



TOTEM TIMES



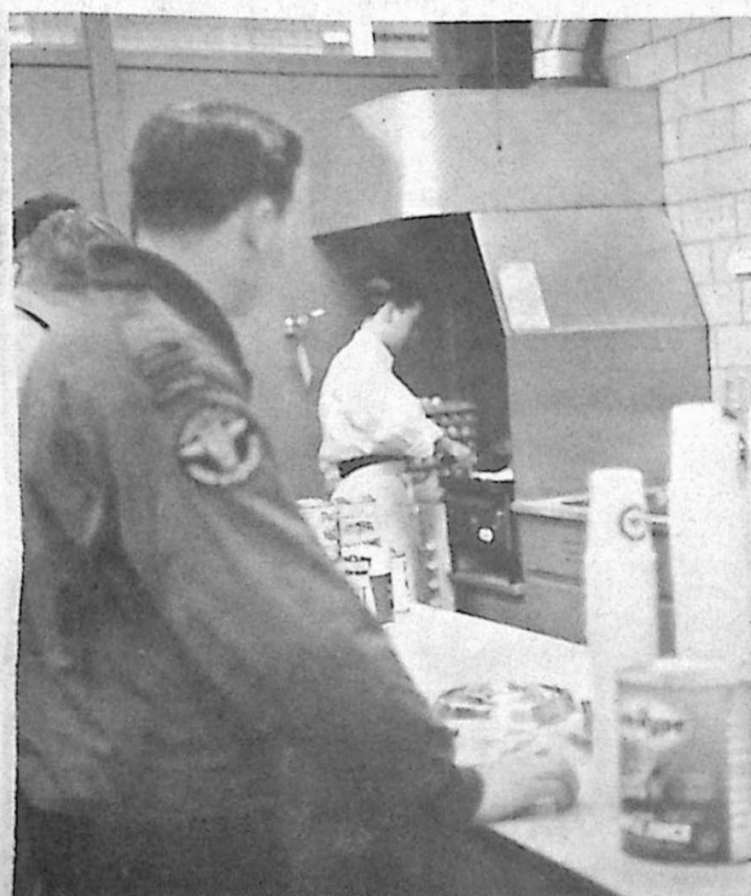
Vol. 8

CFB COMOX, THURSDAY, MARCH 9, 1967

No. 5

409 Defeats TAC Eval Team

Practice Show Impressive



"YOU CAN'T fight a war without breakfast," says F/O Stu Baines, hungrily awaiting his morning eggs prior to dashing off into the wild blue.

— W J M Photo

Two Hectic Days Try Tigers

409 Squadron, backed by all the resources of CFB Comox, successfully vanquished the ADC TACEVAL team in last week's annual tactical evaluation, ADC's equivalent of the Stanley Cup play-offs.

The team arrived Monday, and spent the day in briefings of one sort or another listening to the base commander and his staff explaining what the unit's job was. The inquisitors then retaliated with briefings of their own, and the day ended in a draw.

On the second day, the team hit the squadron with a cunning little exam, taken from one of the scrolls found recently on the Dead Sea. However, the squadron, in an unprecedented intelligence coup, had been studying the same manual, and whizzed through the exam without batting an eye. (At that time of the morning, it is hard to even open an eye let alone bat one.)

Then, it was time for the fighters to launch, in plenty of time to intercept the targets, flown by EWU crews who were still having breakfast. Eventually, even the targets got airborne, and the air battle commenced.

For the next two days, Voodoos, CF-100s, and T-33s filled the air as the mock air battle went on with great noises.

Targets came through at all levels, and many of them employed the latest in electronic and communications jamming devices. On top of this, the TACEVAL team could and did rule various controlling agencies out of the war. This often left the interceptor crews on their own, to complete the interception with scant information.

While 409 was successful in zapping anything that flew down the coast (including three owls, two seagulls and a DC-8) no TACEVAL is complete without a demonstration of the base's ability to survive under fallout conditions, so the umpires decreed that a couple of mystery bombs from somewhere had created some fallout and soon everyone was running around all dressed up like Martians, and muttering roentgen counts.

Soon the fallout disappeared, and the war was eventually declared over, while the cleaners went out and wiped up all the fallout. But other plans remained to be tested, so the usual arrow was snapped, and the on-the-scene-controller and his oddly-garbed henchmen demonstrated that they could fix arrows better than Avro.

Then it was pretty well all over but the reprimandations. The squadron had flown a bunch of sorties, and most of them were quite successful. The groundcrew had worked many hours under trying conditions to ensure this. Throughout the exercise, both air and ground crews performed their jobs in a knowledgeable and capable manner.

And they did it under a load that they wouldn't have to face in wartime, because in addition to keeping 409 flying, they also had to keep the Comox wing of the Soviet long-range air force in the air. EWU flew a great many target sorties, and all of them launched on time and returned serviceable.

Once again Comox has demonstrated that it is fully capable of fulfilling its assigned task in the face of difficulties.

Servicemen FINKS - Allard

General J. V. Allard, Chief of Defence Staff, shocked the COMMONS (self Defence Committee) the other day when he testified that servicemen remaining in the unified force would be FINKS. As MPs, reporters and Television cameras craned their necks and popped their zoom lenses, the general calmly added that a FINK was "A flying infantry man with naval knowledge. End of Flap."

Is your car a killer?

Hidden hazards harbored in many motor-cars can kill you just as quickly as the nicotine in the cigarette you are probably smoking as you read this. That is why a motor vehicle check-up is important.

Because it is important, the Base Safety Council has made arrangements to have the Provincial Motor Vehicle Mobile Inspection unit visit the base from 14 - 17 March inclusive.

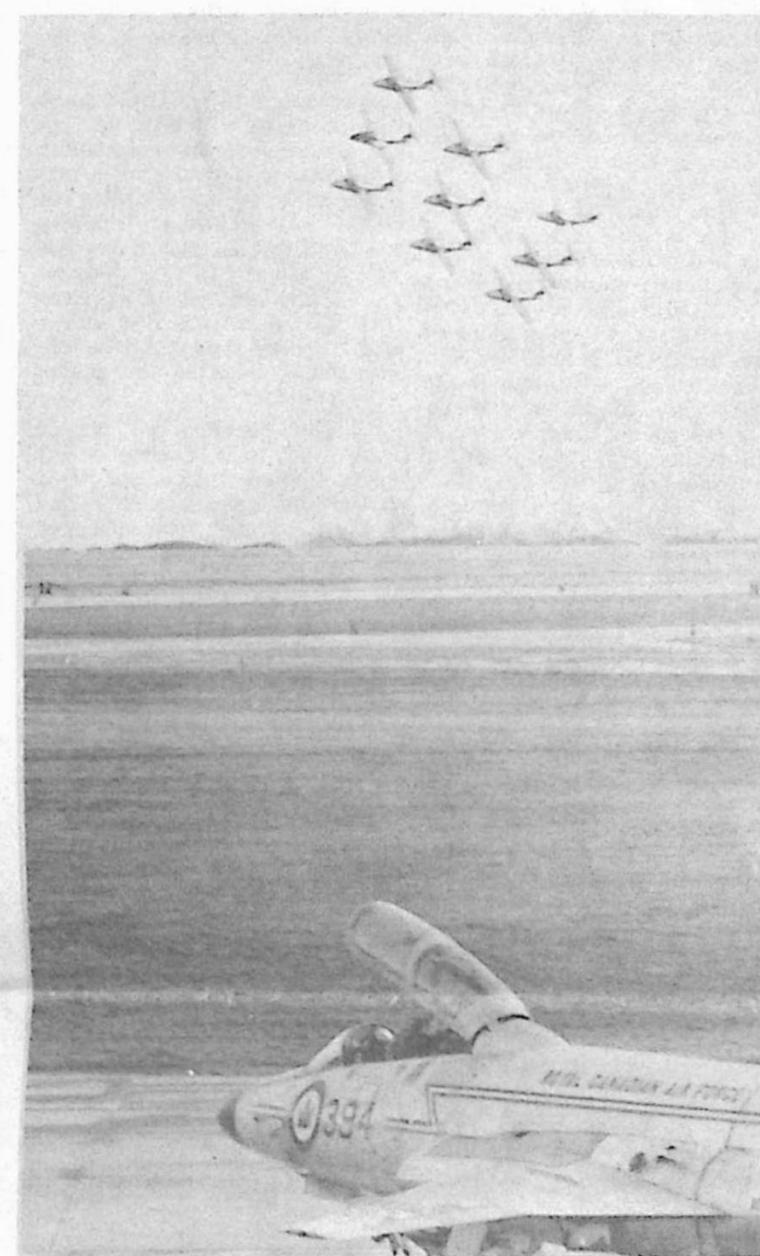
The inspection is on a voluntary basis, and it costs nothing. Drivers of cars which pass the inspection will be given a safety sticker for their windshields. Drivers whose cars fail will be given deficiency reports. If the driver so desires, he can return with the defects corrected and be given a sticker.

The testing centre will be set up on the auto club parking lot and will be open from 0900 to 1600 daily. To minimize the waiting time, the following schedule has been adopted: 14 March - 407 Squadron; 15 March - 121 Squadron and CE Section; 16 March - Base personnel; 17 March - Open to all personnel.



"HOTEL GOLF ZERO ONE, you are scrambled," and the war is on. S/L Gerry Patterson and F/L "Fat Lennie" Dodd wish they had taken up some other line of work.

— W J M Photo



— W J M Photo

Centennaires' skill delights spectators

In a dazzling display of aerial artistry the Golden Centennaires impressed a goodly crowd of servicemen and their dependents, plus many members of the general public in the practice airshow they put on last weekend. The show which they put on that day was not the complete show with which they will dazzle millions of Canadians this summer at airshows and exhibitions across the country. The solo acts, rather than alternating with the six in formation, saved their display to the end. This will not be the case once the tour starts.

The CF-104, flown by F/L Rene Serrao opened the display with an ear-shattering roar and all hands were transfixed watching his act. The 104, which without tiptanks looks almost

like a Bomarc drew much favorable comment from the excited spectators.

Then it was time for the Centennaires, and they more than lived up to their advanced billing. Their manoeuvres were faultless, and their flying was precise. Everyone who watched came away tremendously impressed at the skill of the team.

The Centennial airshow will have a busy summer. Starting with Expo in April, and ending with the Centennaires and the other airplanes attached to the show will be representing the RCAF to Canadians everywhere. The show last weekend was a sure indication that the service will be well represented.



"BONEYARD 42 if you expedite your take-off you can get airborne before the fighters land." Bob Wheeler and Bob Merrick, boy Russians both, trundle their Clunk out to the runway.

— W J M Photo



"QUICK TURNABOUTS keep the war going at a better pace say the overworked groundcrew as they work on Golf Zero One, which has just returned from its first sortie.

— W J M Photo



"NOT EVEN TIME for a cup of coffee," curses Fat Lennie as he hurtles back up the ladder for his second sortie.

— W J M Photo

"AND YOU CAN'T fight a war without airplanes," F/L Chuck Browning and Sgt Vic Barr discuss ways and means of converting all those u/s Voodoos into lethal war machines.

— W J M Photo



General J. V. Allard



"AND YOU CAN'T fight a war without gas." A flotilla of bowsers pumps the Voodoos so full of fuel that the navigators gurgles.

— W J M Photo

NIGHT HAWK'S NEST



All's well that ends well. At least I think that is how the old saying goes. The TacEVAL has ended but I'm not too sure that all's well. It seems that there is talk around that 409 will not be given any more control while flying. I suppose it makes sense. If you can get a better hack rate without control then why spend all that money just to maintain an obsolete ground control outfit. Applegate and Fat Lennie are of the same opinion, and are quite willing to run the air battle from CAC as long as they are paid the money saved by doing away with SAGE. The reason I say that all is not well is that now we will have to let the double killers Emon and Hesterman do all the flying. NO names but one of them even hit two targets under remote, then had the nerve to say it was his first try. I understand there were several other naves drawing straws to see who was going to have first crack at him.

Eric came up with the worst hack rate 50% (1 out of 2). It is too bad he had to miss that super after his very excellent nav locked on at ten miles. True it was only a momentary lock but a really good throttle pusher would have had it anyway. Even Gary Liddiard probably could have hacked it, busy as he was in the air.

The party Thursday turned out very well even if it was sort of anticlimatic after Tuesday and Wednesday. One of our very valuable squadron plaques was presented to W/C Nichols the TacEVAL team chief, then a gift of inestimable value was presented to S/L Kinsey whose position on the TacEVAL team has yet to be determined. However we believe that the gift itself was a fair indication of the esteem in which we hold him and the TacEVAL team as a whole. We are not too sure they cared for the

spot we picked for it to go on display, but I'm sure that W/C Vincent will allow them to have visiting privileges at least twice a year (AFCT & TacEVAL). That has to be the shortest time in history that a trophy has been retained. The great yellow chicken was stolen back before the acceptance speech was over, and then hidden in the most conspicuous place they could find. I'm sure that nobody in his right mind would look in a car with a night hawk painted on it as it must obviously belong to someone from 407.

Speaking of 407 we have a sport day coming up with them on Friday and we understand our pilots are going to play the volleyball so as not to embarrass them too badly. As a further handicap the Grey Fox has stated that Les will be allowed to play until he has 5 straight misses. Since this will be the first five serves I'm sure that Les will be available to help out in the other games very quickly.

No new transfers out, but we have a S/L pilot coming in, any guesses, Pete Fellow and Rapid Robert are going to staff school in April. Pete will have a good time, everybody knows Lake Ontario is full of Salmon, but how is Bob going to find a golf course in that desolate part of the country.

One story to come out of the TacEVAL has the Grey Fox flying an IF trip, but I have it on good authority that trying to get him under the hood is like trying to get more flying time than one of the other Squadron leaders, so obviously this is a nasty rumor probably started by one of the UICP's.

PS. It seems the navigators union has won the great mute switch battle, but our unit flight safety type vows to continue the fight until the end.

CHAFF CHATTER



The Elderly Warriors spent a busy week last week acting as targets at the 409th all-weather, flush-riveted etc. group under went it's annual TacEVAL. All the targets launched on time, and nothing of any importance fell off any of the Clunks, so the entire exercise was rightly deemed a success.

Johnny Sorfleet had a spot of nose gear trouble in a T-Bird, in that the wheel would not come down, although the mains would. "No sweat, though," said John, "I just banged the bird on, and the nose wheel locked down." Jim Davies, who was in the back seat, wasn't so sure. Said he, "Johnny was just looking for an excuse for crumpling it on so hard."

Vic Rushton survived the TacEVAL by going on leave in the middle of it, a strategic ploy that many of the Nighthawks wished they had thought of. In a noble spirit of self-sacrifice, he returned for the roughest part of it, the party.

Ken Mitchell also spent the TacEVAL on the golf course, which goes to show that seniority does have its advantages. He claims that it wasn't the ideal time for golf as the noise from all the airplanes disturbed his putting. Gerry Knight completed his Centennial project the other night by appearing in person at a local Weepers celebration. This leaves him with no new worlds left

to conquer this year. Perhaps though, his appearance in the mess shouldn't really count, as rumour has it that he was merely hiding out there to escape being eaten by the new dog he bought to protect his house. Unlike Earl Crocker's dog, which eats sweaters, this one eats the occupants.

Speaking of Earl Crocker's dog, he built it a fine new doghouse, which the dog ate, and barked for more. It is at least a change from sweaters, and it may be the ultimate solution to the driftwood problem which plagues the island.

Bob Wheeler had a sore arm last week that everyone was attributing to the bends, and he was all set to apply for a transfer to low-level CF-104's, but it was discovered that his trouble was caused by calcium deposits in his shoulder. It must have been all that hard water mixed with the rye.

Many people have wondered where Jim Davies gets all the bridge tips which he passes along in his popular and helpful column, Jims Gems. It took a great deal of work and skill to ferret out the answer, but aided by a CIA grant your reporter was able to discover that Jim gets his information from the same people that build the CF-100; Dominion BRIDGE.

Rumour of the week: EWU is going to take over 407.

There are three NORAD ballistic missile early warning system sites in operation today - one at Thule, Greenland, another at Clear, Alaska, and a third at Fylingdales Moor, Yorkshire, England.

NORAD's Ballistic Missile Early Warning System, positioned in the far north of this continent and in England, is an insurance policy that will pay off in warning time if an enemy ballistic attack is launched.

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Centennial Year Re-Union

ADMISSION: By ticket only.
REGISTRATION: 1 p.m. to 5:30 p.m. June 30.

COCKTAILS, BUSINESS, MEETING AND RE-ACQUAINTANCE: 5:30 p.m. - 10:00 p.m.
PARADE: July 1 Joining Centennial Parade as a group, (medals to be worn if possible)
Dinner/Dance: July 1 7 p.m. in ballroom, Royal York Hotel (dress informal)
Further details and costs to follow at a later date.

All friends, relatives and former Coastal Command personnel are more than welcome.

It has been 17 years since the former members of the Squadron have been together and your Committee has decided that our Centennial Year should not pass without a serious effort on our part. Most of us will be visiting Expo 67 and it is hoped that you can arrange your trip to coincide with the above dates.

Toronto was chosen because of its relatively central position and accommodation is very limited for large groups in Montreal.

In organizing this reunion your committee's most serious problem is communication. The booklet published in 1947 contained most of the names and addresses of those who served on the squadron but after 20 years very few of the addresses were valid. As a result we are asking for your cooperation, whether or not you will be able to attend. Enclosed with this letter are five copies which we would like you to forward to any of our comrades with whom you have maintained contact. When you have done this please return the attached slip filling in your own particulars and noting on the reverse the names and addresses of all former member and friends to whom you have mailed the copies.

TO: R. G. MULLEN, PRESIDENT
407 SQUADRON REUNION COMMITTEE
112 ANNDALE DRIVE, WILLOWDALE, ONT.

1. Enclosed is my Cheque/Money Order for \$10.00 Reservation Deposit.
2. I do (do not) require hotel room accommodation for persons.
3. I served with the Squadron at
From to
4. Name
Address
Telephone: Home Business
5. Suggestions:

Signature

Coboc Cacaphony

The interval between this column and my last has been largely occupied with a lengthy stay in, or more accurately 40 miles south, of San Francisco. Since we were all batching it, I thought a few humorous anecdotes would be in order. America the beautiful is typified in El Camino Real, a never ending ribbon of honky-tonks, used car lots, funeral homes, and burger joints winding south out of San Francisco. Many of us visited the various night spots along here, the most notorious of which is the Old Chicago club. One Wednesday night the feature attraction here was a little act put on by two baggers who shall remain anonymous. Suffice it to say that one came back looking like Reddy Kilowatt, the little B.C. Hydro man with the light bulb nose.

In spite of the distance into the centre of town, everybody got in at least once, including myself, who spent the 40 miles scrunched up on the driveshaft hump of a Mustang. However quite a bit of time was wiled away in the barracks, with inexpensive refreshments being part of the bargain. Each crew was careful to schedule its carousing to commence while another was sleeping prior to flying, and a new low in international relations was established with those helpless Americans living nearby.

When the Neptunes departed, a handful of us were left behind for what appeared to be a survival exercise - how long could we last with nothing to do and no money? One interesting afternoon was spent on Haight St., where the LSD crowd hangs out, and just looking at the characters was an experience in itself. Unfortunately the rest of the time was rather mercilessly killed. We went through a museum, looking at ancient Korean pottery; walked through a Negro section and learned all about "black power", which I gather counteracts the effects of the White Knight in Ajax. We also found out how much a funeral for Gord Kruger would cost, apparently some alterations to the lid of the coffin were necessary, and finally registered Gary Thain in post-graduate work at Stanford.

Friday morning we flew back via Hercules, and Friday afternoon we flew around the hangar waiting for the customs man to inspect the baggage. Much to my surprise, I found that upon returning to my room that the long awaited suites were actually underway. Oh happy day!

HMS Sparrowhawk returned to Esquimalt from San Juan Island and Cowichan today.

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In this manner we hope to be able to make this a truly gala event. One in which we can all relive those exciting days of our youth. It is to be hoped that each person will bring his scrap-book, photographs and memories. The hangar doors will be wide open for the full two days.

Most of our ladies will have heard these tall tales many, many times but this will give them a real opportunity to either refute for all time or verify the old man's claims. In any case we promise them all that they will have a fine time and meet some of the best people in the world.

We hope to keep our costs as reasonable as possible but will not allow these to spoil the fun. We have reserved 100 rooms on the same floor at the Royal York and will have to confirm these shortly so please let us hear from you immediately, with a \$10.00 deposit.

You will hear from us regularly as the program is developed and once more we ask for your FULL CO-OPERATION. Make this your Centennial Project.

Despite the efforts of the Department of National Defence to maintain extreme secrecy about the shape of things to come in uniforms, the Totem Times has managed to obtain a photograph of one. F/O John Hackett of ski slope fame is one of the lucky chaps wearing the new threads on user trials.

Due to the DND Security restrictions placed on the publishing of photos showing details of the new uniform, we were forced to leave out some of the minor parts of the suit. Readers will notice that the lapels, collar, buttons and pockets have been retouched out of the picture to protect the editors. It is reported that the security is so good concerning the green uniforms, that not even wives in PMQs have complete details.

John reports that in its present form, the uniform is very comfortable, "it will be just the thing for wearing at those night club visits in San Francisco".

NORAD's Ballistic Missile Early Warning System employs standard radar techniques. The key to the value of the system radars is the high power level at which they can operate. Detection up to 3,000 miles and more in space is within their capability.

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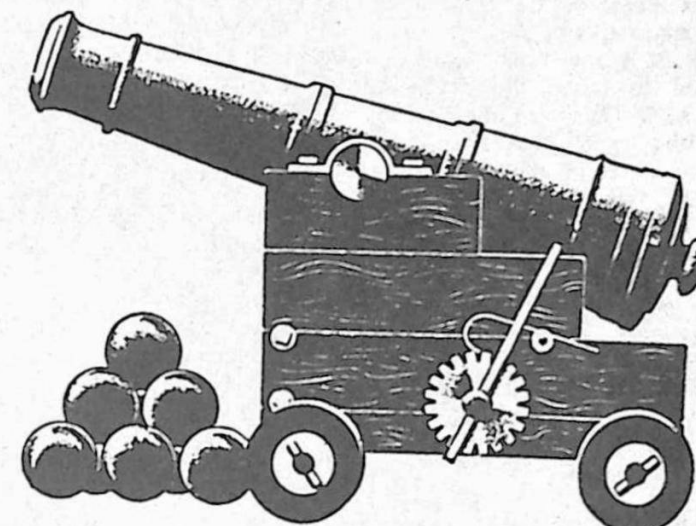
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400	4.00	4.00	4.00	4.00	4.00
500	5.00	5.00	5.00	5.00	5.00
1000	10.00	10.00	10.00	10.00	10.00
1500	15.00	15.00	15.00	15.00	15.00
2000	20.00	20.00	20.00	20.00	20.00
2500	25.00	25.00	25.00	25.00	25.00
3000	30.00	30.00	30.00	30.00	30.00
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from up in my perch

The other day as I sat pondering the fate of my old button stick, it's hard to decide whether to have it bronzed or just encased in plastic, these items caught my eye.

The prize choker of the month appears in this last issue of the Sentinel. As in the past issues, they have given the recent promotion list for the three services. This time I took time to count them instead of just muttering under my breath. Not being a mathematician and not wanting to baffle you with a bunch of useless figures, these are the facts as I see them. The Army received 345, the Navy 153, and the Air Force 125, and for the lack of space they left out the Cpls. The Army's last reported strength at 48,000, the Navy at 17,000, and the Air Force at 49,000. The Navy, however, can be forgiven as they have been losing a lot of men from the top. Although I perused the lists until the wee hours, nowhere could I find my name!

Those compact Brass Fighters are continuing to entertain everyone with their very fine performances, but do their engines need an overhaul? They are smoking badly! For two week-ends in a row they have neglected to buzz the PMQs in the A.M. Thanks fellows, we're catching up on our sleep again. Our crack volunteer Guard of Honour was out on practice the other day toting those 57 lb machine guns. The thought occurred to me that may be automation has really taken over when the BWO gave the drill using an electronic loud hailer.

During the Tac Eval callout about 4 p.m. one guy's wife answered the phone and said "I'll tell him as soon as he comes in."

When two Neptunes went south, followed by seven Hercules loads of ground crew, the Americans took it as a show of force and nearly gave us the Mercantile Bank.

Did Sgt. Drummond of the Rec Centre ever find his Flight Tech?

A Big Bouquet for the guy who thought up those cute little siren stickers. 'Twas the first time I was able to tell what they meant.

Rumor of the Week - The designer of the PMQs, Mr. P. Portal, has just been released from a mental hospital after several years of intensive treatment. He was released to the care of his brother, Mr. A. Portal, millionaire, door manufacturer. On hand to greet him, with Mr. Portal, was his cousin, Mr. B. Scant, millionaire contractor, and his brother-in-law, Mr. S. O. Few who is a struggling manufacturer of cupboards. Mr. Portal's mental health became suspect during a royal commission on PMQs some years ago. The commission raised such interesting points as: front doors in the back yard and vice versa; basement stairs in which it is impossible to carry a full length yard stick; and apartment walls so thin that if one burps in the front room, it's necessary to go to each end wall and apologize. It is hoped Mr. Portal's recovery is complete and that he still has time to get a few licks in at Expo.

Runner up for rumor of the week - The CIA has been subsidizing the Cpls' Club.

I'm not sure that this comes under the heading of Rumor but, the 121 Mushrooms were called together in a bunch and told definitely that 121 will be leaving Comox. So while you're breathing easier chaps, remember those famous words of Wing Commander McKinnon ex-CCO of ex-RCAF Stn Vancouver - three days before they closed the place.

Isn't it wonderful! All the stores in Courtenay are now closing on Mondays. This must be the greatest meeting of minds since Confederation.

New Cpl Bob Kamins tells me the girl he had out the other night wanted to charge him baby sitting fees. Not all the girls who charge fees are baby sitters Bob!

St. Patrick's Day is coming up. Do your Irish Whiskey shopping early. Last year they tell me they ran out. Another free tip - Try Irish coffee made with Teulmore Dew. Teulmore Dew must be ordered special but it's worth it.

To all of you, both amateur and professional Irishmen - have a happy 17th of Ireland.

NORAD Defends (and Fills) Space

Attack from enemy space satellites may not be a threat in the immediate future, but techniques and equipment must be developed now so a defense can be established quickly should the day come when they are needed.

The first step in establishing a space defense capability is to detect and track all man-made objects orbiting the earth, and this step has been taken.

The North American Air Defense Command is operating a Space Detection and Tracking System, a global network of radar, radio and optical sensors which supplies the command with information on all earth-orbiting satellites. It is multi-service, composed of U.S. Air Force, U.S. Navy, and Canadian Armed Forces sensors, with many civilian scientific agencies contributing data on a cooperative basis.

SATELLITE INTERCEPTOR Associated with the detection and tracking net is a weapon system capable of intercepting and destroying hostile satellites.

Developed in 1963-64, this system is manned by Air Defense Command, the U.S. Air Force member of NORAD, and uses the Thor missile. The satellite interceptor system is under operational control of Continental Air Defense Command, the U.S. portion of NORAD. Data it would need to intercept a hostile satellite would be provided by the detection and tracking system.

SPACE DEFENSE CENTRE Focal point of the detection and tracking network is the Space Defense Centre, housed along with NORAD's Combat Operations Center in a steel building inside Cheyenne Mountain near Colorado Springs.

The Space Defense Centre serves as the command post from which NORAD carries out operational control of the sensor system; it also is the command control facility for operation and supervision of USAF Air Defense Command's Spacetrack System. ADC's 1st Aerospace Control Squadron operates the centre for NORAD and Spacetrack.

A computerized master catalogue of space vehicles—payloads and debris, or space "junk"—is maintained by the center, which also determines orbits of space objects, keeps a schedule of satellite positions and predicts their future positions.

By keeping a count and location on all objects orbiting the earth, NORAD can tell when any new satellites have been launched.

Orbital elements—the apogee, perigee, inclination, and period—are maintained by the center on each satellite and can be used to calculate its position at a given time. By comparing each observation with the predicted positions of the catalogued satellites, the center can identify each satellite which has been spotted.

This is also one of the methods for determining when new objects have been put into space.

If an observation cannot be associated with a known satellite, an approximate orbit is determined by orbital analysts at the Space Defense Center. Then, look angles are generated for other sensors, the initial orbit is refined, and the new object is entered in the center's catalogue.

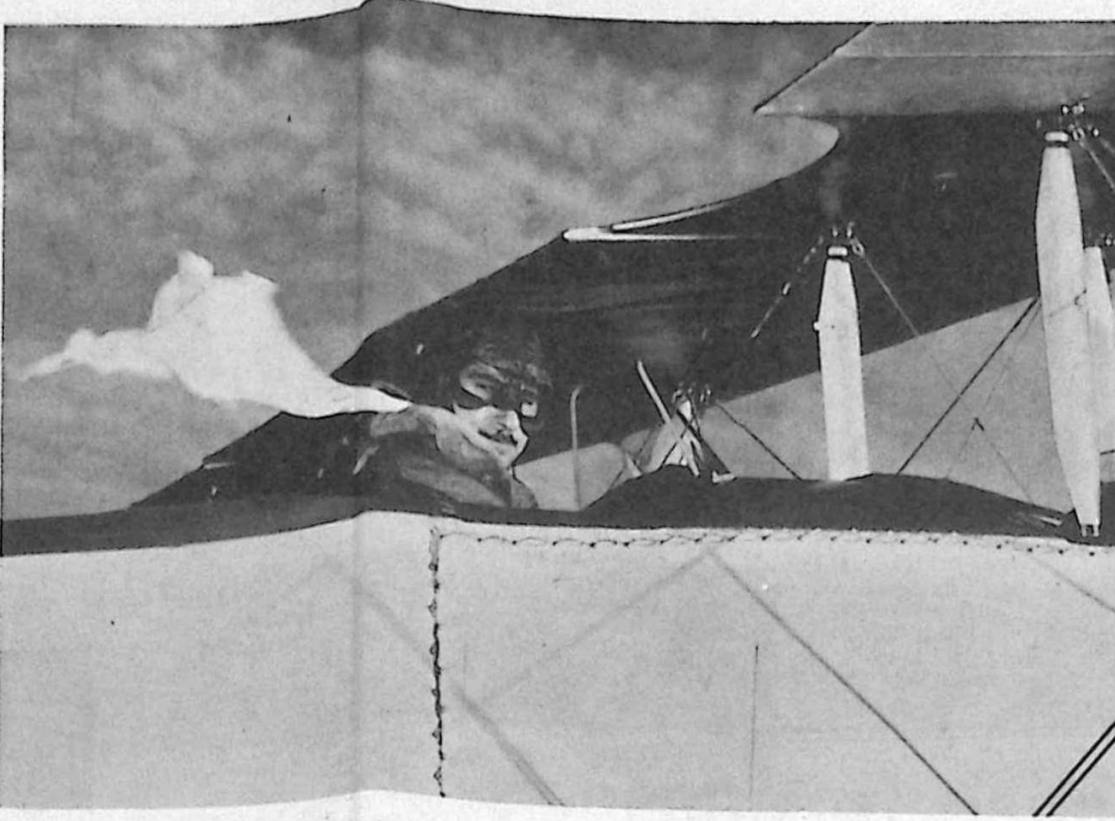
Even after precise data are established on a satellite's position, surveillance of the object and updating of the information must continue, because of factors which alter the orbit. For example, the irregular shape of the earth and the uneven distribution of mass within the earth cause variations in the earth's gravitational field and affect satellite orbits. The moon and the sun also exert gravitational influences on the satellite. So, Space Defense Center technicians, with the aid of a computer, have a continuing program that involves receiving sensor inputs, establishing the orbit for a satellite, receiving new information, and refining the orbital data. This process goes on for the life of every satellite.

More than 10,000 satellite observations made by the sensor network are processed daily by the center. The observations flow automatically into the center's data-processing facility, which is equipped with a Philco 212 digital computer capable of 626,950 additions and subtractions per second, or a total of 199,400 multiplications and 79,680 divisions per second.

THE SENSORS The space detection and tracking network is a system made up of other systems. Its chief components are:

U.S. Air Force Air Defense Command's Spacetrack System, U.S. Naval Space Surveillance System, Ballistic Missile Early Warning System.

A Canadian Armed Forces Air Defence Command satellite-tracking unit.



F/L GEORGE GREFF of Andrew, Alta., makes like "Snoopy" of Peanuts comic strip fame while flying an AVRO 504K military trainer at Pat Bay, Victoria. The old 1918 military trainer will form part of the Golden Centennaires aerobatic team which will put on air displays across the country during Centennial '67. — DND Photo

Vintage Trainer to Tour

Look again, it's not John Sorfleet in his trusty CF-100, it's George Greff, alias Snoopy in the Avro 504 which will tour Canada with the Centennial air show, along with Golden Centennaire, a CF-104, and a CF-101. Many Canadians gained their wings on this airplane in the early days of flying, and it was a familiar sight around training fields in Canada and the United Kingdom.

While few details of the airplane are evident in this photo, it can be seen that the air-conditioning required little or no servicing. The flight lunch problem was solved by flying through a squadron of black flies, and the pilot signalled a turn by sticking his arm over the side. Its trouble free operation is the envy of today's harassed airframe technicians.

Top 409 man denies CIA aid

A top 409 officer has found it necessary to deny that the CIA has contributed funds to his Ground School program. The denial was made today by Sgt. Meinert, head ground school man at the all weather squadron and a renowned expert on the causes of magnetism.

"We have a very small budget at 409 for ground school, I doubt very much if the CIA would be interested in donating cash anyway," said Meinert. "Our only capital expenditures throughout the year are for the purchase of crayons for the pilots T-33 coloring books." None of them is a fast colorer, so the crayons last all year.

F/L Meinert explained that the money for the crayons had been obtained from the return of empty ginger ale bottles from George Rawson's house. "Now that Rawson has been transferred, I don't know what we will do, no one else on the squadron drinks ginger ale," he said. "Perhaps we will have to hi-jack the Boy Scouts."

Donations of crayons for the pilots' coloring book program should not be sent to the Totem Times. Readers who wish to contribute should send the crayons directly to F/L Meinert, Ground School Boss, at 409. Crayons most in demand are red and orange; the pilots like bright colors.

The Avro 504 first appeared in 1913. It was flown by the Royal Flying Corps and Royal Naval Air Service on operations early in the first World War. From 1915 on it was standard trainer in British Service.

The Avro 504K first appeared in 1918, fitted with a variety of rotary engines such as the 110 h.p. "Monosoupape", the 110 h.p. "Le Rhone", and 130 h.p. "Clerget".

The Canadian Air Board received a donation of 100 air craft from the British government in 1919. Sixty-two of them were the Avro 504K with the 130 hp Clerget engine.

The Avro 504K was mostly used by the Canadian Air Force for refresher training at CAMP Borden. By 1928 most were withdrawn from service.

A few were fitted with floats.

The first generation of pilots to enter RCAF in 1924 and in subsequent years received their initial training on the 504K.

It had an all-wood frame covered with fabric. Measurements were: 36 foot wing-span - 29 foot 5" long - 10 foot 5" high. Empty it weighed about 1230 pounds and it could carry a 600 pound load.

The maximum speed was 95 mph and the cruising speed was 85 mph. Its range was 250 miles and it had an endurance of 3 hours. The cruising ceiling was 16,000 ft.

A distinctive feature of the 504K was the skid fixed to the undercarriage. The rotary engine caused much torque to the right which made it easy to turn in that direction but it required much pressure on the rudder to turn to the left.

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Contest winner wins court martial

The Totem Times was swamped under a blizzard of contest entries last week as knowledgeable aircraft recognition fans on the base sent in the answer to the Times contest. Under the contest rules, entries had to be printed on the back of an old WRO. Only one submission to date, conforming to the rules, has been received. That entry was submitted by F/O A. L. Stoddard of 409 squadron, who correctly identified the old biplane as a Cessna Crane, a very famous bush plane of the thirties.

When contacted by the Totem Times Contest editor, F/O Stoddard was at first doubtful of his good fortune. When he was finally convinced that he had really won, he said, "I'm thrilled, it is the greatest thing, that's every happened to me!" Stoddard was not sure what he and his wife would do with his winnings, a two weeks supply of used parking tickets. He said, "As soon as the results were announced, the phone started ringing and it hasn't stopped since. I'm not going to be stampeded into anything, I'll take a few days off from the job and just think it over."

There was one cloud on the horizon for the young navigator, an upcoming Court Martial. Charges to be laid against Stoddard are

Soldier gets month in jail

Reprinted from Winnipeg Free Press by Request of Accounts
A 20-year-old soldier stationed at Fort Osborne Barracks was sentenced to a month's jail Wednesday in provincial magistrate's court on two charges of cashing worthless cheques.

Dennis Leo Gerling pleaded guilty to passing two bad cheques worth \$20 each to two Fort Garry pharmacies, Nov. 6 and Nov. 26.

Court was told Gerling had been fined a total of \$100, Nov. 14 on two similar charges of false pretences.



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(Karsh Photo)

A Tribute to a Great Canadian

Governor-General Georges Philias Vanier was one of the most distinguished men ever to hold the office of Governor-General. By turns throughout his varied career he was a soldier, diplomat, humanitarian and statesman. At all of these, he was successful.

Born to a French-Canadian father and an Irish mother in Montreal, on April 23, 1888, General Vanier became first a soldier, helping to organize the famed Royal 22nd Regiment. While serving overseas, he lost his leg in a German bombing attack.

After the war, he served as ADC to Governor-General Byng for five years, then embarked upon a diplomatic career where he was, in succession, Canadian delegate to the preparatory disarmament commission of the League of Nations, secretary to the Canadian High Commissioner in London, Ambassador to European Governments in exile in London during World War II, and Ambassador to France, from which post he retired in 1953. He was Ambassador to France during the hectic first days of World War II, and just prior to France's capitulation, General Vanier managed to escape from the country. In 1959, he was asked to be Governor-General.

Since then, he has become a beloved figure to all Canadians. With his Irish wit and Gallic flair he ran Government House with an élan seen all too seldom in official circles. But it was more than that that endeared him to his countrymen. His concern for Canadians was always uppermost; always evident. He and Madame Vanier sparked the founding of the Vanier Institute of the family, which commissioned sociological studies of the increasing complexity of modern living and its effect on the unity and integrity of family life.

General Vanier was most of all a Canadian, with a concern for Canada. In speeches he made throughout his time as Governor-General, he constantly referred to the theme of national unity. In 1959 he said:

"Two hundred years ago, a certain country won a battle on the Plains of Abraham; another country lost a battle.

"In the annals of every nation, there is a record of victories and defeats. The present sovereign of the victorious country, sovereign also of Canada now, returns to the same battlefield, two centuries later, and presents colors to a French-speaking regiment (the Royal 22nd), which mounts guard over the Citadel of Quebec, a regiment of which Her Majesty is Colonel-in-Chief.

"The 6,000 French-Canadians of 1759 have become several millions. For 2,000 years, more or less, the annals of history proclaim the fame and glory of Great Britain and France. The future of Canada is linked with this double fabulous heritage. Canadians of Anglo-Saxon and French descent, whose two cultures will always be a source of mutual enrichment, are an inspiring example of co-existence.

"They go forward hand in hand to make Canada a great nation, hand in hand also with Canadians of every origin, with their heritages, irrespective of race or creed. We are all God's children."

It was a theme to which the fluently bilingual Governor-General would return time and time again in later years as he strove to make his office an instrument of national unity. Again in 1959, he was to say: "Let us extend the hand of welcome rather than the stone of judgment. We cannot get on without one another. We must find a basis of mutual understanding. Let us give an example, in all walks of life, of solidarity based on the heritage and genius of each race."

His New Year's message in 1966 and 1967 also dealt with national unity. In 1966 he said:

"I am tired of hearing people around me say and write that we are a lot of rudderless people on the road to nowhere. We have a Canadian identity, we must begin to live up to the high standard it embodies.

"The history of man tells the tale of great empires which fell, not from outward assault but from inward decay and moral disintegration.

How often in the emptiness of our society do the brave young shoots of nobility and compassion wither and die on the barren ground of material values."

And again in 1967 when he said:

"The measure of our unity has been the measure of our success and this, I believe, will be more important in the centuries to come.

"If we imagine that we can now go our separate ways within our country; if we think that selfish interests can now take precedence over the national good; if we exaggerate our differences or revel in contention; if we do any of these things, we will promote our own destruction.

"I pray God that we may all go forward hand in hand. We can't run the risk of this great country falling into pieces."

Canada has suffered a great loss in having this urgent voice, crying for unity, quelled. But although he may be still, General Vanier's message lives on. His vision of one Canada, united and purposeful, striding into history is an inspiring one. It is just possible that if it comes true, much of the credit will belong to him. It would be a tremendous

TOTEM TIMES

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If you didn't like it, toss it out or have the intestinal fortitude to phone and say so, but you chopped it off and used a filler in the same column. I repeat Thanks for Nothing.

The next article I write and contribute to your paper will be during the Centennial - next Centennial!

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After much strenuous thought concerning the subject of Integration and Unification of the Armed Services I feel that if an Airman decides to Serve at Sea then he should be recognized for this Valorous Act.

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And Mr. Editor, these bottles er...medals may be purchased outside of Canada for three dollars each. There is a limit of one per Airman.

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Yours sincerely,

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In the Barber Shop you could hear the strop and the clicking of the shears, As moves were made for CO's Parade by a "lowering of the ears."

In the right hand chair midst the flying hair sat AC Pete Maloof Every move he made, on or off parade, would invariably goof, By his nature shy and a pleasant guy, just happily bungling through, Never told a lie, wouldn't even try, for the truth was all he knew.

Now the gods of chance had shuffled the cards at Postings and Careers And a straight faced "Flight", known as "Frosty" Knight, was the cause of Maloof's fears, For when "Frosty" spoke, he would never joke, but at some other man's expense, Though he'd seldom shout, when he did—look out—it made a guy taut and tense.

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"How come," he said, with his face quite red and a lowering of the brow, "That at twenty to nine, in government time, you're getting your hair cut now?"

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Now this happened many a year ago in the bad old air force days When the Flights were tough and the days work rough and the months passed without praise, But now we have our decree, we shall integrate with the shell backs and poodles too, Now THEY'RE all polite and will treat us right and give us our proper due.

Each Chief P.O. with a mellow glow will welcome us to his arms And the RSM — every one a gem — will beguile every man with his charms, So it's "Cheerio Flight" and it just serves you right — you should treat erks and Corporals with care, Now we have our decree, we are no longer "three" — we have only one service, so there!

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Now, for a REAL scoop, all CFB Comox has to do is locate that secret hiding place and nab the pole. We could have one of the messes organize a raid, or better still, organize all of the messes into a combined operation, a real job of integration that would make Mr. Hellyer sit up and take notice. Then, with a bit of luck, he might abolish the army and navy.

Once we have the pole we would naturally bring it back to Comox. A good place to set it up would be the top of Forbidden Plateau, except that it would be too accessible to souvenir hunters. The best place perhaps would be right on top of Comox Glacier. Can you imagine the joy of navigators having their own magnetic pole to home onto?

121 KU could tie up the franchise for sightseeing chopper trips for rich American tourists, and all the retired personnel in the area could form a syndicate for the marketing of picture postcards. Man - think of the potential.

Yours sincerely,

FLYIN' CHUFF

J. HOLMES, MP Section.

Editor, Totem Times, Sir:

It was Monday morn on the Island and the sun shone on the base, and the golden light made the world seem bright as it shone on every face.

In the Barber Shop you could hear the strop and the clicking of the shears, As moves were made for CO's Parade by a "lowering of the ears."

In the right hand chair midst the flying hair sat AC Pete Maloof Every move he made, on or off parade, would invariably goof, By his nature shy and a pleasant guy, just happily bungling through, Never told a lie, wouldn't even try, for the truth was all he knew.

Now the gods of chance had shuffled the cards at Postings and Careers And a straight faced "Flight", known as "Frosty" Knight, was the cause of Maloof's fears, For when "Frosty" spoke, he would never joke, but at some other man's expense, Though he'd seldom shout, when he did—look out—it made a guy taut and tense.

Now Pete was a coolie of "Frosty's" flight, worked under him on the line, He was constantly hit by the caustic wit and "under" describes things fine, But sarcasm's wit needs an obvious hit and may as well miss by a mile Though it strikes home hard, the effect is marred when it's countered with a smile.

As I mentioned before at the outset, the weather was fine and clear, But the temperature drop in the Barber Shop was sudden as Knight drew near, Then, as "Frosty's" frown brought the mercury down with a glance both brief and bleak, He saw the chair and Maloof sat there and threw the first dart of the week.

"How come," he said, with his face quite red and a lowering of the brow, "That at twenty to nine, in government time, you're getting your hair cut now?"

He glowered at Pete sitting 'neath the sheet and the latter then replied: "It grows in government time as well — that cannot be denied."

Then silence reigned and the air was strained and the stropping and snipping ceased, Like a bell of doom in the gathering gloom, came "Frosty's" voice — from the East

"I would have you know it doesn't all grow in government time" he said, "And I am not having it all cut off, just the back and the sides of the head."

The answer clear fell on every ear with "Frosty" in disarray When a man roared and with one accord the laughter swept gloom away, — When a millpond top feels a pebble drop, the ripples will stretch and spread, So the story grew, the whole unit through, of the barber and Maloof's head.



Crocus, Mark I

THIS IS A CROCUS, MARK I, vivid evidence of the current heatwave now being endured in Comox and other cities of Canada's banana belt. The Totem Times is providing this picture as a public service to readers who like to needle the folks back on the other side of the Rockies about their cleverness in being selected to serve at Comox.

Readers who wish to snap out the picture for the purpose of sending it to friends who happen to be stationed in Winnipeg or Bagotville are welcome to do so. Readers must be cautioned, however, that

the other side of the page is full of clever writing that must be fully digested before the paper is mutilated. Examinations may be held at any time, on a no-notice basis.

This particular crocus was captured on film under the glare of the midday sun on the fifteenth of February. Those with a memory for facts of natural disasters and such like will be aware that the fifteenth was a day that saw the mercury at 35 degrees below zero in Winnipeg.

— W J M Photo

BOOKS IN REVIEW

From time to time the Totem Times carried book reviews of books recently received by the Base Library, which is open from 0830 to 1600 hours daily, and from 1830 to 2000 nightly. It is closed at lunchtime, and closed Saturdays and Sundays. Generally speaking, all books reviewed in the Totem Times are available in the library.

THE VIRTUE OF SELFISHNESS — by Ayn Rand

Ayn Rand here discusses the ethics of Objectivism, the philosophy that holds man's life, the life proper to a rational being, as the standard of moral values, and regards altruism as incompatible with man's nature, with the creative requirements of his survival, and with a free society.

The architect of this new ethics first expressed her challenging ideas in her bestselling novels *Atlas Shrugged* and *The Fountainhead*. In this collection of essays on ethics from the Objectivist Newsletter, a periodical published and edited by Ayn Rand and Nathaniel Branden, she defines the Objectivist viewpoint on moral issues and on many problems of our time, problems such as: the validation of egoism; the evil of self-sacrifice; the nature of government; individual rights; racism; the psychology of socialism. Included here too are five articles by psychological theorist Nathaniel Branden, author of *Who is Ayn Rand?* Objectivism has forged a revolution among today's intellectuals. It stands in complete opposition to the political, social, and religious attitudes of our day. It is a challenging philosophy, a unique philosophy, a philosophy of an for our age.

THE LOVE OF DR. LINDSEY — by Ray Dorlen

Dr. Catrine Lindsey, on holiday in Majorca from her work at St. Antholin's Hospital, did not realize the chain of events that was to flow from her friendship with Noel Vincent during those happy, carefree days, and yet what did she know of him?

Who were those mysterious friends in the villa in the hills who had such a strong hold on him? It was not until she returned to her work and to one special patient that she realized the problem which the man she loved had been obliged to face.

THE HOSPITAL WAR — by Charles H. Knickerbocker

Red was the surgeon, Randy the general practitioner who specialized in obstetrics. They had come to the small New England town to practice medicine—never realizing that their arrival would involve the entire community in The Hospital War. When the three doctors came to Middlevale, in the '30's, their troubles seemed over — because Veronica Blaine, the richest woman in the valley, had promised to build a modern clinic and medical centre for them. The doctors had foreseen some competition from Black Jack Borrihan's old-fashioned community hospital, in the nearby town of Puritan. They had not realized, however, that in a few years time Red would be working for Borrihan, Amos would have his own practice at Morgan's Corner, and Randy would be married to Mrs. Blaine's daughter, trying desperately to fulfill his dream of establishing an up-to-date medical centre in Middlevale. Unlike many recent medical novels, *The Hospital War* contains sound (and fascinating) material on the practice of medicine and in addition presents a revealing inside look at politics within the medical profession. In portraying the inter-related careers of three brilliant doctors, in operating rooms, hospital wards, staff meetings, and at home, the author has written his best novel to date.

GHOST OMNIBUS — by Kurt Singer

For those who like ghost stories, this successor to Kurt Singer's *Ghost Book* covers another wide and horrific selection from a number of undisputed masters of the genre. On this occasion all the stories are fiction but no less effective or spine-chilling for that.

They are tales to be read in broad daylight, preferably in company, and should not — repeat not — be taken in large doses at night or when alone in an empty house.

TELL NO MAN — by Adela Rogers St. Johns
"Civilizations perish in the heart. Not in the head. No, no, no. In the heart. For lack of love they perish. No government, no college education, no intellectual plunderbund, no hier-

archy of priests and ecclesiastics, no military might, no first to the-moon science supremacy, no up-the-down social class, no integration march, no business, no labor union, no political party, no rich-rich no poor-poor — none of these can give you love. Only Christ. He destroys hate. You cannot have the brotherhood of man, without the fatherhood of God. That's love."

Hank Gavin, the young man who stood in the pulpit and spoke these words had come a long way down a hard road. A rich, successful investment counselor, married to an aristocratic socialite, his life seemed a model for the American dream. But during the Korean War his complacency had been shaken; and after the suicide of his best friend, Colin, anguish and futurity overtake him. In the middle of a party on a pleasure barge on Lake Michigan, he has a spiritual experience which can only be compared to Paul's on the road to Damascus. To the dismay of colleagues, friends, family and beloved wife, he enters the ministry and prepares to follow in Christ's steps. As he preaches his passionate sermon, Hank knows that he is drawing near to the eye of the hurricane. The story then surges to a culminating scene so powerful that it both stuns and moves the readers.

This powerful novel is written with all the immediacy and verve of a newspaper reporter's coverage. It is violent, shocking, compassionate, courageous, tough and tender — as contemporary as tomorrow and as old as time.

BLACK SHEEP — by Georgette Heyer

Miss Heyer's new Regency novel is set in Bath, where she is particularly at home. Stacy Calverleigh, having gambled away the family fortune, is in low water, his estates heavily mortgaged and his debts prodigious. He descends on the town on the look-out for a likely heiress, and quickly makes a conquest of Fanny Wendover, a dazzling, high-spirited orphan of seventeen. Fanny's aunt, Abigail, knowing Stacy's reputation, determines to put a stop to this affair, but the arrival on the scene of Stacy's uncle, Miles — the Black Sheep — does nothing to advance her plans.

Black Sheep is one of Miss Heyer's lighter-hearted romances, with a charming heroine and a most intriguing hero — mysterious, good-humoured, cynical, outrageous and in the end irresistible.

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Winnipeg Display

WITH AN UNCHARACTERISTIC ENTHUSIASM, the City of Winnipeg is generating widespread interest in the Pan Am Games. The Games are to be held in Winnipeg this summer, the first time they have ever been held in Canada. This is the display that greets the air traveller on disembarking at the prairie city's international airport. Displays like it are spread all over the city, making colorful competition for the city of Montreal and Expo 67.

— Ron Elmer Photo



MISS ICE CUBE — MISS ANN BLYTHE

Now for Your Child's College Career

Like everything else these days, the cost of getting a college education keeps going up. If you wait until your son or daughter is ready to start college, the money required might well be beyond your means.

That's why the practical plan is to start saving systematically while your youngster is still very young. Many parents who can afford it begin by earmarking their family allowance cheques for a special educational fund at the Bank of Montreal. They find it adds up tremendously over the years. Cheques for one child, saved in a B of M account until

the age of 16, total more than \$1,600, including the interest, the bank says. And, of course, the money is always available in case it's needed for some unexpected emergency.

Art Mellin, manager of the Courtenay branch of the Bank of Montreal, will be glad to give you a copy of the B of M's folder designed to help you calculate the cost of your youngster's higher-education program. What you save today can do a good deal towards improving your youngster's chances to get the best possible start in life when high-school days are over.

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Saturday, 18 March
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Shirley Eaton

Tuesday, 21 March
BILLIE
Patty Duke
Jim Backus

Thursday, 23 March
THE NIGHTWALKER
Robert Taylor
Barbara Stanwyck

Saturday, 25 March
UP FROM THE BEACH
Cliff Robertson
Red Buttons

Sunday, 26 March
MONEY TRAP
Glenn Ford
Elke Sommer

Tuesday, 28 March
DARK PURPOSE
George Sanders
Janette Scott

Thursday, 30 March
PARANOIC
Shirley Jones
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MATINEES
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Farewell to Diamond

By DICK MERRICK

On Friday night, 3 March, the Officers and wives of 121 held a farewell party in honour of Air Commodore and Mrs. Diamond. The Air Commodore is retiring this month after 30 years of service with the Royal Canadian Air Force.

After cocktails and an excellent meal Air Commodore and Mrs. Diamond were presented with tokens of farewell by G/C Lett and members of 121 KU.

G/C Lett presented the Air Commodore with a Comox Air Base crest and wished him success and happiness in his new job with Dehavillands.

S/L Brown then conveyed best wishes to the Diamonds on behalf of the personnel of 121 KU and presented the Commander of Air Transport Command with a hand carved Totem pole.

The wives of 121 officers hon-

oured Mrs. Diamond with many awards and decorations. Mrs. Brown pinned on wings after which many medals were attached in recognition of Mrs. Diamond's accomplishments. Mrs. Pyatt presented the GUM (Good Uniform Maintenance); Mrs. Morris the DNM (Distinguished Napping Medal); Mrs. Hanson the LSD (Long Search for Diamond); Mrs. Hughes the DOTP (Distinguished Order of Tick Pickers) and; Mrs. Willard presented the OOD (Order of the OLD Dolly).

Air Commodore Diamond gave a short, farewell address in which he stressed the family aspect of the RCAF. He stated that it was the feeling of belonging to this big family, the Royal Canadian Air Force Family, that provided its members with the initiative and dedication necessary to fulfill the many difficult tasks which have been performed over

the years.

This was one of the few occasions where the guest of honour provided the after-dinner entertainment; that is with the help of some of the local talent. Air Commodore Diamond played guitar accompanied by Mrs. Lett on the piano, F/L Hughes on the trumpet and S/L Bing on a home-made gut-bucket. Unknown at the time but now renowned as "Diamond and the Jewels", this group put the finishing touches on a very fine evening.

We shall all miss Air Commodore Diamond.

121 starts new service

According to the powers that be in 121 KU, it is not enough to run the best all-weather, swept-wing, rubber-band powered transport service on the entire west coast. No indeed, they must always find ways of improving the service, and according to one satisfied customer, they have done just that.

Most airlines advertise luxury accommodation, gourmet food, glamorous steward, and similar distractions to make the passenger forget that he is dying with death, and apt to lose. Government auditors, being the blue-nosed, strait-laced pinch-pennies that they are, this avenue is closed to 121. But they have struck back, and struck back hard.

The deal 121 is offering is simply this: If you can forget the inexorable law of gravity long enough to board one of their transports, they will outfit you in true sartorial splendour at journey's end. Yes sir, a free sports coat, to wear that evening, if you make it to your destination. Or at least, that's how it worked for that debonair world traveller John Sorfleet, who appeared in the mess wearing something that had obviously been used to keep Citation warm. The jacket was visible even with all the lights off, but one supposes that 121 does want to get the jacket back.

Anyhow, John enjoyed the trip, and he was even impressed with the jacket, but he does think that the entire affair was a frantic attempt by 121 to cover up the fact that they had once again lived up to that immutable slogan of the air age, "Breakfast in Vancouver, Lunch in Victoria, and Luggage in Gander."

BOAT ACCIDENT AT ESQUIMALT — Neither of the bodies of the two sailors lost by the upsetting of the boat in Esquimalt Harbour last week has been recovered. The accident arose from a quarrel between Dawson the stoker, and Primer the ship-keeper, as to who should ball the boat out.

One of the lost men, who was in the bow, sprang aft and seized the other, who was in the stern, when the vessel was capsize with a result as previously stated.



LOGGING EXPLAINED

One of the best known sources for wood is the tree. One of the best ways to convert the tree into wood is to carry out the process known as logging. Here is how the whole mess works.

We start with a tree. The tree immediately becomes a log upon being felled by a faller. The log is then stripped of its branches and cut into convenient lengths by a buckler. A wire that is called a choker is then placed around the log by a chokerman so it may be yarded, not dragged, out of the bush. The donkeyman will do the yarding on the signal of the whistlepunk. The donkeyman uses a complicated system of wires attached to a tree which is not a tree but a spar. The tree became a spar when the highrigger lopped off all the branches and topped the tree. The spar holds up the whole mess, which is then called the highlead. There is no such thing as a lowlead.

The log is now out of the woods, well on its way to being a part of the boom. The boom is something that is put together of logs on the booming grounds. The booming grounds are never on the ground, but always on the water. On the booming grounds the tree that is now a log is subjected to all kinds of shoving and pushing until it is in the properly decreed boom. While in this boom, the log will be walked upon by caulked boots, called cork boots. They are made of leather and have little spikes on the sole to prevent dunking the wearer in the chuck.

The final process for every respectable log is the sawing

in the sawmill. Entry to the mill is made by the jackladder. This is really not a ladder, but a chain conveyor leading to the headsaw. The headsaw is only the leading saw in a series of saws that will ensure the log enters as a log but leaves as wood; timbers, planks, or just plain boards. The final ride in the sawmill is taken on the greenchain, which may be of any color, the lumber is green.

As the reader can see, the entire process is simple. Certainly it is no harder to understand than say, the Navy system of naming floors and walls. (WJM PHOTO)

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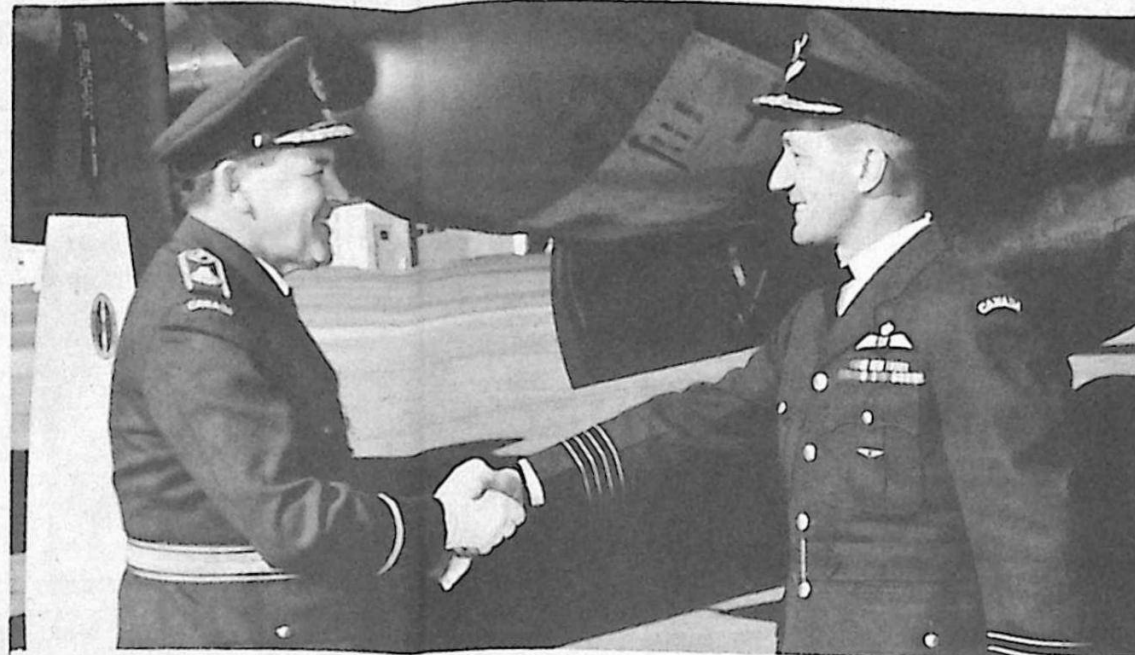
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Did You Have Any Trouble With Reservations?

G/C KC LETT, Comox base commander asks A/C GG Diamond, retiring commander transport command if his baggage managed to arrive on the same aircraft he did. Apparently it did, as the Air Commodore is not wearing the flashy jacket which 121 KU reserves for people whose baggage is ticketed to a different destination.

— DND Photo

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SAR at Seminar

"Help Us Help You" is the message Search and Rescue Personnel take to the B.C. Aviation Council Pilot Seminars held throughout the Province.

Squadron Leader K. W. Brown, CQ of 121 KU, and Flight-Sergeant Savage, the Squadrons Para-Rescue Leader attended the Seminar at Victoria February 28th. With them on the panel were representatives from the Department of Transport, from several Flying Services, and from the aviation engineering industry.

The meetings allow the pilots

of B.C. an exchange of ideas and offers them a wealth of information intended to clear up aviation problems. The Air Force finds it an excellent opportunity to promote the doctrines of Flight Safety.

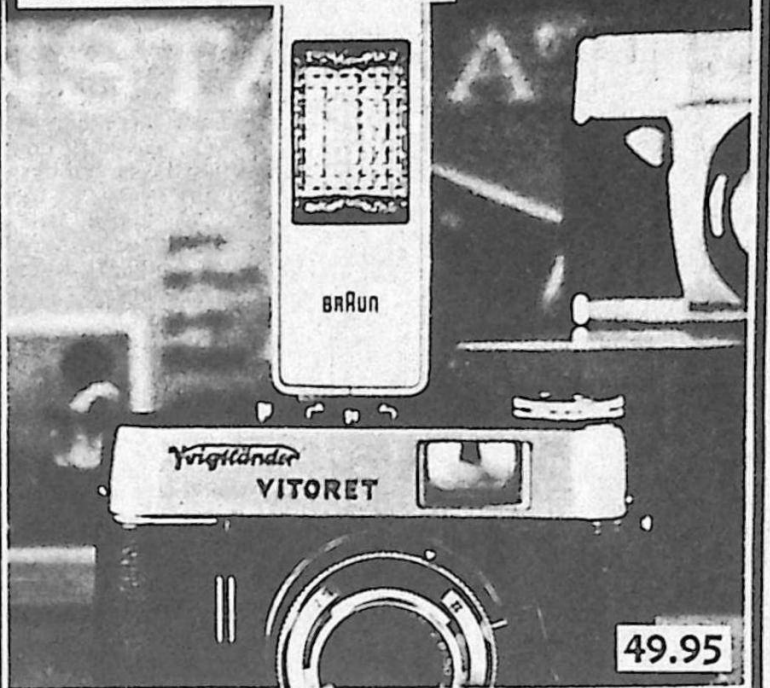
From the Search and Rescue point of view there are three basic requirements of a flight that are so often lacking: File a flight plan and adhere to it; carry adequate gear to ensure survival in B.C.'s rugged country; and carry SARAH (a "Search and Rescue and Homing" device).

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(Jim Tremblay Photo)

Air Force starts Centennial project to melt Comox Glacier

In a dazzling move designed to bolster the local economy, the air force has announced plans to melt the Comox glacier, using the CF-104 pictured above, which as you can see, is in the process of melting the thing.

It has been estimated that approximately 3,000 people in the local area report at least five minutes late for work each morning, giving as their excuse the fact that they had to scrape the ice off their windshields. This costs millions annually in lost production which is not at all offset by the resulting sale of windshield scrapers.

Most of this ice is caused by the fact that the Comox Valley gets its air supply directly from the Glacier, which is spring-loaded to the full cold position at all times. Getting the air from this source is a sure guarantee that most of the windshields will be frost-covered in the morning.

It was suggested that Mount Vesuvius be imported, and placed in the middle of the glacier to give the desired warming effect, but this idea was shot down as the tariff on Italian furnaces was excessive.

It was then that the Chambre de Commerce hit upon the idea

of using the 104 for the purpose. Not only will disposing of the glacier do away with the frosty windshield problem, but the water can be piped to Campbell River, which is not exactly happy with mine tailings as a mixer. Just another service from your local CFB.

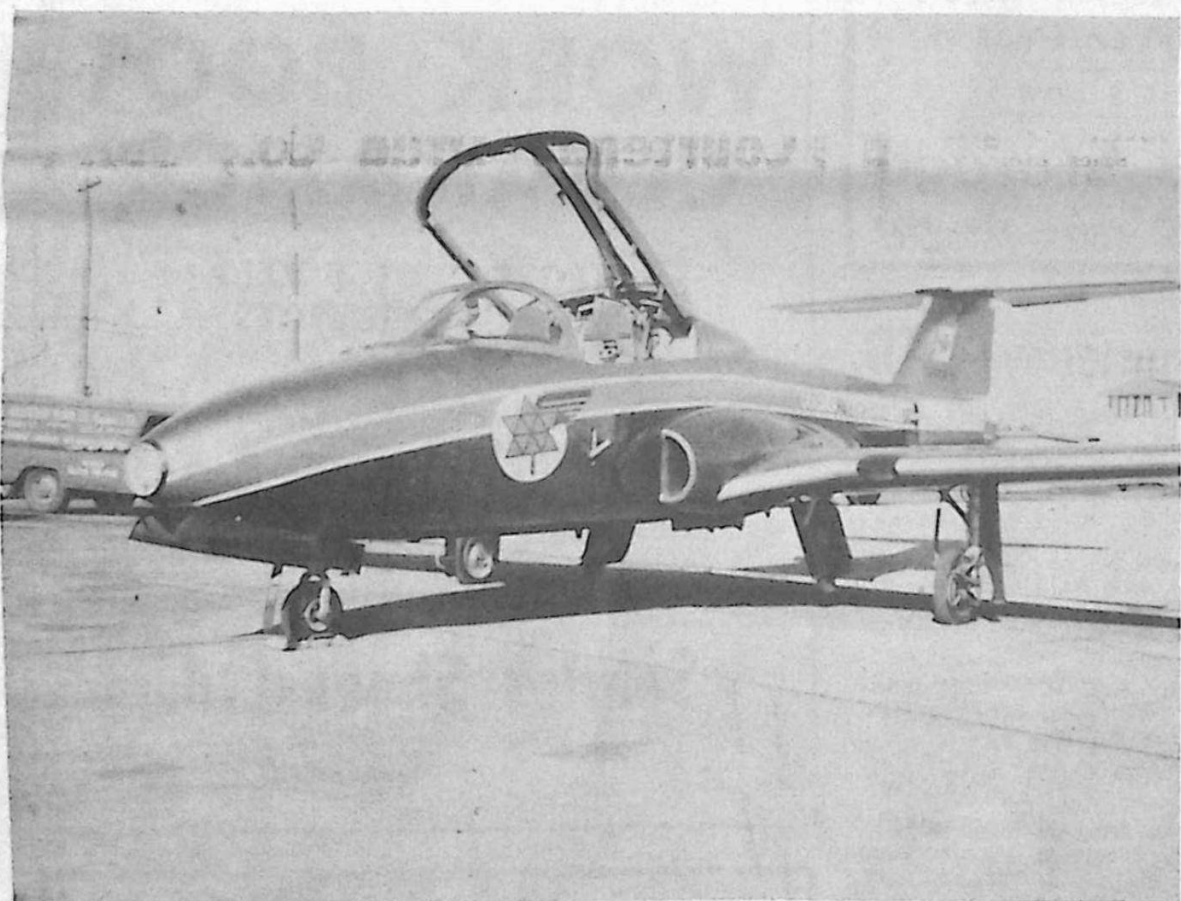
100 YEARS AGO

(Editorial) - Several deplorable casualties have taken place lately at Esquimalt, through which men belonging to the ships stationed here have lost their lives while laboring under intoxication.

We wish to make an appeal for some sort of Home to which sailors might resort when on shore - to indulge in quite amusements such as chess, draughts, bagatelle, skittles, bowls, etc. - a reading room, and a coffee room where tea, coffee, lemonade, and other non-alcoholic

refreshments are supplied at a reasonable rate. Where no such institution exists, seamen are forced to frequent public houses where the vilest of liquor is served out to them, and to contract habits that contribute to the demoralization of the individual and the destruction of his health.

We feel that the British seamen would hail with satisfaction a Home where they could smoke, "yarn", and partake of harmless refreshments without being exposed to the temptation of grogshops.



(Times Photo)

A lonely Tutor sits by itself while scientists ponder ways and

means of preventing the maple syrup fuel from turning the air-

plane gold. If you have any ideas, contact DRB.

Maple syrup fuel causes aircraft to turn gold

The Department of National Defence, which thought it had the perfect answer to those grasping maples in the petroleum industry, is thinking again. Some time ago, the Department perfected a cunning carburetor, which burned maple syrup, and installed it in the Tutor aircraft which were then rolling off the Canadair assembly lines faster than bicultural insults from the Comox Flying Club. The maple syrup fuel had the advantage of costing less than JP-4, contributing less to the air pollution problem, and keeping Quebec happy.

Now, some of those advantages have come adrift. The IWA has organized all the maple syrup pickers, causing labour costs to soar to heights heretofore

reached only by wayward satellites. Recently, too, the airplanes have started to smoke, but whether this is caused by adulterated maple syrup, or maladjusted carburetors has not been determined. One thing that is sure is that every time the Golden Centipedes finish a performance, the field is soaked in below 409 flying limits. This might be good for bar profits, but as those are NPF, the Department does not consider it an advantage.

But the chief disadvantage is that the fumes from the maple syrup fuel cause the airplane to turn a brilliant gold color on top, and a distinctive blue color on the bottom. Actually, they start out all gold, but the salt spray gathered on low-level rehearsals over the Straits causes the Gold

on the bottom of the airplane to tarnish to mold blue.

It is this problem which is causing the department the most concern. The RCAF is supposed to be a military outfit, and military airplanes are supposed to be garbed in dull colors, the better to sneak up on someone and give air support to a coup. With the gold color, even the most myopic politician could see them coming several miles away, alert the CBC to throw lasers at them from its topsecret microwave towers and destroy the coup.

Therefore it seems that the guardian of Canadian democracy is that long-time native boon, good old maple syrup. Just remember to turn your airplane over every once in a while to keep the stuff from sticking to the bottom of the jars.

AUTO CLUB NOTICE

Due to cleaning and renovation to the Auto Club parking lot it is requested that owners of cars using this lot remove them by April 4. Any cars left on the lot will be towed away at owner's expense.

A MISTAKE - It was Riley, (one of the saved), who fought Primer, (one of the lost), whereby the late boat casualty at Esquimalt occurred, and not Dawson, who is said to have been a most inoffensive man, and greatly lamented by his shipmates.

A gun is now fired from HMS Malacca at 9 o'clock each morning.

Wheels Down and Welded

By D. ARMSTRONG
In the preceding issue of Wheels Down and Welded we discussed First Flight. Between first flight and solo there lies an interlude that can best be described as The In-Between Hours:

Except for the natural pilot these are probably the most trying hours of a pilot's career. He is completely engulfed with a new sensation; and at the same time striving to comprehend the instructor's directives.

"We are now at 3,000 feet; with complete control of the aircraft," (this guy must be kidding) "we will start you off with attitudes." Okay! "First we'll put the aircraft in a descending attitude." Now wait a minute, a second ago you said we were quite happy at 3,000 feet - why spoil it?

So it went: Climbing, descending, a climbing turn, descending turn; of course we spent some time level (if you could call it that with me flying) discussing what I was supposed to be learning. When I was getting an inkling of what was expected, stalls were introduced in the program.

A stall, as I was to find out, is not when the engine decides to go kaput; rather it is when the aircraft is put in a position where the wings no longer have the ability to sustain flight. To stall the aircraft the airspeed is allowed to drop to a point where the weight of the aircraft exceeds the lift of the wings. Immediately after this happens the nose of the plane drops, to recover the necessary airspeed to maintain flight. The inherent quality of an aircraft to return

to a stable state is quite amazing.

Prior to this time you have been getting ground instruction on basic theory of flight, aerodynamics, airframes, meteorology (weather), air regulations and navigation (the big problem with me - I have trouble finding my way around Courtenay). Gradually strangeness disappears enabling the student to progress to the circuit and landing stage of training, commonly referred to as circuits and bumps.

"CF-104 - Comox Tower, cleared for take off," or "you over there sitting on our runway - this is the place with the sexy, circling light; scramble now."

Full power: Rolling: Nose wheel off: Lift off speed: Flight, climbing straight out, everything normal; approaching 500 feet, a left turn, up to 1,000 feet; leveling the aircraft at the same time turning left for downwind leg. We are parallel with the runway we just left in the opposite direction. Downwind checks completed as our left wingtip comes in line with the end of the runway. A turn onto base leg is commenced, scan the instruments and engine controls before final approach. "Comox Tower-CF-104, turning final, requesting a touch and go"; meaning we will land and take off without stopping.

Thummp - thummp - thump, three landings on one approach is not bad; even an experienced pilot occasionally has trouble surpassing this accomplishment. You have completed the first of innumerable circuits and BUMPS.

Defence College Visits

Fifty-six officers attending the NATO defence college in Rome visited Canada, March 2-5.

Representing 12 of the 15 NATO countries, the officers were conducted by the college commandant, Lieutenant-General Einar Tuft Johnson of the Royal Norwegian Air Force.

The students arrived in Ottawa by Belgian Air Force transport, March 2. The following morning they heard addresses on Canada's Defence Policy and Canada's Foreign Policy at Canadian Forces Base Uplands.

In the afternoon, the group flew to Quebec City and departed for St. Louis Missouri on March 5.

Air Div. transient

Negotiations have been completed with the French government and the government of the Federal Republic of Germany for the move of units of 1 Air Division from Metz and Marville in France to an air base at Lahr in Southern Germany. The Lahr base is now occupied by the French Air Force.

An advance party from 1 Air Division is now in Lahr and the move of the units will be completed by March 31. Some families of servicemen involved in the move will be remaining in France until the end of the school year.

Until such time as facilities for the French air units now at Lahr are ready in France later this year, the base at Lahr will be shared by the RCAF and the French Air Force.

It was announced in July 1966 that elements of 1 Air Division would be moving to the two existing RCAF bases in Germany, Zweibrücken and Baden Solingen, and that alternative facilities would be sought in Germany for the air transport unit now located at Marville. The acquisition of Lahr however, provides sufficient space for the headquarters of the Air Division now at Metz, and for the two reconnaissance squadrons and the air transport unit which are now at Marville.

Lahr is close to the Rhine on the border of France and Germany about 75 miles south of Heidelberg.

to see the Centennial show and representative groups of diplomats, the government and military.

Tapp on trail again

The diplomatic corps and top ranking government and military figures are expected to attend an all-star CBC variety show at Canadian Forces Base Uplands Wednesday evening.

Produced for the armed forces detachments around the world, the Centennial year show "Canada Entertains" will leave Ottawa Thursday afternoon on a tour to eight countries on three continents. Including the Ottawa performance, audiences will total about 20,000.

The Hon. Paul Hellyer, Minister of National Defence and the Hon. Leo Cadieux, associate minister, will be hosts for the Uplands concert. A feature of the evening will be the presentation of an engraved scroll to J. Alphonse Oumet, president of the CBC, expressing the gratitude of the defence department for the CBC's entertainment of servicemen over the years. Individual performers will also receive copies.

Master of ceremonies, will be Gordie Tapp who will present the stars of the two-hour entertainment. Co-host and announcer will be Andre Hebert with Lucio Agostini and his orchestra providing the music. Among others in the cast are Michele Richard, popular French-Canadian singer; Tommy Hunter and the Rhythm Pals; Fiddler Al Cherny; 19-year-old Barbara Kelly, Miss

Canada of 1967; the Lumberjacks Ottawa Valley Step-dancers; Daniele Dorice, chanteuse, the Lounsbury Sisters, champion-baton twirlers; Robert Downey, master illusionist; Les Cailloux, folk singers, the Allan Sisters, singers and dancers and dancers meg Walters and Lois Kirk.

Servicemen and their dependents in the Ottawa-Hull area will attend either the Wednesday evening performance or preview Wednesday afternoon.

The concert party will do 18 shows in the eight countries before returning home March 24. Highlights will be taped for broadcast on CBC Showcase April 2 and an hour-long TV show in color will be aired on both French and English networks in May.

First stop on the tour will be 3 Wing, RCAF at Zweibrücken, Germany. The group then plays before the RCAF Air Weapons Unit in Sardinia; the armed forces training teams at Accra, Ghana and Dar Es Salaam, Tanzania; military truce observers at Rawalpindi, Pakistan; Military advisors to the Canadian High Commissioner at New Delhi, India; United Nations forces in Cyprus; the NATO army brigade in Soest, Hesse, Germany and at 1 Wing, RCAF at Marville, France.

Canadian ambassadors in each host country will invite all members of the Canadian community

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PHYSICAL UNFITNESS

There are several questions automatically asked when the term Physical Fitness is used. First - What do you mean by Physical Fitness? Strangely, this is the most difficult to answer. Technically, it involves levels of muscular strength and endurance, agility, fat proportions, muscle tone, heart action and response to activity, respiratory action and response, balance, and so on. Each of these is measurable to a degree. This means, then, that a physically fit individual should have a high level of efficiency in each of these areas. This is the cold, scientific meaning of the term, Physical Fitness.

But of more importance to us as human beings are the feelings that being fit gives to us. The feeling of not being tired after completing a day's work; the feeling of well-being on awakening in the morning; the feeling of being able to enjoy extra activities in the evenings or weekends; the feeling of satisfaction in doing a strenuous act and not feeling too tired, or stiff and sore the next day. None of these are measurable, but they are our own personal indicators of Physical Fitness.

A second question is, "Why should I be physically fit?" This is the easiest question to answer. Research has indicated; that the physically fit person is able to withstand fatigue for longer periods than the non-fit; that he is better able to endure physical stress; that there is a relationship between mental alertness, nervous tension and physical fitness and that maintenance of a good level of physical fitness throughout life will aid in lengthening it. In addition the factors of personal wellbeing noted above are rewards in themselves.

The third question, "How fit should I be?" is one that plagues

us all. "I feel fine. I do my job well. What more do I need?" To the complacent, self-satisfied individuals this rebuts the need for extra effort. Yet how few of these persons really do feel as fine, or do their jobs as well as they might. Science has as yet found no conclusive answer to "How fit?" but in general the answer might well be "Just a little fitter than you are right now." For persons in military service the level of physical fitness maintained should be higher than that of the general civilian population. At any time of the day or night you may be called upon, and indeed are, to perform tasks above and beyond the ordinary. To meet these demands, and recover quickly enough to meet them again, and again, if necessary, you must be in a state of readiness physically and mentally. A level of physical fitness above and beyond the ordinary daily demands is like money in the bank - a reserve to be drawn on when needed. It is always nice to know it is there. This is now fit you should be.

Winter Respite

A company group from the 1st battalion of the Canadian Guards, Canada's UN standby battalion, is to train in Puerto Rico from Feb. 24 until Mar. 4, to gain training experience under sub-tropical conditions.

Entitled Exercise Peace Keeper, the training will be carried out on Vieques Island, Puerto Rico, which is being made available by the U.S. authorities under the auspices of the SACLANT 'Spring Board' Exercise in which Canadian naval and air forces are participating.

The 175-man company group

Fender Bender Prize

Canadian Armed Forces commands and formations will compete annually for two trophies in motor transport safety.

The awards are emblematic of the excellence of safe driving performed by the vehicle operators of the winning command or formation in two categories.

The "Minister's Motor Transport Safety Trophy" is a new award for the lowest accident rate achieved in the operation of special purpose vehicles during the past year. Special purpose vehicles include construction engineering equipment, fire and crash vehicles, snow removal and control vehicles, ambulances, materiel handling and aircraft ground handling and servicing vehicles.

The second award is the "Canadian Highway Safety Council Plaque," which will continue to be presented annually to the command or formation achieving the lowest accident rate in the operation of passenger and cargo carrying vehicles. Last year's winner was Defence Research Board with the low rate of 1.13 accidents per 100,000 miles.

ICE REVUE PLANNED

To conclude a successful figure skating season, the Comox Valley Figure Skating Club is presenting an Ice Revue on March 18.

This culminates many sessions of lessons preparing for National Figure Skating Tests, which are sponsored by the Department of National Health and Welfare. These tests have been worked out by top Professional Canadian Hockey Players and Professional Figure Skaters. All the instruction has been in groups in a total of 40 sessions. A total of 250 tests have been passed in this time. There are 105 active members in the club, all coming from the surrounding area.

Professional instruction is under the direction of Mrs. Olive Browning who is experienced in group lessons. She is ably assisted by the following ice captains - Mrs. E. Armstrong, Mrs. J. Lunney, Mrs. C. Galick, Mrs. L. Miller, Mrs. L. Ross and Mrs. Brownlow.

We know the show is going to be a success, see you there.

Tea and Bake Sale

The Plateau and Comox District Girl Guides are planning a tea and bake sale to support Heather Harston, and Geraldine Cronk from Courtenay, and Paula Craig from Comox on their forthcoming trip to Heritage Camp in July.

These girls are representing their Districts at the 1967 Centennial Year Heritage Camp, to be held on Nairne and Morrison Islands, at Morrisburg, Ont. There will be 1,536 campers and 300 Guides along with 200 girls from 9 other countries attending this camp.

Bake sales will be held April 1, 67 at St. John's Anglican Church, Courtenay, for the Plateau District and also at St. Peter's Anglican Church, Comox, and the PMQ School CFB, Wallace Gardens, for the Comox District.

Your support for these girls would be appreciated.

VAN'S VERBALITY

by WO1 JW VAN BUSKIRK

A BIRD IN THE HAND

I heard something moving around up on my roof one night last week. Not really my roof, the house roof. It's a near flat surface and I couldn't imagine what it was, yet lingered for a moment on the thought that Santa was coming back for another crack at my bank account. As there was a roaring fire in the fireplace, I knew that no entrance could be made via that entrance and as the noise persisted I pulled on my outer clothing and ventured out into the back yard. The flashlight light beam pierced the darkness around the eaves but exposed nothing in its arc. The noise was more pronounced, however, so I knew that fate had destined that I explore the rooftop in spite of some personal apprehension.

There were only two rungs of the ladder broken which were quite easily by-passed by one with legs as long as mine. Dropping the flashlight didn't help my frame of mind and of course when backing down the ladder to regain the torch I naturally forgot about the two broken rungs. This now meant that there were three broken rungs, a near broken leg and a much decreased enthusiasm for the assignment.

My alpine ascent was considerably more difficult the second time. Nevertheless, I did scale the summit and cautiously looked for lurking monsters behind the flue. Lo and behold! All it was, was a silly seagull that had obviously flown into the TV guy wire and broken its wing. It must have been there for hours as they don't fly at night. It was a large, brown speckled one, looking

quite docile in the flashlight beam until I tried to lay my hands on it. Needless to say we had a few heats around the roof top, it flapping its way along faster than I could follow. It soon became apparent that my circles around the roof were having a dizzying effect on my equilibrium so I knew that I would have to pursue some other course of action. Particularly as I came precariously close to tumbling off or tripping over a guy wire, myself.

Suddenly a new plan of attack came to me. I would get the large salmon net from the garage and trap the pesky bird in professional style.

Obtaining the net, which meant more climbing into the loft, I resumed my assignment which was "getting the bird."

You know, it's a strange thing. When I got back to the rooftop again, the bird was gone. From this elevation I cursed the flashlight beam all around the ground adjacent to the house, but no bird.

Puzzled and disturbed I wended my way down the dilapidated ladder and was met by a neighbor who had observed the strange activity. My flustered appearance, wrathful mood and the accoutrements I was carrying no doubt inspired his inquiry: "What are you doing with the net and flashlight?" "Trying to catch a rare species of nocturnal butterfly," says I, heading for the house and a much needed tonic.

I still haven't convinced the wife that the bird was ever there! How about that!

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Quality 3-bedroom home, good locality, large well landscaped lot, 2 fireplaces, 2 full bathrooms, other extras. Realistically priced \$21,500.00 with terms.

COMOX:

White siding, shake roof, overlooks the bay and straits. 3 bedrooms, wall-to-wall carpet, fireplace, sliding glass doors to sun deck, ensuite plumbing, master bedroom, garage, large corner lot. \$22,500.00. Good terms.

New 3-bedroom home, wall-to-wall carpet, full basement with space for additional rooms. \$19,600.00, favorable financing, open to offers.

Bright 3-bedroom home close to school and playground. \$14,500.00, easy terms.

EXCLUSIVE SPECIALS:

Comfortable Boarding Home for senior citizens on large waterfront lot 8 miles south of Campbell River. Fully furnished and equipped. Showing good returns and will be sold as a going concern. May be seen by appointment.

Salmon Point Resort - 2100' waterfront, 58 trailer berths, all weather, all tide boat basin with berths for 75 boats and gas pumps. Lodge building, plus considerable acreage. This will be a rewarding enterprise for a go-getter with an eye to the future.

103 acres, Merville, with bright newly renovated 2-bedroom home, garage workshop, barn, 20 acres cleared, some timber. \$23,300.00. Owner will consider sound boat in part payment.

SURROUNDING AREA:

Royston - large 4-bedroom home on 23 acres. 29 fruit trees. \$23,000.00, owner will finance on terms to be arranged.

Oyster River Ranch - 80 acres with about half cleared in a rapidly developing area. Good 2-bedroom home, very large barn with concrete floor, corrals, other out buildings. \$39,000.00 full price.

WATERFRONTAGE

Beautiful level waterfront lots near Campbell River with excellent terms. Savary Island - Two priceless lots with sandy beach, \$2,500 each. Easy Terms. Excellent motel or marina site, close to town in excellent fishing area. Lots at Seaciff Park all gone, still some available Millards Beach and Seal Bay.

LOTS:

Good selection in Courtenay, Comox and surrounding area.

MORTGAGE MONEY - Funds are available. Call John Regan.

Phone 334-2471

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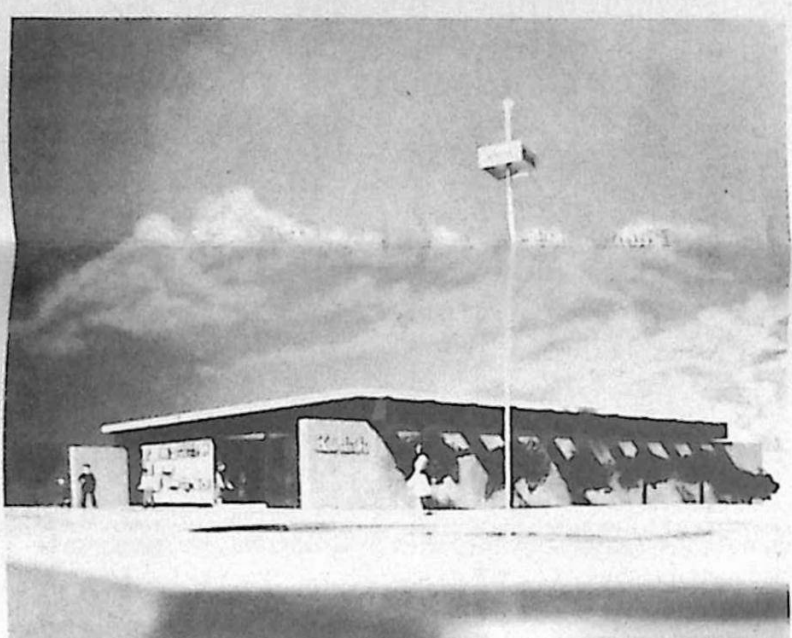
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EXPO 67: CAMERA FANTASY FOR PICTURE-TAKERS



Expo 67, Canada's first World's Fair, held from April 28 to October 27, 1967, at Montreal, looks like the pot of color at the end of the rainbow for Canadians with cameras.

Before facing the world's largest (1,000 acres) and most elaborate (more than 70 countries are participating) picture-taking scene, you are well-advised to make your first stop the Kodak Pavilion, for some helpful tips on how to get the best in pictures during your visit to Expo.

While you're at the Kodak Pavilion, drop into the theatre, the exhibit area, and the picture-taking garden. The exhibit area will depict photography's contribution to mankind in health, science, education, entertainment, and business. In short, it will tell you about the miracles connected to the camera and color film you're carrying in your pocket or gadget bag.

After your questions about picture-taking have been answered at the Kodak Pavilion, you're ready for the most exciting picture-taking day of your life. You'll know what we mean when you gaze at Expo 67's soaring, rocket-age pavilions.

For example, the five Canadian pavilions, representing the Federal Government, Ontario, Quebec, the Western Provinces, and the Atlantic Provinces. Each promises to be a photoscopic fair in itself. The

pictures you shoot here are the kind you'll want to take home to friends and relatives who haven't seen Expo.

Then there's the colossal United States Pavilion, a \$9,000,000 spectacle in the shape of a dome. Amidst these futuristic superstructures you need only turn a fraction of an inch for an eye-filling picture-subject.

One place you'll want to snapshot the family is in La Ronde, Expo's amusement area. La Ronde is a combination of Copenhagen's Tivoli and California's Disneyland. A few of the colorful photo-attractions at La Ronde include: a replica of a seventeenth century port, complete with ships and a seaman's tavern; a western Canadian street, with saloons and cowboys; and international night clubs, going late into the night.

By the time you've covered your family's activities at Expo with your camera, you'll be an expert "family photographer". Remember to catch the members of your family in a variety of poses. With so many things to enjoy at Expo, this should be no problem.

When your snapshots, slides, or movies are processed, assemble your pictures into a special Expo photo album, slide or movie show. Expo 67 is the fair you'll want to remember with pictures in the years to come.

Lynx Eats Ferret

Negotiations are underway for the purchase of some 175 new command and reconnaissance vehicles to further increase the mobility and effectiveness of the Canadian Army.

To replace the Ferret scout car, the new vehicle will be called the Lynx and will be used by reconnaissance units and elements of fighting units. It will carry a .50 and a .30 calibre machine gun.

The vehicles will be manufactured by the FMC Corporation of San Jose, California, manufacturer of the M113A armoured personnel carrier, now in the Canadian Forces inventory.

The total cost of the reconnaissance vehicles, including equipment and spare parts will be in excess of \$10,000,000. The FMC reconnaissance ve-

hicle is a highly agile, lightweight, full-tracked armoured vehicle capable of amphibious and rough cross-country operations as well as normal highway operations.

Operated by a crew of three, it is 15 feet long and has a combat weight of 18,500 pounds. Top land speed is 44 mph, with a cruising range of 325 miles. It can be easily prepared for airborne operations.

An important feature is that the principal suspension and power-train components are interchangeable with those of the M113A armoured personnel carriers.

The first Lynx is scheduled for delivery late in 1967.

The Ferret Scout car, which was introduced into the Canadian Army in 1954, will gradually be phased out of service.

SAM SLANDERS

Dear Sam Slanders,

My daughter is taking typing lessons at school and her tap tap tap when she practises at home is driving my husband crazy. He tears his hair out and his Sgt. hooks off and I'm worried.

Mrs. Tapp Madd

Dear Mrs. Worried Madd,

First don't worry about your husband. All Sgts. tear their hair out frequently. As regards doing it at home why not buy a woodpecker. Once that starts tap tap tapping on his skull perhaps he'll keep his hat on and not tear out his hair. Get him to make a cushion for the typewriter. One layer of sponge and one layer of acoustic tile. Place this under the typewriter, tile up permost and you will find this cuts down the noise 75%.

Yours

Sam Slanders.

Dear Mr. Slanders, or can I call you Sam.

Well, my neighbour. She has a dog and you would never think that. . . (2 pages cutby Sam) it even rids my garbage can for food and makes such a mess. The PMQ Council appear to be helpless and so do the Police. But then what can you expect for Pay Field 3? Safari hunters?

Yours affectionately and without malice, Mrs. Gabby Rosenbloomers.

Dear Mrs. Gabby if I may call you that,

You seem to be unhappy so why not move. If you wish to kill two dogs with one stone however try this. Tape a large piece of blotter paper inside the lid of your garbage can and soak it regularly once a week with strong carbolic disinfectant. This will kill the odours of food coming from your garbage can and also make it smell sweeter. If this doesn't work buy a bigger dog than your neighbor has.

Yours, with malice, Sam Slanders.

Dear Mr. Slanders,

I am wondering if you, as a civilian, can advise me, a serviceman, how to beat the rush at quitting time. I get held up every night at the main gate and I do try so hard to be on time getting home.

Cpl. Iva Gripe

Dear Gripe,

There are two ways of beating the main gate hold up. First try using the PMQ Gate. That's always open at morning and evening rush hours. There's very little hold up there. It's behind the Combined Mess if you didn't know. Secondly I would suggest you stop watching the clock trying to beat the rush. Stay a few minutes longer at work. It will pay you in the long run.

Yours, Sam Slanders.

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It's Playoff Time

HELLO CANADA and CFB Comox, it's hockey night in Glacier Gardens. Almost any night you care to pick, it's hockey night. Spring is playoff time. The inter-division League is hard at it; with 409 and Courtenay, 121 and 407 battling for the final playoff spots.

Minor Hockey

The Comox Valley Minor Hockey leagues closed out a most successful regular season this past week end and all teams in each division are preparing for their playoffs which commence on the 11 March 67. The winners in each league will play a two game total goal series to decide the third and fourth finish. This type of playoff will enable all teams to keep playing until the last day of the season. The mosquito division started their playoffs one week ahead of the rest of the league as they will be playing in a game in Victoria on the 25 March. The following is a schedule of action on the 11 of March at Glacier Gardens:

6:30 Bantam - Courtenay vs RCAF B; 7:30 Mosquito - RCAF B vs Comox; 8:30 Midget - Courtenay vs Comox; 9:30 Pee Wee - RCAF A vs Courtenay; 10:30 Mosquito - Courtenay vs RCAF A; 11:30 Pee Wee - Comox vs RCAF B; 12:30 Bantam - RCAF A vs Comox.

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Treat your friends or family to some relaxing and profitable exercise!

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Driving your problem?

How was your golf game last year? Had a nasty slice, eh? How would you like to trade it in for a wonderful hook? You can

you know, and at a very reasonable price. All it takes is diligent practice at the Base Golf Driving Range, which will be opening for your cursing convenience this Thursday under the management of Bob Driscoll. The range will be open seven days a week, subject to weather, and any change in the number of days per week. Driscoll's phone number is 339-3289.

Memberships are available, with special rates for any number of the Canadian forces. One of the advantages of membership is that the member will be able to purchase a bucket of balls 15¢ cheaper than his non-member friend. Call Joe Dobko at local 209 or 339-2241 for full details on how you can become a member.



Comox Valley Bantams

(DND PHOTO)

THE COMOX VALLEY BANTAM ALL-STARS pose for the camera after an undefeated season. The team was finally eliminated in the Vancouver Island playoffs when one of Mr. Bennett's ferries went out of commission.

Big Qualicum River Study

FEBRUARY 20-26, 1967

	Total Weekly	Cumulative Total
Total Anglers	125	1045
Total Hours	595	3766
Catch: Trout	1	17
Steelhead		
1. Above counting fence	35	174
2. Below counting fence	15	74
Fence count - Steelhead	22	595
Steelhead tagged	2	45
Tags returned	1	10

Figure Skating Club to Meet

On March 21 at 8 p.m., the annual general meeting of the Comox Valley Figure Skating Club will be held in the Annex of the Protestant Chapel, Wallace Gardens. All parents are urged to attend.

Jim's Gems

NORTH
S A65
H K54
D 8765
C A93

WEST
S K 743
H J97
D 942
C 1075

EAST
S 2
H Q10832
D QJ10
C J942

SOUTH
S QJ10 98
H A6
D AK3
C K86

The contract is 6 spades and the opening Diamond lead is won with the Diamond King. The Queen and Jack of Spades are finessed, West not covering. At this point South must go down one, for he has a sure spade loser and a diamond loser. Or has he?

South continues with 3 rounds of clubs, the Ace, King and a Heart Ruff in his hand. The Diamond Ace is taken and a small Diamond led. East is in and must lead a Heart. South Ruffs with the Spade Ten and West is unable to make his King. This is known as "The Disappearing Trump Trick".

OPENING LEADS: Two decisions are involved in the selection of an opening lead: The choice of suit and the choice of card. The following table gives the proper leads against trump contracts. Using this table all one has to do is pick the right suit. (Save this table!)

TRUMP CONTRACTS	LEAD
HOLDING	Top Card
All other doubleton	K
Holdings	K
All 3-card or longer	K
Holdings Headed by AK	K
All Holdings Headed by KQ	K
All Holdings Headed by QJ	Q
J10X	J if Trump suit lead

J10 XX or more	fourth-best
AKX or more	A
KXX, QXX, JXX, 10XX, or more	Third-or-Fourth best
109X	10 if trump suit lead
109XX or more	fourth-best
XXXX or more	Top Card
XX	Top Card

Slashing Lion

B.C. Lions Football Club today announced the signing of slashing halfback Don Moore, leading University of Washington ground gainer.

Head coach Dave Skrien termed the signing of the powerfully-built Moore, 20, as an important acquisition by the Lions.

Moore, described as a fast and powerful runner, gained an average of 5.1 yards per carry in five games with the Huskies last season.

Despite playing in only half of the 10 Washington games, he was the team's leading ground gainer with 447 yards.

CFB COMOX TOTEM TIMES - Thurs., Mar. 9, 1967 9

Totem Times classified

TOTEM TIMES CLASSIFIED ADS ARE PUBLISHED FREE OF CHARGE TO SERVICE MEMBERS AND THEIR DEPENDANTS. ADS MAY BE PLACED IN ANY OUT-BASKET, ADDRESSED TO THE EDITOR, OR DROPPED IN THE TOTEM TIMES OFFICE IN THE REC CENTRE. ADS SHOULD BE SHORT, AND TYPED IF POSSIBLE. BE SURE TO INCLUDE PHONE NUMBERS ETC.

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INTERSECTION HOCKEY

by GORD PALMER
The semi-finals have started this week in the intersection hockey league. If the games on Monday night are any indication of the action to come, we are in for some good playoff games.

In the series "A" playdowns 409 downed Courtenay by a score of 6 to 3, while 121 KU was doing the identical dirty to 407 Air.

The second games in each series were played after press time Wednesday night. If a third game in either series is necessary, the contest will be held on Monday.

Congratulations are extended to 409's team, who played the entire 18 game season without submitting to defeat. Only two teams were registered during those 18 games, a fine record for any

team.
Al Roque of 409 topped all the scorers over the stretch with 31 goals and 31 assists. Runner up was another 409'er, Jerry Lapierre of 409 who had 19 goals and 31 assists.

Only 41 pucks got past the leading goalies, Jerry Lapierre of 409. Next in that category was Ken Shields of 121 who played 18 games and fished 52 disks out of the twine.

All coaches in the league will meet this week to decide on a "most valuable player". Picking the outstanding player of the entire league will not be an easy task. The winners name will be in the next issue of the Times, the lineup for the Station team. See you in two weeks.

Intersection Hockey Standings

	P	W	T	L	GF	GA	Pts
409 Squadron	18	16	2	0	139	41	34
121 Squadron	18	14	2	2	96	62	30
Courtenay	18	9	1	8	80	72	19
407 Air	18	7	7	10	66	91	15
Headquarters	18	5	3	10	69	94	13
407 (Gnd)	18	4	4	10	46	77	12
Military Police	18	1	1	16	45	114	3

INDIVIDUAL SCORING

	G	A	Pim	Pts
Al Roque, 409	31	31	2	62
Jerry Lapierre, 409	19	31	12	42
Norman, 409	21	21	6	38
Henwood, 121	24	14	6	33
Howald, 121	12	21	6	31
Buglass, 407 (A)	18	13	4	31
Sluggert, Hdts.	15	16	14	31
Taylor, Court	10	19	2	29
Kalback, 409	13	14	—	27
Calberry, 121	10	16	8	26

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