

THIS IS BOY SCOUT WEEK



Vol. 6

RCAF STATION COMOX, THURSDAY, FEBRUARY 25, 1965

No. 3



ELIZABETH THE SECOND,

by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories Queen Head of the Commonwealth, Defender of the Faith.

To All To Whom These Presents shall come or whom the same may in anywise concern.

A Proclamation

WHEREAS the Senate of Canada, by resolution dated the 17th day of December, in the year of Our Lord one thousand nine hundred and sixty-four, has recommended that there be designated, as the National Flag of Canada, the flag hereinafter described;

AND WHEREAS the House of Commons of Canada, on the 15th day of December, in the year of Our Lord one thousand nine hundred and sixty-four by a Special Committee thereof, that the flag, hereinafter described, be designated as the National Flag of Canada.

NOW KNOW YE that by and with the advice of Our Privy Council for Canada, We do by this Our Royal Proclamation appoint and declare as the National Flag of Canada, upon, from and after the fifteenth day of February, in the year of Our Lord one thousand nine hundred and sixty-five, a red flag of the proportions two by length and one by width, containing in its centre a white square the width of the flag, bearing a single red maple leaf, or, in heraldic terms, described as gules on a Canadian page argent a maple leaf of the first OF ALL WHICH Our Loving Subjects and all others whom these Present

may concern are hereby required to take notice and to govern themselves accordingly.

IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed.

Given the 28th day of January, in the Year of Our Lord One Thousand Nine Hundred and Sixty-Five and in the Thirteenth Year of Our Reign.

By Her Majesty's Command

GOD SAVE THE QUEEN

Station Scouting award winner



The Chief Scout of Canada, His Excellency, Major-General George P. Vanier, DSO, MC, Governor-General of Canada, is pleased to announce a letter of commendation for good service to Scouting to Sergeant Donald C. Bishop, District Commissioner, Comox Valley District. "Special thanks received for service commencing 1949; served both in Canada and overseas, and also special mention for efforts in promoting the patrol system in the Comox Valley."

Scouter Bishop is Ck. Admin. with MPSU presently deployed at RCAF Yorkton Sask. He is a native of Toronto, is married, and wife Louise and sons (Scout Von and Cub Bruce) and small daughter Sandra reside in Tye Park.

Gilwellian Don Bishop took his Gilwell Training in the Province of Quebec, has been on training teams for the last 11 years, and is present-

AIRMEN PROMOTED

Group Captain E. N. Ireland, Commanding Officer of RCAF Station Comox, has announced the promotion to Sergeant of Corporal C. R. (Bob) Upsdell and the promotion to Corporal of LAC E. R. (Bob) Keiser.

Sergeant Upsdell, an Electrical Systems Technician, joined the RCAF in 1951 in Vancouver and has served at Goose Bay, Labrador, Naino, Alta., Toronto and Calgary prior to his tour at this Vancouver Island Air Force Station.

Sergeant Upsdell is the son of the late Mr. Russell Upsdell and Mrs. Upsdell, formerly of Penticton. Mrs. Upsdell now lives in Vancouver. He is married to the former Zena MacFarlane of Prince Albert, Sask. They have three children and reside in the Married Quarters at Comox.

Corporal Keiser, an Electric Systems Technician, joined the RCAF in 1957 at Sydney, N.S. and has served at Goose Bay, Labrador and Halifax prior to his transfer to Comox, two years ago.

Corporal Keiser is the son of Mr. and Mrs. Evan Keiser of Sydney, N.S. He is married to the former Randy Michelin of Labrador. They have four children and reside in the village of Comox.

Course Leader for the Comox Valley Basic Training Team.

Scouter Don is active as a piper in the local Scottish Company and has the distinction of being one of the few kilned Scouters in the district. His main hobbies are golfing and photography and he is holder of Long Service Award to Scouting.

RCAF NEPTUNES WITH NEW FLAG



THE DISTINCTION OF BEING THE FIRST UNIT at RCAF Station Comox to display the new Canadian flag on its aircraft went to 407 (Maritime) Squadron. Leading Aircraftsman J. S. Jawanda of Vancouver places a decal on the tail of a P2V7 "Neptune" anti-submarine aircraft. RCAF aircraft carry the distinctive Air Force roundel on the fuselage and wings and the national flag on the tail.

In the most disastrous Great Lakes storm in 1913, a dozen ships were sunk and two dozen more driven ashore, and 251 sailors were drowned.

Van. Symphony visits Courtenay

Date for the Courtenay presentation of the Vancouver Symphony has been set for Friday, March 12.

The organizing committee hope for a maximum turnout of 900 adults for the evening performance and over 1500 students for the two afternoon concerts.

Charges have been set at \$2 for adults and \$1 for children for the evening show. The afternoon concerts will cost 50c for grades 8 to 13 and 35c for grades 7 and under.

The 68 piece orchestra requires an extension of the high school stage and arrangements are in the capable hands of Sid Williams,

Stork beats aircraft

RCAF Station Comox BC February 11- The stork won a race with an aircraft early this morning when Mrs. J. E. Scott, wife of Leading Aircraftsman J. E. Scott of RCAF Station Holberg gave birth to a five pound 13 ounce baby girl on board the RCAF boat "Nimkish" on remote Holberg Inlet between Holberg and Coal Harbour.

An Albatross aircraft of 121 Rescue Unit at RCAF Station Comox was airborne at 5:24 a.m. to take the woman from Fort Hardy to Vancouver, where she could receive necessary medical care at the Vancouver General Hospital. However, the baby arrived before the boat docked at Coal Harbour, 12 miles from Port Hardy. Mother and daughter were reported doing well in the hospital at RCAF Station Holberg. The aircraft returned to its base at Comox.

B. T. Whittaker to be Honoured at Dinner

B. T. Whittaker of RCAF Stn. Comox will receive his certificates of registration as a fully qualified professional engineer at a dinner meeting.

The Mid Island Branch of the Association of Professional Engineers of B.C. will have a dinner meeting in the Playhouse of Vic Island Hall, Parksville, on Friday evening, February 26. Presentation will be made by the president of the association, P. N. Blamb of Vancouver who is making his annual visit to the Mid Island Branch accompanied by Registrar William Hall.

CRA representative on the committee.

These decisions were made at a recent meeting of the local Vancouver Symphony Society committee and Mr. Victor White, Manager of the Society. Members of the local committee and their appointments include: Dr. Jim Lunam, chairman; Millar McGill, secretary; Eric Alexander, finances; P/O J. W. Stow, RCAF; Sid Williams, stage; Mrs. J. Simons and Lou Beduz, ticket sales; and Harry Harris, publicity and advertising.

Prayer for Ensign lowering

PROTESTANT
Eternal God, Who from age to age hast set up memorials in the sight of Thy people to be a constant reminder of duty to Thee, we give thanks for this ensign which has flown over land and sea, in peace and war, honouring the fallen and inspiring the living to courage and sacrifice.

In Thine hand remains power and might; and in Thine hand it is to make great, and to give strength unto all. Now therefore, our God, we thank Thee and praise Thy glorious name, through Jesus Christ Our Lord. Amen.

Committee:
W/C W. Rodger, chaplain (P)
S/L J. H. Dean, chaplain (P)
Chaplain W. Greetex, chaplain (P).

Paragraph 2 taken from 1 Chronicles 29:12-13.



Prayer for Ensign lowering

CATHOLIC

We are gathered here today for a dual purpose, the first of which is to express our gratitude to God, Queen and country for the official use we made of this flag during the period of time foreseen by our rulers when in 1945 it was proclaimed "that until such time as action is taken by Parliament for the formal adoption of a national flag, it is desirable to authorize the flying of the Canadian Red Ensign."

To God, Queen and Country we return thanks as this ensign is laid away having been for so many years the rallying emblem of our people and having served the noble cause for which it had been desired and deemed appropriate that it should fly on Federal buildings within as well as without Canada, wherever place or occasion made it desirable to fly a distinctive Canadian flag.

May the remembrance of the courage, loyalty and self-sacrifice of the men who fought under this emblem in defence of our nation so fire us with patriotic zeal that we shall ever be ready to venture all, even life itself, in the same holy cause.



Dedication of new flag

O Almighty God Who in the authority of Your name established the principle of brotherly love and implanted in the hearts of men the desire to support one another; who has taught us that by forgiving them that trespass against us we may overcome obstacles to such love, assist us with the help of Your Holy Grace, that we, endowed with the privilege of Canadian citizenship, may always strive to strengthen that fraternity which now unites us.

We pray also, O Lord, that you would lead every Canadian to desire for all living in the shadow of our flag, those very benefits he so earnestly desires for himself. Direct us that we may come to see the great need of freeing ourselves from things that divide us so that we may see and seek the common good of all, united under this banner and this for Your glory, O God, in Whom all men find unity, may our National Flag, we beseech You, always remain a symbol of Canadian freedom, charity and fraternity. Through Jesus Christ Our Lord.
Prayers by S/L T. J. Paradis, Chaplain (RC).

Air Officer Commanding Air Transport Command visits Comox



AIR COMMODORE R. J. LANE, D.S.O., D.F.C., C.D., Air Officer Commanding Air Transport Command, is pictured with F/O G. Brown inspecting the honor guard on his arrival at RCAF Station Comox.

Air Commodore R. J. Lane, Commanding Officer of ATC arrived in Station Comox on his annual visit and inspection of 121 Air Sea Rescue Unit last Monday morning. He was greeted by G/C E. G. Ireland, Commanding Officer of RCAF Station Comox and S/L Brown Commanding Officer of 121 Squadron then was given a briefing by G/C Ireland on the station's oper-

ations and a further briefing by S/L Brown on 121.

Air Commodore Lane was the senior officer in attendance when the new Canadian flag was officially raised at Comox.

In the afternoon A/C Lane visited the hangar and offices of 121 in hangar No. 7, followed by a tour of Station Comox and the surrounding

area in a helicopter. Cocktails were drunk in the Sergeant's Mess after the completion of the station tour.

During the evening Air Commodore Lane was honoured by a mess dinner in the officer's mess. He departed the next morning with the honour guard again giving a smart performance in recognition of his position.



NAME THE CAPTION

ADDRESS SUGGESTIONS TO:
EDITOR, TOTEM TIMES
R.C.A.F., COMOX, B.C.

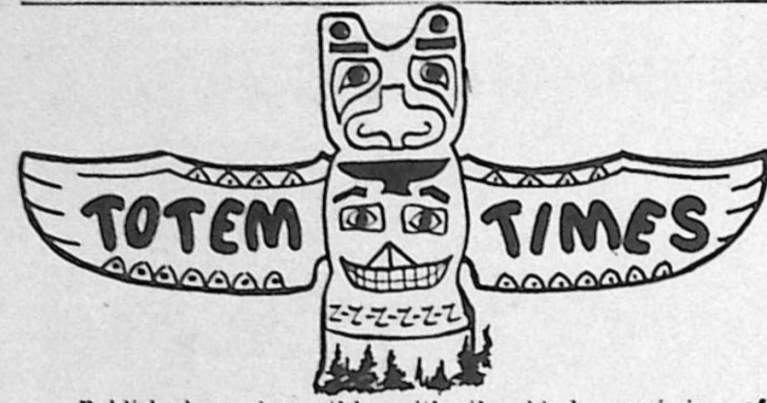
Prayer for raising new national flag

"Our help is in the name of the Lord, who made heaven and earth."

Let us pray:-

Almighty God whose children through the ages have made for themselves signs and symbols of allegiance to their rulers, and of their duty to uphold those institutions and laws which Thou hast called them to obey; we, Thy servants, remembering that Thou hast led Thy people Israel in a pillar of cloud by day and a pillar of fire by night, are gathered in Thy presence this historic day to dedicate our national emblem which, we pray, will represent for us duty to Thee our God, our Sovereign and our land. Bless, O Merciful Father, this flag and grant that this banner of our nationhood may proudly fly over a people devoted to the pursuit of righteousness, justice, and unity; whose faith and hope are grounded in Thee, who art the King of Kings and Lord of Lords. Amen.





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Canadians or Whom?

The main identifying feature of a Canadian is that he lacks one. There is no one quality that, generally speaking, would make someone conspicuously Canadian. To the Americans we sound British and to the British we sound American. We, of course, have never made up our minds who we want to imitate and insist instead that we possess the finest qualities of each.

This lack of prominent quality does not necessarily make one overly envious of those who have, but it does lead to an awkwardness or uneasiness whenever Canadian Nationalism is mentioned. Instead of making silly comments and putting on pretenses of not really caring, we would do well to universally support our modest attempts to establish an identity.

During the "Flag ceremony last week," a few remarks were heard which weren't very appropriate. For example: "I hear they're making uniforms out of all the old flags," and "They bought these new flags from the States." These quotes obviously were not meant to be taken seriously, but a respectful silence would have been much more to the point. Surely the veterans on parade, who fought under the Red Ensign didn't consider the whole thing a lark. This is exactly the type of thing that demands not humour but the respect of all and reflects on our weakest characteristic.

The new flag is simple, distinctive and pleasant. It will never be mistaken for any other. Will you?

Bad reporting—'GENIE' or 'FALCON'?

About two or three weeks ago an article was released by the Canadian Press which left the impression that Canada had, and was acquiring weapons which were antique and no longer in use by the U.S.A.F. Namely the Douglas "Genie" and the Hughes "Falcon."

Here is the corrected true quote from the "Norad News Summary."

"Weapons in use today for air defence of North America have joined their big brothers—the intercontinental ballistic missiles—at Cape Kennedy as part of a missile museum being established there.

Donated by Tyndall Air Force Base, the weapons include the Genie nuclear rocket, two Falcon type air-to-air missiles, and the Firebee jet drone target. Presentation was made to Cape Kennedy officials by Col. William Harris, Tyndall commander.

Other weapons on display at the museum are the Thor, Atlas, Quail, Agena and a V-1 World War II buzz bomb.

Falcon missiles are carried by fighter interceptors of the U.S.A.F. Air Defence Command and R.C.A.F. Air Defence Command.

It was in January of 1957 that the Douglas Aircraft-built rocket with the atomic nose joined forces of the North American Air Defence Command. Only one was ever fired, and it performed completely to specifications. That was in July of 1957 at Yucca Flats, Nev., with five Air Force officers standing beneath the atomic blast to show the weapon can be used safely over the heads of the citizens it is designed to protect.

The then commander in chief of NORAD, General Earle E. Partridge, described the Genie as "the most significant improvement in air defence since the development of radar."

The air-to-air atomic rocket is now carried by fighter interceptors provided NORAD by its U.S. Air Force member, the Air Defence Command. During Genie's eighth year of service with NORAD, it is scheduled to become one of the arms available to interceptors flown by R.C.A.F. Air Defence Command, another component of the U.S.-Canadian aerospace defence organization."



A Fable

Deep in the forest there was a swamp and near the edge of this swamp there lived three birds, a beautiful noisy bluejay, a sleek, racy mosquito hawk, and a plain little brown duck.

All day long the bluejay would sit in a tree above the swamp preening his brilliant feathers and admiring himself. Sometimes he would fly around stealing food from other birds and generally making a nuisance of himself. Then he would return to his tree and preen himself again. His loud, raucous voice could be heard all through the forest proclaiming that he must surely be the world's most beautiful bird. One morning as he sat on his limb arranging his feathers he happened to look down and lo! in the water below he saw his reflection. From then on the bluejay was noisier than ever as he called to the world to come see what a magnificent creature he was. One day as the jay sat on a limb admiring his reflection he leaned over a little too far and splash, glug, gasp, he fell into the swamp. On hearing his cries for help the little brown duck swam out, grabbed the fluttering jay by the neck and dragged him ashore. Whereupon the angry jay chastised the little duck for messing up his feathers and flew back up in the tree to clean up his now not-so-beautiful plumage.

The mosquito hawk was somewhat similar to the conceited bluejay in that he considered himself quite a fellow. Usually he could be seen skimming across the lake snatching insects from mid-air as he went. All day long the hawk climbed, dived and wheeled over the swamp, sometimes flying so low that his wings caused ripples on the still swamp water. When he wasn't flying the hawk would sit and brag to the other birds about his skill and daring and proclaiming himself king of the forest. One day as the mosquito hawk was skimming low over the water, he wheeled to catch a fly just as a fish jumped for it. There was a head-shattering crunch and the hawk, like the jay, found himself struggling to keep his haughty head above water. Once again the little brown duck answered the call for help and pulled the frightened hawk to shore. The plain little brown duck

CATS...

Cats are fascinating animals. From the blue-eyed fawn-colored and light footed Siamese to the black and white almost ugly thick fur of the Tabby each of whom have their own personality. The Siamese cat who is considered the most intelligent of cats will send shivers up a person's spine with his tiger hissing sound and by lowering his front torso, raising his hindquarter, he will menacingly frighten away unsuspecting guests.

On the contrary the Tabby or alley cat will rely more on his strength and size for defense. The Tabby has a heavy fur with a lazy look on his broad scarred face. He will eat anything therefore exposing his animalistic character. The Siamese which has the highest intelligence of all cats will approach his meal with a defiant nonchalant attitude and will slowly begin eating his meal without fear of interruption. Among the different breeds of domestic cats such as the long-haired Angoras, Persians, to the short haired Manx, Siamese, down to the common cat such as the Tabby I consider the Siamese the most beautiful and intelligent of cats.

Ability is the yard stick for greatness, pride and vanity are two of the seven deadly sins. (Editor's Note:—Newfoundlanders are prone to this type of story telling.

... The Cool One.

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On the C.E. Scene

by CHARLES R.
 The C.E. Orderly Room is a busy place, the phones ring steadily with the background staccato of typewriters intermingled with several conversations involving everything from material procurement to A for P's.

The C. E. Work Control desk is where it all begins, the man employed here has all the requests for new work, which are submitted on Form CE106, and repair requests channelled through him. The days of calling the Foreman of Works with troubles in PMQ's or elsewhere on the Station has long since passed. These phone calls and written requests are recorded on the daily C. E. Work Control Log. The work requiring urgent action is processed immediately to the Projects Superintendent, who in turn details the appropriate shop foreman to take care of it.

The daily log is forwarded to the Designs and Requirement Section for study. An estimate of cost is made, and in the majority of instances a work order is issued and approved to carry out the work. However, there are many requests which involve design study and evaluation as to the requirement. It is the function of the D&R Section to evaluate and estimate these requests.

No request is simply forgotten, if it is not necessary to raise a file on the request, for A for P action, then it is entered in the C.E. Program Development Book and when funds become available the work request is processed. Work request of a routine maintenance nature, which includes most small repair jobs, are entered in the Preventative Maintenance Exception Log, and will be actioned on the next visit of the P.M. Van to the building or PMQ concerned.

Two of the latest arrivals to join our Transport Staff are Cpl. Neil Burrows, MSE-Tech, of Agincourt, Ont., and Cpl. Ray Tennant of Edmonton, Alberta. Both gentlemen's previous unit was RCAF Gypsumville, Man. Welcome to the Comox Valley.

This month we are losing on transfer Cpl. Bob Nakonechy, who has left for RCAF Baldy Hughes. Our thanks, Bob, for an excellent effort in the MSE Driver Training Programme. Best wishes are extended to you and yours in your new environment.

Returning back from Camp Borden with an A-plus is our genial MSE Tech, Cpl. Hank Granberg, who has been learning all about the complexity of power transmissions. Also returning from Camp Borden are two of our stalwart MSEOps who have just completed an advanced Snow & Ice Control course, LAC Howard Girling and LAC Gus Lapointe.

MSE News Demon Doins

by DIPSWITCH
INTAKE:
 After a two month delay, the 407 Squadron Officers' Christmas party was held on February 20th. Thanks to the efforts of S/L Bowman and his committee, it was a smashing success. A skit organized by Mike Bannon and featuring Mary Jacobson and Deanna Gauthier as "Pumpkin" trees had the Demons roaring with laughter. Denny Donaldson starred as the Babbling Brook which was a relatively simple part for him by that time. Everyone appeared to be enjoying themselves and I think all the Demons had a HELL of a fine party.

The Monster Weepers was disaster for the Nighchickens of 409 as they were thoroughly trounced on the crud table. The agility and determination of 407 was just too much for the jet jockeys to handle. However it was good to see them in the mess again after such a long absence.

Our Neptunes now proudly bear the Canadian flag. It is an impressive design, simple and eye-catching. Even those who have flown in war under the Red Ensign are proud of our flag and find it a striking symbol. Regardless of past sentiments and political ties we must

as a growing nation establish our own national symbols and one day our flag will fly free of petty criticism from those who would see us a colony forever.

Last Wednesday evening, I, as did many other Demons, attended the performance of the Royal Winnipeg Ballet in Courtenay High School. I found their interpretations very refreshing and a pleasant change from pure classical ballet. Just how did Gary Foster get to ride out to the mess with the busload of ballerinas?

Don Blair is resting comfortably in the station hospital after a rather unfortunate accident while playing football in the mess. I would like to take it upon myself to ask if there is not some responsible, childless couple on the squadron who would be interested in adopting Don to keep him out of trouble. And how about football equipment for the mess? Until the next issue: keep smiling.

(Editor's Note)—F/L Taggart is to be congratulated on his expert reporting of 407 happenings, but should contact the unfortunate F/L Kuzyk for accurate reports on the Jet Jockeys.

The Dragnet

by WO1 J. W. Van BUSKIRK
 We know that you will join us in welcoming two newcomers to the security staff. LAC Blair Meyers just left Station North Bay behind with its snow drifts and icy tentacles — LAC Rerick rejoins us after spending the past 10 months with the rear party involved with the closing of Station Calgary. Blair informs us that he has already packed his great-coat away in moth-balls and Rerick assures us that he's glad to be back.

Sergeant Sweeney has received word to start packing. Big Jack, so the message reads, is slated for Stn. Chibougamou. "Can't spell it, let alone pronounce it," Jack admits. Jack has made his mark here during the past three and one-half years and will be missed by his many friends when he leaves. It happens to us all, Jack!

We have a few younger members chomping at the bit to get back to civvie street. Some have academic plans and will return to school—others want to try some other vocation. We are going to miss them as they have done a pretty fair job during their tour here.

FS Barlo has returned to the guard house for duty. Bob had been running the security training school for the past few months and his good work in that department is quite evident. We have word that two more sergeants will be joining us shortly. Al Hall from Stn. Cold Lake and Sgt. Beamish from Marville. Also Cpls Zigarlick from Stn. Calgary and Ruzychi from 2 Wing.

Sergeant "Tommy" Thompson will be leaving us soon, having just about reached CRA. Tommy is going to remain in the area, I believe, so we will be seeing him from time to time. Perhaps these little notes are not too newsy as it's hard to compete with the oral medium of transmitting the news. Yours truly just arrived three weeks ago from SAGE, North Bay and must admit that Comox is all that it's cracked up to be. I have met numerous old friends and acquaintances — glad to be aboard!

One morning this week as I was walking to work from the PMQ area, a colleague stopped and picked me up. I couldn't help noticing a colored photograph of his wife gummed onto the dashboard of his car, with this printed injunction: "PLEASE REMEMBER ME—DRIVE SAFELY."

Returning from a holiday weekend, with my wife at the wheel, we attempted to overtake a slow-moving vehicle. A car was approaching from the other direction and my wife jammed on the brake but not before she hit the bumper of the car ahead.

The driver bolted from his car and I expected quite a scene. But the fellow was surprisingly calm; he just stood there, hands on hips, staring at my horror-stricken wife. "I'm sorry about your bumper," she said. "What can I give you?" The man just shook his head and started back to his car. "Nothing, lady," he sighed. "Just a head start."

Returning from the holiday weekend, with my wife at the wheel, we attempted to overtake a slow-moving vehicle. A car was approaching from the other direction and my wife jammed on the brake but not before she hit the bumper of the car ahead.

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HOCKEY

by JIM DOUGALL
"Queen's Own" Riffed
by Totems

The RCAF Totems continued on their winning way with a convincing 7-2 victory over the visiting Queens Own Rifles (Victoria), at Glacier Gardens, Saturday night.

Although minus a few regulars, Totems were too clever for a hard-checking army side. The first period was exciting and evenly contested with the airforce having a very slight edge on the play. Langois opened the scoring for the Totems, assisted by Spicer.

The visitors equalized through Stone's assist Brown before the period ended. Totems really came alive in the second period to whip five goals past a courageous Chenier in the army net, without reply; McDonald, Spicer (2), Letour and Pratt being the marksmen.

In the final period the contestants were even. Both sides displayed some fine precision passing, and the feature of the Totems' play was the terrific forechecking and back-checking by all three lines. Pratt netted the only home goal of the final period, while the soldiers replied through Taillefer to end the scoring. Result: Totems 7, Rifles 2. Smith in the home goal came up with yet another inspired performance. Godin and Mulligan were the perfect foils for the constructive Carroll and Knippel. Up front McDonald, Spicer, Letour and Hunter shone throughout, with Pratt, Nes-

bitt and Langois close behind.

MINOR HOCKEY

Prior to the army-airforce game Saturday night, the Wallace Garden and Courtenay Bantams gave a wonderful performance before the large crowd. The airforce dependents just pipped the Courtenay squad 5-2 in a game which had the fans on their toes. Both sides fully deserved the standing ovation they received after the final siren.

Airforce scorers were Bolch (3), Dunbar and Fulton. For Courtenay, Gleason, Cochran and Robinson were the marksmen.

Results of Minor Hockey

Played Saturday Morning:
Mosquitos: Wallace Gdns, "A" 1 - "B" 0. (scorer, Reid).
Comox, "C" 3 - Courtenay "D" 2. Comox goals by Carto, Peterson, Hockings. Courtenay goals scored by Gendron.
PeeWees: Comox 4 - Courtenay 3. Comox goals by Vanetta, Goodwin, Hockings (2).
Courtenay goals by McCabe, McAulay, Jacobson.

Bantams: Airforce "A" 4 - "B" 1. (Bolch 2, Fulton 2) (Hollock).
Comox 0 - Courtenay 5. (Gleason 2, Clark, Cochran, Robinson).

Midgets: Wallace Gardens 5 - Comox 1. (Cartwright 2, Tainton 2, Scott) (Olson).

Last Friday evening the weekly "Teen" hockey game ended in a great win for the Courtenay teens. The city side had been swamped on occasion but with each game the Teens were showing improvement until Friday the youngsters came up with a fine all-round performance to nip the clever Totems 6-5.



CFHQ WIRE BOWLING CHAMPS. — Sgt. Schentag is shown above presenting pins to the local winners. Left to right: Ernie Lawson, Val Jones, Lois Birch, Sgt. Schentag, Linda Yates and John Perry. Owen Moore is absent.

BOWLING CHAMP

Ernie Lawson was the grand winner of the CFHQ Wire Bowling at Station Comox. With a total score of 55 for two games he came out 40n top in the 17-18 year-old boys' class.

Bowling News

Monday's Service League:— 1st Accounts 88, 2nd 407 Servicing 81, 3rd, Comox 80; high single, Harksey, 263.

Tuesday's Service League:— 1st, 121 I&E, 75; 2nd, 121 Repair, 74; 3rd, Bluebirds, 65; high single, Cherpetta, 284.

Wednesday's Mixed League:— 1st, Hopfuls, 72; 2nd, Volvos, 66; 3rd, Riggers, 54; high singles for the men, Burton 31 and for the ladies, Mrs. Leuszler.

Thursday's Mixed League:— 1st, Kross Kats, 89; 2nd, Chargers, 72; 3rd, Penny Antes, 58; high singles to Ostashek for the men and Mrs. Simon for the ladies.

Sunday's Mixed League:— 1st, Pinheads, 76; 2nd, Zwiebrukers, 70; 3rd, Choppers, 57; high singles to Mr. and Mrs. Jones.

INTER-SECTION VOLLEYBALL

1st Headquarters 27 pts.
2nd 409 Sqdn 21 pts.
3rd USAF 17 pts.
4th Soccerites 14 pts.

Field & Stream

by GEORGE MacINTOSH

Since we flogged the history of the Steelhead Trout in our last disertation let's talk about Steelhead tackle, rods, reels, lines and leaders.

The majority of rivers in our area are now accessible for most of their lengths and the fish are moving off to the spawning grounds, so now is the time (and for the next six months or so) to get fishing. Just remember if you do catch a steelhead and he is dark with a very pronounced deep red stripe for goodness sake throw him back. The fish is ready to spawn and the meat tastes something less than exotic.

Let's start with rods and reels. The rod that the majority of steelhead fishermen in this particular area use is seven to eight feet in length with a two handle grip. The tip section should be light and the butt section reasonably stiff. Because of their length, a rod of at least two sections is recommended. The reason for selecting this type of rod over a normal casting rod is fairly obvious—in fast water you must feel the strike and the extra length helps to keep the big trout away from snags, etc.

With regards to reels I don't believe there is any argument. A spinning reel at

least as large as the Mitchell 300 with a spool capable of holding a minimum of 100 yards of monofilament is the best answer. Although level wind casting reels are quite acceptable the incessant casting in all types of weather conditions favors the well-made spinning reel.

The ideal line of course is nylon monofilament from 8 to 15 pounds test. Monofilament is easy to cast, sinks quickly, does not soak up water, and consequently won't freeze. The recommended leader is 6 pound if your line is 8-12 pounds and 8 pound for lines above 12 pound test. The foregoing line and leader recommendations will certainly hang on to any fish you may take in this district.

The purchase of specialized equipment adds up to a fair amount of cash, but don't forget about steelheading just because you haven't the extra money to spend. A fisherman who knows his equipment can certainly use a standard casting rod with six and eight pound lines and do a good deal of steelheading, particularly in pools and drifts where fast water isn't a major consideration.

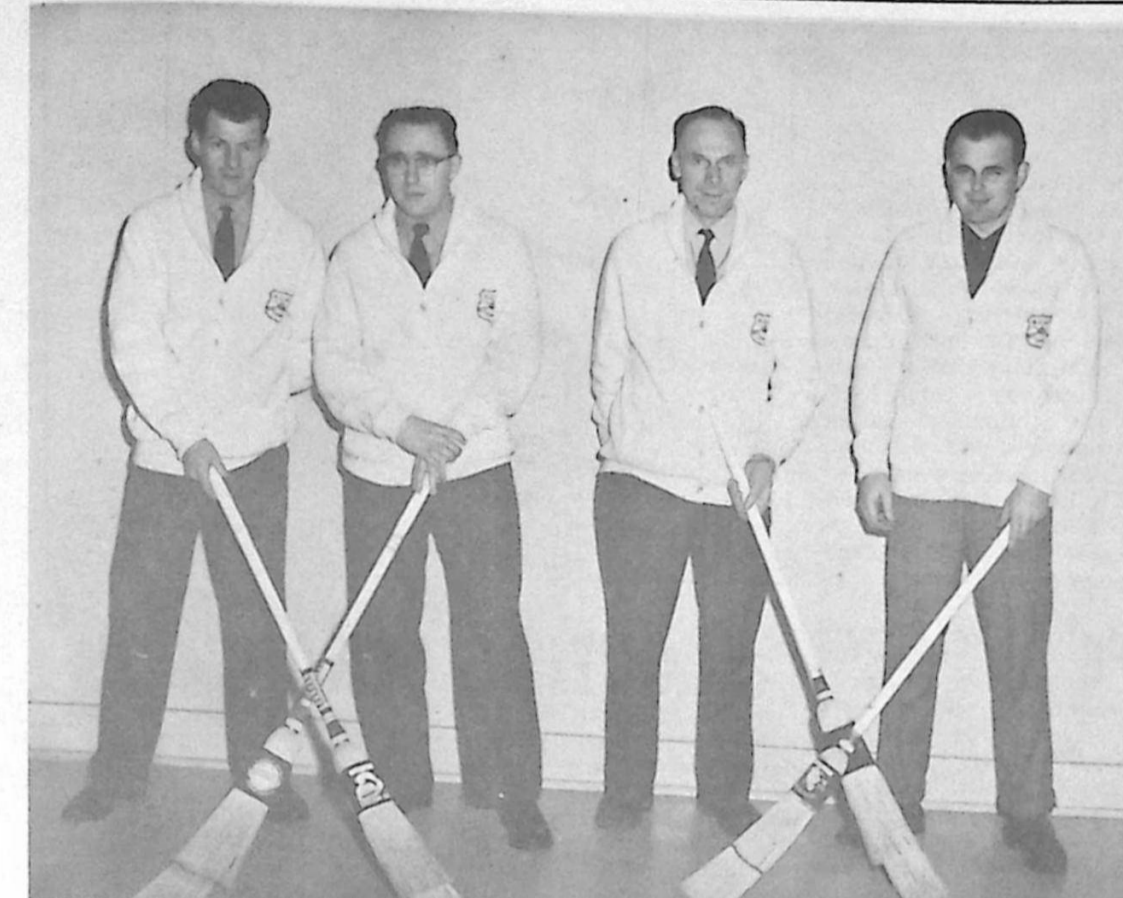
Next edition we'll discuss bait, lures, and flies. Until then GOOD FISHING!

SPORTS NOTES

By BRENTON MARSH

In order to provide the best possible coverage for the many sports activities taking place at Station Comox the co-operation of all is essential. No paper can hope to effect the coverage without both the solicited and unsolicited support of the many individuals who are involved. Articles or noteworthy sports items should be sent to the Sports Editor no later than Monday of the publishing week, which will afford me an opportunity to plan the space made available and to ensure some coverage is given to all activities. If I can be of any assistance to any prospective contributor please don't hesitate to call. Local 308 or 339-3789.

Joe Burke showed me yesterday his two latest catches from the streams... a six and an eight pound steelhead... with Joe's luck he could drop his hat in the stream and pull out a ten pounder. However, I haven't heard any "fish stories" from the other ardent fish lovers. It



SHOWN ABOVE ARE THE WINNERS of zone one elimination tournament who have earned the right to represent this side of the Rockies at the RCAF Bonspiel to be held at Winnipeg this spring. Left to right: LAC Kersey, skip; LAC Perlette, third; Cpl. Pollock, lead, and LAC Gabert, second.

Intersection Hockey

by GORD WHITSON

The intersection hockey is half-way through its schedule and things are running like clockwork. The beginning of the season was hampered by equipment problems but this has been ironed out and the teams are out fighting like pros.

The schedule calls for three rounds, each team playing every other team once per round. This gives each team five games for each of the rounds giving a total of 15 for the season. If things continue running smoothly, the play-offs will start March 18 with the first placing team playing the fourth and the second playing the third. The winners of the semi-finals will clash for the championship. All playoff series will consist of the best of three games.

As seen by the present standings, 409 with all wins and one tie are riding on top with quite a strong team. Courtenay, with two league-leading scorers, Lawson and Durant, are making a bid for the second slot. Right with them is 407B, who after getting off to a slow start, are on a winning streak and piling up points. Headquarters in the fourth slot, are having

player problems, but if they all turn out this might be the team to watch. It seems that in any league there is always an injury laden club and in this one it has to be 407A—what with broken legs etc.—sometimes you just can't win. Bringing up the last spot and getting stronger each game is 121 KU. The scores against them were rather high at the first of the season but they have been narrowing the margin lately.

LEAGUE STANDINGS INCLUDING FEB. 22ND

	P	W	L	T	Pts
409	8	7	0	1	15
Courtenay	9	6	2	1	13
407B	8	5	2	1	11
HQ	9	4	4	1	9
407A	9	2	7	0	4
121KU	9	0	9	0	0

SCORING RACE

Lawson (Court.)	13	11	24
Durant (Court.)	11	7	18
Norman (409)	9	8	17
Carrol (407B)	9	8	17
Darnbrough (HQ)	11	5	16
Bugless (407B)	9	7	16
Pratt (409)	9	5	14

SOCCER

RCAF Crusaders will have the toughest task of all. To return from Port Alberni with a win over the powerful Port 54 is indeed an outside job.

won't be long before Wally Luchka will be telling me that fish sure beat eating golf balls.

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Square Dance News

The Co-Hoedowners Square Dance Club held its regular dance in the PMQ School Auditorium, Saturday night, February 13, with Wolf Clar calling, assisted by other members of the club.

The auditorium was decorated with Valentine motifs, by members of the entertainment committee consisting of Rex and May Embleton, Wilf and Peggy Luck, Alf and Vesta Utz, Cecil Wright and Marjorie Pirozzini.

Alf Utz made and decorated the Valentine cake, cut during the supper intermission. There were several visitors from the Ripple Rockets Club of Campbell River.

Station Hospital

The station hospital's bid for the 1968 winter olympic tobogganing title received a slight set-back on the Forbidden Plateau slopes about ten days ago, when "Leaping Louis" LaFontaine collided with a tree. Now sporting a leg cast, Louis is pondering giving up the whole project and becoming a short-order cook on some resort.

407 Lost one wounded in action during a sports meet last week, but the Glacier Gardens still offers the staff here a fair run on hockey

players arriving in varying states of shock and dismemberment. The per cent casualty rate, it's reported, could very well leave World War II on the record as a minor border clash.

With the doctor shortage over the weekend, due to emergency call out, the patients to relieve the situation took to watching General Hospital on TV each afternoon, and doing self-analysis on themselves. One back case now thinks he has a brain tumor—a broken collarbone awaiting a new cast became a heart condition—and one visitor passing through figured he may have acquired an acute ulcer.

Supply Sec. News

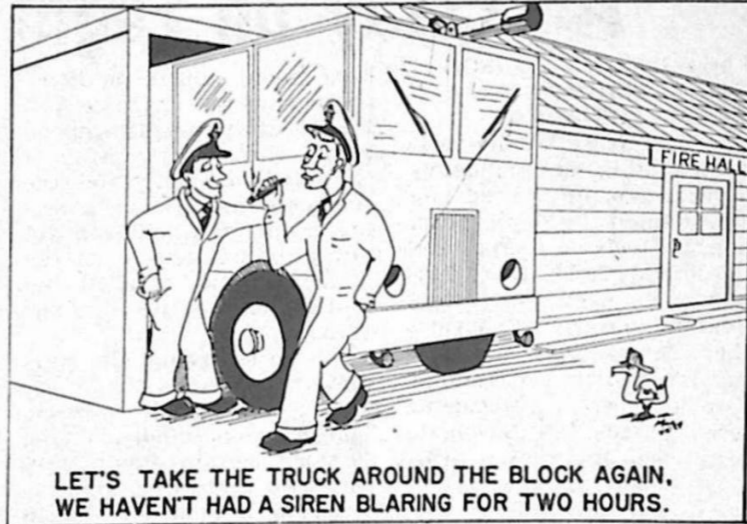
by LAC J. MANN

A number of people have received notices of transfers: FS Cook is eagerly looking forward to Moisie. Cpl Pollock is all fired up at the idea of getting back to Ontario. He tells me Pagawa really isn't that bad.

I have't asked LAC Green-sill how he feels about his transfer to Pagawa.

LAC Torchuk is going to that much-sought-after unit, Holberg. LAC Gary Prowse is packing for Baldy Hughes and I understand he is getting married before he goes.

LAC Joe Laclair will move on to Cold Lake. His comment was "A change is as good as a rest." Cpl Tainton is hiding out in the hospital. We all wish him a speedy recovery. Cpl Sharbo's job of preparing the boys for the T.B.'s has fallen to Cpl Don Nesbit.



LET'S TAKE THE TRUCK AROUND THE BLOCK AGAIN. WE HAVEN'T HAD A SIREN BLARING FOR TWO HOURS.

SCOUTING SCRAPBOOK

By SAHI

For the information of the latest arrivals into this area who are interested in Cubs and Scouts, we have listed below the Groups and Leaders and their respective phone numbers.

2nd Comox Pack, Blue RCAF, CM Cpl. Don Taylor. Phone 339-2956.

2nd Comox Pack, Red RCAF, CM Sgt. Doug Dingman. Phone 339-2577.

2nd Comox Pack, Grey RCAF, CM LAC Stu Johnson. Phone 334-4249.

2nd Comox Pack, RCAF, SM LAC Gerry Dupuis. Phone 339-3621.

Assistant Regional Commissioner, Sgt. Jim Baker. Phone 339-3178.

District Commissioner, Sgt. Don Bishop. Phone 339-2491.

Assistant District Commissioner, Cpl. Bruce Hetherington (Cubs). Phone 334-2675.

Assistant District Commissioner, Cpl. Don Haupt (Scouts). Phone 339-2833.

BOY SCOUT WEEK
21 February - 28 February

A full programme of activities was planned by the district and individual groups.

B-P Sunday is to be celebrated this year on 28 February and our annual district church parade to commence at 2 p.m. in the Native Sons' Hall.

Prior to going to press we have been notified of the following times for father and son banquets.

1st Comox Legion, 23 Feb.; 2nd Comox RCAF, 25 Feb.; 3rd Comox, St. Peter's, 26 Feb.; 2nd Courtenay United, 25 Feb.

Boy Scout Week will conclude with a District Apple Day on 27 February. So BE PREPARED to help Scouting and buy an apple.

"B.-P." Sunday Church Parade

February 28 is the date set aside to observe "Baden-Powell" Sunday and on that date our Cubs, Brownies, Scouts, Guides and Rangers will parade to the Station chapels for special services. The service in the Roman Catholic Chapel will be held at 9 a.m. and at 11 a.m. in the Protestant Chapel.

Members of the Scouting movement are constantly reminded of that part of their "promise" which involves duty to God. On a special occasion such as this, parents and all adult members of our community can help emphasize this aspect of Scouting by attending these services and demonstrating their support.

— Padre Pocock

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An Essay on Flight Safety — The Negative Factor

by F L P. G. DAVIDSON
WHY A FLIGHT SAFETY PROGRAM?

(1) The RCAF, in the period beginning approximately 10 years ago, introduced and implemented for the first time, a truly dynamic and widespread Flight Safety Program. The need for such a program became obvious when investigation revealed that many of the alarmingly high number of accidents were caused by inadequate supervision, faulty pilot techniques, poor knowledge of emergency procedures, and in some cases, carelessness or immaturity on the part of young and inexperienced pilots. Flight Safety has always been a consideration in the operation of aircraft, but never has it received so much emphasis as it does today.

(2) The aim of the program is to increase the efficiency of the RCAF by reducing the number of aircraft accidents. Today the accident rate in all commands in the RCAF is only a fraction of what it was ten years ago and this encouraging trend continues. To this extent the program has been tremendously successful.

(3) But have all the results been tabulated? Do the charts that show the decline in aircraft accidents stand alone on the positive side of the scale without any counterbalance, or has there been in fact a negative influence in certain areas. At first glance there is a very understandable temptation to accept the satisfying and tangible results as evidence of the complete success of the program. This complacency is not fully justified, however, when we make a careful examination of some of the more nebulous results which do not appear as statistics. This is an area, which by its very nature, defies positive definition, but one that nevertheless exerts a very strong negative influence.

(4) It is the purpose of this paper, therefore, to examine this negative factor and show how it has detracted from the total effectiveness of the Flight Safety Program. **ACCIDENT INVESTIGATION AND "PILOT ERROR"**

(5) In the early stages of the Flight Safety Program, accident investigation boards tended to cite the cause for accidents as "pilot error" even though there were other contributing factors. In most cases this assessment was justified, but the few excep-

tions soon gained notoriety throughout the air force and Flight Safety became synonymous with "pilot error" in the minds of many. The unfortunate result was a growing feeling that pilots would always be made to suffer the blame for an accident no matter what the circumstances.

(6) To compound the situation, it appeared that there existed no fair and equitable policy of disciplinary action, because certain pilots were punished arbitrarily for contributing in some way to an accident, while others guilty of a similar offence were not.

(7) These factors combined to produce a negative reaction. The program generated resentment and lost the confidence of those who felt that they had suffered an injustice at the hands of an authority they hoped to make a positive and personal contribution to flight safety. In certain cases morale was made to suffer, but most important, the program lost the active support that was so necessary to ensure its acceptance and success.

SUPERVISION — HOW MUCH?

(8) The Flight Safety Program has continued to emphasize the importance of proper supervision in contributing to the reduction of accidents. Unfortunately, many supervisors have made a very liberal interpretation of this policy as meaning that they should exercise almost absolute control over all operations. This attitude is to a certain degree understandable because it is motivated by a fear of criticism should the supervisor, even by the slightest laxity in exercising control, contribute in any way to an accident.

(9) If the supervisor is the strong, dogmatic type of individual he is apt to impose his will on the whole of the organization under him. Young, enthusiastic and capable officers lose their aggressiveness and positive spirit under this type of doctrine. The subordinate becomes content to do only what is expected of him, to work within a rigid framework and, at the risk of offending his superior or questioning his policy, to become discouraged and apathetic.

(10) Old methods and ideas are hard to change. A supervisor who operates under a

continuous fear of allowing his subordinates any freedom of thought or action is apt to resist change simply because change represents the unknown and is therefore to be avoided. He views any progressive or unorthodox suggestion in this light and is unable to resist the temptation to reject any proposal in favour of his own "tried and true" methods. In so doing he loses the respect and confidence of his subordinates, his organization is weakened, and efficiency is lost.

(11) He feels, also that by blocking every loophole and setting up a system of his own safeguards he is guaranteeing his own security. By imposing his own rules and regulations in addition to those sent down from higher authority he hopes to make a positive and personal contribution to flight safety. The training syllabus outlines very clearly what standard must be met before a pilot can qualify for a green or white instrument rating. Moreover, CAP 100 states the weather limits to be used by pilots holding such ratings. Some supervisors, however, have taken it upon themselves to raise these limits arbitrarily in an effort to ensure an even greater safety margin for their pilots. Surely this is tantamount to saying, "He may have an instrument rating, but I don't care who says he is qualified or what CAP 100 says, I don't think he is capable of flying to those limits." This is a completely negative approach because if what he says is true then our system of training pilots and prescribing safe limits is deficient; not the holder of the instrument rating.

STANDARDIZATION

(1) The Flight Safety Program has exerted a strong influence on the approach to training our aircrews, both in the Flying Training Schools and in the Operational Training Units. Standardization, as a manifestation of flight safety, has become a byword in flying instructing. It epitomizes the concept that sound, safe techniques and a reliance on a particular set of actions to take in

meeting an emergency will reduce accidents.

(13) For every lesson that the instructor gives on the ground or in the air the material that he is to present is spelled out to him in specific detail. For every manoeuvre that he teaches there is a rigid and detailed explanation of exactly how it should be carried out. For every emergency situation that he must cover there is a check list that itemizes point by point the steps that must be taken. The student is taught to accept the explanation of the material as

gospel, practice each manoeuvre exactly as shown, and to memorize the emergency procedures in his check list as he would memorize a piece of poetry.

(14) When a student comes up for a flying test he is told exactly which manoeuvres he is expected to perform, and because he has practiced each manoeuvre religiously according to his teaching, he knows exactly how he is expected to perform. Even if he should display good co-ordination, common sense, and proper air-taught to accept the explanation of the material as

(Continued on page 11)

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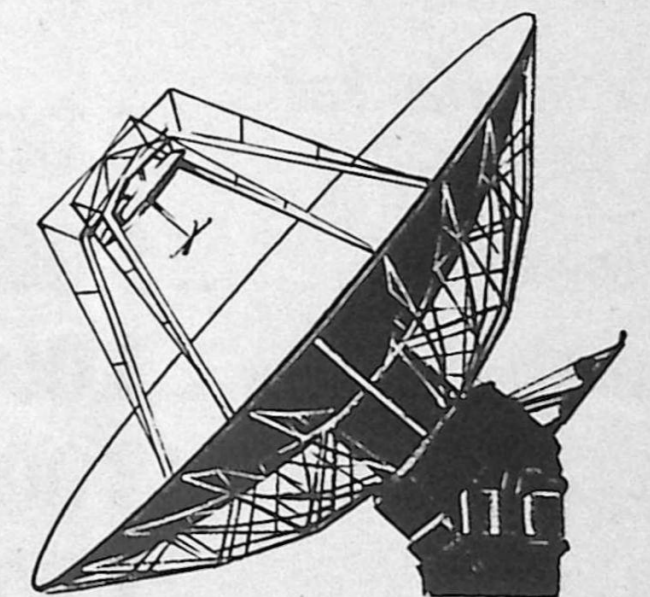
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Dependent's doings

By MRS. GEARY
This is a new column for this paper and anyone wishing to put something in please phone the Wallace Gardens Recreation Director at Local 372.
Say, these Teens have some good curlers among their numbers! Two weeks ago we had two rinks entered in the Interfaith Bonspiel and one of them carried home the Brian McCauly, skip, with Helen Foster (I understand she's never curled before!), Ernie Lawson and Tom Moore were our trophy bearers, after a very tiring day. Johnny Costin, skip, with Pam Rutherford, Janice Zaleski and John Perry also did very well but they met their match. It was a job well done and we are very proud of you all.
Ladies, have you a special dress you'd like to get into? (for me it's back into!) Would you like to lose some weight before the swimming starts this summer? (if we get one!) Has the doctor put you on a diet and you find

it hard to stick to it? (I never could without the whole family suffering and so the diet ends!) Are you "expecting" and would like to keep your weight down as much as is possible? Well, we have the place and the time to form a diet club that is recognized and encouraged by doctors all over America. If you are interested please phone me (Mrs. Geary) at Local 372 between 2 and 4 during the week or 334-3380 at other times.
Every Monday, Wednesday and Thursday from 1 - 2:30 there is skating for mothers and pre-schoolers at the Glacier Gardens. The charge is 25c for one adult with up to three children. It certainly is worth while to wander over. If you don't have skates see if you can borrow some and come out and learn how to skate, it's fun. If you can't do this, the fun is watching the wee tots learning to skate. They're fabulous!
A few 12- and 13-year-old girls have been getting to-

gether to play volleyball against Comox. With no coach the girls have been doing very well, losing each time by only two points (I'd say one but the kids tell me that can't be done in volleyball). If there's anyone who would like to help these girls out by coaching them, we'd sure appreciate it as we hope to have a few games before the winter season ends. Phone Local 372.
The Teenaires are working on a skit to be entered in Skattered Skits which will be held March 15, 16 and 17 at the CRA Hall. We hope everyone will turn out to see them and we're sure hoping that those who do go will consider them the best as it's a popularity vote. There's a strong possibility that our Folksingers will be doing a couple of songs between acts and they are worth hearing. They're good!
With the fine weather approaching, it's time to start on the track and field practices. We have the CFHQ competition and the Legion one and who knows what else! There's lots of them! We have one person who has asked to help out and would like a few more. We'd welcome any volunteers with open arms. Please phone Local 372 if you are interested in any way, shape or form.
This Friady (26th) will see another dance for the Teens in the PMQ School. This along with Teen Nite at Glacier Gardens takes in a lot of teenagers with room for more. It's really wonderful to see the job our Teens are doing and they deserve all the co-operation they can get.

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Thank you letter for marching mothers

The Editor, Comox (RCAF Station) Totem Times:
Dear Sir—On behalf of the recent Mothers' March Appeal I would like to express my sincere appreciation for your generous support in the campaign.
Returns being tabulated at this time are very encouraging, and we hope to reach the Provincial goal of \$275,000.

Once again, thanks for your very valuable assistance from all of us here at the Foundation, and the many disabled we can now help through our extensive program of services in 1965.

Yours sincerely,
DAVID M. CARTER,
President
The Polymytilitis and Rehabilitation Foundation of B.C.



OFFICERS' WIVES CLUB HAT SHOW — Pictured above in creations by Bette's Hat Shop, Courtenay. Left to right, Marie Dare, June Shoemeyer, Carol Adamson, Peggy Boyce, Mabel Rodgman and Gabrielle Lambert.

Airman has starring role in My Fair Lady

Alfred Doolittle, the Cockney lead in My Fair Lady nearly stole the show from a highly talented cast in both stage and film versions. Again the same character, this time portrayed by Sta-

tion Comox's very own Cpl. Al Burden, in the local Co-Val Choristers production of My Fair Lady is carrying on where Stanley Holloway left off... from all accounts that is. And we have very good reason to believe the reports as no less than eight airforce personnel are participating in the local musical and all are very complimentary of Al's performances during rehearsals. However the station personnel have the opportunity to see for them selves as the show is being staged at the present time.

It's good to read or hear our "our lads" doing so well on the outside, but why can't we utilize "our own" talent. It seems we are always searching for entertainment for our messes... how much effort do we put into the search?

THERE WILL BE A Pancake Supper

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SUN	MON	TUES	WED	THUR	FRI	SAT
X	1	2 HAPPY HOUR	3 BINGO	4 SPORTS FILM	5 WEEPERS GAMES NITE	6
7 COMBO BELLE CANTES	8	9 HAPPY HOUR	10 MOVIE IT STARTED WITH A KISS	11 EUCRE TOURN.	12 WEEPERS	13 ST. PATRICK'S DANCE
14	15 WIVES CLUB MEETING	16 HAPPY HOUR	17 BINGO	18 SPORTS FILM	19 WEEPERS GAMES NITE	20
21 COMBO DEBONNAIRES	22	23 HAPPY HOUR	24 MOVIE MAY HAS TWO LIKES VALANCE	25 BRIDGE TOURN.	26 WEEPERS	27 HOOTENANY
28 COMBO BELLE CANTES	29	30 HAPPY HOUR	31 BINGO	EVERY OTHER WED. IS CRIB TEAM HOME NIGHT		

BEST BUY BEEF
GOVERNMENT GRADED ALBERTA STEER BEEF
Retail Meat Sales
Home, Freezer or Locker Meats
By Side, Half Side or Quarter
LOCKERS AVAILABLE NOW
Central Cold Storage
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Coin Collectors' Corner

NUMISMATICS
I have the pleasant task of encouraging all of you who have thought of collecting coins, and even those who have not heard what NUMISMATICS do, to join us.
Few leisure hours have so much to offer. A world of the past and the present can be at your fingertips through a few dollars invested in well chosen coins. Chapters of Canada's past live again in her diverse numismatic series of early tokens and the fine decimal coins currently in use. Indications of the enjoyment to be had from such a pleasant and personally rewarding pastime is shown by an upsurge of popular interest in coin collecting. This

is indeed a good time to be a coin collector.

Coins are fascinating, but unfortunately they are grossly misunderstood. You often hear: "It is old, therefore it must be valuable". This reasoning is wholly wrong as coins dating back to pre-Christian ages are being sold for fifty cents whereas thousands of dollars are being paid for coins issued in the last forty years.
Value depends upon supply and demand. Age need not imply rarity as there are old coins which are more common than some of the more recent issues. A coin is rare when relatively few specimens are in existence. Rarity relates to the supply and demand. The demand side depends largely upon the popular series being collected. To some extent different series may go "out of fashion", and demand slackens. Happily, the current trend in interests has been extended to most series, especially to the familiar decimal coinage. Thousands of Canadians are searching their pockets for those elusive "key coins" needed to complete their one cent, nickel, dime, quarter, fifty cent and silver dollar collections.

Rarities make the headlines and get the attention at coin shows, but are only part of the story. Collections which are interesting and instructive can be built without expensive rarities. This is the reason why so many new collectors of modest income can find fascination in numismatics today.
Further articles about this subject will appear in future editions in the hope that you will become sufficiently interested to join the growing numismatic ranks.

NOTICES

COMOX FLYING CLUB

Recreational and Flying Training
Location:
Near PWA Terminal Bldg.
WELCOME VISITORS - ENQUIRIES

Manager - Roy Robertson
Ph. 339-2211, local 327, days
Phone 339-2038, evenings

SEWING machines to clear at \$17.50 and up. Treadle and portable and electric. Rent brand new machines for only \$2 weekly. See or ph. Dave Sawyer at Fletchers. Ph. 334-4711.

Flight Safety

(Continued from page 9)

(15) In every Flying Training School there is a Standards Flight dedicated in part to ensuring that every instructor teaches exactly the same material as outlined in the flying manual and that each student is being taught the one, accepted method of performing a certain flying manoeuvre. The more senior, experienced instructors are able to vary their approach slightly but only within the framework as laid down by the Standards Flight.

(16) Standardization is also a means of insuring that no student will be taught an incorrect or dangerous procedure and that each student will be taught all of the material included in the syllabus. Moreover, it establishes a fixed set of factors which can be used as a guide in assessing individual performance for a certain manoeuvre. However, because the principles of standardization do not permit any flexibility or latitude for individuality, the student who is a product of this system is stereotyped. His thinking and flying is controlled to such an extent that he can operate only along fixed and clearly defined lines. He is never required to display any initiative or originality because, as far as he is concerned, everything that he needs to know has been covered.

(17) But how will this man react later on when he is faced with a problem that is completely new to him such as an unusual emergency? How will he perform when he is called upon to operate under circumstances that he has never before experienced? Having been conditioned by a rigid and inflexible system under the guise of standardization, the newly trained pilot is very apt to make serious errors in judgment before he has had a chance to gain the experience necessary to sustain him.
(Continued Next Issue)

STATION THEATRE

Thursday, 25 February
Saturday, 27 February
Sunday, 28 February

ZULU

Stanley Barker
Jack Hawkins

MARCH

Tuesday, 2 March
GUNFIGHT AT OK CORRAL

Burt Lancaster
Kirk Douglas

Thursday, 4 March
Saturday, 6 March
Sunday, 7 March

EXODUS

Paul Newman
Eve Marie Saint
Sal Mineo
Tony Curtis

Tuesday, 9 March
THE HAUNTING

Russ Tamblyn
Julie Harris
Claire Bloom

Thursday, 11 March
Saturday, 13 March
MAN'S FAVORITE SPORT

Rock Hudson
Paula Prentice

Sunday, 14 March
DONOVAN'S REEF

John Wayne
Lee Marvin
Dorothy Lamour

MATINEE SCHEDULE FEBRUARY

Saturday, 27 March
GOLD OF THE SEVEN SAINTS

Clint Walker

MARCH
Saturday, 6 March
BEAUTY AND THE BEAST

TALL MAN RIDING

Randolph Scott

H. A. ROBERTS (Courtenay) LTD.

439 Cumberland Road Opposite Court House

THIS WEEK'S SPECIAL
2 bedroom home in Courtenay, close to school and stores. Full cement basement with drive-in garage. Large living room. Nice big lot. \$800 down. \$80 per month, in Courtenay.

COMOX — 3 BEDROOM
Near new home located close to school. Bright compact kitchen. Large living room. Automatic oil. Priced right at \$13,500. Terms arranged.

ISLAND HIGHWAY HOME
Attractive 3 bedroom home. Shake roof, carport, on 3 acres. Extra large kitchen with teak cupboards. Feature walls in large living room. Double vanity in bathroom. Full price \$14,700. Will accept trade for 2 bedroom home with basement having \$4,000 equity.

COURTENAY — 5 BEDROOM
Roomy 5 bedroom home with full basement and large bright kitchen, plenty of cupboards. Fireplace in living room. Priced at \$14,700. Owner will accept trade for smaller home in Courtenay.

\$1,000 DOWN — \$79 PER MONTH
3 bedrooms — large living room with dining area. Attached carport. Automatic oil heat — one block from school.

BUSINESS OPPORTUNITY
Thriving grocery store with attached living quarters. Ideal for operation by couple. Only \$10,000 cash required.

LOTS
Special price on fully serviced large lot in Comox. \$900.

FARM
90 acres timbered land with 4 bedroom house located on river and paved road close to Courtenay. Call Cy Goodwin for details.

If you are planning to build or need money to finance purchase of a home call John Regan 334-2471 to arrange your mortgage requirements.

We also have an excellent selection of serviced building lots in Courtenay and Comox.

Phone: 334-2471
Cy Goodwin: Evenings 339-2181
Don Thomson: Evenings 334-4621
Hal Helgason: Evenings 339-2178

H. A. ROBERTS (Courtenay) LTD.

439 Cumberland Road Opposite Court House

Two Easy-to-Maintain Broadlooms

Dupont Continuous Filament Nylon

Wool Hardtwist Loomed in Canada

Cleans easily, is moth and mildew proof and has been through Dupont N2 treatment for resistance to static build-up. Cut and uncut pile adds pattern interest to plain shades of dark beige, mushroom, copper brown, Oriental goldtone and autumn beige. Also in two-toned avocado, peacock blue and old goldtone. 12-ft. width.
EATON Semi-Annual Sale, sq. yd. **7.88**

Noted for great crush recovery and lasting luxury! Heat-set, tight-twisted yarns provide maximum resistance to marking. Every inch moth-proofed to protect your broadloom investment. Stock dyed in mink, sandalwood, doeskin, sand beige, aqua, copper goldtone, old goldtone, sage, light beige, nutmeg, quartz, green and golden olive. 9 and 12-ft. widths.
EATON Semi-Annual Sale, sq. yd. **13.88**
27" Carpeting, lin. yard **9.88**

Budget-Charge with NO DOWN PAYMENT. EATON'S Floor Coverings—

YOU CAN'T BEAT SUPER-VALU LOW PRICES

GOV'T. INSPECTED SMOKED
PICNICS Fully Cookedlb. **33^c**

Cabbage }
Carrots } *Mix and Match*
Celery } lb. **10^c**

Local
White
Potatoes lbs. **10 69^c**

HEINZ
Baby Food Case of 24 tins . . **2.29**
20 Varieties to choose from on display 1/2 case of 12 tins . . **1.15**

Nabob
Coffee lb. **79^c**

Sugar **79^c**
10 lbs.

BUY BETTER, SAVE MORE
AT YOUR COURTENAY

Prices Effective
February 25 - 26 - 27

