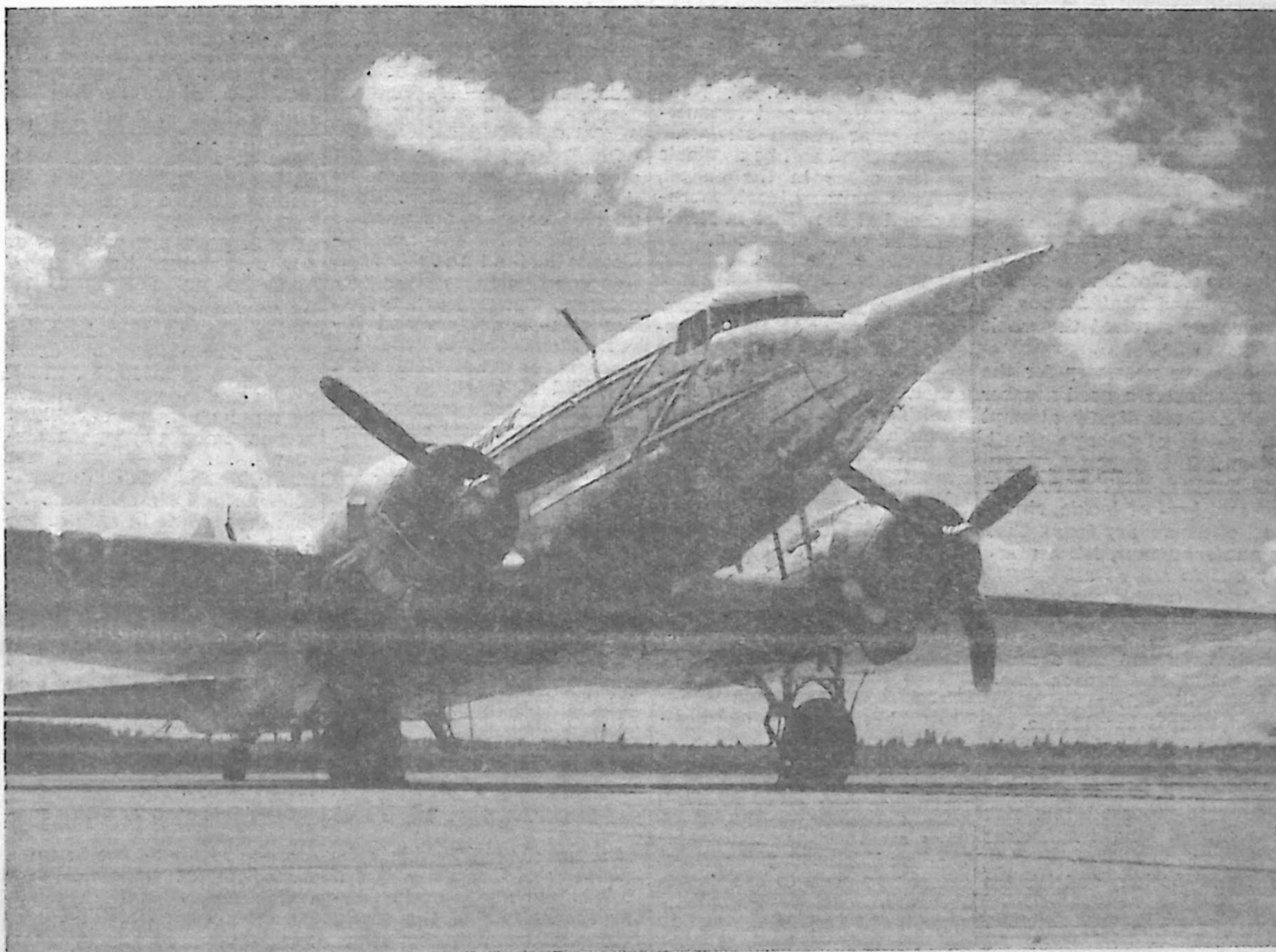




Vol. 3 - No. 10

Thursday, July 26, 1962

THREE GUESSES?



Persons who pride themselves in aircraft identification can be expected to have difficulty with this Air Defence Command plane. It's actually a modified Dakota based at Station Cold Lake. The long extended nose cone houses delicate radar equipment which is an exact duplicate of that found in the CF-104 Starfighter. The radar is used for low level navigation in the supersonic 1,400 mile an hour Starfighter. Initial pilot training is carried out in this modified Dakota that flies along at low level at a comfortable 140 miles an hour.

Your Green Sward

To the consternation of some of the occupants of PMQ's and station buildings, the Construction Engineering Section has recently spread 75 tons of crushed limestone on all the lawns and grassed areas. To quote another, "We apologize for the inconvenience," and offer a few words of explanation.

Last fall samples of soil were collected from the all grassed areas on the Station. The samples, identified, were sent to the Ontario School of Agriculture for analysis. Their findings were passed to AFHQ, who had already received a descriptive report from the Station. Their findings were that the soil was extremely acid. This has been caused by the heavy rainfalls in this district dissolving and washing away the calcium. The resultant acid condition prevents growth of all but the coarser grasses. It also tends to make the soil clayey, binds the necessary nutrients in the soil, and prevents decomposition of humus.

The purpose of the limestone is to neutralize the soil, a condition desirable for growth of good grass. It will perform four

functions:-

- (a) It will raise the PH constant (neutralize the soil).
- (b) In so doing it will liberate nitrogen, potassium, phosphorus and other chemicals for the grass.
- (c) It will granulate the soil, preventing packing, and allow air to reach the grass roots.
- (d) It will assist decomposition of humus, and provide additional nutrients to the grass.

Please note that we have used crushed limestone, not hydrated lime. Although we have had to use additional quantities, it is safer, and has a more sustained effect. The process will probably have to be repeated during the next two or three years as the soil is very acid and the limestone can only be absorbed slowly.

It is interesting to note that even the topsoil is acid. So for the Do-It-Yourself fans — Please do not add any more. AFHQ have also recommended a fertilizer, low in nitrogen, but high in phosphorus and potassium, to be added at a controlled rate. This will be done in the fall. So again we say "Please do NOT add any fertilizer," it will spoil our control.

As for topsoil, which is expensive, it is to be used very sparingly, one quarter to one half inch thick. It is only to be used for levelling very minor depressions. It does not provide any additional nourishment to the grass.

Watering the grass is fine. However, to water all the grass on the Station is not an economical proposition. A small amount of water does more harm than good. It promotes growth of the weeds and clover. Provision of sufficient water for grass on the whole Station would require larger water lines, extra pumps, water reservoirs and wells. It would be too expensive for the few dry months of the year. Although the grass is brown, it is because it is only a coarse grass, which will recover very rapidly in the fall rains. It is

our object to give the finer grass a chance, and it will stay greener longer.

Weeds are a nuisance. However with regular cutting and control of the soil condition, the grass should choke out the weeds. Judicious use of selective killers will eliminate the more stubborn weeds. A word of warning here. The use of limestone will encourage the growth of white clover. If this becomes a nuisance, again a selective killer will keep it under control.

So to all of you in PMQ's, we ask you to keep your grass cut, but not too short please. One and a half inches is quite short enough for the present. Two inches in the fall. Water your lawns if you like, however don't half do it. Let it soak in well. Please don't worry about dead areas. Good grass in good soil is not bothered by occasional traffic. It is our hope to achieve that state eventually. We would rather you left the fertilizing and seeding to us.

Meantime, please bear with us if we appear to use different methods. We can assure you that we are working in your interest and that we have the best know-how in the game to advise us.

Naval Defeat 1962

by SILLY MIDON

Where were the Drakes and Effinghams on Saturday, July 7th when the Navy needed them most? Perchance they were perpetuating their dignity and immortality on the bowling green at Beacon Hill Park; but alas, they were sorely needed on the cricket field.

Yes, incredible to relate, the Air Force cricket team won a game, and what greater pleasure is there than resoundingly defeating the Senior Service in such a game. However, as the bard said, "not to worry unduly about the ribboned coat or season's fame, but rather about playing the game." Anyway, to cut a long story short, Comox airmen both played the game and defeated the Navy by 9 wickets.

If you, reader, are not conversant with cricket terms, then the meaning of this statement will be obscure. That is your loss.

Ron Yearwood aided by Holmes quickly dismissed the Navy batsmen, Admiral and all, for 34 runs. The Air Force lost only one wicket and easily passed the Navy total. Sherratt was on form in his home town at Victoria, and laid about the Navy bowling, making 37 runs himself. Naturally, tea arrived at 4 p.m. and play stopped accordingly. The Victoria Cricket Association provided dinner at the Colonial Inn after the game, and generally the day was one well-spent.

Incidentally, the English seem to be succeeding in teaching the Irish their way, since one of the latter ethnically wayward creatures was playing once more, as well as performing a fine job in transporting half of the team via Expeditor there and back.

So far this season the Air Force team has played the Shawnigan Lake School and Oak Bay Cricket Club, and has been beaten on both occasions. Two other games versus Vancouver clubs have been postponed, and the next game has been arranged for Saturday and Sunday, July 28 and 29 on the Station sports field against the Albion C.C. from Victoria.

In Defence of 10-BX!

Evidence that exercises like the now popular "air force" program may reduce the risk of heart disease is contained in a report by Dr. Lawrence A. Goulding, of Kent State University, Ohio.

Usually, in attempts to prevent atherosclerosis (hardening of the arteries) and resultant heart attacks, exercise is recommended in conjunction with diet. In fact, diet is considered most important and patients are taken off animal fats, dairy products and eggs, and given a replacement diet including vegetable oils such as corn oil margarine, peanut oil and so on.

In this case, however, Dr. Goulding used exercise alone as a means of lowering cholesterol. Thirty two men with an average age of 42 met as a group for one hour a day, five days a week for nine months. Their exercise program was designed to promote strength and heart fitness.

At the beginning of the test the men averaged a cholesterol count of 261. At the end of the test they were down to 195 mg.-100m.

In another group of 30 men who did no exercising there was no decrease in cholesterol level.

Both groups followed similar diets except that the exercising men were hungrier and showed some increase in calorie intake.

Food For Thought

"Our rendezvous with destiny today will determine whether we shall continue to live in a land of the free and home of the brave, or whether we shall so worship the false god of paternalistic government that, in due time, we shall join 20 recorded civilizations which have come and gone — not by conquest from without, but because of the surrender of individual freedom and responsibility to a centralized, all-powerful government."

—Ernest L. Wilkinson.
President, Brigham Young U.



COMOX DIST. FREE PRESS

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Editorials

Full Fathom Five

One of the earliest recorded examples of questionable sailing techniques was that of our old sage, Noah, who stuffed a whole menagerie into a wooden vessel and floated away on The Flood. We are told that he fortunately survived the whole issue.

Such precipitous behaviour is no longer necessary for the preservation of the species—yet every summer a good number of our "land-lubbers cum seafarers" enthusiastically attempt to perform Noah-like feats on the waters of Georgia Strait, and every year accidents happen.

'Tis true that these stalwart land-dwellers don't drive their livestock on ship, but by the amount and load of tackle, children, adults, domestic bric-a-brac and other sundry items that find their way aboard these moving pantechinians, it's a wonder some vessels can plod their way out to sea at all.

Overloading is only one problem. Added to this are underpowered boats, unseaworthiness, and insufficient life-saving gear for all the passengers.

Those who live by the sea all their lives and are accustomed to its idiosyncrasies are rarely guilty of these actions. Experience has taught them to regard it with extreme caution and respect. It is only the novice who tempts Providence.

The analogy made and the conclusions to be drawn here go without saying. If you are going sailing, make sure you observe the elementary rules of the sport and be sensible about life-saving gear; for every year ill-prepared folk risk their own lives and those of others by taking insufficient precautions.

It's a long way down to Davy Jones' Locker, and it's too late to learn when you get there.

Station Auto Club at your service

Drop in and see our newly-renovated club. While there, you can look over our power mowers, lawn chairs, chaise longues, lawn sprinklers and barbecues.

Complete line of Firestone tires and accessories. Liberal trade-in allowance given on your re-cap-able trade-ins, on all tire purchases.

Shell service at its best.

Guaranteed wheel balancing.

Parts orders filled daily at a real saving.

All your battery requirements at rock-bottom prices.

Bay rentals for a small hourly fee.

Mechanics and service men on duty every evening and all day Saturday.

THIS IS YOUR "AUTO CLUB" AND OUR CONSTANT AIM IS TO SATISFY YOU, OUR CUSTOMER

HOURS OF BUSINESS:

MONDAY TO FRIDAY — 1200 - 2200 hrs.

SATURDAY — 0900 - 2200 hrs.

SUNDAY — Closed

ALL OTHER HOLIDAYS — 0900 - 1800 hrs.



PROTESTANT CHAPEL
F/L S. M. Parkhouse

SCHEDULE:
DIVINE WORSHIP — 1000 hrs. Sunday.

Nursery — 1000 hrs. Sunday (Chapel Annex, up to and including 2 years).

Holy Communion — 1100 hrs. — the second Sunday of the month.

Holy Communion (Anglican), 0800 hours, the first Sunday of the month.

NOTE: There will not be Anglican Communion Sunday, Aug. 5th as Rev. Lunney is on holiday. Communion service will be held Sunday, Aug. 12, according to the rite of the United Church of Canada, at the close of the regular service.

Confessions: Before Masses and Saturday 7 to 8 p.m. Baptism: by appointment. Nursery: NO NURSERY at 8 a.m. Mass during the summer months.

Feasts of the Week: Friday, July 27 — St. Pantaleon. Saturday, July 28 — St. Victor.

FIRST COMMUNION
On Sunday, 22 July, twenty of our boys and girls made their first communion. Upon such an occasion, we want to congratulate the new communicants and all their parents who contributed to their preparation. Our sincerest thanks also to Sisters Myra and Joanne-Marie and to the lay teachers for the excellent work they did at teaching.

May the Lord's blessing descend upon our first communicants and their beloved parents so that our Christian life may find a new vigor.

Sincere thanks to the devoted ladies of the CWL for taking charge of the first communicant's breakfast.

Father Thomas is taking a two week annual leave from 23 July. This summer Chaplain Father M. A. Bugeaud o.m.i. will officiate during his absence with the help of FC Dan Cillis, seminarian.

Men and women of all races speak to one another over television, and listen to each other's stories on the radio. They are travelling and working and studying together. There now seem to be few differences, except prejudicial ones, dividing the world's peoples. Is there hope of overriding the age-old prejudices that have arisen chiefly because people have been hidden from their inter-racial neighbors?

One day, it is hoped, that when men and women of many colours and races speak to one another, or are in company, they will use a language, perhaps the English language, which each understands as his neighbour understands it. This may well be a key to open

doors to international concord. Those of us who speak English will do well to assist all others who are now speaking and learning our language, in every way we can, toward an understanding of our tongue. In this way International Concord will be hastened.

CATHOLIC CHAPEL
Father H. Thomas F.L.

SUNDAY MASS — 8 a.m. and 10 a.m.

Weekdays: Monday to Friday, Station Chapel—4:05 p.m. Saturday, 8:30 a.m. Afternoon Masses are for your convenience.

Confessions: Before Masses and Saturday 7 to 8 p.m. Baptism: by appointment. Nursery: NO NURSERY at 8 a.m. Mass during the summer months.

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Chapel Chimes

TOTEM TATTLER

By IMA WINDBAG

Greetings from the land of the pale bubble! Now that our friends from south of the border have departed and taken their paint brushes, fish and sea-sick sailors with them the Inn has once more resembled a semblance of normality and our genial contacts with the spirit world are resting their feet in preparation for BEACHCOMBERS' DANCE this coming SATURDAY, JULY 28.

If the entertainment committee does half as well on this festive occasion as it did for the Roaring Twenties Nite you can expect to have a bang-up time. The big attraction for this dance is the ORBITONES from over Vancouver way... that's where all the bright lights are Charlie...

FOOD and ADMISSION are FREE... so put on your bikini, girls, and drag the old man in... the water's fine.

Watch for the posters with all the information on the upcoming Totem Inn Fishing Derby, August 10-18... Lots of cash prizes for all types of fish... presentations will be made at the Fishing Derby Dance August 18.

Just a short plug here for the Air Force Show over CFCP every Sunday at 12:15... All club entertainment news will be aired on the show, which is now being run by an airman... any requests for music, dedications or announcements will be fulfilled... just drop a line in care of the show to CFCP or phone the PRO Office at local 212.

where there is no soil and no sunlight.

The 100 naval men who man a nuclear sub on its long patrols are growing their own lettuce, carrots and peas in hydrogen (chemical) gardens, under the intense light of batteries of 26 eight-watt fluorescent lamps.

Scientists say the submarines can figure on growing a crop of ruby lettuce in three weeks, dwarf peas in four weeks, and carrots in about the same length of time.

GARDEN NOTES

Sailors aboard Polaris submarines are developing "green thumbs" hundreds of feet below the surface of the ocean.

Scientists say the submarines can figure on growing a crop of ruby lettuce in three weeks, dwarf peas in four weeks, and carrots in about the same length of time.

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Federal Geophysicists Investigate Earth's Crust

Where is the north magnetic pole now?

Contrary to what many people think, the north magnetic pole moves. Since 1950 it has been moving northward at the rate of some five miles a year. Many maps show it on northern Prince of Wales Island in the Canadian Archipelago, but actually this was its position in 1950 when the last check on its location was made.

Another check is to be made this year. It is one of the many investigations of the earth's crust, which over 50 geophysicists and technicians from the Dominion Observatory of the Department of Mines and Technical Surveys are carrying out by means of geomagnetism, gravity and seismology across Canada.

The two geophysicists who will study the north magnetic pole expect to find it on southern Bathurst Island. The movement of the pole is believed to be caused by changes in the liquid core of the earth. They will travel north to the island aboard two Department of Transport icebreakers, the d'Iberville and the MacLean.

Biggest single project on the program is the mapping of the earth's magnetic field over 1,250,000 square miles of Canada's archipelago through to the North Pole. It will be carried out this fall by moonlight by Dr. Paul E. Seron, using the unique three-component magnetometer, developed under his direction at the Dominion Observatory in Ottawa.

This survey is part of the current world survey of the earth's magnetic field, which is scheduled for completion by 1965.

A third geomagnetic party, working northwest of Alert and southeast 100 miles to Greenland, is investigating an anomaly in the earth's crust, which came to light during International Geophysical Year.

It is believed to be caused by a substantial flow of heat from the earth's interior. Only two other anomalies of its type are known in the world: one is in Central Germany and the other off the coast of Japan. In each case, scientists say it's almost as if a bite has been taken out of the earth's mantle.

A fourth geomagnetic party is checking on the long-term (five-year) changes which

have occurred in the earth's magnetic field in the St. Lawrence Valley of Ontario and Quebec and as far north as Schefferville, to Woodstock in New Brunswick, and to Corner Brook in Newfoundland. The Observatory's magnetic charts show annual changes in the direction and strength of the earth's magnetic field. A five-year check reveals the slow changes taking place in the field.

Four parties will take gravity measurements to obtain information on the structure of the earth's crust. In the lower Gulf of St. Lawrence, Observatory scientists are trying something new; they are taking underwater measurements on the sea floor of the Lower Gulf and of the coast of Nova Scotia by placing remote control gravimeters on the floor and operating these from aboard ship. Working in cooperation with oceanographers from the Department's Division of Oceanographic Research and from the Institute of Oceanography of Dalhousie University, they are not only obtaining data on the structure of the continental shelf in this area but are working on development of a suitable type of instrument for this work.

In Algonquin Park, Ontario, a geophysicist-geologist is studying the cores taken from the Brent Crater, 50 miles north of Brent, and comparing these with the surrounding rocks. The crater, which is two miles in diameter, was discovered from air photos in 1951.

In Northwest Territories, a third party is making a gravity survey over a large intrusive mass in the earth's crust in the Coppermine area to assist the Geological Survey of Canada in the selection of a site for deep drilling in connection with the Upper Mantle Project. The gravity will provide an estimate of the thickness of the mass. The party will also make a regional survey of the whole area as part of the Observatory's regular mapping of Canada's major structural features.

In the Arctic Archipelago, another party will continue the regional gravity survey of the polar continental shelf and of the island and the sea between the islands. This year the party is working north and south of Isachsen in a radius of about 100 miles, and hopes to cover an area of 20,000 square miles.

The three seismic parties in the field are engaged in investigations directly related to the Upper Mantle Project. One party is installing equipment at seismic stations at Coppermine and Frobisher in Northwest Territories; Port Hardy in B.C.; Scarborough, Ont.; Schefferville and Seven Islands in Quebec, and St. John's, Newfoundland. These stations form part of the network of some 30

stations spaced at 500-mile intervals across Canada. This will complete the equipment of 18 stations.

A second party is measuring heat flow at Penticton, B.C.; Manook, Alberta; Ottawa and Quebec, and as far north as Schefferville, to Woodstock in New Brunswick, and to Corner Brook in Newfoundland. The Observatory's magnetic charts show annual changes in the direction and strength of the earth's magnetic field. A five-year check reveals the slow changes taking place in the field.

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A second party is measuring heat flow at Penticton, B.C.; Manook, Alberta; Ottawa and Quebec, and as far north as Schefferville, to Woodstock in New Brunswick, and to Corner Brook in Newfoundland. The Observatory's magnetic charts show annual changes in the direction and strength of the earth's magnetic field. A five-year check reveals the slow changes taking place in the field.

have occurred in the earth's magnetic field in the St. Lawrence Valley of Ontario and Quebec and as far north as Schefferville, to Woodstock in New Brunswick, and to Corner Brook in Newfoundland. The Observatory's magnetic charts show annual changes in the direction and strength of the earth's magnetic field. A five-year check reveals the slow changes taking place in the field.

Four parties will take gravity measurements to obtain information on the structure of the earth's crust. In the lower Gulf of St. Lawrence, Observatory scientists are trying something new; they are taking underwater measurements on the sea floor of the Lower Gulf and of the coast of Nova Scotia by placing remote control gravimeters on the floor and operating these from aboard ship. Working in cooperation with oceanographers from the Department's Division of Oceanographic Research and from the Institute of Oceanography of Dalhousie University, they are not only obtaining data on the structure of the continental shelf in this area but are working on development of a suitable type of instrument for this work.

In Algonquin Park, Ontario, a geophysicist-geologist is studying the cores taken from the Brent Crater, 50 miles north of Brent, and comparing these with the surrounding rocks. The crater, which is two miles in diameter, was discovered from air photos in 1951.

In Northwest Territories, a third party is making a gravity survey over a large intrusive mass in the earth's crust in the Coppermine area to assist the Geological Survey of Canada in the selection of a site for deep drilling in connection with the Upper Mantle Project. The gravity will provide an estimate of the thickness of the mass. The party will also make a regional survey of the whole area as part of the Observatory's regular mapping of Canada's major structural features.

In the Arctic Archipelago, another party will continue the regional gravity survey of the polar continental shelf and of the island and the sea between the islands. This year the party is working north and south of Isachsen in a radius of about 100 miles, and hopes to cover an area of 20,000 square miles.

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Auto Panorama

ROAD TESTS — By Mick Standing
THE AUSTIN A60

EXTERIOR

The Austin A60 is not a new design, but rather a development of the well known A55. It is an extensive "development," however, with an increased wheelbase, the power upped to 61 h.p. and many styling refinements. The somewhat "fussy" styling of the A55 has been cleaned up by elimination of the tail fins on the rear fenders, a much simpler and more pleasing grille, and a lowering of the overall height. While the appearance of the A60 is by no means startling, there is no unnecessary sheet metal or slashes of chrome, and the overall impression can best be summed up as sensible, and this year, with the influence away from flamboyance and gaudiness, this is a true compliment. Four big doors that open wide give easy access to the car, and a cavernous trunk is made that much more useful by having a lid that opens a mere 1½ inches above the bumper and extends almost to the full width of the car. The spare is carried in a separate tray underneath, so there is no fear of soiling good luggage on a dirty tire. Opening up the hood, one finds an overhead-valve four nestled in a space that looks as if it could swallow a small V8 with no trouble—certainly no servicing troubles here for lack of room to work. All paint, chrome and bright work on the car was finished well, and panel fit appeared above average. The gas tank is protected from pilfering by a flush fitting lockable cap that has been a standard on the bigger Austins for some years.

INTERIOR

When you open the driver's door of this car and sit down, you are impressed. I think it would be fair to say that the interior of this car would not be out of place on an automobile costing a full \$1,000 more. The seats are wide, deep and upholstered in real leather—the interior trim is likewise of leather or leatherette, and pile carpets cover back and front floors. The dash is metal, but grained to resemble hardwood, and takes very close inspection to distinguish from the real article. The gauges are round, black with white numerals, and comprise a speedometer with regular and trip odometers, and a triple gauge with oil pressure, apart from headlight high beam, the only idiot light is for replacement of the non-existent ammeter. Windshield washer is mounted high on the dash, above the wiper switch, so one

motion can activate both. Control for the standard equipment heater/defroster and fresh air blower fall easily to hand, and the glove compartment is not only deep, but has a lid indented for cups when open. A full width parcel shelf runs under the dash. The only blemish is the ash tray—too small, too low and relatively useless. Back seat passengers fare better—individual ash receptacles in the back of each front seat. The front seats, while individually adjustable, and providing a certain amount of lateral support, just about meet in the middle, making it feasible to carry a small child between two adults up front. Back seat passengers have ample leg room, even with the front seats shoved fully back—when a driver under six feet in height would find it hard to reach the pedals. The rear doors have safety locks on their trailing edge, rendering the interior door handles inoperative—a safety feature much appreciated when carrying child passengers in the back compartment. The front window cranks are located rather low on the doors—while you certainly cannot snag a coat sleeve on them, they could have been mounted a little higher for convenience.

ON THE ROAD

The A60 shares some of its specification with its more sporting cousin, the M.G., and from a driver's viewpoint, this is all to the good. The hand-brake is a pull-up type, lying out of the way to the left of the driver's seat and is a real emergency brake—it will pull the car up from reasonable speeds in very smart fashion, although regular use of it in this fashion is neither suggested nor recommended. The gear-shift is a delight to use—instead of attempting to improve the linkage on their four speed steering column shift, Austin wisely reverted to a floor shift some years ago, and the example on the A60 is the best yet. It is a short, sports type shift, with a fairly short throw, and falls easily to hand, and you can whip the car up through the gears with just a one-second pause while you stab the clutch and snatch the lever into the next gear. Downshifting through corners is a pleasure, and the car's third gear is useful to 60 mph, and can be the best ratio for give and take roads. This is a four-door sedan, though, and I didn't expect it to resemble its more sporting relatives when it came to handling. It doesn't—quite. But it can be motored very rapidly on the

majority of roads, with comfort and peace of mind for driver and passengers alike. A twisty, loosely gravelled road calls for a little more discretion.

If one is prepared to drive in the accepted European "press-on" fashion, hanging the tail out on corners, and using the gear lever and the throttle to control the car through mild slides, the Austin responds very well. For the more normal type of driving, though, a slight reduction of pace on the type of roads mentioned will result in normal cornering with no strain.

Braking power of the car is excellent—under heavy braking the nose dips, and with a protest from the tires, the car squeals to a stop in a very short distance. This drooping of the nose is a penalty of soft suspensions, and as long as the car remains controllable, I suppose it isn't too serious, although it is disconcerting.

Human progress has had a couple of awkward moments brought about by eye limits. One began to loom about 500 years ago when instead of (Continued on page 6)
See "Can Our Eyes"

Can Our Eyes Keep Up With Us

A snake's eyes become so scratched by dirt, grit, brambles and twigs that it finally has trouble in seeing. But each year it gets a new, transparent eye covering as part of its new skin when the old one has been shed. This visual difficulty would put severe handicaps on what a snake could do if it tried to do anything but lead a snake's life. But that seems to be all it wants to do.

It is the same with all the so-called lower animals. A fly can see well enough with its 300 lenses to land upside down on the ceiling—a wonderful feat of aerodynamics. But it can't see well enough to read a book. That's all right because flies feel no urge to be bookworms.

A bird's vision covers almost an entire sphere compared with less than a half sphere for human eyes but by human binocular standards, a

bird has a terrific case of walleye—lines of vision diverge. Yet the bird's eyes fit the bird's mode of life to perfection.

This limitation of the eye's structure to what the eye is used for prevails all through nature—up to man. Human eyes possess surplus powers. For example, man's eye has the marvelous and unique ability to focus on both near and distant objects and to swing the two visual axes inward and outward, reciprocally and in parallel, so that both eyes point to the same object, be it near or distant.

These extra eye powers along with man's special hands and his big brain were an invitation to get going up the ladder of progress.

Human progress has had a couple of awkward moments brought about by eye limits. One began to loom about 500 years ago when instead of (Continued on page 6)
See "Can Our Eyes"



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M.S.E. Headlights

by DIPSWITCH

WELCOME

The floor mat is out for MSE Tech, LAC Jim Dunk, from Temagami, Ont., just fresh in from Staff position at RCAF Camp Borden. Jim's hobby is mechanics, so he is a more-than-welcome addition to F/S Colvin's specialist staff.

TECHNICAL

Electrode Filing Critical in Plug Service... Should spark plug electrodes be filed when servicing used plugs? This is a must, according to engineers from Champion Spark Plug Company. They advise that failure to file the electrode sparking surfaces after abrasive-blasting spark plugs may result in the plugs being worse off than they were before cleaning.

In recent tests, the required sparking voltage of properly serviced plugs (those that were abrasive-blasted, electrodes filed and regapped) were compared to the voltage requirements of plugs that were improperly serviced (simply abrasive-blasted then regapped).

The results? The plugs without filed electrodes required more voltage to create a spark than was required before they were removed from the engine. On the other hand, the plugs that were abrasive-blasted, electrodes filed to restore clean, sharp edges, then regapped, performed comparable to new spark plugs!

Proper servicing should include abrasive-blasting to remove deposits; electrode filing to restore clean, sharp edges to the sparking surface, and re-gapping. Oil-fouled plugs should be cleaned before abrasive-blasting.

Remember, a spark plug's future service life depends entirely on how well the plug is serviced.

ACCIDENTS

The freak accident of the month is LAC Mike Barbour's collision with a DEER. (The latter is spelt quite correctly). With the ribbing that Mike is getting, he is starting to wonder.

TRAFFIC TIPS

Discussing various subjects the other day in the Section with Cpl Doug Chapple, Safety came up, in the form of "What can we do to make night-driving less dangerous than it is?" especially with our HOLIDAZE coming up.

Here are a few of the simple rules — Be wise and follow them.

1. Keep your car in first class condition, especially your lights and brakes.
2. Reduce speed an hour before sunset, in keeping with light and traffic conditions.
3. Depress your lights for oncoming traffic, even if they fail to return the courtesy.
4. Keep your beam down to prevent glare in the car in front of you.
5. Drive only when you are in good physical condition and free from fatigue.
6. Be particularly alert for pedestrians who are most difficult to see after dark.
7. Pay strict attention to road and street signs.
8. Keep all glass clean—windshield, rear-view mirrors, and don't forget the lens of your headlights.

POINTS TO REMEMBER

- A. In case of a disabled vehicle, get flares out immediately and be sure they are placed where they can be seen.
- B. That 90% of your driving decisions are based on what you SEE.
- C. That two-thirds of traffic deaths occur at DONT
1. Have lights on

car while driving.

2. Wear sun-glasses at night
3. Try to pay people back for not dipping their lights.
4. Look directly into approaching headlights.

FINALLY: When your car is loaded down to the hilt, we can guarantee that, with the extra weight, your headlights will be shining up and up. It takes only a minute to re-set them. Another point to keep in the back of your mind: this is probably the reason why, even if an approaching car does dip his lights, you are still blinded.

We like to think we've covered everything on NIGHT driving. If we've missed something, please let us know! SO — OBEY THE RULES TO-NIGHT — AND BE ALIVE TOMORROW.

Nighthawk News

Walking around the squadron an ex-member of 409 would be amazed with the agreeableness of the present lot of the Nighthawks. Prior to the renovations (UCRS I believe is the technical term), the place had an appearance comparable to a 16th Century castle. Although the knights of old and the present-day

warriors have many things in common, one could not help but suffer from a teensy bit of claustrophobia. It is amazing how a few small items brighten up a place. Out on the sun deck, there is a large flower bed. In addition to the flowers, someone planted a corn plant and a few tobacco plants. Both are growing rather well. Right now I am giving odds that the corn will not ever produce a corn cobb. Inside the dull, grey cement walls have taken on a new look and since they have been painted, a more relaxed atmosphere exists.

S/L K. E. Jackson has assumed command as CO 409 Squadron with the promotion of W/C Ireland to CO Station Comox.

Placing their best foot forward down the aisle are P/O's Mel Ferraby and Greig, our recent additions to the blessed state of marriage.

A bouquet to Scotty, our cleaner. Scotty has been with the squadron for several years now, and in that time has done a highly efficient job. Last week he was kind enough to share with us, cherries taken from his cherry tree in his

back yard. Another instance which shows that "little things mean a lot." The Nighthawks extend a deep appreciation to all that you have done and are doing for the Squadron, Scotty!

I think we're right to race
To conquer outer space.
But when it comes to blastoff
I want to be the last off.

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You get more for what you pay the Super-Valu way

Peaches CHELSEA 15 oz. 2 FOR 39c

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Soap ENCORE 5 lb. poly bag 99c

Chuck Steak Canada Choice 1 lb. 49c

Corn on the Cob

SUPER VALU

ALL ABOARD!!



Nursing Sisters Jessy MacCarthy and "Kaz" Takahashi cheerfully help load an Otter aircraft with the help of Group Captain Cameron on the recent survival exercise by 19 Wing Auxiliary Force at Station Comox.

Auxiliary Airforce Completes Summer Training

More than 100 officers and airmen of 19 Wing Auxiliary forces in Vancouver completed their annual two weeks of training at Comox this month. The training was concentrated day to day training in their various trades.

The two flying units, 442 and 443 Squadrons completed a series of mock search and rescue missions, emergency deployment exercises and long range navigation flights with Expeditor and Otter aircraft. The latter ranged as far east as Montreal and as far north as the B.C.-Alaskan border.

In the event of a nuclear attack, the squadrons would be employed in light transport work from the metropolitan target area and these cross-country flights are intended

to familiarize pilots with distant landing fields and navigational procedures.

4010 Medical Unit, the only Auxiliary Air Evacuation Unit in Canada, spent the first week of summer camp, July 1 to July 6 at Battle Lake about 60 miles north-west of Comox.

The unit, including doctors, nurses and support staff, was flown into the area at the beginning of camp training and tended for themselves. They slept in para-tents and used make-shift survival equipment.

During the second week the unit participated in medical duties at the station hospital.

4009 Medical Unit, who prepare medical reports on all RCAF recruits, both regular and reserve, worked closely with regular force personnel

at the Comox air base. Doctors of the unit received a first-hand look at the duties and medical requirements of men operating the new supersonic Voodoo jet fighters and Neptune patrol bombers of the two commands based at Comox.

19 Wing Headquarters staff, the administrative arm of the auxiliary unit, handled the administrative work load entailed in the deployment of the personnel for this training period.

Commenting on the wing's summer camp program, the Commanding Officer, Group Captain D. C. Cameron, said: "The men and women performed their duties well, operations in the air and on the ground moved smoothly and efficiently."

Bilingual Anyone!

(Continued from page 3)

African Air Force. Every Tuesday or Thursday, I forget which day, they were obliged to use their Afrikaans in communication with the tower, one more attempt to foster the unique Afrikaans way of life.

Occasionally the results were chaotic but more often just hilarious, for many pilots true to their breed had more urgent things to occupy their minds than worrying about the day of the week. Imagine being violated for using English in the circuit! Of course, this sort of thing couldn't happen here!

The insular and partisan English, or rather British (if one includes the hill-billies to the north and the ethnically-peculiar fringe-dwellers in Comox and Erina) are going to have their problems if they insist on mixing with Europeans—you know this common market stuff and decimal coinage business. Traditionally, the rank and file has ignored completely the existence of other tongues with the result that English has spread from one end of the earth to the other. One should assume then that the French, German

Can Our Eyes

(Continued from page 4)

continuing to labor almost exclusively at rude tasks out-of-doors, men began to spend their time at fine tasks indoors, like reading books and blueprints and engine diags, inspecting materials, writing in ledgers, pounding type-writers, tending punch presses and the like. All such tasks require extra-fine vision.

The second was related to the first. All human eyes, perfect or imperfect in youth, are likely to be imperfect at some time after the age of 50. So fine work for people past 50, it follows, would be impossible.

It hardly needs to be explained that we met these two crises by merely inventing spectacles.

This means that as eye tasks grow more complex and demanding, we can no longer take our eye power for granted. At any rate, there is reassurance in the fact that man

and Italian languages will take their place alongside Latin in the musty archives of the past—and before the end of the 20th century, or is one being over-optimistic?

Meanwhile, back in Canada, if Quebec refuses to secede, the problem remains as to whether to teach children French with a Parisienne accent or French with a Quebec provincial accent—an academic question in both senses of the word. Be that as it may, I must return this pen, which belongs to my aunt, to its traditional resting place in the garden.

has never yet been compelled by his eyes to stop going ahead.—reprinted from "Service For The Company" magazine.

FINAL Clearance Sale

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SPORTS CAR CLUB NEWS

As a result of many inquiries, here is a brief outline of the aims and operation of the Upper Island Sports Car Club.

The club was founded to provide a means for those people who enjoy motoring to take part in various forms of motoring competition in a safe organized and entertaining fashion.

The club is fortunate in having the use of the Sunnydale Golf and Country Club as a meeting place, and the genial atmosphere there adds much to club meetings, which are held on the second and fourth Thursday evenings of each month, commencing at 8 p.m.

The first meeting of each month is a business meeting, and the second will usually include some form of entertainment, either a motoring film, a short event or anything else the social secretary may schedule.

Three forms of membership in the club are available—regular, wives, and associate, with varying dues for each form. Car badges are on order, and jacket crests will be ordered shortly.

Actual competitive events are held once monthly, and have and will include road rallies, varying from 100 to 250 miles, gymkhanas, autocrosses, hill climbs, regularity runs, economy runs, driving skill tests — some events are "driver only," while others require a crew of two, driver and navigator.

Although the club was started by a small group who mostly drove sports cars, membership is by no means limited to this kind of vehicle — at the present time sedans, small and large, outnumber sports cars in the club on a 3 to 1 ratio.

Recently, five cars from the club drove to the Okanagan to attend a weekend gathering organized by a New Westminster club, and club cars took two out of the first three places in their class in the autocross included in the activities.

Next local event is a regularity run, to be staged Sunday, August 5, with registration commencing at Sunnydale at 1 p.m. This is an excellent event for beginners at competitive motoring to try—speeds will be low, and the event is not too complicated. Inquiries can be directed to the executive whose names appear below. A meeting will be held the evening this paper is published—Thursday, July 26, at 8 p.m.

The new executive, elected at the last meeting, is as follows: president, Cpl. Mick Standing, Court. 1516X1; vice president, LAC Frank LeGros, Court. 348R; sec.-treas. LAC Bob Jones, King Coho Trailer Park, no phone; competition manager, LAC Neil Serres, Barracks 25, upstairs; social secretary, LAC Ray Hibbert, Court. 1821L; publicity chairman, Don Reid, Court. 701 or Cumb. 344G; trophy chairman, Robert Kirk, Court. 975 or 709R1.

Inquiries will be welcomed by these people, or any other member of the club.



"If they don't mind, why should you?"

WHITE ROCK OFFICER PROMOTED



Air Force Headquarters announced recently the promotion of Flying Officer Weldon B. Feedham, 32, of White Rock, B.C., to the rank of Flight Lieutenant. F/L Feedham has served with the RCAF as a jet flying instructor and CF-100 Interceptor pilot and is presently serving with 409 "Night-hawk" Squadron at Comox as a pilot on the new supersonic CF-101B Interceptors recently acquired by Air Defence Command. F/L Feedham is the son of Colonel and Mrs. B. Feedham, 1444 Marine Drive, White Rock, and a graduate of Semiahmoo High School.



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- (5) Service at your door step.

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All 17 Jewel

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The "Golden Sleep" and "Golden Sleep Deluxe" Mattresses with features usually found only in the more expensive bedding.



- The "Golden Sleep" Features:**
- 252 coil inner spring unit
 - 7 gauge edgewise.
 - Full 3 oz. sisal pad and sisal crown.
 - Button-free flange construction.
 - High grade compressed white cotton.
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Golden Sleep Deluxe Mattress

- FEATURES:**
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COME ONE — COME ALL

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Rides - Races - Sports - Log Burling
Teen-age Dance — Adult Dance

FUN FOR ALL

Sunset Ceremony will take place in front of the Legion Hall at 8:00 p.m.

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STATION THEATRE

Thursday, July 26

SEX KITTENS GO TO COLLEGE

Mamie Van Doren
Tuesday Weld

Saturday, July 28

A 3-way chase to the
bullet spattered
pay-off!

"THE WALKING TARGET"

starring JOAN EVANS
RONALD FOSTER - MERRY ANDERS

Sunday, July 29

BOTTOMS UP

Jimmy Edwards

Thursday, August 2

FROM THE
BEST-SELLER
"THE CALL GIRL"
BY DR. HAROLD
GREENWALD

GIRL OF THE NIGHT

STARRING
ANNE FRANCIS - LLOYD NOLAN
KAY MEDFORD and JOHN KERR

Saturday, August 4

Sunday, August 5

TRUE Marine Epic Of The
South Pacific!

Hell to Eternity

JEFFREY HUNTER
DAVID JANSSEN
VIC DAMONE PATRICIA OWENS

Thursday, August 9

A DOUBLE
DOSE
OF
LAUGHING
GAS! ☆

LUCILLE BALL the FULLER BRUSH GIRL

Saturday, August 11

It delves into the
hungers that
lie deep
within
us all!

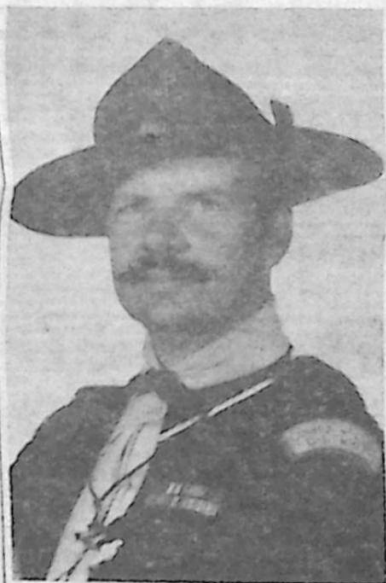
PAUL NEWMAN - ROBERT ROSSON'S THE HUSTLER with JACKIE GLEASON CINEMASCOPE

Sunday, August 12

IT'S ONE HOWL OF A COMEDY!

MITCHUM WEBB HYER NUVEN THE LAST TIME I SAW ARCHIE also starring DON LOUIS NYE - KNOTTS

Wins Scout Award



Warrant Officer Theodore Yaeger, CD, former SWO at Comox, and now the Rover Scout Leader of the 46th Ottawa scout group, has been awarded his scout wood badge by the Boy Scouts Association of Canada.

Now serving at Uplands as the station warrant officer, WO Yaeger has been active in scout circles since joining the movement in 1952. He has served as a cubmaster, rover scout leader, and is qualified as a deputy camp chief. He is well remembered in the Comox Valley district of B.C. where, in 1957, he began a three-year term of office as the District Commissioner for scouting.



CLASSIFIED ADS

To place an advert, please contact Mrs. Diana Abel, secretary to the CTSO, phone local 416. All ads are to be prepaid.

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CARTOP carrier, size 42" x 34 1/2" x 7 1/2", complete with tarpaulin. Price \$10.00 or nearest offer. Phone 1278-R2 or No. 4 DOT dwelling.

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Opposite Court House

- * Lovely property nearly on the waterfront has 2 homes situated on it. One is a large home with 2 bedrooms, the other a smaller type with one bedroom. This is an exceptionally good buy.
- * Rest home in quiet, central part of Courtenay. Approved by Department of Health and could be converted readily to a Nursing Home. Beautiful shrubs and flowers surrounding well-established lawns. Automatic elevator and outside stairs. Terms will be discussed with interested party.
- * 11 acres of excellent soil for market garden. Old 2 bedroom house is a handyman's special. Tractor shed and garage. Full price \$6,000.
- * We have a good selection of beautiful property on scenic Hornby Island. If you are interested in a lot or acreage, we have some dandies.
- * Owner transferred. Fine, modern home overlooking water at Comox commands terrific view. 3 bedrooms; rumpus room; kitchen features many golden ash cupboards. Divider fireplace. We will be most happy to make an appointment to view.
- * Good choice of building lots in Courtenay, Comox and outlying areas.
- * We have money available for 1st mortgages on dwellings, apartment blocks and businesses. Also will purchase agreements for sale at reasonable discounts. Phone 222.

H. A. ROBERTS (Courtenay) LTD.

439 Cumberland Road

Opposite Court House

ELK HOTEL

Comox, B.C.



SATURDAY NIGHT ONLY — 6 - 9

SMORGASBORD

MENÜ FOR SATURDAY, JULY 28

Salmon-in-a-mold - 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

HOT DISHES

Sweet and Sour Pork — Steamed Rice
Chicken A La King

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
Dining Room Open Every Night — 5 - 7



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