov./nov.	20 Nov./nov.	*27 Nov./nov.	Chypre
Middle East	4 Dec./déc.	27 Nov./nov.	4 Dec./déc.	27 Nov./nov.	20 Nov./nov.	*27 Nov./nov.	Moyen-Orient

*Transported by military aircraft
*Transporté par avion militaire

well in advance.

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

CATECHISM CLASSES: Registration for Catechism Classes, Grades 1 to VII will take place in the PMQ School on Wednesday, 22 Sep 82 at 1830 hrs. It is requested that one parent accompany their child for registration. Regular classes will commence the following Wednesday, 29 Sep 82 at 1830 hrs in the PMQ School.



MCF

CFB COMOX MILITARY CHRISTIAN FELLOWSHIP

For anyone interested in fellowship with other Christians, the MCF meets every week day but Friday from 1130 to 1230 hours in the Parish Hall next to the tennis courts. During the summer months they also hold a bible study every Tuesday at 1530 hours.

Advertisement for Blacks Cycle, featuring a bicycle and text: NISHIKI, APOLLO, NORCO, SALES & REPAIRS, SKATE SHAPING.

involved in Scouting will be encouraged to enter a poster contest entitled "What Scouting Means to Me." Canada Post will select the winning poster from en-

available at council offices from the 30th of August.

HOW TO PARTICIPATE

1. All entries must be in some way appropriate to the theme "What Scouting Means To Me."

THE SPIRIT LIVES ON

The Scouter stood at the Pearly Gates,
His face was worn and old,
He meekly asked the man of fate,
Admission to the fold.
What have you done, St. Peter asked,
To seek admission here?
I was a Scouter down on earth,
For many, many a year.
The gates moved open sharply
As St. Peter tolled the bell,
Come in and take a harp, he said,
You've had enough of Hell!

Antique Sale

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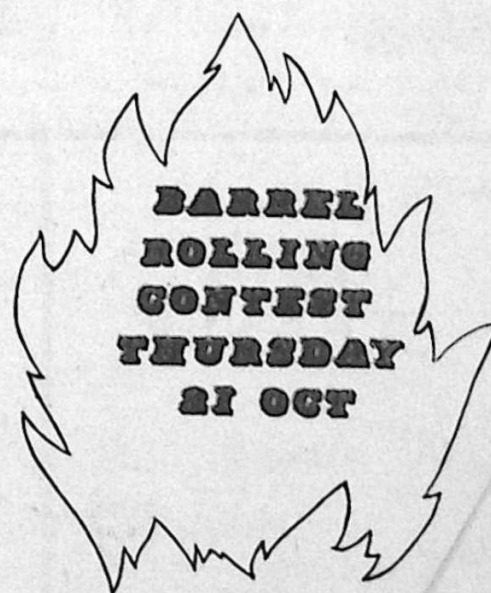
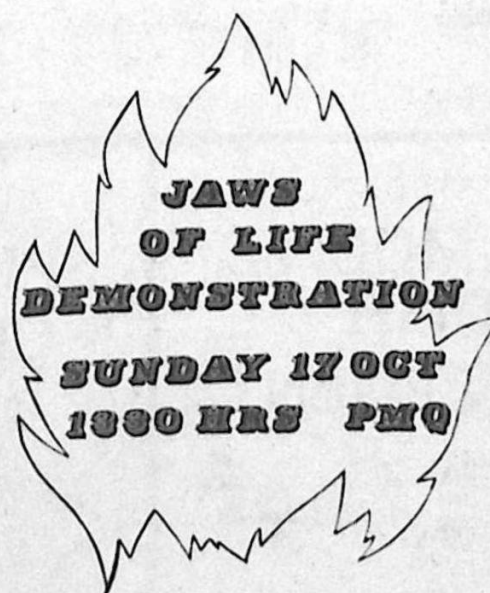


AT THE North Island

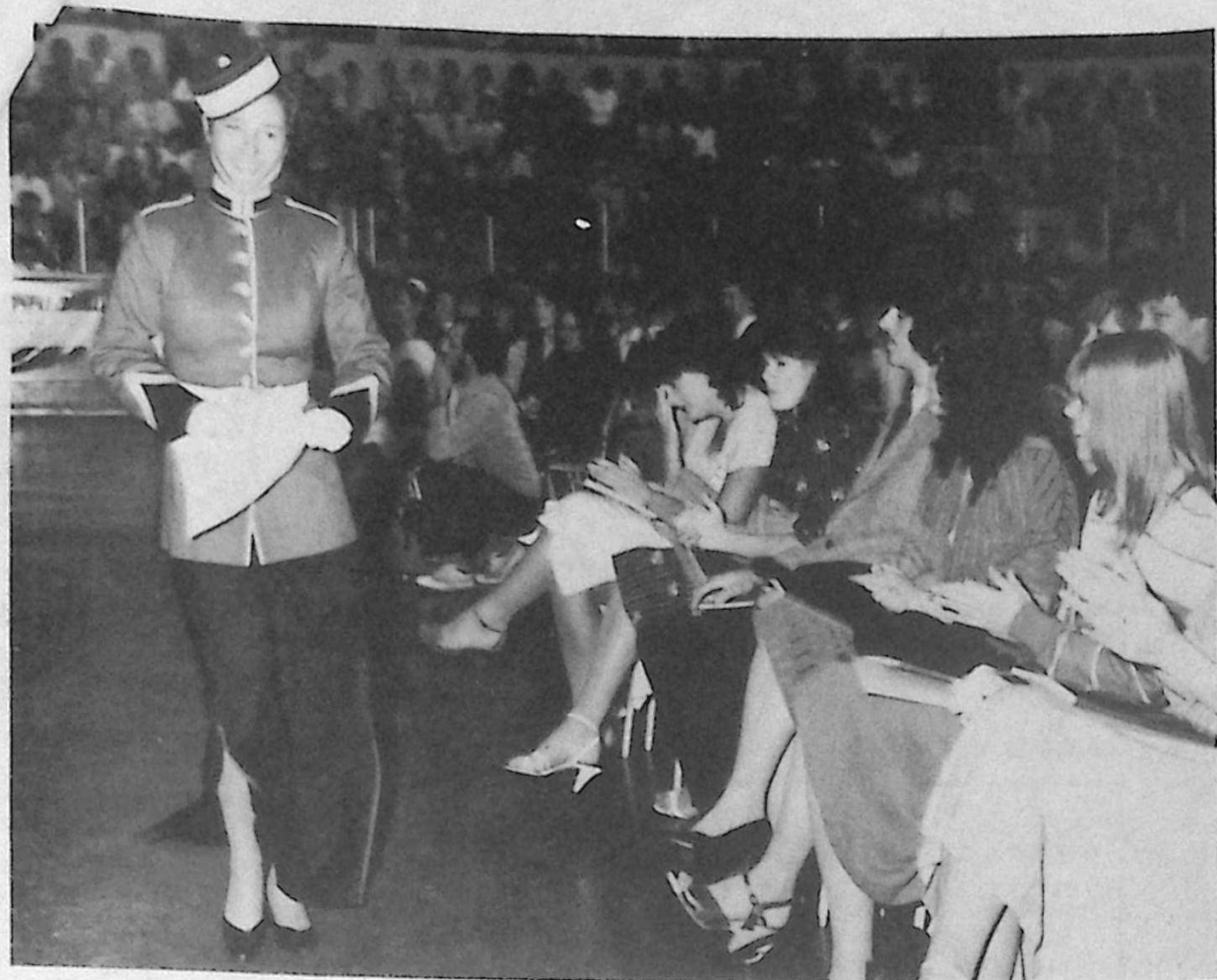
FIRE PREVENTION WEEK

17-22 OCT 82

THINK FIRE SAFETY



Canadian Forces news



WALKING TALL.... Officer Cadet Caroline Bissonnette, 18, walks past her peers at Coquitlam, B.C.'s Centennial High School after receiving the "Eric Hamber Award" as top academic student and a \$2000 provincial scholarship as a special award for placing as one of the 20 highest ranking candidates in the province of B.C. Centennial High held its 16th annual graduation ceremony Sept. 24. Of the 736 graduates 170 graduated with Honours standing. At the end of the school year Officer Cadet Bissonnette enrolled as a first year cadet at the Royal Military College in Kingston, Ontario. (CF Photo by PO M.D. Johnson)



FIRST VISIT TO CANADA FOR PORTUGUESE HEAD OF STATE. Portugal's Prime Minister Francisco Balsemao inspects a Guard of Honour from Canadian Forces Base Borden formed at Toronto International Airport 4 October. His escort is Major W.S. Tait, Guard Commander from the School of Aerospace and Ordnance Engineering at CFB Borden. With the 50 man guard were the Vimy Band from CFB Kingston and a militia troop of three guns from the 7th Toronto Regiment RCA. Balsemao arrived in Toronto from New York in a Cosmopolitan aircraft of 412 Transport Squadron CFB Ottawa. (CF Photo)

WARNING

A cozy fireplace can be dangerous.

Protect your family from carbon monoxide poisoning!

Carbon monoxide poisoning is a very real hazard in many homes throughout British Columbia. This odourless, invisible killer is produced when combustion takes place without a proper supply of air. With the recent drive to conserve heat and energy, many homes have been made much more air-tight, and with the combination of a burning fireplace, a gas-burning furnace and the normal complement of appliances and exhaust fans in operation, a potentially lethal situation can occur. Although gas furnaces

normally have their own air supply, it is often not sufficient to provide the additional air demands of fireplaces and exhaust fans. A fireplace should have its own air supply duct, or a window should be opened in the room where a fireplace is being used. Don't take chances — learn about the hazards of carbon monoxide. Have a qualified heating expert check your home for its air supply need.

If further information is required, contact your local Gas Safety inspector.



Province of
British Columbia
Ministry of Labour

SAFETY ENGINEERING SERVICES
DIVISION
GAS SAFETY BRANCH
501 West 12th Avenue
Vancouver Tel.: 879-7531

NOTICE Propane Installations

Propane Safety inspection responsibilities have been transferred from the Fire Commissioner's Office to the Gas Safety Branch, Safety Engineering Services, Ministry of Labour, as of October 1, 1982. Pursuant to this change, all subsequent propane installations will require a permit issued by the Gas Safety Branch.

For further information on this matter, contact your nearest Gas Safety Branch Office listed in the government "Blue Pages" of your telephone directory.



Province of
British Columbia
Ministry of Labour

Safety Engineering Services
Division
Gas Safety Branch
501 West 12th Avenue
Vancouver Tel.: 879-7531

THINK SNOW

WHISTLER, B.C. -- Not so long ago you had to be a real purist and a free spirit to ski Whistler. There was plenty of room to roam on the giant mountain (1270 m or 4280 vertical feet) but not so much room in the inn.

How things have changed.

In a couple of seasons, Whistler has come of age. Joined by a new sister area called Blackcomb to form what has become a massive complex, the area 120 km (75 miles) north of Vancouver has, almost overnight, joined the ranks of such havens for pampered skiers as Banff, Alberta, or the Quebec Laurentians.

In its new shining glitter with an Alpine village, gleaming shops, condos and comfortable inns, it has at last come close to fulfillment of what for many years was only a dream entertained by West Coast skiers.

That dream has so far cost \$198 million, and what it has wrought is something to behold.

There are indeed places to stay -- 650 rooms by Christmas 1982, and a projected 900 by mid-1983. Many have fireplaces, private jacuzzis and kitchen facilities.

The Alpine village has numerous good restaurants, ranging from cafeterias to fine dining. It has gift shops, sport and clothing shops, a bank, a drugstore, a liquor store and even a supermarket.

Getting there isn't quite the adventure it used to be, either.

The Squamish Highway along the coast from Vancouver is still the only road but it's been tamed considerably in its upper stretches by some \$27 million worth of work in recent years, and the British Columbia government has a major bridge replacement program underway.

While most Whistler skiers still arrive by car, there's a train that leaves Vancouver at 7:30 every morning, returning at 5:30

p.m. There's regular bus service from Vancouver as well.

The fact that the new Alpine village has so many amenities right at the base of the lifts means that it's no longer necessary to have a car at Whistler. My rental car from Vancouver never moved from the hotel garage during my entire week's stay.

The first morning when you step out of your hotel, walk perhaps a hundred paces across an already bustling village square, the biggest problem you have is deciding whether to go left up Blackcomb or to the right up Whistler. That's because the lifts converge there and you know you'll like what's at the top of either mountain.

It's also unavoidable from that vantage point, to notice that Blackcomb looks intriguing, and that what was once the backside of Whistler has blossomed out with what seem to be a wide profusion of runs for easy cruising.

One thing is clear, you have to pick one. Both areas are too big to try and ski both the same day.

Consider this: Whistler has 61 marked runs and 13 lifts in operation. Blackcomb, while just in its infancy, opened with 10 runs, four lifts and a vertical drop of 1219 m (4000 feet). The plans are for a total of 14 lifts and runs that will be up to 11 km (seven miles) long.

The choice that first day turned out to be Blackcomb because it would be a new experience.

Most of the runs ready on this visit were "blues" -- which generally means that intermediate skiers who've reached the middle stage or better have a ball. Perhaps the easiest way to put it into perspective is that these runs seem designed for fall-line skiing, rather than the swooping cruise.

Taking it from that point, the pitches are just right. There'll be more intermediate runs added as the development grows, and undoubtedly more expert

skiing as well. Even at this point though, you'll want much more than a day of it.

And then there's the "new" Whistler. It seems incongruous with its old image that they now advertise it as "The Big Old Softie".

The idea of bigness makes itself apparent quickly while riding the first of four chairs -- ranging in length from 1265 m (4150 ft.) to 1850 m (6070 ft.) -- that it takes to get to the summit and into Whistler Bowl, from the village.

The "softie" element comes into play after you've decided not to ride all the way to the summit before getting in some skiing.

Try out the appealing runs beneath your feet before continuing up.

They're wide. They're smooth. They're a cruise. You never swooped so far or so long.

What's most amazing is that the trails are well-groomed. This was not the case a few seasons ago.

With Whistler's 1140 cm (450 inches) average annual snowfall, the new accent on grooming doesn't mean an end to powder skiing. It's still there up in the bowls, and except for the heavily travelled lower slopes they'll leave things along long enough for you to get a crack at it before the tracks mean they have to pack it down.

Oddly, the things that made Whistler what it was for the gung-ho guys and gals a few years back are still there, and the discomforts are only memories now.

Along with everything else, the uphill food is better; both Blackcomb and Whistler compare very favorably in that respect with anywhere. The lift attendants are cheerful, polite and chatty and ask if you're having a good day.

By the time you've skied all the way back into the village, several things are usually telling you it's been a good day. Two of them are your tired legs.

Your honest thirst is easiest to cure, now that you can practically ski into several lively apres-ski spots near the base of the lifts.

As for the rest, if you've selected accommodation with a private jacuzzi, tired muscles can be revived so that you'll be up to an evening out in one of the village's restaurants or cabarets.

"Pinch me -- can this elegant luxury really be the Whistler of old?" It is, but it's now called Whistler-Blackcomb.

For more information on Canadian vacations, contact the Canadian Government Office of Tourism, Ottawa, Canada K1A 0H6.

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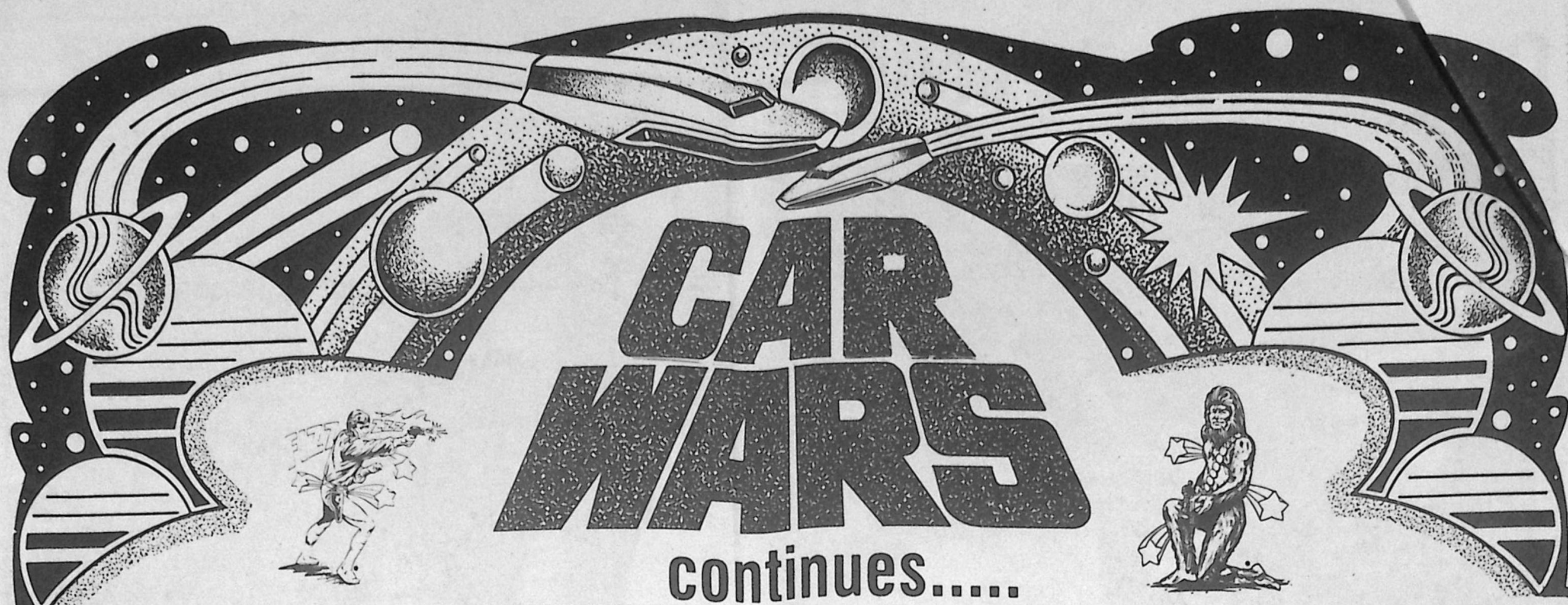
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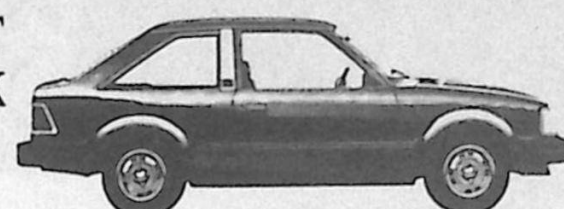
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