



Vol. 3 — No. 11

Thursday, August 16, 1962

NORAD AIRBORNE RADAR STATION VISITS COMOX



A recent visit by a U.S. Airforce Airborne Radar Site to Station Comox gave Squadron aircrew officers a chance to get a close look at the workings of the huge Constellation aircraft. In the cockpit of the "Connie", S/L K. E. Jackson, acting OC of 409 Squadron discusses the control system with the aircraft captain Lt. Colonel Jacobs. The 409 officers also received a formal briefing on the airborne radar unit and were able to discuss the facets of their air defence role. Both the airborne radar unit and Nighthawk squadron work in close harmony during the investigation of unknown tracks entering the Pacific Northwest.

Navy Officer Cadets See RCAF Armament Demonstration



Eight Naval Officer Cadets undergoing summer training at HMCS Naden, Victoria, visited Station Comox recently and were treated to a show of maritime patrol aircraft armament in action. One of the attractions was the demonstration of this simulated "mock-up" of a Retro Launcher for Marine Smoke Markers by 407 Squadron Armament Technician LAC Ronald Douglas (third from left). The launcher fires the marker (shown here just leaving the tube) backward from the aircraft at the same speed as its forward motion thus enabling the projectile to drop vertically into the water for accurate marking. The cadets are from eastern Canada where they attend universities under the navy's university training program.

"Swim Safely" Is RCAF Policy

In summer, all Canada takes to the water, and members of the RCAF and their families are no exception. With countless thousands of lakes, rivers and ocean resorts beckoning, no air force station can be more than a few miles from a beach, pool, or swimming hole. Between now and the fall, whole families will be spending their weekends swimming, boating, skin diving, water skiing or just lounging by the water.

For these are activities which can be enjoyed by all—young and old, the athletic and the not-so-athletic. Behind all the fun, however, lurks danger for the unwary, the untrained and the careless.

Despite safety rules and education programs, each summer takes its toll in accidental drownings, almost all of which could have been avoided if the rules had been followed. Education is the key word, and to this end air force recreation officials have been working in close co-operation with the Canadian Red Cross for the past three years.

Altogether, more than 200 RCAF personnel and dependents have completed training as Red Cross water safety instructors, while 45 are qualified as examiners, and 14 as supervisors and organizers, able to take full responsibility for programs in areas where there is no full-time Red Cross organization.

While the Canadian Red Cross accents water safety and swimming proficiency from the beginner level, the Royal Life Saving Society sets standards for lifesaving qualifications, and gives instruction in the latest techniques. The RCAF works closely with both bodies and aims to have all its instructors qualified in both.

The growing popularity of skin diving has brought its own safety problems. Many air force bases have their own SCUBA clubs, with competent divers to supervise and train beginners. However, serious enthusiasts are concerned about the number of people, both children and adults, practicing this sport without the necessary training, and with inferior and unsafe equipment. While all RCAF scuba diving clubs have established their own stringent safety regulations, air force water safety officials are currently working to standardize these regulations within the RCAF.

Most indoor pools on RCAF bases are open for about 12 hours a day, seven days a week, with full supervision. Here, during the winter season, children and adults have prepared themselves to enjoy

their summer fun in safety. For example, at Station Foy-mont, about 90 miles west of Ottawa, every child over four years old can swim.

And for the servicemen themselves, swimming is one of the most popular ways of keeping fit. With today's accent on trim waistlines for all ranks, this is an ideal way to combine physical fitness and relaxation.

But the dangers are ever-present, and there is no place for foolish or careless behaviour in, on or around the water. In the words of M. A. (Mac) McMartin, Ontario Divisional Water Safety Supervisor for the Red Cross, "Water Safety is a matter of personal survival—for self-rescue, and to rescue others without endangering your own life. The RCAF has trained many swimming instructors and supervisors in cooperation with the Red Cross, and it has turned out to be a very good arrangement."

MORE WIVES — LESS TAX

A current book on Africa goes into the economy of the various new nations there and includes this bit of information on Swaziland:

"Taxation for Africans is \$4.90 a year for each man who is unmarried or who, if married, has limited himself to one wife. For each additional wife," states the table, "there is an additional tax of \$4.90 up to a ceiling of \$12.80. Wives after that come tax-free."

A joint return in Swaziland means the whole joint.



"Now this one is really different—it says, 'Get up, you lazy bum!'"

The Road Builders

This set of words, strange to the common eye, is scrolled beneath the arms of Canada: A mare usque ad mare.

It is a Latinized statement of geographical fact, a classical platitude: From Sea To Sea.

But it is a great deal more than that. It states with dignity and sincerity an aspiration that is as old as Canada and the concept of nationhood, the aspiration to achieve something that has always been exasperatingly elusive.

It is a statement of claim that Canada is a nation, unified from the waves of the Pacific to the breakers of the Atlantic.

When the country was knit together with the iron ties and the thundering engines of the trans-continental railways, that was taken as the signal that Canada was one country, one people, speaking in various tongues and worshipping in various ways and dressing in varied habit—but, nevertheless, one people.

And now we have another cord binding the ten provinces together more intimately. It is a road 4,859 miles long, hewn out of the mud and clay and

rock of the Canadian landscape at a cost of \$750 millions.

This is new as a completed highway, as a transcontinental avenue tying Amherst to Nanaimo, St. John's to Vancouver. It is a significant symbol, as symbols go.

The Telegram's Mr. Frank Tumpane is riding, with some others, this newly dedicated road. "For Me," he writes, "the trip has the elements of a search—a search for my own country. I do not know Canada well in all her grandeur, and I say that with regret, and envy of those who do."

Mr. Tumpane, who will write with his usual sensitivity of the miles of land and lakes that make up the physical stuff of Canada, will have an exciting adventure; and he will share it with us.

But he will be disappointed if he expects to find Canada.

(Continued on page 3)



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Editorials

Criticism

How easy it is, in these days so full of activity, to criticize the works of the "doers," the people who have the courage not just to "sit and think" or just sit, but to "have a go."

Obviously, when something is ventured for the first time, whether the aim is great or small, success cannot be assured. Disappointments will strew the path, and endurance, and even courage, will be needed to reach the final goal. This applies to all things — from our earliest days when each step is a milestone, until the time we reach our three-score-years-and-ten and are able, in some measure, to look back and assess the value of the life we have lived.

It is so easy to be an armchair critic, but surely we forfeit this privilege when we do not participate ourselves. Possible more participation would open our eyes to the fact that any sort of action raises the possibility of a false step, which in turn provides the opening for the ever-ready army of critics. How many times, after deriding the other man's action, have we found on closer study that such action was reasonable under the circumstances known at the time? Hindsight is a wonderful thing.

The business of everyone else being in the wrong reaches into all aspects of life. Uneducated censure of a country, political party, union, school, just because it is not our own, is so common that it is increasingly difficult to settle local problems — how can we hope for amicable settlement of problems of international importance?

Perhaps we are too anxious to criticize, and usually it is with the negative approach, which is unfortunate, as criticism as it was first instituted by Aristotle was intended as a standard of judging well. Perhaps we should stop and think of what lies behind the picture on the wall — the particular view we happen to see. Things are not always what they appear to be, particularly when human beings are involved. Let us be tolerant to our fellowmen, and possibly of our present circumstances, and let us cultivate our powers of discernment in order to qualify ourselves for that comfortable position in the armchair.

Don't be like the gong at a railway crossing — clanging loudly and futilely as the trains roar by.

ANON — Reprinted from Langar Log



Chapel Chimes

PROTESTANT CHAPEL
F. L. S. M. PARKHOUSE
DIVINE WORSHIP—1000 hrs.
Sunday.

Nursery—1000 hours, Sunday
(Chapel Annex, up to and
including 2 years).
Holy Communion—1100 hours,
the second Sunday of the
month.

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

Holy Baptism—Sunday by ap-
pointment.
Chaplain F. L. S. M. Parkhouse
will be conducting regular
Chapel services. The summer
Chaplain, Padre Wood, has re-
turned to his home parish of
Bentley, Alberta.

UNDERSTANDING:

This much is now clear to everyone, namely, that peace depends upon understanding. Rapidly the various peoples of the world are mingling. This makes international understanding imperative. We, in North America, have our part to play in this field; but our appreciation of people from the so-called "underdeveloped" countries and war-ravaged areas, can come only slowly. There are many reasons for this.

Consider the following: It is known that the lot of many people in the world is hunger. Those of us, and that means most North Americans, cannot easily appreciate the point of view of others whose common experience is hunger. Nor have we as yet any way to know the fear in the lives of refugees: what it means to be made a prisoner for our convictions; no one has knocked on our door at midnight, taken our loved ones and sped them to concentration camps; who among us knows what it means to live in daily fear of warring parties lying in ambush; most of us walk freely and protected upon our streets; we can summon help in sickness, and find care in hospitals; how can we even imagine that starvation may sweep our area ruining all in its dreadful path; we have known very few who have been daily afraid of cold or heat. In short, how can a protected people understand so many who live unprotected?

CATHOLIC CHAPEL

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ence.

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Saturday, 7 to 8 p.m.

Baptism: Sundays by appoint-

ment.
Nursery: NO NURSERY at 3
a.m. Mass during the sum-
mer months.
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Saturday, Aug. 18—St. Agapi-
tus.
Monday, Aug. 20—St. Bernard.

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"BENVENUTO!"



Group Captain E. G. Ireland, D.F.C., C.D., our commanding officer, welcomes Cadet Giovanni Vergano of Turin, Italy, during a recent visit of 18 European cadets to the Vancouver Island unit. The cadets enjoyed a two-day tour of the Upper Island area with time off for swimming and fishing at Buttle Lake. On the right is Capt. H. W. Winbold of the Royal Swedish Airforce, one of the conducting officers of the tour.

THE ROAD BUILDERS (cont.)

(Continued from Page 1)
Canada is a beautiful, some-
times awesome piece of
scenery. Even the stark tun-
dras of the northwest terri-
tories have a sort of raw
grandeur. The great Canadian
Shield has a beauty that in-
spired the Group of Seven and
raptured the eyes of hundreds
of other artists. The hills of
the Laurentians, too, One could
go on indefinitely.

But this is not Canada in
the deep sense. For nationhood
and national personality is not
landscape and it cannot be
felt and understood in terms of
quartz and swamp or majestic
rivers and mountains. It is a
frame of mind, a conviction
of spirit.

Canada will never have in-
dividuality of character so
long as symbols are considered
a substitute for a common
understanding of purpose and
pride of heritage.

Perhaps pride of heritage is
unfashionable today. Perhaps
a good, clean even-graded
highway from sea to sea is
more important in the age of

the automobile than a sense of
belonging. It could be that pre-
occupation with heritage and
pride of identity should be left
to the Moscovites or the Teu-
tons or the ruling class in
Peking.

After all, we live in a sophis-
ticated age.
But there are a great many
Canadians who are confident
of belonging to a great and
dynamic nation, a nation
rooted in rich cultures—no
single culture, but a hetero-
geneous heritage — and who
would rather build Canada to
greatness than compose sing-
ing commercials to supplant our
anthem and design trade-
marks to replace our flag.

Canada has always had lots
of these people, though too
many of them died in battling
for the dignity they believed
belonged to Canada.

As the new trans-Canada
highway is opened with rib-
bon-cutting and speeches de-
livered on the new white
cement surface it is good and
it is wise to remember the
real road builders.

—Reprinted from The Telegram

M.S.E. Headlights

by DIPSWITCH

We have neglected our Mar-
ine Section of late. There has
been a considerable number of
movements down at the dock,
more of personnel than of
boats. Two of our stalwarts
have taken their releases
from the RCAF. LAC Gord
Pepper of Stratford, Ont., and
LAC Crash Johnson of Lady-
smith, B.C. Best of luck,
gentlemen, in your future en-
deavours.

Our new GSSP is going great
guns, with a tremendous
amount of effort put forward
by both the candidates and
supervisory staff. Keep up the
good work, fellows!

You have probably observed
while driving on the highway
in the daytime, some people
driving with their headlights
on—why? No, they didn't for-
get to turn them off. It is the
latest in safety on the High-
way. First, one of the main
causes of accidents is "delayed
reaction"—he didn't see the
hazard in time. You can see
that headlights on will greatly
reduce head-on collisions,
which happen all too fre-
quently on our highways. So,
next time you observe a car
with the headlights ON in the
daytime, you can consider it
to be driven by a TOP NOTCH
DRIVER. Secondly, Greyhound
Bus Lines have officially
adopted "Headlights in the
Daytime" policy, and have re-
duced their accidents 45%!
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Auto Panorama

ROAD TESTS

by MICK STANDING
THE STUDEBAKER LARK
EXTERIOR:

The test car, a Studebaker Lark Regal V8 four-door, is another car that falls into the category that isn't a category—bigger than a compact, smaller than a standard size. However, with so many different sizes of family cars in production today, each has to be judged on its individual merits, and size doesn't mean too much. Unless a man has to transport a mother-in-law and six children plus assorted household pets, nearly all of today's cars will suffice for 90 per cent of his size requirements. This Lark is built on a 113 inch wheelbase, and there is more than ample leg room—for its overall length, which is pleasantly short compared to some, the Lark has more usable interior room than most cars. The car has lost the stubby look that the first Larks had, and has benefited greatly from the front end restyling. For some years Studebaker-Packard have been associated with Mercedes-Benz, and the new Lark grille is a shortened and widened Mercedes 220 grille—and fits the Studebaker front very well. This is a car that was designed with the fact people would have to

get in and out of it, in mind—the doors open wide and the floor is flat to the extreme edge of the body—there are no sills, ridges or step downs involved. Not only convenient for entrance and exit, it makes for very easy cleaning of the interior.

Under the hood, the majority of engine accessories are readily at hand, although the distributor requires a long stretch, located at the back of the block next to the fire-wall. The trunk is large enough for all normal purposes, and is released by the use of a key—providing enforced protection, as slamming the lid locks it.

INTERIOR:

Full marks to Studebaker for their seating—the backrest supports the driver very well, not just touching in a few spots. It is raked at an angle that encourages sit-up-straight driving, which is certainly desirable. The wheel is fairly thick rimmed, and has ribbed hand grips at 9 and 3 o'clock and is pleasant to use. All instrumentation is visible through the wheel, but a little more thought could have been profitable here. Studebaker equipped the car with a beautiful speedometer round, black with fine white numerals, and graduated to every

mile per hour. A very superior instrument, but then they installed a needle that falls short of these individual graduations by a full inch, and sweeps around an inner dial marked only in increments of 10 m.p.h. For a car with such a high potentially speed limit breaking performance, a more easily recognizable speed indication would be advantageous. Warning lights give warning of low oil pressure and generator failure. The radio in the test car was a transistorized model, very powerful and not subject to fading. A complex heating and ventilating system provides just about every combination of heat or air possible, and made the car very hot in about 4 minutes from a cold start when tried on its highest setting.

Interior trim and finish is a shade higher than on the average domestic product—carpet fit and upholstery finish being especially noteworthy. Safety push button locks on the window sills not only render the exterior door handles inoperative, but also the interior ones. As they take a fairly strong pull to release, a margin of safety is created for small children who have a fatal fascination for door handles.

ON THE ROAD

The test car was equipped with a 180 h.p. V-8 and automatic transmission, which is the lowest performing Studebaker V-8—it can be had with various combinations up to 225 h.p. with four-speed floor mounted stick shift. However, even with the 180 h.p.

version you only have to drive a block to realize you have a tiger by the tail. Here is a car weighing in at a shade over the 3,000 lb. mark, which means that it has one horse power for every 18 pounds—which puts it into the same power to weight class as the Jaguar 3.8, Austin Healey 3-litre sports and other highly potent machinery. On the open road I found that if you allowed the car about 20 yds. to get a firm grip on the road and then mashed the accelerator to the floor it would leap ahead with no wheelspin and would reach 60 m.p.h. by speedometer in a shade under 10 seconds. Even allowing for error in the speedometer, this is real performance, and a gentle throttle foot is all that is necessary for normal driving. The acceleration in the passing range for highway traffic is so instantaneous that a minimum amount of time is required on the wrong side of the road, and this is the kind of performance that is of far more importance to the average driver than flat out speed, or should be.

If even greater acceleration is required, the throttle can be pressed past a pressure point to engage a passing gear in the automatic transmission, and the car seems to squat and leap. On a run to Campbell River, the car was cruised at the speed limit when practical and swept through corners and bends with a minimum of body lean or sway. Very light pressure on the wheel is all that is required for accurate steering, and the brakes were powerful to the point of inducing severe nose dip if applied harshly—light pressure once again being all that is required.

The whole car responds well to a light touch—throttle, wheel and brakes. There is no need to "man-handle" it at all. In fact, under cloddish treatment the car changes character very abruptly. Heavy acceleration before completing a tight turn at low speed will cause the rear end to proceed sideways rapidly, and tugs and

jerk at the wheel will cause rapid sway to develop—as noted, stomping on the brakes will cause the front end to dip at quite an angle. Most of these faults, if you can call them that, are the result of having all that power on tap. However, if the car is driven sensibly, and not abused, it performs in an excellent fashion with a minimum of effort.

A rough gas check showed the car to be turning in just about what is claimed for it. That the car is rugged was proven beyond doubt when a Lark won this year's Shell 4,000 rally, a car-breaking route from Montreal to Vancouver that includes some of the worst roads in the country. In its Daytona version, with four-speed floor shift, bucket seats, limited slip differential and double shocks, it makes a real appeal to the sports car enthusiast whose family has outgrown a two seater.

SUMMARY

Falling as it does in the \$2,500 to \$3,500 price range, the Lark has many competitors price wise. Offering a combination package of large interior room with power house performance, backed by a somewhat lower running cost induced by a diet of regular gas, cheaper repair costs and insurance charges, it is well deserving of a second look by buyers in that price range. Our thanks to Norm Knight's Studebaker Sales who provided the test car.



Studebaker Lark - Regal V-8

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No Time for Tantrums

Panic is the worst reaction Canada could allow itself in contemplating the emergence of an enlarged economic and political community in Europe.

Planning is essential. Panic can only be destructive. Yet a great many Canadians sit with a Damocles-like resignation, and fear for the European Common Community to become a reality and destroy the comfy economic life we have enjoyed since the end of the Second Great War.

This attitude is negative and stupid.

It lets desperation destroy the consecutive function of decision. It supplants, with the Victorian "woe is me" cliché, the alternative of positive thought and decisive policy.

At present there is a period of difficult negotiation between the United Kingdom and the European Common Market about Britain's inclusion in the new economic bloc. There have been numerous snags in the negotiations and none knows at the moment whether Britain will or will not join the club. And none knows under what terms Britain will join if it does.

If Britain does join, we can be sure that it will join on the basis of the best deal for the U-K and the Commonwealth. That deal may not be all that the U-K and Canada and Australia and New Zealand want, but it will be the best the Commonwealth can get.

Some commentators look at this prospect with a sense of despondency. A great deal of the purple prose of pessimism has been written about Britain's possible adherence to the European community and the expected disaster to the Commonwealth.

Is there good reason for this, really?

Of course, at this stage of things, there are a lot of imponderables. We can see the dangers that lie ahead. Empire (a word a lot of Canadians used to detest) preferences will gradually be shaved down. We and the other Commonwealth nations may be deprived of the privileged access we have to the British Isles market.

Canada and the other Commonwealth countries are going to have to make adjustments, and those adjustments may be painful to large segments of their commercial and industrial communities. This is nothing new to Canadian industry and Canadian commerce. And our business establishment has not in the past been lacking in the energy or imagination that can be marshalled for a test of this sort.

From the end of the last war until a very few years ago North America enjoyed the luxury of a privileged position in the world trade. It was as though one great department store supplied all the demands of all the peoples for the necessities of life. This continent sold for cash, for credit and even gave away what advertisers like to call "free gifts" to keep trade fluid and commerce active.

Because it helped guide mariners across the seas, Ursa Minor is one of the best known of all constellations.



"I suppose you'll tell me you're watching falling stars."

dustries and individuals—are going to have to change our pattern of doing things.

The outlook, and the task of adjustment, may not be so desperately dreadful as some suppose. In the first place, a vast new market has grown on the ashes of postwar Europe. It is not a terribly rich market yet; but it is prospering and its standard of living is rising and it is the kind of market efficient industry looks to as a bright opportunity.

The United States, with its enormous industrial plant, has been quick to realize the profitable potentialities of this new market. It looks to Europe as a new mass of customers rather than as an unassailable competitor.

As the standard of living—and wages—rises in Europe, the price differential between many European and North American products will close.

Within the foreseeable future, our products could be expected to sell well in Europe (some of them already do) just as original and well made European manufacturers find a responsive market in Canada.

In this changing world economic climate, both the Federal and Ontario Governments have made constructive fiscal moves.

The devaluation of the Canadian dollar—though handled rather ineptly—was a sound move inasmuch as it made our products more competitive in the world market and discouraged the spree buying of American products.

Hon. George Hees, the Minister of Trade and Commerce, has been energetic, since the first gusts of change in the trade currents, in pressing the necessity of hard-selling by Canadian producers and the exploring of new markets.

The Ontario Government, on its own, is sending out scouts—in the form of trade missions—to find new buyers, to sell what we can.

This is the right approach. This is the right technique. Canada has, at times in recent years, given on the floor of despond and having temper tantrums because the post-war boom was coming to an end. This attitude is changing, as it should.

All that is happening now is that the world is becoming more prosperous, Europe is beginning to live again. So is part of Asia.

Surely Canada can prosper in a prospering world community, as well as in a war-torn and poverty-stricken world.

That's the challenge.
(Reprinted from the Telegram, Toronto, August 1, 1962)

Buy a "Sealy" Mattress Now at EATON'S

During Sealy's Golden Sleep Sale

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
- Vertically stitched pre-built border.
- 8 vents, cord handles

MATTRESS Each — **39.88**
BOX SPRING Each — **39.88**

Golden Sleep Deluxe Mattress

- FEATURES:
- Quilted
 - 312 coil inner spring unit
 - 7 gauge edgewise
 - Full 3 oz. sisal pad
 - Latexed sisal crown on vital third
 - Compressed white cotton
 - Vertically stitched pre-built border
 - 8 vents, cord handles

MATTRESS Each — **49.88**
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Men's Sport Coats

Clearance of assorted styles and patterns of Sport Jackets. Choose from 2- and 3-button models in the latest check patterns. Regularly priced at 29.50. Clearance price **17.99**

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MATCHING DRYER — 6 push buttons allows selection of the proper heat for many types of fabrics.

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" 15 h.p.	415.00	359.00
" 25 h.p.	542.00	469.00

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Season End Clearance ROTARY TILLERS

3 h.p. Briggs and Stratton motors, 26 inch tilling width. Forward and reverse drives. Clearance special **109.00**

Duplicate Bridge

By I. M. N. ADDICT

The Courtenay Duplicate Bridge Club this summer has proven that its members are real "addicts" by being the only duplicate bridge club on Vancouver Island to maintain its schedule all summer. Three of its pairs went to Parksville recently for the nation-wide charity game and won second place and two fourth place positions.

Here is a hand from a recent session of duplicate bridge in Courtenay that was played at four different tables.

S-9872	N	S-104
H-J984	W	H-75
D-Q7	E	D-K985
C-J93	S	C-AQ1086
S-AK63		S-QJ5
H-AK62		H-Q103
D-AJ1043		D-62
C-Vcld		C-K7542

Dealer South

By examining all four hands we see that a Diamond slam is assured for West. However, only one West player actually reached the 6 Diamond bid. The four tables played the hand as follows:

— bid 3 NT made 6 (proper defence would hold them to 4).

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DEMON DOIN'S

After a long and lonesome wait for assistance in news for this column, this reporter gave up in disgust at the lack of co-operation from the disinterested people concerned on the squadron. However, in a final attempt to arouse loyalty and interest in the squadron we are calling out once again for volunteers to furnish us with news on the various sections of 407 Squadron. If, after this issue, nothing comes up, the column will officially cease to exist. So what do you say—somebody, somewhere, step forward!

Now for tiny bits of news around the squadron. It seems F/O "Bob" Meloch and his crew are making the rounds of the continent what with a short but pleasant stay in sunny Sumerside, and an extra long sojourn in fun-filled Tijuana—or—that is—San Diego.

At this writing, Crew 4 is standing by to visit the American Naval Station at Whidbey Island, to pass on the benefit of their experience to their American brothers. It is not definite just yet whether it is safe to let the "KILLER CREW" go, what with the squadron at half strength. If they do go however, they will be close at hand to bolster the squadron in the event of an emergency.

Last Sunday night the Navigators attended a dinner in honor of John and Judy Alexander, and Tom McDonald who are leaving the air force on search of greener pastures in the civilian field. We take this opportunity to wish them all the success in their chosen fields. Tom, going to Vancouver, will probably get back to see us now and again.

We also take this opportunity to welcome all the new aircrew personnel who have recently arrived on squadron. Since we don't have an accurate account of them we can't print their names here. Welcome home to F/O and Mrs. Gil Stillard after their absence, while Gil was attending Junior Staff College in Toronto. Speaking of people re-

TOTEM TATTLER

By IMA WINDBAG

What with a scarcity of news, the column this week will be mainly a rehash of the coming entertainment planned by the club. First and foremost is the news that the FISHING DERBY DANCE will be held in the RECREATION CENTRE this coming SATURDAY, AUGUST 18th... This was done to enable us to accommodate all the members for a change, in view of the tremendous crowd we had for the beachcombers night. And don't forget the Fishing Derby... lots of prizes for all... top and runner-up in all categories.

Coming... coming... coming... a Beatnick Night... beats, leotards, sneakers, bon-gos and what have you are the order of the day. When? Why, September 1st. Where? The Totem Inn. So look for the posters and start planning your costume. Maybe this can be used as an excuse for no shave and haircut... maybe, but not very likely!

Would like to take this opportunity to bid farewell to "Nick" Nicholls who will soon depart for the wilds of Ontario... So Lookout I think they call it... So long Nick... we'll all miss you.

Oh woe... woe... and more woe... four weeks on the Air Force Show and not even a post card. Imagine, over 500 people with broken writing arms in one club. Come on fellers... let's hear from you about what you want to hear.

The sports and the entertainment chairmen will have to get their heads together in the near future and plan some way to rid the club of that "furry little unmentionable" displaying itself in the back of the "Seance Establish-

ment" (you know Charlie... turning, what is that fellow Forslin doing around the squadron these days?

Anyone driving up Fifth St. these days and at the corner of Fifth and Urquhart sees what resembles a corral, don't get the wrong idea, it's only F/L Osler building himself a patio and outside party playroom. It's coming along fine "Os"!

That's all for now Demons and don't forget about our call for help.

where you come in contact with the spirit world)... even though we did only win it by a mere two points we shouldn't be stingy and keep it.

Last, but not least... a pat on the back for the ball team winding up in first place in the inter-mess league. Good show gang... now let's have a winner in the play-offs... Arubercrutch amigoes.

Corporals Club News

On Friday, August 3, the Corporals were hosts to the Totem Inn for a Monte Carlo Night which included challenge games in numerous events, the losers of the match being awarded a "useful item", which is to be displayed on their respective bar. The air-men were finally judged the losers by a scant two points, and were duly presented with the trophy to hold until they can defeat the two strippers in another challenge night.

The result of the games were as follows:

	Cpls.	Airmen
Snooker	10	6
Darts	6	18
Shuffleboard	12	4
Horseshoes	4	2
Totals	32	30

The next "big night" in the mess will be in the form of a Western Night, on Saturday, August 18. Dancing will be to Reg Day and his Stampede, from 9 till 2. Lunch will be weiners and beans; the dress, Western and admission will be 50 cents a couple.

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View home in Comox — 3 bedrooms with many extras. Has fireplace in living room and rumpus room. Will be pleased to make appointment to view.

One acre of comfortable living. Landscaped lawn with ornamental trees and shrubs. Large vegetable garden and fruit trees. 4-bedroom home. Heatilator fireplace, partial basement with furnace. City water. Asking price \$11,500. EXCEPTIONAL VALUE!

Well detailed home on outskirts of Courtenay. Very large kitchen and living rm. Huge closets and storage cupboards. Nearly half an acre in lawn and garden. New two-car garage and workshop. City water. Asbestos siding has paint free future. Full price \$8,500.

In Comox, close to business section, 2-bedroom bungalow with lovely lawn and garden, shade trees ensure quiet enjoyment and privacy. Ideal for retired couple or pensioners. Immediate possession can be had for \$1,500 down.

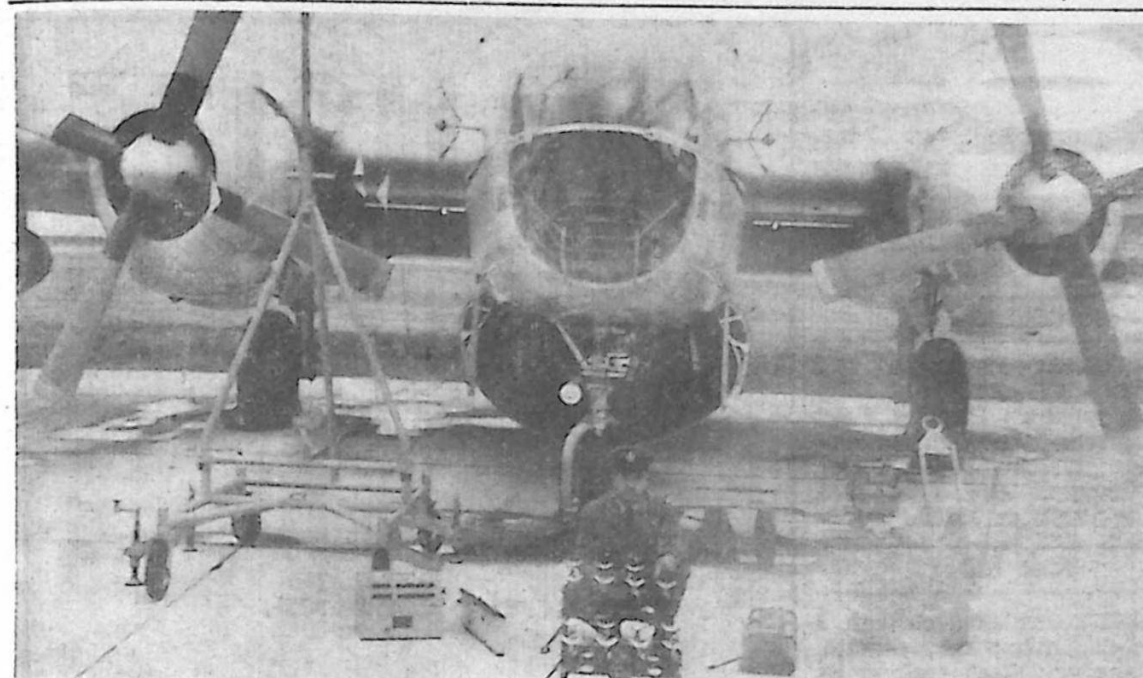
We have cleared building lots in excellent locations in Courtenay and Comox. Priced to sell.

Several clients wish to trade their property; from farm to city; from Courtenay to Comox; from larger home to smaller and vice versa. If you are interested in a trade of any type, please call Mrs. Ellis at 222.

We appreciate listings of farms, homes, businesses, building sites or what have you? We will give them prompt attention.

If you need a mortgage, we will be happy to discuss your requirements. Phone Mr. J. Regan for appointment, at 222.

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Munitions and Weapons Technician, Sgt. Ronald C. Broderick, Dartmouth, N.S., poses in front of a Neptune patrol bomber with his impressive array of re-designed and modified aircraft armament equipment. This commendable feat has earned the keen minded NCO six commendations from the Chief of the Air Staff, Air Marshal Hugh Campbell and close to \$500 from the National Defence Suggestions Awards Committee.

Looking Ahead!

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NCO Wins Six Awards With Two More Pending

A 32 year old Munitions and Weapons Technician, Sergeant Ronald C. Broderick, of Dartmouth, N.S., has clicked for his sixth award from the National Defence Suggestion Awards Plan Committee and achieved his sixth commendation from the Chief of the Air Staff, Air Marshal H. Campbell. This brings his earnings to date under the plan close to the \$500 dollar mark with two more suggestions still pending before the board.

Sgt. Broderick's awards have come from the adoption of suggestions concerning aircraft armament equipment which the resourceful 14 year veteran has either re-designed or modified for use on the RCAF's Neptune Patrol Bombers. He received his latest award when the RCAF officially adopted his modification to a combined Bomb and Rocket Launcher Rack which will prevent loss or damage of the component under actual firing conditions in flight.

The Suggestion Award Plan



"The hardest way to learn to drive a car is by accident."

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SATURDAY NIGHT ONLY — 6-9

SMORGASBORD

MENU FOR SATURDAY, AUGUST 18
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

HOT DISHES

Curried Turkey - Steamed Rice

Anchovies - Smoked Oysters - Imported Sardines
Sweet Pickles - Stuffed Olives - Mustard Pickles
Assorted Imported and Domestic Cheeses
Our Famous Baked Alaska Dessert - Fresh Fruit Salad
Crispy Rolls - Our Special Blend Coffee
Dining Room Open Every Night — 5-7

American chewing gum may gain a foothold in Japan. It has here.

Keeping a secret from some people is like trying to smuggle daylight past a rooster.

"It is said that Mrs. Marx observed at the end of a long and rather bleak life how much better it would have been if dear Karl had made some capital instead of writing so much about it."
— Prime Minister Macmillan

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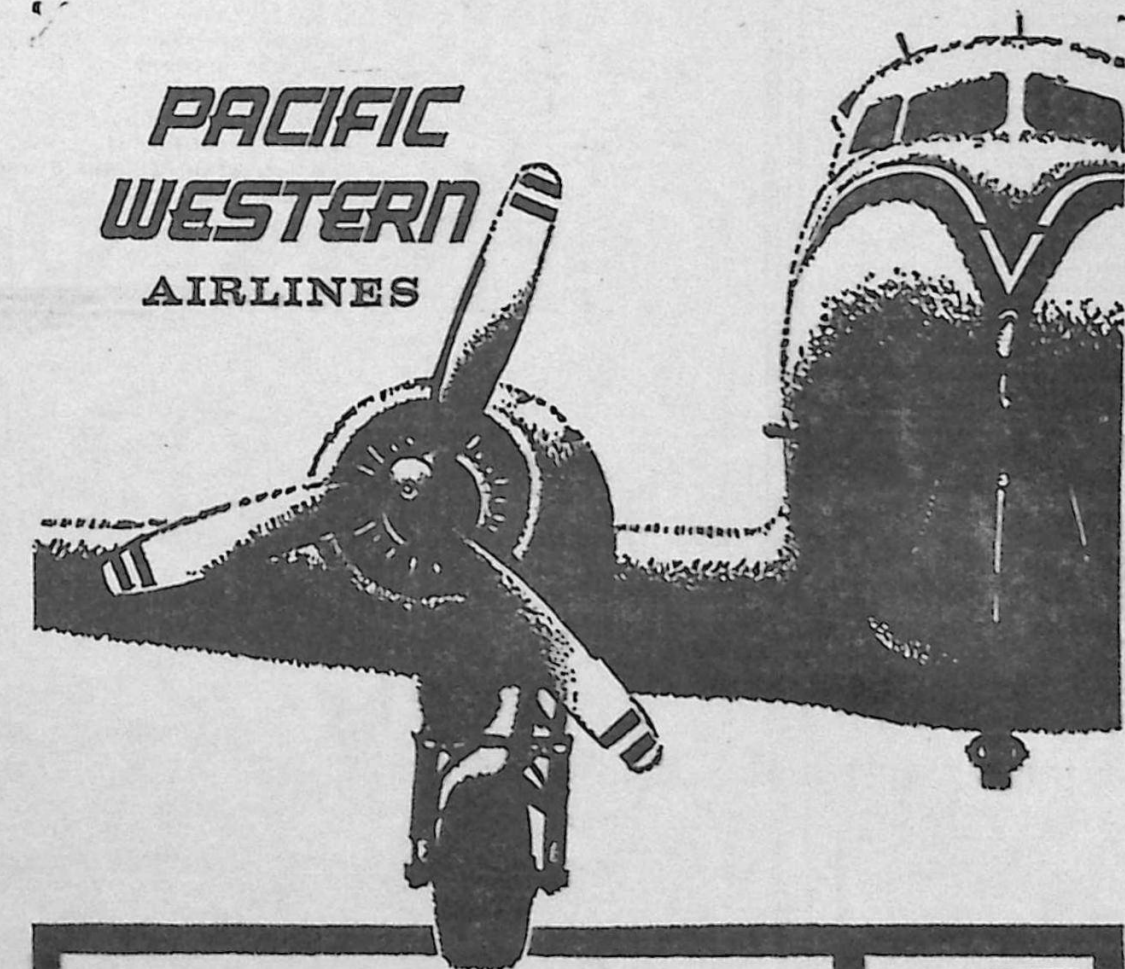
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LOST

BOY'S beige and green reversible jacket, age 8 size. Lost in the PMQ area. Ph. 1029R1, Apartment F8.

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THURSDAY, AUGUST 16

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MAD DOG COLL

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