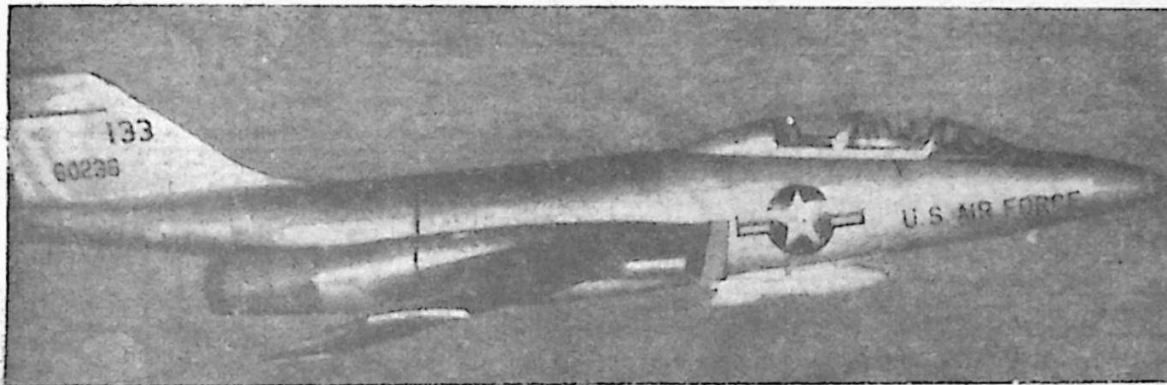


# RCAF Station Comox

## TOTEM TIMES

Vol. 2 — No. 11

Thursday, June 15, 1961



AS A REPLACEMENT for the CF-100, the F-101B "Voodoo" will be utilized by 409 AW (F) Squadron sometime in the near future.

## Open House at Flying Club

The annual open house of the Station Cold Lake Flying Club was attended recently by more than 500 visitors.

The day opened with a display of formation flying by instructors in five club aircraft, led by a Tiger Moth nick-named Faith, Hope and Charity.

Following the formation land, F/L Bob Cockburn flew the Tiger Moth again in a demonstration of aerobatics.

## Civilian Chopper Found by S&R

A helicopter which lost its way in the Northwest Territories was found safe and escorted to its destination by an Otter from the Search and Rescue Unit at Winnipeg.

The small "chopper" was located about 50 miles north of Eskimo Point, 160 miles north of Churchill on the west coast of Hudson Bay.

F/L Cockburn is a test pilot with the Air Armament Evaluation Detachment.

Free familiarization rides were given to visitors and the demand was so great that by late afternoon six aircraft were being employed. In all, 150 demonstration flights were made.

## Moose Jaw Band Awarded Honours

Performing against the stiff competition of five other entries, the Station Moose Jaw trumpet band was given the nod by the three adjudicators.

A standing room crowd of 800 in the station drill hall roared approval as the top marks were announced by the chief adjudicator.

The remarkable fact is that the Moose Jaw band master, Sgt. Geoff Gerke, has only been with the band for two months.

## Possible Trainer For CF-104

The Canadiar - built CL-41, twin-seat jet trainer could be put to use as an advanced trainer for the CF-104 with slight modification, say company officials.

The CL-41, which made its maiden flight over a year ago, could be used for training with a cost reduction without sapping operational-ready aircraft.

## CF-104 Debut

Officials of the Air Force Lockheed, Canadair Limited, and the Department of Defence Production witnessed the aerial debut of the new 1500 mph fighter, the Starfighter, at Palmdale AFB, near Burbank, Calif.

The Canadiar built CF-104 will be the first of its kind to be produced outside of the United States under Lockheed licence.

### NOTICE

Fire permits are required for all beach fires. They may be obtained at the guard house.

## F-101B for ADC

The home defence of Canada will soon become super-sonic with the announcement that the government has acquired sixty-six F-101B Interceptors to replace the CF-100.

The aircraft are to be provided by the United States government in return for the taking over in manning, operating and maintaining of 16 Pinetree radar sites by Canadians.

At the same time, the American government will place orders for the F-104G "Starfighter", currently being built under contract by Canadair Ltd., Montreal, to be shipped to her NATO allies under a mutual air pact.

Deliveries of the new inter-

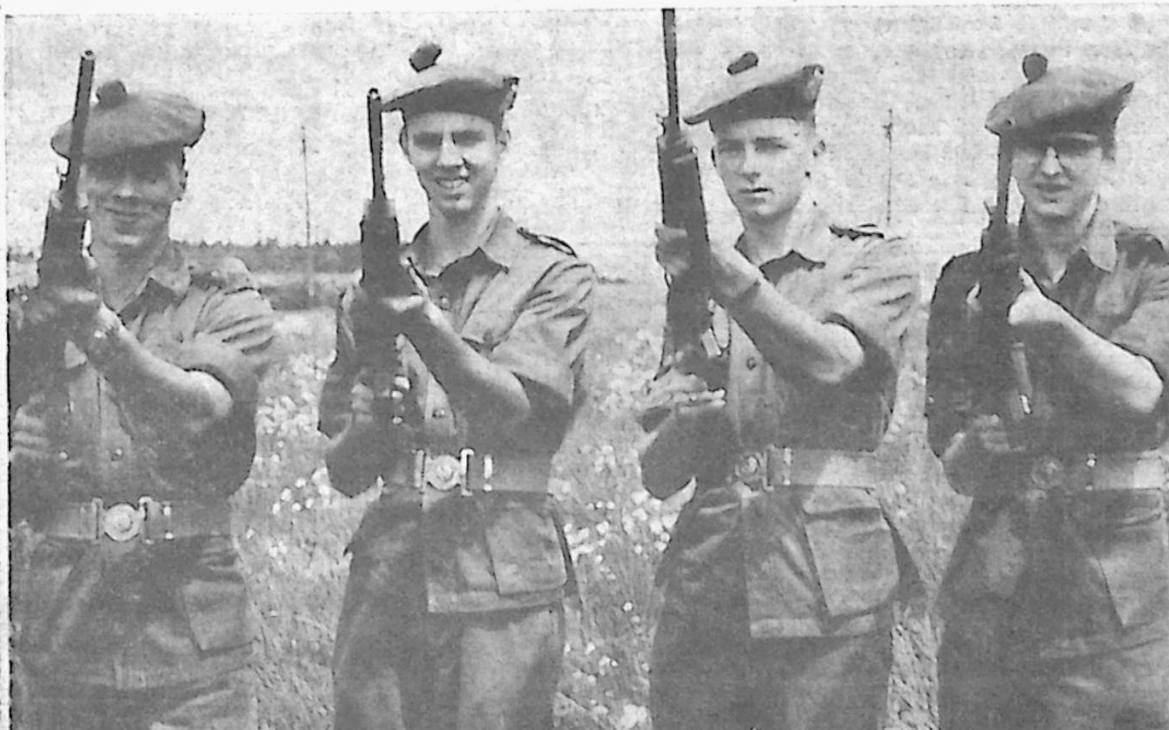
ceptor to the Air Defence Squadrons are scheduled to "commence immediately and will be phased in with the ability of the airforce to absorb them."

The new aircraft, the F-101B was originally built by the McDonnell Aircraft Co., and is the two-seat long-range interceptor version of the F-101A which was a single-seat fighter. Its cruising altitude is comparable to that of the CF-100, but its speed is nearly double.



THE "RED KNIGHT", F/L Ray Goeres, chats with his crewman LAC LE Mathews.

## RESERVISTS SHOOT TO QUALIFY



MEMBERS OF THE CANADIAN SCOTTISH visited the Station 25 yard range on Sunday, June 4, for a rifle shoot in order to qualify them for summer army camp at Vernon. Pictured above from left to right are: Cpl. R. Keenan, L/Cpl. D. Davis, Cpl. W. Ferguson and L/Cpl. Huddleston.

## This Years "Red Knight"

The pilot of the bright red T-33 which thrilled crowds at air shows across Canada for the past two years will be F/L Ray Goeres, a pilot with 15 years service.

As in previous years, the Red Knight will begin his aerobatic display with a steep climb after takeoff and follow with a vertical climbing roll to 5,000 feet. This is followed by continuous performance of precision rolls and loops lasting 12 minutes.

This display, in conjunction

with the formation aerobatic display of the Golden Hawks in their Sabres, will be seen for Airforce Day at Comox on August 13.

## Flying School Leaves Saskatoon

The flying instruction operation of the AFS at Saskatoon has moved to Calgary.

The move, which took place on June 5, was as a result of runway construction at Saskatoon, and was only a temporary measure.

Only one runway will be in use for the remainder of the summer because of the construction work, and this would restrict flying time and delay the training course.

## Aussies Try RCAF 5 BX

If Australia develops a super-race from its great army of overweights, puffy-breasted and out-of-condition males, the thanks will be due to the Royal Canadian Air Force.

The plan, already a firm favorite of the Royal Australian Air Force, was publicly demonstrated by them at the town hall in Sydney.





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## Editorials

### Security . . . Just a Word?

Personnel of the Armed Forces are apt to take a lackadaisical and even careless attitude towards security during peace-time.

This apparent disregard or "bending" of regulations is easily understandable, but cannot be excused.

Recent minor breaches of security have gone unpunished, even at times unnoticed because personnel are not aware of what constitutes a breach of security.

It is the responsibility of the individual to know and learn how his particular phase of work fits in with the overall security plan of the station. It is his duty to understand what materials and information are classified.

So, even though at peace, security is STILL everyone's business.

### Danger of Beach Fires

A harmless beach fire, used to roast weiners and marshmallows, can become a menacing threat if not properly and carefully extinguished.

An incident occurred less than a week ago at a local beach, which nearly destroyed a summer cottage.

Someone had left a fire burning after the party had ended, and it was not discovered until morning. By that time, over 50 yards of the beach was in flames as the surrounding driftwood had become ignited.

It took four men over four hours to control and contain the fire. The endangered cottage was unharmed.

Keep in mind the fact that "an ounce of prevention is worth a pound of cure," and ensure that your fire is safely out before leaving.

## ELK HOTEL

Comox, B.C.



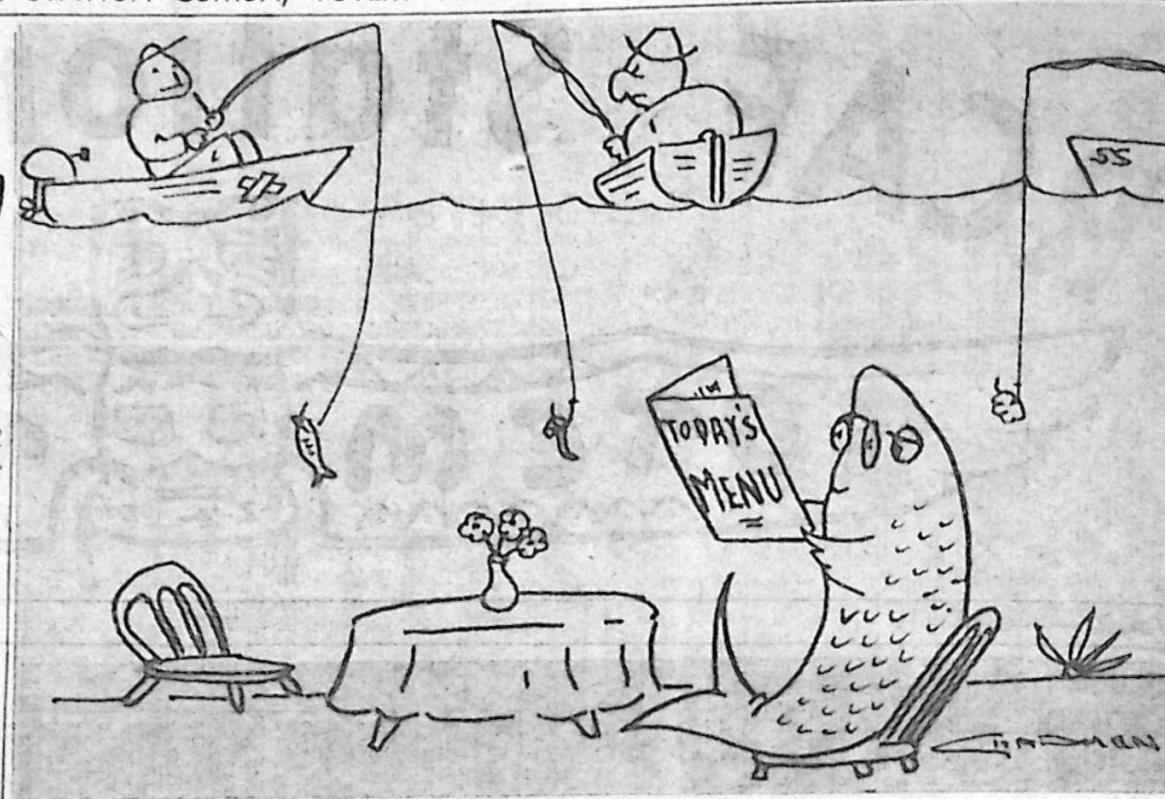
### SMORGASBORD

MENU FOR SATURDAY, JUNE 17

Salmon-in-a-mole - Seafood Sauce  
Herring in Beer Sauce - Herring in Lemon Sauce  
Shrimp Salad - Chicken Salad - Rolled Baby Pike  
Elk Hotel Special Potato Salad  
Roast Sliced Turkey - Baked Virginia Ham  
Roast Beef - Pickled Tongue - Roast Pork  
Assorted Fancy Sausage - Cracked Queen Charlotte Crab

BARBECUED SAUSAGES  
CURRIED TURKEY

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  
Every Night - 5:30 - 8:00 p.m.  
Specializing Southern Fried Chicken



### Chapel Chimes

CATHOLIC CHAPEL  
F/L J. F. BOURQUE

SUNDAY MASSES on Summer Schedule—starting this coming Sunday, 18th June: 8 a.m. - 10 a.m.  
Weekday Masses: Monday through Friday 4:05 p.m., Saturday, 8:30 a.m.  
SACRAMENT OF PENANCE - Saturday 7 to 8 p.m.  
SUMMER SCHOOL - 2 weeks starting 17th July. First Communion - 8 a.m. Mass on July 30th.

Someone was asking about a Summer Camp for children? We have news of one run by the diocesan (Victoria) authorities the next couple of months. This summer camp is called St. Francis Xavier Diocesan Camp, at Shawnigan Lake. It will include such headlines as swimming, boating, hobbies, Catholic activities, campfires, sports, etc. The dates are as follows: For girls age 8 to 11, July 2nd to July 14th; girls age 12 to 16, July 16th to July 28th. For boys age 8 to 11, July 30th to August 11th; boys age 12 to 16, August 13th to August 25th. For further information or application forms please write to Father W. H. Bullock, Camp Director, Box 40, Qualicum Beach, B.C.

We have just received a letter from Father Castonguay. Father Castonguay was here last summer and it is certainly a credit to our parishioners that he chose to ask for Comox again this summer. We extend to Father Castonguay a most sincere welcome. Your Chaplain will be heading for Louisiana (St. Bridget's Parish, Lawtell, Louisiana) when Father Castonguay arrives on the Station June 24th. Father Castonguay will still be here the first week of the Summer School, and at the Parish Picnic. Father Castonguay is expected to leave for Sea Island on July 24th.

PROTESTANT CHAPEL  
F/L W. C. HEWITT, CD

F/L W.C. Hewitt, Chaplain (P) Service for Sunday, June 18, 8 a.m. - Holy Communion.  
9:30 a.m. - Junior Sunday School, Wallace Gardens School.  
11:00 a.m. - Primary Sunday School, Wallace Gardens School.

11:00 a.m. - Divine Service. This service will be attended by the WORSHIPFUL MASTER and BRETHREN OF CUMBERLAND LODGE No. 46, A.F. and A.M. BCR-REGALIA WILL BE WORN. All Masonic Brethren of the Station are cordially invited to attend this service.  
SUNDAY SCHOOL. The annual Sunday School picnic will be held this Saturday, June 17, at KIN BEACH, from 2-5 p.m. Bus will leave the Wallace Gardens School at 1:45 p.m. Please refer to the leaflet delivered to your home.

### Airforce MO Heads Hospital

G/C H. J. Bright has been named commanding officer of the new \$10,000,000 National Defence Medical Centre in Ottawa.

"The aim of the government and the National Defence Department is to make the new medical centre a little Walter Reed Hospital," commented the new commanding officer.

SUNDAY, JUNE 25th - Visit of Rev. Raymond Fenn, who will conduct the service of Divine Worship at 11 a.m. - to be followed by a service of Holy Communion according to the rite of UNITED CHURCH OF CANADA. SUNDAY, JUNE 25th - 3 p.m. - SERVICE OF HOLY BAPTISM.

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## Youth Recreation News

### "PAINTING IN THE PARK"

Again this year as in the past "Painting in the Park" under the auspices of the B.C. Federation of Canadian Artists, sponsored locally by the Courtenay Recreation Association, will take place in Lewis Park in Courtenay.

These courses are open to all children between six and 16 years of age. The classes are for six weeks starting Monday, July 3rd with each class meeting twice each week for a two-hour period.

The cost is \$10.00 per child and this fee includes all the painting materials the child will need for the course and these materials will become the child's property at the conclusion of the course.

Application forms for this activity may be obtained from the AEAO in No. 7 Hangar or at PMQ 111A.

It is regretted that like the swimming classes it is impossible for the Rec. Council to provide transport to and from these classes. Transportation is the responsibility of the parents who wish their children to attend the classes.

### SWIMMING

The registration forms for the summer swim instruction classes will be delivered about the same time as this copy of Totem Times. If you are interested please fill out the form and take it with your registration fee to one of the registrars listed on the form.

The registrars have both season and class type tickets and can register your children or dependents. As soon as reg-

## Wives Farewell Party

A buffet dinner followed by entertainment on Wednesday evening, June 7, marked the last meeting of the Officers' Wives Club, and was the scene of farewell presentations to the wives that will be leaving during the summer.

The members that were leaving were presented with silver spoons as a souvenir of the club, and a memento of their stay at Station Comox.

The members leaving this summer are: Lynn Andrews, Marilyn Bamber, Clair Canine, Pat Chester, Olive Cretney, Kathy Carnahan, Ruth Farrell, Maureen Fink, Beryl Fisher, Jean Gammie, Vera Gold, Joan Hudson, Norma La-

tour, Pam Robinson, Melba Sands, June Sherlock and "Toots" Thompson. Following the presentations to the departing members, the remaining wives sang "Auld Lang Syne". The entertainment, in the form of a fortune telling skit, was performed by Marge Turner, Jackie Hogarth, Joyce Davies, Mary Foye, Yvonne Jolley and Carman Shultz.

The executive for the coming season was elected. The new slate, headed by President Inez Kitchen, are: secretary, Marge Turner; entertainment head, Diane Casson; entertainment committee, Jackie Hogarth and Norma MacAskill. The Officers' Wives' Club gave special thanks to the Food Services Officer, F/O Flo Wallington for all the help she gave the committee, and the extra time she spent to ensure that everything was "just right."

Continued on Page 10  
See Youth Recreation

## PARENTS SUPPORT TEACHER



ATTENDANCE AT P-TA meetings of the parents of children in her class won a presentation of a book for Mrs. Steward of the Airport School. Presenting the book is S/L CB MacDonald.

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## DEMON DOIN'S

By GOSH

Place is getting to be a regular zoo; a couple of weeks gone the place was crawling with Buffaloes; this week it's Eagles. Welcome fellow warriors of 405. Is there anybody who doesn't know the definition of "illegal"? It's a 405 RO on the morning after, on a MAD Comp in an Argus. . . Let's get the hatchery statistics equated early this edition. To the following let us offer a three-cornered cheer: F/O and Mrs. Walt McConyk came up with a little girl. Thanks for the stogie, Walt; to LAC and Mrs. Ernest Reich, little James Arthur, this one was not a girl; to LAC and Mrs. Lewis, another, a girl, Dawn Marie; to F/O and Mrs. Bev Tufts, you guessed it, a girl; this one is about three months too late, but since we caught a mild kick for missing it previously, to Sgt. and Mrs. Pete Sayers, another of the same, Louise; sorry, Pete, but that's what happens when yours truly is missed with the smoke markers. Just to prove that it can be done, there are also a few boys on the menu; one of these went to F/O and Mrs. Bob Burke; little Samuel Alexander arrived at the LAC and Mrs. M. Beaton's; F/O and Mrs. Bob Levin also got a male in their mail, and LAC and Mrs. J. Fortin came up with a petit Jean. . . Armament Section, the home of the Suggestion and Invention, have come up with another new one; it's an automatic bomb loader, stands 6 1/2 feet tall, weighs 340 lbs. and is called LAC "Tiny". Burnett. . . One of the moving companies and half the station out all week-end trying to locate another new M&W Teck. . . LAC Abbot-Brown, to let him know his furniture had arrived. Monday morning it developed that the van was loaded with the F&E of three other guys. . . The Station received an extra, and belated promotion board, when seven of their personnel were transferred to the Demons: LAC's Calderwood, Perkins, Airey, Mayers, Little, Purcell and Cpl. Fenton. Congratulations, fellows. . . F/O Bob McPhail walked the long last mile last week with Grace Allen Mary Huber. Just in time to get the CTO to buy her transportation to Winnipeg on his transfer. . . Another stalwart gave up the fight when LAC D. L. Nuchie married Janet Marie Pilcher of Vancouver. . . The Sqn TechO sporting another assistant with his temporary acquisition of an ROTP enthusiast, F/C Jackson. . . A total of 72 years of undetected crime was honoured last Friday when the Commanding Officer presented CD's to half a dozen experts; MC-ed the end of the show by warning all the butterballs that if he had to lose six pounds, they'd better follow suit, or they'd find the other 267 on their neck. . . Cpl. Joe Hasiuk pulled a five-pounder out of Buttle Lake and found his last week's hook in its jaw. All rumours to the contrary, he was not fishing with hamburger. . . The job of hosting the visiting Eagle crew has kept F/L Earl Smerdon so busy this week he hasn't even had time for an asymmetric landing. . . A third of the squadron laying in extra stores three times daily in preparation for the usual lean time in

Ballykelly. . . Working in Ops is not doing our LAW Pete Vansickle any good, too close proximity to too many rain-bow forms shooting up in her topping, if not her typing; must have gotten it done by a hand-dresser who pays off in Finkie Stamps. . . One should not catch salmon without proper introduction first, so believes LAC Rickert, who tossed in his "I" card along with his dodger. Understand all he caught was an Admin Deduction. . . F/O Ken Chester in durance while at Greenwood's Infirmary. Can't even make the most of the opportunity, either, since his malfunction is a hurt ankle, a bad handicap for chasing nurses down the halls. . . Sgts Fred Willander and Bob Legge hardly got west before they went east, exchanged to ZX, probably thought they couldn't stand the sight of a stranger in the house with Sgt. Rolie Paradis' return at long last, after SSTS and a month's leave afterwards. . . Out Maint ball team had a bad nite, beating the Stn Arm't bush-leaguers by only 14 runs; they'd better smarten up if they want to stand a chance against our Aircrew team. . . LAC Willie Amiraull finds the town boys' humour not at all sweet. He had his engine fouled up with sugar in the gas tank. . . The airmen have finally made the grade, with a telephone in BB 25. Too bad it's a standard pay phone, and not a direct line to the WD shop. . . F/L Dave Grice (every edition, it seems) a'fishin' did go, down Bowser way. Got his car stuck in the mud and had to call for aid from the weaker sex. Was pulled out by Cpl. Thompson. . . Whenever there's a job to be done on the tarmac, LAC Don Cameron challenges Cpl. Ed Zacher to a race, from the hangar to the aircraft. Somehow, in spite of his years, Ed always wins the race to the work. Don doesn't show his speed until it's time to leave it. . . The squadron armourers are building up a lot of pensionable time trying to cross the run-way back from the button on 18; it's getting so bad that a man can't go on a job there anymore if he has less than two years service left, without signing on again. . . The route to the 18 button road block is getting to be known as Armourers' Dead End Alley. . . Sgt. Des Richmond transferred back behind the Red Dust Curtain, the place where they make them, Stn Sufferside. . . F/L Vic Camilleri expatriates himself, with his Centralization. . . LAC Newf Cofield maintains the squadron's Newfoundland tradition, importing another home-town product to be his wife. . . The boys of the Radio Section dip their antennas in salute to a new hand aboard, F/O Ivan Hawley. Da Dit Dit. Didn't Dit?



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## TAT'L TALES

Once again a crew has "survived" at Quinsam Lake. On 29, 30 and 31 May the TAT crew sojourned to the survival camp complete with Sarah beacon, F/L "Yogi" Baehr had a fairly difficult time erecting his tent which looked suspiciously like a group of three sleeping bags.

S/L "Red" Hazlett proved to be not so dead a short while ridding the cabin of rodents; however, he did dispatch a wild black animal with only one 22 shell.

F/L "Bill" Holland is still after the huge "shark" that stole his Cowichan spinner. F/L "Buck" Rogers proved to be very efficient at unsnarling fishing line and also at protecting part of his stomach from sunburn.

Whilst the holiday-makers laced in the beautiful B.C. sun, the TAT Section was ably manned by the working staff of Messrs. Crammie, Pettit, Wilkinson and Garland. . . Things were under control as usual.

## COMM-CHATTER

by ROBERT A. CLARKE

Last week Harry Neill's wife presented him with their first child, a boy. At present Harry is home recuperating. Our congratulations to the parents.

Ed Mullaney has finally left us for Goose Bay. He seemed to think he would like it better there than at Comox. Can you imagine?

Leave-wise, LAC Lloyd is taking a week, while LAC Lezansky will take a full 35 days to visit his parents in Winnipeg. Cpl. Gibson starts leave next week, and LAC Bjerke is back, but a little the worse for wear due to a bad cold. Possibly too much fishing.

WO Nutt will soon have to curb his fishing, as the contractor is nearly finished his part of the house. In another week or so, Laurie will have to roll up his sleeves and finish the job.

On the Air side, we have LAC MacArthur just returned from the ARC 552 course at Clinton and LAC Anderson just leaving for the same course.

Other than the odd alert being sprung unexpectedly, things are pretty quiet and routine around the section. Therefore the news is quite sparse for this edition.

## SQUARE NOTES

by a CO-HOEDOWNER

The Co-Hoedowner dance on June 3 was well attended despite the warm weather. Mind you the pace was a bit slower as the dancers wilted a trifle in the early part of the evening, but things picked up as the night went on. The floor was good, the calling excellent and the company enjoyable. What more could a square dancer ask?

Don't forget the pie and ice

## RADAR STATIONS TO CLOSE

Closing of three Pinetree radar stations and six gap-filler stations along Canada's northeast coast and in Newfoundland is announced.

This move was made possible by the extension of the DEW line extension across the north Atlantic.

cream social the club is holding on Saturday, June 17. Some of the Powell River dancers have been invited. We look forward to a fine time. See you there!



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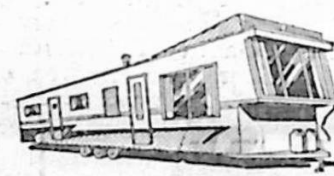
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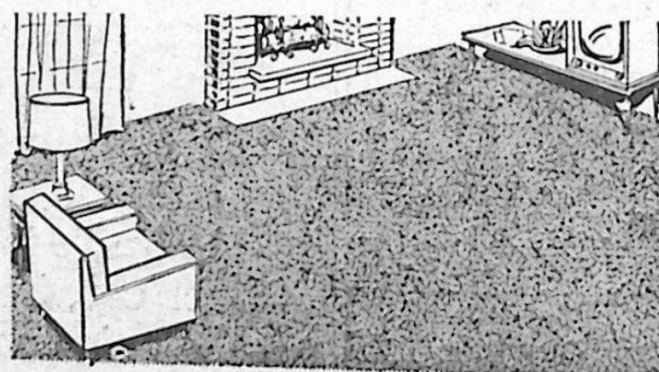
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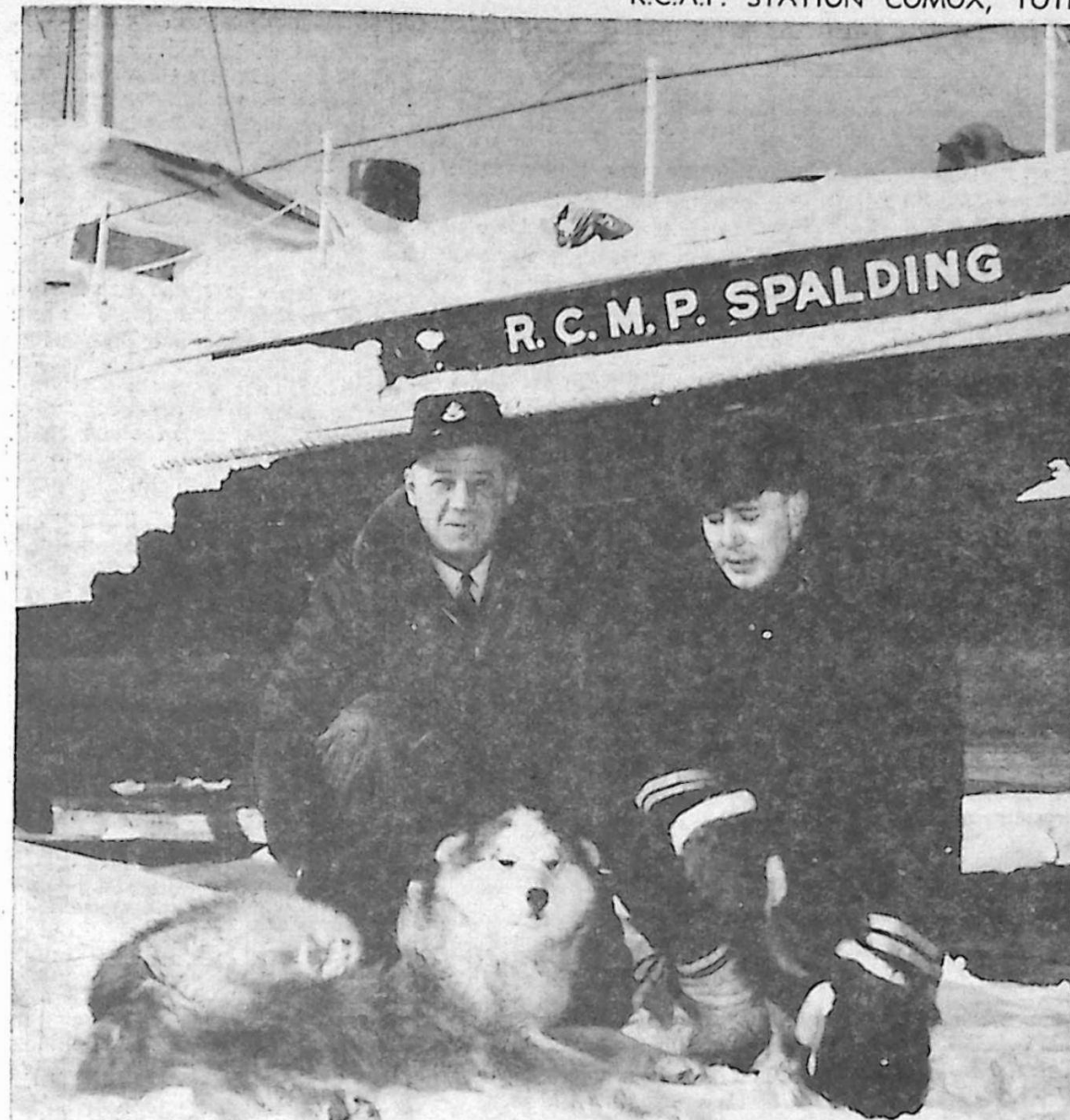


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PERSONNEL ON THE DEW LINE site at Cambridge Bay in the Arctic find time to visit their neighbors in the local community. F/L RE Laird, a controller at the radar base, pets an RCMP husky dog as Constable William Murray looks on. The RCMP vessel "Spalding" will replace the dog team as soon as the ice breaks up in the Arctic.



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## Intersection Fastball

The first half of the schedule is almost over and the league stall has two undefeated teams.

This year's league is not as powerful as last, so instead of having two leagues, there will only be one comprising all nine teams.

The two undefeated teams are 407 Telecom and Station Telecom. 407 have won four games and Station three, one of which was protested, and the scheduled game against each other was rained out. It will be played another date.

It has become apparent that some players feel it is more fun to criticize the umpires

than to play ball. Since the idea of inter-section ball is to get out, play ball and have fun, these attempts are not appreciated.

These incidents are causing the umpires to talk of quitting. Umpiring is one of the toughest jobs in the world of sport, and the job of recruiting them in the service is indeed difficult, due to the abuse they receive, and the lack of gratitude given.

The following quote is a good example of fair play: "When all the shouting has died down, remember it is better to play for the sake of the sport and always take care to be the best of losers, no matter when or where."

## PMQ Council Reports...

The last general meeting of the PMQ Council was held on Thursday, June 8. Items covered: The PMQ Council found it feasible to hire a part-time policeman in order to protect personal property and deter vandalism and delinquency in the PMQ Area.

The Controller of Works requested all residents make use of the soil now available from different loads distributed throughout PMQs. This soil contains fertilizer.

It has been noticed that many residents have improved their yards and gardens a great extent. It is hoped many more residents will join in this beautification program now under way.

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## NEWS IN Sports



OFFICIALLY OPENING the game between the Station Cricket Team and the Vancouver Cricket Club is W/C HE Bridges as he bowls the first ball.

### On the Cricket Pitch

#### LOCAL ASHES

The ashes of Comox cricket were taken to Vancouver last weekend after the local lads were beaten by Vancouver Cricket Club.

However, I think one can say that Station Comox made a gallant effort to overcome the odds and proved that some cricket ability is present.

The 2-day game was opened by W/C Bridges who delivered the first ball, officially opening the cricket season at Comox. The ball sped unerringly toward the wicket, and no run was scored.

Vancouver elected to bat first and were in trouble in the first over when Holmes took a quick wicket. In fact Holmes and Burden were bowling so well that six Vancouver wickets were down for only 41 runs at one stage of the game.

Unfortunately the Vancouver team rallied and eventually made 136 runs.

In reply to this score, Comox could only muster 71 runs, Sherratt scoring 22 and Holmes 24 of this total. Thus ended the first day's play.

The weather had been perfect for cricket. In fact, so perfect that the cricketers all suffered from healthy thirsts. The latter contingency was easily remedied when the play stopped for the day. Appropos: the stopping of play: play stopped for tea at 5 p.m. according to tradition and need for rest.

Play was resumed on Sunday at 10:30 a.m. when Vancouver made a quick hundred

runs before lunch. Clark, the opening batsman, knocked a cool 48.

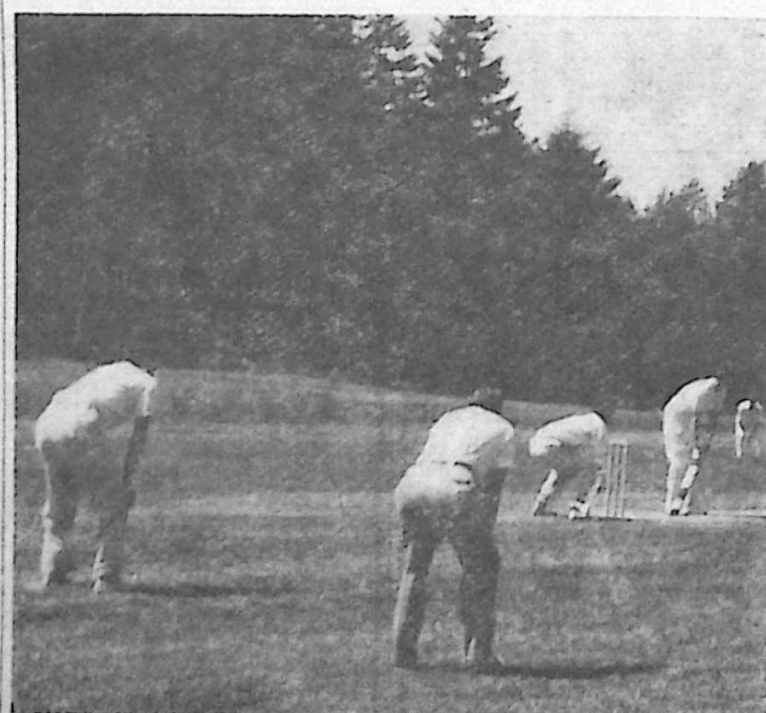
After lunch Comox went to bat and needed 168 runs to win. They had four hours in which to make this score. To cut a long story short, they didn't make it.

Comox made 87 runs in this second and last inning, with Sherratt and Holmes scoring most of the runs with 32 and 31 respectively. In this manner, Comox lost the match by 81 runs, but proved to the opposition that a good game of cricket is available at this station.

Incidentally, our team was strengthened on Sunday by the inclusion of Jim Sherratt, Bob's brother, who proved to be our best bowler. This pair would make an ideal nucleus for any team on the west coast.

The visitors left on Sunday, impressed by our amenities here, by our messes, our sports field and by our hospitality. In fact it is entirely possible that the fruits of the seed sown at Comox on that weekend will be harvested by the Vancouver Recruiting Office.

#### BEHIND THE EIGHT BALL?



### Golf Field Day

Some fifty-nine avid divot diggers assemble at the Comox Golf Club on Friday, June 9, to try their luck.

The field day consisted of two tournaments in one, with a registered handicap tournament for the supposedly better golfers and a Galloway handicap tournament for the duffers.

In the handicap event, Doug Fosbrooke was the low gross with a 77, while Bob Sherratt won the low net with a 66. Luke Nakaschima won the hidden hole which was the 18th with a par 3.

For the Galloway tournament Cpl Marsh and F/L Jack Patterson led the low gross, both carding an 80. F/L Trainor won the low net with a 67, but his handicap was not discussed! F/O Gil Stillar won the hidden hole with a masterful 10 on the tenth hole.

NOT AT ALL, just a few of Comox cricketers in the field against Vancouver last week, when despite a "stern" bottle, they were in the rear when the runs were totalled. On the first day Vancouver scored 136 after a slow start and Comox replied with 71. Vancouver added a quick 100 the next, leaving Comox needing 136 to win but the best the locals could do was 87.

### Hawks Defeat Courtenay Arbutus

The Station Baseball Team came out of its early season slump last week by defeating Courtenay Arbutus twice to give the Hawks a three won, six loss record in the early stages of the Comox District Baseball League.

On June 4 the Hawks hosted the Arbutus in a double-header with the visitors picking up the first win 10-8.

Don Hatcher made his first appearance on the mound for the Hawks, but due to lack of control was relieved in the second inning by Stan Smith. Roy Helgeson took over from Smith in the eighth.

Courtenay scored ten runs on six hits including a home-run by the Arbutus catcher, Montgomery.

During the same game, the Hawks also displayed power in hitting by getting 12 hits, four by Dixie Walker.

Bosomworth was the winning pitcher for the Arbutus Club, going the full game.

The second game of the day was the turning point for the Hawks as they took an early lead and never looked back, with the final score 11-9 in their favor.

Ken Tappay was the air-force pitcher, giving up six hits for five runs. Don Hatcher came in to relieve in the eighth and gave up three hits for three runs.

Hitting again was the key to success for the Hawks as they picked up 14 hits, with Chuck Hazlet leading the way with four hits followed by Barry Saddler with three, including a home-run in the seventh inning.

On the mound for Courtenay was Williams who was relieved by Pratt in the fifth. The big bat for the visitors was Fred Orr who picked up three hits.

Playing the Arbutus again on June 7 in Lewis Park, the Hawks, trailing in the ninth, won the game 7-5 on a double by Bob Denault which scored three runs.

The Arbutus took an early lead, but the Hawks tied it in the third inning. At the top of the ninth the score was 5-4 in favour of the Courtenay team.

With two out, Bill Taylor and Dixie Walker got on base and Denault slammed his double to win the game.

With dusk coming on, coach Gayle Braesicke put in fast-ball pitcher Ken Tappay who retired the Arbutus team three in a row.

The losing pitcher for Cour-

tenay was Bosomworth who went the full game giving up 12 hits to the airforce nine.

On Saturday, June 10, the Hawks journeyed to Victoria for a double-header with the Naval Vets. The game was rained out in the seventh inning while the game was tied. The same team will play at PMQ Park next Sunday, June 18, for a scheduled double-header with games at 2 p.m. and 6 p.m.

#### DIAMOND DUST:

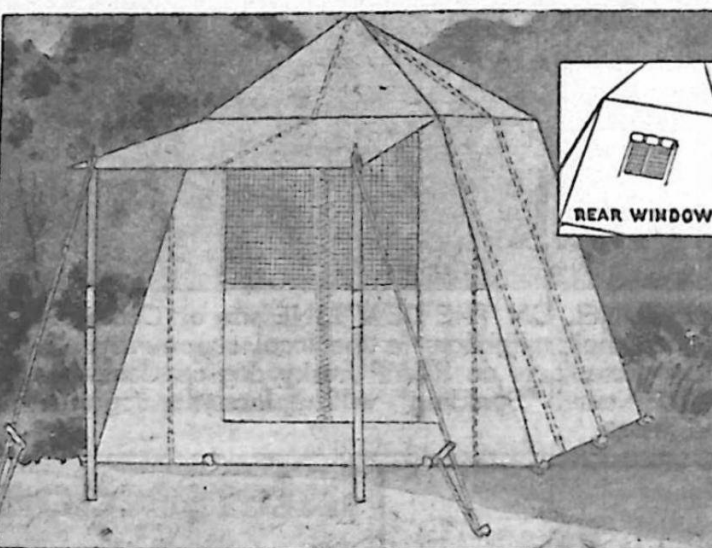
Congratulations are in order for six members of the Hawks who competed and won in the Victoria Baseball Sports Day last Saturday. Trophies were won by Ken Tappay, most accurate pitcher, Berry Saddler, most accurate throw to second base, and Bill Taylor, longest ball throw from the field to home plate. Also competing and close were: Dixie Walker, Dick Griffith and Ray Helgeson. Not too many base runners are taking extra bases these days with Bob Denault in right field. (Continued on Page 10)

See Station Baseball

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

Page 7

## TRAIL TREASURES

With ILES

Sunday the 28th of May Warrant Officer Nutt and I tried most local areas for blueback. We merely confirmed the many reports received of the masses of dogfish bothering all local sports fishermen.

Warrant Officer Girard claims he spotted a column of dogfish stretching for approximately 1 1/2 to 2 miles. Apparently this aggravated him no end and he decided to scatter a few. He barreled full speed across their ranks and received a severe shaking up for his efforts. He came away somewhat meeker from this encounter.

Tired of the discouraging reports we were receiving and of our own results over the past several weeks, we decided to search out the blueback. Faint rumours, persisting for several days, prompted us to head for Yellow Rock, at the southern tip of Denman Island.

As we cruised south along the inside passage between Denman and Vancouver Island, we both agreed that, fish or no fish, the magnificent scenery would more than justify the cost of the trip.

As we swung across the channel between Denman and Hornby Islands heading for a shallow bay slightly east of Yellow Rock, blueback churned the water all around the boat and for several hundred yards in the immediate area. It was exciting. However, remembering our failure to catch anything in spite of similar conditions we had encountered off Point Holmes last summer, we decided to curb our enthusiasm for the time being. Last summer, the only ones brought in (and there were few) were caught on herring strip.

We had no herring strip nor herring. We used several types of lures, even a "split Pikey" (a pike and bass lure), but the only successful one was the Tom Mac.

We experienced the same results as we had under similar conditions last year. They seemed to be merely playing with us. We hooked 7 or 8, two of which we even brought near enough to net before they shook loose. Laurie finally brought in a nice 3-pounder. In spite of the exciting action all around us, this was our one and only.

We decided to try spinning rods and lures on them but these proved as useless. As a matter of fact Laurie would have been better off to stick to his trolling gear. Because

of an aborted cast, his spanking new rod, reel and streamer were pulled from his hand and sank slowly down into 60 feet of water. This will be the subject of another story, since we plan to arrange a diving expedition very soon. It will be worth it since the outfit was worth \$30.00.

As we cruised back up the inside passage darkening skies were casting purple shadows over the mountain ranges and the water was taking on that smooth, glassy surface, a phenomena which seems to be reserved for this time in the evening and also just around dawn of quiet, calm days.

Blueback were jumping and cavorting all along the channel and seemed to be needling the fishermen occupying the dozen or so commercial and sports fishing boats which were cruising every which way. In any case none seemed to be busy hauling in fish.

We would have returned on schedule if we had not underestimated our gas load. As it was, we suffered a 2 or 2 1/2 hour delay as a result of a fuel shortage near Union Bay.

Those 17 foot cruisers are not made for paddling—believe me. Incidentally, we checked in to the guard house by phone, reported our dilemma, and gave them our new ETA.

This is another subject for a short discussion. I suggest you make use of this service. We always do, since we hesitate to think of what "The Powers That Be" would do to us if we were responsible for an expensive wide-area search, when, by merely checking in at the guard house, it could have been narrowed down to a comparatively small area costing comparatively little.

Incidentally, we didn't see a single dogfish all evening and the blueback were active as far north as Fanny Bay. As we moved on north, action gradually dropped off until one lonely blueback was seen to jump at Fanny Bay.

The same phenomena was noticeable that evening as on all my trips. When running with the time a much higher trolling speed is required to produce the lure action most appealing to blueback.

When will they be in this area? Your guess is as good as mine. From this trip and other reports, it appears they were running up the outside of Denman Island and up the inside passage moving slowly northward. When will they be

here? I repeat—your guess is as good as mine.

#### SALT WATER SPORT FISHING REGULATIONS

A small booklet is available from the board house entitled "Guide to Sport Fishing Regulations in Tidal Waters of B.C."

**TROUT FISHING**  
Cpl. Ponto of Stn. Telecom, with two of his friends fished the middle Quinsam Saturday and Sunday the 2nd and 3rd of June. Their two-day catch was 69 trout running from 11 to 17 inches—all rainbow and cut-throat.

#### RIPPLE ROCK

A nice spot for a roadside lunch while on a Sunday drive is Ripple Rock. Perhaps I should say where Ripple Rock was until it was blown up in the greatest explosion of its type in 1958. This underwater mountain peak was the scene of many shipwrecks and heavy loss of life. Seymour Narrows is the principal route of fishing boats, freighters and pleasure cruisers heading up north. A 15 knot current flows through here at change of tide and many ships were swept to disaster on this huge rock which lay concealed just below the surface of the water.

The explosion was televised to many parts of the continent and was viewed with keen interest since tons of explosives were used. These explosives were carried through underwater tunnels and laid in large caverns cut into the rock beneath the water.

However, evidence of this is not visible at the present time. What makes this an attractive spot is the view. From the parking area, about 450 feet above sea level, the ground, cleared of large trees, slopes gently to the water and affords an unrestricted view straight up Discovery Passage. At the right tide level, which we happened to hit, dozens of fishing boats, large freighters, and tugboats, as many as three barges follow each other through this once treacherous pass. Fast pleasure craft, dwarfed by huge freighters, buzz through in long columns. This and the many islands with their steep cliffs, and tree-covered distant slopes, present a picturesque scene.

I would certainly like to see this spot developed into a roadside park with tables, shade trees and benches. I have yet to see a more suitable spot for a roadside park. Perhaps the right people will see this too and perhaps it WILL be developed—some day.

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## A Visit to Flying Control

### AIR TRAFFIC CONTROL RESPONSIBILITY EXPLAINED

By F/O R. W. HAWKINS

As part of their tour of the airport, the leg-weary members of the Women's Club huffed and puffed their way up into the semi-darkness of the tower cab. . . Converging upon whatever seating accommodations that were available, they concerned themselves mainly with expressions of awe and delight at the scene below.

This naturally was a signal for the local controller to go all out in an effort to make their jaunt a memorable occasion. . . Grasping the microphone firmly and gazing fixedly in the general direction of Honolulu, he intoned: Trans World 260 cleared to make a straight-in-approach runway 8, wind east one zero!" (The ladies appeared to be favorably impressed).

"American 621," instructed our hero, "cleared to make a right-hand approach to runway 8, report downwind." (This resulted in an excited stirring among the girls).

"Lima Golf Blue," he said dramatically, "report initial runway 8." (He now had their undivided attention).

"Trans World 260 cleared to land!" . . . (Again the impressive fixed stare westward).

"American 621 number five to land following three Sabres on initial." . . . (To the uninformed the sky seemed full of airplanes, so he punctuated the remark with pencil pointing, rapier-like, upward. . . This caused his new-found friends to stare wildly in the direction indicated).

"TWA contact ground control clear of the runway, Lima Golf Blue flight cleared to land, American 621 your traffic on base leg!" . . . (This machine-gun verbiage barrage was almost more than the ladies could stand).

"No strain," he confided reassuringly to his by-now captive audience, as the last jet cleared the runway and American 621 landed. "Now," he continued, "if you ladies have any questions about our operation, I'll be happy to explain."

There followed a long, silent pause, during which the visitors peered expectantly at one another in the darkness. Finally one braver than the others spoke up—

"Tell me," she asked, hesitatingly, "just . . . what . . . do you . . . do . . . up . . . here?"

The above story, recounted by Orv Stinson of Phoenix Tower, is unfortunately, too true. Every picture of an aerodrome includes the control tower; every tour of any installation invariably climbs the steps to the tower. We like to think that they gain something from their visit, if only an increased appreciation of Air Traffic Control.

All this is by way of illu-

strating that while the Control Tower is the most well-known installation on any aerodrome—it is also the least known. However, if the Tower Controller's job is obscure, the Approach Controller's job borders on the occult. The Tower Controller separates aircraft in the vicinity of the aerodrome and assigns them landing and take-off sequence visually the Approach Controller separates aircraft that are, or will be, flying in cloud, by means of mathematical application of approved separation standards. If he is fortunate he may receive assistance from high-definition radar.

All phases of Air Traffic control are important, but since the Approach Controller handles high density instrument traffic during what is described as the "critical" portion of their flight, his importance cannot be overestimated. (May my fellow TOWER controllers forgive me).

To cite an example of the required calculations to establish minimum separation standards, let us suppose that a DC3 is flying from Seattle to Comox at seven thousand feet. Our Expediter wishes to fly to Victoria at eight thousand feet. In the controller's vernacular, they are eye-ball to eye-ball. All will agree that it is reasonable that they should be ten minutes apart when the Expediter reaches his cruising altitude of eight thousand feet.

A few minutes' work with pencil and paper will tell you that the DC3 must be 47 minutes flying time away from Comox when the Expediter is cleared for take-off with a climb on course. In terms of distance, the DC3 must not yet have crossed the Canadian Border if the 47 minutes does not exist, the Approach Controller must dig into his bag of tricks and use some other kind of separation to get our aircraft to eight thousand. The responsibility for separating these two aircraft is also shared with the Department of Transport control unit at Vancouver.

If you wish to score yourselves on the above problem, score 100 if you did it in a minute or less and subtract 10 for each additional minute. If you scored over 60 consider a remaster to Flying Con-

trol; over 90—you are probably already a MacLean employee; under 30 indicates that you are probably a Tower Controller.

While the problem outlined above is a simple one, if you increase the number of aircraft involved and vary the type of handling required, it is possible for the controller to become fairly busy. If the ceiling and visibility are also low and there are say, seven jets and five conventional aircraft desiring instrument approaches, several wishing to depart, and a SAC mission overflying, The Approach Controller can even become "active." Fortunately there are a goodly number of people in the RCAF who are able to do this kind of work, indeed they find it rather fascinating.

The Science of Air Traffic Control, and it is a Science, is taught to RCAF Flying Control personnel at the School of Flying Control. The school is contained in a temporary (circa 1917) hangar at Camp Borden. While the premises may be old, the equipment used is among the most modern in the world. The School undoubtedly provides the finest training in Air Traffic Control on this continent. I support this by pointing out that not only is the physical plant modern, but also every instructor is a graduate of both the USAF and FAA Approach Control Courses. RCAF Controller-Instructors selected for these American courses invariably top their class and all hold licences to ply their trade in the USA.

Students are selected for the RCAF Approach Control Course from Control Towers, Flight Planning Centres and Rescue Co-ordination Centres. Personnel serving in Europe are also returned to Canada for this course. The basic requirements are that the personnel selected must have graduated from the Basing Flying Control Course, have controlled for a minimum of two years, and have a Permanent Commission with at least three years remaining in the Service.

The Course is of ten weeks' duration and includes a minimum of theory and a maximum of practical application. Controllers are given training in enroute control and radar control in addition to basic approach control. The result is a well-rounded experience in every facet of Air Traffic Control.

If a visitor were to go on a tour of the School during a training exercise, it would be possible for him to follow an aircraft over miles of airways to its landing. If he were not told that it was a synthetic exercise he would surely believe that the operation was very real indeed. Suppose we follow an aircraft through the



Southern Ontario airways complex that is used to train RCAF Controllers.

Detroit Control advises the North Bay Sector controller that Air Force 123 was over Sault Ste. Marie at 1650 and is estimating Sudbury at 1720. We may watch as the aircraft progresses along his flight planned route. From the Sault he follows Airway Red 92, over Sudbury and Sturgeon Falls, at North Bay he makes a right turn onto Airway Amber 6, flies over Powassan, is transferred to the Trenton Sector controller over Muskoka, and to the Toronto Sector at Kleinburg. At this point he becomes the sole responsibility of the Toronto Approach Controller. The Approach Controller lowers the aircraft in the stack in progressive stages in a "race track-type" holding pattern until it reaches a predetermined altitude. When it is 123's turn to make an approach for landing, the Controller assigns the aircraft to a radar controller who assumes responsibility for directing the aircraft to the instrument landing system at the prescribed position and altitude.

If you watch the radar scope, sure enough, a target appears over Kleinburg and as the radar controller passes instructions, it moves inexorably to its rendezvous with the runway.

You have not left the building and yet you have watched an aircraft travel 375 miles. You have heard the aircraft talk to the controllers by radio, the controllers have received telephone calls from other controllers located as far away as Detroit, DOT radio stations enroute have telephoned position reports, and a tower controller with a model aerodrome located beneath his lofty perch, will swear he saw it land. All this in an old hangar that was built in the days when Flying Control consisted of a rag tied onto a pole to indicate the wind direction.

As interesting as the School is, there is no substitute for the real thing. Goose Bay and Comox are the only two radar equipped Approach Control units presently operational with the RCAF. Many are planned for the future, but in the meantime, why wait? Why not have a peak at ours?

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## Water Skiing Safety

By Your Station Safety Council

Water skiing is one of the easiest of all sports to learn, says Joe Cash, holder of the world water ski jump record, 142 feet.

We offer these suggestions from Cash on learning to water ski.

You will be saved considerable wear and tear if your first ski exercises are attempted on dry land.

In this way you will get used to pull of the rope and to the proper rising motion.

Place your skis parallel on the ground, six to 10 inches apart.

Put them on, making sure that they fit snugly, but not so tight that they bind your feet.

### WET FEET FIRST

If you wet your feet first you can slip into the bindings more easily, and you won't risk tearing the rubber.

Now sit down on the back ends of your skis with your legs drawn up tight against your chest.

Put your arms out straight and remember that your elbows must not bend.

Taking hold of the tow bar, have someone grasp the tow rope and pull you to a standing position.

Cash recommends practising this pull up exercise several times.

Remember that your knees should be bent, your body leaning forward slightly, and your arms straight.

### STAND OFF

The person pulling you up should stand off some distance from you to give the feeling of the pull of the boat, which will be 30 to 35 feet from the skier in a start from the water. Advanced skiers have many

ways of starting, but a beginner should set out in a few feet of water, putting on his skis in the same manner as he did on dry land.

Take hold of the tow bar and signal the boat driver to take up the slack in the tow rope by raising the tips of your skis above the water.

When the line is taut, yell "Hit It!" and the driver will accelerate.

Allow the rope to pull you up out of the water.

### PROPER BALANCE

Keep in mind what you practised: your weight balanced directly over your feet, knees bent, arms held straight. The skis will seem wobbly, but when you get up to 15 or 20 miles per hour they will straighten out and you'll find yourself planing.

Don't pull with your arms on the takeoff. Let the boat pull you out of the water.

Your posture, once you are up out of the water, is: back straight, arms straight, knees slightly bent. Correct posture will make it easy for you to keep your balance and will help you manoeuvre behind the boat without strain.

Nothing is more valuable to the water skier—novice, skilled or competitive—than to have a capable driver at the controls of the boat.

### DRIVER HELPS

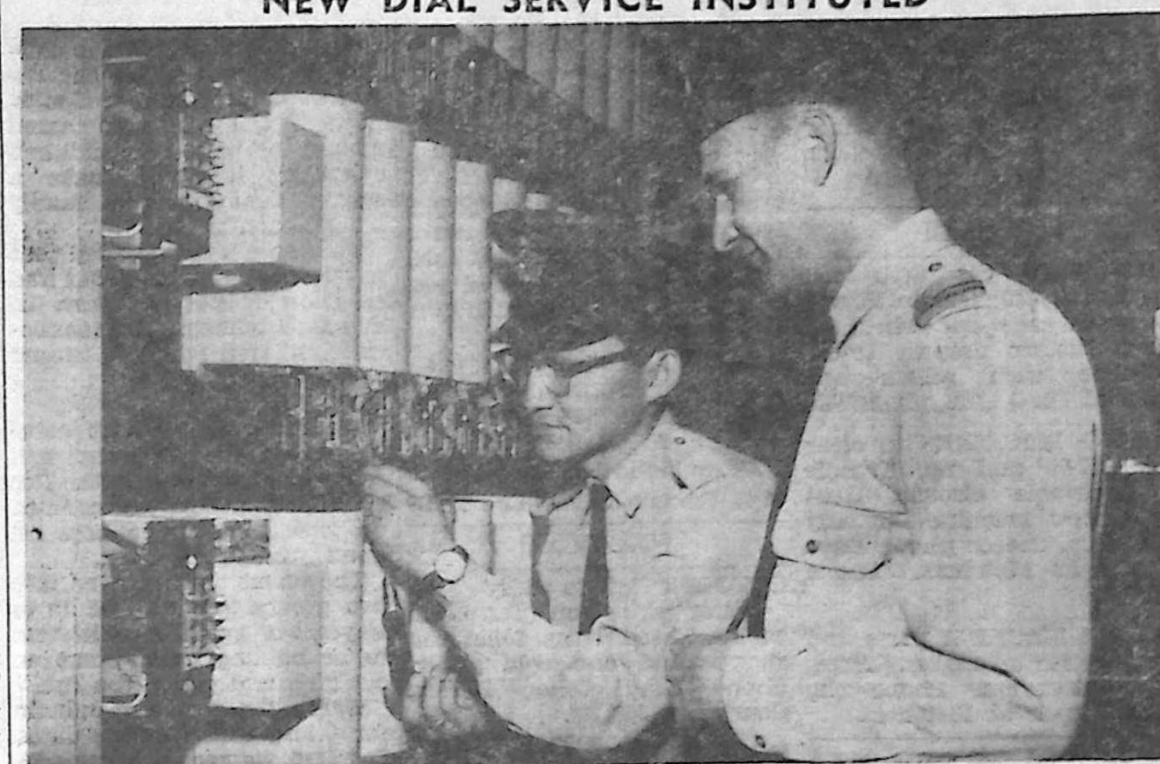
Competent boat handlers can enhance the skill of a skier immeasurably, just as errors in judgment by the boat driver can be damaging.

It is just as important that a tow boat driver be properly instructed as it is to give instruction to the beginning water skier.

The theory is that successful water skiing at any level of skill depends upon the boat driver and the skier working together as a well-knit team. Most important, of course, is that the skier's safety depends in large measure on the boat driver.

He should be alert to obey signals from the skier, alert to obstructions in the path of boat and skier, and always refrain from horseplay when pulling a skier.

Here are a basic set of suggestions for anyone handling



FINAL INSPECTION of the relays for the new dial telephone system which was put into service on June 5, is given by the STe10, F/O Nick Ernst and Cpl. Stan Shigehiro.

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- 1.—Perfect First Grade Diamonds which carry a year's Insurance.
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- 3.—You don't have to pay cash. We give you from 4 to 6 months to pay with no carrying charge.
- 4.—All alterations, as to size, made immediate.

GEORGE HAMM

WATCHMAKER and JEWELLER

CPR Watch Inspector

Phone 652

332 Fifth Street

See Our

FRESH NEW SLEEVELESS BLOUSES

In Imported Swiss Cambric  
From 2.98 up

Ann's

LADIES' WEAR

424 Fifth Street  
Opposite Overwaitea

## LOOKING BACK . . .

2 June 1917—

Captain WA Bishop won Canada's first air VC on an intruder sortie to an enemy aerodrome.

June 1940—

The RCAF ensign, incorporating a red maple leaf in lieu of the red disc in the roundel, was approved by His Majesty, King George VI.

12 June 1944—

P/O AC Mynarski, mid-gunner on a Lancaster, won the VC for an act of outstanding self-sacrifice when the bomber was shot down in flames.

14 June 1947—

The RCAF held its first "Air Force Day" across Canada.

9 June 1954—

462 Sqn. ended airlift operations to the Korean theatre after flying 600 round trips (34,000 hrs.) and carrying 13,000 personnel and 7 million pounds of freight and mail.

Wash 8 Blankets

at a Time

at the

Comox Pinky

75c

## SPORTING GOODS

RENTALS

Tents, Coleman Stoves, Etc.

SEE US TODAY FOR AN  
INEXPENSIVE WEEK OR A WEEKEND

"Everything for Every Sport"

SEE

HAPPY'S

Tire and Sporting Goods Ltd.

Phone 505

Courtenay, B.C.

## COMOX MOVING & STORAGE

Phone 1138

Don Wensley  
Business PromoterRyan Road  
ComoxJohn Grealis,  
Manager

Agents

for

North

American

Van Lines



# Classified Ads

To place an advert, please contact Mrs. Diana Abel, secretary to the CTSO, phone local 27R2. All ads are to be prepaid.

## FOR SALE

ROLL-AWAY cot with felt mattress, \$10; female Hamper with cage and wheel \$2; 7-foot eastern drapery tracks complete with rollers and brackets. PMQ 118E, ph. 1627L2

SEWING MACHINES to clear at \$17.50 and up. Treadle and portable electric. Rent brand new machine for only \$2 weekly. See or phone Dave Sawyer at Fletchers. Phone 242.

SEWING MACHINE parts and repairs for all makes. White, Elna, Pfaff, etc. Phone 242, Dave Sawyer at Fletchers.

WE buy and sell clean, good used clothing for - men, women and children. We are also a pick-up station for any clothing donated for welfare. Second-Hand Clothing Store. Next to Simpson-Sears.

## WANTED

ONE child's tricycle, suitable for 5 yr. old. Ph. Courtenay 1782L.

## REAL ESTATE

LOT for sale in Comox. Six to \$9,000. Make your own terms. Apply Doug Newson at Comox Paint. Phone 1460.

## 413 Squadron Reunion

During the first week-end in July, 413 AW (F) Squadron will be holding a re-union for all previous members.

Any enquiries should be forwarded to:

OC 413 Squadron,  
Station Bagotville,  
P.Q.

Particulars of activities planned for the occasion will be supplied on request.

## PROFESSIONAL SERVICES

### EXCELLENT RADIO and TV SERVICING

Convenient to PMQ and Tyee Park area. Finest and most modern equipment available. Guaranteed work carried out by graduate engineer with over 10 years experience.

RATES ALWAYS REASONABLE — ANTENNAS, MASTS and ACCESSORIES ALWAYS AVAILABLE

Installations a Specialty.

T. E. Campbell Phone 238L2

## FOR RENT

OCTOBER 1st to May 31st, winter rates on furnished cabins. Three rooms, toilet and shower, hot and cold water. Phone King Coho Resort, Courtenay 868-R1.

THREE-ROOM self-contained suite. Private entrance. Furnished. Apply Post Office, RCAF Station.

## ANNOUNCEMENT

Register now for "Painting in the Parks." These courses are for children from 6 to 15. Application forms are available in Findlayson's Hobby Shop, Hobbies' Snack Bar, the Courtenay and District Memorial Swimming Pool, Comox Drugs, Good's Groceteria or at PMQ 111A. Mail registration form and fee of \$10.00 to Secretary, CRA, Box 592, Courtenay. For further information phone Mrs. Lehti, 364-X.

## Station Baseball

(Continued from Page 6)

Bob has been practising strikes to each and the practice shows as a couple of runners have been caught . . . It's rumored that Coach Braesicke is going to have the whole team take eye tests with all the signals that are being missed . . . Dixie Walker has really been making pitchers eat humble pie as he has been going wild with that 36" club at the plate . . . Slow down fella, the rumor is that the Mounties are looking for a slugger to replace Howie Goss.

## Youth Recreation

Continued from Page 3

buses to transport all the children to these classes but the cost was beyond our limits. Even if the cost was shared among the parents of children attending it would make a severe dent in the family budget each week.

Therefore it is suggested that you contact your neighbor and see how a car pool can be arranged amongst the families with children who will attend the swim classes.

## SOFTBALL

Registration is about complete for the summer ball season. LAC Fenton in the Rec Hall has four boys' teams lined up with some extra boys on hand from Tyee Park.

The teams are arranged into two groups 9 to 11 and 12 to 14 years of age. The girls seem to be holding back. Come on out girls and get in the fun.

Watch the next Rec bulletin for teams and starting dates. Say Dad, we need a few coaches to get this "show on the road," how about a few volunteers, please contact LAC Fenton in the Rec Hall if you can spare time for this vital children's sport.

If your child is within the age limits and not registered, check with the Rec office, they can possibly fit him into the schedule.

We hope to see all the kids out at these sports (with their parents as coaches or spectators) after the SCHOOL EXAMS ARE COMPLETED. Best of luck with those exams.

SUPPORT OUR  
ADVERTISERS  
THEY MAKE THIS  
PAPER POSSIBLE

## Elk's Purple BINGO

Every Tuesday  
at 8 p.m. sharp

Basement of  
ELKS HALL

## STATION THEATRE

THURSDAY, JUNE 15

### TIGER BAY

John Mills  
Haley Mills  
Yvonne Mitchell

SATURDAY, JUNE 17  
(Also Matinee)

### RIDE OUT FOR REVENGE

Rory Calhoun - G. Graham

SUNDAY, JUNE 18  
RUN FOR THE SUN

Richard Widmark  
Trevor Howard  
Jane Greer

SUNDAY, JUNE 4

### FERRY TO HONG KONG

Orson Wells - Curt Jurgens

TUESDAY, JUNE 20  
(Adult)

### THIS REBEL BREED

Rita Morena - Mark Damon

THURSDAY, JUNE 22  
(Also Saturday Matinee)

### KILLERS OF KILIMANJARO

Robt. Taylor - Anne Aubrey

SATURDAY, JUNE 24

James Mason  
Vera Miles  
George Sanders



SUNDAY, JUNE 25

### THE GREAT DICTATOR

Charlie Chaplin

TUESDAY, JUNE 27

### MACUMBA LOVE

Ziva Rodan - Walter Reid



SEND A  
**Coutts Hallmark Card**  
5c - 50c

## Gift Suggestions

- Pipes
- Cigars
- Razors
- Camera
- Tobacco
- Shaving Kit

## Woodland's Drug Store

Phone 203

Courtenay

## REAL ESTATE

Located in Comox on large view lot, which is well landscaped, this exceptionally attractive 5 bedroom home must be seen to fully appreciate its beauty. Do not hesitate to phone us for full particulars.

Located in Courtenay, 3 bedroom ranch style home. This is an excellent buy for \$11,700 with \$2,000 down.

We have for sale an auto court which shows an excellent return on investment, and has tremendous possibilities for expansion. Owner will accept 3 bedroom home as part payment.

We have a number of good farm listings and will be glad to show them to you.

List your farm, home or business with us. We will be glad to inspect and assist you in arriving at a correct selling price for your property. Phone 222, night calls 772.

We have a good supply of money available for first mortgages on good homes.

## H. A. ROBERTS (Courtenay) LTD.

439 Cumberland Road

Opposite Court House



GOVERNMENT GRADED ALBERTA STEER BEEF

Sides ..... lb. 48c Hind Quarters lb. 63c

1/2 Side ..... lb. 48c Front Quarters lb. 41c

Includes Cutting, Wrapping and Freezing

LOCKERS AVAILABLE NOW

## Central Cold Storage

Check Our Retail Counter

Fifth Street

COURTENAY

Phone 552

## Suggestion List for Father's Day

### Arrow Shirts

Whether his wish is a Sport Shirt or Dress Shirt — "the secret is in the collar." Ask to see the new "Arrow" Banlon and the sensational new Orlon Sport Shirt

PRICE 4.00 to 9.95

Sox .....	1.00	2.00
Ties .....	1.00	2.00
Boxed Handkerchiefs .....	89c	
Work Handkerchiefs ..	19c and 30c	
Wallets .....	1.49 to 6.50	
Lighters .....	75c to 2.59	
Transistor Radios .....	9.95 to 69.95	

### Dress Trousers

There's no substitute for wool. English worsteds that keep their shape. Well tailored. Sizes 30 to 42.

PAIR 18.95

English Dak Trousers PAIR 27.50

### Nylon Dress Jacket

Perfect for golf, sport fishing or just for comfortable casual wear. Nicely styled collar, full vented back for complete circulation of air. No seams on the shoulder. PRICED — 10.95

Skil Saw (Special) .....	29.95
Binoculars .....	22.95 to 49.95
Travel Bar .....	19.95
Jantzen Swim Trunks .....	3.95 up
Barbecue Accessories .....	39c to 6.95
Barbecue Aprons .....	2.59
Barbecue Hats .....	1.25

### OUTDOOR GIFTS

Sleeping Bags .....	8.49 to 16.95
Air Mattresses .....	3.99 to 4.98
Tents - 9 x 9 .....	39.95
9 x 12 .....	49.95
Coleman Stove .....	14.95
Camp Coolers .....	4.95

## LAVER'S

There's a Reason Most People  
on North Vancouver Island  
SHOP AT LAVER'S