



TOTEM TIMES



VOL. 7

CFB COMOX, THURSDAY, AUGUST 11, 1966

No. 14

121 KU Pilot Honored



A.F.C. FOR CAMPBELL

Rescue Work Cited

The Air Force Cross will be awarded to a pilot who nestled his helicopter into tree tops to effect a night rescue.

The award will be made to: F/L David M. Campbell, 37, of Saskatoon and Courtney, B.C.;

The award to F/L Campbell is for his "calm professional approach, exceptionally fine airmanship, courage and devotion to duty in an extremely critical situation."

As a member of 121 Composite Unit based at Comox, B.C., F/L Campbell was the captain of a helicopter despatched to search for and if possible to rescue survivors of an aircraft crash on July 18, 1965.

While two survivors managed to "walk out," two others were badly injured. The wreckage was located at sundown in tall timber on a steep mountain side near Bramfield, Vancouver Island. Despite increasing darkness, F/L Campbell lowered a cable to land a rescue team. Because of the height of the timber and the steep angle, the cable was about 20 feet short of the ground. F/L Campbell therefore nestled the helicopter's fuselage into the tree tops to lower the rescue team and their equipment.

F/L Campbell then returned to his base and although it was almost midnight, he again flew to the crash site to complete the rescue.

The citation for F/L Campbell reads, in part: "Had Flight Lieutenant Campbell not completed the rescue that night, rain and fog later closed the area to search aircraft until July 21, 1965. It is doubtful if one of the injured survivors could have survived another night of exposure as, besides suffering burns to the upper part of his body, a lacerated knee and a possible back injury, he was also in a state of shock."

"During the entire rescue mission Flight Lieutenant Campbell faced grave personal danger when nestling the fuselage in the trees, as any sudden change of wind could easily have caused the helicopter to crash causing undetermined injury or death to himself and others."

MAR-PAC Commander visits



REAR-ADMIRAL JOHN A. CHARLES, newly appointed commander Maritime Pacific, accompanied by the deputy commander, A/C RC Weston, visited CFB Comox on August 4. W/C WH Vincent, acting Base Commander welcomed the two visitors and took them on a tour of the base, with special emphasis on the 407 Squadron area. After the tour, and a luncheon in the Officers' Mess, Admiral Charles addressed 407 Sqn. members in the Station Theatre, following which he returned to his Esquimalt headquarters.

CDS Statement



GENERAL J. V. ALLARD

Admiral Overboard

Rear-Admiral Robert P. Welland, 48, deputy chief of operations at CFHQ has begun his retirement leave. He is the fifth admiral to retire prematurely in the last month. Earlier, Admirals Dyer, Landymore, Stirling and Burchell retired from the navy well in advance of their retirement ages. The early retirements stem from the admirals' disagreement with armed forces unification policies.

Admiral Welland, was born in Glen Ewen, Sask., on March 7, 1918. He entered the Royal Canadian Navy as a cadet in August, 1936, from McCreary, Man. After training in Royal Navy ships and establishments, Rear-Admiral Welland returned to Canada early in 1940 to join the destroyer St. Laurent. In 1941 he took an anti-submarine course in the United Kingdom, and after six months at Halifax, became the staff anti-submarine officer to the Commanding Officer Pacific Coast.

In January, 1943, he became executive officer of the destroyer Assiniboine, assuming command that October. He transferred his command to the destroyer Haida in December, 1944, for 11 months, and then joined the staff of the Canadian Services College, Royal Roads, near Victoria. A year later he took an anti-submarine refresher course at Halifax, followed by his appointment to Naval Headquarters in Ottawa as Staff Officer Anti-Submarine to the Director of Weapons and Tactics. In August, 1949, he began staff and technical courses which preceded his appointment as commanding officer of the destroyer Athabaskan in March, 1950.

Rear-Admiral Welland was in Command of the destroyer when she arrived in Japan on July 29, 1950, as part of the first Canadian naval contribution to the United Nations forces in the Korean war. Her first tour there covered nine months. Returning from the Far East in the fall of 1951, he became officer-in-charge of the Junior Officers' Technical and Leadership Course in HMCS Stadacona, Halifax training establishment, an appointment later changed to Training Commander. Rear-Admiral Welland was awarded the DSC in March, 1941, for "courage and enterprise" when in action on board HMCS St. Laurent with an enemy submarine. In 1951, he received the Bar to the DSC for "courage and initiative" while commanding HMCS Athabaskan in the early part of the Korean war. He was also mentioned in despatches for services there. The United States Government has awarded him the Legion of Merit, Degree of Officer, for "exceptionally meritorious service."

Council to communicate

Lieut. Gen. Jean V. Allard, Chief of Defence Staff has announced the formation of a council of top military men to study major policy problems as they affect the armed forces and discuss them so a course of action can be decided. Members of the council will be senior officers at CFHQ, and commanders of the six major military commands.

Gen. Allard said that one of the functions of the council would be to improve the communications between headquarters in Ottawa, and the six commands. The lack of communication was brought to light last month when Rear-Admiral W. M. Landymore was dismissed for publicly criticizing the government's service integration policy. Landymore attributed some of the problems to lack of communication between headquarters and field units.

Gen. Allard, who was interviewed during a one-day tour of Maritime Headquarters at Halifax said that the unification of the services "doesn't mean the disappearance of the many things they have served Canada so well in past years". He said that unification of the forces would provide greater flexibility than is now possible. During his inspection of the Command and the nearby Shearwater naval air station Gen. Allard said he saw no signs of demoralization among armed forces personnel. He said that seamen plied him with many questions about unification and integration, but "I did not find the morale to be low". Defence department spokesmen in Ottawa said that Gen. Allard and Defence Minister Paul T. Hellyer had agreed upon the formation of the new council. It was regarded as a vital step to ensure more rapid dissemination of information to service personnel in the field.



Pension plan changes

Members of the Canadian Forces 18 years of age and over who contribute under the Canadian Forces superannuation act or the deferred pay regulations have been brought into the Canada Pension Plan as a result of Legislation passed July 11, 1966 by Parliament. The legislation also provides increased coverage at less cost under the supplementary death benefits plan and eliminates the difference between wartime service in the Canadian Forces and regular force service in calculating length of service for voluntary retirement.

When a member of the regular forces mentioned above is released from the forces after January 1, 1966 will count towards his pension under the Canada pension plan. Members joining the forces after January 1, 1966 will count their qualifying time for the Canada pension plan from when they started making contributions in a civilian job before joining the forces. Their qualifying time will count from their enrolment date. Regular force annuities will continue to be calculated and paid as in the past and members of the forces will draw their normal earned service annuity until they reach 65. At age 65 if they have had a civilian job before or after retirement where contributions were made to the CPP they will get an additional pension under the Canada Pension Plan. At age 65 if members have not held a civilian job after retirement they will continue to draw a pension equal to their service annuity but instead of it all being paid from the service annuity account, part of it will be paid from the CPP account. The part paid from the CPP account will represent payments made to that account while the person was a member of the forces.

Beginning in February 1968 and subject to having three years of qualifying time under the Canada pension plan certain survivor benefits will be paid to all eligible dependents if the member dies. These benefits are the same for all Canadians and were described in the widely distributed government pamphlet on the Canada pension plan. These benefits include a lump sum death benefit, a widows pension and or benefit, a widows pension and or benefit. These benefits are in addition to the normal survivor benefits payable under the Canadian forces superannuation act.

Beginning in May 1970 service members and former service members become eligible for a disability benefit if they meet the eligibility requirements described in the Canada Pension plan pamphlet. If a member of the forces has a part time civilian job he and his employer must contribute to the CPP in accordance with the salary he is receiving notwithstanding the fact that contributions are being made from his service pay. If the total contributions made from the civilian salary and service pay is over \$79.20 dollars for the year, the member of the forces may appeal to the department of Revenue for refund.

A major feature of the legislation is that pension contributions by members of the forces will not be increased. The additional benefits mentioned in para. 5 and 6 above will be at no additional cost to the member. All Canadians subject to the Canada pension plan will pay 1.8 per cent of their earnings up to a maximum of 79.20 dollars annually into the Canada pension plan and for regular force members this will be taken from the 6 per cent they now pay. In addition to the amount the government already pays towards the service annuity, the Government will also pay 1.8 per cent of the earnings of a service member towards the CPP up to a years maximum of 79.20 dollars.

In the past members of the regular forces above the rank of staff sergeant who retired with a pension and accepted employment with the public service of Canada could only draw as much of their pension as would make their total payment up to an amount equal to the current pay for their rank on retirement. The sections of the superannuation acts governing this restriction have been repealed and will be replaced by an order in council, details of which have not yet been announced. It is expected however that its provisions will be more generous and will be to the benefit of retired members in this category. Details will be notified as soon as possible. Briefings are now being planned for all members of the new legislation and a comprehensive article on it will be published in an early issue of the Sentinel.

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409 to dazzle

S/L SF Popham will lead F/L Dave Walker, F/O Bob Olson and F/O Les Putland in a death-defying formation flypast at 1400 hours each afternoon, the sleek faster-than-sound jets will be only scant feet apart, as they thunder past the huge crowds of spectators.

This Saturday and Sunday, the eyes of the world will be on four Voodoos from 409 Sqn, as they amaze and astound the thousands of spectators at the annual Abbotsford Airshow.

Thirty minutes later will find the Nighthawks over the Village of Comox on Saturday, to repeat the display, a salute to Comox Day.



THE WHEELS GO ROUND

RECENT PROMOTIONS AND APPOINTMENTS

The following promotions and senior appointments in the Canadian Armed Forces have been approved, with the officers assuming their positions within the next two months:

Captain Richard Leir, 44, of Penticton, B.C., now commander of the First Canadian Escort Squadron, based at Halifax, will be promoted to the rank of commodore and appointed senior Canadian naval officer afloat, Atlantic. He succeeds Rear-Admiral J.C. O'Brien, who was recently promoted to that rank and appointed commander, Maritime Command. Among recent appointments Captain Leir has been commander of the destroyer escorts Crusader and Skeens, executive officer of the aircraft carrier Bonaventure and commander of the cadet training establishment HMCS Venture.

Captain Harry A. Porter, 45, of Chemainus, B.C., now commanding officer of the aircraft carrier Bonaventure will be promoted to commodore and appointed director-general maritime forces at Ottawa. He will succeed Commodore J. A. Charles who will be promoted to rear-admiral and appointed maritime commander Pacific. In recent years Captain Porter has commanded the 4th Canadian Escort Squadron and has also been director of naval training.

Brigadier A. James Tedlie, 50, of Montreal, now commander of the 4th Canadian Infantry Brigade Group stationed in Germany, will become deputy commander for training at headquarters Training Command, Winnipeg. He will succeed Brig. A. J. B. Bailey whose new appointment will be announced later. In recent years Brig. Tedlie has been commander, 2nd, Canadian Infantry Brigade Group, Camp Petawawa, and Commander Nicosia Zone, United Nations Forces in Cyprus.

Brigadier E. A. C. Amy, 48, of Kentville, N.S., now commander of the 1st Canadian Infantry Brigade Group with headquarters at Calgary will succeed Brig. Tedlie as commander of the 4th Canadian Infantry Brigade Group. A former director of armour for the Canadian Army, Brig. Amy in recent years has been commander of the Canadian Contingent, United Nations Forces in Cyprus and director of operational support requirements at Canadian Forces headquarters.

Col. Stanley C. Waters, 46, of Winnipeg, now director of training at Canadian Forces Headquarters, will be promoted to brigadier to succeed Brig. Amy. In recent years Col. Waters has served on the United Nations Military Observer Group in India and Pakistan and as director of administration at Army headquarters in Ottawa.

The Wonderful World of 121

by ART COLLINS

Pick 'em for Looks, Brains and Prowess as Lovers! As of July first, that's how promotions are awarded in the RCAF.

This month four 121 people got the nod. Sandy Rankin and Alex Quartermain became sergeants while George Fenwick and an as yet undisclosed Lac rose to the rank of corporal. Congratulations, wheels.

George was so excited that he couldn't even remember where he'd left his tunic. He had to borrow one, and went up to see the CO looking like a codfish in a carrot sack. The next day, still bemused, he came to work at eight o'clock, even though at least three people had told him not to come in till noon.

Sandy Rankin more seasoned at this promotion bit, spent most of the evening with Cpl Art Buckland and their respective wives. When the time came to go home, Sandy was unable to get his shoes on. Then when they got outside Mrs. Rankin pulled rank on the poor chap and wouldn't let him behind the wheel of the family car.

Alex Quartermain wasn't here when the promotions came out, so we haven't any dirt on him. A few days ago Cpl Gaston Bedard was up the street without a paddle. The motor on his boat quit while he was well out from shore. And he had no oars!

Some men would have given up, but not our Gaston. Grasping a herring dodger in each hand he painfully paddled to shore.

Lac Rollie Abbors and his young son had a near thing, too, when their boat hit a big wave. The impact caused the gas tank to knock a hole in the bottom of the boat and our embarrassed yachtsman found himself swimming. They were soon picked up by another boater but Rollie lost all his gear except for the rod, which because of a previous accident, he had chained to the boat.

Speaking of embarrassment, did you hear what happened to us? 121, that is. Lac Mike Walsh, our outdoors enthusiast, cavorting on the Golden Hinde, slipped and twisted his ankle badly enough that he couldn't walk out. One of our choppers was in Ontario for modification and the other was in a thousand pieces in the hangar. So who hauled Mike out? The US Coast Guard, that's who!

121 is still on the move! Lacs Rod Harrison and George Hudson are slated for duty at the CNE. Lac Mac McLaughlin is posted to Trenton and Sgt. Lou Toth is going to Greenwood. And here is a chance for boat lovers. Lou has a nearly new thirteen foot motor and a twenty horse motor for sale at a sacrifice price.

And a recent party in the Cpl's Club was in honor of Cpl Bill Hooper, recently retired from 121, and Cpl Art Corlett, who was with the squadron in Vancouver. Good Luckas civvies, Bill and Art.

We seem to be losing all our corporals. Another who has departed is Cpl Scotty Stokes, the Laughing Scot. He's headed for 4 Wing and says he's going to love every minute of it. Good Luck, Scotty.

Another who has gone is Lac Earl of the telecom section. Earl has left the service and plans to work in Vancouver.

New arrivals in the squadron are Cpl Don Jones, telecom, Sgt. Bill Lewis, instrument, and Lac John Euper, electrical, all from Trenton, and Lac Ken Pentland, a rigger from Namao. John Euper arrived in June but was overlooked in previous issues. Welcome to 121 men.

Cpl Vic Hodge became a father last of Quebec. Quintuplets at that! He didn't actually sire the offspring but he was far more ex-

cited than the real father so it seems fair that the five new miniature poodles in the Hodge household should look on him as Dad.

Cpl Soup Campbell is pretty upset these days. For a month he's been checking daily with AMU to make sure of the right time to take leave so he could get his family on the sked. Last week they said, "Go!" and in went Soup's pass. Then like magic the passenger manifest filled up, and as Soup says, "Now I might have to hitchhike!" Lucky you've got big thumbs, Soup.

Lac Marty Fraser, 121's rowers expert, took the station team to Kamloops for the western playoffs. The team didn't do as well as expected, but the boys had a good time. Lacs Bob Nancekivell and Grant Morrison took a wrong turn and wound up in a minimum security prison. Then later Marty and Grant took a bath in the wishing well at a local beer garden. How's that for taking advantage of the recreational facilities?

And now we must apologize for something we said in the last issue. Sgt. Lou Toth was quoted as saying that three other people were fishing jinxes. Cpl Art Buckland tells us that Sgt. Toth speaks with a forked tongue. "The truth is," says Art, "that Lou is covering up for his own inability to catch fish. The others who go with him always have good catches, but he doesn't." There! That should set everything right.



Sgt. Quartermain



Sgt. Rankin



Cpl. Fenwick

121 KU PROMOTIONS



Cpl. Wilson

THE NEW SLIM TIMES

Mathematically inclined readers of the Totem Times will note that this issue contains but eight pages, as opposed to the usual twelve. This is brought about by the fact that the summer doldrums have hit the station news business and little news is coming in from sections and organizations.

Another contributing factor is annual leave, which has a great many contributors and editorial staffers sunning themselves on widely scattered beaches, rather than beating their brains out on typewriters.

The change in size is only temporary. The next issue of the Totem Times, which will assail an unsuspecting public on Aug. 25, will contain the full complement of twelve pages, and once again the paper will be living up to its motto: "All the news that fits, we print!"

Units shift

Some Canadian forces operational units are to be re-located within Canada by Aug. 31 to provide better operational support for Mobile Command and to facilitate more efficient training, administration, command and control.

No. 1 Transport Helicopter Platoon, now located at Canadian Forces Base Rivers in Manitoba will be divided between CFB St. Hubert near Montreal and CFB Namao, near Edmonton.

No. 2 Transport Company, RC ASC will move from CFB Borden, near Toronto to CFB Petawawa. This company of about 300 provides supply and transport services.

Demons & Nighthawks over Abbotsford

The sleek supersonic CF-101B Voodoo and tight turning P-2V Neptune formations will highlight Canadian Forces Base Comox participation for some 100,000 or more spectators expected to attend the Abbotsford International Airshow, this Saturday and Sunday, at Abbotsford airport. The operational aircraft and crews of 407 Maritime Patrol Squadron and 499 All Weather Fighter Interceptor Squadron were hailed by show officials "as a major contribution from the military to Abbotsford's 1965 success, and a most welcome sight again on this year's program."

The 407 fly-past will be led by F/L Earl Smith and crew one, while the Nighthawks are headed by S/L Sid Popham with F/L Dave Walker over Voodoo solo.

Canadian Forces will mark two firsts in static ground exhibits at the show this year: it will be the first ground static of the Voodoo interceptor on the B.C. mainland and the CF-5 Freedom Fighter's first public appearance north of the United States border.

A touch of nostalgia for the older flyer will open the four hour air display, as Kittyhawk, Mustangs, exnavy Avengers and Stearman biplanes line up for the starting take-offs. Civilian aerobics include the chipmunk, Waco, Mono coupe, Mustang and P40, while fly-pasts by Pete Powers in his Curtiss Pusher, with Dave Gauthier and his triplane present still more color and aviation history to the show.

Preview to next year's RCAG Centennaires arrives in a three plane Tutor formation, led by former Red Knight and Golden Hawk, F/L J. D. Barker. Barker will present the crowd their first taste of the Tutor low level capabilities.

Army participation has helicopter and light aircraft demonstrations from units at Rivers, Manitoba, followed by a heavy equipment parachute drop by C-130 Hercules, simulating troop support under combat conditions. The army CH 112 helicopter, will show low level stall manoeuvres, perfected to evade high performance enemy aircraft in a battle zone.

Maritime Air Command's east coast representative is an Argus from 415 Squadron, Summerside, N.S., arriving nonstop Friday afternoon.

The Red Knight puts the finishing touches to the show in a closing act of flying perfection, ending a day, that many west coast residents and visitors are likely not to forget, for a long time.

Let there be light

Group Captain E. S. Light, 52, of Leask, Sask., has been promoted to air commodore, and appointed Protestant chaplain general of the Canadian Armed Forces, succeeding Brigadier J. R. Millar, 55, of Springhill, N.S., and Ottawa, who has retired. Air Commodore Light was deputy chaplain general at Canadian Forces Headquarters, Ottawa.

Air Commodore Light joined the RCAF as a chaplain in 1942 and served at various wartime flying training schools in western Canada before going to Britain and Europe to serve with RCAF squadrons during the Second World War.

He attended the University of Saskatchewan after the war and rejoined the RCAF in 1948. He was station chaplain at Fort Nelson, B.C., and then at the Canadian Joint Air Training Centre, Rivers, Man.

In 1951 he was appointed deputy director of religious administration, Protestant, at Air Force Headquarters. He was senior protestant chaplain at the RCAF's 1 Air Division Metz, France, for four years beginning in September, 1955, and in 1960 was appointed deputy chaplain general and director of religious administration, Protestant, of the Armed Forces. He holds a doctorate of divinity from Emmanuel College, Saskatoon.



A/C Light

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"In The Heart Of The Comox Valley"

AS APTLY DESCRIBED in Art Collins' column alongside, four members of 121 KU have taken a big step upward in the air force hierarchy. Corporals Quartermain and Rankin have made it to the exalted rank of Sgt. whilst LACs Fenwick and Wilson have become Corporals. Congratulations to all four.



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500	8.00	9.50	11.00	12.50	14.00	15.50
1000	16.00	18.50	21.00	23.50	26.00	28.50
1500	24.00	27.50	31.00	34.50	38.00	41.50
2000	32.00	36.50	40.00	44.50	49.00	53.50
2500	40.00	45.50	50.00	55.50	61.00	66.50
3000	48.00	54.50	60.00	66.50	73.00	79.50
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CPL. ED MARTENS of 409 Servicing, checks the oil of his Cessna 150 which he recently purchased in La Belle Province. When he started his trip to Comox he had but 63 hours in his log book.



F/L JM SORFLEET congratulates his son, FS Jim Sorfleet on receiving his pilot wings on completion of an air cadet flying course at the Victoria International Airport.

UL To QQ By Fast Cessna

To the grizzled Transport Command veteran a Montreal-to-Comox flight is a ho-hum thing. He merely fires up all ten of his engines, turns on his fourteen nav aids and his three auto-pilots, snarls at his co-pilot, and sets forth. It is routine, man, strictly routine. Even the Rocky Mountains, far below, present no more of a challenge to such a vet than does a recalcitrant admiral, far below a defence minister.

But suppose you don't have the ten engines, the electronic helpers, or even the hapless co-pilot. Suppose you have but one engine, one nav aid, and a total of sixty-three hours flying time. This makes the trip seem a lot more than just routine, doesn't it?

This is exactly the situation which faced Cpl. Ed Martens, of 409 Servicing, recently. Since his transfer to Comox one year ago he has earned his private pilot's license and then he decided to buy an aeroplane. Finding nothing suitable on the west coast, he repaired to the flesh-pots of Montreal, where he was able to purchase a gem-like Cessna 150.

His next problem was to get the machine to Comox prior to the expiry of his month's leave. Since the parcel post rates had gone up, and the express workers were talking strike action, Ed decided that the best way to get his aeroplane home was to fly it there. In so doing he flew in the face of opinion which holds that novice pilots have no business undertaking such trips.

After much careful planning, Ed decided that the trip was feasible. As he had a month to do it in, he broke the trip into many short segments, and was able to visit friends and relatives across Canada and the USA.

From Montreal he went to Ottawa, where he spent a few days, and then it was on to Toronto. After a stay there he went to Sarnia, and from there to Port Huron, Michigan. Then it was on to the Mackinac Straits, Marquette, Duluth, Bedmidji, Grand Forks, Winnipeg, Brandon, Yorkton, and finally into Ed's hometown of Carrot River, Saskatchewan. He remained there for the best part of a week, visiting relatives, and, of course, introducing them to the joys of air travel.

Leaving Carrot River, he went to Saskatoon, Medicine Hat, Lethbridge, Crow's Nest, Cranbrook, Castlegar, Princeton, Chilliwack, Abbotsford, and then to his destination, Comox.

Not being instrument trained, he flew only in VFR conditions. His navigation aids were high-ways, railroad tracks, and the like. The only time these aids led him down was around Saskatoon, where he was detouring around some thunderstorms. Somehow, among the zigs and the zags he followed the wrong road, but before he had gone too far he noticed his mistake and returned to track.

The actual flying time from Montreal to Comox was about thirty hours, but because of side trips for relatives, Ed had almost doubled his flying time by the time he returned to Comox.

Crossing the Rocks was one of the highlights of the trip. In this day and age we are used to flying far, far above them, but this trick cannot be pulled in a one lung Cessna. Ed spent considerable time picking his way through the mountain passes, and he admits that the scenery was breath-taking, as well as awe-inspiring.

In this day of jet-liners and rocket ships it is easy to forget how vast this country is. Crossing it by Cessna, one gets a different perspective.

Bone Yard 41

Junior Is Cleared For Take-off

F/L John Sorfleet of the Elderly Warplane Unit detachment here has long had a passion for sports fishing, which his tour at CFB Comox has given him ample opportunity to indulge. There are, however, some flaws in the arrangement. Just when the fishing is best, some idiot wants him to go flying, and as this often happens on a Wednesday, it spoils both weekends.

After brooding about this for a while John came up with a perfect solution. Train another pilot. And this is just what he did. Last week Air Cadet Flight Sergeant Jim Sorfleet was presented with his Air Cadet

pilot's wings by W/C K.O. Moore at an air cadet wings parade held at Victoria International airport.

Jim, a four-year air cadet veteran was tremendously enthused with the flying scholarship, and is seriously thinking of making flying his life's work. But not right away. First comes university, which he starts in September. After that, who knows?

But if he does follow the military path, father John has the flying job all picked out for Jim. And the fishing spot all picked out for John.

AFP Notes

by MAYBEE
During the past week our newcomers have been plentiful and include Sgt. McKillop from CFB North Bay, Lacs Cartwright and Rudolph, both ex FtCaps from AFP course at CFB Borden and ACs Criss and McLaughlin also from course at Borden. To all these people we extend a welcome and we know their stay here will be an enjoyable one.

Departures from the section are also in the news, two of the older members (in terms of time spent at Comox) have left. Lac "Goose" Gander has returned to civilian life and eventually will continue his education in the Winnipeg area. We wish him all the best of luck in this venture. The other departure is Lac Gerry Naud who is proceeding to Stn. Sioux Lookout. We just know that Gerry will do well there. Cpl. Darrell Nurse has also left for northern Ontario, to Stn. Pagwa. Darrell is leaving his family here so no doubt he will be seen around from time to time.

We saw Sgt. Jack Sweeney around the Base recently and he tells us that he has extended his tour at Stn. Gypsumville. He certainly looks very fit so we presume that life must be agree-

ing with him at that unit. Good to see you around Sarge.

Yours truly, Cpl. Hal Mays has received word of impending posting to Stn. Lac St. Denis. Although it is with reluctance that we must leave the island we feel that the saying "It could have been worse" is most applicable. (Definitely no offence intended Stn. Lac St. Denis.)

Cpl. John Zigarlick travelled to Stn. Kamloops during the latter part of July with the Base Softball team. They played a tournament the winners of which continued on to St. Hubert for the finals. Unfortunately, however, they were not the winners, although we understand that John and S Sgt. Don Clough USAF acquitted themselves very well.

Better luck next year chaps. In any event we hear that Mrs. Zigarlick claims she is a ball game widow now, so perhaps it was just as well John. By the way they saw Sgt. Army Praecor at Kamloops and he is doing just fine.

Well, this would appear to be all the section gossip we have for now, but we will be looking for a writer (who needs talent, they always published our scribbles anyway) to continue to inform the section of the comings, goings and gossip.

CLUB ENTERTAINMENT for AUGUST

FRIDAY 19 AUG 12:00 hrs.



SATURDAY 20 AUGUST



Mounties To Penhold

Accommodation will be provided at Canadian Forces Base Penhold, Alta., to meet training school requirements of the Royal Canadian Mounted Police for a least one year beginning late this summer. Use of the accommodation by the RCMP and the Armed Forces beyond the one year period will be reviewed in early 1967.

Because of an increase in the number of RCMP recruits, accommodation in Regina cannot meet the requirements and additional space had to be found. Up to 300 RCMP Recruits will be in training at Penhold and a staff of 75 will be in residence. CFB Penhold was opened as a military airfield during the Second World War.

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Nighthawks Nest

The fighting 409th "Actionland" Squadron welcomes a new troop, Flying Officer Barry Meleod. With two and a half years as a Voodoo One-O-Wonder, Barry gained his Squadron experience with the 425th All Weather Chieken Pluckers located in Upper Canada, so although his service record is slightly tarnished, we feel that two or three weeks spent with the illustrious Nighthawks will erase any unpleasant memories he may have. We understand that Barry did his share of alert in Val d'Or so we have sent him to the Flight Simulator to replace Bob Reid. Most of his time in the simulator will be spent figuring out ways to get a trip with the squadron. I think Barry will find we are very generous with our flying hours. As we welcome Barry we say good-bye to one of the first Voodoo pilots to fly with 409, F/L Bob Reid.

Bob did a fine job both on the squadron and in the Flight Simulator. Bob has been transferred to Cold Lake where he will be Personal Aide to the commanding officer G/C Buzza. We wish Bob and his lovely wife Gloria the very best of everything in their new northern home. Bob has promised to return to Comox for the Canadian-USAF party to be held on September 30th.

On Friday, 29th of July, six exhausted crews returned from Colorado in tight formation, and that's a pretty hard act to follow. The 409th accomplished the mission in Colorado with their usual skill and cunning and their formation fly-past was a credit to the Flying Canadian Marine Core. Several squadrons from the deep south, having borne witness to our flawless performance, have requested an invitation to our stag dinner in September. It should be a bash to remember.

We have been requested to do another fly-past at the Abbotsford Airshow this Saturday and Sunday. It will be led by S/L Popham and F/L Pellow. Flying in close formation will be F/L Lung and F/L Emon, F/O Putland and F/L Pomerleau, and F/L Walker with F/L Dale. They will be observed from the ground by F/O Olson and F/L Marsh who will attend the static display. Until the next issue, keep alert Nighthawks, and that is not difficult these days.

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TOTEM TIMES

Published semi-monthly with the kind permission of G/C RS Turnbull, DFC, AFC, DFM, CD, Base Commander, CFB Comox.

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The Editor reserves the right to edit copy to suit the needs of the publication. Views are those of the individual contributor unless expressly credited to the DND, RCAF, or other agencies.

The Professional Touch

One of the most distinctive features of a professional in any field is the thoroughness with which he does his job. Not for the true pro are haphazard methods and slipshod work. For the true professional only good honest workmanship will suffice.

The professional has other desirable attributes. He is not content to plod along doing the same old job the same old way. He is constantly learning, constantly trying to improve his work, and constantly trying to find a better way to do his job.

The true professional does not slip blithely into the unthinking rut of complacency and allow his mind to dwell on other things. Neither does he allow himself to be rushed, to the ultimate detriment of his work.

Another thing that marks the true professional is his willingness and ability to do just a bit more than is necessary. He is not satisfied to operate within the bare confines of his job, but instead, takes the time and trouble to go farther.

When the true professional does a job, it is done properly, thoroughly, and skilfully. There is no need to worry about incomplete or undone work. The job is finished in all respects.

Contrast this with the attitude of the non-professional. He is just along for the ride, and the only part of the job that appeals to him is the pay cheque. (And he thinks they don't come around often enough) His work, when he does any, is slap-dab, his attitude is lackadaisical, and his interest is nil. His ingenuity is employed thinking up new and better reasons for time off, and the only thing he does thoroughly is drain a beer jug.

Fortunately, not too many of these parasites exist, but the fact that some of them are around is cause for alarm. Just a few non-professionals can play havoc with all the work done by dedicated men.

There is only one sure way to combat the ravages of this non-professionalism. That way is for ALL of us to adopt a professional attitude towards our jobs. Surely this is not too much to ask.

The Canadian armed forces are currently undergoing an unprecedented transition period. Old, familiar landmarks are being swept away by the strong currents of change, and there are those who suggest that the navigation is not what it could be. Uncertainty and doubt loom large.

Given these uncertain factors it is easy to make the mistake of adopting a "To hell with it" attitude, and doing just the minimum amount possible. But this is the wrong approach.

Uncertain times demand a doubling of effort if the ship is to be kept afloat. (And how did I manage to write my way into another nautical metaphor?) The professional is the one who is at his best when the situation is at its worst.

It is important for us to remember that the business of this station is important and that all of us play an important part in it. Our work can and does affect the lives and well-being of others, and we must always be aware of this responsibility.

To ensure that this responsibility is properly carried out we must at all times strive to attain the highest pinnacle of professionalism. We owe it to our co-workers, but most of all we owe it to ourselves to do the very best job we can.

Or has self-respect gone out of style?

A Sense Of Duty

CFHQ recently announced that F/L Dan Campbell, of 121 KU had been awarded the A.F.C. for his work on two specific occasions. On both occasions F/L Campbell carried out his mission at considerable risk to himself and his chopper.

The air force, and indeed the country, are lucky to be blessed with people such as Dan Campbell. Little publicity attends their day-to-day work. The kerosene cowboys dumping sonic booms around the country get most of the spotlight. What is left is played on those who drive big, big aeroplanes into exotic airports. Those whose job it is to drive conventional-type airplanes in conventional fashion are largely ignored.

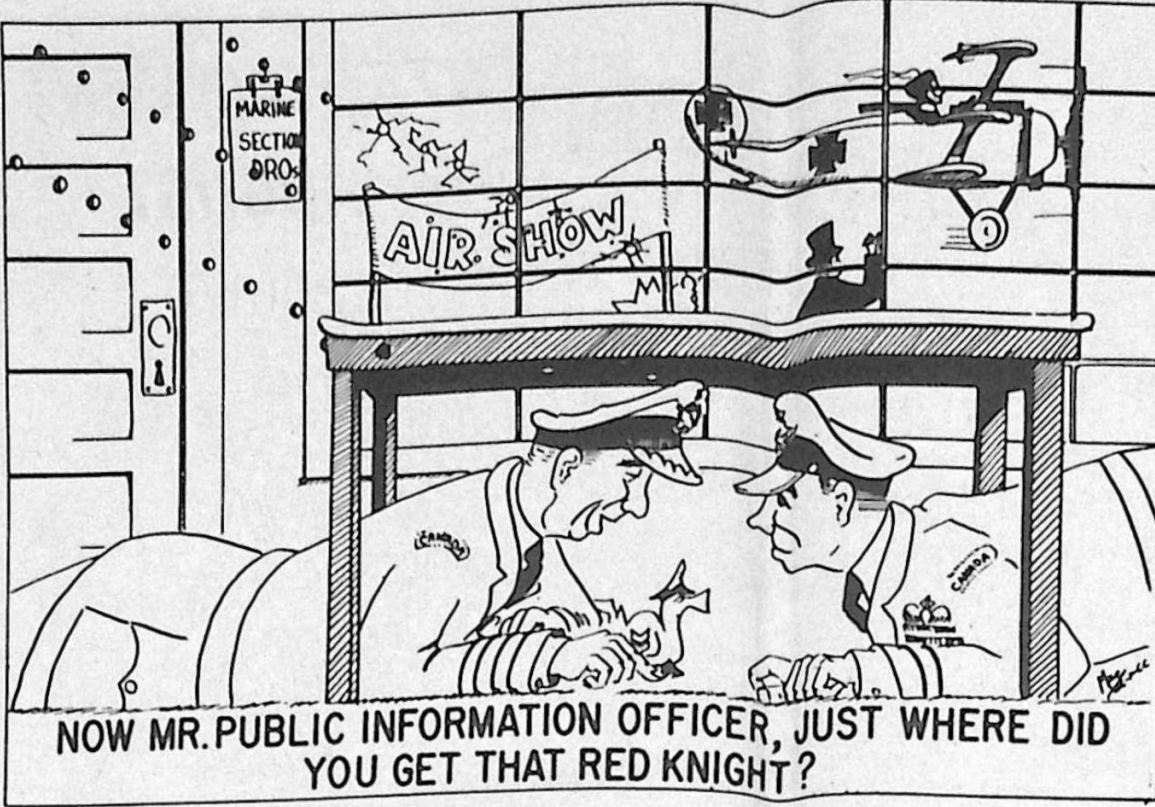
Search and rescue is not a glamorous job. The hours are long, flying conditions are generally hazardous, and the pay is no better there than it is in any other air force cockpit.

Despite this, the Dan Campbells carry on. They do not go out on strike. Nor do they threaten to do so. They do not squabble over who should do what job. They do not demand a shorter work week. They merely persist, day in and day out, in one of the most difficult jobs the air force has to offer.

Devotion to duty is an overworked phrase in our society, and a much abused one. Many people who are accused of it are merely devoted to the pension cheque in sight at the far end of the duty. Not so the Dan Campbells. Their devotion to duty is a real, a very tangible thing. It is on this devotion to duty that all military services are based.

F/L Campbell has, by his devotion to duty set for all of us a fine example. Because of him we can all stand a little taller.

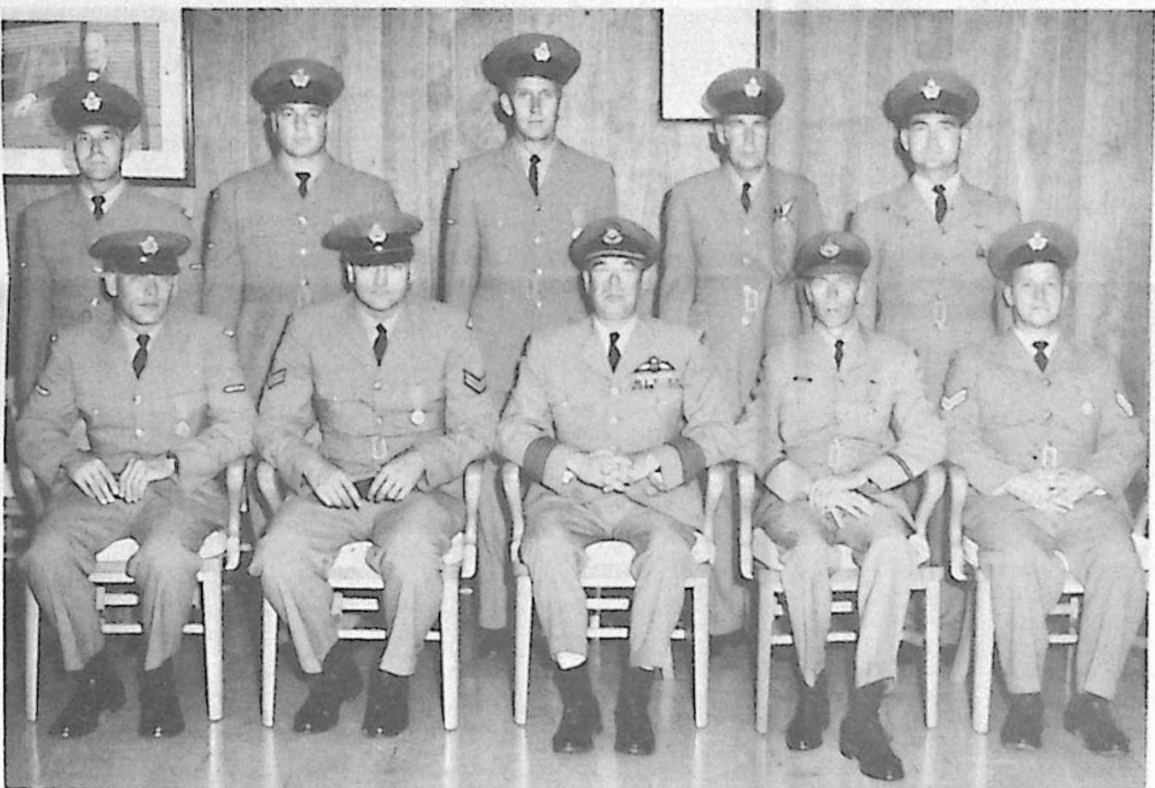
It sure makes better reading than the labour pages of the newspapers.



NOW MR. PUBLIC INFORMATION OFFICER, JUST WHERE DID YOU GET THAT RED KNIGHT?



CHARMING COMOX QUEEN, 1966, Miss Maureen Ryan and her Princesses paid a visit to Canadian Forces Base Comox. In this photograph the trio is seen inspecting one of the heavy fire trucks at the Base. Left to right, are: Miss Ryan, and her Princesses, Miss Pat Duncan and Miss Anne Blythe.



A PRESENTATION PARADE was held recently at which nine of the base personnel were presented with the Canadian Forces Decoration, indicating twelve years meritorious service. This group taken following the parade are, (front) (l. to r.) LAC FW Angell, Cpl LR Lalonde, G/C RS Turnbull, Base Commander, F/O FA Miller, Cpl JE Richard. In the rear are: LAC G Pike, LAC GB Jones, LAC JW Muir, LAC RH Bannister, LAC OF Mockford.

COURTENAY CADETS TO CAMP

Ten boys from 386 Courtenay Squadron Royal Canadian Air Cadets have been selected to attend summer camp this year it was announced today in Vancouver.

The Air Cadet camp will be held at RCAF Station Penhold, Alta., and will consist of four courses of two weeks duration consisting of approximately 600 cadets in each course from the four Western provinces and Northern Ontario. Cadets from 386 Courtenay Squadron will attend the fourth course which will run from August 14th until August 27th.

For the Cadets selected to attend this camp it is quite an honor. Only 25 per cent of each squadron are selected for summer training; they are selected by the Commanding Officer who judges them on their squadron performances during the winter months.

While at summer camp the cadets will receive orientation flights in RCAF aircraft and be able to have a familiarization flight in a glider and also receive instruction in Air Force fundamentals. Interspersed with this training will be large doses of recreational activity of all kinds.

The aim of Air Cadet training generally, is to provide cadets with a sound knowledge of Air Force fundamentals based on the qualities of leadership, self-discipline, patriotism and good citizenship.

The town of Winko near Renfrew, Ontario, founded in 1860 was the first Polish settlement in Canada.

Founder and first president of the pioneer Vancouver Waterworks Company was Capt. John Irving.



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Registration Day

(All Grades — Kindergarten To Grade VII Inclusive)

A registration Day for all new arrivals in the PMQ and DOT areas of all pupils from Kindergarten to Grade Seven inclusive, will be held in the Comox Airport School Auditorium on Thursday 25th August from 0930 to 1130 hrs.

Parents must bring their child's report and any other records received from last school. A list of school supplies required will be available at this time.

School will commence for the fall term at 0845 hrs. on Tuesday, September 6th, 1966.

Pupils entering Grade VII are required to pay a rental fee of \$4.50 for their textbooks during the first week of school.

Grade I to VII attend from 0845 to 1145 hrs. and from 1255 hrs. to 1500 hrs. regularly. KINDERGARTEN

1. Those pupils being registered for Kindergarten must be 5 years of age on or before 31 December 1966.

2. Birth Certificates are required.

3. For the Nurse please bring along any records of immunization which has been given. Children will NOT be examined at this time.

4. Kindergarten pupils, accompanied by a parent will attend school on September 7th for roll call only. The pupils whose birthday falls between January and July will attend the first day between 0900 hrs. and 1000 hrs. Those whose birthday falls between August and December will attend the first day between 1000 hrs. and 1100 hrs. Parents will be advised at this time of the hours their child will attend classes.

5. Morning classes are from 0900 hrs. to 1130 hrs.

6. Afternoon classes are from

1300 hrs. to 1530 hrs. Registration of Other Pupils New pupils entering Grades, 8, 9, and 10 will attend the Comox Junior Secondary School, Robb Road, Comox. Registration for these pupils will be held at Comox Junior Secondary School on Tuesday, August 30th between 0930 hrs. and 1200 hrs. and Wednesday August 31st between 0930 hrs. and 1200 hrs.

These pupils will catch the bus in front of the Comox Airport School at 0830 hours the first morning and will be advised in school that day, at what time they will be catching the bus for the rest of the year.

Students entering Grades 11, 12 and 13 will attend Courtenay District Senior Secondary School. Registration will be held at Courtenay District Senior Secondary School on August 24, 25, and 26 between 1400 hrs. and 1600 hrs. each day. Buses will pick up Senior Secondary pupils at 0820 hrs. from in front of the Comox Airport School daily Monday through Friday.

M/CYCLE CLUB FORMS

Good driving habits and motorcycle safety are to be in the main goals of a new motorcycle club being formed in the Comox Valley.

Mr. Maines says that discussions are taking place with officials of the Comox Valley Fair for construction of a "scramble" track at the fairgrounds. He says the club will seek to hold scrambles, flat track races and hill climbs. "We are now looking at a number of hills in the area that we could use for climbs," he said.

Cards Full of Holes Play Vital Role In Underground Air Defense Center

COLORADO SPRINGS—(NNS)—The humble, punched computer card plays a vital role in controlling the flow of critical defense information to the North American Air Defense Command's combat operations center, located deep within Cheyenne Mountain near here.

Working at speeds measured in millionths of a second, the center's electronic computers process the data transmitted to the COC from air defense detection and tracking facilities throughout the continent. The information is instantly made available to the NORAD commander in chief and his battle staff.

But these computers would only be inanimate masses of sophisticated electronic circuitry if they were not told how to operate. Detailed step-by-step instructions are placed on punched cards and fed into the computer.

Sets of these instructions, called computer programs, tell the computer how to accept the incoming information, store it, and retrieve and present specific items of information when called upon—all in fractions of a second.

The task of programming the NORAD computers was the responsibility of the System Development Corp., which produced a system of computer programs processing, storing, retrieving, organizing, and coordinating the data from the various sources in the NORAD network of detectors.

SDC, a pioneer in the development of computer-based military command and control systems, also provided the NORAD Cheyenne Mountain complex with the components making up computer

SHARP SHOOTERS

A British Cadet rifle team, the Athelings, will compete in the Dominion of Canada Rifle Association annual matches Aug. 1-7 at the Cannaught Ranges near Ottawa.

The 16 young marksmen under command of Lt.-Col. R. B. Gregory, a former Royal Artilleryman, will arrive in Montreal July 27.

While in Canada, and when not sharpening their shooting eyes, the cadets will tour the nation's capital (Aug. 8-9) and Canadian Forces Base Petawawa and nearby Chalk River (Aug. 1-13).

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DEPENDENTS DOINGS

Here we are half way through our Summer Playground programme. Time does go quickly. "Safety" week was exciting as well as educational. On Monday two bus loads of children ventured to Airforce beach for a water safety exhibition and a sand sculpturing contest. It is remarkable what children can do with sand, sea shells, a few tin cans and imagination. After the ribbons were presented everyone headed home to the tune of "I don't want no more of Air Force Life", gee mom I don't wanna go home.

On Thursday 28 August the station Fire Fighters caused quite a sensation on the Wallace Gardens playground. Mid screams of delight, the volunteers, Cpl. K. Hilliard, LAC J. McLaren and LAC M. Burton demonstrated the deft handling of the equipment, the most sensational part being the actual spray of the hose. The N.B. and use of the fire alarm system and fire hydrant were explained clearly by the very capable Cpl. Hilliard. Thanks

goes from all the kids on the playground to the Fire Hall and Cpl. Hilliard, LAC McLaren and LAC Burton.

We wound up safety week with a rounin tootin, "Hang onto your bike", bicycle rodeo. Cpl. McIntosh and LAC Duggan set up the course with the degree of difficulty adjusted according to the respective age groups. The seven and up were quizzed on their knowledge of safety rules by LAC Baldwin, who later directed the kids on traffic control. Cpl. M. Lattimore generously donated his free time to judge contestants on their ability. The winners for pre-school trike: 1st Andre St. Laurent and Deena Addis. 2nd, Robin Smith and Vicky Kiehl. 3rd, Kathy Cumberland.

The winners for the pre-school bikes: 1st, Jane Cook and Kenny Addis. 2nd, Joey Geneau, Garth Wasnuk, Sandra Scharfe, Sandra Seriwu. 3rd, Sylvie St. Laurent. The winners for the seven and up bikes: 1st, Garry Ditchburn. 2nd, Kathy Bicknell, 3rd, Angela

Wiznick and Bobble Smith. Gallons of refreshments were given to all participants to end the big affair. Many thanks to all those who so graciously offered their assistance, without which the bike rodeo would not have been such a success.

The following week was devoted to "Drama". Preschoolers acted out songs and stories, many of them showing a promising flair for the theatre and fine arts. King and Queen for the week was chosen. The winner being Sandra Scharfe and Doug Lloyd. The playground was infested with Batman and Robins who perpetually zoomed up and down the sidewalk in their "Bat Cars" tracking down numerous criminals. The highlight of the week was a surprise Birthday party for Marilyn Rose, one of the leaders. Everyone smuggled "goodies" over to the shelter. It worked; the unsuspecting leader was pleasantly surprised. Time of print we are busy on the theme "Animal Week".

The teenagers soccer team the "Hotspurs" are really hot. They are on top of the league after winning all their games. Way to go boys.

On August 5, the new Miss Wallace Garden Queen was chosen. The contest was judged on poise, beauty, deportment, charm and personality on a point basis. The new Queen is Miss Marilyn Rose and princesses are Miss Moira McLaughlin and Miss Kerry-Dawn Smith. Check the next issue of Totem Times for pictures and story.

Bye for now, read me in the next Totem Times.

Apricot and peach jams add sparkle to breakfast but professional cooks find them indispensable. Here are some of their tricks. The Germans carefully spread softened jam over chocolate cake before pouring on a rich chocolate frosting. The French melt the jam and spread it over tarts filled with fresh summer fruits. And the English spread it on sponge cake before making trifle.



LAC McCLAREN demonstrates the ability of a firefighter to hold a hose with a 300 pound nozzle pressure while Cpl. Hilliard shows interest in the procedure, during their recent visit to the Wallace Gardens Summer Playground program.



CPL. McINTOSH and Miss Rose pinning ribbons on the winners of the trike competition, Deena Addis and Andre St. Laurent during the Bike Rodeo held at the Summer Playground program.



CPL HILLIARD explaining parts of the fire truck to children of the RCAF Wallace Gardens Summer Playground during Safety Week.



MISS ROSE pinning ribbon on Kenny Addis while Jane Cook hurries to receive hers. They were tied for first place in the pre-schoolers bike competition at the bike rodeo.

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ART DISPLAY

Visitors to the Pacific National Exhibition in Vancouver will have the opportunity of seeing a notable collection of paintings dealing with Canada's past. Confederation life's "Gallery of Canadian History" will be displayed in the Modern Living Building from August 20 to September 5.

Commissioned over the years since Canada's Diamond Jubilee in 1927, the collection now includes 39 stirring events, all of which will be on view. The scenes cover 450 years from the days of John Cabot to the conquest of the North-west Passage in 1944. This remarkable feat was accomplished by the small but valiant RCMP schooner St. Roch which is now on permanent display in Vancouver's marine museum.

Most of the paintings on exhibit are the work of J. D. Kelly and Rex Woods. All were seen by Queen Elizabeth II during the Charlottetown centennial celebrations.

Bonnie Prince Albert

Captain Robert H. Falls, 42, of Welland, Ont., has been appointed to command the aircraft carrier Bonaventure effective in October. He succeeds Commodore Harry Porter, of Chemainus, B.C., whose promotion to that rank and appointment as director-general maritime forces at Canadian Forces Headquarters announced earlier.

Captain Falls was born in Welland on April 29, 1924, and joined the RCAF in March, 1942. He subsequently transferred to the Royal Naval Volunteer Reserve in April, 1945, and five months later joined the RCN (R) as a sub-lieutenant pilot.

Captain Falls joined Canada's first aircraft carrier, the Warrior, in March, 1946, then after further flying duty ashore in Halifax he was appointed to the RCAF Station Trenton for flying duties.

In February, 1949, he served for nine months in the destroyer escort Haida, then returned to the Shearwater naval air station near Dartmouth, N.S. He was next appointed to the staff at the chief of naval personnel at naval headquarters, Ottawa.

In June, 1955, Captain Falls was appointed to the U.S. naval air station in Key West, Fla., became the first commanding officer of the re-formed VF-870 squadron, composed of Banshee jet fighter aircraft at Shearwater.

Following this he became lieutenant-commander flying on board the aircraft carrier Bonaventure, then returned to staff duties in Ottawa. In April, 1961, he was appointed commander in air on board the Bonaventure and in April, 1963, he was appointed commanding officer of the destroyer escort Chaudiere.

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STEPHEN COLLINGS receiving his score sheet from Cpl. M Lattimore before continuing on to the next obstacle course.



LAC BALDWIN directs Canada's future drivers during the Bike Rodeo held in the Summer Playground program.



FIRE - A DEADLY FRIEND

Recently, the "you light 'em, we fight 'em" brigade got some very realistic trade advancement training when a fire lit by some doughhead blazed out of control and destroyed most of the greenery surrounding the air force beach. It was not a big fire, as fires go, and little damage was done. No one was injured, and no property was destroyed. It was a very minor blaze.

But it served to prove that carelessness can be costly. The fire could as easily have spread to populated areas and done a great deal of damage. That it didn't is no fault of the boob who lit the original fire, and left it before it was completely extinguished.

A bonfire on the beach is a wonderful thing, particularly if you're trying to cook something, or somebody. And such fires can be lit with absolute safety, provided the lighter is willing to exercise a little common sense.

Light the fire in an area where there is no chance of it spreading. On a beach this shouldn't be too difficult to arrange. Refrain from pushing members of your party into it. (They may have a tendency to go running off, burning, and they may catch something else aight) When you are finished with the fire, be sure that it is out. Then go back and make doubly sure. Remember, Smoky Bear is watching you.

Free for all

Free Room! Free Board! Free Transportation! This is the word received today from the Forestry Advisory Committee for ALL approved contestants in the giant "Festival of Logging" show which takes place at the 1966 Pacific National Exhibition August 20th to September 5th.

The Free rooms and Free meals will be in the Royal Towers Motor Hotel and the Free transportation will be to Exhibition Park and return.

The "Festival of Logging" will take place in the new three-acre Feature Attractions area at the PNE and will feature three free shows and seven competitions daily at 11:00 a.m., 3:00 p.m. and 7:00 p.m. throughout the 14-day Fair.

You don't have to be an expert log brier, tree climber or axe thrower to win your share of the \$15,000 prize money.

The PNE wants to attract the loggers who make their daily living from working in the woods throughout B.C. Professional or "exhibition" loggers will not be allowed to compete.

It will be good fun with lots of good, hard cash for the winners.

Loggers wishing to take part in this big show should approach officials of the Company they work for to make arrangements to attend.

More Promotions

The following promotions and senior appointments in the Canadian Armed Forces have been approved.

Captain Frank D. Elcock, 48, of Ottawa, will be promoted to commodore and appointed director general organization and manpower control at Canadian Forces Headquarters. He succeeds Air Vice-Marshal Richard C. Stovel whose appointment as Commander, Training Command was announced recently. Captain Elcock has been serving as director of manpower programming and control at Canadian Forces Headquarters.

Captain David A. Collins, 46, of Edmonton will be promoted to commodore and will attend the next course at the National Defence College, Kingston, Ont. Captain Collins has been serving as director of supply plans at Canadian Forces Headquarters.

Group Captain Charles H. A. Thompson, 45, of Vancouver, will be promoted to air commodore and appointed assistant chief of staff, plans and programs, at the headquarters of Allied Air Forces Central Europe, Fontainebleau, France. Group Captain Thompson has been serving as director of maintenance management at Canadian Forces Headquarters.

The officers will assume their new positions within the next two months.

Famous locie visits

During 1967 the Canada Centennial Commission will operate a Confederation Train across Canada. In addition there will be eight caravans, each operating regionally from May to November 1967.

For men who are free to travel the Centennial Commission invites the following applications for positions with the Confederation train - manager, assistant manager, exhibit foreman, assistant exhibit foreman, exhibit attendants (between 19 and 24 years of age) and public relations officers. Contracts range from 9 to 12 months and training will be given.

Poets' Corner

VOODOO

Swiftly, smoothly, majestically it rose into the night. The sleek bird shuddered, roared, and now it's in flight. Higher, oh higher it pushes onward. Picking up speed. Like a shimmering dart, it flies. This silver steed. Ah, now, all we can see is just a flicker of light. They call it One-o-wonder, a Voodoo Witch doctor of might.

M. K. PETERS LAC

Van's Verbality

A FISH IN THE HAND I've had about all I can take of this salmon fishing business. As a novice I learn slowly and costly. I have lost gear, fish, patience and sometimes every hope. I can almost swear that I've seen fish wink as they spit the hook out while I'm attempting to slip the net over them at boatside. Then that little flip of the tail as they depart almost suggests contempt. Cod are much more compatible but of course uglier. It's the old days when chasing girls. The less comely ones were easier to catch. Not always, but sometimes.

The only misadventure that I haven't had this year is to fall in. I've hung precariously over the side attempting to salvage gear or net fish. At other times when water roughness disturbed my stomach. I've found it necessary to commune closer with the water line.

When I moan, people say, "It's all part of the game." They are no doubt right. So is getting hit on the head with a baseball bat when playing ball.

I caught a big one recently. After using all of my limited skill and lore in getting it worked to the boat I was disappointed to see only a dog fish. There were twenty boats fishing and I had discourse later with most of the fishermen. No one else caught a dog fish that night. Isn't it amazing that of all the lines dangling in the water, flashers gleaming and lures in action, why that stupid fish had to select my line. If fish could only talk I would have asked it why and thereby resolved the reason. In any event, I dispatched it with a sharp blade to stop its laughing. It no doubt wasn't but it seemed that way.

Or the time I got the new line wound in the motor prop. It only cost me \$2.50 but took an hour and a half to convince my companion, the boat owner, that I didn't do it on purpose just to delay his fishing.

Then there was the incident the other night. I had a snag with the boat going, so (wisely) released the lever to give freedom to the taut line. This automatically resulted in whip lash. I cleared the snag and left the line out. I cut the line off at the reel and held the end of the line that was in the water, between my teeth while I used a knife to cut off the tangled line remaining on the reel. Wouldn't you know! I had a strike with the line between my teeth which tossed my 'uppers' on the floor and then disappeared in the water. Because of the shock I didn't believe it myself for a while until I saw the gleaming denture between my feet.

How about that!

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Six - A - Side League Formed

SIX-A-SIDE SOCCER LEAGUE FORMED
A new six-a-side soccer league has been formed and is in action now. The executive is:
President — F/O PM Holmes 288
Team Representatives:
(1) Hotspurs Mr. Jim Dougall 339-3033
(2) Demons F/O Jim Ilean 218
(3) Safety Equipment LAC Andy McWilliams 311
(4) Rangers Cpl. Dennis Hulme 270
(5) Gunners LAC Ken Wright 448
There is still time for other teams to enter the league if they wish. If you have a team phone the BRecO at 315.

EQUIPMENT:
(1) Running shoes (no boots allowed), socks and shorts will be provided by the individuals.
(2) Sweaters, two whistles and one ball will be signed out to each team captain and retained for the duration of the league.
(3) Hotspurs (Teens) will provide their own sweaters (T-Shirts, etc.) and will play in white.

GAME TIMES:
(1) Games will be played every Tuesday and Thursday unless a team wishes to make a mutual arrangement with their opponents to play a game on another night of the SAME week.
(2) Apart from the conditions mentioned above games will not be postponed.
(3) Kick-off will be at 1630 hrs with a 10 min grace period after which the game must start or be forfeited.
(4) Each game will consist of two halves of 20 minutes each with a 5 minute rest period in between.

RULES:
(1) Normal soccer rules and GOOD SPORTSMANSHIP apply.
(2) Maximum number of players of a team on the field at any one time 6
(3) Minimum number of players on a team to start a game 4
(4) **SUBSTITUTIONS:** A team may substitute any player with another registered as a member of that team at ANY stoppage of play on application to the referee. There is no limit to the number of times a player may be substituted.

LEAGUE:
(1) The league will consist of two halves with each team playing the others at least twice during each half.
(2) Points will be awarded as follows:
Win 2 points
Draw 1 point
Loss 0 points

(3) At the end of the league there will be a series of playoffs for a trophy, details of which will be announced later in the season.

SCHEDULE:
The league will commence at 16:30 hrs Tuesday, 26 July and continue as per the attached schedule.
Team captains are responsible for drawing their equipment by this time and for contacting their team members to see that they turn up.
Players unable to attend a game are asked to contact the president and/or the BRecO.



F/O Les Putland of 409 Sqn. looks at a loving cup dating back to 1945, the year Les was born, back in Manitoba.

The trophy came to light several years ago, it had always been around the squadron, but nobody knew its meaning until the OC, W/C Vincent told the story. W/C Vincent was a pilot on 409 during the war, when the squadron was equipped with Mosquito aircraft in Germany.
At the end of the war, the Nighthawks were disbanded,

there were several Englishmen serving with the squadron at the time. The seven English aircrew presented this loving cup to the squadron as a memento of wartime deeds.

The cup is engraved with the names of the many stations that were home to the Nighthawks, in England and on the continent. The names of the different types of aircraft and the dates they served the squadron are also inscribed on the cup, and the final touch is the tabulation of squadron victories.

SIX-A-SIDE SOCCER LEAGUE SCHEDULE
Tues. 26 Jul.—(1) Hotspurs v (4) Rangers. Ref.: F/O Holmes
Thurs. 28 Jul.—(2) Demons v (3) Saf. Equip. Ref.: LAC Wright
Tues. 2 Aug.—(5) Gunners v (2) Saf. Equip. Ref.: Cpl. Hulme
Thurs. 4 Aug.—(1) Hotspurs v (2) Demons. Ref.: LAC Fletcher
Tues. 9 Aug.—(4) Rngs. v (2) Demons. Ref.: LAC McWilliams
Thurs. 11 Aug.—(5) Gunners v (1) Hotspurs. Ref.: LAC Powell
Tues. 16 Aug.—(3) Saf. Equip. v (1) Hotspurs. Ref.: F/O Holmes
Thurs. 18 Aug.—(4) Rangers v (5) Gunners. Ref.: LAC Furch
Tues. 23 Aug.—(2) Demons v (5) Gunners. Ref.: LAC Collard
Thurs. 25 Aug.—(3) Saf. Equip. v (4) Rangers. Ref.: F/O Ilean
Each team will have played the others once.
Where possible the team that has the bye during a one-week period will provide the referee, except for the teams which will not be providing any referees.
Each referee will be expected to referee only once during the above period but may be asked to fill in for another should the appointed referee not be able to officiate on the applicable day(s).

RESULTS OF PHYSICAL FITNESS TESTS TO THE END OF JULY

Month Tested	Passed	Failed	No Show	Medical
May 231	80	55	96	0
June 311	144	34	116	17
July 271	102	6	144	19
TOTAL 813	326	95	356	36

TID BITS

The weight training room has been fixed up and is now ready for regular use.

Flag football season is just around the corner. There will be a meeting on 19 Aug. 66. Watch DRO's for the time and place.

The noon-hour badminton group continues to thrive despite the holidays. The BRecO has placed a standing challenge to all badminton players.

Watch for your name in the DRO's for the date and time of your physical fitness test. The

TRI-SERVICE FISH (Salmon) DERBY

The 4th annual salmon derby will be hosted by CFB Comox, commencing 1500 hrs. Friday, 26 Aug and ending 1200 hrs. Sunday, 28 Aug. 66. There are four entries, one team from each of the Army and Navy, and two teams from the Air Force. The teams are made up of two officers, two senior NCO's and two others.

Three trophies will be presented; one to the individual with the largest salmon by weight, one to the team with the greatest total weight during the derby, and the "Skunk Trophy" for the team with the greater number of skunks or the least number of pounds.

The "weigh in" will be at the Base fire hall at 2300 hrs. on the 26th and 27th, and 1200 hrs. on the 28th.

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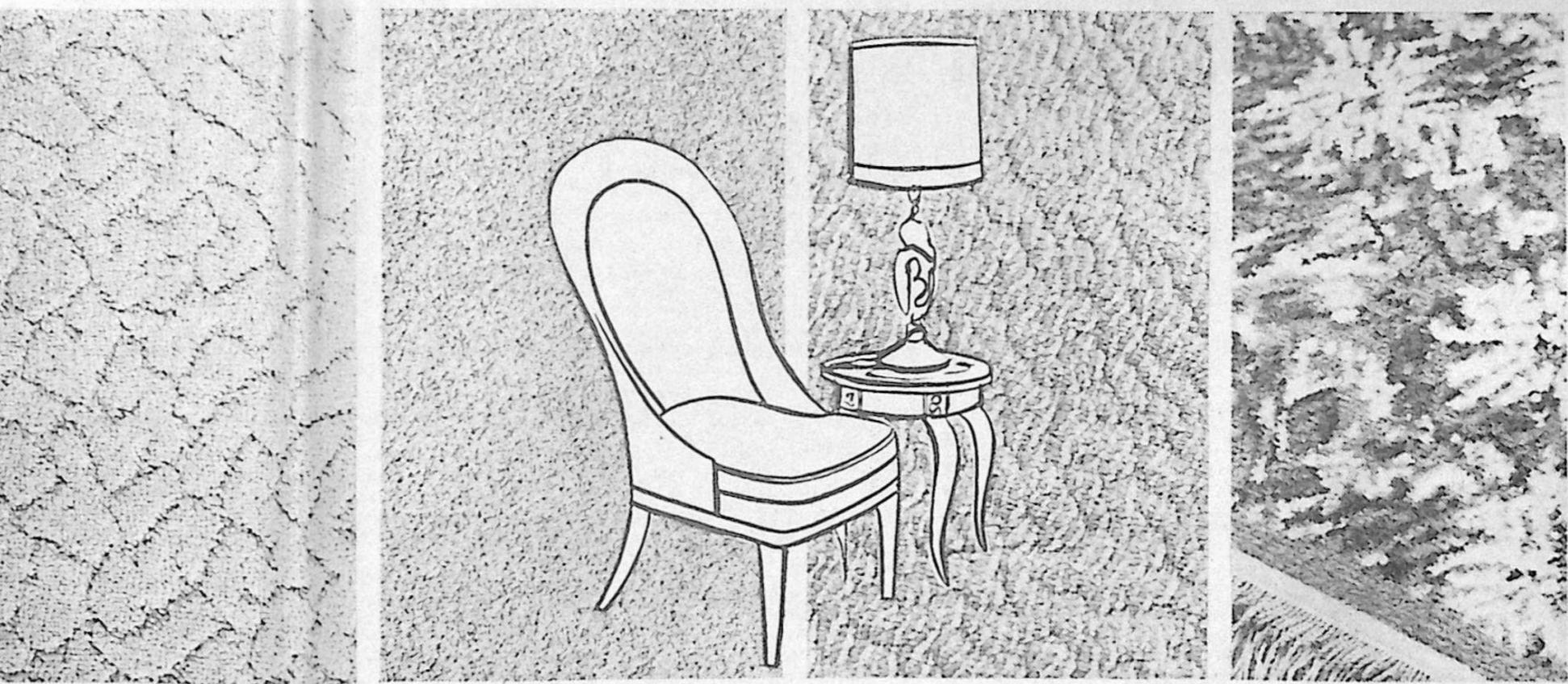
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Sale, sq. yd. **9.89**
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51 An excellent choice for heavy traffic areas. "Mayfield" broadloom is moth and mildew proof, non-allergenic. Colours of Sahara beige, spice wood, madre green, antique gold colour, palatine gold colour, Venetian turquoise, Cypress Olive, Sierra blue. About 12' wide. **8.89**
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Sale, sq. yd.

Nylon Pile "Belmore" Axminster Rugs

54 Designed with colour-bright patterns to minimize traffic marks, nylon pile for long wear. Matching borders and fringed ends. Red Persian, beige Oriental medallion, moss peacock contemporary, golden beige contemporary with chintz designs. 27"x54". **9.89**
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6'9"x9'. Sale, each **58.49**

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CFB Comox Sports Detachment 5 Sports Roundup

By DON CLOUGH

Last week-end at Comox Golf Club this organization held, what will probably be a recurring event, the first Scotch Foursome Tournament for Det 5. The weather conditions couldn't have been more advantageous if the Commander had ordered it himself. Promptly at 9:00 a.m. a field of twenty bright-eyed and bushy tailed members of Det 5 assembled at the practice putting green to receive the official tournament rules and conditions by the Tournament Chairman Ed Darreff. Ed casually explained the rules while supplementing his talk by selling golf balls and what have you. To the majority of the field he left room for little or no doubt as to the method of play for the tournament. After a few "what about this?" questions, Ed instructed the first foursome to tee off which officially started the tournament play for the historical event. As the morning wore on into the afternoon there were many vociferous offerings from every nook and cranny on the golf course. As each foursome passed one another, on either an adjacent hole or practically anywhere on the course, the subject of conversation was the comparing of each other's scores. A great many humorous incidents transpired through the entire tournament, and I'm sure that each foursome felt the pangs of these incidents whether they either enhanced or hampered their play during the tournament. But primarily, whether you lose or were lucky enough to win, the consensus of opinion was that everyone experienced a real great time.

Speaking of winning, which of course everyone enjoys, there was a place for First, Second, and Third place in the Tournament. When all the score cards were turned in and tabulated this is the way the field of twenty tired golfers finishes, as Ed presented the trophies to the winners: In first place with a net score of 73, Steve Noah and Joe "Murphy" Maggioncalda, second place with a net score of 75 went to Don Clough and Dick Mitchell, and third place

RCAF Zone One FINALS

by SGT. CLOUGH

Last weekend CFB Kamloops the Zone One Finals for Softball were played under the blazing sun of the Okanagan Valley. The playing conditions couldn't have been more favorable under any circumstances. CFB Kamloops, who hosted the tournament, did a superior job in accommodating the teams from Edmonton, Penhold, Comox, Baldy Huges, and Cold Lake. The officiating, to say the least, was outstanding, and the ball park was immaculately manicured for the tournament. The host officials were most congenial, and went out of their way to satisfy everyone's whims, no matter how inconvenient.

The tournament was officially opened by Wing Commander Craig, Base Commander of CFB Kamloops, who threw out the first ball in the opening contest between Baldy Huges and Kamloops.

In the first game played by Comox, which was game 3, Namao was the opposition in a real exciting contest which saw Namao win it by the score of 4 to 3. Dave Willis, who started and finished the game, allowed only five hits while striking out seven in the seven inning affair. Ken Pasiley's homer with one on in the seventh was the only bright spot in the game for the Comox nine. Namao went on from this win, to win the tournament by defeating Kamloops, and finally defeating Cold Lake by the score of 8 to nothing.

In the next game Comox played Baldy Huges in what turned out to be a lop sided victory for Comox. Comox won the game by the score of 19 to 2. John Zigarlick's brilliant two hitter with seven strike outs overwhelmed the Baldy Huges nine in five innings. Everyone collected a hit, but Terry Armishaw's homer with one on the second inning sparked the team victory.

The final game in which Comox played they were beaten by Cold Lake 5 to 3, as the starting pitcher Dave Willis did a fine job but required relief in the fifth inning by John Zigarlick. Two fielding errors snuffed out Comox's chances thus eliminating Comox from the

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