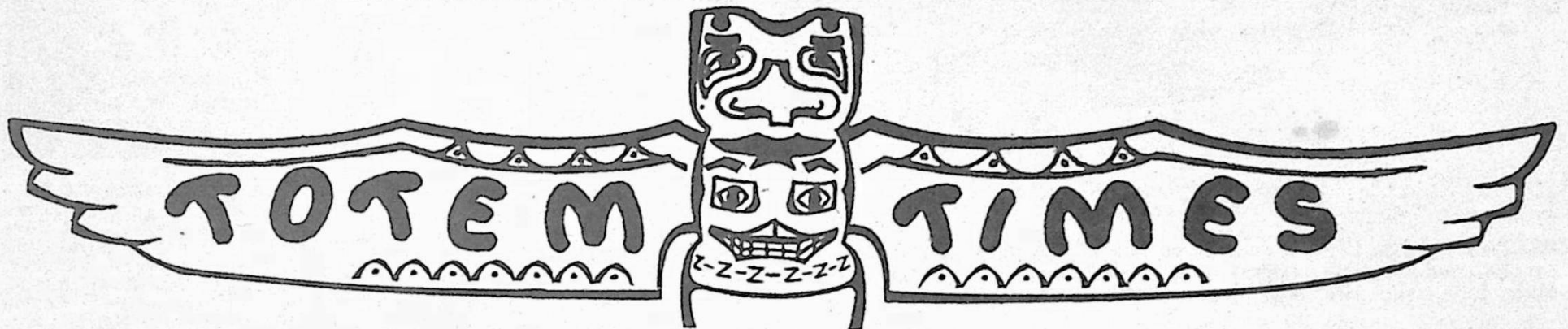


# WELCOME NIGHTHAWKS

For the second time since World War II, 409 Squadron is hosting a get-together for all ex-40 aircrew. The party will be held in the Officers' Mess, at the local golf course, and on the Straits of Georgia. Salmon, golf balls and John Barleycorn beware! The programme includes a welcome stag on Friday evening, a dance on Saturday, and a buffet supper on Sunday. During the weekend, golf clubs and fishing tackle are being made available to the visitors.

Evidence of the anticipation felt by those attending is the fact that three senior officers, G/C Ireland, W/C Inglis and S/L J. L. Lind are postponing their departures from Station Comox until the party's conclusion.

To all the "old sweats" who served with the squadron during and after the war, a hearty welcome goes with the hope that you'll all enjoy yourselves immensely while in the Comox Valley.



Vol. 6

R.C.A.F. STATION COMOX, THURSDAY, JULY 29, 1965

No. 13

## COMMANDING OFFICER LEAVES COMOX

### G/C Ireland to attend National Defence College at Kingston



**G/C E. G. IRELAND** is seen here signing the change of command document. Looking on is the Acting CO, W/C Drake, the Station Chief Operations Officer. W/C Drake will retain command until the arrival of G/C R. Turnbull in August.

On July 28th, Group Captain E. G. Ireland relinquished his position as Commanding Officer of RCAF Station Comox. In a ceremony in his office, G/C Ireland handed over control of the station to W/C W. L. Drake who will be acting Commanding Officer until the arrival of the CO designate, Group Captain R. S. Turnbull.

Born in Riverview, Ontario in 1921, G/C Ireland enlisted in the RCAF in May, 1941 and served as a pilot instructor until 1943 when he proceeded overseas. In England he saw action with 411 Fighter Squadron Flying Spitfires. For outstanding service he was awarded the Distinguished Flying Cross and the Netherlands Flying Cross.

Subsequent to the war he served as Officer Commanding Number 1 Operational Training Unit at St. Hubert, Quebec where he flew De Havilland Vampire aircraft. He served from 1951 to 1954 as a Staff Officer at Air Defence Command Headquarters and returned to active flying as Officer Commanding 419 (CF100) Squadron at North Bay, Ontario

where he received his promotion to Wing Commander.

In 1956 G/C Ireland led 445 (CF100) Squadron overseas from Uplands, Ontario to Marville, France. Prior to returning to Canada he served a further period as a Staff Officer at No. 1 Air Division Headquarters at Metz, France.

Following a Staff College course he assumed command of 409 "Nighthawk" squadron at Comox and in 1962 was promoted to the rank of Group Captain when he assumed command of Station Comox.

Wing Commander W. L. Drake was born and educated in Kingston, Ontario, where he enlisted in the RCAF in 1940.

He has had an extensive career as an instructor, night fighter pilot and as an exchange officer to Continental Air Command and Air Defence Command in the USA. He also spent a tour of duty at Metz, France and immediately prior to arrival in Comox was Air Attache in Moscow. All in all W/C Drake has served 25 years in RCAF uniform.



**409 O.C. TO SENNETERRE**—W/C G. Inglis, O.C. 409 Sqn. departs this week for 34 Radar Squadron, Senneterre, Que., to take over as C.O. W/C Inglis has been O.C. of the Nighthawk Squadron since October, 1962.



S/L KELLER



F/L HASTINGS



WO2 BUCHAN



SGT. WHITEHEAD



SGT. SMITH



LAC SPIERS

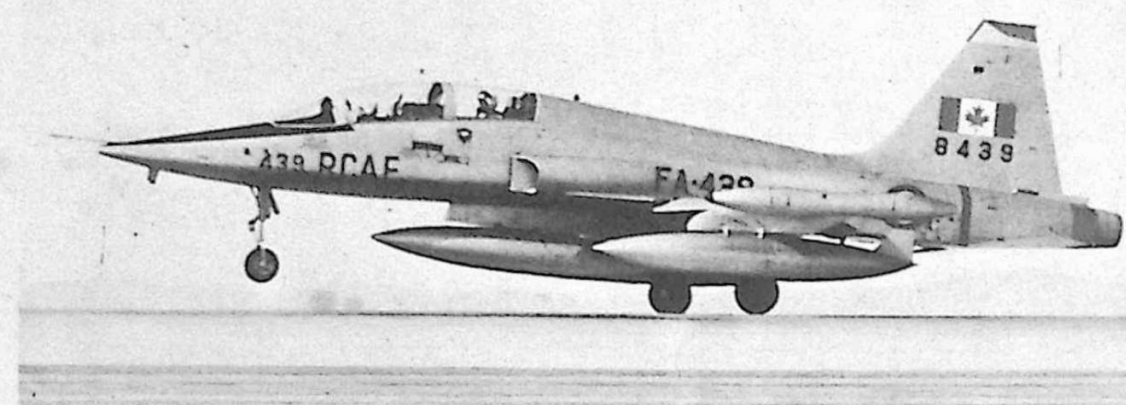
### Six RCAF personnel receive Bars to C.D.

Six Comox personnel were awarded bars to the CD at a ceremony held in the Commanding Officers office on July 28. The award signifies 10 years service

following award of the CD. The 22 year men are: S/L W. Keller, F/L F. Hastings, WOth Buchan, Sgt J. Whitehead, Sgt. A. M. Smith, and LAC A. J. Speirs.



## RCAF purchases 150 supersonic tactical fighter aircraft for ground support role



**VERSATILE** — The CF-5 is considered one of the most versatile aircraft in existence. It can be used for close support of ground troops, aerial reconnaissance, air-to-air combat, supersonic interception, or as either a tactical fighter or trainer.

### STATEMENT BY THE HON. PAUL HELLYER, MINISTER OF NATIONAL DEFENCE AND THE HON. LEO CADIEUX, ASSOCIATE MINISTER OF NATIONAL DEFENCE

The government has approved the procurement of the Northrop F-5 aircraft for the Canadian Forces. Built to Canadian specifications, the aircraft will be called the "CF-5". The multi-purpose aircraft will be used primarily in the role of tactical support of ground forces and as such will be a new plane for a new role.

Within the five-year re-equipment program for the Canadian Forces, \$215 million has been earmarked for the acquisition of approximately 125 tactical aircraft as outlined in the White Paper on Defence. The budget for the improved Canadian version of the F-5, which will have among other features, more powerful engines and an inflight refuelling capability, includes the necessary spares and support equipment for the aircraft to carry out its mission.

As they are formed, the CF-5 squadrons will be incorporated into Mobile Command, which will be responsible for maintaining combat-ready integrated land and tactical air elements capable

of rapid deployment in a wide range of contingencies, as required by Canadian foreign policy.

Most of the CF-5's will be single-seat aircraft but a portion will be two-seat machines, to be used as trainers. A feature of the two-seat version is that it will be capable of immediate use in a combat role if required.

The CF-5 will be powered by two J85-15 jet engines, each with a thrust of 4,300 pounds, and capable of providing speeds up to 1,000 miles per hour. The aircraft will have good manoeuvrability and will be able to land on and take off from sod fields or unprepared runways, and will have good single-engine performance.

Depending on the mission, the CF-5 can carry a wide range of conventional weapons—20-mm guns, missiles, rockets and bombs.

Other features include exceptional flight stability, low fuel consumption, low maintenance and training costs, wide availability of spare parts and a very low attrition rate.

Its range will be approximately 1,500 miles; 2,500 miles with in-flight refuelling. Included in the program is provision for in-flight refuelling.

The CF-5's agility, weapons mix, speed, ease of maintenance and versatile conventional (non-nuclear) capability made this aircraft the logical selection for the new "Global-Mobile" role of the Canadian Forces.

### STATEMENT BY THE HON. CHARLES M. DRURY, MINISTER OF INDUSTRY

Manufacture of the airframes and assembly of the CF-5 aircraft, which has been selected for the new tactical role of the Canadian Forces, will be done at Canadair Ltd., Montreal. Engines will be manufactured at the Orinda Division of Hawker Siddeley of Canada Limited, Toronto.

The CF-5 program will involve directly the employment (an average) of 2100 people per year in the Canadian aerospace industry during the four-year production program. Through an anticipated contribution of, at least, 60 suppliers, many hundreds of additional Canadians will be involved in the production of the CF-5.

Some Canadian companies are already associated with the United States F-5 program as sub-contractors. Under production sharing agreements between Canada and the U.S., it is expected that this participation will be substantially increased.

Production sharing arrangements have been agreed upon in principle with the U.S. authorities. It is envisaged that during the life of the Canadian CF-5 production program, Canadian expenditure in the U.S. will, as a minimum, be balanced by U.S. sub-contracting in Canada for the overall F-5 series of aircraft.

By 1966, eight countries will have versions of the F-5 series of aircraft in operational use. There are a number of nations considering acquiring a variant of the basic F-5 aircraft and it is expected that a number of these countries will make their decisions known soon.

The procurement of this aircraft coupled with the production sharing arrangements will have a beneficial impact upon the Canadian aerospace industry. This stimulus will maintain and enhance the industry's capability to continue supplying its products, both in the commercial and military markets in Canada and to other nations of the free world.

**TRANSFERRED TO COLD LAKE**  
Wing Comdr. Robert Geo. Middlemiss, 45, Montreal, on July 30 becomes officer commanding, No. 6 Operational Training Unit (Strike/Reconnaissance), Cold Lake, Alberta. He has been serving at Canadian Forces Headquarters, Ottawa.

There are no horses on air force payroll.



**NEW COMOX C.O.** — G/C Robert Steele Turnbull, 47, of Winnipeg, in August becomes commanding officer of RCAF Station Comox, B.C. He has been deputy commander, NORAD Seattle Sector Headquarters, Seattle, Wash.



**NEW 409 SQUADRON C.O.** — W/C William Horace Vincent, 43, of Winnipeg, will take command of 409 all-weather fighter squadron, Comox, B.C. He has been serving at Northern NORAD Region Headquarters, North Bay, Ont.

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## Nighthawks' Nest MSE Headlights

The dye is cast for the week end festivities that will launch the Nighthawk celebrations of their 24th anniversary. Recent reports have revealed that attendance will be far beyond original expectations. Some original Nighthawks have appeared literally out of the woodwork from wartime days and we are sure will contribute much to adding interesting tales of

### Flying Time

If you are an aircrew type with not too many years service and a boyish face, someone, sooner or later, is going to ask you either how long you've been in the air force or how many hours flying time you've accumulated. There is no worthwhile lie about length of service; either the CD and bar are up on the left breast or they're not.

There is an answer regarding the flying time. The answer is to fly propeller driven airplanes.

The new arrival on a jet squadron is subject to the censures of his past. He keeps meeting ex-students, if he was an instructor, or, if not, he meets people whose brown paper bagsful of sandwiches used to aptly describe their occupation on ground tours. When he meets them, of course, they have just completed their thousandth hour on the Neptune/Dakota, and they regard jet types as objects more of pity than contempt.

"How many hours have you got, buddy?" They asked in their carefully studied way.

To answer in chronometric fashion is to give the game away. Better to answer the purley rhetorical question with another of one's own. EG, "how often have you been absolutely terrified in an airplane?" This sort of question usually provides a contemplative moment during which it is easy to slip away to more appreciative company. If, however, there is no escape, and the answer must be given in number of hours flown, then be sure to qualify the answer by averting that flight in jets is infinitely more difficult, hazardous, and exacting, than in maritime/transport aircraft.

And it is, when an insipid RO ex-student tells you how he accumulated four thousand hours in a Neptune last year it pays to be polite and interested. It is, after all, possible that he learned something other than the frying of eggs and bacon to his captain's fancy. But how, oh how infinitely how, can he know the exhilarating moment of truth which arrives when the pilot has cut in the afterburners of the aircraft with which you're virtually unfamiliar and you go galloping slowly, faster, more rapidly, quickly, speedily, and ultimately inhumanly down the too-short runway assured of death but death-defying, until with a too-abrupt movement you're in the air. Oh graveless death, there'll be no sting in their victory; the speed arbitrates against it. In less time than it takes a transport pilot to switch on the No Smoking sign the jet is at forty thousand feet, and incredibly the pilot asks you what to do about the target, which, darn it, ground control has squealed on. In the good old days, you'd switch on your five cell flashlight and peer around the searchlight beam. Now you must suffer the agony of a g loading in excess of one and somehow manipulate the exotic controls of the radar set. The best thing about this part of the trip is that if you forget

the squadron's illustrious past. Some conversations could be one between a wartime gunner discussing the complexities of the rotation of Boulton Paul Defiant ball turret with a peach fuzzed squadron pilot who is attempting casually to pass on the geometry of a supersonic high altitude intercept. The conversation may go something like this:

"Sit up there and pay attention son, you ever been shot at son?"

"Well no Sir, but..."

"Let me tell you son, nothing like sitting there with the old tracers a flying about and not sure as who's on your side and who isn't, I tell you boy, one night I looked out and there she sat right in

Continued on page 11

how to turn it on, you can always blame the useless mission on the groundcrew: They're too resigned to hit you with the axe with which they're issued on graduation from Clinton.

And so back through thundercloud and freezing rain. Over mountain, lake, glacier, and ocean. Singing a racy quatrain of "Nearer My God to Thee," the pilot makes a simple approach look ridiculously complicated. You force a tense buttock towards the runway as the jet sits three feet above it; the force seems to help the centre of gravity, and you're down. You log one hour for the flight.

Compare that! Crab-eaters of Maritime; clock-punchers of Transport.

### BY DIPSWITCH

The MSE section is like a chameleon these days, changing, changing, changing (colour or otherwise). The otherwise in this instance is personnel. The MSE section wishes to welcome the following personnel to Station Comox and we hope that you and your families will enjoy your stay here. F/O G. B. Seccombe, wife Betty, daughter Sharon and son Michael, Cpl W. H. McIntosh, wife Amy and Daughter Christine, LAC R. M. Anderson, wife Irene, Sons, Stuart, Neil, Richard and James, LAC L. C. Hoyem, wife Ernestine and son Jeffery. Departures from the section: LAC Marshall and De Fraug to civvy street, LAC Dufaur to Mont Apica. On clearance at this writing is Cpl. John Harsley who is departing for civvy street. This writer along with many others in the section wish John and his family the very best in his new endeavour. The Harsley family are remaining in the district.

Another new occurrence in the past couple of weeks is a new FS Ernie Forman progressed to this exalted stepping stone through a lot of hard work, sweat, and tear, and to Ernie we can only say keep up the good work, remember Cassius Clay, "I'm the best, the greatest, etc." Saturday evening, approximately ten couples from the MSE section partook of the hospitality of the "Airforce beach" and enjoyed a weiner roast. Entertainment for the evening was supplied by the "Old Swede", Heinrich Grandberg. He reminisced

about years ago at Sea Island when he was stationed with Sgt. (Sam) Samuels and Sgt. (Pat) Paton. The RCAF sure has changed since then and many people sigh and say "thank God". (I think we are just getting older).

The weiners and buns were very good and also the refreshments.

On this theme this writer would like to dedicate the following poem to those with the untarnished halo's.

Appreciation For The Other Man Perhaps he sometimes slipped a bit;

Well, so have you.

Perhaps he sometimes ought to quit;

Well, so should you.

Perhaps he may have faltered; Why?

Why, all men do, and so have I

You must admit, unless you be That so have you.

Perhaps if we should stop and think,

Both you and I, When painting someone black as ink,

As some folks do.

Perhaps if we should re-collect Perfection we could not expect; Just like man, half-way correct; Like me and you.

I've done some things I never should, And so have you.

I'm just a man who's fairly good;

I'm just like you. But thank the Lord, I've sense to see

The rest of men with charity. They're good enough, if good as me

And men like you. **SAFETY HINTS**

(By Safety Sam)

"Obey all traffic signs but be sure you think at all times.

Don't be the defective part of your car. Being a dangerous driver doesn't decide who is right, but only who is left!

Traffic conditions will improve only when there is more co-ordination of horse-power and horse-sense."

**TRANSFERRED TO OTTAWA**

Gropp Captain James Ivor Davies, 44, of Winnipeg, in September transfers to Canadian Forces Headquarters, Ottawa, for personnel duties. He has been Canadian Air Attache in Tel Aviv, Israel.

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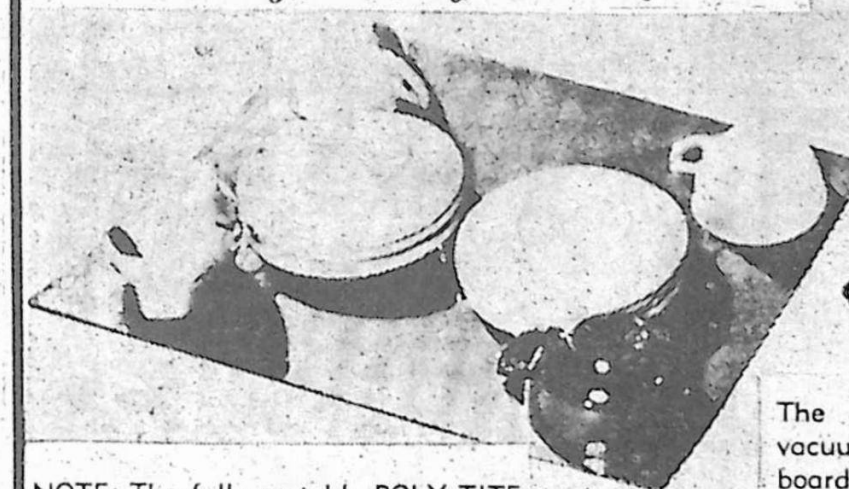
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The editorial staff of the Totem Times solicit contributions from any reader of the newspaper. Contributions must be in the Monday of the week of publication. Photographs, general interest articles, or any other material likely to be of interest to station personnel and their dependents should be addressed to:

"The Editor,"  
Totem Times,  
R.C.A.F. Station Comox, B.C.

## Pride in 409 still remains

These are fast moving times for air force personnel. Integration has intensified the problems of a peace-time organization, and the traditional rewards of promotion and security have either become virtually unobtainable or are so modified that it is difficult to decide whether one is going to be promoted or released at any given time.

When a person joins the air force he does it for any number of good reasons: Economic, an urge to fly, a chance to travel, or simply because he thinks he may be useful to society in that capacity. During the indoctrination process the inductee is inculcated with service traditions, customs, and requirements, and he begins to think he is a part of an organization which sustains its morale by its steadiness. Integration, regardless of its efficiencies and challenges, nevertheless affects the tenor of tradition within units of each of the armed forces.

It is, therefore, a pleasure to observe the arrangements being made for the second reunion of 409 Squadron. That retired and serving R.C.A.F. personnel are willing to travel from every corner of North America to attend the 24th birthday party of the squadron most emphatically illustrates the pride they must feel in having belonged to such an outfit.

Servicemen all have their several challenges within the service. There are innumerable courses to be taken and seemingly innumerable superiors to satisfy. The 40-hour week exists only in the corner of our hearts which we reserve for all such utopian schemes. Civilians could provide us with far more money, far less work, and far more adulation.

What they can't provide us with is the pride that comes from serving with or having served with a top-notch group of people to whom the excellent performance of a job worth doing meant the acme of satisfaction.

Happy Birthday, Nighthawks.

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## 117,225 Canadian war dead are buried in 70 different countries

There are 89,826 Canadian dead of both world wars who are buried in individual graves in no less than 70 different countries, according to the records of the Commonwealth War Graves Commission. The C.W.G.C., of which Canada is a member, is the agency responsible for the marking of all Commonwealth countries' war graves and the commemoration by name of those of the fallen who have no known grave. There are 27,699 in the latter category, making a total of 117,525 Canadian war dead in the two world conflicts.

Most Canadian war dead rest in France, Belgium, Italy and the Netherlands, but there are also many Canadian dead of both world wars buried in Canada and in Britain.

France has the greatest number — 39,464 — of whom 31,566 died in World War I and 7,898 in World War II.

Canada ranks next with 12,544 graves — 6,148 for World War I and 6,396 for World War II. In the third place is Belgium with 11,781 — 10,018 of World War I and 1,763 of World War II.

There are 9,348 Canadian war dead in Britain — 3,768

died in World War II.

At the other end of the scale, Brazil, Bulgaria, Iran, Guinea, French Somaliland and Thailand each have only one Canadian serviceman of World War II buried within their borders.

The total of 89,826 Canadian war dead does not include a further 27,699 "missing" of both world wars who have no known resting place and who are commemorated on memorials in various countries.

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## What is a Nighthawk?

On the occasion of the second squadron reunion of 409, it is perhaps fitting to consider what the current squadron aircrew members look and act like in comparison to that other species the civilian.

Firstly, the work routines. Civilians, we gather from reliable sources, work about forty hours a week. They are concerned with television, security, automation, Viet Nam, and the Beatles. And deodorants, low calorie soft drinks, bad breath, and the care and feeding of the innumerable tigers whose essence they pump in their automobiles.

Nighthawks, being simultaneously tigers, are not-overmuch concerned with their essence. After an eighty hour workweek they talk about television, security, automation, Viet Nam and the Beatles whilst reeking of the toll they've just performed drinking fattening beer, and exhaling the cheapest cigar smoke in the country.

Modes of dress? Civilians wear various subtleties of black and white to work. Nighthawks camouflage themselves in orange.

Whereas civilians are worried about social status, Nighthawks aren't. They are an ignored elite of their own. They are garrulous in the extreme, and hilarious in their attempts at objectivity during arguments. Superior officers are discussed in terms of affectionate opprobrium, unless they are not Nighthawks, in which case they are not discussed at all. If there is a pecking order it is determined by the length of time one has been a Nighthawk. Those who have not been on the squadron long have, at least, been on it, and are allowed brief periods of discussion with their more senior brethren.

Civilians have many different jobs; Nighthawks confine themselves to flying a funny looking airplane called a Voodoo. No one knows why the airplane is called a Voodoo, but then no one knows why they're called Nighthawks either.

Nighthawks are liars. They lie about how they're going to quit smoking, how much in debt they are, who fell in love with them last week (and why), how much alcohol they can drink without toppling their nonexistent gyros, the purity of their singing, their athletic ability, and

Tiger, tiger, burning bright, Just what lies told you tonight? In whose sleep did you intrude Without apology: How rude.

What most mortal hand and eye Took its Voodoo in the sky, Intercepted o'er Howe Sound, And flew it back, But upside down?

Who the Neptune crew did scare And said he did it on a dare, Splashed a Search and Rescue Dak, And flew through all That seagull flac?

What blushing Nighthawk boy bambino Boomed the lighthouse at Tofino, Vancouver saw an UFO, But we're all sure It wasn't, though.

Terror of Pacific skies, Cynosure of Island eyes, Pardon us for cracking wide, On you there can't be Many flies.

## Senior NCO's Corner

BY "BFTSK"

The mess stake-out which was to be held at the Airforce beach July 17, 1965 had to be held in the mess due to the uncertainty of the weather. It was attended by approximately 200 members and guests. The writer did not partake of the steaks but persons he spoke to that evening remarked on the excellent quality, tenderness and taste of same. Of course no entertainment in the mess could be without the odd disgruntled patron and of course yours truly met up with him. As a member of the committee (me) his complaints fell on deaf ears. The mess (kitchen) are to be complimented on the splendid way the steaks were cooked and the rest that went with it to make the meal a huge success. The music was supplied by a new group to the area who call themselves the "Variatones" and they had the mess really rocking (A young-fellows viewpoint). All in all everyone there seemed to be really enjoying themselves.

their pugneousness. As a result and expensive recording system was installed to see if their practice kill rate was as low as they swore to Zeus it was. It wasn't.

What else are they? Terrible fishermen, good friends, indifferent golfers, pathetic philosophers, and the world's best Crud players. They are hated by pacifists, admired by schoolboys, tolerated by amused wives, and the objects of ill-disguised envy by every other aircrew type in the service.

Pity the poor civilians.

Sunday evening, August 1, 1965, your entertainment committee is going to attempt another first. There is going to be a late evening cocktail party. Time 2000 hours, orchestra in attendance from 2100 hours - 0100 hours. Hors D'Oeuvres and later in the evening - light snacks.

Dress - Jackets (sports), slacks, shirt buttoned at neck. Suit, shirt buttoned at neck (with or without tie), women - suitably attired.

Once again this affair will cost you nothing, come out and enjoy a Sunday evening in your mess. The mess committee wishes to welcome all new members and their families to Station Comox and our mess. We hope your stay will be a pleasant one and that you make it a point to attend our mess functions. The "Vas you dere Sharlie" draw seems to have gone by the wayside the past few weeks. A check will be made of the monies up to date and perhaps instead of Saturday nite the 31st of July 1965 we will draw it on Sunday, August 1, 1965.

The ball team went down to a 2 to 1 defeat in the 3rd game of the semi-finals, bowing to the airmen. The game, if the playing is indicative by the low score, must have been a real heads-up ball game. Wo2 Mitchell is to be congratulated on the splendid showing the "old fellows" made during the series; they had the staying power which the younger officers in the Officer's Mess seemed to lack. So what you lost in one area I think the "Old Sweats" gained back in another.



**409 NAV. LEADER TRANSFERRED**  
S/L J. Lind, Nav/Rad leader of 409 Squadron leaves very shortly to attend staff college at Kingston, Ont. He had to relinquish early his position of PMC of the Officers' Mess to correspond with his transfer notification. S/L Lind has been a stalwart with 409 Squadron since 1961.

We probably all need a haircut.

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Comox Church, 0900 and 1100 hours

Courtenay, 1100 and 1700 hours  
Cumberland, 0900 hours

**Daily Mass**  
Chapel, 1205 hours, Tuesday to Friday

**Saturday Mass**  
Chapel, 0900 hours

**First Friday**  
Chapel, 1635 hours  
Feast of Obligation  
Chapel, 1135 and 1635 hours

**Confessions**  
Chapel, 7-8 p.m., Saturday evening and before each Mass

**Baptism**  
By appointment, phone local 274

**Junior Choir Rehearsals**  
Saturday, 10 to 11 a.m.

**Nursery**  
Parish Hall, 9 a.m. Mass only during the summer months

**C.W.L.**  
Resumes in the fall

**Catechism**  
Resumes in the fall

**K. of C.**  
2nd and 4th Monday, at 8:00 p.m. in the Canadian Martyrs Church Hall, Courtenay

## CROSSWORD PUZZLE

**ACROSS**

- Young seal
- Singing organization
- Shrinking
- Room
- Large artery
- Crusted dish
- Merit
- Judges
- Corner
- Diet
- Not those
- Military reviews
- Artificial language
- Inscribe
- Son of Jacob
- Blunder
- Because
- Soak flax
- Continent
- Take away legally
- Concerning
- Offers
- Talks bombastically
- Large lizard
- Verdi opera
- Join
- Add sugar
- Bronze in the sun
- Priest's vestments
- Two (prefix)
- Urges
- Meeting place
- Hitherto
- DOWN
- Slow-paced horse
- Rubber tree
- Artificial jewelry
- Tips over

**ANSWER ON PAGE ELEVEN**

## Dateline Vancouver

The roll of Expo thunder is beginning to be heard across the West. In Vancouver, T. J. MacKinnin, regional director, has told the Expo story in the past few months to: Victoria Gyros; Victoria Canadian Manufacturer's Association; Pentecost Kiwanis Club; Pentecost Lions Club; New Westminster Chamber of Commerce annual meeting and to individual mayors and reeves from B.C. during their visit to the Expo site in Montreal.

Ron Gadsby, information officer for Western Canada, has added a few rumbles as well. He spoke to a National Film Board Adult Education Group annual meeting and has put on the rails a program of student speeches in Provincial High Schools. More about this later. He also addressed the Vernon Lions Club on May 20th.

### NEW COMMANDING OFFICER

Wing Commander Douglas Warren, 43, of Nanton, Alta., in August becomes commanding officer, RCAF Station Baldy-Hughes, Man. He has been serving at Canadian Forces Headquarters, Ottawa.

- |                        |                   |
|------------------------|-------------------|
| 9. Fast driver         | 28. Headress      |
| 10. Pronoun            | 31. Telling       |
| 11. Affirmative        | 32. Weirdest      |
| 16. Gaelic             | 36. Name entrance |
| 18. Of an era          | 38. Manufactured  |
| 20. Exaggerated comedy | 41. Select        |
| 21. Discourse on       | 45. Impresses     |
| 22. Stead              | 46. Shoshonean    |
| 23. Remains            | 47. Find fault    |
| 24. Undecided          | 48. Discern       |
| 25. Turns inside out   | 49. Sheep         |
| 25. Locations          | 50. Insect's egg  |
|                        | 53. Alternative   |

Piece de resistance for the past two months was the visit of N. R. Crump, chairman of the Board and Chief Executive Officer for CPR.

Mr. Crump spoke to the most largely attended Board of Trade meeting to be held in Vancouver this year. His message was enthusiastically received and in a special television interview (following a full blown press conference for all media) Mr. Crump did a superb job for Expo. He was questioned by Doug Collins, a skilled CBC interviewer and his impact was dynamic.

Arrangements are being worked out with the Grey Cup winning B.C. Lions to stage an Expo spectacular as a half-time show in the Alouette-Lions game in September. We are working with Gordon Hilker to make this a good one which can conceivably be staged at stadiums across the football country.

Personal contacts with officials of the Vancouver Kiwanis Clubs has resulted in initial steps being taken to have Kiwanis - sponsored in Expo's five bandshells. This could snowball to national proportions.

Visits to weekly editors in the West have disclosed a reservoir of latent interest that is ready to be tapped. More weekly-slanted stories will do it in conjunction with personal contacts. These busy people like us, want to help us and will do so in increasing volume.

## S/L Bowman retires

S/L "Hal" Bowman was presented with his retirement gift from 409 Sqn. by W/C Moore at a mess dinner on July 24, 1965.

S/L Bowman has served with the RCAF since September 1941 when he joined the active reserves and was subsequently transferred overseas. After the cut-back in 1946 S/L Bowman was changed to the active regular forces.

During his long and varied career he managed to spend most of his time with the maritime forces. After finishing a number of tours on the east coast he came to 407 Sqn. Comox in July of 1961 where he became Chief Radio Leader for the squadron.

S/L Bowman is well-known by station personnel and the local fishing enthusiasts alike. He has always been an active and

willing participant in the mess life and it is with sadness we say our fond adieu.

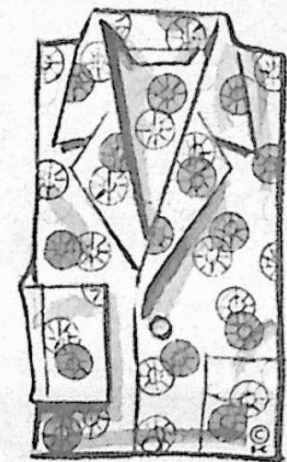
The best wishes to you and your family from all those who knew you best and from the squadron people who worked so closely with you.



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## 121 On Tap

Well the pussy-foot' in around here has turned into some real tiger-thumping. Memos and transfers have been flying around here like they're going out of style. First: welcome to Flying Officer Rick Edwards, a new Dak driver. F/L Jim Howden and F/O John Brennan are being transferred to the boat school and subsequently to 121 search flight. F/O Paul Calloway is on his way to River, Manitoba for a "Chopper" course and F/O Brian Atkin has now received word that his services are required at 412 Squadron, Ottawa. F/L Tom Glaister has decided to join the civilian ranks a year early and will be taking up residence in Vancouver this fall.

A rather interesting search was held a couple of weekends ago when a pilot and three companions were getting some mountain experience. (They got it). Now mountains in their place are beautiful, adorable and all that, but if you add to that mountain one part cloud and one part airplane, all you end up with is 1000 parts airplane. This usually is not so adorable. Luckily a 3-point landing was made in an oblong fir, and all survived without any serious injuries. Two were capable of walking out and guiding air searchers to the approximate area where the tail

**AIRMEN RECEIVE C.D.s**  
S/L Brown, C.O. of 121 K.U., recently presented C.D.'s and bars to the C.D. to the following personnel: Sgt. (now FS) Bumby of Viscount, Sask.; LAC Chisholm, of Victoria, and LAC F. Greene, of Trail, B.C.



LAC Greene



LAC Chisholm

section was finally located by F/L Glaister in Albatross 9306. The Doctor, F/L Cummings, and Sgt. "Doc" Savage were winched down from the Labrador helicopter and attended to the two injured men. F/L's Campbell and Neil hovered above until all were picked up, thus ending another memorable chapter in the heroic antics of 121.

An impromptu rescue was performed the same weekend by a few of the naves of 121, namely F/L Joe Scoles, F/O Mike Mole and your's truly along with F/O Brian

Kilgor when F/L Dick Hedley decided to play submarine with his 14 foot runabout near Tree Island. It went down nice but the miserable thing wouldn't come up worth a darn. After a bit of brawny help righting the craft and a few good belts of scotch nobody seemed the worse for wear, except the sandwiches which were a little soggy. C'est la vie!

When buying a used car, the prospective purchaser should get a firm grip on his courage.

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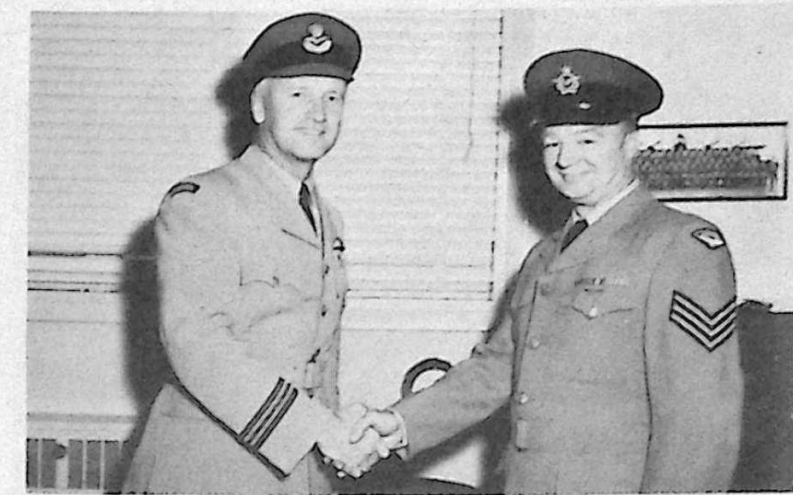
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## Tri-Service Fishing Derby



**CAPTAIN WILSON** receives the Chump trophy (Furlined Pot) from S/L Bing, CAdO. The trophy is presented to the team who comes in last position. They fought hard, but could not out lie the other fishermen.



**S/L BING**, CAdO, presents to Mr. Max Drewoth the trophy for the largest fish caught in the Tri-Service Fish Derby. Mr. Drewoth caught his 6 lb. 11 oz. salmon the last day of the derby. His secret is the harmonica he plays to the fish.



**THE WINNING TEAM** for total catch by weight was won by the Navy in the Tri-Service Fish Derby, which was hosted by RCAF Station Comox on the 23, 24 and 25 July. S/L Bing, CAdO, presents the trophy to Leading Seaman Grozier and Blin. Also each member of the team was presented with a Henry Smith Special lure.

## Sports by Stan

### SOFTBALL

Intercession: The league schedule ended on the 6th of July. Four top teams were picked to compete in the semi-finals. Headquarters took first place honors, Teens placed second, 409 Ground third and 121 Ground beat out Armament in the final game to put them in fourth place. The semi-finals were scheduled with first and third place teams competing and 2nd and 4th place teams competing. The semi-finals were a best out of 3 series. Headquarters took two straight games against 409 Ground and 121 Ground also won over the Teens 2 straight. Now its Headquarters Versus 121

Ground in the finals which will also be a best out of three series. First game is scheduled for July 27th.

Intercession: The Intercession League also ended on July 6 with Cpls Club taking home first place honors, Totem Inn came in second, Sgts. Mess third and Officers Mess was fourth. Three top teams were scheduled for the semi-finals with the top team getting a bye into the finals. The Sgts Mess gave the Totem Inn quite a battle in the semi-finals, but to no avail against the young players on the Totem Inn Team. The full three games were played and Totem Inn too the

win. In the finals, the Cpls Club beat out the Totem Inn two games straight to put them in the winner's circle for the 1965 Intercession League.

### FISHING

Tide schedules and weather forecasts were studied as 24 members of the Tri-service Fish derby took to the water at 1200 house on Friday, July 23. Four teams competed in the derby, Navy, Army and two RCAF teams. Pickings were slim and the fish were not co-operating and the lines were reeled in mostly to remove help and seaweed. All in all the derby was quite successful, even without the fish. The Navy team consisting of Captain Chicken, Lieut. Commander Ball, CPO MacKay, CPO Brown, L. S. Blin and L. S. Grozier, took the honors of first place with a total catch of 54 lbs. 2 ozs. I think it is appropriate that they should win the trophy, they live on the sea most of the time. Now if it was duck shooting or something similar where it involved the air, then the Air Force probably would have won. Largest fish was won by Mr. Max Drewoth, civilian employed in the Combined Mess. He caught a 6 lb. 11 oz. salmon on the last day of the derby. The Army team came in last place with only a total catch of 15 lbs. 5 oz. and thus took back with them the "Chump" trophy, a fur lined pot. Some of the more ardent fishermen travelled up as far as Campbell River since there was no limit on location, but found it just as unsuccessful as in the local waters. Congratulations to the winning team and we hope to see you again next year. Its always better next year.

## Demon Doins

The life of the officers' mess was again rejuvenated by a successful mess dinner held in honor of G/C Ireland on the occasion of his transfer. It was a day of wine and roses. A/C Weston was the guest of honor.

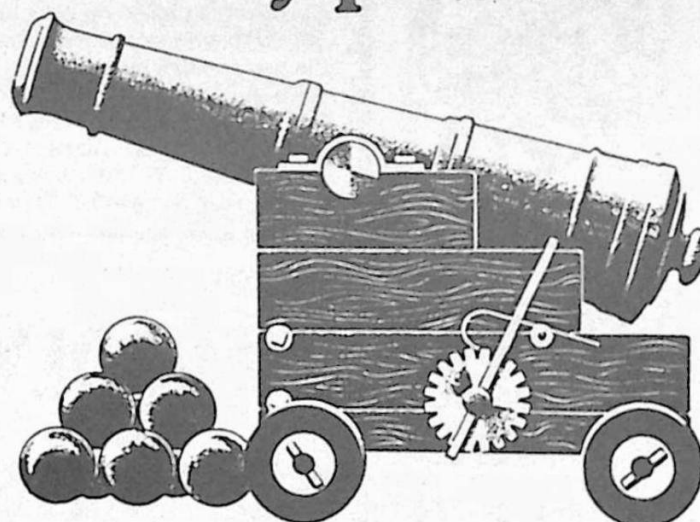
Lately 415 Sqn. has been the primary parking problem on the station. With their big Argus and the great number of crew members both the flight line and bar officer were caught short. Apparently they will be still coming in the near future. The squadron is running short of squadron funds for entertainment — combined with the visiting P5Ms, the fund will be dry very soon.

During summer holidays, everybody is doing some extra work. I heard F/O Gionet will be acting PadO while Jim goes on leave. F/O Jollymore is doing a marvelous job for Operations while his crew is on leave. Now that Sid is back to work the programming business is back to normal if we could call it this way.

We heard that crew 7 got that hosting business aced. The CO was very pleased at the turn out; and I suggest that all captains nominate John for permanent host crew.

Here are a few news items from Operation. Ken Murkley apparently is transferred back to 407 Sqn after his tour in Pagwa. Jim Wood is a bad influence in the mess on operations staff. Don Hansen has spent some very peaceful holidays in hospital from the result of a very exciting wedding.

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## DEPENDANTS DOINGS

With 335 children, 4-12 yrs. old, registered in the Summer Program, we have seven very busy Senior Leaders. With the help of our Junior Leaders, the program is going very well. As this is a "something to do when I feel like it" program, everything is on a day to day basis with no week-long projects. Of course, not having the use of the school created quite a change of plans. But then, kids during a holiday, shouldn't feel they "have" to attend something like this anyway.

### Senior Leaders:

WeeTads, Lyne Dempsey, Linda Yates.  
Sports—Marilyn Rose, Valerie Jones.

Crafts — Marian Dempsey, Helen Foster, Sharon Leuszler.

### Junior Leaders:

Cathy Mayne, Valerie Simpson, Tim Dunbar, Barry Craig, Rena Mitchell, Carol Wirt, Tim Schentag, Debbie Thompson, Lynne Smith, Linda Prokuda, Donna Foster, Debbie Mitchell, Lynne Ralwet.

The swimming buses are operating at a terrific loss and, at this time, it seems like it's really not worth the time and effort that is put into it. Through the goodwill of the CRA and those who worked at this end, you were able to have a certain time set aside at the CRA pool so that it would be more convenient to get groups of children in by carpool or bus. It seems that the majority would rather supply their own transportation so, really, I see no reason for these arrangements next year. Mind you, many will go without lessons and we feel badly about it but we need the majority to participate, not the minority. It costs us money and that stuff is hard to come by in this line of work! Bus monitors, Maureen Doonan and Beth Rutherford, did an excellent job. Maureen concentrated on her job so much that one morn-

ing, when she got to the bus, she discovered that she had two different shoes on!

People are funny, as you find out in this job. Many see that their children are able to take advantage of opportunities as well as some of the other children who, for various reasons, cannot. Then there are the parents who depend on those good-natured ones when they themselves are quite capable. And then there are the few who can louse all plans up. They want nothing but "free gratis" with no call to help out! There are enough of the

latter group to ruin a lot of opportunities. For the last two groups: your kids are suffering more than you would if you took the time out to help them gain experience and knowledge that will make them better citizens in the future.

We have Activity Crests and Bars to pass out. Would the baseball, softball and Judo coaches get a list of their participants in to me so that they can pick these crests up and pass them out. Please remember, my phone number until the 27th of August is 339-3743.

American air force personnel at RCAF Station Comox are not paid nearly as well as their wives and we think.

## Celebrating Our 10th Anniversary

Pacific Coast Cleaners Ltd. would like to take this opportunity of thanking all R.C.A.F. personnel and our many customers for past patronage in the past ten years. It is our intention to provide the best in new dry-cleaning concepts so that you, the customer, will, as in the past, receive the finest in dry-cleaning. Thank you for your patronage.

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Comox — New three bedroom home. Good location, close to schools, stores and churches. Large living room with feature wall. Sliding glass doors to patio off dining area. Automatic oil heat. Large utility room. Price \$13,400, \$2000 down, \$100 a month.

Revenue property — Five units in all. Three lots, 312 feet of highway frontage. Present revenue is \$250 per month. Excellent opportunity to increase number of rental units or start your own business. Price \$23,000, \$8000 down, \$150 per month.

Courtenay — Three bedroom split level home, close to schools. Large living room with fireplace and feature wall. Finished rec room, utility and storage on ground level, automatic oil heating. Tastefully decorated throughout. N.H.A. mortgage. Price \$16,800, only \$2300 down.

Comox Special — Move into this three bedroom home on August 1. Only two years old. Shake roof, carport, storage area, automatic oil heat, all large rooms. 220 volt wired. Price \$11,500, \$1000 down.

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**A group of boys** playing the very popular game of Cosom Hockey.



**Marilyn Rose** leading a group of boys in a sing-song with Val Jones assisting.

## ATTENTION EMPLOYERS

The Workmen's Compensation Act of B.C. requires employers carrying on business in British Columbia in any industry within the scope of the Act to register with the Workmen's Compensation Board of B.C. Any employer who refuses or neglects to do so may incur severe penalties because if his employee were to be injured, the employee would still be entitled to Workmen's Compensation benefits, and the employer would be liable for the full cost of such benefits.

This requirement applies to anyone employing workers in industries covered under the Act, irrespective of the size of the business or even if help is hired only on a part-time or casual basis. Some of the industries affected include the operation of laundromats, motels, cafes and restaurants, retail stores, service stations and garages, transportation and like service and trade industries as well as the primary industries of construction, manufacturing, logging, mining, etc.

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## How It All Began

A STUDY OF HOW ONE TECHNIQUE MOVED FROM THE FIELD TO HEADQUARTERS, WHERE, OF COURSE, IT BECAME POLICY.

This "How it all began" article deals with the prepared briefing. Almost certainly we have all attended one or more briefings and conferences in our careers; where even the laughs are written in on the master briefing plan. For a while, this story could not be told, for it is always difficult to isolate the germ of an idea to its inventor. Fortunately, the editors of the Totem Times overheard the author of this article in conversation with a Comox Senior NCO. Although retired, the author was glad to provide our readers with this bit of service tradition. If any of our readers are aware or took part in similar firsts, such as the writing of the first memorandum, or who invented the M & IAO, please forward your contributions to this newspaper.

The Wing Commander spoke to the Squadron Leader and he got out one of our lengthy circulation slips and pinned it to an official Minute Sheet and wrote on the Minute Sheet that there was a conference to be held in the Conference Room next Thursday at 3 o'clock p.m. and all personnel shall attend.

I suppose if you got a circulation slip with that sort of information only you wouldn't be particularly surprised, but our Wing Commander was getting on in years and his opinions on the need for conferences were well-known and negative. We hardly ever saw our Wing Commander: He left us alone and we didn't bother him. As he said, "I don't know how, but I know why".

We, of course, were just the opposite. Someone had once explained the process of indirect control, such as ours, by referring to it as the "Laissez-faire" approach to leadership. Whatever it was, it was comfortable and secure. Promotions in our shop were so sparse as to be merely rumours, and Com-

manding Officers' parades were looked upon by us as faintly quaint anachronisms. Several of the officers in our section still had beltless raincoats and belted greatcoats and those of us who still had some affected liberal-arts type hair.

The Wing Commander, D/Stats OrgMacets&Fin-1, had recently read all the James Bond novels and liked to be referred to as M. He had assigned the rest of us double-oh numbers. His office was located as far away from the rest of us as the physical location of our building would permit. Early in his career he had discovered the efficacy of Flight Sergeants, and he refused to have an officer as adjutant. His F/S, 007 in the parlance of the Wing Commander, maintained direct liaison with us through an inefficient intercom system, and what with the yelling, the static and the imperturbable formality of 007 we seldom got through to the Wing Commander. A recent Staff School graduate who was posted in during our summer rush season called it Command By Procrastination, but we sent him to Coventry, on exchange, where we hear he is doing well.

So most of our business was done by 002, our Squadron Leader. He was of the old school, gazetted a Pilot Officer in 1939 after several years service as a Boy, he had become an Observer and still kept a photograph of his favourite navigation aircraft, the Lysander, in a frame over his desk. He held with formality and against innovation. 1500 hours was good enough for the navy, perhaps, but 3 o'clock p.m. was suitable for invitations, letters to civilians, and interoffice communications as far as he was concerned. He bitterly regretted the provision in QR(Air) forbidding him to grow a large moustache, and he liked to talk of the time when, in obedience to KR(Air), he had demanded fodder for his horse from the Commanding Officer of a bomber OTU.

It goes without saying that

002 was not a conference addict either.

We held a meeting in my office, a bunker in the basement near the coffee shop, to analyse the communication. 0024 thought that the Wing Commander was going to announce a policy change affecting retirement ages for Flight Lieutenants, 0013, whose number indicated his several year's seniority within our organization, supposed that our establishment was going to be increased as a result of the Glasco commission. No one could figure that one out, but 0013 suggested that if D/AirPlans-IntTrng were moved into our shop we'd be a minuscule AFHQ. His suggestion was greeted with stony silence.

On thing was agreed upon, and that was that no one knew what to expect. The matter came up several times for the remainder of the week, but 002 wasn't talking, 007 refused to repair his intercom, and the Wing Commander, (we couldn't call a senior officer M), was closeted with someone in the Training Aids Division.

Finally, Thursday, and 3 o'clock p.m., arrived. Every member of our staff was present, including George Beaujollais who I thought had been transferred several months ago. The conference room was darkened, and a slide projector was set up conspicuously in the centre of the room. 007 was distributing micrographed charts to each of us as the Wing Commander phooped into a microphone dangling from a wire around his neck. The raw pine of an improperly stained-and-varnished podium glinted under its fluorescent lamp. Ominously resting beside the podium, on a table taken from the coffee shop, was a pitcher of water and a plastic glass hygienically and translucently dried. The blinds were drawn and the no-smoking lantern was lit.

At 3:25 p.m., the Wing Commander spoke.

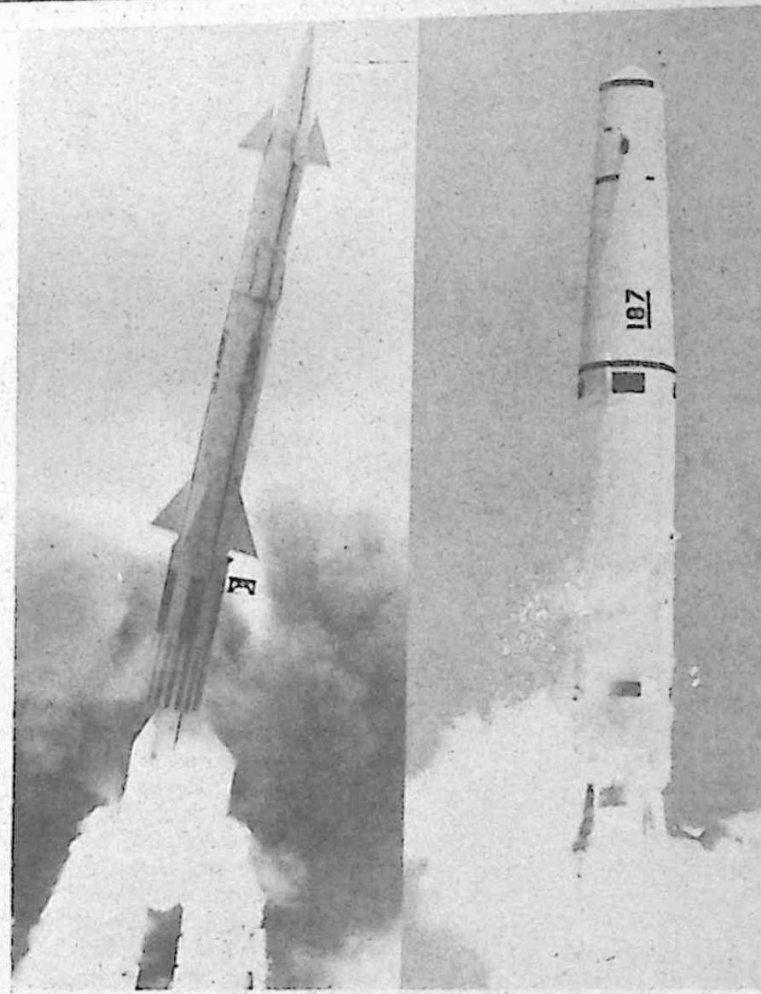
"Uuh, 007, would you mind closing the door? Ahh, thank you, Well, fellows," he said, looking over the podium at us and rustling his notes, "no doubt you wonder why I've asked you here today."

We disclaimed this by shaking our heads, nonetheless managing to look spellbound.

"Well, actually, the reason is that I've been visiting each of the other stations and headquarters in our area and I've been getting briefings from my opposite numbers and from the people in the field. The most important thing I've learned is that you people aren't getting enough reports out to the field. Unhh, 007, could we have the first slide."

A picture came on the screen. Multi-coloured, it was our command crest. It looked beautiful. "Now this is our command," pointed the Wing Commander. "Next slide, please." And this is our organization within that command.

Continued on page 11



The Army's Nike Zeus (left) and the Air Force's Thor make up the brace of big, powerful missiles given the job of intercepting and destroying orbiting satellites in the event a threat from space develops. The Zeus is an anti-ballistic missile research weapon of many years testing. The bulk of the Thor missiles in the North American Air Defence Command's anti-satellite system were returned to the U.S. from Great Britain. The anti-satellite system is under operational control of Continental Air Defence Command, the U.S. portion of NORAD. Target information is supplied through NORAD's Space Detection and Tracking System.

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114.46	7.00	20
163.51	10.00	20
506.94	22.00	30
1,014.07	42.00	30
1,535.29	58.00	36
2,594.12	98.00	36
3,070.59	116.00	36

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HOUSE wanted within commuting distance RCAF Comox. Four bdrms, preferred. Basement. Will pay well for suitable house. Occupancy late August, but wish to complete arrangements as soon as possible. Write, giving details to F/L A. C. Currie, 2300 Badger Ave., Ottawa, Ont.

## How It All Began

Continued from page 10  
voice." He paused.

We waited for an uncomfortable fifteen seconds. Finally 007 laughed, and taking our cue from him we joined in.

The Wing Commander smiled easily back at us. He held up both hands in a peace-be-with-you gesture to stop the controllable laughter. "When I've finished my talk to you today, I'll be glad to hear any thoughts you might have on the subject. We'll just sort of toss the ball back and forth and see what we come up with."

And that's how our Wing Commander talked to us for three hours on Thursday. To say that we were thunderstruck is to think of us as stoics. Every time he opened his mouth his slide operator would show another bar or line graph. He had it all, even to the upside down picture of a bikini-clad wench which he couldn't understand how that got in there. Half-way through his presentation he called for a smoke-break. He sipped his water with a well-practiced movement and at the end of climactic sentences. He modified his volume, articulated will, and spoke intensely. He showed us conclusively that while we were expected to produce sixteen reports per month for unit consumption (the blue line on the graph), we were in fact producing only four (the red line on the graph). Now in the next chart, we saw that this was only a productivity versus expectancy ratio of one in four, or 25 per-

## Nighthawk's Nest

(continued from page 3)

my sights, the biggest four-engined baby you ever saw ... so I let fly with all guns a banging away, you should have seen her blow up and burn ... too bad though, son, it turned out to be an American B-17 heading home from a raid; heard the whole

crew spent the rest of the war in prison camp."

Another version of what may come out of a reunion conversation may be:

"Back in the old days nobody wore fancy hardhats flying, boy oh boy son, when she rolled over or you pranged on the approach you could see the guy's grey matter spread all over the cockpit."

Or "Ejection seat, what's that son ... blows you right out of the bird eh son ... sort of a rocket eh son ... tell me son does it hurt much ... no, but you find though you cry a lot."

A recent survey in the Tofino area last week proved that nearly all sonic booms on the west coast of Vancouver Island to be caused by fast flying aircraft, and that one hundred per cent of the housewives frightened by the blasts to be females. The highlight of the party's departure from the area was a sonic boom which took place about ten minutes prior to take off from Tofino which in turn set the entire day and half public relations visit back about ten years.

Our squadron "killer of the week" award goes to Gerry Davidson, who sent a seagull to that big OTU up in the sky recently following a mid-collision at the end of the runway.

The itinerary for the reunion this weekend includes the monster stag Friday nite, followed by fishing and golf on Saturday, followed by a monster dance on Saturday nite, followed by more fishing and golf on Sunday followed by another dinner on Sunday nite. With series of events it is calculated the squadron will be ready to fly again sometime early next year.

We this weekend also bid farewell to The Station CO, G/C Ireland and our own illustrious leader, W/C Inglis, and to our Nav. Leader, S/L Lind. We wish them well and our sincere God speed, we will miss them. To their good brides we also extend our best wishes and we want them to know that what is the new local's great gain will be suffered as Comox's great loss.

**Officer appointed**  
Squadron Leader Denis (Denny) Williamson of Dunville, Ontario, has been appointed projects officer with the Department of National Defence Centennial planning staff.

The DND Centennial planning staff is responsible for planning, organizing, producing and showing the Canadian Armed Forces Tattoo.

### ANSWER TO CROSSWORD ON PAGE SIX

PUP CHOIR SHY  
 ALA AORTA PIE  
 DESERVE DEEMS  
 TREE FARE  
 THESE PARADES  
 RO ENTER LEVI  
 ERR SINCE RET  
 ASIA ADEEM RE  
 TENDERS RANTS  
 GILA AIDA  
 UNITE SWEETEN  
 TAN COPEES TWI  
 EGG TRYST YET

## STATION THEATRE

Sunday, 1 August

**VIVA LAS VEGAS**

Elvis Presley  
Ann Margaret

Tuesday, 3 August

**ESCAPE FROM EAST BERLIN**

Don Murray  
Christine Kaufmann

Thursday, 5 August

**I COULD GO ON SINGING**

Dirk Bogarde  
Judy Garland

Saturday, 7 August

**SAINTLY SINNERS**

Don Beddoe  
Stanley Clements

Sunday, 8 August  
Tuesday, 10 August

**JUDGMENT AT NUREMBERG**

Burt Lancaster  
Maximilian Schell  
Spencer Tracy

Thursday, 12 August  
Saturday, 14 August

**TAMI**

The Supremes  
Rolling Stones  
The Beach Boys

Sunday, 15 August

**PAPA'S DELICATE CONDITION**

Jackie Gleason  
Glynis Johns

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- ON SALE ON THE PARKING LOT WILL BE SNOW CONES, CANDY FLOSS, POPCORN, CANDY APPLES, HOT DOGS, COLD DRINKS AND ICE CREAM

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TULIP	Luncheon Meat	12-oz.	2 FOR 79 <sup>c</sup>	SCOCIAN GOLD	Apple Juice	48-oz. tin		39 <sup>c</sup>

In the Delicatessen

COMBINATION SALAD	79 <sup>c</sup>
TO GO. SERVES FOUR	
PIZZA PIES	2 for 69 <sup>c</sup>

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Potato Bread	24-oz.	29 <sup>c</sup>
Tea Buns	Package of 6	25 <sup>c</sup>
Butter Tarts	Doz.	59 <sup>c</sup>

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