



TOTEM TIMES



Vol. 24 No. 20

CFB COMOX TOTEM TIMES

THURSDAY, OCTOBER 28, 1982

Deadline is Monday, November 8, 1982

COST: PRICELESS

442 SQN RECEIVES NEW HELICOPTER



Official Handover of SARCUP Helicopter to 442 Squadron. Left to right: Maj. B. Chura, Maj. C. Fletcher, LCol. D. Stuart, Maj. N. Coward, Capt. N. Gesner, Sgt. P. Jemmett.

Canadian Forces Base Comox welcomed a new Search and Rescue helicopter to the West Coast on 17 October 1982. Its arrival marks a milestone in providing a better service to the Victoria Rescue Region.

Helicopter 305 is a modified Boeing Vertol CH46 Labrador and will be the first operational SAR helicopter on the West

Coast to have completed the SARCUP program.

SARCUP, standing for Search and Rescue Capability Update Program, is a continuing project under the auspices of the Department of National Defence. Its purpose is to improve military Search and Rescue helicopters throughout Canada.

Included in the

modification process is the installation of a search/weather radar, a superior hoist and a much improved communications system.

As the program continues, 442 T&R Squadron, which operates the helicopters, will receive a total of three of the modified aircraft.

The new Air Command Physical Fitness Program will officially replace the 1.5 mile run, 2 mile walk and 750 yrd swim on 1 January 1983. The new Air Command Programme is an outgrowth of Project Phoenix conducted at CFB Ottawa by the Directorate of Preventative Medicine, the Directorate of Physical Education Recreation and Amenities and most importantly by the PERI staff and the personnel of CFB Ottawa. The results of Phoenix have been further refined by Command Headquarters specialist staff to suit the particular requirements of the Air Element.

The new Air Command

Physical Fitness Program consists of a birth month evaluation of all personnel regardless of age followed immediately with the prescription of an individual fitness programme specifically suited to the members physical condition. In order to properly assess the members condition the evaluation consists of four parts: a determination of percent body fat using girth measurements at selected anatomical sites; calculation of VO2MAX or cardio respiratory endurance using a two step stepping test; and estimating upper body and abdominal endurance utilizing push-ups and sit-ups respectively. According

to Maj. Greg Pearson, the Command Physical Education Officer, this new programme has a number of distinct advantages over its predecessor. Unlike the aerobic 1.5 mile evaluation, which also measured cardio respiratory endurance, the stepping test is submaximal in nature and hence much safer. Additionally, the new evaluation is more complete as it also take into account body composition (percent body fat) and muscular endurance.

The new programme is to be implemented in two phases. Phase I will consist of the birth month evaluation of all Air Command personnel during 1983 and the prescription of

an individual fitness programme. During this phase there will be no standards and hence no passes or failures. The sole purpose for conducting the evaluation will be to permit the prescription of a fitness programme and to collect statistics to reflect command wide performance levels. At the end of Phase I these statistics will be evaluated and the plan is to select appropriate age and sex related standards for introduction in Phase II. Phase II will be a repeat of Phase I with the addition of standards and established career implications for personnel who fail to meet them.

Maj. Pearson explained

that this phased introduction over a period of two years will give all personnel the opportunity to find out how fit they are and then to subsequently correct any problems prior to the introduction of standards.

To date the new programme has been experimentally administered to over 2000 Air Command personnel, including all of Air Command Headquarters with outstanding success. Watch this paper for further articles and to prepare yourself consult your PERI staff about a programme now.

AWARD TO ATC

The Commander of Air Command recently announced the winners of the 1981/82 Transient Servicing Award. The award is presented annually in several categories to units providing the best service to visiting air crew. This is the third consecutive year that the CFB Comox Air Traffic Control team has won the award in the ATC category.

Selection of the winners is based on written comments forwarded to Air Command HQ by visiting air crew and includes all CF flying units. This recognition speaks well not only of the professionalism of the ATC staff but also of all those who support the operation. In particular, the radar, radio and nav aids technicians can be justifiably proud of their record.

TOTEM TIMES PRESENTATION



Bob Hills, the previous Editor of the Totem Times was recently presented with the printing plate of the front page of his last edition. Front Row (l to r): Michelle Ramesbottom (Secretary), Mike Bourduas, Michel Labrie. Back Row (l to r): Isabel Flower, Ann Ikle, Kurt Saladana (Editor), Bob Hills, LCol. Morrice, Jack Gibson (Assistant Editor), Ann Howlett (Photographer) and Starr Beachey (Business Manager). Photo by Maurice Robert, Totem Times photographer.

CHAPLAIN GENERAL (P) VISITS BASE



On 15 Oct 82 the Chaplain General (P), BGen O.A. Hopkins visited this Base. Photo shows Col. W.R. Dobson, Base Commander with BGen. O.A. Hopkins.

HEALTH PROTECTION WARNING

VANCOUVER, October 22, 1982 -- Health and Welfare Canada today announced a public alert regarding the consumption of tea brewed from Fatima brand Mallow Leaves.

The product packaged in 1 ounce (28 gram) white cardboard boxes has been implicated in a recent complaint of atropine intoxication in Edmonton that has been reported to the Health Protection Branch. Investigation of the complaint has confirmed that some boxes of the product, labelled as Mallow Leaves, were packaged with leaves of the plant Atropa belladonna; a primary source of the drug atropine.

Atropine intoxication may cause dry mouth, dilation of pupils,

generalized excitement, and hallucinations. Persons possessing Fatima brand Mallow Leaves should immediately discontinue its consumption and return it to the place of purchase.

The product is distributed by Fatima Food Products Ltd., of Toronto, Ontario. It is primarily distributed through smaller specialty stores that service local Portuguese Canadian communities. The majority of the distribution has been throughout southern Ontario; however, there are known accounts in Manitoba, Saskatchewan, Alberta and British Columbia.

The Health Protection Branch is continuing to investigate and monitor the situation.

Deadline for the next issue is Monday, Nov. 8

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Section news



NIGHTHAWKS NEST

This year's Canadian contingent to WT82 is made up of three distinct units. The two competing teams in the F101 category are 409 Sqn. from Vancouver Island, and 425 Sqn. of Bagotville, Quebec. The third entity is a staff of three, headed by LCol. Larry Lott of Comox, B.C. The primary responsibility of this staff is to ensure the local consumables are safe for consumption by the individual teams. In case you weren't aware, the Canadian digestive tract bypasses the stomach and is comprised of some sort of fluid separator.

The competing teams arrived as a single flight led by Maj. Bob Worbetts and to our distinct pleasure, but not surprise, won the arrival time competition. It is unfortunate indeed that this minor competition is underscored as it exemplifies certain traditional stick and rudder skills that crews in some of the newer, fancier, magic machines appear to be losing. In passing conversation after the arrival times were announced, I had an American lad wearing a flying suit obviously tailored in a questionable area of San Francisco, ask me how we did it, that is to say, arrive 36 seconds after the mark. Firstly I informed him that the timing laser needed calibration and that we were in fact only .34 seconds late. LCol. Lott is presently drafting up a message to our Air Command requesting that two CF101 crews be deployed here permanently on a rotational basis to calibrate the machine. Secondly, I informed the inquisitive lad that our crews were up on the carpet being charged with AWOL for being late and in future years, it would certainly not happen again. Now this baby faced kid was no dummy and he repeated his question. The kid was persistent. I looked into those big round eyes and murmured low enough so no one else would hear, "Watch, Map, Ground, kid."

A scornful "What?" was his reply. "You mean you guys don't have INS, or OMEGA, or... or... or a computer?"

"Keep it down kid, I'm telling you a secret. We have a navigator and he uses the watch-map-ground technique."

"Aw, come on. What kinda watch?" asks he.

"This kind," says I, displaying my Canadian Forces cheap no-name 1948 standard issue flying watch which gains or loses three to four minutes daily unpredictably. I scratched some of the sweat jam out from below the issued fire retardant nylon wrist band and deposited it in my mouth.

"Well, let's see your map then," he demanded. Looking about furtively over my shoulder, and his head, I bent down taking care not to spill anything and pulled a tattered stained 1963 one in a

million aeronautical chart out of my left leg lower pocket. This was quite a feat in its own as I was holding a refreshment in my left hand (the throttle hand) and that arm is gangloaded to the full burner position whenever I extend my right arm. At any rate, the innate balance and coordination of a true aviator prevented spills. Oh, where was I? Oh yes, the map, age does that sometimes. I handed the map to the kid and he took it in his girlish hands and stared at it without comprehension turning it over once or twice. "There's no track line or run-in line," says he, "and the bridge isn't even on the map."

"Well kid, they changed runways on us after take-off, and we couldn't exactly draw up a new track line in the cockpit, now could we? Besides we were in cloud 'til short final anyway."

"Aw, how did you really do it?" he pestered.

Having already told him the secrets of our success, I thought perhaps he was after a technique a little more complex or philosophical or whatever it is a kid wearing a bell bottomed flying suit would want to learn. "Well, whadda ya fly?"

"F-15 Eagles" he says puffing up his chest with pride.

"Were you with the group that came in third or tenth?" replied I. He winced, blushed a bit, and focused his eyes on my worn scuffed boots.

"Human engineering kid, that's our secret." His eyes drifted up to my face, "you take a jet older than you with no magic in it, take a map and an unreliable watch, then get in it and get the job done. No excuses accepted. Do the job. State of the art equipment is only as good as the operator kid. You should go to bed at night thinking of better ways to watch six than dreaming of guns tracking solutions. Be humble kid, you need it. When you've learned to use the jet you got, the same way we've had to use ours, then maybe you too can be on time."

He looked at me calmly and said "I don't believe you." He turned and walked away.

"And don't forget kid," I shouted at his back, "No drinking within eight feet of the airplane!" As he disappeared into the crowd I thought to myself, F-15's eh...the lucky number!!!!

Bill Ricketts, the man responsible for timing of the arrival, approached me asking "Who was that?" I told him. "Did he want to know how we did it?" I nodded. "Did you tell him?"

"What do you think, Bill?" He looked at me then back to the crowd and said, "He didn't believe you did he?" We smiled.

Thumper

BASE SUPPLY

A "Well done" goes out to Bernd Trommeshauser who should be landing in Lahr anytime now. Bernd earned himself an accelerated promotion to Cpl., got posted, and engaged to Sharon Haggit, not necessarily in that order. The rest of us extend on congratulations and best wishes to you both in all things. Since Sharon is staying at Comox for awhile, it's safe to assume the AMU's here, at Trenton, and Lahr will find business picking up.

Tuesday was hectic but wasn't unexpected. The mushroom crop is growing fine now because the only missing ingredient was the dark.

Speaking of being kept in the dark...that can cause the worst problem we can all face in this strange and challenging career of ours. I've finally begun to feel guilty about my own morale level, it isn't at its all time low but nevertheless it isn't conducive to good work or a cheerful attitude either. And that can rub off on the people around me. Just like the T.V. commercial - "And I told two friends, and so on, and so on..."

There are always several minor things or one or two big things that cause a person's morale to go kaputt. Sometimes you don't feel well; sometimes being around that person who's continually cheerful enough to make you sick; sometimes you can't see why you're beating your brains out for no apparent reason; sometimes it's depressing to listen to Pierre on T.V.; sometimes it's frightening to know there aren't enough people to do the job; and the list goes on.

There are no magical answers that I know of, but I do know this: when I'm depressed and my morale is low I get about one-half of the things done that I should be able to do easily, both at work and at home. I spend my time frittering at simple things and worrying

about how long it's taking and getting more depressed. And my morale gets worse. Misery loves company so I spread it around to the people I work with and to my friends and family.

All things being equal, somewhere along about this time, someone either points out the fact or it hits you on the head, but there are positive things you can do to change the downward spiral of gloom. Different people do different things. Some take a vacation in the sun, read a book, jog, shop, eat, diet, sleep, party, etc. You know what particular thing makes you feel good. Even if you don't want to and you think, "Oh, What's the use?" Do it anyway. You have to be positive and you have to force yourself. Occasionally though, you have a day when you're in a bad mood and you want to be miserable; one day, once in a blue moon, might just be good for you as long as you recognize it for what it is. So if Joe Blow is bending over backwards to cheer you up and you'd just love to punch him in the nose or scream, tell him to "Kiss Off" and enjoy your mood, but try to keep it to yourself as much as you can.

Promise yourself a bouncy, cheery mood tomorrow and buy poor Joe a coffee to soothe his hurt feelings. He'll understand. Just make sure that tomorrow you are in a good mood, force it upon yourself by doing something that cheers you up (enjoy it or else) and you'll start to feel better. Then, kick yourself in the butt, have a long, hot shower and talk to yourself. Stick your tongue out at the mirror and then wink at yourself - life ain't so bad, now, is it? Cheer up; things could get worse. So, I cheered up and, sure enough, things got worse - but I laughed at them. I stuck my tongue out at it and I winked at me in the mirror. I'm still sane!

Sister Mary

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The last several weeks have been pretty quiet around 442 squadron. We are not presently involved in any major searches and everyone appears to be settling in for the yearly hibernation. Despite the lack of major searches the squadron hasn't been idle. A great deal of long overdue training is finally being done and numerous SAR operations continue to keep us from really getting a good winters snooze.

On Oct. 11 the Buffalo standby crew was alerted at 0130 a.m. that an aircraft was overdue between Williams Lake and Bear Lake. A night ELT search was conducted and the missing aircraft was finally located safe on the ground due to weather.

On Oct. 14 the Labrador standby crew were tasked by the Rescue Center for a Medevac from Campbell River to Vancouver. The chopper which was airborne when alerted, was on scene within several minutes after a quick stop to pick up some hospital staff. Apparently the injured man had been struck on the head by a boulder while loading a dump truck.

Four false call outs occurred on the 16 and 17 of October. Fortunately all these incidents were solved before aircraft were launched.

Late in the evening on the

20th of October, a Piper Arrow with three souls on board reported inbound for landing in Nanaimo. Nothing more was heard from the plane so the Buffalo was launched. An ELT

was picked up and at first light the next morning the Labrador proceeded to the ELT location. The wreckage of the aircraft was located but unfortunately there were no survivors.

On Oct. 24 a man fell overboard from his boat in the Theodosia River. He managed to cling to some floating material in the flood swollen waters. The standby Labrador crew responded quickly and the man was plucked from the river, cold and wet, but otherwise unharmed.

The preceding incidents are a good indication that even without being involved in a major search, business in the SAR world is never lacking.

The Ops room people tell us that they have been working at 50% strength lately due to Maj. Levia and Capt. Morris being on holidays. Maj. Levia was back at work today claiming to have been successful in his moose hunt but nothing can be reported here without being substantiated (Pictures please).

In the Flight Engineer section Cheryl Tardiff just returned from her junior leaders course in Penhold,

Alta. She wouldn't tell us too much about the course but we noticed her licking her wounds and she appears to be healing quickly. Not like some engineers, eh Neil!

Believe it or not the orderly room had some news this week. Lynn Cramb is taking a Scuba diving course in an attempt to become the first female SAR tech. Good luck Lynn.

In the servicing world life goes on as usual. The birds continue to limp home with sore wings for a little tender loving care from the boys and girls in the white suits. Congratulations to Lorne Hawkins on your recent promotion to Sgt.

This following bit of news may be hard to believe but it is true. The 442 Broomball team is in first place after a 1 - 1 tie in game one and a 3 - 0 victory in game two. Charlie Fleming has been hot between the pipes and has his pen ready for the autograph hungry fans that he knows are out there somewhere. More players are needed, so anyone interested come on out.

Hockey and volleyball are getting underway this week. Everyone is welcome to come out and play. Schedules for all sports activities can be found in servicing and in the coffee room.

Four good reasons to help Unicef this Hallowe'en



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TGIF - 1600 - 1800 hrs

HALLOWE'EN DANCE 2100 - 0100 hrs

Food: Fish & Chips

Band: AlleyCats

PRIZES FOR COSTUMES

Admission: FREE if in Hallowe'en costume. \$2.00 if not in costume.

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MONDAY 8 NOVEMBER

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VU 33

Due to unforecasted commitments (I'm not sure which ones yet), I was not able to submit last issue's VU 33 article. I must apologize to the Totem Time's editor for that small error. After reading the last issue's editorial, I can understand fully the editor's dismay when the only literate piece of writing is not submitted by deadline.

The Rock Bay survival exercise was enjoyed thoroughly by all. The weather was accommodating, the fish were biting and the camaraderie was exceptional. Phil White's ability to sleep anywhere makes me wonder if he hasn't spent a tour in the trenches during WWI. Next year's survival trip we'll bunk you with Jim Moxin. If anyone can sleep through Jim's snoring, it's gotta be you. Ken Farrar gets the Smokey the Bear award. It seems Ken had to come to the rescue with his fire extinguisher when Bob Landry and Tom Sullivan decided to ignite a picnic bench with flames from Bob's Coleman lantern. Bob Landry caught the biggest trout, however, it tasted like baking soda (Ken had a dry chemical fire extinguisher). Terry Patterson gets the most unspornsmenlike conduct award. While the rest of us were out catching trophy fish, Terry speared a 3" red snapper and had the gall to tell us it looked bigger underwater. Cheryl Morice gets the most sportswomanlike conduct award by having the first evening's dinner with the CO, DCO, and SATCO and by making believe she really wanted to. Dave Coyne also gets a sportsmanlike conduct award by being the only one not able to catch a fish.

In conclusion of this week's article, I'd like to welcome Sgt. Barry Vandusen and his family to VU 33. Barry is an ex-rotorhead from Shearwater and is our new addition to the observer ranks.

CF

VU 33 has finished lunch and is definitely back in the hard hitting, factual?? reporting business.

"Super, excellent, lots of fun", were some of the comments heard on completion of our two day, annual??? survival camp at Rock Cove recently. Of course, some survived better than others, depending on their habitat when the "killer storm" struck early Saturday morning.

All hands were in fine voice Thursday when campfire singing led by Doug Black was the order of the day. Old spirituals such as "South Pacific Squadron" and "O! Macdonald's Farm" were enough to scatter the seagulls and send most fish heading for the bottom!!

Bob Landry's dog, besides having strange toilet habits, endeared?? itself to all ten occupants by going for a swim and using three sleeping bags for a towel.

Dennis "Hoser" Vicklund recounted some amusing facts about his operation on a 10 mile hike sponsored by John Tomko who was last seen leading his band of merry men towards Campbell River.

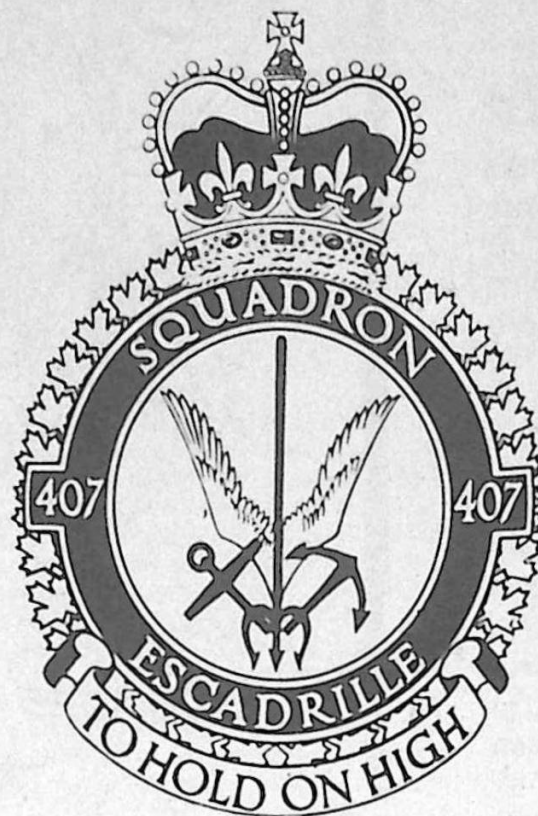
An "Ops type" had his prize cod thrown in the garbage by a "servicing type" who thought it was an old minnow someone had left out!!

Friday night, the cove took on the appearance of "Twilight Zone" as personnel were taught the correct way to fire off flares.

I understand that "Chez Farrar" was given a Michelin 4 Star rating on the basis of his excellent gourmet cooking Friday night.

A big thanks to Jim Moxin and Craig Flewelling plus all other organizers for their efforts in providing a "good camp"!

RM



Demon Doins

Things have been pretty low-keyed around the squadron over the last two weeks. Disbanding Crew 4 means we're now down to 6 crews, which equates to more flying time for everyone concerned. ASO's cross-training to NavComs will now be able to fly 2 to 3 patrols per week instead of the meagre 2 to 3 every two weeks. It also gives a chance for new squadron members to become better acquainted with their equipment in a shorter period of time.

Speaking of time in the air, Sgt. Barry Burke, who fills in as Crew 6 Flight Engineer, reached his 10,000 hrs. milestone a couple of weeks ago. Barry joined the squadron in early summer, coming off of Boings. Congrats Barry, and here's hoping you obtain another 10,000.

The squadron mugged out a couple of old salts two weeks ago. Capt. Al Scott, who's been around Comox almost as long as Bob Rickter, has left the forces after over 22 years of service and will now devote his time to managing his own ever-popular model/hobby shop in Courtenay. Capt. Cal Myatt, who also got mugged out, has decided to spend his retirement days just fishing and hunting, and let his wife Barb support him. How did you do it Cal? Lastly, there was Capt. Jim Ramesbottom, a good friend of mine, who taught me how to drink triple dark and dirties. Jim has finally decided to go

straight and be an honest person - selling cars at Mike Finneron's. Any person needing a new or used car, Jim would be honoured to try and get you the best deal. You betcha!! There will be a mess dinner for all three in November and I'm sure that between the three of them, they'll have some good stories to tell. (Right Jim?)

The competition crew from VP 415 in Greenwood passed through Comox last week on their way to the Fincastle Competition in New Zealand. They will attempt to keep the trophy in Canada, after 405 Sqn won it with the Aurora last year. Good luck to all.

Speaking of New Zealand, Crew 2 returns from Tasmanex this week after a three week "working-holiday". Advance word says that the only reason they're returning is they've run out of money and have disgusted the disgusted the sheep there.

Crew 1 now has Maj. Newman back at the helm, having returned from a 2 week long course in Germany. Crew 5 has returned from Greenwood after destroying all subs that the trainer could throw at them.

The squadron welcomes 5 new lieutenants to Comox: Lt's. Harrison, Mitchell, Sharpe, Lee and Phillips. Welcome aboard - now where's that secondary duty list?

Until next issue, see you under the table.

AIR FORCE INDOCTRINATION SCHOOL

This Month in Air Force History

11 November	1918	The Armistice ended the Great War. About 22,000 Canadians had served in the RFC, RNAS, and RAF; 1563 gave their lives, and over 800 were decorated for their services.	1 November	1952	No. 414 Sqn. was re-formed as a fighter unit at Bagotville, PQ.
20 November		Nos. 1 and 2 Squadrons were formed at Upper Heyford, England with all-Canadian personnel, as the embryo of a Canadian Air Force.	1 November	1954	No. 409 Sqn. formed at Comox, BC.
30 November	1921	The CAF ensign was dedicated and flown for the first time at Camp Borden.	15 November		No. 433 Sqn. formed at Cold Lake, Alta. (The 2 Sqn's were equipped with CF-100 all-weather fighters).
25 November	1922	The air stations at Vancouver, High Roberval, and Dartmouth were officially redesignated CAF units and the air station superintendents became commanding officers.	1 November	1955	The RCAF Air Photographic Intelligence Centre was formed at Rockcliffe from the Photographic Interpretation Section of No. 408 (P) Sqn.
28 November		The use of army ranks (lieutenant to colonel) alongside air force ranks was discontinued. Henceforth, officers were referred to only by air force titles from pilot officer to group captain.	1 November	1956	RCAF personnel from Debert, Moncton, Chatham, Greenwood and Summerside assisted in rescue operations at the Springhill mine disaster in Nova Scotia.
1 November	1936	The Department of Transport was formed and took over the control of civil aviation as well as some of the civil government operations formerly carried out by the RCAF.	1-4 November		No. 445 (AW) Sqn., led by W/C EG Ireland, DFC, flew from Uplands to JMarville, France, as the first step in the RCAF's plan to replace one Sabre Sqn in each of the four fighter wings of No. 1 Air Division with a CF-100 unit. Simultaneously No. 410 Sqn. of No. 1 (F) Wing was relocated at Uplands for reformation on CF-100's.
19 November	1938	The Senior Air Officer, previously responsible to the Chief of the General Staff, was made directly responsible to the Minister, and the RCAF attained equal status with the other two services. An Air Council was appointed at the same time. A month later, on 15 Dec the Senior Air Officer (A/V/M G.M. Croil) was redesignated Chief of the Air Staff.	November		The Mustang and Vampire fighters were withdrawn from service in the RCAF.
19 November	1940	The Air Cadet League of Canada was authorized by Order-in-Council. The first draft of BCATP graduates, 12 officers and 25 sergeant observers, arrived at Liverpool. The course of 37 had graduated from No. 1 Air Navigation School at Trenton.	20 November		It was announced that No. 435 (Transport) Sqn. would be moved from Namao, Alta., to Capodichino, Italy, for airlift operations with the United Egyptian-Israeli crisis.
24 November		Despite serious injuries, which proved fatal, LAC K.M. Gravel, a wireless operator-air gunner under training at No. 2 Wireless School, Calgary, gallantly endeavoured to rescue his pilot from the blazing wreckage of their crashed Tiger Moth aircraft. His gallantry and self-sacrifice were recognized by the posthumous award of the George Cross.	4 November	1959	The first large scale electronic computer to be installed by a Canadian military organization, an IBM 705 Mark III, was introduced at Air Material Command Headquarters, at RCAF Station Rockcliffe.
10 November	1941	Despite serious injuries, which proved fatal, LAC K.M. Gravel, a wireless operator-air gunner under training at No. 2 Wireless School, Calgary, gallantly endeavoured to rescue his pilot from the blazing wreckage of their crashed Tiger Moth aircraft. His gallantry and self-sacrifice were recognized by the posthumous award of the George Cross.	24 November		The first Canadair CC-106 Yukon transport, largest aircraft ever built in Canada, entered RCAF service. The initial Yukon was used for test and development; operational use of the aircraft began in 1961.
22 November	1943	G/C Dunlap assumed command of No. 139 Wing, comprised of three squadrons of Mitchell tactical bombers. He was the only RCAF officer to command an RAF operation wing.	7 November	1960	On the night of Nov 7, S/L JAGF Villeneuve, flying a Sabre from Chatham, suffered engine failure. He elected to land his crippled aircraft rather than bail out in a populated area. He was awarded the Air Force Cross for heroism.
30 November	1944	Nos. 2 and 4 Training Commands were disbanded and No. 2 Air Command was established in their stead with Headquarters at Winnipeg (1 Dec.).	11 November	1961	No. 410 (AW) Sqn. was stood down for conversion to CF-101B's.
November	1947	Twenty-one flight cadets, the first post war intake of aircrew trainees, began indoctrination training at No. 1 Manning Depot, Toronto.	21 December		Upon completion of this, the unit returned to operational status at Uplands.
November	1948	The first issue of a new service publication, <i>The Roundel</i> , made its appearance.	30 November	1968	The last Sabres were retired at CFB Chatham, marking the close of 17 yrs. of service with the RCAF and CF.
1 November	1949	Air Defence Group relocated its headquarters at St. Hubert, PQ. No. 2 (Maritime) Operational Training Unit was formed at Greenwood, NS.	2 November	1971	Eight crewmen died in the crash of a Dakota of No. 440 Sqn. 70 miles south west of Cape Perry, NWT. It was the first fatal accident involving a CAF Dakota since 1951, and the worst accident since the inception of the unified force.
1 November	1951	No. 430 Sqn. was formed at North Bay as a Sabre fighter unit.	3 November	1972	No. 444 Tactical Helicopter Sqn. was formed at Lahr, Germany to provide light helicopter services to 4 CMBG.
15 November		No. 410 Sqn. arrived at North Luffen-	10-12 November	1973	Twenty flights by Hercules and CC-137 transports airlifted 500 troops, 43 vehicles and 115 tons of supplies to Cairo where they were to become part of a UN peace force, to police the ceasefire that followed another outbreak of fighting in the Middle East.

AIR RESERVE AUGMENTATION FLIGHT

The tentative date set for our ARAF Christmas Party is Thurs., Dec. 9th. Keep the date open!

Would someone please tell Carol Kennedy just exactly where she works. Seems she doesn't know what name is on the door she enters every morning.

Have you heard that Louise Thompson is thinking of swapping her lab coat for overalls?! She recently spent a weekend at the farm and claims

"There's no life like it!" Now where have I heard that one before???

Dorothy Shuttleworth has left our fold. She's now a Reg Force 831 at 442 Sqn. Best wishes for the future Dorothy.

Ellie Sweeney is holidaying in Nova Scotia at present. The only part of her trip we are NOT interested in is how often she had lobster.

Jeannette Spicer is now on Class C at VU-33. She

has a permanent smile pasted across her face - one would think she's happy at her job!

According to the Rec Centre staff, they no longer have to retrain Fred Eggleton after his days off but they can't seem to stop him from tripping over the painted lines on the gym floor.

Lorna Walton is still running around trying to find a secretary to do her typing so she'll have more

time for donning "swim gear" before her swims. She finds uniforms take so-o-o long to dry.

Working under the "big top" is okay for circus lovers (but Marlene Cross can't figure what to bring to work in the mornings - mul-luks and mitts or tropical weather gear. Her co-workers are in the same boat...or should I say...tent.

Have you noticed a sad look about Karen Finney

these days? Rumour has it they repossessed her wheelchair so she got her cast removed and has had to walk like the rest of us. We could pass the hat to get her another one, but it would probably take us til ball season to collect enough money....

Birthday greetings go out to Darryl, Charlotte, Jeanette and Louise. To keep on the safe side - let's just say they're all old enough to vote.

I was on my way in to ask Bea how the budget was coming along when I overheard her on the phone with CE. She said "We're so far in the hole you'll just have to pipe light to us."...maybe by the next Fishwrapper I'll have some cheery news. (Is the next issue after 01 Apr?)

VU 33 COLOURS DRAW

Latest winners in the 50/50 Draw are as follows:

16 Sep	Bert Livingstone	\$100.
23 Sep	WO Jim Spicer	\$ 25.
30 Sep	MCpl. Ray Morrison	\$ 25.
7 Oct	Maj. Bill Ainslie	\$ 25.
14 Oct	Maj. Bob Eby	\$100.
21 Oct	WO Ken McGirr	\$100.

The first three winning tickets have yet to be sold, so with only 80 of the 330 tickets left, your chances of buying an instant winner are getting better all the time. To make sure you have an opportunity to win the grand prize of over \$2000 or one of the 33 weekly draws, buy your \$20 ticket from any VU 33 Squadron member.

Editorials

VANCOUVER ISLAND DRIVERS

While driving to Nanaimo the other day it became obvious to me that Vancouver Island has more than its fair share of bad drivers. At first I thought it was just the reaction to local drivers that most people get when moving to a new area.

Racing a few thousand other cars up and down Portage Avenue in Winnipeg was irritating at first. However, everyone drove that way and reasonable well, so it didn't take long to adapt. In a few months triple lane changes and slip streaming transports became almost second nature, as did expecting the tri-coloured '69 Impala two lanes over to do the same.

Getting used to not stopping at red lights after 8 p.m. in the Saguenay Valley was a little more difficult. Approaching an intersection at Chicoutimi standard speed (MACH 2.7) while in the centre of the traffic flow at first causes even the strongest of stomachs to twitch a little. Slowing to intersection crossing speed (MACH 2.5) does little to ease the apprehension especially when considering that the traffic approaching at 90 degrees has the green light and is therefore still at Chicoutimi standard. It didn't take long to understand why the number of drinking establishments equalled the number of stop lights in the Saguenay Valley. After a few months of practice I was able to drive through intersections with my eyes open and after six months no longer had to find a washroom immediately after each red light. Because the drivers were so predictable, sharing the road with them eventually became comfortable.

Consistency of the local driver in an area, no matter how illegal the accepted standard, makes driving conditions almost safe. Everyone who visits Montreal complains about the drivers and their near brushes with death encountered while trying to fight the traffic. A visiting driver in Montreal can be likened to a baseball player sent out onto a football field. He might make it through the game but he wouldn't have very much fun. Unless everyone is playing by the same set of rules it can be very dangerous.

On Vancouver Island it seems that nobody has decided what game they want

to play never mind what rules should be followed. I'll admit I haven't been here that long, but as far as I can tell there is no set pattern for local driver.

For a while I had a generalization that seemed to work. If a driver was female, looked over fifty years old and was in front of me I could count on her to suddenly stop, turn on her signal light and make a right turn. One fooled me though and stopped at every cross street before gunning her engine and continuing on her way. This caught me passing her on the correct side forcing me further left to play chicken with an eighteen wheeler. Since then I've just tried to leave a few extra car lengths and forget about anticipating that type of driver.

The only consistent driving habit I've come across on the Island is one that must be emphasized by the local instructors. This is of course the concept that it is bad to be passed. You can follow a car for twenty miles on the Island Highway without once exceeding sixty six kilometers per hour or having an opportunity to pass. However, the instant that you reach a passing lane you can be one hundred percent certain the driver you've been following will jam his accelerator to the floor and make it impossible to get by. As soon as the passing lane ends he will without fail, decelerate to the exact speed that makes your car either howl in third gear or chug in fourth. When this same driver reaches a four lane highway he formats off of another of his type which prevents passing in either the right or left lane.

Locally, I've tried speeding to stay ahead of tail gaters who simply pass anyway and then slow down to five kph less than the speed limit. Turning left from a through street onto a cross street I've had people at the stop sign wait until I was starting the turn before shooting out in front of me. Few local drivers seem to have discovered signal lights so that's always good for a surprise or two per day. Yield signs seem to be open to the drivers personal interpretation; some stopping regardless of breaks in the oncoming traffic, others accelerating to beat any traffic that may be there and still others turning onto the through street without

bothering to check whether the way is clear.

The reasons for the inconsistency of local driving habits become apparent after a short time in the area. One main factor is the amount of tourists that visit Canada's garden jewel. Mixing drivers from all over the world in all different types and sizes of vehicles produces a sort of Tower of Babel effect. A large percentage of Island drivers are retirees who don't spend very much time behind the wheel and become rusty tending to fight the traffic rather than flow with it when they do drive.

And then there is a driver peculiar to the Comox Valley. This is of course the driver of a late sixties vintage Volkswagen van with a no nuke sticker on the back bumper, who is more involved with contemplating the metaphysical ramifications of relative motion than actually steering the vehicle. This same driver never has a working muffler on his van yet is the first one to file a noise complaint when an aircraft passes overhead his house.

Apparently there are various defensive driving courses available on the Island. These are aimed more at drivers who have grown up in the area rather than those who have moved here. Someone could make a lot of money by renting a stock car track and giving a Vancouver Island Drivers Indoctrination course for the many people who come to the Island. To fit in with the local driving spirit it could be given an official name such as the Vancouver Island Creative Driving Course.



By Gordon Hardy of the People's Law School

Law Talk

FAMILY VIOLENCE

The third in a series of four articles on family violence.

"It should be a commonplace in our society, as it is not, that no woman ever deserves to be threatened, punched, maimed, sexually assaulted."

These are the concluding remarks of a committee of Federal Members of Parliament who have reported that our justice system does little to protect battered women.

According to the report of the Parliamentary Committee on Health, Welfare and Social Affairs, court officials "do not give wife-battering cases the attention they give to similar offences."

"Judges," the report says, "are reluctant to impose substantial prison sentences on men convicted of wife-battering even when the injuries are severe enough to require hospitalization, or result in death..."

According to the report, the "court system, in fact,

affords the victim little relief. In whatever way she decides to proceed, by laying criminal charges or asking the civil courts for an order giving her possession of the family home or preventing her assailant from harming her, she will be met with numerous delays while the assailant remains free to beat her again."

"If she succeeds in having the criminal case go forward," the report continues, "the present bail provisions allow the batterer his freedom until trial. If she succeeds in obtaining a civil order against her assailant and he disobeys it, the result of his disobedience is not arrest or some other measure which would ensure the woman's safety, but rather another round of court proceedings."

"In order to get away from her assailant the battered wife must further upset her own life and those of her children -- she must leave home," the report says.

Joanne Ranson, a B.C.

lawyer, says her first priority in dealing with clients who have been beaten by their husbands is to ensure their physical safety: "I really want to let them know that the law is not anywhere near totally effective in protecting them," she says. "I'm very careful in assisting wives with practical measures, such as getting locks changed."

Ranson cautions women with dangerously violent husbands not to put too much faith in the protection of the law: "Often, with men who get to that degree of violence, it doesn't really matter what court order you have, he's going to do it," she says. In extreme cases, a woman may have to leave town.

However, in emergency cases, she says, there are a number of court orders which a battered wife can obtain fairly quickly. A restraining order would forbid the husband from striking his wife or children.

Another would bar the husband from entering the

family home.

Ranson is critical of courts which give wife-beaters access to children; the courts, she says, frequently fail to recognize that a man who beats his wife is likely to turn his violence towards the children if the normal object of his violence is denied him.

She favours prosecuting wife-beaters: "Although the legal process may not ultimately protect someone, I think it's important to do it for two reasons. It lets the man know that neither the wife nor society are going to stand back and allow his behavior to continue without some retribution. It is also quite wonderful psychologically for the woman. I think she gets to feel that society is backing her up, that she does not deserve to be beaten."

The Parliamentary Committee, noting that "wife battering is criminal activity and as such a matter for state intervention", would like to see violent husbands taken to court

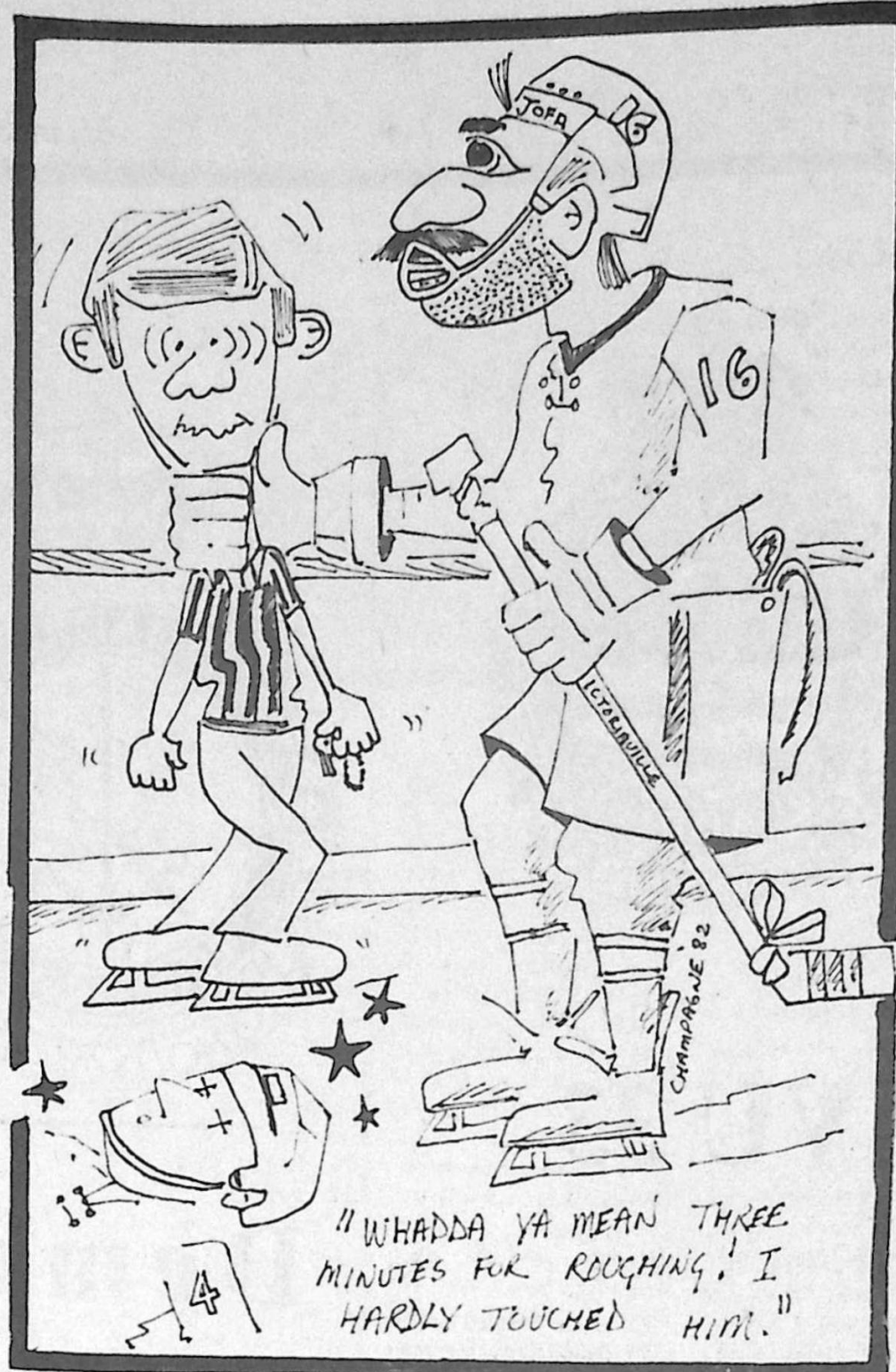
whether the victim consents to lay a charge or not.

The Committee also proposes that the victim be compelled to give testimony against her husband at the option of the prosecution.

It also proposes that a country-wide computer system be established which would register all court orders designed to protect battered women. Thus, a court order to keep the peace issued in B.C. could be more easily enforced across Canada.

The Committee recognizes that "imprisonment does not ensure rehabilitation; it does not make up for the pain the victim has suffered; it takes away a source of income for the victim."

"However," it says, "this is often a problem with the punishment meted out to other kinds of criminals. We encourage research aimed at treating wife batterers, and we are in favour of criminal sentences which refer the batterer to a treatment program (if one is available)."



CONGRATULATIONS COMOX

As aircrew, I have dutifully filled out what seems like thousands of Transient Servicing Forms. Unfortunately, a new requirement was introduced necessitating a detailed explanation to substantiate when superior or inferior services were provided at the individual bases. Despite this, I (and probably most aircrew) would take the time to scribble a few words in order to justify an "excellent" rating whenever I was fortunate enough to encounter one. Admittedly, it has become somewhat of a rare occurrence. Perhaps we have come to accept a very high standard as normal everyday routine but I don't think so. The more probable situation is that overtaking and the associated work loads has decreased the

individual attention that was the "long ago" norm.

However, I always felt that whenever I landed at Comox I always received the very best the Canadian military had to offer in the way of Transient Services. Acknowledgement of this has just been given by Air Command through the Air Command Transient Servicing Recognition Program. Comox was high in all the categories but received a "winning" distinction in Accommodation Services and Air Traffic Control. Congratulations and thank you, it's nice to be a bit of the best.

W.T. Kennedy
409 Sqn



TOTEM TIMES

Published every second Thursday, with the kind permission of Colonel Dobson, Base Commander, CFB Comox.

Second Class mail registration is 4098.

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Printed in Courtenay, B.C., by the Comox District Free Press

GENS DU PAYS

LE RALLYE AUTOMOBILE

Tout d'abord félicitation à Alain Courville et Francine Paquette qui ont été les heureux gagnants du Rallye Automobile. Nous avons eu une très bonne participation et un bon buffet. Nous remercions Pierre Larrière et Pierre Boislard qui ont très bien organisé cette activité. Nous remercions également Augusta Prichard, Suzanne et

Robert Racine qui ont apporté leur aide à la préparation du buffet.

Le Rallye se déroula très bien pour tout le monde à l'exception d'une personne qui eut une crevaillon et un trouble de freins mais, il est tout de même arrivé le quatrième. Tout le monde fut ravi des nombreux prix de présence.

ML

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"1755"

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LE 6 NOVEMBRE 82

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Fondé à l'hiver de 1977, le groupe "1755" a connu très vite une grande popularité à Moncton et dans les régions environnantes. C'était l'époque des brasseries et des clubs où les musiciens travaillaient à développer leur style particulier. L'année suivante, le groupe "1755" se retrouvait en studio à Moncton pour l'enregistrement de leur premier long-jeu. Ce disque, qui portait simplement le nom du groupe, s'est valu l'unanimité des critiques qui ne manquèrent pas de souligner l'originalité des compositions et la bonhomie qui enveloppait l'ensemble. Suivirent des émissions de télévision et de radio et la conquête du public québécois qui leur a réservé un grand succès d'estime. En 1979, ils enregistraient leur deuxième disque intitulé VIVRE A LA BAIE et se rendirent à Nice, au premier Festival International de la francophonie où ils remportèrent le premier prix d'interprétation pour LA MAUDITE GUERRE. Suivi d'une longue tournée transcanadienne, ils retourneront en Europe au cours de l'été 1980 donner une série de spectacles dans divers festivals. La critique française et belge ne manqua pas de saluer avec éloges ce groupe de musiciens. En 1981, le groupe "1755" retourne en Europe pour une tournée en juillet. Le reste de l'année est passée à jouer en Acadie et aussi à préparer son troisième long-jeu SYNERGIE, qu'il enregistre à Moncton en juin 1982. Aussitôt termine le groupe reprend la route des festivals d'été qui l'amène un peu partout au Canada. Le tout se termine le 28 septembre 1982 avec sa participation au festival Acadien '82 à Lafayette en Louisiane. "1755" est présentement en préparation pour une tournée des écoles française du Nouveau-Brunswick et d'une deuxième tournée transcanadienne. Pour ce que leur réserve le futur, tout est possible pour ce groupe qui ne cessera jamais de nous surprendre.

PIECE DE THEATRE

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Julie est tendre, sensible, insolente.

Elle n'aime pas les peignes.

"Un vrai garçon manque" lui repètent ses parents. Si bien qu'un matin, quand elle se réveille, elle a l'ombre d'un garçon. Allez donc vous débarrasser d'une ombre qui n'est même pas la votre!

JEUDI LE 18 NOVEMBRE 82

HEURE: 13:15 hres

ENDROIT: COURTENAY CIVIC THEATRE

PRIX D'ENTREE: \$1.00 enfants

\$2.00 adultes

Billets en vente à la porte.

DU A UN CONFLIT D'HORAIRE

NOUS REGRETTONS DE VOUS INFORMER QUE LE PARTY D'HALLOWEEN EST CANCELLE POUR CETTE ANNEE.

FILM LE MAGNIFIQUE

DATE: LUNDI 1er NOVEMBRE

LIEU: DUSTY'S DEN, COMOX

HEURE: 20:00 hres

Vente de billets à l'entrée, entre 19:30 h et

20:00 hres

PRIX D'ENTREE:

\$2.00 Membre

\$4.00 Non-membre

PROCHAINE REUNION DU COMITE

MARDI LE 2 NOV 82 A 20:00 hres.



LISTE DES LIVRES NOUVELLEMENT RECUS

LA SALAMANDRE	Morris West
LA VIE DEVANT SOI	Emile Ajar
LE PYJAMA	Pierre Daninos
PAPILLON (recit)	Henri Charrière
VIOLETTE NOZIERE	Jean-Marie Fiterer
LE GREC (roman)	Pierre Rey
LE PULL OVER ROUGE	Gilles Perrault
UN OURSIN DANS LE CAVIAR	Philippe Bouvard
UN SAC DE BILLES (recit)	Joseph Joffo
LA TAUPE (roman)	John Le Carre
LE PARRAIN (roman)	Mario Puzo
LA MANDARINE	Christine de Rivoyre
L'ECUME DES JOURS (roman)	Boris Vian
VOL AU-DESSUS D'UN NID DE COUCOU	Ken Kesey
QUE SONT LES SIECLES POUR LA MER	Max Gallo
L'ASTRAGALE	Albertine Sarrazin
AU NOM DE TOUS LES MIENS (recit)	Martin Gray
L'EPERVIER DE MAHEUX	Jean Carrière

NOUVEAUX LIVRES

Nous avons reçu 2 nouveaux exemplaires d'un livre "Le Gouvernement du Canada est à votre service dans les deux Langues Officielles. Ils sont disponibles au local.

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Bernard Hebert
Mme Fabienne Drouin
Johanne et Jacques Desmarais
Dennis et Claire Marcotte,
Richard leblanc

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Pour plus de renseignements, contactez une de ces personnes. CLUB GENS DU PAYS, BOX 213, LAZO, B.C. V0R 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.



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SPORTS

ARENA NEWS

INTERSECTION HOCKEY

Future Games					
1 Nov	1815 hrs	409B	vs	409A	
	2015 hrs	407A	vs	MSE	
	2215 hrs	VU33/Sup	vs	Secur	
3 Nov	1815 hrs	MSE	vs	VU33/Sup	
	2015 hrs	Secur	vs	442 Sqn	
	2215 hrs	409B	vs	409A	
8 Nov	1815 hrs	409A	vs	ATC	
	2015 hrs	407B	vs	BAMSO	
	2215 hrs	VU33/Sup	vs	409B	
Scores of Previous Games					
20 Oct	1815 hrs	VU33/Sup	11	ATC	3
	2215 hrs	MSE	5	409B	3

INTERSECTION BROOMBALL

Future Games					
28 Oct	1815 hrs	407 Sqn	vs	409/442	
	1915 hrs	Secur	vs	HQ	
2 Nov	1815 hrs	HQ	vs	407 Sqn	
	1915 hrs	409/442	vs	Secur	
4 Nov	1815 hrs	409/442	vs	HQ	
	1915 hrs	Secur	vs	407 Sqn	

Scores of Previous Games					
19 Oct	1815 hrs	407			
19 Oct	407 Sqn	1			
19 Oct	1815 hrs	407 Sqn	1	409/442	1
	1915 hrs	Secur	0	HQ	3
21 Oct	1815 hrs	HQ	1	407 Sqn	0
	1915 hrs	409/442	3	Secur	0

PUBLIC SKATING GOOD NEWS

Saturday	30 Oct	1815 - 1945 hrs
Sunday	31 Oct	1615 - 1730 hrs
Saturday	6 Nov	1815 - 1945 hrs
Sunday	7 Nov	1615 - 1730 hrs

HOCKEY OFFICIALS CLINIC

A clinic will be held at the Base Rec Centre on Monday, 1 Nov 82 to qualify potential referees to level I and II in the CAHA Certification Programme. The Clinic will start at 1700 hrs and finish at approximately 2200 hrs. Capt. G. Kruger is the clinic director.

Interested personnel are to contact WO Dupuis at Loc. 2315.

BROOMBALL CLINIC

A referees' clinic will be held at the Rec Centre on Monday, 1 November 82 at 1800 hrs. This clinic will be conducted by Capt. T. Carew and is necessary for all intersection referees. It wouldn't hurt to have the coaches and players sit in and learn a few rules.

Interested personnel are asked to contact Capt. Carew at Loc. 2320.

VOLLEYBALL

For those interested in volleyball, things are off to a good start this year. Games are played every Wednesday and Thursday afternoon, with the first game starting at 1130 hrs and the final game at 1215 hrs.

We have twelve teams in all this year so why not come out and show us what you can't do.

For further information contact the Rec Centre, Loc. 2315.

MASTERS SWIM

If you haven't done so already it is time to head for the pool and get serious about swimming for fitness. That's what Masters is all about!

Swimming is the nearly perfect sport where you can exercise all the major muscles of the body. It is a 'fountain of youth', delaying that aging process. It's fun, inexpensive, social and a gentle way to achieve fitness without the constant pounding of running.

At CFB Comox our group is called the Comox Blueback Masters. We swim all year round and consequently have tans even in Feb. The water is kept at between 80 - 82 degrees F and if you are there for fitness you'll never be cold. Besides swimming, our group has a few social get togethers and a few of us swim in competitions. For those who wish to compete

against others in their age group (5 year segments) there are a few meets too. You don't have to be an Olympic swimmer to enjoy pushing your abilities to the limit. You can use competition to measure your own progress by attempting to better your times or complete a new distance. Remember competing is an option, a motivator for some; fitness is our goal.

A good swimming workout is varied and consists of more than jumping in the pool and swimming endless laps. There are four competitive strokes, and various recreational strokes and skills. During your workouts you can vary strokes, swim arms only or kick, swim short, long or middle distances and also vary your pace from slow and easy to fast and hard. Workouts incorporating this variety are posted on

SERVICEWOMENS VOLLEYBALL

Our Base Representative Servicewomen's Volleyball Team has been in training since late August. Their main objective this year is to capture the CF Trophy at the Nationals in mid April. Our Mens Team set a good example last season by winning the Mens National Title.

Our servicewomen have won three of six exhibition games and competed in two tournament against powerful high school teams that

are reinforced by Canadian Games Team members. In the first tournament the Base Team placed 2nd, winning 4 of 9 games and came in 7th in the Highland Tournament.

Due to the lack of competition, a second team consisting of civilian Volleyball players was formed. This team, the 3DD's, also played in the Highland Tournament and ended up 4th overall. The results of both teams are as follows:

Base	vs	Highland	3 - 15	7 - 15
Base	vs	Campbell R.	8 - 15	15 - 13
Base	vs	3D Dames	13 - 15	12 - 15
Base	vs	Vanier	5 - 15	8 - 15
Base	vs	Albernie	15 - 7	11 - 15
Base	vs	South Gate	7 - 15	5 - 15
Base	vs	Max Cameron	7 - 15	15 - 7
(3 wins, 11 losses)				
3DDs	vs	Highland	6 - 15	15 - 2
3DDs	vs	Campbell R.	15 - 0	15 - 5
3DDs	vs	Base	15 - 13	15 - 12
3DDs	vs	Vanier	8 - 15	9 - 15
3DDs	vs	Albernie	15 - 6	6 - 15
3DDs	vs	South Gate	16 - 14	6 - 15
3DDs	vs	Max Cameron	1 - 15	15 - 2
(8 wins, 6 losses)				

Upcoming Tournaments

31 October	Powell River
3 November	Vanier High School
7 November	Base Gym
13 November	Vancouver
14 November	Base Gym
17 November	Vanier

More news in the next edition.

TOTEMS BASE SOCCER TEAM

The Base Soccer Team won their last three games against the Old Timers at Lewis Park. The scores were as follows:

Totems	Old Timers
2	1
3	0
6	5

This weekend the Totems are playing for the Pacific Region Championship at CFB Esquimalt against five other Base Teams. The results of this tournament will be posted in the next issue of this paper.

BASE

HOCKEY TEAM

The CFB Comox Base Team is under construction for the 82 - 83 season. WO Bill Fraser has volunteered his coaching abilities to the team and is in need of an equipment manager. If in-

BADMINTON BADMINTON TOURNAMENT

There was a very successful Badminton Tournament for Base personnel held at the Rec Centre on Sat 23 Oct. The 21 participants were divided into an A and B Division. Play resulted in congratulations and trophies going out to the following winners:

A DIVISION
Singles - Capt. Farrell
Doubles - Capt. Farrell and MWO Foyle
B DIVISION
Singles - Capt. Batten
Doubles - Capt. Batten and Sgt. Dube

terested, contact Cpl. Shanks at Loc. 2314.

Anyone who is interested in playing for the Base team should come out for the practices which are held Tuesdays and Thursdays from 1115 - 1245 hrs.

★ VIDEO GAMES ★ VIDEO GAMES ★



SPECTRUM AMUSEMENTS

Base Personnel & Dependants

1 FREE Game a Day
Til November 15, 1982

★ Must Show Base I.D. ★

221A Church St.,
Comox, B.C. 339-7411
1 Block up Church from Comox Legion

CFB Comox Ski Club MEET AND GREET

3 November 1982

1900 hrs.

jr. ranks lounge (Upstairs)
OPEN BAR
MEMBERSHIPS AVAILABLE

single - \$10.00
FAMILY - \$25.00
STUDENT - \$ 5.00

FEATURING

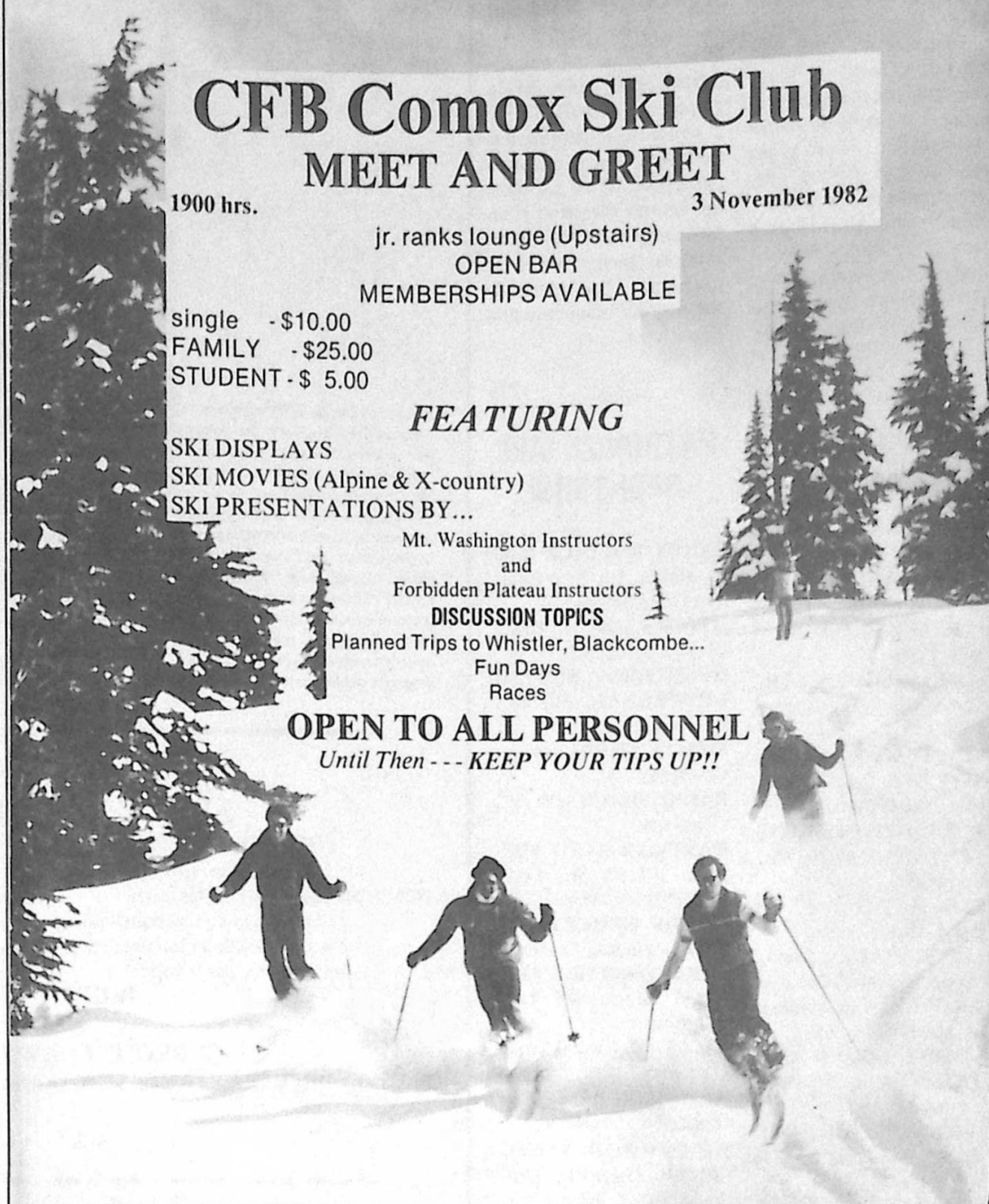
SKI DISPLAYS
SKI MOVIES (Alpine & X-country)
SKI PRESENTATIONS BY...

Mt. Washington Instructors
and
Forbidden Plateau Instructors

DISCUSSION TOPICS

Planned Trips to Whistler, Blackcombe...
Fun Days
Races

OPEN TO ALL PERSONNEL
Until Then --- KEEP YOUR TIPS UP!!



CFB COMOX SKI CLUB

Although skiing is still about a month away (pray for snow) many members of the base have been busy organizing a ski club to provide enhanced opportunities for Base personnel and their dependants to participate in both downhill and x-country skiing.

This seasons activities will start with a meet and greet at the Junior Ranks Club commencing at 1900 hrs. There will be a cash bar available, ski movies and equipment displays by the Comox Sport Shop and the Ski Tak Hut. In addition to the various coordinators outling their programs staff from both Mt. Washington and Forbidden Plateau will make short presentations on what they have to offer this year. All and all, an entertaining evening so come out and meet the people you will be skiing with.

Although not directly connected with the ski club, again this year 13 trans-

ferable ski passes for Forbidden Plateau can be rented from the Rec Centre. Also, a small number of downhill skis and poles will be available for a nominal fee.

A comprehensive program to provide ski lessons to members at reduced rates has been arranged with Forbidden Plateau. Various combinations have been developed for both mid week or weekends including single day lessons, 5 or 8 weeks series, with or without equipment and lift tickets. For the children who do not have transportation to the hill a separate agreement with MCpl. MacDonald (Loc. 2275) has been arranged to have children picked up at their homes, provided with lessons and supervision for the day and then returned. The cost of this will be \$12 per day excluding lifts and equipment.

A three day ski trip to

Whistler Mt. has been organized to depart approximately mid-February. The bus will leave on a Thursday evening (either the 17 or 24 Feb) and return the following Sunday. It is felt that this trip will be one of the highlights of the year so given that we can only take a maximum of 40 people, sign up early.

For those of you who are interested in racing, the Canadian Forces Pacific Region Ski Championships have been tentatively scheduled for 1 - 3 Mar 83 at Mt. Washington. This will consist of Slalom, Giant Slalom and Downhill.

The last event planned for this season is the Fun Day to be held on Friday 18 Mar 83 at Mt. Washington. Although there will be competitions in both downhill and x-country, the emphasis will be on fun, with the obstacle course guaranteed to tickle your funny bone. After the

events at the Mountain the club will then return to the Base for presentations, a barbecue and a dance.

In order for any club to be successful, it requires members. Membership fees are \$10 per member, \$5 for students and a family maximum of \$25. Memberships are on sale now and can be obtained from the following personnel:

Maj. John Finn Loc 2211
Lt. Dave Brown Loc 2307
Pte. LeeAnne Kay Loc 2365
Cpl. Mel Wilson Loc 2343
Cpl. Ken markell Loc 2316
Cpl. Al Shanks Loc 2315
Pte. Deanna Steptoe Loc 2414

As an added inducement to join the club, several of the local ski shops have offered CFB Comox Ski Club members reductions on ski equipment.

Remember, come out to the meet and greet, talk to your fellow skiers, see some films and hear what the club has planned this season.

INSURANCE

We specialize in all types of insurance including:

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INSURANCE BROKERS AND CONSULTANTS
Opposite Court House
Courtenay

Phone 334-3195

Promotions and awards



Why the happy expression? Major Davis, 409 SAMO, is shown congratulating MCpl. Jane Remmer-Swall on her recent promotion. Jane is the Squadron training NCO employed in Servicing.



Maj. Stan Gidley is seen presenting a Certificate of Achievement to Cpl. Mel Bolton for being one of the last two metal techs to complete OJT in the 561 trade.



Cpl. Felix Woodfine receives a Certificate of Achievement from Maj. Stan Gidley for being one of the last two metal techs to complete OJT in the 561 trade.



WO Arcutt receiving his crown from Maj. Stan Gidley.

SILVER CROSS MOTHER

Mrs. Janet Fraser, of Debert, Nova Scotia, has been chosen as The Silver Cross Mother attending The Remembrance Day Ceremony at The National War Memorial in Ottawa. During the Ceremony, she will lay a wreath on behalf of Canadian Motherhood. Mrs. Fraser is 86 years of age.

Her son, Flight Sergeant George William Fraser, Air Gunner R.C.A.F., was reported missing over Germany in August 1943. He was 27 years of age. Her son, Private John Robert Fraser, R.C.R. (Black Watch) was killed in action in October 1944. He was 21 years old. Her daughter Mildred Louise Fraser, was a major in the Canadian Armed Forces. Mrs. Fraser's husband, the late John Hill Fraser, was a veteran of World War I.

Mrs. Fraser will be brought to Ottawa as a guest of The Royal Canadian Legion.

Unclassified

RATES

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

RIVERSIDE PARK RENT REDUCTIONS

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
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party room with wet bar and ping-pong
swimming pool
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excellent view suites available
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FOR RENT

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By the month or permanent
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334-2151 or 338-5830
Reasonable Rates

Shared Accommodation
Shared accommodation available for female in 3 bedroom home. Includes light, heat. Phone Bates Beach area. 334-3036
\$200.00 Month

For Sale
Used in PMQ's wall to wall carpet, brown, 11'8" x 16'; white 9'8" x 10'; white 7' x 11'. Phone 338-9416.

FOR SALE
1973 Cougar XR7 - 2 Door - Green with vinyl roof - Automatic, PS & PB - \$2000.00 - Phone 339-4700 after 6 p.m.

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

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.

POSTED TO VICTORIA?
2 Bdrm Townhouse, new WW 2 Bdrm with 3/4" underlay, 1 Carpeting with 3/4" underlay, 1 Bathrm - 4 pce, oversized MB-bathrm, 4 Appliances, quiet cul-de-sac, 4 miles from CFB, private sac, off DR (fenced & treed), large fully landscaped common area, large storage area, 1 block area, 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)

NEW & USED FURNITURE

Miscellaneous appliances

P & A Trading across from STARDUST DRIVE-IN

Reconditioned Televisions

Color and Black & White

Reconditioned Appliances

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

CERAMICS

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

Plan your life with confidence. Astro Biorhythm Forecast. For 6 months, send \$7.00 plus your name, address, birthday, month and year to Box 138, Lazo, B.C. V0R 2K0.

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

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FOR SALE
1976 Chevy 1/2 Ton; mechanically perfect, many high performance options; too numerous to mention; new suspension front & rear, new TA radials & mags. \$3500. obo
1978 Yamaha XS1100, fully dressed for touring; many extras, excellent condition. A steal at \$3500. obo. 338-6940 or 334-2421 (leave msg for Jim)

HALLOWEEN



Working together with Unicef



This Halloween your community will be helping UNICEF provide a better future for millions of children in the world's poorest countries. When the Trick or Treaters knock at your door give generously. So many children are counting on your support.

SHOW THE KIDS YOU CARE. SUPPORT UNICEF THIS HALLOWEEN



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fried chicken

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



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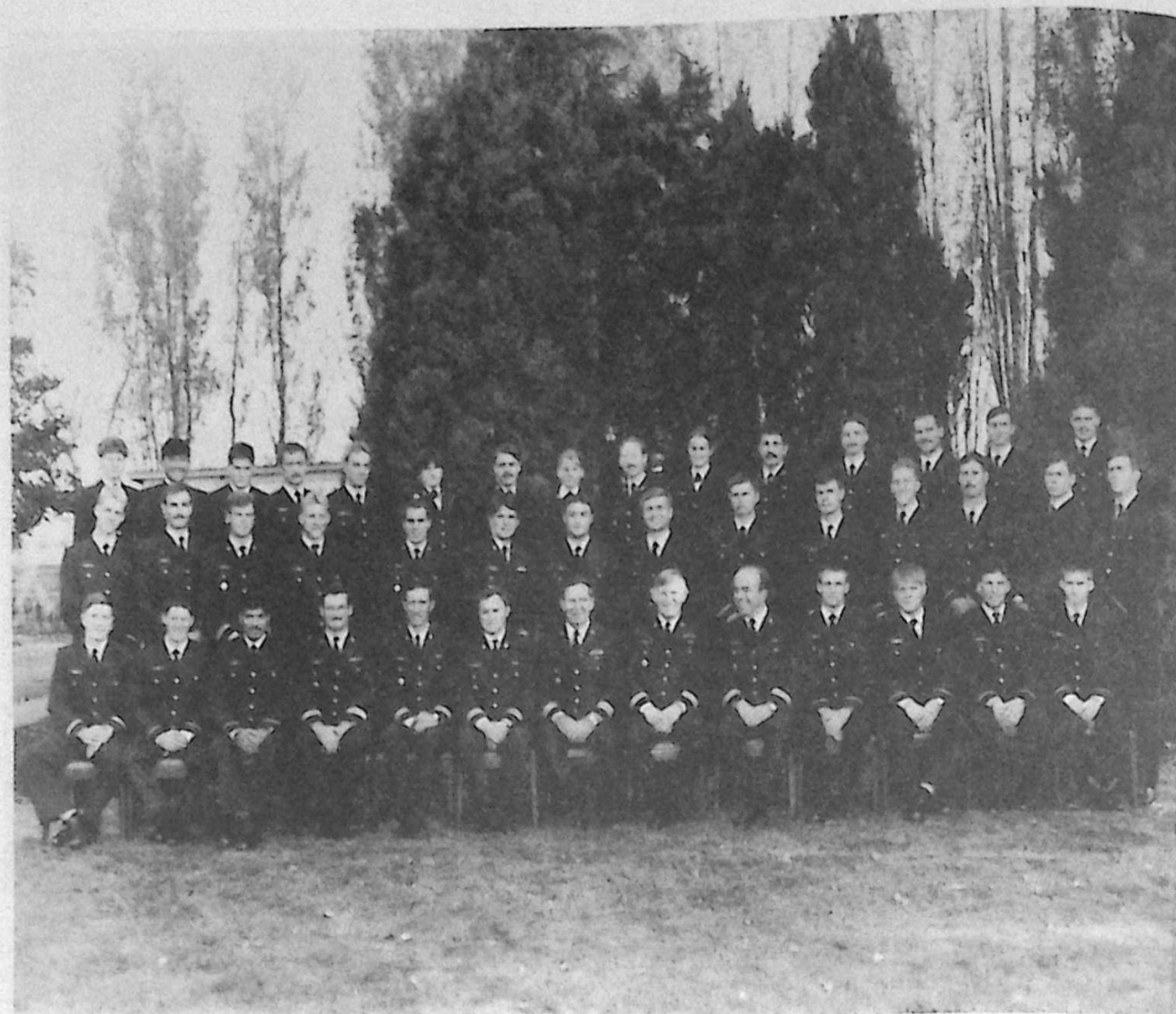
Mon., Tues., Wed. & Sat. 8 a.m. - 6 p.m.
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AFIS COURSE GRADUATES



Air Force Indoctrination School - Graduates of Course 8212 18 - 28 Oct 82: Back Row (l to r) OCdt. JP Van Ingen Schenau, 2Lt. AR DelosReves, OCdt. GE Domeij, 2Lt. JEH Rutledge, 2Lt. FM Berg, OCdt. MCJ Nadeau, OCdt. S Roper, OCdt. MFC Villeneuve, Capt. SM Robertson, 2Lt. JP Gordon, OCdt. JB O'Connor, OCdt. VP Holland, OCdt. PL Bush, OCdt. MR Baker, OCdt. JF Anderson. Centre Row: OCdt. AR Weinberger, OCdt. JMJ Cuypers, Lt. CA Munro, OCdt. TJ Rahn, OCdt. JHM Tremblay, Lt. TC Ellan, OCdt. RJ Walsh, OCdt. KW Roche, 2Lt. CG Rennie, 2Lt. PL Parent, 2Lt. NA Kaduck, 2Lt. DR Fritzke, OCdt. CP Good, OCdt. MN Hughson. Front Row: 2Lt. AR Fauchere, OCdt. KR White, OCdt. MS Thind, Capt. RA Cooper, Capt. RA LaGrange, Capt. D. Blamire, Maj. JA Cratchley, Capt. WJ Fisher, Capt. AR Stewart, OCdt. KS Groen, OCdt. DE Lindal, OCdt. RJ Weberbauer, OCdt. RD Franklin.

ALL IN A NAME

Some base sports teams are showing a little humour in their name selections. The cooking school at CFB Borden fields a baseball team called the "Bad Food Bears", while members of the badminton team representing the base chaplain services at CFB Cold Lake call themselves the "God Squad".

WE FLY HARDER


The *Boeing Chinook News* reports that the Canadian Forces fly the most heavily used military Chinooks in the world. Last year, the eight CH-147s flown by 447 Sqn in Edmonton and 450 Sqn in Ottawa, averaged 40 flight hours a month, matching the CF-determined maximum flying rate for the aircraft. The Chinook, or flying workhorse as it's often called, can fly up to 1,000 nautical miles non-stop, move as many as 44 men or carry 12,730 kilos of cargo. A portable maintenance shelter, which can be attached to the forward or aft rotor areas, is a Canadian innovation. The nylon shelter allows technicians to carry out repairs in freezing or stormy weather.



Capt. Jim Ramesbottom seems to be bewildered at the group that gathered with champagne to congratulate him on his last Aurora flight. Jim leaves the forces this month after 22 years of honoured service.

A BROKEN CIGARETTE IS A LITTLE FREEDOM GAINED.

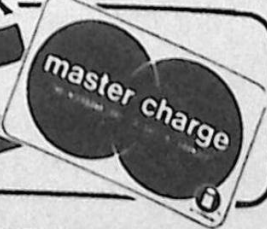






EXTRAS

LIQUID DETERGENT WITH FABRIC SOFTNER 3.6 l. 8⁷⁷	GOLDEN SEEDLESS RAISINS 375 g 1³⁷	TOMATOE KETCHUP 284 l. 4⁷⁷	HOT CHOCOLATE 10 Envelopes 1²⁷
CEREAL 48 oz. 1²⁷	CEREAL 1.35 kg. 1⁴⁷	MINCEMEAT 48 oz. 5⁹⁷	MELBA TOAST Plain, Rye, Onion 200 g. 1⁰⁷
SWEET SHREDDED COCONUT 400g. 1³⁷	FABRIC SOFTNER 60 Sheets. 4⁷⁷	FABRIC SOFTNER 20 Sheets. 1⁶⁷	DISH DETERGENT 1 l. 2⁷⁷
FLANNEL SHEET SETS Twin. 27⁹⁹ Double. 33⁹⁹ Queen. 39⁹⁹	NEW E. T. T-SHIRTS ★ Child ★ Youth ★ Adult ★ Short & Long Sleeves	CREAM BAR SOAP 1¹⁷	SPRAY AUTOMATIZER 12⁹⁷

WATCH FOR OUR PRE-CHRISTMAS SALE
NOVEMBER 17 - NOVEMBER 20



Around the Base



ST. MICHAELS AND ALL ANGELS PROTESTANT CHAPEL

CHAPLAIN: Padre Bob Risch (UCC)
CHAPEL: St. Michael and All Angels Protestant Chapel, Bldg No. 88
OFFICE: Headquarters Bldg No. 45, Rm. No. 35, Loc. 2273
ORGANIST: Mrs. Jean Duggan - 339-3147
PUBLIC WORSHIP: Sundays - 1100 hrs.
COMMUNION (ACC): Every first and third Wednesday of the month at 1900 hrs.
FAMILY SUNDAY: Second Sunday of the month.
SUNDAY SCHOOL: 0930 and 1100 hr sessions, Mrs. Carol Fetting, Supt - 339-5269
CHOIRS: Thursdays: 1830 - 1900 hrs. for Juniors and 1900 - 2030 hrs. for Seniors.
BIBLE STUDY: 0930 hrs/Sundays
CONFIRMATION: 0930 hrs/Sundays

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

BASE CHAPLAIN (RC): Maj. Julien Rheault: 339-2211, Local 2274
MASS SCHEDULE HOURS:
 Saturday 1900 hrs
 Sunday 1000 hrs
 Weeks Days 0900 hrs (No Mass Thursday)
BAPTISMS & MARRIAGES: By appointment - notice well in advance.
CONFESSIONS: Confessions are heard 30 minutes before all Masses and any time on request.
CHOIR: Meets at the Chapel on Thursdays at 7:00 p.m. New members are always made welcome.
CATHOLIC WOMEN'S LEAGUE: Meets every second Tuesday of the month at 8 p.m. in the Parish Hall, preceded by Mass in the Chapel at 7:30 p.m. For further information call the President, Mrs. Eva Schwab at 339-4791.
PARISH COUNCIL: Meets every second Wednesday of the month at 1:00 p.m. in the Parish Hall.
ALTAR SERVERS: Under the direction of Carl Dip-sell. For info call 339-2361.
CATECHISM CLASSES: Each Wednesday in the PMQ School from 6:30 to 7:30 p.m. for children from Grades 1 to 7. Children in grade 2 are prepared for First Confession and First Communion.



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.

PMQ PREAMBLE

Your Council is once again active for the 1982-83 season. Our first meeting was held on October 21 with most of the Council in attendance. Col. Morrice gave a welcoming speech, and the new Mayor, Daryl Spiers, thanked the members for voluntary service, and to the new members who were elected. The outgoing Major, Wayne Martin was also thanked for his past two years of service. Wayne, by the way, has volunteered to sit on the Council for the 82-83 season.

For all the new residents of Wallace Gardens, your council sponsors various activities during the year - the first which is to be a flea market in November. A flyer will be sent to all PMQ's announcing time

and place. We also sponsor Brownies, Guides, Clubs, Scouts and Beavers. During Christmas vacation from school, the Council has requested skating time at the Base Arena. Santa comes around to all PMQ's with a treat for all the kiddies. After Christmas, we hold a tree burn, with free coffee and donuts. At Easter, an Easter Egg Hunt is organized. In June, we hold a Family day at the Air Force Beach Pavillion. This starts off with a free pancake breakfast, then lunch, games, sports, etc. We also sponsor the ball programme, garden plots, and more that will be published from time to time.

We still have our dog catcher. Cpl. Imboss, PMQ 18, phone 339-6304. People

are still complaining about cats and dogs. Dog and cat owners should read PMQ Orders pages 7 and 8, para 24 - 30. This covers everything you need to know.

I think it could be a good idea to read page 9 para 31 - sub para 1 - 7. This covers bicycles.

I know I talked about it last year, and I'm going to again this year. Some residents are still putting their garbage out in plastic bags. I know a number of you who were doing it have gotten metal or plastic garbage cans now, but some are still using the plastic bags. This is not allowed. Again, it is in your standing orders. The cats and dogs (whether they be stray or no) make such a mess of it, and this weather is bad

enough to be out in, without having to pick up garbage that is all over your lawn.

C, D, E & F blocks are going to get fences around a play area. There will be 4' entrances at each end, and the fences will be 5' from the edge of the grass.

A list of councillors is being readied to be delivered to all PMQ's. They should be ready by next month.

If you have any information you would like in this section, feel free to call 339-4414 any time from 6 - 9 p.m.

My friend Bill is still around. He's going to open a photo shop and asked me to ask all you readers to save your burned out light bulbs for him for his dark room.

'Till next time....

10,000 HOURS



LCol. Brygadyr congratulates Sgt. Barry Burke on obtaining 10,000 hrs. Not bad for just 10 months of Aurora flying.

OUTBOARD MOTORS WINTER STORING

Part 3

Thinking about winter storage is a sad time for boaters and fishermen, but if you don't properly tend to the few maintenance chores necessary to maintain your boating rig in good operating condition, next Spring when you are ready to launch into another season of boating fun and your boat and motor don't shore your enthusiasm, it will be an even sadder time.

While Allied Boating-Canada recommends having your boat and motor winterized and stored by a qualified dealer, it also recognizes that many boaters prefer to do the job themselves. Here, then, are some tips on preparing your outboard motor for the long winter ahead.

With your rig still in the water, warm up the engine, remove the cowl or wraparound, disconnect the fuel line, and while the engine is idling, inject a storage seal compound into the carburetor air intake. As the carburetor starts to run dry, apply an extra dose. This will effectively distribute the protective compound throughout the crankcase and cylinder block to prevent internal corrosion and also use up fuel in the carburetor to prevent varnish and gum formation.

Small outboards should be removed from the transom, being careful to keep them upright (resting on their skegs), until all water has drained from the gear housing. With larger outboard motors, it will be easier to leave them mounted on the boat. All water

drain holes in the gear housing should be open and free. Trapped water may freeze and expand, thus cracking the gear housing or water pump housing.

Lubricate the swivel pin, steering tube, steering cable, throttle and shift linkage, thumb screws and all other points as directed by your owner's maintenance guide. Remove the air vent screw and grease filler plug with their accompanying washers from the gear housing. Insert a tube of the proper lubricant for your outboard's gearcase into the grease filler hole and inject new gear oil until the old gear oil starts to flow out of the air vent hole, indicating the housing is filled. Replace the filler screws, vent screws and washers.

Spray the entire powerhead with a coating of a corrosion-preventive to protect the finish and all parts inside the cowl. The exterior of the motor can either be sprayed with the corrosion preventive or coated with a thin film of clean engine oil.

Remove and store your battery in a cool, dry place (not on a concrete floor) where it is not subject to temperature extremes.

If the foregoing description of proper outboard care seems involved, remember that your motor represents a sizeable investment and that its value is determined by the care it receives both on and off your boat. By taking proper care of your outboard motor before winter storage, it will be ready to go again in the Spring.



Chop some fruit flavored gelatin as a garnish to top fresh fruit cup. Gives it a frosty expensive look and taste.

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KNOW YOUR HEART

Save a life

This year in Canada over 80,000 Canadians will die from heart and blood vessel disease -- more than 50,000 from heart attack and 15,000 from stroke while the rest will die from other types of heart disease. That is not a pleasant thought.

Although research has brought about dramatic advances in diagnosis and treatment, we still do not know the means of preventing heart attack and stroke. However, identification of the risk factors and other information has given us a key to reduction of the risk of heart attack and stroke, and thus reduction of premature death and disability.

In spite of efforts over 25 years to make all Canadians aware of the risk factors and the early warning signals of heart attack and stroke, the rate of death from these major killers continues at an appalling level. More than half of all heart attack victims die before reaching hospital where they would have a greatly increased chance of survival. These deaths usually occur within two hours of the initial symptoms. Delay spells danger. Minutes count, especially the first few minutes when

heart attack or stroke strikes.

Throughout Canada, the Heart Foundations have been conducting programs emphasizing the need to know the warning symptoms of heart attack and stroke and the necessity of taking immediate action should they occur. In addition, thousands of Canadians have been taught cardiopulmonary resuscitation techniques. As a result, many Canadians who would otherwise have died before reaching hospital have been given a much greater chance of life.

Because you may someday be with someone who will have a heart attack, it is important to recognize the usual warnings. They are:

- prolonged heavy pressure or squeezing pain in the centre of the chest, behind the breastbone;
- pain may spread to the shoulder, arm, neck or jaw;
- nausea, vomiting or shortness of breath may also occur;
- symptoms may subside and return.

Sharp, stabbing twinges of pain are usually not signals of heart attack.

The warnings of stroke are:

- a feeling of sudden, temporary weakness or numbness of face, arm and/or leg in one side of the body;
- temporary loss of speech, a trouble speaking or understanding speech;
- temporary dimness, or loss of vision -- particularly in one eye;
- unexplained dizziness or unsteadiness.

Along with these symptoms, a change in the pattern of headaches may occur.

Should these signs appear, act immediately. Get the patient to a hospital emergency room at once if the patient's doctor is not immediately available. Be familiar with emergency telephone numbers. Remember the decision to call for help is too important to leave to the patient alone!

Prompt emergency care could save many of thousands who die of heart attack or stroke before reaching hospital. Play your part by learning the warning symptoms of heart attack and stroke. Further information is available from the British Columbia Heart Foundation, 1212 West Broadway, Vancouver, B.C. V6H 3V2, whose motto is "The Beat Goes On".

IF YOU LOVE THEM

Buckle them in

In Canada about 70 children under the age of five die and 4000 more are injured in motor vehicle collisions each year.

Children who are unrestrained in a car, standing on the seat or leaning out the window, are in great danger and so is a child sitting on someone's lap. Accident investigations have proven that adults, even when wearing a seat belt, cannot hold onto a child in a collision.

Infant and child restraint seats, when properly used, can reduce fatalities by 90% and crippling injuries by 65-70%.

All infant and child restraint devices must meet the federal safety standards. Each manufacturer provides information on how to choose the correct size for your child and how

the seat must be installed. You should be able to find a child restraint that fits your child and your budget.

There are four types of safety seats available in Canada:

Type I - THE INFANT CARRIER - Children under 9 kg (20 lbs). The baby faces the rear of the car and is securely held in the seat by the harness. The seat itself is anchored by the car set belt to prevent it from moving. Although as a general rule children should always ride in the back seat of a car, the infant carrier may be used in the front seat when you are travelling alone.

Type II - THE CONVERTIBLE SEAT - birth to 18 kg (40 lbs.). They can be used for the baby as a rear-facing infant carrier and when the child is older, as a

front-facing safety seat.

Type III - THE CHILD SAFETY SEAT - Toddlers 9 to 18 kg (20 - 40 lbs.). They are usually forward-facing and are preferably positioned in the back seat.

Type IV - LAP BELTS AND BOOSTER CUSHION - Children who have outgrown their child seats. For small children, a booster seat will improve their view and help position the lap belt properly over the hips. Booster cushions meeting federal government safety regulations will be available for sale in Canada in 1983.

The only way to protect children in case of a collision is for EVERYONE to be properly belted up - ADULTS in seat belts and CHILDREN in approved child safety seats.

BATTLE OF BRITAIN

COMMEMORATED



Battle of Britain commemorated at Comox Cenotaph 19 Sept 82 with Padie R.E. Risch being one of the officiants at the Parade Service.



WO & SGTS WIVES

A reminder to newcomers to the WO & Sgts. Mess. The Wives Club holds its meetings the second Monday of each month at the Mess Lounge at 8:00 p.m.

We welcome new members.

For further information, please contact President Jan Fraser - 339-4089 or Welcoming Chairman - Marg McConnell - 339-3474.



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"TEMPEST"

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Stardust Management

Canadian Forces news

CANADIAN PATROL FRIGATE

OTTAWA -- Defence Minister Gilles Lamontagne and Supply and Services Minister Jean-Jacques Blais today announced that the Canadian Patrol Frigate (CPF) Program passed another significant milestone Saturday when two competing contractors delivered to the Government their detailed proposals to build six new patrol frigates for the Navy.

Saint John Shipbuilding and Drydock Co., Ltd., St. John, N.B., and SCAN Marine Inc., Longueuil, Que., had been awarded Government contracts totalling \$39.4 million, 2 July, 1981, to conduct the CPF contract definition phase of the program which ended Saturday.

The \$2.6 billion program (1981/82 dollars) began in December 1977 and will result in the construction of

six new ships to replace six aging St. Laurent-Class destroyers in the late 1980s and early 1990s. The ships are required to maintain national roles of sovereignty and surveillance and to meet out NATO commitment to contribute to a credible naval deterrent force.

The two proposals will be evaluated over the next few months and recommendations submitted to the Government. A decision by Cabinet on the selection of a prime contractor for the six ships is expected in mid-1983.

The CPF Program is expected to revitalize the Canadian shipbuilding and related industries by improving its expertise in the areas of naval ship design, systems integration and program management, as well as ship construction.

The program should also provide about 30,000 person-years of employment to Canadian industry, including about 7,000 person-years of shipyard labour over a ten-year period.

In the contract definition phase each contractor was required to prepare proposals which included a ship design complete with documents, specifications and drawings to form the basis of an implementation contract. In addition, contractors were required to provide for logistics support, maintenance facilities, training aids and facilities to establish the life cycle support for the ships.

The contractors were also required to maximize industrial benefits to Canada as a result of the Frigate program. Industrial benefits plans were to be provided and were to provide for the involvement

of Canadian companies in program management, ship and systems design, test and production work and offset commitments for any portions of the program to be procured outside Canada. Regional economic benefits, small business and research and development plans were to also be provided.

The purpose of the evaluation phase of the CPF Program is to formulate recommendations to the Cabinet in three principal areas: the best ship design and life cycle support package as a balanced program with the cost and schedule constraints. The risk associated with each proposal will be evaluated. In addition, the evaluation will assess the two proposals to determine which one would provide maximum industrial benefits to Canada.

A "MODEL" CITIZEN!



VICTORIA -- Bill Show (648 Granderson St., Langford, B.C.) certainly appears to be a "model" citizen although wife Lillian isn't sure.

When she first met Bill in 1957 on the midnight ferry bound for Vancouver she had no idea she was about to marry a man with a passion for model building.

They were married and in November, 1957, she joined him in Germany where he was serving with the Queen's Own Rifles.

It was later that year that Bill brought home his first model, the American destroyer USS Fletcher, which he bought at the base exchange for about \$5.

Thus started the love affair with model building that has lasted 25 years. Bill tried other hobbies like painting but never gave up on his model collection.

Returning to Canada in 1960 Bill got out of the army and went in search of employment. He worked with Saanich municipality, and later with Canada Dry and in 1973 landed a job in the engineering department at CFB Esquimalt.

It was in the years after he got out of the army that his love for model building really developed. Bill has put together hundreds of

models that include ships, planes and cars. He plans to continue by selling his present collection to finance the next, which will be the entire 1/72 inch scale of aircraft.

The average cost of a model on the market today is about \$13. Bill says he is concerned the rising price of plastic is going to "run me out of business". A model that costs \$4 today cost about \$1.50 two years ago.

Bill's personal favorites are his aircraft models and he now has a collection of more than 400. The models range from the space shuttle Columbia, complete with the Canadian arm - at a cost of about \$21 to the Red Baron's famous Fokker DR-1 triplane which cost \$5. His most expensive model cost \$45 and was a 1/72 inch scale model of the Lancaster bomber.

Bill builds two models at a time so that while one is drying he can carry on with the other. "My eyesight is not as good as it used to be. I have to wear bi-focals so this will likely be my last collection. There are so many that I still haven't got," Bill says.

Bill researches each plane model that he builds to ensure the color scheme and

lettering is accurate and as realistic as possible. He tries to spend at least a couple of hours a night on his hobby and builds more than 100 models each year. "I am indeed a model citizen," Bill concludes.



History was made when the patrol boats Cowichan and Miramichi along with the barge YRG-61 entered the Esquimalt Graving Dock for refit. This is the

first time in its 95-year history that the 465 linear feet of dock space has been utilized. The previous record had been 453 feet set when the cruiser HMS

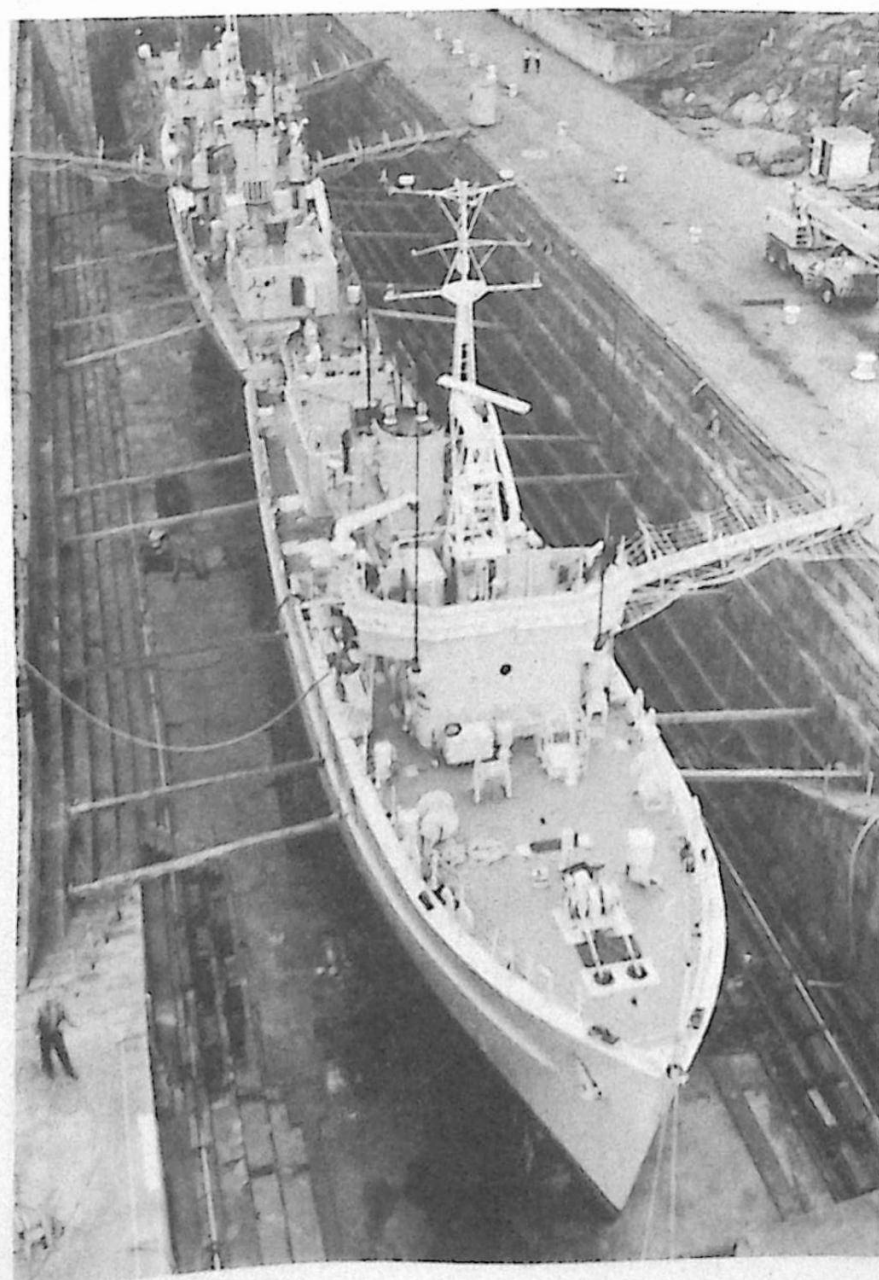
Newcastle docked there in 1914.

The graving dock opened on June 20, 1887 after a building process which took 11 years, two different con-

tractors and cost \$1,171,664.74.

The first ship to use the facility is listed simply as "H.M. 'Cormorant'" which docked on opening day.

The Cowichan, Miramichi and YRG-61 are expected to leave the dock November 19, 1982.



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10 COMMON SNACKING MISCONCEPTIONS

Contrary to popular belief, there really is a place for snacking in a well-balanced, nutritious diet. According to Helen MacDonald, nutritionist and consultant to Nature Valley granola snacks, the role of snacking in today's society has fallen victim to a variety of misconceptions.

"While it is wonderful to see the number of Canadians adopting a more active, healthy lifestyle, it is important not to overlook snacks as a vital dietary component for sustaining energy levels," says MacDonald.

To encourage people to take another look at their snacking habits, the Nature Valley Granola Information Centre has put together the following list of ten common snacking misconceptions. "It's important to get the most out of snacking -- in terms of food energy, vitamins and other nutrients. And we hope that by providing these guidelines, people will look beyond their misconceptions and use snacking as a building-block to a healthy diet."

SNACKING IS BAD

This is the most common snacking misconception of all. Between meal snacks have been viewed as appetite destroyers for generations. With a little extra planning, however, you will find that snacks provide needed food energy to sustain activity, thereby enhancing the appetite. Also, several small meals are more easily used by the body than a few large ones which helps keep weight down.

ALL SNACK FOODS ARE CREATED EQUAL

It's important not to confuse potato chips with peanuts, or chocolate bars with granola snacks. Peanuts, for example, are an excellent source of protein, and if you choose the unsalted, natural variety, so much the better. Granola snacks, on the other hand, provide a convenient source of complex carbohydrates - essential for long-term food energy. And let's not forget carrot and celery sticks, or fruit slices that can be easily prepared ahead of time and stored in the refrigerator.

CHILDREN SHOULDN'T SNACK

Children, especially, should snack -- but not on empty calorie foods. Physical activity and rate of metabolism is generally highest amongst children who need calories and nutrients to sustain growth. Therefore, they need to periodically enhance the food energy provided by a balanced breakfast and lunch, particularly if they have small appetites and don't eat all they should at one sitting.

CONFUSING SNACKING WITH MEALS

Busy working people or those on a diet will often opt for a snack to keep them going through meal time. Unfortunately, too many of these snacks are made up of empty calories - a donut and coffee for instance, rather than a complete food, such as granola. Substituting a snack for the occasional meal may be acceptable provided the food contains a variety of nutrients the body needs.

SNACKING IS THE SAME YEAR ROUND

While certain snack foods remain constant year round, you can add variety and interest by including seasonal foods and beverages.

SNACKS ADD TO ALREADY HIGH SODIUM AND ADITIVES CONTENT

Snack foods should be chosen carefully, just as you would when preparing meals. Read the labels on packaged foods to determine how much salt has been added if you are trying to cut down. Ingredients are listed in descending order according to the amount present. Also, many forms of additives are "legally" ingredients as they are beneficial to the body.

SNACKS ADD FAT TO OUR DIET

While improper snacking may add extra pounds of body fat, most nutritious snack foods, such as granola products, add little or no fat to our diet. This is especially important when you consider that an over abundance of fat in the diet has been linked with a variety of diseases - including cancer.

FEW SNACKING OPTIONS

Snacking options today are almost limitless with a little imagination -- they go from Apple to Zebra nuts, and everything in between.

By providing the same snacks everyday, you are missing an excellent opportunity to vary the nutrient content of your diet.

SNACK OUT OF BOREDOM

A snack should be

something that you look forward to as a pick-me-up when you feel yourself dragging or pangs of hunger begin. It's a good idea to have nutritious snacks around the house, or packed in a briefcase or lunch box for a readily available source of food energy.

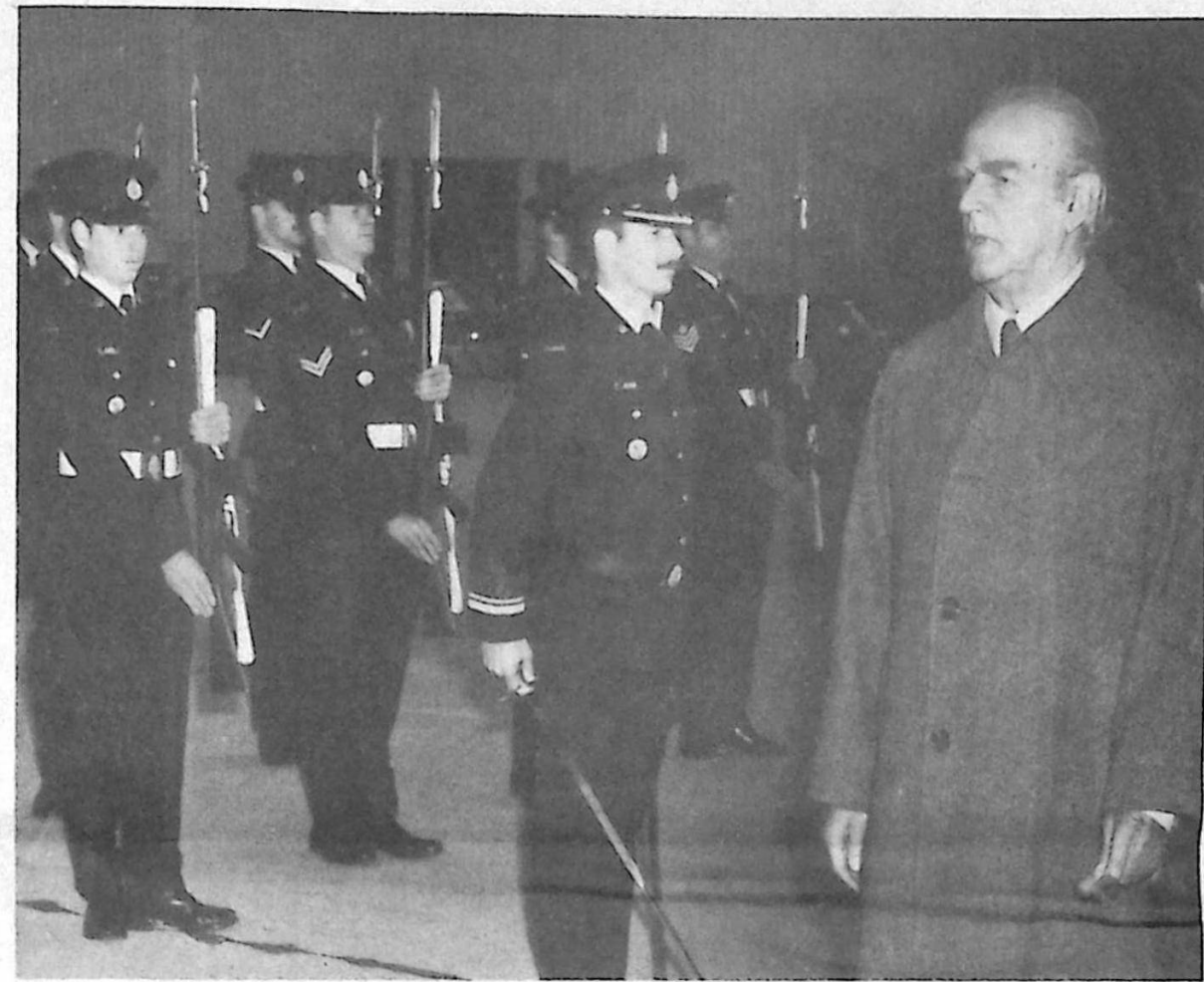
SNACKS PROVIDE ONLY SHORT TERM ENERGY BOOST

This depends entirely on the snack. A chocolate bar, for instance, will give you a short term "lift" because of its high content of simple sugars. You should strive for a higher content of complex carbohydrates in your snack foods, which are readily found in natural fibre foods such as oats, wheat and other grains. Nature Valley granola snacks are a convenient, all natural choice as they contain both complex and simple carbohydrates and therefore provide immediate and long-term food energy.

If you have any questions regarding nutrition and snacking, write to Helen MacDonald, c/o Nature Valley Information Centre, Suite 1505, 80 Bloor St. West, Toronto, Ontario M5S 2V1.



LONDON -- Last of the general purpose armoured vehicles (AVGP) loaded in London. The final 42 vehicles, shipped to 25 Canadian Forces Supply Depot Montreal via rail from CFB London 13 Oct., completed the order of 491 AVGPs manufactured at GM Diesel London for the CF. Twenty-four of these last AVGPs are destined for Canadian Forces Europe for trials. WO Jack Gentles and Sgt. Wallace, Traffic Techs at CFB London supervise the AVGP loading onto rail cars.



TORONTO -- CFB Toronto departure guard salutes President Constantine Karamanlis of Greece Oct 18 at the end of his four-day state visit to Canada. Both Greece and Canada are members of the North Atlantic Treaty Organization or NATO. Guard commander is Lt. Chris Maclean, Base maintenance (Land) Administrative Officer.

2PPCLI TO GO TO EUROPE

Ottawa -- The Chief of the Defence Staff, General Ramsey Withers, has announced that beginning in June 1984, the 2nd Battalion Princess Patricia's Canadian Light Infantry (2PPCLI), based in Winnipeg, will begin a four-year tour of duty with Canadian Forces Europe (CFE) in the Federal Republic of Germany.

Since 1970, 4 Canadian Mechanized Brigade Group (4 CMBG) attached to NATO forces in Europe has included battalions of two of Canada's three infantry regiments, The Royal Canadian Regiment (RCR) and The Royal 22e Regiment (R22eR). PPCLI units have not had the opportunity to serve in Europe nor to gain operational experience in mechanized operations in the European theatre.

To correct this, as well as to ensure that 4 CMBG continues to have fully formed operational units at all times, the RCR and PPCLI will serve in Germany on an alternating basis.

When 2 PPCLI transfers to Germany the returning unit, 3 PCR, will assume the duties of the former and take over their vacated facilities in Winnipeg.



Working together with Unicef

This Halloween your community will be helping UNICEF provide a better future for millions of children in the world's poorest countries. When the Trick or Treaters knock at your door give generously. So many children are counting on your support.

SHOW THE KIDS YOU CARE.
SUPPORT UNICEF THIS HALLOWEEN



HOPE FOR BATTERED WIVES

VANCOUVER, October 18, 1982 -- Of the 3.5 million women receiving Family Allowance cheques this month, as many as 350,000 may be battered by their husbands or partners. A pamphlet on wife-battering being sent out with the October cheques encourages them to seek help.

"Women are suffering in silence because they don't know where to turn. Many of them are beaten while they are pregnant," says Health and Welfare Minister Monique Bégin. "We're reaching out to let them know that there are people in their own communities who can help."

The Minister's message says a woman can call police for protection in a crisis and can talk to others who can help her: a doctor, a social worker, a community health or emergency room nurse, a counsellor at a community crisis line, a member of the clergy.

Three other main points are made. Wife-battering is a wide-spread problem in Canada (an estimated 500,000 victims each year). Wife assault is a crime. (The man can be arrested and face charges in court). And wife-assault is rarely a one-time occurrence.

The May 1982 report *Wife Battering* prepared by the House of Commons

Committee on Health, Welfare and Social Affairs recommended that more be done to help these women. There are now more than 150 transition houses to help battered women who want protection from violence, but these shelters cannot keep up with the demand. Some programs have also been set up to counsel men who batter their wives or partners.

For general information on wife-battering, the public may write to:

The National Clearinghouse on Family Violence
Health and Welfare Canada
Ottawa, Ontario K1A 1B5

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