

RCAF Station Comox

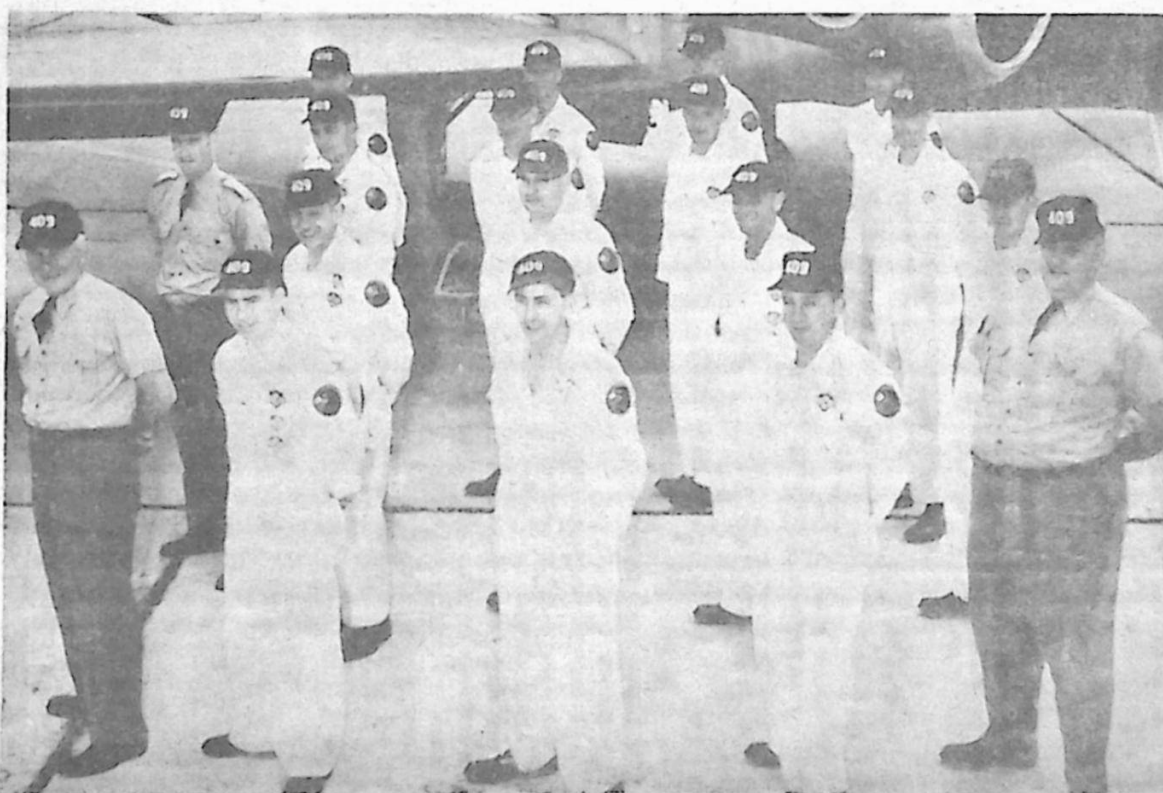
TOTEM TIMES

Vol. 1

R.C.A.F. Station, Comox, B.C., Thursday, June 16, 1960

No. 7

Groundcrew Tops at Rocket Meet



Score Near Perfect (99%) To Set New Record

A large crowd of relations and well-wishers, led by G/C R. F. Miller, gathered on the tarmac on Saturday, June 4, to welcome the personnel returning from the annual A.D.C. Rocket Shoot held at Cold Lake. When the C-119 bearing the crew landed, spectators were treated to the sight of WO2 H. K. Thompson, leader of the groundcrew contingent, emerging from the plane carrying the silver trophy, emblematic of groundcrew supremacy.

The victory at Cold Lake was a double one for the technicians from Comox, because not only did they have the highest point average of any crew there (96.1), but on Thursday they completed an almost perfect day in which they lost only 13 points out of 1,300 to set an all-time record in the history of the rocket shoot.

From all reports, Cold Lake personnel were also impressed by the aplomb of the victorious groundcrew, because while all other crews were scurrying around readying aircraft for the next day's firing, the 409 crew were having a quiet party in Grand Centre to celebrate the promotion of FS W. Allsopp (409 Servicing) who rose to WO2 while the meet was in progress. The news of the

promotion had been sent from W/C H. E. Bridges at Comox to F/O R. P. Bentham (representing 409 aircrew along with F/O's Burnie, Fraser and Platt) who then led a small formal parade in which he stripped the crowns and chevrons from FS Allsopp's sleeve and replaced them with the badge of a Warrant Officer 2nd Class.

The final conclusion regarding the shoot was that it was a tremendous success. The overall team from 409 Squadron stood 4th of 9 top notch squadrons.

The groundcrew personnel of future meets will be faced with an even greater challenge in trying to beat the 99% record made by the men of this unit.

Airforce Well Represented At Indian Totem Ceremony

An invitation extended to our Commanding Officer by Andy Frank, Chief of the Puntledge tribe, and his wife, resulted in 12 officers and 12 NCO's attending a totem pole ceremony at Centennial Park in Courtenay. The event was to honor the memory of David Martin, who drowned last September.

David aided his famous father (Mungo Martin) in carving the one hundred foot totem pole that was presented to Her Majesty, Queen Elizabeth, to commemorate the Centennial year of British Columbia as a province. He also helped to carve the tallest totem pole in the world, a 125 footer in Victoria Park. For this and other cultural projects on behalf of both federal and provincial governments, Chief Andy Frank invited the RCAF to represent the federal government at this ceremony.

A short sea burial, conducted by Rev. C. E. Lonsdale, Vicar of St. Peter's Anglican Church in Comox, began slightly after 2 p.m. Saturday afternoon on June 4, when immediate members of David's family threw wreaths of flowers from Comox wharf.

At the park in Courtenay, the RCAF party was lined up beside the totem pole. This pole was 12 feet in height, and was topped by a raven with a long beak. Its colors were red and black and white. At the foot of the pole were memorial stones. Speeches were given by Chief Andy Frank and Chief Mungo Martin and by Mayor William Moore of Courtenay, himself an honorary chief.

Inside, many dances were performed, some by chiefs, others by women of all ages, from 10 to 70. One dance was from Mungo Martin's family which, now that David had died, was to be passed on to Peter Martin, David's younger brother.

An interesting part of the
Continued on Page 10
See Totem Ceremony

Airforce Day

Air Force Day at RCAF Station Comox this year is Saturday, July 9th. Although it is still too early to give a definite itinerary, the program will follow this general pattern.

At approx. 1300 a combined Air Cadet band from the Sidney-Victoria area will perform in a march-past of 20 or 30 minutes. Then F/L Copping

Following this F/L Copping and F/O Chester will demonstrate the flying ability of their model aircraft. The air show is expected to start about 1430 and will feature the Golden Hawks, a CF-100 flypast, a para rescue drop and pick-up, a JATO assisted Canso takeoff and one or two other events.

The ever popular aircraft and equipment static displays will also be in abundance for public perusal. There will also be plenty of refreshments and soft drinks and a first aid and lost and found booth.

The traffic control problem has been somewhat alleviated this year. There will be an extra entrance and all parking lots will be utilized at the same time. PMQ residents are requested to leave their cars at home wherever possible to help control the traffic congestion.

Amendment List - No. 1

Totem Times, Vol. 1, No. 6
Holders are to make the following pen and ink correction:

Corporal's Club Frolic.
DELETE — Top Hatters
INSERT — KEN REEVES
ORCHESTRA.
(We are sorry Ken)

Explosive Found Off Cape Beale

Two members of the Station Bomb Disposal Team had a hurried trip across the new road to Tofino last week, when an unidentified object, believed to be an explosive, was reported washed ashore by the Cape Beale lighthouse keeper.

After sizing up the situation, F/O Q. Wight and F/O T. W. Law proceeded to Ucuelt by ME vehicle where they met the Bamfield lifeboat which had the object on board. Upon examination it proved to be a piece of explosive equipment for a three inch gun. Indications are that the item was used in firing exercises, placed in its shipping container and inadvertently lost overboard.

The equipment was in a safe condition at the time of its discovery, but credit must be given to the Cape Beal lighthouse keeper for being capable of recognizing a potentially dangerous weapon. The success of the explosive safety program is exemplified by receipt of reports such as these.

Airman Holds Unusual Hand

Randy Rickwood of the Message Centre held a "hand-of-a-lifetime" on May 30. While playing cribbage with Don Murdock, Randy was dealt a "29er." To the uninitiated, this means that he held a Jack and three fives when another five of the same suit as the Jack was cut from the deck.

The odds against holding a hand like this are approximately 11,496,000 to 1 (someone in Accounts will no doubt dispute this claim). One question comes to mind. Did he win the game?

PARISH DINNER HONORS PADRE



Approximately 150 parishioners and friends of F/L R. G. McNeill, Roman Catholic chaplain, gathered at the senior NCOs dining room of the combined mess on the evening of Wednesday, June 1, to bid farewell to the Padre, who leaves shortly for Germany.

Master of ceremonies was F/L D. MacLean, who first introduced the head table guests, and after a most enjoyable meal, called upon Nursing Sister McNulty, who, accompanied by Mrs. Bernice Brooks, sang "I'll Walk With God."

F/L MacLean then spoke on behalf of all present in wishing a pleasant future to the popular priest, outlining the advances achieved by the Roman Catholic community under the guidance of Father MacNeill, and stating that his benign influence and friendly manner would be greatly missed by all personnel. Cpl. J. Dobko was then introduced and presented a purse to the guest of honor.

In his reply, Father MacNeill, in a pleasing mixture of humor and serious thought, which his friends have come to know as so characteristic of his outlook, told of what Comox had meant to him, both as a priest and as a member of the RCAF. At the conclusion of his address, Father MacNeill, on behalf of the chapel committee, made presentations to those who have assisted with Catechism classes and made special mention of the work of Sgt. Guerin, choir leader, and LAC Gauthier, organist, as he made their presentations.

At the conclusion of this ceremony Father MacNeill gave his blessing to the assembled guests.



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Editorials

Boys Will Be Boys, ... But ...

The weekend of June 4-5 was the occasion of two very successful camping sessions, that of the Boy Scouts, held on Denman Island, and a smaller camp held by the Girl Guides in the field adjoining Wallace Gardens at the rear of the Scout Hall on the Little River Road.

The contribution of RCAF personnel to the promotion of Scouting and Guiding, not only within our own Air Force communities, but indeed in the entire North Vancouver Island area, has been so great as to defy measure, and can only be described as magnificent.

It is therefore most unfortunate that possibly the only incident marring the record of these otherwise successful camps occurred at the Guide camp and involved PMQ dependents. Without going into detail, suffice it to say that certain groups of teen-agers, girls included, set out to do their best to harass the Guides and their leaders by such pranks as pulling tent pegs and pushing tents over, etc. The tempo of these activities increased as the evening ended and the night came, until at between 11 p.m. and midnight a group of boys had reached the stage where boulders were being thrown at the tents and other equally destructive acts committed.

It occurs to us that it is indeed a pity that the occupants of this camp were not the Scouts, who could then have administered the beating that these attackers so richly deserved. However, this is pure whimsy when one realizes that these cowardly acts of vandalism and hoodlumism are never directed against any target which has the remotest possibility of retreating.

We hope that these boys (and their parents) are proud of their work in disrupting an otherwise fine week-end for more decent youngsters. Rest assured their pride is shared by few.

There are some who are inclined to dismiss such events with "Boys will be boys," but must they? The line between youthful exuberance and wilful vandalism is surely not so ill defined as to shrug such acts off with this explanation. It is up to us, as parents, to examine our parental influence and control, with a view to avoiding participation of our children in distasteful proceedings such as the above.

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Tuesday — Friday — 1640 hrs.
Saturday — 0830 hrs.
ROSARY and BENEDICTION
Sunday — 1915 hrs.

SAINTS IN AMERICA

What goes into the making of a saint? Why aren't there more canonized saints in North America? These are questions that people sometimes ask. Here are some answers in brief. CANONIZATION—When the Church canonizes someone who has lived and died on this earth, she declares officially, after long and careful investigation, that such a person led a life of heroic virtue on earth, is now in heaven, and is worthy of veneration by the faithful. The intercession of saints may be publicly invoked.

The investigation has to do with every phase of the proposed saint's life. A host of witnesses are summoned who can testify to what they saw. If the candidate left any writings, they are gone over in minute detail to see if they contain doctrinal error. Only when an impartial board of judges has been satisfied does the cause proceed.

There must also be clear evidence of miracles that have been worked by the intercession of the proposed saint. Only those cases are acceptable in which there is the instantaneous healing of some actual physical lesion. The cure of an ailment arising from nervousness or hysteria is not considered as a sufficiently clear sign of divine intervention.

STAGES—There are three titles that are commonly given to candidates for sainthood as they are led through the various phases that lead ultimately to canonization. When such a candidate arrives at a certain point by passing the first series of tests, he is called "venerable." Later on, if his cause continues to progress, he will be called "Blessed." Finally, he is given the official title of "Saint."

In some cases the process advances quite rapidly, as in the case of St. Therese of Jesus, the Little Flower, who died in 1897, and was canonized in 1925. Other causes are abandoned for lack of evidence, or advance very slowly.

SAINTS AT HOME—Among saints and prospective saints of this country are the following:

The Jesuit Martyrs: St. Isaac, St. John Brebeuf and their companions who in the seventeenth century were massacred by the Indians near Midlands, Ontario.

St. Frances Xavier Cabrini, the indomitable little Italian nun who founded hospitals and schools in every quarter of the land, became an American citizen, and died in Chicago in 1917.

Blessed Bishop Laval, the first Bishop of Canada who lived nearly three hundred years ago in Quebec and laid the foundation for the work of the Church in Canada. Laval University is named after him. Another is Blessed Marguerite Bourgeois who founded the Sisters of Notre Dame in Montreal as a teaching order in the Church.

A native Canadian is Blessed Mother D'Youville who was born in Montreal and founded the Grey Nuns to carry on hospital work and teaching.

SAINTS NEEDED—These are only a few names among many that might be mentioned. Why are there not more actual canonized saints in this country? We are still a young country in the life of the Church and our Catholic population is only forty-four per cent. Another

Chapel Chimes

PROTESTANT CHAPEL

HOLY COMMUNION — 8:00 a.m.
First Sunday of the month — 11:00 a.m.
MORNING WORSHIP — 11:00 a.m.
SUNDAY SCHOOLS — 9:30 a.m., Junior and Senior — 11:00 a.m. Primary.
CHAPEL GUILD MEETINGS Every 3rd Tuesday at 8 p.m.

Please note that due to the absence of F/L Hewitt, there will be no service of Holy Communion on June 19 or 26. 11 a.m. services will be held as usual, with F/L G. B. Wood, licensed lay reader officiating.

SUNDAY SCHOOL PICNIC

On Saturday afternoon, 18 June, the Protestant Sunday School will hold its annual picnic at Kin Beach Park from 2 p.m. to 5 p.m.

There will be a program of races and games with ice cream, hotdogs, and soft drinks for the children. Coffee and cake will be available for the adults.

A bus will leave the PMQ school at 1:30 p.m. and will return at approximately 5 p.m. In case of any unfavorable weather, the picnic will be held in the Rec Centre.

All Sunday School children and their families are invited to attend. See you at the picnic.

The last day of Sunday School will be on Sunday, June 19. On this day the classes will be held at the normal hours of 9:30 and 11 a.m.

answer to that question may be found in the province of God, which disposes matters in a way that is often mysterious, but divinely purposeful. But there is another reason surely to be found in the free will of man. There will be more saints when there are more people who are willing to cooperate with the sanctifying graces God gives to them.

"There is only one sorrow in life," wrote Leon Bloy, "and that is not to be a saint!"

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The Canadian Bank of Commerce

The Canadian Bank of Commerce is pleased to announce the opening of a branch on the RCAF Station, Comox, next to the barber shop, on Monday, June 13.

Mr. Douglas J. Fosbrooke, Manager, cordially invites the Air Force Personnel and their dependents, also residents in the surrounding district, to visit his new premises.

Public Relations Begin at Home

By JERRY NAUGLE

Public relations is a relatively new field in the RCAF and in Canada generally. At times confusion is evident among RCAF personnel as to what they are expected to do to engender good public relations.

Stated briefly, the aim of our public relations program is to foster public understanding of, confidence in, and support for, the RCAF.

To achieve this aim, we at RCAF Station Comox must tell all we possibly can about the RCAF. We need only ignore those items considered classified for security reasons. In this way the RCAF and Air Force personnel will never be misunderstood in any of its many actions.

The RCAF has a Directorate of Public Relations at AFHQ staffed by trained PR personnel. It also maintains a PRO and PR Assistants on a full-time basis at each Command HQ. These are the people who lead the RCAF toward full co-operation with our public.

Additionally, each unit of the RCAF has an officer designated to handle local PR on a part-time basis. It must be realized however, that these officers can do little if you as an individual drag your feet or pull in the opposite direction.

Public Relations begins at home. This is nothing more than the application of human relations to your everyday life. Many newsworthy events take place of which your PRO has no knowledge. These happenings, whether personal or concerning the RCAF in general, when publicized tend to show the public the human side of RCAF life and dispel many common misconceptions about service life.

If you know of these happenings or are involved in them be it saving a life or raising moles in the basement, tell the PRO at local 52. Let him be the judge of whether or not the story has any news value. Remember Public Relations begins at home ... with you.



Pictured above are some of the ladies who received a silver spoon as a departure gift. Seated from left to right are: Mrs. E. Hawkins, Mrs. E. Clarke, Mrs. L. Stephens, Mrs. D. McLennan, Mrs. B. Inrig, Mrs. J. Thompson, Mrs. M. Morton and Mrs. M. McFadden. Also receiving presentations that evening were: Mrs. P. Cox, Mrs. A. Smith, Mrs. W. Mellott, Mrs. G. Rae, Mrs. M. Gunhouse, Mrs. D. Burnie, Mrs. D. Robinson and Mrs. S. Davis.

Presentation to Departing Wives

On the evening of Wednesday, June 1, the members of the Officers' Wives Club gathered in the mess for their final meeting. After a lovely buffet dinner, president M. Burnham presented the departing members with the traditional silver

spoons, mentioning as she did so where each was going. The transferred were then serenaded by the "untransferred" with a very original farewell song. The ladies then retired to the lounge for an interesting demonstration of Revlon and Elizabeth Arden products by Mavis Birchall and Glenna Bamford of Woodland's Drug. The very pleasant evening was concluded by a draw for the four door prizes donated by Mr. Woodland. The lucky winners were Ruth Hazlett, Mary Camilleri, Marie Patterson and Bea Johnson.

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Mother Talk

by "MOMMY"

Does this sound familiar to you? "Mommy, he keeps poking me!" whines 7-year-old Susan.

"Well, she tried to trip me," counters her 9-year-old brother Rick.

Crash! goes the living-room lamp as Susan tries again, and this time succeeds in tripping her brother who is too big for her to tackle head on.

"Can't you make those children behave for a minute?" thunders father, who barely escaped the falling lamp.

Now the whole family is involved. What started as a teasing poke is now ruining the dispositions of four people. And tomorrow will bring another poke and more chaos because brothers and sisters in any family seem to take fighting for granted and at times even seem to enjoy it. Not so the unfortunate parents who must listen to the squabbling and, when it reaches the point of mayhem and possible fratricide, must step in and referee!

So we ask, "What can we do about it?" Each family differs in so many ways that it is most difficult to give or get any general advice. Perhaps the most important thing is to

and Pilot; Brian Simmons his Healthy Man and Pilot; and Clark Stephens his Artist.

give up any Utopian ideal of a household of children all getting along peacefully. It may be a comfort—although a cold one—to know that if your 6- or 7- or 8- or even 10-year-old is constantly bickering with his brothers and sisters, he is not out of the ordinary. Trying to get a rise out of siblings, teasing them, bickering with them, squabbling and wrestling with them, are probably some of the many things that increased age alone finally cures—at least we hope so.

Having recognized the normality of a great deal of bickering, it is usually better to let them work it out by themselves. Children are often capable of making extremely practical solutions when thus left to their own devices. But when the fighting goes farther than what you are willing to accept as "normal" it is sometimes necessary to step in.

The best solution, is of course, to separate them and not just at the time the fight occurs. Find the customary limits of their ability to be together peacefully and then try to separate them before those limits are reached. Plan in advance that they will not be together unsupervised at their most tired times. This may take a lot of planning but it will be worth it. Have them do things at different times and if possible, arrange that each has some space of his own which the others cannot invade. Try to help each one build up interests of their own ... even nursery school for the pre-schoolers will help.

(Now there's an idea—how about some keen young mother starting a nursery school in this area? And don't look at me—we're leaving this fair valley for an even fairer one). So if you can't wait until they outgrow this long, long stage when fighting is a favorite activity, separate them—but for heaven's sake, don't join 'em!

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MRS. JAMES STUBBS



Nighthawk News

by "ANDY"

D-Day started the 409th on a new chapter. It soon became one of the top scoring night-fighter units with the 2nd Tactical Air Force. In less than 11 months (from D-Day to the close of April '45) the Mosquito crews scored 10 kills, 3 probables and 14 damaged. For a time the squadron was employed on defensive patrols against the V-1 flying bombs and claimed 12 kills.

The first D-Day operations — defensive patrols over the beachhead and the Channel — were carried out from West Malling. Then, on June 19, 1944, 409 moved to Hunsdon again, where it remained until the time came to move across to the Continent.

At the end of July, W/C Reid, who was tour-expired, was succeeded by W/C M. W. Beveridge. On August 25, 409 crossed the Channel to B-17 airfield at Carpiquet (Caen) in Normandy and thereby won the distinction of being the first night-fighter squadron of the RAF to be based on the Continent. A fortnight later, on Sept. 11, the unit moved forward to B-24 at St. Andre de L'Eure. During its brief stay at this field 409 suffered the loss of W/C Beveridge, who was killed in an accident on Sept. 20. In the next few weeks the squadron made three further moves to B-48 at Amiens (Gilly) on Sept. 27, Le Culot in Belgium (Oct. 4) and back to Lille Vandeville in France (Oct. 12), where it remained through

the winter months. W/C J. D. Sumerville was C.O. through this period until Mar. 12, 1945, when he completed a very successful tour and was succeeded by W/C R. F. Hutton.

From France the squadron advanced to B-103 at Rheine in Germany on April 19, 1945 and after the termination of hostilities in Europe, moved back to Gilze-Rijen in the Netherlands (May 12) and thence to Twente (June 10), where it was disbanded on July 1, 1945.

The total claims for the squadron during its four year career were 12 flying bombs, 67 kills, 7 probables, and 24 damaged, plus 7 locomotives and 2 vehicles.

Squadron records report the award of one DSO, one bar to the DFC, 13 DFC's, two AFC's, two MBE's, two BEM's, seven Mentioned in Despatches, and one American DFC. The Squadron lost 47 officers and airmen killed or presumed dead in operations and accidents.

Contrails: The Annual Air Defence Rocket Meet at Cold Lake is without a doubt one of the most exciting shoots in the world today and all concerned are to be congratulated for their excellent showing. 409 Squadron is proud to welcome home the aircrew, F/O's Dick Bentham and Bob Burnie, and F/O's Bill Fraser and Tom Platt, as well as the groundcrew who were presented with the "Efficiency" trophy, emblematic of the best ground support in ADC. This success by the groundcrew was no surprise to the aircrew of the squadron. The important part of winning the trophy is that it is a reminder that these same people are with us 365 days of the year, and that day by day they are the finest groundcrew that we will ever have the good fortune to work with.

The Nighthawks welcome a

DEBITS AND CREDITS

by JWL

To be strictly correct, as per the Vancouver Sun, this first item should be headed "PAY DOES IT AGAIN." After a lapse of only one issue our rivals across the hall have scooped us again.

This time we spread the well worn red carpet for a Prairie Rose from Saskatoon, AW Nancy Sutherland whom we would welcome to Station Comox with open arms if we could get near enough through the panting herd. We'll just have to be content with "welcome and the best of luck."

On Tuesday night, June 7, the section held a farewell party in honor of S/L Stephens who leaves shortly for Zweibrücken. After a most appetizing supper, vociferously appreciated by everyone, W/C Bridges, acting CO, made the keynote speech of the evening, following which F/O Thompson presented our SAO with a parting gift — a very utilitarian desk set.

Following a short speech of acceptance, S/L Stephens, on behalf of the Accounts Section, then presented Mamie Aitken with a triple string of pearls on the occasion of her leaving Accounts and joining forces with the CPO. The look of surprise on the lady's face was one of the highlights of the evening as the gift was a very well preserved secret. It is this correspondent's firm conviction that the necklace couldn't have found a nicer resting place.

The first of June was a new crew to the "nest". F/O Bob Rohr and F/O Jim Shultz, just in from the OTU. F/O's Vic Wheeler and Bob Thatcher recently departed for a small sojourn to Edmonton for the summer bush survival course.

rather hectic day around here for Sgt. Richard. He was supposed to take off for Sea Island with a duffle bag under one arm and the Volkswagen under the other. However, the warden wangled a reprieve until June 8. Sad to say, Rocky is now a sorrowful memory for about three months.

WEATHER NOTES

by MET

People who spend a lot of their time outdoors are interested in changes in weather. When one is unable to readily obtain weather forecasts and information, it is a good idea to try your own forecasting by observing a few of the weather signs. Below are a few signs to follow (with a grain of salt). Look for the weather to remain fair when:

—summer fog breaks up before noon.

—height of the bases of cloud along the mountains increase during the day.

—winds blow gently from the north or northwest.

—cloud tends to decrease in amount.

—the barometer is steady or slowly rising.

—the moon shines brightly and the wind is light.

Look for a deterioration in the weather when:

—cirrus clouds change into cirrostratus and cloud is thickening and darkening to the west or southwest.

—clouds move in various directions at different altitudes.

—clouds move from the southeast and the south-easterly wind increases in speed.

—altocumulus or altostratus clouds darken the western sky and the barometer falls rapidly.

—the barometer falls steadily.

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DEMON DOIN'S

By GOSH

Must be pretty nice to be Hawaii-bound with six hundred bingo-bucks in one's pocket and an easy conscience through having sent the Missus back home to Spud Eyeland before the big nite, and therefore before she could get her hands on it. Just ask Spud Keenan, that is, if he lives through it. . . . Notice everyone walking lightly, talking softly and promptly. A pretty good sign it's almost PC-time. . . . F/O Rich-Rick Meader finds himself Captain and Master of a proud 35-foot sloop. Avast! Ye barnacled little bilge rat outboarders, and let a deep-water sailorman through on the starboard tack. . . . And speaking boatingly, did you know the first of the plastics has been launched? F/L Coppling's property. Yes sir! Backed her down on the beach they did, launched her, tried her out, then went to the Elks to Christen her; while all this was going on the tide came in and launched the car they backed her down to the beach with. The christening this time was with tears. . . . LAC Chadwick back from twenty-five (I think) days in hospital, don't know for sure what he had but understood no congratulations or cigars are in order. . . . W/C Joe McCarthy took an assorted and motley crew down to Whidbey on an Ex 18 t'other week; they had to de-swallow the ports before taking off for home, then after getting airborne the Winco got spots before his eyes. Big, yellow ones. Someone had pulled the little Yankee-prankee of painting canary colored dots on the spinners; and the rear rest reports that F/L Ken Petch's booby prize should be called Paderewski (OK you spell it) 'cause that dog sure is the pianist. . . . LAC C. G. Y. Audet, that's the bigger one, takes his release this week. He's going to look for a job in Victoria first, if the situation looks bad there, he'll go home to New Brunswick where the unemployment situation is more uncertain. . . . Things must be getting rough in the Air Force these days when officers can't afford a haircut; or perhaps it's when officers have to have a side-line. Anyway, whichever way it is, that's a beauty of a crewcut F/L Rogers hung on F/O Cam Wright; has a new way of doing it too; instead of using scissors in the usual manner, evidence shows that he employs a flock of trained moths. . . . F/O Bob McPhail was spotted last week busily rowing a chair up the corridor, against the current, too. . . . S/L MacDonald's section welcomes a new chauffeur to the squadron, one F/L R. F. Deacon; understand he comes at his own request to gather material for a book he wants to write — "The Deacon Was a Demon," but personally we think it's because he heard what a large "collection" we have here. . . . Other "Welcome Aboard" go out to LAC L. D. Howg, an AETech from 2 Wing; and Cpl. G. G. Moses, a RdrTech(A) from Trenton. . . . LAC D. E. Cameron got himself all harnessed up in tandem, very quietly. Many happy years to you both. . . . Congratulations extended to F/O and Mrs. Wilf Butler on the birth of a son, Wilfred Thomas; and to the F/O John Alexanders, who also sonned

together, but haven't been able to get the little one's name. . . . Someone must have put the old curse "May all your children be acrobats" on F/O R. Thompson, whose little fellow seems to have the urge but not the knowledge for the business. First he broke his collarbone, then he broke his other collarbone and since that seems to be about the full quota of collarbones, let's hope he doesn't find out what's connected to the neckbone. . . . Another LAC bit the dust when Arthur, Donald Polvi took the vows and lost his freedom. On the former "Pax Vobiscum," on the latter "Pax Requiem," on the whole deal, "Much Bliss" . . . To F/L Bob O'Malley: Farewell, and keep your Summerside up. . . . Now that we have our own bank opened on the station our personnel won't have to go down town to have their applications for loans refused. . . . We promised S/L Ed Hudson we'd leave him strictly alone this week, and so we shall refrain from any comment as to the type of people he associates with while away from the fold; we shan't even mention the two bums he drove across the prairies in company with, and certainly we wouldn't even dream of letting Downsville know that he distrusts them so badly he slept every night with his bed pushed up against his locker, that's the type of trustworthy reporter we are. Ask us to keep it quiet and we close the column for this week without a word.

FLYCON FLASHES

By BARNEY

Many changes have been made in this section while I have been away. Sgt. J. J. MacDougall has left for a GCA Controller's course in Camp Borden, and F/L Wood and F/O Hawkins are still hoping that no one will cancel their overseas posting. Cpl. Bob Hird has just received notice that

his release has been approved (Fortunately it's quite warm at night, and the park benches are plentiful, so he won't have it too tough). Seriously, Bob, we all wish you the best of luck.

More transfers: LAC Stan Rice is leaving in September for Churchill, Manitoba (he actually sounds happy about it!); Sgt. Bill Chestney fresh from Goose Bay, headed for RAPCON; Cpl. Joe Dobko leaving for a four-year stretch in France and Cpl's Doug Potts and Bert Smythe off to Sea Island and conversion to Quadrads.

To all those who are leaving, we bid you fond adieu and the best of luck, and to those who are reporting in — Welcome to the land of rain, rain and more rain.

ARMOURER'S ALLEY

by "Q"

The armament section has recently been increased in officer strength by the addition of F/O T. W. Law, Terry, a graduate of the University of Alberta, where he specialized in chemical engineering, will assume the position of Servicing Armament Officer.

A recent incident on the island has brought our attention back to the subject of Explosive Safety once more.

Two boys engaged in the manufacture of a bomb for killing fish, were critically injured when the device exploded prematurely. It is hardly necessary to point out that not only were these boys physically injured, but they left themselves liable for prosecution under Section 5 (1) of the Explosives Act which prohibits manufacture of un-authorized explosives. It should be noted that fines levied under this Act are usually quite heavy, and at the best of times, glass and metal are poor substitutes for eyes and fingers.

Sparks From The Smoke Eaters

Statistics recently released by the RCAF Fire Marshall's Office indicate an alarming increase in fires caused by careless smoking habits.

Take stock of your smoking habits now! Ensure that you do not cause the loss of a building or a life — perhaps your own.

"Bad smoking habits can be the death of you."

The Fire Marshall pointed out in his annual summary that the seriousness of this type of fire lies not in the property damage, but in the fact that this type of fire is

a potential killer. The seriousness of the situation is illustrated by the 179 fires during the summary period. Losses amounted to \$14,622.

TELE-TALK

By "E. C. GOIN"

The shop is in a state of chaos lately with the book case and furniture designs being changed slightly. The Senior NCOs decided that a new look in telecommunications was needed along with a quarterly personnel change. The latter was made last Monday with an exchange of techs be-

Continued on Page 10
See Tele Talk

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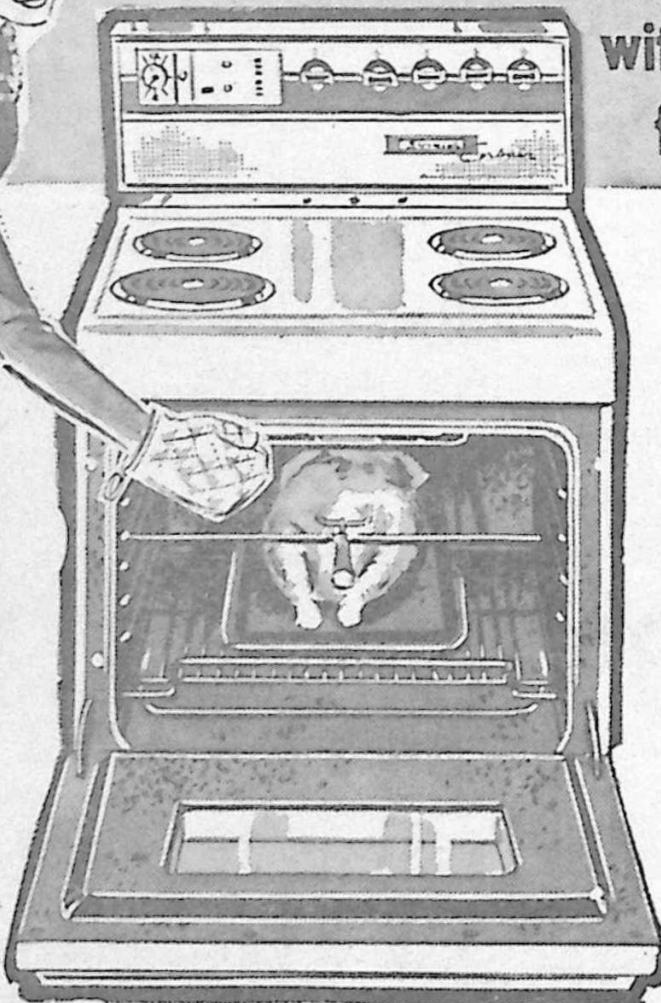
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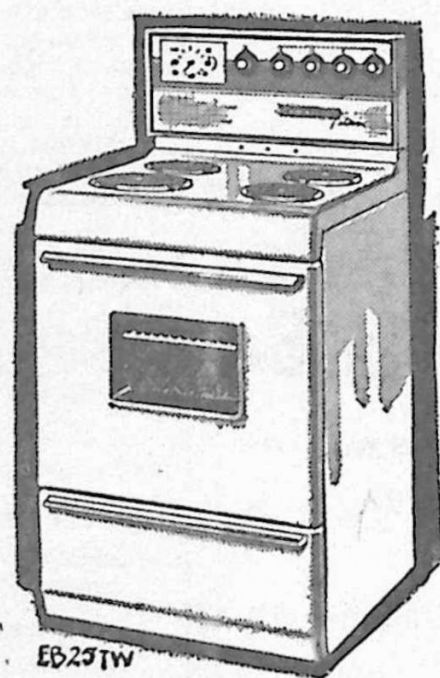


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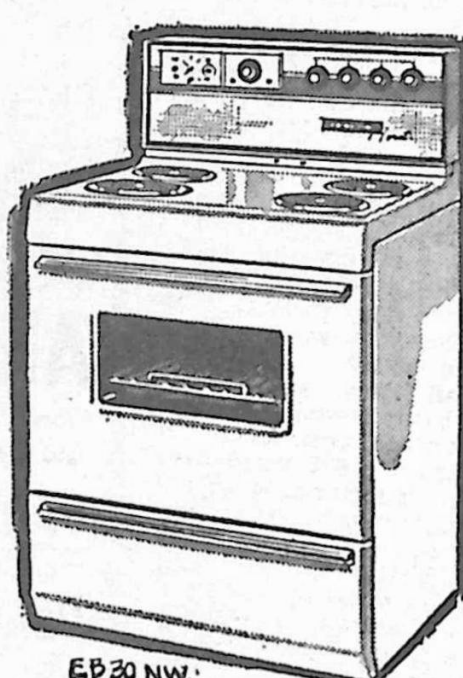


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NEWS IN Sports



Official Opening of Sports Field

The new PMQ sports field, 18 months in building, was opened on Thursday, June 2, with W/C Bridges and W/C McCarthy officiating. The new sports field, located just north of the apartment blocks, consists of a 440 track, a soccer field, a baseball diamond, and two softball diamonds. To date, only the softball diamonds are not quite ready. It is hoped that all the facilities will be in use by the end of the summer.

Two opening games on "A" diamond was between I & E and 407 Aircrew. The game was opened with WO2 Moore (past president of the league) on the mound, S/L MacKen-



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Recreation Ramblings

Comox has done it again! The 5 Air Div golf trophy will rest in our trophy case for another year and Comox will represent the Air Force in the Tri-Service Golf Tournament at Vancouver this month (More about the 5 Air Div. Tournament elsewhere on this page).

The softball league has been under way a week now, and most of the teams have 3 or 4 games under their belt. The diamonds are fine, but the complaints about the dust are justified. Reminds some of the older fellows of the dust storms back in Saskatchewan. One diamond has had a couple of loads of clay spread on it; all we need now is a good rain to blend the two types of soil together and the dust problem will be remedied. Say there, fellows, are any of you ball players interested in umpiring? You get paid \$1.00 per game. If you are interested, call the Rec Office at 87. Hope to hear from you.

The two NFF boats should be ready for rental this coming week (we hope). We had a little trouble with them but we are finally getting the last of the kinks ironed out. The boats will be rented from the Rec Office at 50c per hour, and this year they will be kept at the Little River fishing resort.

Camporee is success

The theme of the Camporee projects, directed by DSM R. Hawkins, was a forest fire which had forced people to take refuge on Denman Island. The Scouts set up a "round-the-clock" organization to look after them. Patrols reported at specific intervals to man a first aid centre, message centre, emergency ration centre and a pioneering team. A realistic atmosphere was maintained throughout with lost, injured and homeless victims portrayed by other Scouts, arriving continuously for assistance.

On Sunday afternoon F/L the Rev. R. G. MacNeill said On June 4-5, the annual Comox Valley District Scout Camporee was held at Fillongley Provincial Park, Denman Island under the leadership of District Commissioner T. R. Yaeger.

The 192 Scouts from 12 Island and one mainland troop attended under the leadership of 32 leaders and their helpers. RCAF interest and support of the Scout movement was once again exemplified by the number of officers and armen who gave of their time to assist as leaders and helpers.

From their arrival at the Camporee until final clean-up the patrols were under observation for appearance, cleanliness and use of tools, cooking fires and Scout-like conduct.

Mass for the Catholic Scouts and a "Scout's Own" service for Protestant Scouts was conducted by F/L G. B. Wood. This was the last camporee in this district for District Continued on Page 10 See Scout Camporee

Keenan Wins \$600

What is it like to win \$600.00? This was the question asked LAC Rankin Keenan of the 407 Orderly Room. 'Spud', as he is known around 407 Squadron, was the lucky winner of the \$600.00 jackpot at the last Station Bingo of the season.

He will have no problems deciding what to do with the money. His wife Jean is holidaying at their home-town, Murray River, P.E.I. and part of the money will pay the travelling expenses of this trip. Spud is at present in Hawaii with the Squadron and probably will be spending a few dollars of it on his leisure hours, there. The rest will go in the bank for future needs.

His biggest question was, "When is the next bingo"? The answer—probably next September.

Golfers Take Trophy

The Weather Man provided the clear skies and sunny weather, and the Station Comox Golf Team provided the winning talent as they again took the 5 Air Div. Trophy. This is the second year in a row they have won.

The tournament this year was held on Friday, 10 May at the McClary Golf Course in Vancouver. Sea Island were second and Station Vancouver came third.

F/L Glen Burgess turned in a pair of 77's for a 154 total, lowest of the Comox team. Sgt. Scott, winner of the Station Comox Championship, had a 163 (80-83), WO2 Zaruk 167 (79-88), Cpl. Thompson 168 (90-78), WO2 Thompson 174 (91-83), F/L McPherson 176 (91-85) and F/O Stellar 183 (97-86).

Our heartfelt congratulations to the team, and our best wishes for their continued success in the Tri-Service Tournament this weekend.

INTERSECTION SOFTBALL STANDINGS

Team	P	W	L	St
Telecom 'A'	4	4	0	1000
HQ	3	3	0	1000
409 Nighthawks	4	3	1	750
407 AC	3	2	1	677
407 Telecom	3	2	1	677
Fly Con's	5	3	2	600
Systems	4	2	2	500
I & E 'A'	3	1	2	333
Telecom 'B'	4	0	4	—
407 Electric	3	0	3	—
Cpl's Club	3	0	3	—
I & E 'B'	1	0	1	—

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Baked Spring Salmon in White Wine Herring in Beer Sauce - Herring in Lemon Sauce
Frogs Legs - Rolled Baby Pike
Shrimp Salad - Chicken Salad
Elk Hotel Special Potato Salad
Roast Sliced Turkey
Roast Beef - Pickled Tongue
Assorted Fancy Sausage - Cracked Queen Charlotte Crab
HOT DISHES
Curried Turkey - Pork Orientale with Rice
Anchovies - Smoked Oysters - Imported Sardines
Sweet Pickles - Stuffed Olives - Mustard Pickles
Assorted Imported and Domestic Cheeses
Our Famous Baked Alaska Dessert - Fresh Fruit Salad
Crispy Rolls - Our Special Blend Coffee
\$1.75 per person - \$1.00 Children under 6
7:00 to 10:00 p.m.
Famous Smorgasbord Every Saturday Night



Trail Treasures

with "ILES"

Here are a few lakes and streams on Vancouver Island and the fish you may expect to catch in them. There are many more on the Island abounding in trout. Only some of the more commonly known and most easily accessible are listed.

Sproat Lake - Near Alberni. Fishing open year round. Kamloops trout, cut-throat, dolly varden. Excellent camp sites. Boats available. Fair rainbow and steelhead fishing.

Great Central Lake - Close vicinity Sproat Lake. Same fish and fishing conditions as Sproat Lake. Best months for steelhead - February, June, August and September in outlet rivers.

Ash River - Runs into Sproat Lake. Excellent camping. Open year round. Summer and winter runs steelhead - June to October, December to February. Cut-throat also good.

Nahmint River - Near Alberni. Winter run steelhead December to March.

Buttle Lake - Near Campbell River. Excellent for dolly varden, cut-throat and rainbow.

Spectacle Lake - Malahat district. Eastern brook trout.

Stamp River - Near Alberni. Summer and winter runs steelhead - July to September and

December to March. One of best steelhead streams on Island.

Round and Semen Lakes - In Duncan area. Eastern brook trout.

Cowichan River and Lake - Near Duncan. Excellent steelhead river with good winter run. Dolly varden inhabit both Cowichan Lake and Cowichan River. Excellent resident cut-throat fishing in Cowichan Lake. Eastern brook trout in upper reaches of Cowichan River.

Nanaimo - Excellent steelhead runs December to April. Best late December to March.

Campbell Lake - Excellent for cut-throat, dolly varden, rainbow. Best March and April.

Campbell River - Winter run steelhead December to March. Small summer run of steelhead. Excellent camping. Excellent fly river. Very good winter run cut-throat and dolly varden.

Nimkish River - Difficult to reach. Winter steelhead run November to March. Cut-throat abundant.

Comox Lake - 12 miles from Courtenay. Good dolly varden, cut-throat lake.

Elk River - Excellent steelhead, cut-throat, and dolly varden runs. Steelhead best December to March. Campsite at Elk Falls.

Koksilah River - Flows into Cowichan Bay. Excellent steelhead and Kamloops winter months.

Niagara Creek - Good for brown trout year round. In Malahat district of Vancouver Island. Excellent campsites.

Little Qualicum River - Good for brown trout year round. Good for steelhead December to April. Best late December to March.

Puntledge River - Excellent steelhead river. Good December to March inclusive. Best January and February. Good cut-throat river summer and spring.

Courtenay River - Good steelhead runs throughout the winter. Good December to March inclusive. Best January and February. Excellent cut-throat river summer and spring.

Tsolum River - Good steelhead river. Good December to March inclusive. Best January and February. Excellent cut-throat river spring and summer.

Englishman's River - Good steelhead river. Good December to March inclusive. Best January and February. Good cut-throat stream.

Salmon River - North of Campbell River. Excellent steelhead river. Good November to March. Best December to March.

THIS MONTH'S RECOMMENDED READING
"The Vancouver Island Bulletin Area"—published by the

Comox Free Divers

by CAL SMITH

The accompanying cartoon is adapted from Saturday Evening Post. It originally depicted a polo player, but upon seeing it, my wife immediately pictured me in place of the villain and insisted that I change it and print it in my column.

It always seems unfair to me that my wife takes this attitude. Women are so unreasonable! For Mother's Day I bought her a valve for the small doubles she will use if she starts diving. I don't understand why she became so upset; a valve is much more important than a steam iron, and her flat iron is still in perfect shape.

The other day she even had the gall to say she needed a new washing machine. I pointed out that all the old one needed was a new silt in the tub and a new crank for the wringer; and the money saved would buy a brand new triple stage, double diaphragm, chrome plated regulator with non-returns and automatic, balanced exhausts to permit easier breathing at 840 feet. She must be convinced because she hasn't said a word since Dave Tomlinson says that he has the same trouble with his mother. She has been nagging him to buy a new suit, when he already has three; two wet and one dry.

We eat nothing but the best in our house; Oysters, clams, scallops, abalone, cod, salmon, crabs and lobsters. She still complains! Says she wants beef and pork!

I wish to apologize to all divers for printing this cartoon, but if you're smart, you'll ignore the sarcasm and say "Okay, instead of paying \$1.75 every time I have to fill my tanks, I'll buy a compressor and fill my own."

B.C. Dept. of Lands and Forests—designed primarily for those who are interested in settling on Vancouver Island. Provides a source of geographic information for the general public—deals with agriculture, population, physical features, and economy of Vancouver Island.

"Hunting-Fishing and Canoe Trips in Canada"—Catalogues hunting and fishing attractions along CNR lines—also supplies a list of canoe trips in all parts of Canada, from 10 miles to 600 miles—CNR also offers canoe trip charts. All this available free from A. P. Lait, Manager, Sportsmen's Service Division, CNR, Montreal, Quebec.



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The story of a controller of the future and what happened . . .

The Day the Airlines Were Four Minutes Late

(A STORY IN TWO PARTS)

By LCDr. Jack O'Donnell, U.S.N.R.

(This story by LCDr. O'Donnell may seem far-fetched in many respects. However, the rapid development of new equipment and electronic computers for use in Air Traffic Control commend it as a most timely article. Ten years ago devices like TACAN or Automatic GCA were little more than items on the scientists' drawing boards. Today they are a reality and even more startling equipment is being readied for use. LCDr. O'Donnell has served a tour as aircraft maintenance officer on the USS Forrestal and has logged several thousands of hours as a pilot. He has over a thousand hours on the T-33. A keen student of Air Traffic Control, he has made use of his well-rounded aviation background to produce this gripping story of the controller of tomorrow.)

Part 1

The metallic voice from the console seemed to fill the small control room.

"Patina New York, this is Scandia Jet Flight Three Zero One. I request an audio read back and change in flight plan, over."

Hartnet, the duty controller turned to the flight plan monitor screen and read off the information into the microphone. "Three Zero One, this is Patina New York, flight plan follows; set course zero seven two for London, cruise altitude six three thousand, printed approach six three down, right-hand turn, runway one three left. The time now one nine five seven roger, enroute time three hours, one minute, weather and winds information on screen two, over."

The pilot repeated the instructions, then added, "Request an approach to runway one three right, if possible."

A frown creased Hartnet's lined features. "Unable to grant your request," he answered, "Lufthansa Flight Four Two Eight from Brussels is scheduled to touch down on that runway at zero one five nine. You wouldn't be clear, that's why you have been assigned the left runway, over."

"Roger, thank you," the voice sounded disappointed, "I was just trying to save taxi time. All navigation gyros are up to speed, instrument and power

lights green, over."

Hartnet turned to the console and pressed a button, watched a green light come on and then said, "You're locked on the takeoff and departure control gear. Will monitor your departure on low and middle scale. Have a good trip."

While this exchange between Hartnet and the pilot had been taking place, Ralph Snead, the oncoming controller, had entered and stood by listening. Now both men turned to the left wall where a plan view of the field glowed in the semi-darkness. A miniature aircraft began to move down one of the

runways. They watched it become airborne, turning to a heading of 072 degrees and start to climb. Precisely three hours and one minute from now it would touch down on runway one three left at London Airport, guided unerringly by the integral navigation gyros in the aircraft, and landed exactly on schedule by the electronic gear in a room in London similar to this one in New York. Hartnet swung around to the control console, leaned back in his swivel chair and lit a cigarette. "Have a smoke, Ralph?" he asked, offering the pack.

"No thank you," the other answered, "smoking makes me nervous, and I guess I'm nervous enough for one evening right now."

"Nervous, what about?" Hartnet asked, eyeing the younger man.

"Well, when I walked in you were actually talking to a pilot," Ralph gave a small dry laugh, "you know as well as I do that we're forbidden to give audits except in an emergency. And I've yet to see an emergency that Dina couldn't handle. I've always considered it a waste of time talking to airplane drivers."

Hartnet started to answer, then checked himself. Snead was right, he was always being fifteen or twenty seconds in talking to an airliner or military pilot when all he had to do was switch to automatic monitor and the machine would give the answers. He looked affectionately at the big computer. DINA, she was called, her formal name being DIGITAL INTEGRAL NAVIGATION AID. Precision flights anywhere in the world were made possible by the data stored in this computer's memory. She checked the performance figures, gross weight, fuel requirements, etc. of every aircraft requesting clearance, compared these figures with data from thousands of flights along the same routes, then combined this information with enroute traffic and weather information gathered from automatic ground and satellite stations. This data was then relayed to the PAT

(for PRINTED APPROACH TAPE) station at the destination, and an electronic tape readout plate was selected for that particular aircraft. The combined systems were known as PATINA, PRINTED APPROACH TAPE INTEGRAL NAVIGATION AID.

You can't teach an old dog new tricks, Hartnet thought. His controlling days went back to the time when the only way to get them down safe was to talk them down. When you strained them in, your eyes straining to pick up the tiny radar target which meant that somewhere out there in the fog and rain and night a pilot and crew was depending on you to get them down safely. You felt like you'd done something, when you brought them in like that. That's why he felt a closer kinship to the boys in the cockpit than Snead did. Snead hadn't broken in until the Patina system had been established all over the world.

You couldn't blame Snead too much. He had been taught that the machine was capable of handling any situation. The public must be served, and the public expected airline operations to be on time to the second. How easy it is to forget the men who made this possible, Hartnet thought, his fingers circling the glass paperweight on his desk. Imbedded in the glass was a photograph of a similar aviator in an old-fashioned full pressure suit.

The legend engraved around the edge read "Commander Kirk Conway USN, Pilot of Douglas A7D Bureau No. 205689—First Non-Stop Flight Around the World Using PATINA System—May 30, 1965." A manufacturer of one of the system's components had given them out as souvenirs after that great flight.

Hartnet put the paperweight down and pushed himself away from the console. "She's all yours, Ralph," he said, "monitor screen is set on low scale so you can see what's going on out there, automatic takeoff and land system operating and she's purring like a kitten." He got up and walked over to peer out into the night. Rain whipped against the glass in horizontal sheets. A night like this would have spelled real trouble in the old days, he thought, turning away.

He was almost to the door when it happened. The steady hum and clicking of the huge computer changed to a series of high pitched beeps. Hartnet wheeled around to the monitor screen, his eyes seeking the blinking red light that meant trouble.

Snead, at the console, had swung around also, and was already busy switching from one scale to the next. They both saw it when he switched to a high scale, a pulsing red light, indicating that a high flying aircraft was in trouble. "Pinpoint that position," Hartnet said coolly. "I'll check Dina and find out what the trouble is."

While Snead manipulated two bearing dials, Hartnet pressed the "Identity" and "Transmit-Monitor" buttons on the computer. In this way, he would get the plane's identity and all transmissions from it would be fed directly to the computer and corrective measures

begun automatically. In seconds a printed tape began clicking from the machine. Hartnet seized it and read aloud, "Plane call sign Navy Rocket 310785, Type F4J 'Sundagger', Pilot R. B. White, Lt. (jg) USN; Departed USS Forrestal, Position 78 miles bearing 280 from Oahu, T.H., Destination USS Defender, Position 65 miles bearing 035 from Norfolk, Va.; routine PATINA flight plan—not holding the assigned course or altitude—no response to warning light appears navigation gear inoperative."

"You got his position yet?" Hartnet asked with quiet urgency.

"Right now he's just south of Buffalo, at eighty-two thousand," Snead answered. "He keeps changing course so often he's hard to follow. Pilot must be unconscious or he would have called before this. Looks like we're too late to help. We'd better hit the 'Emergency Eject' button and get him out of it."

That was about all they could do now. Press the button and let Dina take over. Snead saved the pilot, but not the plane. And if it hit in a populated area—

"I'm going to give him one call first," Hartnet said, grabbing the microphone before Snead could argue.

"Navy Rocket, Zero Seven Eight Five, this is Patina New York, do you read me, over?"

Silence. The hum of the electric clock seemed to grow more intense as they waited. A minute went by and then Hartnet called again. Still no answer. Hartnet's hand moved across the console, broke the safety wire and lifted the red cover on the eject button.

"Station calling Zero Seven Eight Five say again your message, over."

The voice from the receiver brought the men bolt upright. Hartnet seized the mike again. "Navy Seven Eight Five, this is Patina New York, what is the nature of your emergency? We are standing by to render assistance, over."

"I didn't declare any emergency," the voice sounded irritated. "Nothing wrong up here I can't handle."

"The monitor screen holds you off course and altitude, is your navigation gear inoperative?"

"Affirmative," the voice came back, "it wasn't working properly so I turned it off."

"Did you get a malfunction light?" Hartnet asked the unseen voice.

"Negative," the irritation was back again, "the radar mapping scope showed me on course over St. Louis, but I positively identified the city as Memphis through a hole in the overcast. I know that area like the back of my hand. There is another hole to the north of my position. I expect to be oriented again in a few minutes. Will call you then, out."

The two men stared at each other in disbelief. It couldn't be true. Not in this day and age! Snead finally spoke, "Of all the stupid, idiotic things I ever heard, this is the worst!" His hand reached for the eject button.

(To be continued in the Next Edition)



SPECIAL TO THE TOTEM TIMES

Beware the Demons

By ANDY TURPIN-CARROLL, RCAF Public Relations

The lumbering Lancaster lifted its ungainly weight off the tarmac, circled slowly and passed overhead a row of sleek Neptune anti-submarine aircraft.

With its four Merlin engines creating a roar familiar to thousands of Commonwealth airmen, the Lanc dipped its wings to the silent watching crowd that stood watching. In a final salute the tired old warrior pulled up sharply and banked out of sight.

This flight was the end of an era. The last Lancaster was gone.

407 (M/P) Squadron is now converted to the newer P2V7 "Neptune" patrol plane, equipped with complex electronic gear designed to seek out hostile submarines. Fitted with additional power in the form of J34 jet engines housed in pods under each wing, the P2V7 can climb to altitude faster and perform tactical manoeuvres quicker than the faithful Lancaster ever could.

Maintaining silent vigil over merchant shipping is not a new role for 407. Its nickname the "Demon Squadron" was earned during the Second World War when it was also a maritime squadron with Coastal and Bomber Commands.

Formed at Thorney Island, Hampshire, in May of 1941, it was Canada's second coastal squadron overseas.

For the first 17 months it operated as a "strike" unit, attacking enemy surface vessels in coastal waters from Norway to Spain. Reversing roles, the squadron spent the last 27 months of the campaign guarding Allied shipping from the undersea menace — the German U-boat.

In both roles, anti-submarine and anti-shiping, the "Demons" were rewarded with outstanding success. Four subs "killed" and at least seven others damaged were credited to its crews.

It was as a "strike" unit that the squadron won its greatest fame and its proud nickname. No complete figure of its anti-shiping successes is available, yet it is certain that the total enemy tonnage destroyed by

the crews far exceeds the 400,000 mark. The squadron also took part in the thousand-bomber raids against the cities of Bremen and Cherbourg. In combat with enemy aircraft during these raids they destroyed two, one probable, and damaged a third.

During its entire four-year tour of operations, flying Blenheims and then Hudsons and finishing up with Wellingtons, 407 collected 3 DSOs, 18 FDCs, 6 DFM's, one Bar to DFC, and 35 Mentions-in-dispatches. These awards were hard-won. From the squadron's inception in 1941 to its disbanding in 1945, a total of 233 aircrew and groundcrew personnel lost their lives.

In July, 1953, the squadron was re-formed at RCAF Station Comox and designated as a Marine Reconnaissance unit. It was equipped with Lancaster aircraft, and as the name implies, its role was to carry out reconnaissance and anti-submarine operations on Canada's west coast.

Initially the squadron was under the functional and administrative control of 12 Air Defence Group (later 5 Air Div.), while for practical purposes, all maritime operational and training policy came directly from Maritime Group HQ at Halifax.

However, in order to maintain the same state of operational efficiency as other squadrons within the maritime command structure, the unit was brought under full control of Maritime Air Command in 1954 and in 1955 was redesignated as "407 Maritime Patrol Squadron." Its role as an operational anti-submarine unit remained unchanged.



During the course of operations and training it has covered the entire coast of North America from Kodiak, Alaska, to San Diego, Calif., (including a few trips to Tijuana, Mexico), and has operated over waters of the Pacific, Atlantic and Arctic Oceans.

Working in close co-operation with the Royal Canadian Navy, exercises have been carried out in the North Atlantic with military forces of other NATO nations participating.

During the annual Ice Recce, the squadron has been deployed as far north as Resolute and has operated over the far northern station of Alert.

As its secondary function 407

is on standby at short notice for search and rescue operations. Neptune aerial cameras have photographed many miles of search area in attempts to locate missing aircraft.

The badge of 407 Maritime Patrol Squadron was approved on 16 August, 1942, by King George VI. The emblem consists of a golden-winged trident piercing a broken anchor. These objects suggest the speed, strength and superiority of air power in the control over the seas and its victory over enemy shipping. The frame of the RCAF completes the badge with the scroll and words "To Hold On High", extracted from the poem of World War One

fame, "In Flanders' Fields." It was the feeling of the unit at the time that the ideas so embraced would be an inspiration to the present squadron members and at the same time serve as a tribute to those who had already "passed on."

The operational efficiency and esprit-de-corps of the air and groundcrew of the "Demon" Squadron of today is upheld in the old tradition.

Hear the message of the whispering Neptune. "Beware the Demons."

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TOTEM CEREMONY

Continued from Page 1
ceremony was the distribution
of apples and oranges to all
present. This was a carryover
from the pre-European era,
when host chiefs would kill
slaves and destroy boats, and
then distribute gifts of robes,
slaves and tools to everyone,
to show how wealthy they
were. These were known as
potlatches, and wound up in

feasts and dancing. At today's
prices, oranges and apples
have to suffice.

The overall impression was
of a fine, colorful, and very
friendly atmosphere. Chief
Frank thanked the RCAF for
being present in uniform. He
later expressed his pleasure at
seeing them and plans to do
something in the near future
for the station to show his
appreciation. After a short
ceremonial dance of farewell,
the people were invited to a
nearby building for coffee
and sandwiches.

TELE TALK

Continued from Page 5
tween shop, maintenance and
servicing sections.

The Telecom soft-ball teams
are both sad and happy. The
"A" teams have had no losses,
while the "B" team, at least
went down swinging.

LAC Jones left Wednesday
for North Bay from whence
LAC Calderwood has returned.

LAC Tiger Munro was guest
of the station infirmary last
week. His stay consisted of
watching TV, book reading and
the odd needle in places he'd
rather not mention.

The section grieves the loss
of Radar Tech. Gerry King
who has been with the section
for almost two years. He
has retired and plans to drive
to his home in Nova Scotia.
Two new Corporals and two
LACs are expected in the near
future.

SCOUT CAMPORE

Continued from Page 6
Commissioner T. R. Yaeger,
Scoutmaster R. Hawkins, and
former District Cubmaster F.
I. Stephens who have been
transferred to other RCAF
stations.

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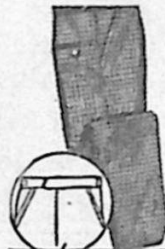
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