

# TOTEM TIMES

VOL. 7

CFB COMOX, THURSDAY, OCTOBER 13, 1966

No. 18



## 121 KU CREW HONoured



### CHOPPER CREW CITED

Daring and courage by these RCAF personnel has won for them the coveted Boeing Fescue Award. All members of the RCAF's 121 Squadron—a search and rescue unit based at Comox, Vancouver Island—they are, from left: Flight Lieutenant E. Neil, Flight Lieutenant Dan N. Campbell, Flight Sgt. A. F. Savage, and Sgt. J. M. Scobey. With them is

H. P. Burress, representing Boeing Aircraft of Canada, who presented the awards on behalf of his company.

In July of 1965 these RCAF helicopter crew members were responsible for saving the lives of two men whose light private aircraft crashed into heavily timbered mountains near Bamfield, on the rugged west coast

of Vancouver Island. The RCAF personnel worked against extremely poor weather and overwhelming odds to airlift the injured men to hospital. F/L Campbell, captain of the Boeing build 'chopper, was subsequently awarded the Air Force Cross, and also the British Columbia Aviation Council's air safety trophy.

The Boeing awards were presented to the RCAF members on October 3 at Victoria, where Boeing representatives were attending an annual convention of the Air Industries Association of Canada.

Missing from the photo are Flight Lieutenant R. A. Cumming, medical officer; Corporal G. O. Herr, LAC H. Fletcher—

other members of the crew who took part in the July, 1965 rescue. Since that time they have been transferred to other stations. Their Boeing awards were accepted by F/L Campbell, who will forward them to their owners.

## FIRE HALL OPEN HOUSE

0800 Hours  
1700 Hours

SATURDAY,  
OCTOBER  
15th

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We Fight 'Em  
Troops in Action



### FIRE PREVENTION WEEK

THE TANGLED WEB OF CONFUSION called Fire Prevention Week launched itself on the 9th of October. It surprisingly enough met with a small degree of success, making us all breathe a sigh of relief here in the Fire Hall. Well, at least we suspect this, from the smile on the Fire Chief's face, or could it be his new pay raise? We choose to believe it has been the rescue of Air Force personnel and their families who enjoyed our small parade and fire stream display, well at least the kids would you believe? and the visiting firemen who rose early Monday morning to visit our base, to see and hear about our way of life as an Air Force Fire Fighter who deals primarily with Crash Fire fighting. So in closing, remember this slogan, don't play with fire if you intend to live or move into a higher 'PAY' field.



## Statement By Minister

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

Pay increases as part of a major overhaul in the system of pay and allowances for the Regular armed forces came into effect October 1st.

This is the first fundamental change in the military pay structure since the end of the Second World War and the first overall revision in pay since October 1, 1964. More than 100,000 officers and men are affected.

The first stage of the pay increase, effective October 1, 1966, involved an addition to the armed forces payroll of approximately 9.8 percent and the second stage involves an further addition of approximately 4 per cent effective October 1, 1967. The two combined add \$63.6 million to payroll costs during the next fiscal year.

The pay increases are accompanied by far-reaching changes in the structure of pay and allowances in the armed forces. The most important of these are designed to produce a better relationship between pay, on the one hand, and rank and skill requirements on the other, in order that the armed forces may recruit and retain the trained man-

power it requires.

A basic factor in designing the new pay structure was a comprehensive re-evaluation of the hundreds of various jobs performed by members of the forces. This evaluation was made over a two-year period by teams of officers and men after discussion with thousands of servicemen.

Changes coming into effect as a result of these studies include:

Immediate promotion for men qualified and recommended for promotion to the rank of corporal in the Army and RCAF and leading seaman in the Navy; reduction in military trades from 350 to approximately 100; and the introduction of regulations permitting single officers and men to live out of barracks if they choose except for men in their first year of service and officers and men required to live in for operational reasons.

For non-commissioned ranks, all trades were scored against a set of factors and then placed into five 'pay fields' or categories. Trades were evaluated in respect to skill, responsibility hazards and environmental working conditions. Appropriate pay

scales were then applied to the various pay fields.

Basic to the new pay scales is the provision for a considerable increase for qualified, non-commissioned members re-engaging after an initial five-year period of service. It is this point in time that both the services and individuals recognize as decisive in regard to a fulltime career.

This new concept is the principal reason for a decision to discontinue the payment of lump-sum re-engagement bonuses introduced earlier this year. The bonus will be paid, however, until June 30, 1967.

The new pay structure considerably simplifies the previous system of pay administration. A major feature of the new pay structure is the elimination of the differentials that previously existed between pay and allowances of single and married members of the forces. This has been accomplished by the incorporation into pay of subsistence and marriage allowances. Estimated cost of these adjustments for the next fiscal year is \$21.7 million.



Proposed Cpls. Club

Proposed NDHQ





# The Wonderful World of 121

M. AGATE  
H. HENWOODA. COLLINS  
L. McCAFFREY

## FUNGUS FEATURES

by Mac 66



### ... And Nearer Heaven

121 Aircrew activities make pretty dull reading because they make so few unpredictable moves. They just come in at eight, do sixteen hours work, and go straight home to their wives and children (or their quiet little rooms in bachelor quarters) at five.

Even by cutting back to eight hours on Fridays they hardly have enough left to drag themselves upright at the bar for a handle of suds. And Lord knows they do try. Some of the harder ones have worked at it till midnight and still not erect. Just standing there, slumped over, worn out, dog tired.

#### NAV LEADER CHANGE

On Oct. 1, F/L Joe Scoles handed over leadership of the Nav Section to F/L Ernie Papp. F/L Papp comes off a tour on the Hercules with 436 Sqn. at Uplands. He should fit easily into 121 Operations since he served with the Unit previously 1954 to 57. F/L and Mrs. Papp and their three children have taken residence in PMQs.

It's a little early to bid farewell to F/L Scoles and his family, but it's a propitious time. Joe is to report for duties at 9 AMU Winnipeg Nov. 13. As well as being a fine 121er he has been an ardent Flying Club booster so will be missed by more than the Sqn. Joe has his own aircraft and we expect he'll fly to Winnipeg come fair weather or foul. He qualified for his instrument rating last week.

Come to think of it the drivers may be just as glad to have that pilot type navigator looking over their shoulders.

Flights into Puntzi Mountain will stop with close down of the site in a couple of months. At first glance it would seem a lighter load for Transport Flight. But that's not the case. It will mean a lot less man and aircraft hours, but the Kamloops-Prince George portion of the flight will continue.

The Transport Crews are happy they're to be spared the trials of getting in and out of there in sticky weather. Hairy? Never! But, with Puntzi in the middle of nowhere with no instrument let-down, it often meant some tricky low level map reading from Williams Lake with no assurance of getting in.

They're going to miss the fishing though. You didn't have to stop long to get your limit on lake trout.

#### TRANSPORT FLIGHT CHANGE

F/L "Stevie" Stevenson bowed to seniority Oct. 1st, relinquishing the Command of Transport Flight to F/L Barrie Morris. He will stay on as a strong right arm, and will also have the exclusive task of transporting VIPs. Several years with 412 Sqn. make him a natural for the job.

F/L Morris comes to us via 412 Sqn and the CFHQ Operations Centre. His experience at both the sharp and the blunt end of the stick makes him a valuable addition to the Squadron. Barrie and his wife have settled in PMQs with four of their five children.

#### TIMES STAFFER ILL

F/O Hayden Henwood is enduring his share of hospital hospitality these days. Three weeks at Naden failed to do the trick so back he had to go. He finally made it back to Comox-but only to continue treatment here.

Some critics question the idea of children collecting money for a serious cause like UNICEF on what they consider a fun night. Experience has shown, however, that children really delight in doing something worthwhile for others, especially if the project kindles the imagination.

In many communities, young people in their teens help the UNICEF cause by accompanying younger children or planning a neighborhood or community party.

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## A Saunter Through The Sweatshop

By ART COLLINS

Ever gone through a period when life seemed to be a handful of loose ends? And remember how good it felt when everything suddenly jelled?

I've just had such an experience. First, an item in the green sheet had me guessing. "Large building project rumored for CFB Comox," it said. But now I know what it is, and if you'll promise to keep it quiet, I'll tell you. It's a high-rise Corporal's Club!

Something else that had me going is FS Bob Stamm's pre-occupation with headgear. First there was that time-worn topper he persisted in wearing even when his best friends told him how bad he looked. And then when the pressure got too much he switched to one of those red 121 caps. One of his loyal workers confides that it's glued to his head!

But it now turns out that the name Stamm means Tribal Leader. So it's apparent to anyone with an understanding of psychology that this is a throwback type of thing. Bob unconsciously things he's heading out on the warpath with his trusty braves behind him, and the thing on his head is one of those trailing feathered bonnets.

Then there's the problem of WO2 Ellery and Cpls. Don Burgess and John McCuaig. This hunting trip they're planning has the whole hangar worried. But they just keep poring over maps and assembling gear which they toss blithely in the back of the warrant's decrepit old truck.

But now it turns out that we've been worrying for nothing. The para-rescue boys have a special gold-headed pin ready to stick into their search and rescue map to show the approximate location of our hunters when they go missing. What a relief!

New arrivals are Andy Hutcheson, a safety equipment tech and John Autotte, a radar tech, both from Camp Borden. Welcome to 121, men.

Another new face in the squadron is that of Mrs. Mae Gendron who is taking over as steno in the orderly room. Hope you'll learn to like us, Mrs. Gendron.

Cpl. Ted Mazur has left for Moose Jaw. Ted has been shorting circuits for 121 for several years, and his departure is a loss to the squadron. Good luck in Moose Jaw, Ted, and if you have any trouble just tell 'em George Fenwick sent you.

Our personnel board doesn't look quite so bad these days. Releases and postings-out have slowed down, and it's sure nice to see F/L Pyatt smiling again. The only new transferee (or is it postee?) is Cpl Bob Perrier.

Parents and other adults help when they put money in UNICEF boxes. They help too when they show real interest when the Space man or Monster at the door explains why the money is needed where it goes and how it is spent.

## The Derring-Do's September

Headlining 121's activities for the month of September was the rescue of the Beaver pilot who crashed on Catfish mountain near Tofino. The accident, and the details of the subsequent rescue have been well publicized, but we feel justified in mentioning the issue just to prove a point.

Milt Woods is a very lucky fellow. Had his difficulties not been witnessed by the owner of a fishing vessel, he would never have been taken to hospital that day, or perhaps for many days. The aircraft was swallowed by some pretty tall timber, and a glance at the photo above will show you what we mean.

AIREVACS The squadron made six mercy flights during the month, four from Comox, one from Puntzi, and one from Smithers. All were routine operations.

MOUNTAIN RESCUE Rescue Flight exploited all the capabilities of the Labrador to rescue an injured hunter near Lillooet early in September. This is another testimony to the value of this versatile aircraft.

## George Hamm

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## NIGHT HAWK'S NEST



Once upon a time there was an enchanted land called Actionland, a groovy little hamlet nestled in a fairyland of ice-blue mountains, snow white glaciers, and Lincoln green fir trees. In those days some things were out and some things were in. Lincoln green just happened to be in. Light blue, dark blue, and khaki were out. Separate services were very out. Integration was very in. The term "RCAF Station" was out, but "Canadian Forces Base" was in. The equal pay for equal rank idea was out. Group distinction pay, very in. Living in was out. Living out was in. Topless uniforms were out. Topless forms were in. Gray flying suits, long trips, short ground schools, Centralia, and the B.C. Lions were all out. The Dodgers were way out. They should never have been in. King Arthur, knight-hood, Robin Hood, and Red Riding Hood were out. Even Camelot was out. It used to be in until Robert Goulet lost his cool in the presence of Mohammed Ali and fractured the American national anthem. With Camelot out of the picture "Actionland" became the new never-never land. The rivers, lakes, and oceans were full of fat fish, the air was pure, the English language was predominant, and the word "beautiful" was written on all the license plates. Small craft warnings were in and it was very camp to play golf in rubber shoes. The inhabitants were real swingers. They erected a golden totem pole, made a sacrificial offering of toothless dogfish and one-eyed cougar, and took turns jumping off the fifth avenue bridge. A written account of this historic ritual can be found on page five of Mother Goose.

There lived in Actionland a medium old and medium bold fighter pilot called Sir Vincent. One dark and stormy night, having boomed all the surrounding hamlets for not paying their taxes, he ordered his Nighthawk horde to assemble in the kitchen, which at that time was larger than the briefing room and had coffee to boot. As he

placed his coffee with the daily rum ration, he proclaimed Friday, September 30th to be a national holiday. He cancelled flying, cancelled ground school, cancelled alert, toasted the peanut-butter jar and disappeared into a puff of smoke. When last seen he was running down the flight line with a Nighthawk stencil and a can of black paint.

In the due course of events we toasted nine American squadrons, the 25th anniversary of our squadron, the B.C. centennial, the reconditioning of John Hesterman, and the arrival of Nick Stoss who with the help of the Air National Guard, provided us with the evening's entertainment.

The Americans returned home somewhat less healthy than they arrived and due to the outstanding efforts of some local artists, the Nighthawk will be prominently displayed throughout the western United States for some time to come. We thank all squadron members for their efforts in promoting the Festive Weekend. May the next one be bigger and better but may it be held in San Francisco or California.

The pay raise was so unusual, several people have decided to change jobs. Ken McLeod will check out on the 104 in Cold Lake and proceed overseas for simulator duty. Tough luck Ken, if you had played your cards right you could have gone to Baginville with Ron Pratt. Andy Anderson has left for Flight Instructor School where they will attempt to teach an old dog some new tricks. Al Cooper is going to test flight. Bob Gillet to simulator, and Mel Ferraby is returning to navigator duties on the squadron. When Eric Steffensen returns from Staff School, John Kuzyk and Swede Larson will enjoy an extended vacation in Toronto. Squadron Leader Button will attend a staff conference in England while Fred Brittain soaks up the sun in Florida.

I shall be content if I can get one trip down to McChord before Christmas. Happy Thanksgiving!



**AND THAT'S PAY FIELD THREE, 'WAY OVER THERE** — Canadian forces personnel chief, Air Marshal EM Reyno, Halifax, looks over the Cyprus countryside from the Kyrenia mountains. He recently visited Canadian troops there to discuss the new pay scales and trade structure. Left to right, are Col. GR Hale, Toronto and Montreal, Canadian contingent commander, Air Marshal Reyno, and Lt.-Col. HJ Harkes, Listowel, Ont., commanding officer of the 2nd Battalion, The Black Watch. — Canadian Forces Photo

## Crash Survivor

F/L Bob Reid dropped in to see us the other day. He'd driven over to pick up some heavier belongings still in his room in the bachelor quarters. It was nice to see him again, particularly because he's looking so fit.

Bob Reid, you'll remember, survived the Albatross crash last April. Following the accident he spent nearly three months getting patched up in hospital. We have to tip our hats to the Medics—they're doing a tremendous job.

We were pleased to see Bob and about a couple of months ago shortly after he was released from Shaughnessy, they were able to let him do some of his recuperating at home because his parents lived nearby at Haney. We were impressed with his progress then, but it was nothing compared to the improvement since. Home and Mum's cooking must have been the right prescription.

They say that recovery keeps pace with one's state of mind. The points surely have been proven here. Bob started off by surprising everyone by his good cheer in hospital. He looked his bad luck square in the face, accepted the fact it was going to be a long hard row to hoe, and dug in with a will to help himself. He's never looked back.

Bob's plans for the early future have to be geared to the plans the doctors have for him. He hopes to eventually join the staff of a military college. In the meantime he's starting to badger the CO for something to keep him busy.

Figuring prominently are those he shares with his very lovely

fiancee, Robin Turnbull of Montreal. Next spring seems a likely time, but that depends on the progress of surgery. They'd like to have most of the hospital business over and done with before they set up housekeeping.

Bob's got it licked—there's no doubt about that. But he hasn't finished that long row yet. The next year should put most of it behind him, but it will be longer than that before he can bid a final farewell to the good folk at the hospital. We want him to know that, in our small way, we share the concern of he and his loved ones. And that we are as sure his progress in the future will be as satisfactory as it has been in the last six months.

## Local History Group

The Courtenay and District Historical Society would be pleased to welcome personnel of CFB to their meetings which are held on the third Wednesday of each month at eight p.m. in the Staff Room of the Senior Secondary School in Courtenay.

Membership fees are \$2 per year. Guests are always welcome and new members much desired. Come and learn interesting facts about the district in a relaxed, informal atmosphere, and make new friends in the process. The secretary will be happy to apply further information. Her phone number is 334-2256.



**AFTER 42 YEARS . . . RETIREMENT** — Warrant Officer, class one, SJ Statham (left), of Ottawa, who has worn khaki since 1924, begins his retirement leave this week after 42 years of service. Here he receives a congratulatory send off by Vice Admiral RL Hennessy, comptroller general of the armed forces.

## CAREER ENDS

One of the longest military careers in the Canadian army ends this week when Ottawa Warrant Officer Class One, S. J. Statham begins retirement leave after 42 years service.

The veteran administrative clerk joined the militia at the age of 13 at Cartier Square drill hall in 1924. He told the Cameron Highlander recruiter his age, he was told to "take a walk and come back later." "I did, and was accepted," he said.

Ten years later he enlisted as a machine gunner in "B" Company, The Royal Canadian Regiment in Toronto and in 1938 left the army.

At the outbreak of war, he joined the Royal Canadian Army Service Corps and rose to become the corps school regimental sergeant major at Camp Borden. He held a similar position with the corps reinforcement unit there and from 1944 until the end of the war was an instructor at the Service Corps instructional wing in Britain.

Since the war WO1 Statham

has been employed on the instructional staffs in Toronto, and in 1953 was regimental sergeant major of Toronto's No. 6 Personnel Depot. He later became superintendent clerk of headquarters New Brunswick Area in Fredericton. In 1960 he was superintendent clerk in the directorate of staff duties at defence headquarters in Ottawa and in 1964 took a similar job with the defence department's manpower control organization there.

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## MILITARY POLICE BLOTTER

We welcome back to our midst, Cpl Dean Determan who has been laid up in the hospital for a long siege. Glad to have you back Dean.

Goodbye's were said since last reporting, to Cpls Hal Mays and Ross King, two staunch members of our force who received their sailing orders. Hal is going to LAC St. Denis which he wasn't too unhappy about, and Ross heads to Goose Bay with all its enticements. Also, LAC Hunter who has gone to CFB Edmonton, and new Cpl's Price and McAlon to Beaverlodge and Trenton respectively.

A few internal changes have been made as well. Sgt Robinson and Sgt. Newell changed positions between NCO i/c Guardhouse and SAS. FS Conley has gone to the Training School and Sgt. Bert Hacking rejoins friends at SAS. These periodic changes are section policy designed to fit people in anywhere and break up the one job routine. Cpl Latimore and (new) Cpl Sharpe have taken over Guardhouse administration duties and Cpls Rogers and Alexander have been assigned instructional duties at the Training School. All hot to trot in their new jobs and digging right in.

Cpls Zigarlick and Shymko of the Ident section recently took a trip to the interior. I think they were just identifying the different species of moose. We can't really be sure of the success of their trip because we haven't been offered any steak. (This is not too subtle, but sometimes it works)!!!

Sgt. Newell has volunteered (it didn't hurt much) for another tour as Clerk of the Town Council. When they get a good man they sure hate to let him go. It's nice to be wanted Lou!

Newcomers reporting in since our last column are AC1 Moosman, AC1 Lorkowski, AC1 Presley, AC1 Smith and LAC Yetman, all from CFB Borden. Always glad to have some bright, new faces in our group. Welcome, fellows!

A lot of colorful stories are coming back from the East with fellows returning from leave. Pickering fishing is great, moose hunting has never been better, the St. Lawrence Seaway is still open, Mini Skirts have caught on with the male public, etc. We question the validity of some of these fables because every one got back on time.

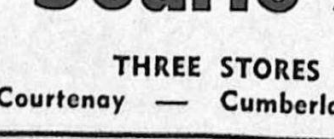
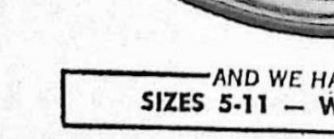
We also welcome FS Bob Barlow back with us after a hitch at station Armstrong. The Flight hasn't got long to go to CRA and in the meantime is renewing old acquaintances.

An outing is planned to lower Campbell Lake before the season ends. We have heard so many boasts about fishing skill and at last will be able to see some action.

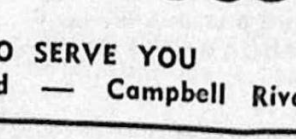
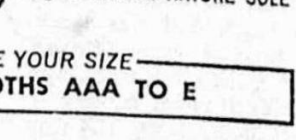
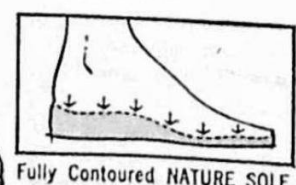
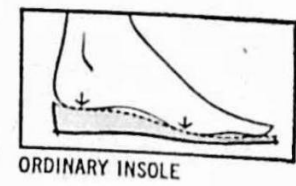
We asked one of the fellows the other day what happened to chivalry. He replied that he had traded it in on a new Buick!

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		Frame Walls	Ceiling
Vancouver	Oil	3"	6"
Edmonton	Gas	3"	5"
Regina	Gas	3"	6"
Winnipeg	Gas	4"	7"

The above tabulation is taken from Housing Note No. 21, Division of Building Research, National Research Council, which gives the answer in detail. Briefly, the insulation needed for any given area depends, not only how cold it gets, but on the cost of the fuel.

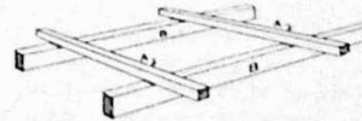
Vancouver is much warmer than Edmonton but its fuel cost is also much higher. And this high cost of fuel more than offsets the weather advantage. Winnipeg has colder weather and higher fuel costs so they need still more insulation.

And so it goes. You can use this table as a guide for the right insulation thickness in your own region.

### JUST POUR AND LEVEL

But suppose you are in Regina; you want 6" and your joists are only two by fours. What's the simplest method of leveling?

Lay a couple of strips (A) at right angles to the joists (B), and then draw your leveler over them. To get a full 6" the strips should be 2 3/8". Remove them after leveling.



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DEPTH OF ZONOLITE SQUARE FT. PER BAG	1"	2"	3"	3 5/8"	4"	5"	6"	7"
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## Central Builders Supply

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# TOTEM TIMES

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## A Few Answers...

Canadian servicemen, who had been kept largely in the dark about the effects of armed forces integration had some of their questions answered on October 1, when the Department of National Defence unveiled the new pay and trade structure for the proposed unified defence force.

Most of the answers were laudable. The 350 trades which existed in the three services were abolished, and replaced by 100. The bewildering array of allowances which eked out a serviceman's pay to subsistence levels disappeared, to be replaced by a lump sum salary. And, perhaps best of all, single men were given the equal pay they had so long lacked.

Promotion policy was made standard across the three services. Now, promotion to corporal will be based on merit, and not on merit plus vacancy. The days of waiting around for some grizzled old sergeant to die off to create a vacancy are happily vanished, and all airmen who qualify will be promoted to corporal. Subsequent promotions will, as always, be governed by the slots available, but CD-bearing LAC's should become a thing of the past, and no one will mourn their disappearance.

Anomalies have always existed between the three services in such fields as promotion policy and trade structures, and there were those who said that these anomalies could not be reconciled. There are still those who say this, but their number has diminished. Generally, the changes have made most people happy, with the possible exception of those who unexpectedly wound up in payfield three.

Other changes which were made or promised show that the Department is making a serious attempt to remain competitive in the labour market. No longer is it content to advertise adventure and comradeship as the sole rewards of a service career. It has realized that almost three-quarters of its servicemen are married, and that families cannot live on adventure and comradeship alone. This realization is evidenced not only by higher wages now, but also in the fact that all these wages are pensionable, resulting in a higher pension when the serviceman retires.

Travel and moving allowances are under review, and are expected to be increased in the near future, a change which cannot come too soon for most families. The expenses incurred in moving a family today soar far beyond anything the department had in mind when the present rates were set.

Under the new regulations, everyone got a raise, and everyone will get a further raise next October. Living conditions will, generally speaking, be improved, and promotion, at least to the rank of corporal, will be a lot faster. All of this is to the good.

Integration of the armed forces has been around now for a couple of years, but this is the first time that the average serviceman has been exposed to its effects. The announcement of October 1 has provided many answers to servicemen's questions. Most of the answers were right on the money. (And they didn't do so badly on the policy, either.)

## ... And Some Questions

The announcements of October 1, which clarified many things for many servicemen, left some important questions unanswered. The long-overdue overhaul of the pay and trade structure, while it made more people more contented with their service career, left a few important questions hanging, and they will have to be resolved before long.

Looking at the new trade structure, one is struck by the fact that across the three services an aero-engine tech is an aero-engine tech, and that one now employed winding the rubber bands in Dakotas could be similarly employed winding rubber bands in Navy trackers aboard the Bonaventure. It has been stated that no man who joined one of the three services prior to integration would be required to serve in either of the others without his consent. Left unstated is what would happen to his promotion chances should he withhold that consent. To those who list as one of their reasons for joining the air force the fact that it would preclude them from being shanghaied into the navy, this question is not without interest.

While this question of float for promote is perhaps the most important it is by no means the only question that needs an answer. Uniforms, it is rumoured, will soon be standard, and such a rumour is enough to stop even the keenest airman from buying a new uniform. Clothing credit or no clothing credit, no one likes to waste money, and what is more wasteful than buying a uniform that is sure to be replaced at any time?

Rank titles for the unified service will also have to be given early consideration. The briefing given on October 1 used army ranks only, for the sake of convenience, but is this an indication of things to come?

Many of the most cherished, if not the most anachronistic traditions of the three services will go down the drain, and this is not, perhaps, entirely to be regretted. But military services thrive on tradition, and to junk a lot of it without replacing it with something else is not beneficial. Early resolution of the form of the new service will enable it to build its own traditions, based on the exploits of its predecessors. Such a course would not be entirely new. When the RCAF was formed, it felt free to draw upon the legends of the Bishops, Barkers, and Collishaws who gave Canadians such an enviable reputation in World War I, although they were not serving in Canadian formations.

But the big question is: When is the service going to be allowed to get on with the job? Unification of the forces has been a government goal since publication of the White Paper in 1964, and 1967 is almost upon us. Enabling legislation must be enacted soon, so that the services can build the force most suited to Canadian needs. Pride and esprit d'corps stem from a serviceman's knowledge that his outfit is uniquely equipped to do the job. It means having clearly defined objectives, clearly defined roles. This is not always possible in transition periods. Therefore, it is imperative that the transition periods be kept as short as possible.

The questions must be answered soon.

## Poet's Corner

Please

(With apologies to Joyce Kilmer)

I think that I shall never see  
An airframe tech in payfield three  
This field is saved for admin clerks  
And those who teach us physical jerks.

And AFP's who stand on guard all day  
To help protect the QRA  
The firemen are looking gum;  
They only got a measly sum.

And in accounts they're quite depressed  
Their wallets are not overstressed  
They all have one idea of heaven,  
And that's to be in payfield seven.

## Corporals

(With apologies to William Wordsworth)

I wandered lonely as a SWO  
That stomps and snarls on squares and halls,  
When all at once I saw a row,  
A host of new made corporals.  
Within the club, around the base  
They seemed to overrun the place.

Continuous as the stars that shine  
From the sprightly Maxwell House top  
They stretched in never-ending line  
Before the base's tailor shop  
Ten thousand voices called for Gieves  
And asked for hooks sewn on to sleeves.

The air around them shook as they  
Put on their sparkling new stripes  
And in a flash they were away  
Before you could even say, "Cripes!",  
I gazed — and gazed — and then I thought  
What wealth to the club this mob had brought.

For oft, when on the books my eye  
In pensive or accountants mood  
Doth up the row of figures fly  
It thinks about this multitude  
The budget now my heart enthalls,  
And I give thanks for corporals.

## All Hallow's Eve Field Trials Soon For New Uniform

There is more than meets the eye in Hallowe'en, the children's festival that binds together past, present and future. Centuries ago, Hallowe'en was the Eve of All Hallow's Day, the day when men remembered all the saints, all the good people who lived and died to make the world a better place.

Today, Hallowe'en has kept much of its ancient form, but the supernatural aura has faded. The ghosts who stalk the Hallowe'en darkness these days are our own youngsters delighting in dressing up, staying up late, and collecting good things to eat.

But just as today's Hallowe'en grew out of the past, so too it contains the seeds of the future. Because the little people these days are not collecting just for themselves. Every year, more and more of them are carrying UNICEF Hallowe'en boxes, collecting pennies and nickels, and dimes for the United Nations Children's Fund. And the coins they collect are used by UNICEF to provide health and hope for less fortunate children around the world.

And that is where the future comes in. When we help the world's children to a good start

Speaking at a news conference at Simcoe, Ont., Defence Minister Paul Hellyer said that the new tri-service uniform would soon be ready for field trials, but that it would be several years before it was available for issue to all ranks.

Various branches of the armed services will be identified by differently coloured belts, shoulder flashes, and badges, but the basic uniform would be the same for all servicemen.

According to earlier reports, officers and non-commissioned ranks will be issued with the same uniform, distinguishable from one another only by rank badges.

in life now, we build a better world tomorrow.

So this Hallowe'en, when the ghosts come calling, remember that they are commemorating all the good people of the past, and that your coins in the UNICEF box will make a better world in the future.

## How's Your Tri-Q

By VIC KEATING

We in the Air Force have lived the majority of our service career wrapped up in propellers, jet turbines and hangars but more and more as integration takes hold we are being exposed to the way our sister services operate and why.

For some of us, myself included, our sum total of knowledge about the Army and Navy would almost fill a column inch in the Totem Times. Agreed, everybody knows the Army runs up and down terrain carrying rifles and shooting at things. Sometimes they ride in personnel carriers, drive tanks and fire artillery weapons.

Similarly, through the medium of television and Hollywood, we get the idea that sailors climb aboard destroyers and other vessels, scour the seas, shoot off torpedoes and consume rum. But, of course, these are superficial observations. Would anybody in the Air Force be able to distinguish an excellent soldier from a good soldier or a mediocre one? Could anyone in the Air Force appreciate the tactics of a destroyer captain in manoeuvring his vessel to track an enemy?

Well personally, this writer can't and probably never will be able to. But this is not important. What is important to my way of thinking is that each service should become more knowledgeable about the activities of the other services than they ever have been before.

After all, as integration pieces fall into place and eventually we all become one, as professionals, we should expand our knowledge to cover the whole spectrum of military activity including the roles played by the land, sea and air elements.

Some of us will get the opportunity to serve in a branch

foreign to our original service which will greatly enhance our knowledge. For the rest, knowledge must come vicariously through service publications like the Sentinel, tours of land and sea-base, discussions with other service members and articles. Of course, it is dangerous to generalize. Already Air Force types possess a lot of knowledge about their sister services; some of it factual, the rest vague and inaccurate. How do you stack up in military knowledge?

To give you something to do during coffee break on the hangar line, the following list has been prepared to take the place of your daily crossword puzzle. (Answers included on page 7.)

1. Approximately how many Army, Navy and Air Force personnel are stationed in B.C.?

2. What command does CFB Chilliwack belong to and what is its role?

3. How many vessels does the Navy have in operations on the West Coast?

4. What does "G" branch stand for in the Army?

5. What was the name of the B.C. Radar site recently closed?

6. Where do RCAF officer candidates receive their initial training?

7. Approximately how many Army Militia members are there in B.C.?

8. What is the Navy equivalent to Corporal rank in the RCAF?

9. Where do members of the Queen's Own Rifles hold field manoeuvres in B.C.?

10. What is the name of the Commander Maritime Pacific?

(Answers on Page 7)

## Books In Review

Flying Saucers - Serious Business - by Frank Edwards; 184 pp. Bantam Books of Canada Ltd. Toronto, Ontario.

There are two ways of considering flying saucers, or unidentified flying objects. One is to dismiss the whole subject as an exercise in mass hysteria, and the other is to really and truly believe in them. Frank Edwards is among those who adopt the latter course. He is a true believer, and his book is written from the premise that the damned things do exist.

On the frontispiece of the book there is a WARNING! which states: "Near approaches of Unidentified Flying Objects can be harmful to human beings. Do not stand under a UFO that is hovering at low altitude. Do not touch or attempt to touch a UFO that has landed."

"In either case, the safe thing to do is to get away from there quickly and let the military take over. There is a possibility of radiation danger, and there are known cases in which persons have been burned by rays emanating from UFOs. Details on these cases are included in this book."

With that to set the mood, he plunges into his book. Some of the things written in the Bible, he tells us, are consistent with sighting reports being made today. Other legends in early literature of other lands are also remarkably consistent with some of the reports still rolling in. These legends author Edwards is willing to dismiss as "interesting but unproved."

Then he gets down to cases which have been reported within the past few years, often by sober, reliable witnesses. They make fascinating reading. Airline pilots, military pilots, police officers have all seen things which defy logical explanation. They could only, we are told, be flying saucers.

We are not, however, asked to take Mr. Edwards' unsupported word for all this. UFO's have crashed on earth, and their pieces have been picked up. In 1952, Norwegian military pilots reported what appeared to be the wreckage of an aircraft on the island of Spitzbergen. Rescue crews who flew to the scene said that what they found was no airplane. What did they find? The report had this to say about it, "... It has — this we wish to state emphatically — not been built by any country on earth..."

Again, in 1952, a military jet is reported to have chased a UFO over Washington, and shot a chunk off of it. This chunk fell to earth, and was picked up by investigating teams. A piece of it was given to a Canadian Scientist, Mr. W. B. Smith, of Ottawa, for study. It was not the first time that Mr. Smith had been called upon to study material from UFOs and the book contains an interview with him which is quite interesting.

The most interesting portions of the book are those which deal with eyewitness accounts of encounters with flying saucers that have landed and disgorged their cargo of little green guys with spinning eyes. On July 2, 1950, an executive of the Steep Rock Iron Mines, and his wife are enjoying a picnic in a remote cove



## Maritimes Are Changing

"Filipinoes!" cried the skipper the other day. "Why not Filipinoes in the Neptune galley?" "The United States Navy has used them in the kitchen for years." The lead Radio Officer looked hurt.

"I don't mean to sound uppity in front of the other R.O.s, skipper, but I do have my pride." (a derisive giggle from the Navigators). A year and a half in training command is a long time to teach a man a skill. And now you talk of replacing us with non-aircrew."

"Aircrew shmarecrew" roared the skipper, "digging his hook into the desk," lots of room for you chaps in the fleet." The lead Nav began to shift uneasily in his seat. He wore a black patch over his left eye, (definitely A3B), and looked exciting. "The ROs have a point there, skipper." He chuckled at his own wit. The lead RO had a tapered peg leg. "Filipinoes can hack it in the kitchen, but how do they stack up at the bridge table?" "That's a thought there Barney," (Barnacle Bill-Barney for short), the skipper admitted. Turning to the lead RO he continued, "Pete, (as in Peg-Leg), I'm blast if we might not keep you and your tribe after all."

A grateful murmur goes up from a pitiful-looking group in a darkened corner. "God bless you, skipper," one of them cried. "Well me hardies," said the skipper, scooping up his flight bag with his hook, "time to launch. I want to get back in time for Weepers. The old ward-room should be jumping tonite. I plan to recover by two bells and there's a challenge out for Crud with the jetairforceunit at three bells. Funny thing about those chaps, I can't tell them apart. Don't have anything against them as individuals though." Turning to Blackbeard-the-Copilot he added, "better call ser-

vicing and tell them to get the deckhands out there. Pull away the chocks and all that." Warm applause from the darkened corner. "The old skipper runs a real tight ship, doesn't he?" said one. "Salt water in his veins?" said another.

The crew began to trickle into the L14 room one by one at first, and at last came the shuffling group of five from the dark corner. Only the engineer, Chief ERA, Cooke-Nelson, was missing. "He's in the head for a moment," a deckhand volunteered. Finally the engineer appeared carrying a roll of tissue which he handed to the skipper, saluting. "Ready to go, mates?" asked the skipper, stuffing the roll up the sleeve with the hook in it.

As the door to the outside was opened a shrill pipe began to blow and the skipper stepped into the brilliant sunshine. Behind him came the co-pilot, engineer, two navigators, the lead RO, his wooden leg tapping on the tarmac, and a straggling group of five, carrying pots and pans, cutlery, food, water, and other supplies.

As the skipper boarded the aircraft he muttered to himself but his words were carried away in the wind. Sounded like, "In-come tax is pretty steep but the food is good."

## HAPPY HOLIDAYS TAKE MORE THAN NEW SWIMSUIT

How was the holiday? Did it live up to expectations? Or did you have to pinch pennies?

Don't let it happen again next year, when it's so easy to plan wonderful vacations — and to pay for them in advance by steady saving at the Bank of Montreal.

Many modern families now operate their own "do-it-together" savings plan. Everyone contributes according to the amount he can spare, regularly.

The time to start is right now! And the way to do it is to deposit each pay-day enough to cover the expenses of one day of your holidays. Then, when it's holiday time again, your special vacation fun will be big enough to make it a holiday to remember.

Brian Willett, accountant at the Courtenay branch of the B of M, can show you how easy it is to start your special savings account.

See Mr. Willett soon. He's a good man to know!

## Flowers



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# Chapel Chimes

**RC CHAPEL**  
BASE CHAPLAIN (RC)-S/LPA LaHaye.  
Sunday Mass - 0900 hrs. and 1100 hrs.  
VICINITY: Comox Church - 0900 hrs. and 1100 hrs. Courtenay - 100 hrs. and 1700 hrs.  
Cumberland - 0900 hrs.  
**DAILY MASS**  
Base Chapel - 1205 hrs.  
SATURDAY MASS - 0900 hrs.  
FIRST FRIDAY - 1900 hrs.  
FEAST OF OBLIGATION  
Base Chapel - 1130 hrs. and 1900 hrs.  
**CONFESSION**  
Base Chapel - 7 to 8 p.m. Saturday evening and before each mass.  
**COMMUNION FAST** - One hour for solid food and alcohol and other beverages. Water at any time.  
**BAPTISM** - by appointment - phone local 274  
CYO - 2nd and 4th Sunday at 7 p.m. in the Parish Hall, Grade X and up.  
**COMOX CHURCH** - Reverend J. P. Farrell weekday masses as follows: Monday and Thursday in the Convent Chapel (Hospital) 0630 hrs. Sunday in the Convent Chapel (Hospital) 0700 hrs.  
**BAPTISM** by appointment-phone 339-4716.

**PROTESTANT CHAPEL**  
DIVINE SERVICE - Every Sunday at 11 o'clock  
**HOLY COMMUNION** - 12 o'clock  
First Sunday (Presbyterian) 3rd Sunday (Anglican)  
**SUNDAY SCHOOL** - Sessions and Bible Classes will re-commence in September  
**NURSERY** - For the convenience of families with very young children, a nursery department is conducted in the Chapel Lounge during the 11 o'clock service. Nursery will re-commence Sept. 4.  
**HOLY BAPTISM** - By arrangement with the Chaplain  
**WOMEN'S GUILD** - 8 o'clock third Tuesday of each month in the Chapel Lounge President Mrs. Matthews (339-3529)  
**CHAPEL CHOIRS** - Practice every Thursday - Juniors at 6 p.m. and Seniors at 8 p.m. Senior Choir Director: Mrs. Margaret Holmes (334-2577).

## COBOC Cacaphony

It seems to have been quite a while since I have descended to the depths of passing gossip and issuing innuendoes, so the sharp edge of my knife may be a little dull. Be that as it may, there are wrongs to be righted, and news to be proclaimed. An important COBOC meeting came to pass recently when a couple of the old bull walrus stepped down. Crush Kilgour and Bob Richter were elected as secretary and vice-president respectively to fill the vacancies. Great resolutions of brotherhood and camaraderie filled the air, and promises of parties and dining-in nights resounded. In a more pragmatic vein, Grant Dunsby reported that a considerable effort to find a ski cabin for the winter had come to naught. It appears that we delayed too long, and this late in the season, everything is taken.

With the "Great Leap Forward" in pay for the single types, I had expected more COBOC Types to move out of the Comox Hilton in search of more luxurious accommodation. However, apartments and the like are in short supply around here at present. Brian Atkins and Wayne Sled were fortunate enough to find a cabin at Kye Bay. Wayne will have to be careful though; at a recent beach party he was mistaken for a log and nearly wound up as part of the fire. Grant Dunsby had a nice hen-house all lined up, but has decided to buy a 233 foot trailer instead. And we must not forget Don Hanson, Dave Nunnik-hoven and Gord Kruger in their abode. Very bachelor like, but the kitchen and the way it is used would make any mother ill. Judging by the scarcity of food and dishes, one is forced to the conclusion that the inhabitants are living on old flight lunches.

Speaking of Gord Kruger, one wonders what is bothering this beastular bachelor-boy. Behind his recent bombastic braggadocio there seems to be an insistent insecurity and ichthyotic imbalance. It is a sensible supposition that our stultified swain is about to be contained in conjugal circumstances. This last Sunday some of us gathered at Ray Mascotto's to say goodbye to this fallen patriarch of COBOC. His land-lord didn't seem sorry to see him go, so the festivities moved to more commodious quarters. Local color was added by several baggers, and by Nobby Bartels, who celebrates Thanksgiving in his own weird style. Poor old Ray - first marriage, and now Summerside - what else can happen to a guy?

## PMQ Council Election Results

As a result of the PMQ Election held on September 23, 1966 the following personnel were elected and the Mayor selected his Controllers for the coming year.  
S/L Pulham - Mayor, F/L R. O. Hughes - D/Mayor, F/L D. G. Pyatt - Controller of Special Activities, F/L D. L. Mayne - Controller of Recreation, W02 J. F. Reddington - Controller of Works, FS E. W. Kemp - Controller of Community Organizations, Sgt. L. T. Newell - Town Clerk, Sgt. C. W. Richards - Controller of Bingo, Cpl. C. E. Jones - Ward 1, Cpl. S. Anderson - Ward 2, Cpl. R. J. Cummings - Ward 3, Sgt. S. B. Parkinson - Ward 4, Sgt. P. G. Plewes - Ward 5, Sgt. E. A. Auger - Ward 6, W02 M. S. Denton - Ward 7, FS L. G. Scharr - Ward 8, F/L Hamlyn, Ward 9, F/L P. Worthington - Ward 5, F/L P. Simpson - Ward 6, Cpl. D. C. Cook - Ward 7, Cpl. W. G. Pascoe - Ward 8, Sgt. Johns, Ward 8, Cpl. Elliott, Ward 8, Cpl. D. J. Bowen, Ward 8, Cpl. L. G. McCaffery, Ward 9, LAC Y. T. Geneau, Ward 9.

## Van's Verbality

by W01 J. W. Van BUSKIRK

### A FUNGUS ADVENTURE

I stepped out in the backyard the other day to pay last respects to the cosmos, petunias and sweet peas. Faded and drooped in silent dignity, I couldn't help but feel pangs of sadness. Like losing summer friends and friends don't come that easy.

Just then the sailor called me. I call her sailor because she has a shout like a bos'n. Although I may be a recalcitrant at heart, I thought it best to respond. "What would you like for lunch?" was the inquiry. I was tempted to rhyme off a lot of goodies that I knew we didn't have but thought it best to select wisely. "Steak and mushrooms", I announced, quite sure that this wasn't impossible. "We have no mushrooms", was the retort. "Well, let's get some", I challenged. "I know where we can pick a few!" It took a couple of minutes to establish my sincerity but once accepted it didn't take long before we were whizzing along the highway enroute to a not to distant pasture.

During the first few miles I took advantage of the jovial mood to explain how mushrooms differed from toadstools - what to look for and how to pick them. I glanced sideways and could see that I was impressing "you know who".

On reaching our destination I noted with some discomfort that there were several cows in the pasture. As we crawled under the fence I couldn't help but recall the days when I used to hurdle them and supposed rather sadly that I would never see that agility again. Wouldn't you know it, my queen chickened out and crawled back between the wires. She always was scared of cows. I scoffed at her for a few minutes then started picking the scarce little edible meadow mushrooms (agaricus campestris). I was doing pretty well too, must have picked about a dozen within the first fifty yards when a ferocious snort commanded my attention.

There was the largest Holstein bull I have ever seen, standing about ten feet away catapulting clouds of dirt through the air with his front hooves like a young boy with a slingshot. His red, beady eyes were focused on me and I could almost see the wheels going around in his head thinking that someone was robbing his pasture. Ten feet is not much of a start but I used the lead to good advantage and increased it to about twelve by the time I reached the fence. Did I say something about never being able to hurdle the fence again? If you had been there you would have thought that I was Superman. My pants caught on the fence for a brief second but my legs were treading air so fast that it would have taken a large chain to have stopped me.

Picking myself up, now in safe territory, I gingerly swabbed a bit of blood from an exposed thigh, threw a rock at the bull and climbed back in the car. I couldn't find the queen for a few seconds. Not because my eyes were bloodshot with rage but because she had been laughing so hard she had slipped down on the car floor. As I couldn't think of anything appropriate to say, I just glowered.

## YOUR CREDIT UNION

Credit Union Day is being observed across the country on October 20. Although the Base Branch has no formal programme planned this year owing to the newness of the Branch, we join the millions of other credit union members around the world in observing this important date. This year's observance has as its theme, "A Better Living in any Language".

Did you know that savings of eligible members in the Credit Union are life insured up to \$20,000, according to the terms of a contract with Cuna-Mutual Insurance Society? That your estate is worth up to twice the amount of your savings in the Credit Union. Few of our members are aware that this coverage is also included in Credit Union accounts of other members of their families. Thus, there are advantages to opening accounts for wives and children which should not be overlooked.

Remember, the Credit Union, in spite of its name which suggests a place to go for loans, is also dedicated to the promotion of thrift. Too many people think only of joining the Credit Union when they require a loan; many are not aware that it is also a place to save.

Member of the Credit Union is not just a customer but an owner of the Credit Union. The most important person in any Credit Union is you, the member. You control the Credit Union, decide what the dividend on shares will be, what interest rebate will be made and who will be the directors. How will you vote next year, what will you do towards furthering your credit Union this year?

## NEED A CAR?

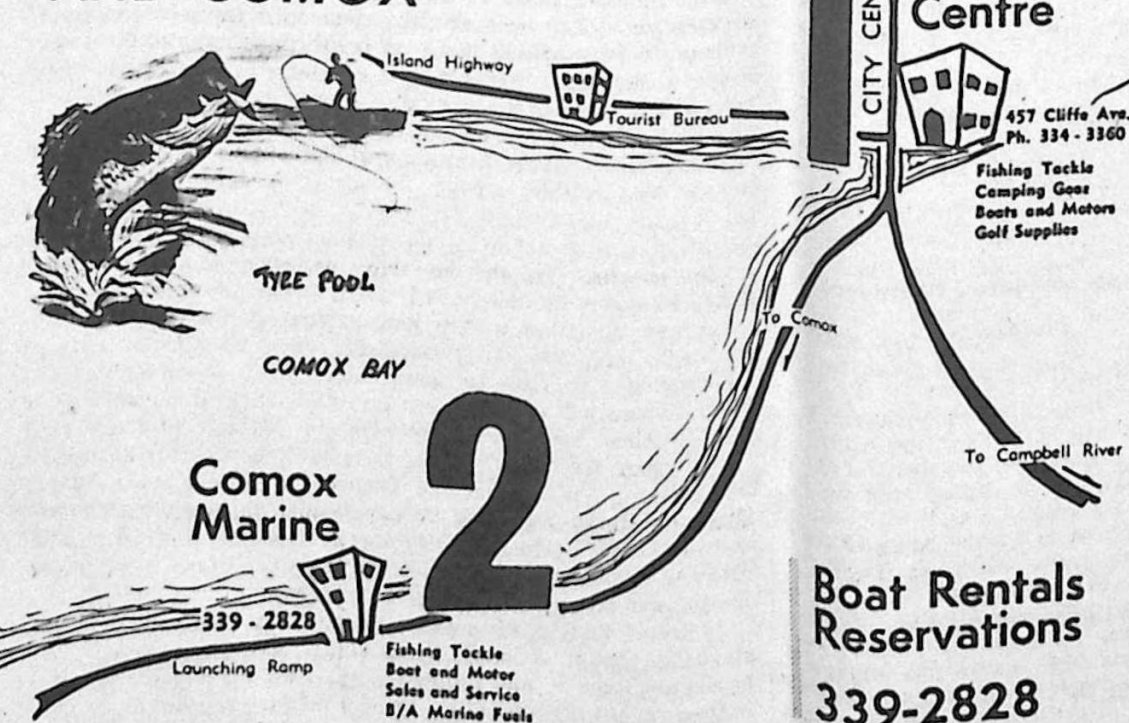
Then apply for a Scotia Plan Car Loan. Low rates are the same for new and used cars... you get life insurance at no extra cost. You also get fast, friendly Scotiabank service that will put you behind the wheel of the kind of car you want. In a hurry?... just phone your nearest Scotiabank for a loan for any worthwhile purpose.

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## First CWL Meeting

Before the first monthly meeting of the new term of the Catholic Women's League, Our Lady of the Sacred Heart, CFB Comox, B.C. Mass was said in the station Chapel, by Rev. Father P. A. LaHaye.

Following the Mass, the regular business meeting was then held in the Parish Hall, with Mrs. Mary Cando in the chair, for the period of dealing with the old business of the July meeting of last term.

After which Mrs. Cando, declared the chair vacant for the purpose of election of new executives. Mrs. Dorothy Fenn, head of the election committee read the results of the election.

Elected as President, Mrs. Mary Cando, Vice-President, Mrs. Dorothy Thibodeau, 2nd Vice-President, Mrs. Dorothy Fenn, Secretary, Mrs. Irene Price, Treasurer, Mrs. Suzanne Barrie.

The new executives were then installed in their respective offices and blessed by the Council's Spiritual Director.

## Unification To Stay - P.M.

Prime Minister Lester B. Pearson, in a televised interview with columnist Charles Lynch stated that unification of the armed services had been foretold in the government's 1964 white paper on defence, and added that he was a little surprised by the controversy that had lately arisen over the issue, which had been there for the past two years for all to see.

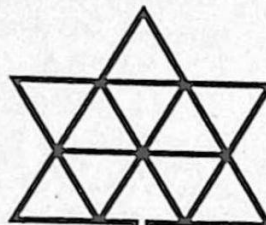
Questioned further on the role of the armed forces in this era, Mr. Pearson stated that the day of sending large expeditionary forces to France was over, and that Canada's defence needs would best be served by developing a mobile force capable of deploying anywhere in the world, often under UN command. He said that the force under construction would suit Canada's needs and commitments more fully than the traditional tri-service organization.

He pointed out, however, that scrapping of the traditional organization by no means meant scrapping all the traditions of the services. Every effort would be made he said, to retain as much of the tradition of the three services as was possible, and added that there would always be a need for an air arm, a land arm, and a sea arm.

Mr. Lynch pointed out that no other country in the world had ever designed a service such as the one Canada was building, to which Mr. Pearson replied, "Well, why shouldn't Canada lead the way?"

Mr. Lynch was stuck for an answer.

## Centennial Report



1867 1967



JOHN W. FISHER  
CENTENNIAL COMMISSIONER

Aviation has made a great contribution to Canada's development and I am still hoping, at this date, that there will be suitable recognition of this fact in next year's Centennial celebrations.

I am referring to civil aviation and, in particular, the bush flying era of the twenties and thirties. In those days of northern development, when aeroplanes were still relatively flimsy things, more freight was moved through our north country than anywhere else in the world and the tonnage figures rivalled those of the Suez Canal.

The bush pilots who flew by the "seats of their pants" without modern navigation aids have stamped their names in Canadian history and have left colorful legends known to many all over the world. Wop May, Whitey Dahl, Sandy MacDonald, Grant McConachie, J. H. Tudhope, J. Romeo Vachon, Punch Dickens - these are but a few which come to mind. Some have taken the last flight beyond the cirrus clouds; others are still around.

Bush flying, the two world wars and imaginative, daring and courageous men gave Canada its aviation heritage. Canada also received the world's recognition for being an important aviation country when the headquarters of the International Civil Aviation Organization were established at Montreal. Many Canadians don't realize that delegates from more than 110 countries are based at Montreal to set and maintain standards, procedures and recommended practices for civil aviation throughout the world. (An associated agency of the United Nations, the International Civil Aviation

Organization is the only UN body based in Canada.)

Canadian military aviation will receive recognition next year in the various air shows, with vintage and modern aircraft, and fly-pasts which are planned along with events such as the Armed Forces Military Tattoo and other spectaculars. The first international free balloon race in Canada also will be a big feature on the prairies during the summer of 1967 and the Centennial International Abbotsford Air Show, at Abbotsford, B.C., will be held August 11, 12 and 13, 1967.

The National Air Museum at Ottawa has been developed into one of the best of its kind in the world and it, with its collection of aeroplanes from World War I to today, is a tribute to military aviation and, to a limited extent, civil aviation. (I am pleased that recent acquisitions of vintage aircraft and plans for more are making the foundations for a historical bush flying collection at Ottawa.)

I still have hopes that non-government organizations or associations will spark interest in further events to recognize general aviation next year.

A handicap air-race for vintage aircraft and displays from the twenties and thirties could be organized by aviation historical associations and flying clubs working together, I'm sure. It's not too late and a meet or race would attract many Canadians by road and by air. Those aviation enthusiasts in the United States and other countries who recently have developed a boom in antique aircraft restoration and aviation historical interest also would attend in great numbers, I'm sure.

## Pinetree Chopped Down

Two radar stations associated with Canada's Pinetree System, Pagwa in northern Ontario and Puntzi Mountain in the Rockies, are being closed down. This decision results from continuing evaluations of the North American Air Defence system by U.S. and Canadian air defence authorities.

The closing of these two radars has the concurrence of the U.S.

The 337 servicemen are being reassigned to new postings. The defence department, working closely with the National Employment Service, will make every effort to provide alternative employment for the total of 76 civilian employees affected.

Canada took over the two stations early in 1963. Pagwa is near Pagwa River village between Hearst and Nakina on the northern Ontario section of the trans-Canada railway.

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Archery	Basketball — Oct. - Mar.
Camera Club	Broomball — Jan. - Mar.
Cue Club	Bowling — Sept. - May
Golf	Curling — Oct. - Mar.
Gymnastics	Flag Football — Sept. - Oct.
Model Railroad Club	Floor Hockey — Nov. - Dec.
Rifle Club	Hockey — Nov. - Mar.
Soccer	Judo — Nov. - Mar.
Stamp Club	Softball — June - Aug.
Weight Training	Table Tennis — Oct. - June
	Volleyball — Oct. - Mar.



## 407 SPORTS

**SOCCER:**  
Six-a-side soccer came to a successful end for the Demons this past week. On Tuesday the Demons battled a team from Safety Equipment in the semi-final and came out on top of a 2-0 score. Team captain Jim Ilean scored both the goals. On Thursday the Demons played the Gunners in the championship game. It looked like an all night game until Dick Heady scored the winning goal in the third overtime period. The final score was 2-1 for the Demons. We tip our hats to Jim and the team.

**FOOTBALL:**  
This is a good spot to mention the squadron's flirtation with pro ball. A bus load of squadron members went to the Lion-TiCat game on Oct. 3, 1966. Most of the chaps who made it to the game had an entertaining evening on and off the field. Everyone showed great spirit—a little early perhaps—but managed to last to

the final whistle. By the way Mr. Van Der Heyden the Lion really did win. For those who were there these last words of wisdom... OSCA WEE WEE, OSCA WHA WHA, HOLY MACKINAW, TIGERS EAT THEM RAW". (Editors note: We believe that this explains the unconfirmed reports that a lynch mob was formed in Empire Stadium on the night of

## Final Standings Six-a-Side Soccer

Gunners played 4; won 3; lost 1; 6 points.	
Demons played 4; won 3; lost 1; 6 points.	
Safety Equipment played 4; won 3; lost 1; 6 points.	
Rangers played 4; won 1; lost 3; 2 points.	
Hotspurs played 4; won 1; lost 3; 2 points.	
<b>SEMI-FINALS:</b>	
Demons 2 Safety Equip. 0	
<b>FINALS:</b>	
Demons 2 Gunners 1	

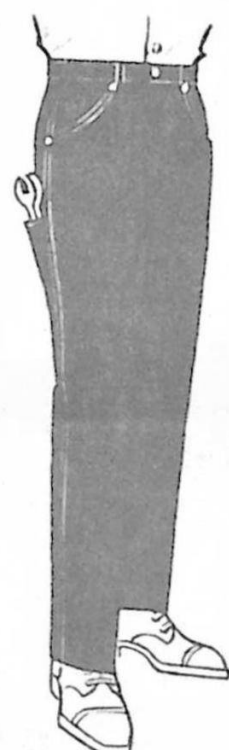
October the 3rd.)  
The Demon flag football team saw action only once last week. The game was against the spirited Teens who fought hard to win. However, the Demon defense came up with a great effort to lead the team to a 19-15 victory. The team isn't playing this week because of the OOT in Victoria, however, there will be three games next week to finish the schedule.

How about coming out to the games next week, we need a few supporters besides "Baz".  
P.M. SPORTS:

With the squadron intact after the summer leave period it is hoped that the Wednesday sports afternoon will become a regular feature of the sports programme. Volleyball, badminton, basketball, tennis, etc., are some of the sports we hope will create spirited competition and destroy a few pounds.

## Work Clothes

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## Arena Report

The above pictures show work progressing on the new concrete floor at the arena and the much needed lean-to which will provide two dressing rooms, storage space and the snack bar. The floor project is now completed and work on the lean-to has reached the half way point. Target date for the completion of all work has been set at 5 November when ice making will be in.

**PLANNING**  
Meetings of the Inter-Section league, minor hockey association and the commercial league have been held. The figure skaters will hold a registration at the arena on the 5th of November for all interested parties regardless of age or ability. Check with Mrs. Harris of the figure skating club for the time but in the mean time keep that date clear of other engagements so you can get out and register.

News has been received that approval has been granted for the formation of a junior hockey team on the base. While still a little shaky the plan is that this team would be open for hockey players in the age group

between 17 and 20. All those interested in playing on such a team should be at the arena on the 18th of October for registration. On the same night and at the same time registration will also be held for all those interested in playing juvenile hockey. Oh yes, in case you did not get the idea both of these teams will be open to service personnel or dependants.

And while we are on the subject of meetings, if you happen to be a hockey referee, time keeper or statistician then you also have a date to keep in mind. That is the 18th of October and the place of registering all those who wish to officiate during the 1966-67 season in inter-section, minor hockey, junior hockey or in any special event games which may be arranged during the season. If you can not be at this meeting make sure that someone brings your name to the attention of the registration personnel.

Information regarding the referees clinic to be held at the base will be available at this meeting.

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Sunday, October 16

**THE VISIT**

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Tuesday, October 18

**SHOCK TREATMENT**

Carole Langley

Thursday, October 20

**A RAGE TO LIVE**

Suzanne Pleshette  
Ben Gazzara  
(Restricted)

Saturday, October 22

**INVITATION TO A GUNFIGHTER**

Yul Brynner  
Richard Widmark

Sunday, October 23

**INVITATION TO A GUNFIGHTER**

Yul Brynner  
Richard Widmark

Tuesday, October 25

**IRMA LA DOUCE**

Jack Lemmon  
Shirley MacLaine  
(Adult Entertainment)

Thursday, October 27

**BIRDMAN OF ALCATRAZ**

Burt Lancaster

Saturday, October 29

**GIRL HAPPY**

Elvis Presley

Sunday, October 30

**GIRL HAPPY**

Elvis Presley

**MATINEES**

Saturday, October 15

**LASSIE'S GREAT ADVENTURE**

Jane Lockhart

Saturday, October 22

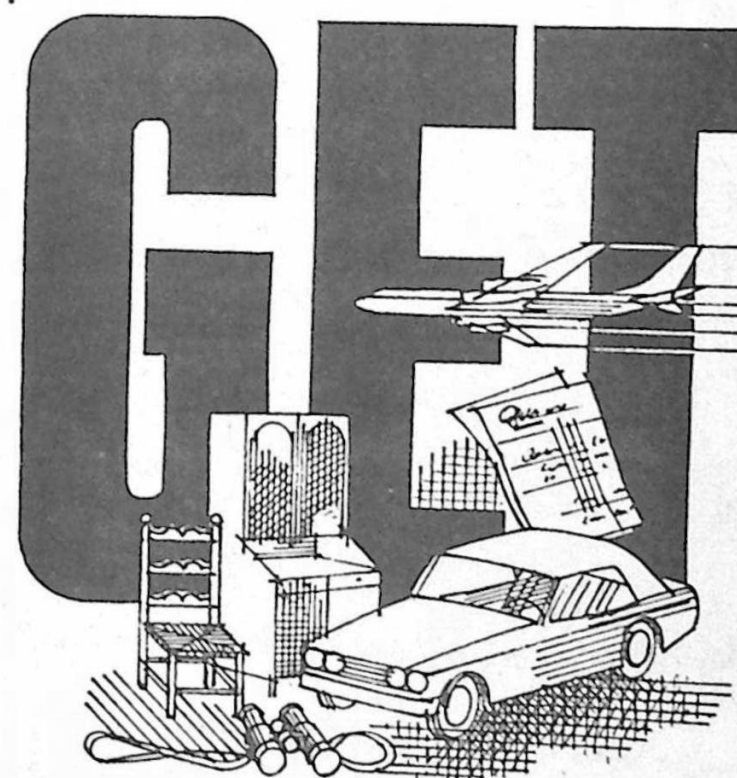
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Yul Brynner  
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Saturday, October 29

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300	3.00	3.00	3.00	3.00	3.00	3.00
400	4.00	4.00	4.00	4.00	4.00	4.00
500	5.00	5.00	5.00	5.00	5.00	5.00
600	6.00	6.00	6.00	6.00	6.00	6.00
700	7.00	7.00	7.00	7.00	7.00	7.00
800	8.00	8.00	8.00	8.00	8.00	8.00
900	9.00	9.00	9.00	9.00	9.00	9.00
1000	10.00	10.00	10.00	10.00	10.00	10.00

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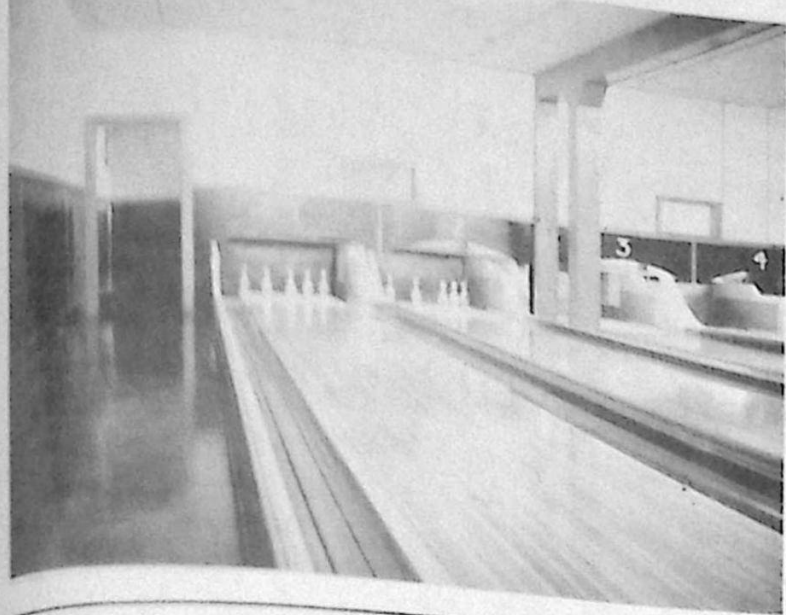
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## Bowling Opens



### TIDBITS

Volleyball meetings for both the A and B Leagues will be held in the rec. center on 13 Oct. 66; a league at 1300 hrs, B league at 1330 hrs.

Those interested in Floor Hockey should contact the rec. center as soon as possible at local 315.

An intersection basketball meeting will be held at the rec. center on 17 Oct. 66.

Registration for dependents gymnastics will be held at the Base Rec. Center on 1 Oct. 66 at the following times:  
Boys: 1000 hrs. - 1100 hrs.  
Girls: 1100 hrs. - 1200 hrs.

The new executive for the intersection hockey league is: president: S.L. Greenlaw; vice-president: Cpl. Gendreau; secretary: Lac. Sluggert; statistician: A meeting of the executive, and team coaches and managers will be held in the near future to discuss such items as the proposed entry fee of 2 dollars per player.

### Sunnydale Sold

Purchase arrangements are complete, for the sale of the Sunnydale Golf and Country Club, between the long standing owners Mr. and Mrs. Fred Richardson, and a group of community minded citizens. The group consists of Flight Lieutenant's Doug Metcalf, Ed. Hilly, Earl Neil of CFB Comox and Mr. Frank Metcalf of Vancouver.

The basic reason for purchasing the Sunnydale Golf and Country Club is to provide interest and employment for the new owners after retirement from their present careers. Each has chosen to make his permanent residence in the Comox Valley. There are no elaborate plans for the Golf Course at this time, other than to preserve and improve the facilities of the Club for the benefit of the membership and the community.

Operation of the Club under the new management commenced Oct. 1, 66.



### New SASO For ATC

Air Commodore R. A. Ellis, 46, of Claremont, Ont., has been promoted to that rank and becomes chief of staff, at Allied Air Forces Central Europe, Fontainbleau, France, Oct. 11. He is now a senior staff officer with Air Transport Command at Canadian Forces Base Trenton, Ont. He succeeds Air Commodore E. B. Hale, 52, of Hamilton, Ont., who retires this month.

The RCAF's twin-engined Caribou transport, with 28 fully equipped paratroops on board, uses up less than 500 feet of runway on take-off.

The RCAF's first long distance aerial survey was by an RCAF Vickers Viking along water routes of northern Manitoba and Saskatchewan during the summer of 1924.

## Managemania

A new integrated Canadian Forces School of Management opens its doors in Montreal this fall to teach the latest in managerial methods to service personnel and civilian employees of the Department of National Defence.

The school will provide professional instruction and advice on management and leadership training from junior supervisors or courses for corporals and sergeants (or equivalent ranks) up to study groups on top management for brigadiers and generals. The school will amalgamate the management courses formerly taught at various locations in the three services.

Initially, the school will have two branches-Hochelaga, where the school headquarters and the general management training division will be located and Longue Pointe, for the management engineering training division.

In line with government recommendations for strengthening management services, an increasing number of officers and NCOs will be undertaking management training. The new school will have the capacity to train in excess of 800 all ranks annually. Service personnel will also receive management training, supervised by the school, as part of their career courses at staff colleges, junior and senior NCO schools and technical training schools.

Integrated courses which the school will conduct or supervise cover the range of technique courses in the fields of work study, systems and procedures analysis, network analysis and general management training for officers and NCOs.

The schools' commanding officer is Commander D. C. McKinnon, of Anneroid, Sask. He formerly had been commanding officer of HMCS Hochelaga since 1962. His staff of instructors is made up of 21 officers, one warrant officer, four NCOs and four civilians.

About half of the instructors for the school are being provided by the army's royal Canadian Ordnance Corps School at Longue Pointe which, for several years, instructed sailors, soldiers and airmen in management engineering.

## Teachers' College

The training of instructors for the Canadian Forces is now the responsibility of the recently established Canadian Forces School of Instructional Technique at Clinton, Ontario.

The integrated school, under Training Command, replaces the navy's methods training section at Esquimalt, B.C., the army's methods of instruction wing at Canadian Forces Base Borden, Ont., and the air force's school of instructional technique at CFB Clinton.

Four types of instructors will be turned out by the school from an annual intake of 1,200 candidates. Mostly junior and senior NCOs, the students will become instructors in one of four fields—classroom teaching, on-the-job instructing, instructional supervising or instructional programming.

Demand for on-the-job instructors is heavy and most will be produced at individual units by teams of specialists from the school. The instructional programmer, a relatively new specialist, will analyse a training requirement, suggest training procedures and write "programmed instruction packages" or self-teaching aids designed to cut down formal training time.

The new school will have a small detachment at the Fleet School in Halifax. In addition to training instructors, the detachment will provide advice and assistance to east coast training establishments.

The school, including the detachment, will have a staff of 29 personnel—25 military and four civilian—two less than were formerly employed in the services on similar tasks.

The officer commanding the school is Wing Commander R. H. Lefebvre, of Legal, Alta. He was promoted from squadron leader on September 1 on taking up his new appointment. He has a bachelor of education degree from the University of Alberta.

His department heads are Major R. C. Graves, Royal Canadian Regiment, of London, Ontario, who has had wide instructional experience, and Lieutenant-Commander H. I. Stutt, of Montreal.

## Integrate Ecumenicism

A military indoctrination course which began September 26 at Canadian Forces Base Esquimalt, B.C., includes for the first time both Protestant and Roman Catholic chaplains from the three armed forces.

The two-month course will be carried out at Venture officers' school in two phases—the first 40 days devoted to basic military indoctrination, including foot drill, and the remaining 16 days to professional orientation to duties in the service environment.

The navy and air force had basic courses for their chaplains at CFB Cornwallis, N.S., and CFB Centralia, Ont., respectively but the army had no formal equivalent.

Most of the chaplains on the new course are beginning a career in the forces and a few have previous military experience. In recent years, chaplains entering the forces have been younger than previously as the number of clerics with wartime experience diminishes due to age limits.

## 121 To Rescue

During the Thanksgiving weekend 121 KU Search and Rescue Squadron responded to yet another request to assist in the search for a missing light aircraft.

The aircraft, with a hunting party of two plus a pilotaboard, had departed Westeria, B.C. on October 4. Those aboard were Dale and Garry Kruger and the pilot, Oscar H. Epting. The Krugers are out of Portland, Oregon. The crash occurred as take-off was attempted from Tesla Lake on the afternoon of October 4, and the crash site was located by an aircraft of Omineca Airways, which was originally on charter to the RCMP to assist in the search.

The 121 Squadron Albatross, flown by Flight Lieutenant Dick Keith, was diverted to try to locate the survivors. During the search of the surrounding country, the crew of the Albatross saw smoke coming from the shore of Easak Lake, and upon closer investigation, managed to locate the survivors.

## Searchers Busy

The RCAF Search and Rescue Co-ordination Centre in Vancouver handled a total of 386 incidents during the summer months of July through September of this year Search and Rescue officials revealed today.

This figure represents an increase of nine over the corresponding period last year when the Rescue Centre logged 375 incidents.

Included in the July-September figures are 275 marine incidents, 15 aircraft incidents, 30 missing persons and mercy flights and 66 communication checks.

Overall, tabulating the figures from January 1966 to September the Rescue Centre handled 780 incidents this year, a slight decrease of 20 incidents under the 1965 figures.

### Quiz Answers

1. Navy 5,000; Army 2,500; Air Force 2,500.
2. Training Command; trains field engineers and construction engineers.
3. Seven.
4. Stands for General staff (Origin British Army) is the Army's operation section.
5. Puntzi Mountain.
6. Venture at CFB Esquimalt.
7. Ten regiments, approximately 3,000 members.
8. Leading seaman.
9. Chilcotin Training grounds, 60 miles southwest of Williams Lake.
10. Rear Admiral J. A. Charles.

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