



The AOC, accompanied by the OC 407 Maritime Patrol Squadron, W/C J. McCarthy, inspects the guard of honour on his inspection tour of the Maritime facilities at Comox.

NORAD Sector Commander Visits Operational Facilities

On 6th October, Station Comox played host to Brigadier General Frank W. Gillespie, Commander of the Seattle NORAD Air Defence Sector. He was accompanied by his Deputy, G/C R. S. Turnbull.

On the previous day, the Commander had visited Holberg, and inspected the radar site.

Upon arrival at Comox, General Gillespie was met by the Commanding Officer G/C R. F. Miller, and conducted to the Officers' Mess for an informal luncheon.



... welcome to Comox

During the afternoon he toured 409 Sqdn. which is under his operational control, and received a briefing from the acting OC. He was very interested in learning of the operational facilities of this station.

The Senior NCO's held a cocktail party for the General later that day. After leaving the NCO's Mess the Commander went to the Officers' Mess for a dinner.

General Gillespie departed next morning and returned to his headquarters at McChord Air Force Base.

Artic Airlift By RCAF ATC

The RCAF completed an airlift of 356,000 pounds of supplies to four isolated arctic weather reporting stations, on Oct. 2nd.

Two C-119 "Flying Boxcars" chalked up 172 operational flying hours to deliver the equipment and food to Isachsen, Mould Bay, Eureka and Alert in 11 days. The operation, planned to transport only 300,000 pounds lasted one day longer than scheduled to airlift an extra 56,000 pounds and to complete an air ambulance flight during which an Eskimo baby boy was born.

Two such airlifts are completed annually by 435 Transport Squadron based at RCAF Station Namao, Alta., to keep the weather reporting stations operational. RCAF Detachment Resolute Bay on Cornwallis Island is used as the advance base. Supplies are airlifted from Resolute Bay and Fort Churchill, Man.

The two planes, operating throughout daylight hours, flew for 172 hours transporting the supplies. Including transit flying from Namao, the planes were in the air well over 220 hours. Three complete aircrew teams of pilots, observers, flight engineers and movement controllers manned the cargo planes, while about 30 airmen were employed refuelling, loading and maintaining the transports.

The airlift began Sept. 20, as ordered by Air Transport Command Headquarters at Trenton, Ont.

121 Rescue Flight To Get New Planes

Four aircraft will be added shortly to RCAF rescue operations at Sea Island. S/L J. Howarth, said that two Albacross and two North Star aircraft especially equipped for search and rescue work with Lindholm dingies will arrive

soon at 121 Rescue Flight. He also mentioned that the Rescue Centre had handled 25 per cent more incidents this year, and there has been a 25 per cent jump annually for the last three years.



Vol. 1 - No. 15

Thursday, October 13, 1960

AOC Inspects His Demons

407 (MP) Squadron Parades For Air Comm. Clements

On the afternoon of October 3rd the Station Guard of Honour was turned out in honour of Air Commodore W. I. Clements, OBE, CD, Air Officer Commanding Maritime Air Command, upon his arrival at Station Comox for the annual AOC's inspection of 407 (MP) Sqn.

After the inspection of the Honour Guard, A/C Clements, together with G/C Miller, commanding officer Station Comox, and W/C McCarthy, commanding officer 407 Sqn., were made welcome at the Sr. NCO's Mess, then repaired to the VIP suite for refreshments. An informal evening was enjoyed at the officers' mess later that night as all officers and their ladies strove to make the evening a pleasant one. The evening culminated in a buffet supper at 11 o'clock.

The highlight of the official visit occurred at 9 a.m. on the morning of the 4th when a Wing Ceremonial Parade was marched past, behind the Station Band and the RCAF Colour Party. In a short address at the conclusion of the parade A/C Clements congratulated the officers and men, not only on the particularly smart turnout and drill, but more emphatically on the enthusiasm displayed by both air and ground crews in keeping the Neptunes airborne and in maintaining a high degree of capability.

All the various sections of the squadron were visited and inspected individually by the AOC; then a brief conference was held in Squadron HQ, where the senior officers and section leaders had an opportunity of discussing any difficulties encountered.

After a conducted tour of the Station A/C Clements departed at four o'clock, proclaiming himself pleased and happy with the "State of the Demons."

Station Officers Teach Teachers

Station Comox will provide lecturers for the Senior Science Section of the Secondary Teachers' Convention to be held in Courtenay on Friday, October 28th.

Air Force officers will present a series of half hour lectures to approximately fifty teachers on Friday morning at the Courtenay High School.

Subjects to be discussed are: Structural Features and Operation of Jet Engines, Radar Functions and Its Uses as a Navigation Aid, Weather Observations and Forecasting, Aircraft Structure and Controls and Search and Rescue Techniques.

During the afternoon the teachers will assemble at the Airport and tour the Technical Sections on which they have received lecture information.

PTA Sponsors Special Program

A play, sponsored by the Comox Airport P-TA will be presented at the Station Theatre on Thursday, Oct. 20. "Cur-tain Time" is seven-thirty. The play, "Little Red Riding Hood," is a presentation of Vancouver Holiday Theatre.

To encourage as many children as possible to attend with a parent a special family rate of one dollar and fifty cents has been arranged. Single admissions re thirty-five cents for children and seventy-five cents for adults and are available through your child at school.

Red Riding Hood is the well-known story—with a difference. A young wolf who thinks he's smarter than men, plots to outwit all and catch Red Riding Hood, in spite of the warnings of wise old Grandfather Wolf. He learns to walk and talk exactly like people but he cannot learn to control completely his wolf nature. He reckons without the quick wits of Grandmother Slyboots and the sharp axes of the woodcutters.

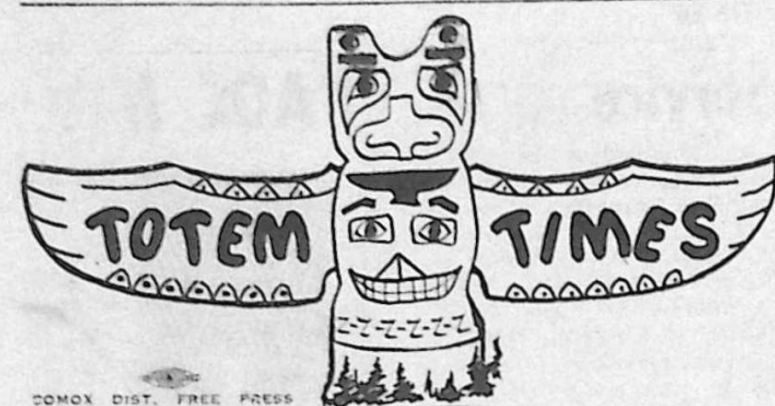
The talented company of professional artists includes Aileen Barker, Margaret and Ion Berger, Susan Ringwood, Elie Savoie, Eric Schneider and Alan Wallis. Plays are directed by Joy Coghill and Myra Benson; sets and the costumes executed by Gerry Richardson.

At the Robb Road school on 21 Oct. the same players will present the play "Shakespeare by Five," under the sponsorship of the P-TA. This play is a colorful presentation of scenes from five of his plays.



Winning pictures and posters of the Wallace Gardens School's contest on "Fire Prevention Week" are seen here being appraised by the judges. Left to right, Miss Beveridge, principal of Wallace Gardens School, F/O Piitz, W/C Quinn, Sgt. Wilson and LAC Oakley. (See page 3 for details).

Photo by Carew



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Editorials

Tale of a Tabloid

THE SEED . . . Last March the Totem Times went to press with an opening message of goodwill and encouragement from the Commanding Officer, G/C R. F. Miller. In his message he spoke of "the persistence and ingenuity" of the editor and his staff in their efforts to start this newspaper and "hoped that all sections would do their share to ensure the continuing success of the Totem Times".

THE TASK . . . Similar to other station activities the Times received its share of enthusiasm and support from the sections and feature writers. A glance at past issues will show an interesting mixture of persistence, talent and growing pains as endowed and felt by the past writers and reporters, some of whom have been transferred. But such ventures which rely heavily on the efforts of volunteer workers will suffer from a creeping apathy unless new blood, new ideas, writers, reporters and constructive criticisms are received from the readers.

THE DIFFERENCE . . . The main difference between the station paper and any other station activity is that there is a deadline set every two weeks. Each two weeks the same amount of work, reporting and writing has to be done regardless of delays, inconveniences and shortages of material. The editor and staff are equipped to write, rewrite and run off the press any news which comes in. The problem is the shortage of current news.

THE MATERIAL . . . What is news? News is events which reflect the life of personnel and their families at Station Comox. People are interested in one another. They want to read of their hobbies, social activities, their outside interests and work and the role they play in the RCAF environment.

THE DEBT . . . The cost of the Times is on the shoulders of our advertisers. To perform the service due to them we are obliged not only to print their advertising, but to ensure them that the news and features are of sufficient interest to keep up a large reading audience.

THE SUPPORT . . . Support your paper. Let the editor know of happenings in your neighborhood, and if you have any talent or desire to work on the paper in one of its many facets, drop him a line.

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Chapel Chimes

CATHOLIC CHAPEL F/L J. F. BOURQUE

SUNDAY MASSES: 0900 and 1100 hours.
Weekday Masses: Mon. - Fri. 1640 hrs.; Sat. 0830 hrs.
Benediction: Sundays, 1900 hours

Religious Instruction:
Grades up to 6: Mondays 1600 hrs.
Grades 7 and 8: Sundays 1815 hrs.
Grades 9 and up through High School: Sundays 1915 hrs.

In the last issue of our Station Paper we mentioned our Catechism instruction set-up. We intend to continue the picture of our Chapel Auxiliaries in this and the next three or four issues. The Chapel activities are focussed on the celebration of the Mass: the Mass first and foremost is what makes a Catholic Chapel. At RCAF Comox the attendance of children at the daily celebration of the Mass is rather extraordinary. We say extraordinary in comparison with any civilian parish of equal or slightly greater population.

The Commissionaires are accustomed to seeing both the girls of the Junior Choir and the Altar boys trot in around Mass time every afternoon after school. We shall comment on the Junior Choir in the next issue.

Many a parish priest would be proud of a group of altar boys so steady at daily attendance, and so lively and helpful. The altar boys at RCAF Comox prepare the altar before Mass, they see to the necessary effects on the Credence table, they get the chimes ringing before Mass. The older ones see to it that the younger boys know which Mass is to be said from the Missal; during Mass the boys along with the choir members cooperate for a successful dialogue recitation, and they usually follow faithfully in their Daily Missal throughout the Mass; after Mass they put away the Mass vestments, rearrange the altar, change the tabernacle veil to the color of the next day's Mass, fill in the statistical information which will help the Chaplain in the monthly reports (number attending, number of Communions, etc.); on Sundays there are several added chores handled by the most experienced boys.

That these boys be so active in our actual Sanctuary set-up is a credit to the Flight Cadet who was with us this summer, seminarian Lou Villeneuve. He first organized the boys into their actual plan; he was extremely helpful himself in all the details preparatory and following the daily Mass. The Chaplain's advice

to the Altar Boys when Lou returned to the seminary was simply: "... all that he used to do, you may take care of". The boys took the advice seriously. At first Lou was still the authority quoted: "... this is the way Lou used to do it," then they developed their own tradition and the older boys teach the younger ones.

Now if these boys are a lively and cordial group, they may have at times, as most human beings, the faults of their qualities. . . . and he rather too lively and noisy. . . . Such problems I think will soon ease up, as we promote our organization into the pattern of the Knights of the Altar. Within a couple of weeks the altar boys will be organizing a Knights of the Altar group, and we feel that the Sanctuary discipline will be greatly improved as a direct result.

Any time the question is asked by a new-comer: "May I join the altar boys?" the answer is invariably: "... well we don't need any more 'Sunday Only' altar boys—week-day altar boys are the useful ones." A boy has to prove he means business, and must attend frequently on week-days to join the group at RCAF Comox. Actually the number of altar boys in a rather restricted local is such that we are not over anxious to add any boys of the lower grades. . . . for a few months; we are ready to accept a few students of the higher grades, especially as we prepare to organize the Knights of the Altar. The older boys usually have a keener sense of responsibility, and they are a great help in training the younger ones; they also are the necessary leaders required for the proper functioning of the

Knights of the Altar, so our Sanctuary set-up may be an effective Guard of Honor to the Blessed Sacrament.

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Shrimp Salad - Chicken Salad
Shrimp Salad - Chicken Salad - Smoked Salmon Salad
Elk Hotel Special Potato Salad
Roast Sliced Turkey - Baked Virginia Ham
Roast Beef - Pickled Tongue - Roast Pork
Assorted Fancy Sausage - Cracked Queen Charlotte Crab

HOT DISHES

Swedish Meat Balls - Pork Oriental
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Thursday, October 13, 1960

PROTESTANT CHAPEL E/L W. C. HEWITT

SUNDAY, OCTOBER 16, 1960
HOLY COMMUNION 8:00 a.m.
(Corporate Communion for young people to be followed by a Communion Breakfast).
11:00 a.m. - MORNING PRAYER and SERMON.

CHAPEL GUILD meeting on TUESDAY, OCT. 18, 3 p.m.

AFRICAN'S CHOICE WAS A WHITE MAN

(Canadian Churchman)
The first reports of the Rev. Trevor Huddleston's election as Bishop of Masasi in East Africa, did not refer to a factor in the election which shows the African's unerring instinct for sincerity. For this was the first time in an East African Diocese where the native Africans had the free choice of a new Bishop and they selected a white man.

In this Diocese of Masasi there are 59 African clergy and only 15 European. There are 30,000 African communicants and only 500 European. There was a clear majority in the electoral college. So Father Huddleston was undoubtedly elected by Africans. His name is reported to have been the only one considered.

At a time when so many Africans are emphatically rejecting the white man and all his works, here within the Church of God, Africans have been willing to act against the prevailing trend. This is assurance that whatever may be thought of "colonialism" where the white man has faithfully lived for Christ among the colored races, he still enjoys their confidence. Consecration day for the new bishop is on Tuesday, Oct. 18 - let us remember him in our prayers.

Knights of the Altar, so our Sanctuary set-up may be an effective Guard of Honor to the Blessed Sacrament.

Thursday, October 13, 1960

R.C.A.F. STATION COMOX, TOTEM TIMES

Page 3



Photo by Carew

Poster Contest Results

In the above picture are shown the winning pictures and posters as judged in the Wallace Gardens School's annual Fire Prevention Week class contest.

The pictures were judged according to their story idea, imagination, color and artistic merit. The winners chosen in their respective classes were:

Kindergarten: First, Valerie Casselton; second, Bob Davis.
Grade 1: First, Debbie Davis.
Grade 1 and 2: First, Vera Benedictson; second, Colleen Girard.
Grade 2: First, Stephen Maxwell; second, Debby Vrandenburg.
Grade 3: First, Wendy Bridges; second, Kenneth Balfour.

Grade 4: First, Jane Wentzell; second, Rennie Robson.
Grade 4 and 5: First, Pat Piper.

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Service Career of AOC MAC



SCOUT CORNER

By BRIAN SIMMONS

During the past weekend 19 Boy Scouts from both the "Pioneers" and "Hikers" troops spent a very enjoyable three-day camp along the bank of the Puntledg River at Bevan. The camp was under the efficient supervision of the Scoutmasters and their assistants.

There was much enthusiasm throughout the camping site as patrols erected their tents and prepared campsites, and in the evenings games were played followed by a huge campfire, and a good supply of steaming hot cocoa was on hand to keep the inner man warm.

On Sunday some of the Scouts and leaders went on a ramble through the bush and along the river banks. Others were taken to their church for morning worship. After lunch many parents took advantage of the weather and warm sun to visit their boys in camp, and needless to say, this parental interest does much to boost the morale of the boys and provide the leaders with some indication that parents are appreciative of their efforts.

A final horseshoe was held prior to departing from the campsite at which Murray Piper was invested as a fully fledged Boy Scout.

Air Commodore W. I. Clements was born at North Devon, New Brunswick in August, 1909, and after graduating from Devon Public School and the Fredericton High School, he entered the Royal Military College at Kingston, Ont.

On January 1, 1933, A/C Clements was appointed to a commission in the RCAF, and the following year, after having completed army co-operation, instrument flying and seaplane conversion training courses, was transferred to flying duties with No. 5 coastal reconnaissance squadron. While serving with the squadron he filled positions as pilot, Adjutant and Liaison Officer, and during the summers of 1934 and 35, while serving as officer-in-charge of the Shediac Detachment, he flew on anti-rum running operations in co-operation with the Royal Canadian Mounted Police.

Transferred to Ottawa in 1937, he served as a Flight Commander with No. 2 Army Co-operation Squadron and two years later, when posted to the United Kingdom on exchange duties with the Royal Air Force, served in a similar capacity with the RAF's No. 53 Squadron. In September, 1939, he was moved with the squadron to France and while based there, became the first RCAF officer to fly over Germany during the Second World War. The aircraft that he flew was a twin-engine Blenheim bomber dispatched from Metz, France, on a reconnaissance mission to the Hamm-Hanover area of Germany.

In January, 1940, A/C Clements was returned to England to serve on staff duties with the RCAF overseas headquarters. For a two month period that year he commanded No. 112 Squadron based in the UK. Repatriated to Canada in November, 1940, he served on staff duties at Air Force Headquarters, Ottawa, until November, 1943, when promoted to the rank of Group Captain and named RCAF representative on a British Military mission which was engaged in duties in the Pacific and Far East theatres of operations.

In May, 1944, he was returned to AFHQ as Director of Operational Requirements. That December he was named Commanding Officer of RCAF Station Uplands, near Ottawa, and in March of the following year was selected to command RCAF Station Gander, Newfoundland, largest Maritime station in Canada at that time. In 1947, after having completed a two year tour as Director of Postings and Careers at Air Force Headquarters, A/C Clements was selected to attend the United States National War College and on graduation was appointed to the Directing Staff of the National Defence College at Kingston, Ontario.



A/C W. I. CLEMENTS,
O.B.E., C.D.

Named Chief Staff Officer at Air Transport Command headquarters, Lachine, Quebec, in 1950, he was promoted the following year to the rank of Air Commodore and moved to AFHQ as Chief of Plans and Intelligence.

In August, 1954, A/C Clements was transferred to the RCAF's No. 1 Air Division headquarters, Metz, France, as Chief of Staff, and three years later was returned to AFHQ to serve as Chief of Personnel, taking over as Air Officer Commanding, Maritime Air Command, 11 July, 1958.

A/C Clements was awarded the Croix De Guerre with Gold Star by the French Government, and was appointed an officer of the British Empire in January, 1946.

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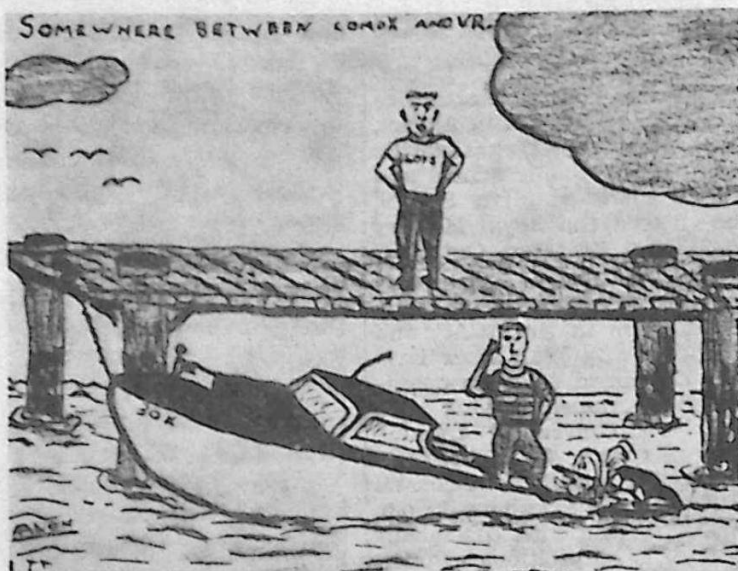
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Demon Doin's



"... you don't have to sink with your boat Paul, it's not commissioned!"

DEBITS AND CREDITS

by J.W.L.

In case you didn't notice—as in all probability you didn't—we missed the last two issues and we darn nearly missed this one. However, here we are and we'll present the little we've managed to glean up to the moment.

First of all, the only new arrival—about a month ago now—is LAW Anne Duval whom we welcome, as usual, to the Pay side. No need to state that the gal is securely hitched—everyone found out that long before yours truly.

Next, Cpl Warden was transferred to Stn. Van., and now he isn't. The powers-that-be must have discovered there's no establishment there for another corporal. Congratulations Bill.

Our Bev., who has been on posting to Goose Bay for the past three months, double-crossed the boys with the ouija board. She has contracted a severe case of matrimony and figures that cooks the "Goose".

Jean Chapman is also being released and is going to take a course in folding little squares into triangles.

WO2 Moore can't use any of the above excuses to avoid being transferred to Namoo, so, unless the higher-ups change their mind, we'll lose Bill shortly after the New Year. Of course, that's nearly three months away and lots can happen before then.

Incidentally, the Section held a party in the Social Centre, Thursday night last, in honour of the dwindling list of departees. From all accounts, it was a success—no, I wasn't there!—and everyone, as you'd expect, was sitting around in a daze on Friday. At least, they sat around until the stand-



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ISSUED BY SUPPLY

by NIL STOCK

Having submitted a light novel last issue and watched the editor go to work on it with his scissors, we decided that our Totem Times must be slightly crowded for space. In appreciation of this, we are going to make this one short and sweet.

Actually it takes quite an effort to accumulate enough Hedda Hopper style talk to fill in a column. The editor, whether he knows it or not, is doing the writer a favour. When you sit behind the old typewriter and punch out gossip, index finger style, it's not so bad providing you have the material beside you. But when you got to bite a dog or in-subordinate the Orderly Sergeant to make news, well it gets a little rough.

In the line of news it is now established that we are soon to lose our beloved Sgt. Jessica Easdon. Jessica snowshoes it for Cool Creek the beginning of January. Though of Scottish birth, I could swear with luck like that she must be Irish.

Out on his weekly safari, Did Price bagged himself a beautiful buck last weekend. That should just about square him with what he spent on ammunition... Nevertheless there are plenty in the section who have spent as much time and more but were not quite so lucky.

With the radio blasting "score now six to three, and someone yelling 6B/703 and, Yankies seven, Pittsburg two and AOG not QU" it's better we all stayed away from Stock Control. At least until the World Series is over.

Between the clatter of typewriters, CFCP, and old 125 himself it's hard to say who's ahead. Tony Bradbury jumped from stocktaking to Barrack Stores for a short tour and reports all is well there. No. 1 Sub Stores seems to have gotten the prize catch in the new PMQ allotment so I guess the rest of us will just have to get some time in.

A good day to everyone and especially to inventory holders looking for the AID.

machinery proves recalcitrant. Little or no effect is required to steer the boat; less is necessary to get the fish on the hook. And a fish with any experience will practically boat itself, especially a Tye. The bigger they are, the harder they fall as it were. Now listen to the contradictions from the minnow snatchers!

And what's the net result of all this frenzied furor? A few more pounds on the part nearest the twarts. No wonder the sales of twin beds are rising! No wonder the Station tailor is kept busy putting gussets in pant posterior. Good Heavens, boys! PLEASE take 5BX right away. The first thing you know you'll be mistaken for your southern cousins.

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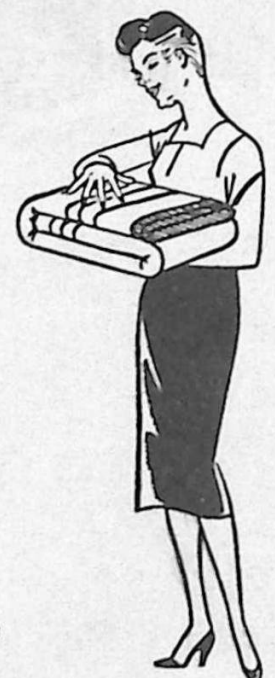


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OBSERVING OPERATIONS

by JACK

Ops has not died! On the contrary, we are much more alive than in the past. This is the excuse the writer will have to use for missing the past few issues. Too, too much business in the Ops room. Some may think it a poor reason, however.

There must have been a school bell ringing around here about the first part of September because we now have two school boys in our midst. F/O Tom Fielding and LAC John MacLean have returned to the institute of higher learning. One bit of advice.

You will have to study books at night now and not Misses. Seriously, good luck to you both.

F/O Kenney recently spent a day over at Shaughnessy. He must be in good shape because they returned him to us.

LAC Ron Moore has taken up farming as a sideline. He is now located on Nob Hill with a few fruit trees and I understand a calf or two on the way. Good show Ron.

Well I seem to have run out of news so bonjour until next issue.

Ensure that your section news appears regularly by keeping your correspondents informed.

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MARINE KNOTS

by THE ANCIENT MARINER

Here we are with all the news from your poor cousins down here at the wharf. With the coming of the deer season most of our boys are hitting the woods quite regularly on the weekends. Col. "Dutch" Swinamer returned last weekend with a 140-lb., four-point buck but none of our other hunters have connected yet. Cpl. "Bomb" Forsyth suffered a little accident aboard the crash boat the other day and is making visits to the M.O. with two fractured ribs. LAC Ron Eggar is biting his fingernails around here sweating out the approach of a new addition to the clan. With this arrival Ron will have 7/9ths of a ball team to contend with. Most of our section have been allotted housing in the new PMQs and are eagerly awaiting word to move in.

CORPORAL'S CORNER

by "Chas"

Our column in the last edition was really "edited and cut down" so we'll try to improve this time. For the benefit of the Cpls. Club fastball team, the last column mentioned more about the ball game between the Club and the Sgts. Mess and line-ups for both teams was given.

A welcome goes out to all new corporals around the Club these days, and if any of you want to get better acquainted with some of the older members just go up to the bar and tell the bar-tender you're new to the Club and he'll see that you get introduced. A particularly good night for this is on "Weeping Hour" which is held every Friday night from 1630 until beer runs out.

Entertainment for the season: 15 Oct. - Platter Party Corn Ball, free admission 29 Oct. - Halloween Masquerade, music by Tophatters, admission \$1.00 per person in costume. \$1.50 per person without costume, food Southern fried chicken. This masquerade is to be one of the Club's highlights of the season, so try to attend. The Entertainment Committee has really worked overtime to ensure through proper preparation for this event that it will be one of the most entertaining evenings this Club has ever put on.

General happenings around the Club these days are few but interesting. There have been some witty remarks on the 'Inter-Mess Trophy' which is on display behind the bar.

Well winter is fast approaching and it is time that all outdoor owners gave some consideration to hauling their

boats out of the water and having their motors overhauled by competent technicians. Too many of us are apt to consider that because a motor is operating it needs no maintenance. Remember, a stitch in time saves nine.

COMM-CHATTER

by Robert A. Clarke

A sudden rash of marriages has hit our section over the past few months. Fraser and Barker bit the dust last July. More recently Harry Neill surrendered, and Briere also went home on leave for the same purpose. Last Friday the boys of the section presented Harry with a couple of gift certificates, after which we packed up for the long weekend. Did anyone eat too much turkey?

I regret to announce that our Ground Telecom bowling team "The Groundhogs", didn't do so hot on our opening night. This was mainly due to the off night of yours truly. We lost by 13 points in the night's total. Let's hope for better luck next time.

The world series has, like everywhere else in the world, cut into our working schedules. Combine with this all the activity in trade advancement lately, and we find that we have been hit pretty hard. Our boys wrote the trade board off yesterday and we wish all trades the very best of luck.

LAC Kennedy was very happy to receive a transfer to No. 1 Wing last week. He will be leaving sometime in November.

The SMO's trusty scales caught an awful lot of fat boys, and our section seemed to have a pretty large share of them. Those PT classes sure show us what poor condition we are in, eh lads?

and how it was won. Believe me, fellows, it was really won, not "stolen" from the Sergeants Mess. Some of our regular "bar flies" have been missing these last few days, or maybe they are just slimming down as the SMO has really invaded the Cpls. Club for candidates for his reducing classes. Those "push-ups" are really hard work, eh fellows?

KING NEPTUNE DIVERS

by Bud Diver

Well divers, after the week of Oct. 2 a person could get discouraged, with all the arranging and advertising that went into our special meeting. The films were lost in the mail so the meeting fizzled out. These films will be shown at the meeting of Oct. 12 unless they are still not located. The meeting lasted a little over an hour with a display of all types of tanks, regulators, masks, spear guns and flippers.

The King Neptune Divers are now active members of Vancouver Island Divers' Council. A meeting was held on Oct. 2 in Nanaimo and was only the organizing of the council and election of officers. Six diving clubs were represented and it was found that some clubs, unknown to the organizer, Dave Gorman, were not notified, but this situation will be cleared up before the next council meeting. The King Neptune Divers had to decline from holding a place of office in the council due to irregular shifts, T. D. and leave. We still have a voice in the council and we will be sending three delegates to each council meeting held in Nanaimo.

One interesting topic brought up was spear fishing. The anglers say we deplete the population of fish through

See Divers
Continued on Page 10

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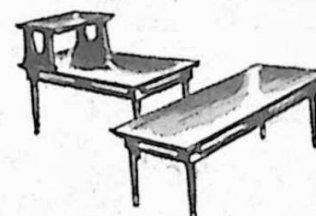
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S/L MacKenzie presents the Inter-Section Softball Trophy to the captain of the Telecom "A" Team after their win over 407 Alrcrow, taking the station championship. Left to right, Cpl. B. Marshall, Cpl. R. Ponto, CADO, LAC Neill, LAC MacPherson, LAC G. Ryan, LAC E. Mullaney (captain), LAC D. Dansfield, F/L R. Dunn, LAC Hooper, FS H. Dyrda (coach and manager); kneeling, Cpl. D. Wilder and LAC Wood.

Station Soccer Team in Third Place

The station soccer team visited Campbellton on October 2 to play second-place Tyeys. Neither side really settled down and the play, though quick moving, was a little scrappy. There was, however, plenty of excitement in both goal areas, with both teams missing easy chances, and at the final whistle the score remained Tyeys 0, RCAF 0.

On Oct. 9 the Station entertained Courtenay F.C. and went into the attack soon after the start. The Station players seem to be settling down more and are playing more as a team than at any time this season. However, the shooting still lacks power and direction as this game proved. Time after time the only thing which prevented a goal was the Station's poor finishing.

Towards the end of the first half, with the Station attacking strongly, a quick clearance found a Courtenay forward on

his own with only the goalkeeper to beat and this well-taken goal made it 1-0 for Courtenay. Within a minute the Station had equalized. A quick attack found the outside left with the ball and his perfectly placed centre went over the Courtenay keeper's hands into the goalmouth and Blair Wilkinson scored. At half-time the score was still 1-1. In the second half the ball was kept on the move and both goals had narrow escapes. The Station had many chances but just could not score and the final score was RCAF 1, Courtenay 1.

Due to a change in schedule the next game, which was to have been at Elk Falls, will now be played at the Station Sports Field against Elk Falls United on October 16, then on October 23 the Station team will travel to Cumberland to play B.C. United. The Cumberland team will be eager to

	P	W	D	L	F	A	P
Albion '54s	3	3	0	2	3	6	
Tyeys	4	2	2	0	11	6	
RCAF	4	1	2	1	5	7	
B.C. United	4	1	1	2	5	8	
Elk Falls Utd.	3	1	0	2	8	7	
Courtenay	4	0	1	3	5	26	1

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NEWS IN Sports Recreation Ramblings

Note the change in date of the next Bingo — the date is TUES., 1st NOV., not Mon., 31st Oct. as previously advertised. Jackpot \$300 — \$100 consolation prize and \$300 in cash prizes.

Square Dancers:

The first square dance classes will be held on Sunday, 16 Oct. at 2000 hrs. in the Rec Centre. This first lesson is free and at this session the fee will be set for the remainder of the lessons — 2000 hrs. — Sun., 16 Oct.

The curlers are now organized for the coming year with 36 rinks competing every Sat. morning commencing 5 Nov., with draws at 0900, 1100 and 1300 hrs. The executives for the 60-61 season are: F/L McPherson, president; FS Fillman, secretary; and F/L Smith, draw master.

The bowlers have been bowling away for the past two weeks — as yet no record has been set for high scoring, but we understand the record for the number of blows in a row has been almost broken on several occasions.

The Station soccer team is still hard at it, plugging away. They have so far one win, one loss and three draws. The team has the best defence in the league, but just seems to lack that final finish of putting the ball in the net. Another week or so and no doubt the forwards will start to click.

Judo:

Cpl. Baillargeon started his judo classes on Thursday night. If you are interested contact the Rec Centre. Classes will be held every Monday and Thursday night, 1930 hrs. to 2130 hrs. in the Rec Centre.

The airmen sponsored a very successful night on Oct. 8th in the Rec Centre. A German all-brass band supplied music for a very good crowd. A good time was had by all.

For Sale:

Boat and motor complete. A 12 foot clinker boat with Briggs & Stratton inboard motor. May be seen at main gate — next to guard house. Sealed bids are to be submitted to the SReCo before 1200 hrs. Fri., 28 Oct. A reserve bid has been placed on this boat.

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HUNTING SAFETY

One need only scan the daily newspapers to realize that the hunting season is on us again. With the season barely begun, many Canadians have already lost their lives through hunting accidents.

What has caused these accidents? The answer is simple — carelessness, inexperience or thoughtlessness on the part of some who are either too cocksure of themselves to take proper precautions or are too lazy to study guns and the precautions one should take when handling them.

It would be difficult at the conclusion of a season to assess the results of a written campaign aimed at reducing hunting accidents. Most hunters, and, in fact, all breeds of outdoorsmen are an independent lot, usually loaded with self assurance gained from a week-end safari into the dense wilderness of Miracle Beach or Goldstream Park. They need no advice on gun safety. Weren't their forefathers great hunters, suffering untold hardships, displaying amazing feats of bravery and ingenuity in their daily battle against nature, wild animals and savages, in their efforts to eke out a meagre existence?

One cannot completely ignore the inherent ability born in each of us through our natural heritage. We need no advice on how to handle ourselves in the bush. A few hours or so on our own and we are confident we can equal or even better the feats of our pioneer forefathers. It comes naturally — and we'll maintain this to the bitter end — even if the end is death.

However for those few who

are honest enough with themselves to admit the need for an occasional review of the few common sense precautions one should take when handling firearms, here a few are listed:

1. Treat every gun with the respect due a loaded gun. This is the first rule of gun safety.
2. Guns carried into camp or home, or when otherwise not in use, must always be unloaded, and taken down or have actions open; guns always should be carried in cases to the shooting area.
3. Always be sure barrel and action are clear of obstructions and that you have only ammunition of the proper size for the gun you are carrying. Remove oil and grease from chamber before firing.
4. Always carry your gun so that you can control the direction of the muzzle even if you stumble; keep the safety on until you are ready to shoot.
5. Be sure of your target before you pull the trigger; know the identifying features of the game you intend to hunt.
6. Never point a gun at anything you do not want to shoot; avoid all horseplay while handling a gun.
7. Unattended guns should be unloaded; guns and ammunition should be stored separately beyond reach of children and careless adults.
8. Never climb a tree or fence or jump a ditch with a loaded gun; never pull a gun toward you by the muzzle.
9. Never shoot a bullet at a flat, hard surface or the surface of water; when at target practice, be sure your backstop is adequate.
10. Avoid alcoholic drinks before or during shooting.

LEGENDS

Most of you have probably read the legend of the Forbidden Plateau, however, I'll wager that few of you have ever seen it more interestingly presented than in the novel entitled "Thunder in the Mountains," by Hilda M. Hooke. Hilda M. Hooke is the pen name of Mrs. R. T. Smith of Point Holmes. Her vast travelling experiences and sincere interest in early Canadian folk lore has gifter her stories in the simple language in which the legends themselves were passed down from generation to generation.

RECOMMENDED READING

I purchased an interesting periodical Friday night. It's called "Sea and Pacific Motor Boat 1960". It contains five special cruising charts with facilities guide. It indicates the boating facilities available to seamen along the east coast of Vancouver Island from the Thurlow Islands north of Campbell River south to Southern California. While the charts are not recommen-



Free Diving

by CAL SMITH

Last week I had the good fortune to interview Chuck Stiven, president of the Greenwood Underwater Club. Chuck is an experienced diver and has appeared on both radio and TV. The club will soon be featured in the Star Weekly.

In the past year, the underwater club has increased its membership 150%. The popularity it enjoys, is due in part, to the station swimming pool and a \$700 annual grant from NFF. Club dues are kept to a minimum three dollars per year.

Chuck says that only 20% of the members have their own equipment. The remainder enjoy the privilege of using club facilities. Their inventory includes a dozen sets of basic gear, eight tanks and regulators, and two dry suits. "Rather wet, dry suits," said Chuck.

They run a continuous spear fishing competition, with trophies given every six months. Wolf eels are the main quarry. Rather vicious and dangerous creatures these, as one Halifax diver can attest. He came out second best from an encounter with one of them. The fish tore the seat out of his wet suit and caused him embarrassment — no end!

Skate are plentiful in the Bay of Fundy, as are Sculpin, but, few fish of an edible variety are found nearby. Although the east coast abounds with lobster, it is illegal to catch them by any method other than traps. Even the famous eastern oyster is almost non-existent.

Divers with their own equipment earn extra money by building fish traps for the local fishermen. These traps are made by driving stakes into the bottom and weaving boughs between them.

The underwater club executive consists of, president, secretary, treasurer, senior safety officer and two assistant safety officers. The senior safety officer is elected from master divers in the club. Navy standards are used in qualifying examinations.

For navigation, they do provide a great deal of information including the depths, danger areas, buoys, anchorages, etc. The rules and regulations, a wind force scale, U.S. buoyage system, list of minimum contents for yacht medicine chests, etc.

I bought mine from the Bay Store in Comox, but I imagine it is available from any newsstand in Courtenay. The price is \$1.00.

The Dental Corner

Most people require actual dental treatment at least once a year. The average child will require about two fillings a year — one every six months. Some require more, especially if they eat sweets extensively. It is important that the child learn early in life that dental treatment is essential to health. Regular visits are facts that must be faced. They are as certain as Christmas and birthdays — that is, if the child is to be assured of having a healthy mouth and good general health. A happy relationship should be established with the dentist as early as possible. If the patient's dentist does not do work for children, he should be asked to refer the child to one who does.

Children's fears correspond rather closely to those of the parent. Thoughtless adults transfer to children their fears of dental and medical treatment. People love to brag about their operations, their illnesses, and suffering in the dental chair. They hope thereby to make themselves the centre of interest, or to gain recognition for their courage. Horrible tales told for such purposes often implant fears in a child's mind, from which he never recovers. A matter-of-fact attitude on the part of the patient towards dental treatment is nearly always reflected in the child.

Tell the child the truth. People whose stock phrase repeated to children is that "it won't hurt" are not deceiving anybody. The very fact that they have introduced the subject of pain in their conversation with the child is sufficient to arouse his fears. It is a fact that it is often necessary to cause some slight pain in dental work. The child should know the facts, and that co-operation with the dentist minimizes any discomfort that may be incidental to the work.

The "spoiled brat" type of child is a common dental office nuisance. He has been allowed by his parents to behave toward others in a way that no one will tolerate except his parents. He has discovered that it pays off to pout, cry, have a headache, or feel sorry for himself. He wastes the time of the busy dentist and the office staff. It would be less expensive for the parents to correct his mental attitude than to pay for extra time consumed by the dentist in giving him treatment, and it would make him a more acceptable visitor to a dental office.

After the child has made the



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Off to the Air Div

By F/O R. W. HAWKINS

EDITOR'S NOTE.—This article expresses the adventures and happenings of a couple, who with their two children, left Comox for an overseas posting. At a future date we'll print some of his impressions of Europe as seen by a Canadian Serviceman stationed there.

A few months ago we received the news that we were to be transferred overseas. Before we left, our editor extracted a promise, carved in stone and signed in blood, that we would record our impressions for the "Times". To keep this fresh in our minds he met us in Montreal and we were presented with the "official" press card of the Totem Times. I haven't used it at the Paris Press Club yet but the editor assures me that it will be honored.

We made our journey eastward on what must surely be the friendliest and most efficient train in the world... "The Canadian." As one American, who was travelling to New York via Canada, said: "American trains prefer freight."

In Montreal the embarkation people had things very well organized and in about five minutes all the formalities were finished. We elected to stay at the Queen Elizabeth Hotel and had a lovely room assigned especially for families with small children. We had dinner in the Salle Bonaventure in the hotel, at prices not provided for by QR (Air). Unless you are willing to part with "beaucoup d'argent" for one last fling in your home and native land—don't! On the credit side we ate a leisurely meal (four hours) and enjoyed splendid food and a wonderful show. Denise Darcel ran her fingers through my hair and gave me a rose. She said my hair was "like ze short-cropped minks coat." I may never have it cut again.

The ship was the "Sylvania", a Cunarder, and this is almost "rough" said. Everything was wonderful. We had a lovely voyage down the St. Lawrence and were treated to a miniature air show by a section of four CF-100's from St. Hubert. They were saying farewell to some squadron members. It may seem overly sentimental on our part and on the part of other RCAF travellers but we stood on the deck and felt a pleasant glow at this fine display of formation flying by "our boys."

We met a splendid English chap enjoying the performance and we took the opportunity of pointing out how fine our Service is... this is called bragging. His name was Jack and we discussed the world scene, etc. Jack spoke with the air of a person who had a clue or two. He said he enjoyed his stay in Canada. We enquired as to what he was doing and he replied: "Why, I was attending the National Defence College."

Jack, or Sir as I NOW call him, was one of the nicest Colonels (UK) that a fellow could meet. If there is a moral it is possibly; check the passenger list first, or Colonels wearing sneakers oftentimes resemble deck hands.

On the second day out we were shown a movie entitled "The RCAF in Europe." This was grand. For instance everyone was told to bring their skates to Europe. The chap next to me allowed that he could swim as well as the next guy but felt that he would tire before reaching Newfoundland and that he would have to take up quilts instead of hockey during the winter season. The film dwelt at some length on the styles of French farm architecture. The author seemed to have a "thing" about manure piles. After pointing out that the countryside at "X" Wing was very poor (this was accompanied by groans from people bound for this nameless installation), the narrator quickly pointed out that "Z" Wing was even poorer. I glanced quickly at my compatriot from Comox who was sitting in the next row. I felt that he was in need of at least a little encouragement. "Ha, ha," I said in my most solicitous manner, "we're going to 'Y' Wing." Unfortunately he was too busy rubbing his wife's wrists to hear my cheery message.

LE HAVRE

One in seven persons in France is a civil servant. 22% of them boarded our ship with rubber stamps. If there is anything that a civil servant (French or otherwise) loves it is paper, forms and rubber stamps. Here follows a true story.

At one of the Wings, an officer was detailed to procure certain items, tax free, on the French economy. Knowing the love of the tax official for papers he filled out the form in six copies. The official perused them and stamped them all. He kept one copy and returned five to the officer. The officer said that he must want more than one copy. The official replied that one was adequate. The officer kept one copy and destroyed the rest. The next time only two copies were prepared. "Monsieur, you must prepare this in six copies." The officer told him that two had proven adequate previously. "Non, non, monsieur; I require one and you require five." He would not budge and from then on the officer made six copies and destroyed four after stamping.

under four. What the entitlement or scale is for "bag lunches" was not made clear. I do know that there is no place for garbage on the train. However, with a car load of young children and harrassed parents a lot of it was ground into the seats and the floor. At our destination the coach was pushed into a siding and abandoned by the railway. Presumably it was scraped sometime after dark with the locals recovering about 37 kilos of the aforementioned.

TRAIN TIPS
If you travel on the All Inclusive Travel Plan which is now embraced by the RCAF, you can usually, depending on the size of your family, get a compartment or bedroom at little or no extra cost... gratuities for service in the dining car are included in the price of the meal tickets. We didn't know this until we reached Winnipeg and consequently had handed out non-recoverable tips. Camera fans will find the green glass in the dome cars will play havoc with your colour photography... don't buy Vichy water on the European trains, it is ghastly. In another article we will describe our arrival at our new station and our experiences when "Living on the Economy." For the benefit of all you brave veterans of service with the Air Div. please remember that this is only a resume of OUR experiences. I'm sure it was different on your tour. It must have been—I'm sure that you wouldn't have given us so much "duff gen" intentionally.

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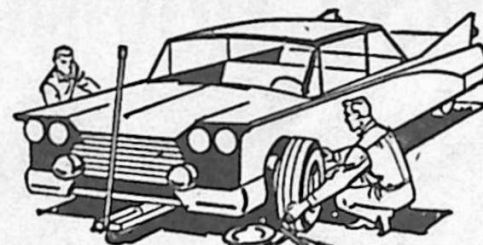
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Off to the Air Div

By F/O R. W. HAWKINS

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We met a splendid English chap enjoying the performance and we took the opportunity of pointing out how fine our Service is... this is called bragging. His name was Jack and we discussed the world scene, etc. Jack spoke with the air of a person who had a clue or two. He said he enjoyed his stay in Canada. We enquired as to what he was doing and he replied: "Why, I was attending the National Defence College."

Jack, or Sir as I NOW call him, was one of the nicest Colonels (UK) that a fellow could meet. If there is a moral it is possibly; check the passenger list first, or Colonels wearing sneakers oftentimes resemble deck hands.

On the second day out we were shown a movie entitled "The RCAF in Europe." This was grand. For instance everyone was told to bring their skates to Europe. The chap next to me allowed that he could swim as well as the next guy but felt that he would tire before reaching Newfoundland and that he would have to take up quilts instead of hockey during the winter season. The film dwelt at some length on the styles of French farm architecture. The author seemed to have a "thing" about manure piles. After pointing out that the countryside at "X" Wing was very poor (this was accompanied by groans from people bound for this nameless installation), the narrator quickly pointed out that "Z" Wing was even poorer. I glanced quickly at my compatriot from Comox who was sitting in the next row. I felt that he was in need of at least a little encouragement. "Ha, ha," I said in my most solicitous manner, "we're going to 'Y' Wing." Unfortunately he was too busy rubbing his wife's wrists to hear my cheery message.

LE HAVRE

One in seven persons in France is a civil servant. 22% of them boarded our ship with rubber stamps. If there is anything that a civil servant (French or otherwise) loves it is paper, forms and rubber stamps. Here follows a true story.

At one of the Wings, an officer was detailed to procure certain items, tax free, on the French economy. Knowing the love of the tax official for papers he filled out the form in six copies. The official perused them and stamped them all. He kept one copy and returned five to the officer. The officer said that he must want more than one copy. The official replied that one was adequate. The officer kept one copy and destroyed the rest. The next time only two copies were prepared. "Monsieur, you must prepare this in six copies." The officer told him that two had proven adequate previously. "Non, non, monsieur; I require one and you require five." He would not budge and from then on the officer made six copies and destroyed four after stamping.

under four. What the entitlement or scale is for "bag lunches" was not made clear. I do know that there is no place for garbage on the train. However, with a car load of young children and harrassed parents a lot of it was ground into the seats and the floor. At our destination the coach was pushed into a siding and abandoned by the railway. Presumably it was scraped sometime after dark with the locals recovering about 37 kilos of the aforementioned.

TRAIN TIPS
If you travel on the All Inclusive Travel Plan which is now embraced by the RCAF, you can usually, depending on the size of your family, get a compartment or bedroom at little or no extra cost... gratuities for service in the dining car are included in the price of the meal tickets. We didn't know this until we reached Winnipeg and consequently had handed out non-recoverable tips. Camera fans will find the green glass in the dome cars will play havoc with your colour photography... don't buy Vichy water on the European trains, it is ghastly. In another article we will describe our arrival at our new station and our experiences when "Living on the Economy." For the benefit of all you brave veterans of service with the Air Div. please remember that this is only a resume of OUR experiences. I'm sure it was different on your tour. It must have been—I'm sure that you wouldn't have given us so much "duff gen" intentionally.

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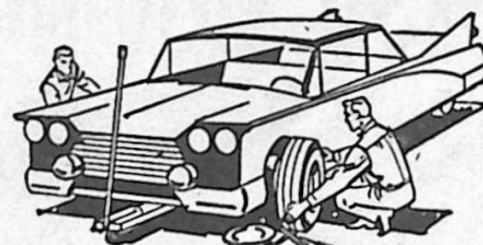
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Divers

Continued from Page 5

spearfishing and we say the spear fishermen on the Island out in full force couldn't nick the fish population. All the facts were weighed and it was found that both points are partially right. Enough spearfishermen concentrated in one area as in Vancouver or Victoria during the spawning season of cod fish can drive them off. The election of a Public Relations and a Conservation Officer for the Island is hoped to control this situation. Rules will not be made governing your spearfishing but will come in the form of a suggestion so that the fish and game department will not have to make strict laws concerning spearfishing.

WEATHER NOTES

By MET

"ONCE IN A BLUE MOON"

Many of you may be under the impression that the saying, "Once in a blue moon" is only a figure of speech. You may think that the moon never appears blue. If so, you are in for a surprise. In those regions near deserts where the air is often filled with fine dust, particles of dust of a certain size quite frequently give the moon a bluish appearance. When the dust particles are of another size the moon appears red or orange.

In most parts of Canada the impurities in the atmosphere are more often of the size required to cause the orange color, and you have no doubt seen the orange-colored moon,

particularly at moonrise when the rays of light have to pass through a thicker layer of dust and smoke particles than they do when the moon rises higher in the sky.

In view of the fact that the bluish color of the moon is the result of fine dust particles in the air, there does not seem to be any very logical reason why the occurrence of a blue moon should foretell a storm. If a storm does arrive, well, it would be one which was on the way anyway.

IF YOU are a MAGICIAN (amateur or otherwise) please call F/O Fielding at Local 132 (after 1800) or leave a message at Local 52.

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