



TOTEM TIMES

Vol. 8

CFB COMOX, THURSDAY, MAY 4, 1967

No. 9



409 Sqn. to Represent Base in MacBrien Shoot



409 SQUADRON VOODOOS, flown by two of the five crews who will participate in the MacBrien trophy shoot, roar through the sky on a practice session. The MacBrien trophy was donated by Air Marshal WR MacBrien, recently named deputy-commander of NORAD. — WJM Photo

Practice Underway

The fighting 409th all-weather, flush-riveted, scout, rocket and bombardment organization will represent CFB Comox in the annual competition for the MacBrien trophy, presented to the ADC squadron which garners the highest marks in the chase. This announcement should really come as no surprise as neither 121 nor 407 was eligible. In misty days of yore and higher budgets, the shoot was held at a central location, and the chosen jousters from each escadrille would get together, tell

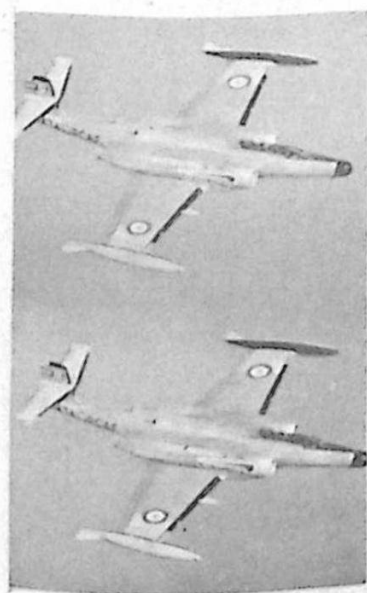
was stories, drink like drains, and, in their spare time endeavour to outdo their brethren in aerial feats of derring-do. In the meantime, the trusty grounder would be sweating over hot airplanes, honing the weapons and the firing control systems to the nth degree, so that when the crew climbed in, the aircraft would collapse in a glorious rain of scrap metal. Now, all this is changed. Austerity decrees that each of the squadrons fight its war on its home patch. A trusty CF-100

will be specially imported from St. Hubert for the event, and the crew of it will become target for the sweating Nighthawks. The same EWU crew will tour all ADC squadrons so that the quality of targets will be constant. The objective of the MacBrien shoot is to sharpen Canada's all-weather fighter squadrons in to fine defensive weapons, ready at a moment's notice to do their deadly job. The Comox shoot will begin on May 31.

Armed Forces Day June 10 Flying, Static Displays



Big Show Planned



For the first time in several years, a full Armed Forces Day is proposed for Canadian Forces Base Comox. This event is scheduled for Saturday June 10, from 1:00 p.m. until 4:00 p.m. and will be open to the public. Included in the exhibits will be static displays of the aircraft used on the base and possibly a few others. Some of the aircraft to be featured will be the P2V7 Neptune Anti-Submarine patrol bomber, the CF101 (B) Voodoo Supersonic Fighter and the Search and Rescue Workhorses, the Labrador Helicopter and Albatross Triphibian. Other static displays will give an insight into many of the other operations essential to the aim of keeping the aircraft in the air. — DND Photos



Pilot Insurance Offered

A plan to institute a group insurance plan to compensate pilots for loss of medical flying category is to be outlined shortly. The plan would be the first of its type ever offered to military pilots anywhere. The Aircrew Pay Study Team that investigated pay and fringe benefits of the forces as compared to civil flying, found last year that "Loss of Category" insurance was one of the major fringe benefits available to civilian pilots. This type of insurance is almost universally available to civil airline pilots, and is one of the more attractive fringe benefits. Of the many companies contacted, only one was interested in providing insurance for military pilots in Canada. The company has now made a firm proposal for such a plan. The insurance will be available to Canadian military pilots only. Aircrew other than pilot will not be offered the plan. A pilot losing his medical category for any reason other than injury due to enemy action would receive a lump sum payment of \$25,000 tax free. This plan would cover all pilots up to the age of 45. The company requires that a minimum of 90% of all Canadian military pilots below the age of 40 sign up for the group insurance. Pilots from age 40 to 43 may sign up, but will not be included in the requisite 90% figure. If the 90% enrollment is not reached, the plan will not be offered. Pilots will be given only one opportunity to take part in the plan. Even if the plan goes into effect, those pilots who initially did not sign up will not be permitted to re-apply. Pilots who complete their training will have a thirty day period to apply, and then will have no option of joining. A six week indoctrination and sign up period will be in short supply. The target date for implementation of the plan is September 1, this year.

Navs Can Hang On Until Old Age

Extensions of service beyond CRA for officers other than pilots, shall be granted in accordance with the following conditions. Depending on forecast requirements which vary by branch, extensions may be granted to a maximum age of fifty to officers below the rank of Major equivalent. Where a forecast does not warrant the full extension requested this headquarters will offer some shorter period. Applications for extensions may be made by officers at any time from two years before their CRA date for any desired period up to that which would make their age on retirement fifty years.

Applications are to be forwarded through normal service channels and must include the recommendations of appropriate authorities. Conditions of service for officers granted extensions shall be: Except in the most exceptional circumstances extended service will be restricted to the rank of Captain equivalent. Officers on extended service will be governed by regulations applicable at the time including normal posting action. It will be noted that the above policy has been restricted to officers below the rank of major equivalent. This restriction is necessary because of the limited rank ceiling at major and above levels and extension of any officer in higher ranks would have the effect of restricting the normal promotion flow of officers upward from Captain level. (Editor's note - That isn't a flow, it's a seep!)

On behalf of all personnel at CFB Comox, The Totem Times extends sincere sympathy to Cpl. and Mrs. H. Mulholland, whose son David was killed in a traffic accident on Saturday, April 29, 1967.

Pt. Holmes Boat Ramp

The Point Holmes Recreation is seeking donations to enable it to build a boat ramp at Point Holmes, just south of the east end of the main runway at CFB Comox. The ramp, when completed will be for the free use of all members of the public. Ronald Tresidor, chairman of the association, said that about \$1,000 is all that is needed to enable the association to complete the boat ramp. This low cost, he said, was made possible by the volunteer labour

and borrowed equipment. Many Comox fishermen would benefit greatly from the ramp, Mr. Tresidor said, as the planned location is quite close to some fine fishing spots. It is also quite close to CFB Comox, for those who enjoy long, long coffee breaks. Donations to the fund may be made at the Comox branch of the Canadian Imperial Bank of Comox. Cheques should be made payable to: The Point Holmes Boat Ramp Fund.

Pearkes Presents Pin

Two RCAF pilots and the United Kingdom Trade Commissioner will receive honors at a Government House investiture in Victoria on April 28. His Honour, the Lieutenant Governor of British Columbia, General George R. Pearkes, V.C., will pin the Air Force Cross on the chests of Flight Lieutenants Daniel M. Campbell, CFB Comox and Kenneth A. Harvey of the DND Experimental and Proving Establishment. Mr. J. C. C. Sloman, the U.K. Trade Commissioner will be invested with the Most Excellent Order of the British Empire. Although the two airmen were advised of their awards last August, the official investiture is made at the pleasure of Her Majesty.

F/L Campbell also received the B.C. Aviation Council's Back and Bevington's Air Safety Trophy for 1966 and the Boeing Safety Award, which also went to all members of his crew. The award will be presented to F/L Campbell as a result of courage and devotion to duty during an extremely hazardous night rescue mission on July 18, 1965, near Bamfield, B.C. Despite darkness, he twice nestled his Labrador Helicopter into the treetsops on a heavily wooded mountain slope, and picked up survivors of an air crash by winching a cable through the trees. Had the rescue not been completed on that particular night, weather for the following days would have precluded the operation and it is doubtful if one of the survivors would have lived.

NEW GOVERNOR-GENERAL — The Right Honourable Roland Michener inspects a 100-man guard of honour from the 2nd Battalion, The Canadian Guards, from Canadian Forces Base Petawawa, during his recent swearing-in ceremony on Parliament Hill. Guard commander is Major JLC Entwistle, of London, Ont. — Canadian Forces Photo

Research Team Visits CFB Comox



Left to right: Mr. Hafer, Dr. Grant, W/C Smale, CO 407 Sqn., Mr. Chinnick, Mr. Blake. Front row: F/L Ensom, F/O Wragg, F/O Gordon, F/L Currie, Sgt Procudra, F/L Mason.

NAVAL LAB GROUP BRINGS WORD

A team of distinguished research specialists from the Pacific Naval Laboratory at Victoria arrived at Comox last week. The group led by Mr. R. Chinnick, Chief Superintendent, arrived here to brief 407 Squadron on a few of the latest research programmes being undertaken in the Maritime Warfare field. Upon arrival the group was met

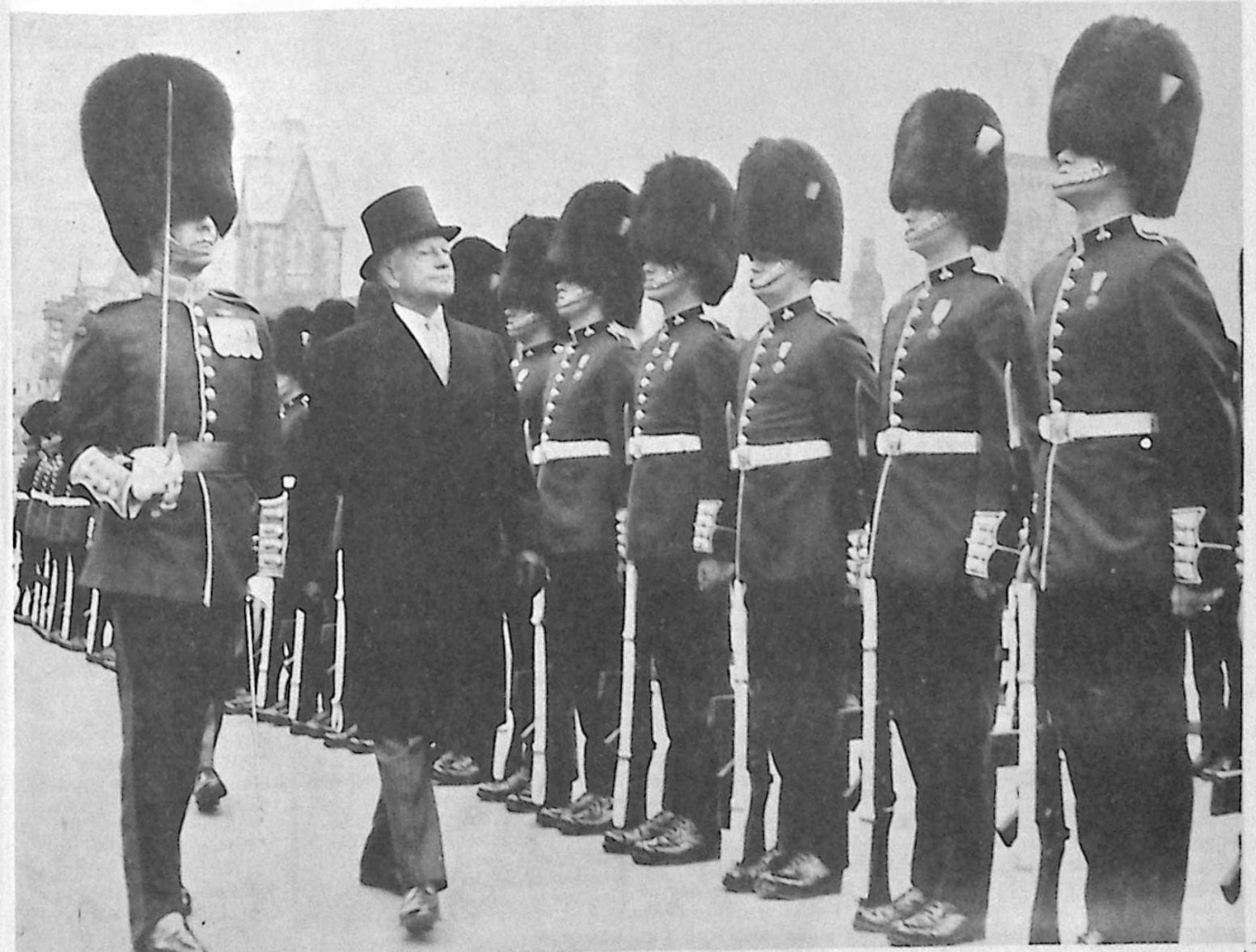
by W/C H. E. Smale, CO 407 Squadron, and given a briefing on the operational role of the Squadron. After a luncheon the team was briefed for an ASW familiarization flight by the Operations staff. For most of the scientists it was their first flight in the Neptune. On the second day of their visit Mr. Chinnick outlined the Defence Research Organization,

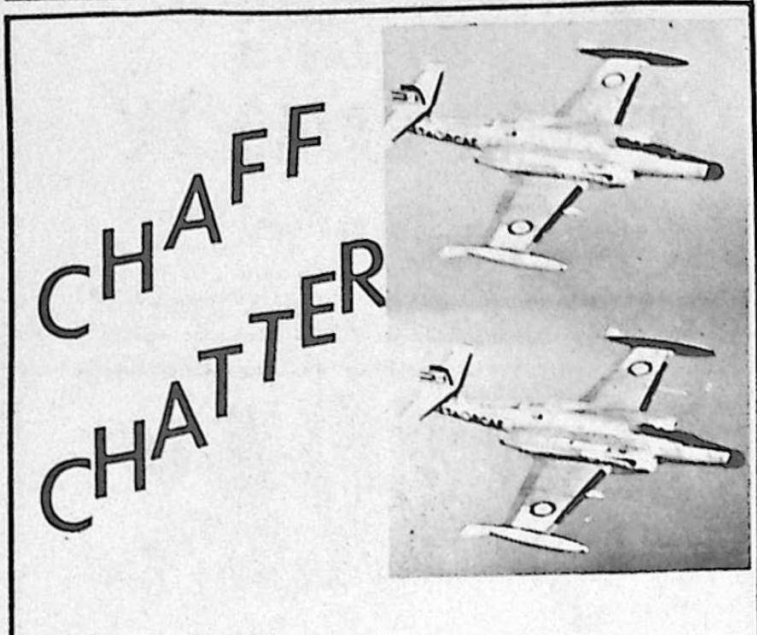
where PNL fits into the overall plan, as well as the joint projects concerning ASW currently under study by both Canada and the United States. G/C MacIure and F/L Pauls presented lectures to 407 Squadron members on specific equipments and studies being carried out at PNL under the direction of the Defence Research Board.

RED CROSS BLOOD CLINIC MAY 12 1967

F/L Harvey was awarded the AFC for outstanding courage and flying skill. He guided an F84 jet fighter to a safe landing rather than eject over the populated Edmonton area on March 3, 1965, following a complete engine failure. This action, although hazardous, ensured that the aircraft would not crash in the built-up area. Mr. Sloman's award is being presented in recognition of long and faithful service and devotion to duty. He has served in

Pakistan and Ceylon and is now stationed in the British Government office in Vancouver.





Just look at the flashy new head atop this column. It's proof positive that the age of miracles is not over, for it was taken on, of all things, a Friday afternoon. The sight of an Elderly Warplane in the sky on a Friday afternoon is not, by itself, a miracle although it is remarkable. But the fact that John Sorfleet was flying at all on a Friday afternoon, let alone in formation, is. When we add the staggering fact that not only was he flying, in formation, on a Friday afternoon but also did a manoeuvre known as a break, well, the whole story just degenerates into the realm of science fiction.

However, such a thing did occur, and for those of you who missed it we can only say that it might happen again, the next time Halley's comet passes this way. The odds are against it, however.

To celebrate the onslaught of the Spring Formal, Bob Wheeler threw a small soiree prior to it that sent most of the participants to the formal in a most informal mood. Gerry Knight, who served as a none-too-silent butler, was appointed head chemist for the occasion and he helped Bob whomp up a brew that would, before the advent of the pill, have proved disastrous.

Vic Rushton and Earl Crocker, have spent a lot of time lately outsmarting local fish. At least that is the way they tell it. The fish have yet to be heard from, but it is reported that residents nearby their chosen lake heard the unmistakable sound of a school of fish, laughing.

Ken Mitchell's garden has progressed to the point where he is now considering charging admission. His grass has grown at least a sixteenth of an inch, and there is an unmistakable green tinge in front of the house. Of course, it could be a reflection from the car.

The EWU groundcrew have been unbelievably successful at keeping the airplanes serviceable lately, no mean feat when you consider that museums the

country over consistently outbid them on demands for spare parts. It is getting to the point where the most dangerous part of flying is the neck-snapping ride out to the airplane on the mules built by Whiplash Tractor Inc. They provide wonderful training for those who want to get out and drive busses for the Beastly Electric.

Time flies Dep't. - John Sorfleet's son has been accepted for pilot training in the RCAF - whoops, Canadian Forces, and one wonders if the air force can accommodate two Sorfleets. The automotive industry will be glad to hear that yet another Sorfleet is on a payroll. Johnny was going to help young Jim on his service career, but gave up when he discovered that Jim's first stop would be HMCS Venture, where time is kept by jolly bells.

RUMOR OF THE WEEK - Jim Davies is trying for 2,000 hours CF-100 time.

National Veterans' Week

National Veterans Week, June 11 to 17, is being sponsored as a part of Canada's Centennial celebrations by the Government of Canada, through the Department of Veterans Affairs, and veterans associations.

At the conclusion of Canada's first century it seems fitting that the contributions and sacrifices of those who protected our freedoms in time of war and helped to build up our nation in time of peace should be remembered.

Beginning with memorial church services and the laying of wreaths on Memorial Sunday, June 11, the Week will be filled with activities for Canada's 975,000 living veterans of the four wars in which Canada has participated since becoming a nation.

Those who served in the two World Wars are being asked to wear their service or "discharge" button during the Week.

407 Airman of Month



CPL JOHN MILES indicating to F/O Gary Brown the faulty undercarriage mechanism.

—Times Photo

While working on the undercarriage of a Neptune in the Repair Hangar, Cpl Miles noticed that a pin was missing in the uplock mechanism of the emergency undercarriage release. He checked the other wheel well and discovered that the pin there was also missing. He became curious and checked another aircraft and found that the pins there had been properly installed.

He promptly reported the situation and a check was made of the other unit aircraft. The investigation revealed that most of the pins in the uplock mechanism were either missing or

loose. The situation was such that if an emergency lowering of the undercarriage had been required and the pin had been part way out, jamming could have occurred with the result that the wheels could not have been lowered.

This situation shows that an aircraft check is never routine and that a constant search for possible safety hazards is required to keep our aircraft safe. Cpl Miles' alert observation in finding the hazard and his prompt action in having the problem looked into has merited him 407 Airman of the month.

NIGHT HAWK'S NEST



Ground school opened last week with several announcements of interest to pilots, not the least of which was an outline of a proposed "Medical Insurance" scheme. The plan which is for pilots only, naturally, would give substantial benefits to the driver who loses his medical category. The 409 contingent to Bagotville's Spring Sapsucker Spree will be made up of pilots who need the dial time.

Two eager volunteers for the Lieutenant Governor's Ball were selected. Bob Barr and Gerry Presley can be seen after hours practising their ballroom dancing in a last minute effort to learn some saue.

John Hackett will try and up the squadron hack rate by going to Saint Hubert for 20 weeks or so. John will be doing something with ROTP candidates between trips to Expo.

Wally Hartzell impressed a tough audience at ground school with his vast store of unusual experiences. Wally was the only one in the hangar who could draw a comparison between something and walking into a ladies' aid society meeting without pants. Very few lecturers could make that statement. Wally would not divulge his future plans for his next foray into the aforesaid meeting.

Mel Warren ran into underwhelming enthusiasm for his projected plans for a realistic dinghy drill this summer. Mel wanted to hold a full scale effort by all accounts, but was dissuaded by the CO from using a Voodoo as a launch vehicle. Next best method, Mel feels, is to borrow 121's helicopter and drop the volunteer into the chuck. It is felt that great benefit will be derived in this sort of exercise; the volunteer will learn how to swim, fast, and the rest of the squadron will have a chance to practice pet theories on first aid and artificial respiration.

Solemn plans were also made to get the ball rolling for the annual assault on Buttles Lake. "A" Flight will be going to the lake for the weekend beginning 26 May for a three day survival exercise. "B" Flight will wait a month for the troubled waters to settle the pollution to the bottom before hitting the

beach for their survival term. Freddy Brittain gave another lecture to a rapt audience Friday, thereby demonstrating the value of SIT School training. The lecture was all about a K angle slip limiter which is now rectified and painted green. This will increase the overall per unit cost value effectiveness of the system and make us better and better in every way.

That crowd pleasing stuntman, Bob Pomerleau, who took a long step into the basement and bent his leg last spring is still in there fighting. Bob has a non-limp wrist these days, a tribute to the solidity of B.C. logs.

A wise old soldier once said that the first step in cleaning a rifle was to check the serial number. The reason for this was to ensure that the rifle cleaned was your own. There still seems to be a moral in that story, somewhere. The serial number painted on a Voodoo is at least two (2) feet high.

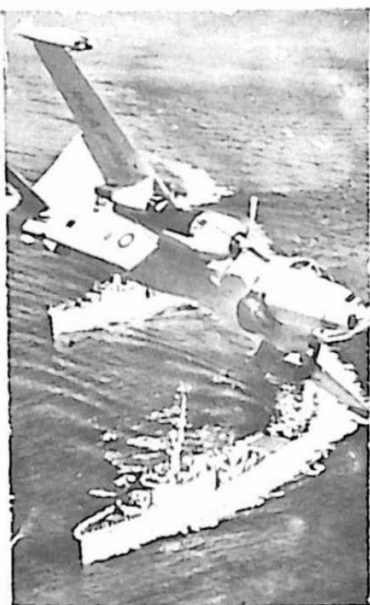
That wise old hockey expert John Kuzik has been unusually silent of late. He never comments while the game is in progress, and is not about to take any more chances.

The McBrien Trophy Shoot comes up in a month's time, and the select few are already holding secret skull sessions. The aircraft have been checked and rechecked, the systems techs are suitably diligent in their searches for errant electrons and the whole situation seems to be well in hand. With a few more practice sessions and pre-final and final briefings, the experts should do us proud.

Fridays are still nervous days around 409, with the squadronat for crews and several chaps close to transfer time. A whole gaggle of bodies started to twitch when the boss was called to the phone. Pete Desmedt has finally got a date to start his revolt against low pay for naves; it will be the 26 of July when he starts pilot training. 26 July is a revolting day, it was also the day chosen by a fellow named Castro. Prior to leaving, Pete will turn in his hand control, and turn off his brain, pilots having no use for either.

That seems to be it for this fortnight, cheers, Al.

Demon Doins



Before sallying forth into another long winded edition of this column, the writer would like to pass on a bouquet of gratitude to a fellow conspiring contributor of trivia; who during my absence and through no error of his own has made this column available to our thousands of readers, both here and abroad; and who, in his quaint charming way, has maintained the same high standard of lassitude, save a few spontaneous misconceptions and misrepresentations; so to Herr Von Scott, scourge of the high seas, master of the watery deep, Faithfully Impartial Noble Knight (FINK), and the unanimous all around good guy - thanks a lot!

I suppose that transfers are the highlight of conversation for the rumor-mongers, and in keeping with the traditions of this column I shall pass no comment whatsoever, save that yours truly is being posted as permanent liaison officer at Barber's Point. If you don't believe me, I would suggest that you don't believe any other rumors on transfers either.

"B" Flight is undergoing intensive sociological-environmental experiments under the guidance of the standards section. It has become a nerve-fraying 8 to 5 job of dusting off the covers of our Maritime encyclopedias to discover that the basics of the job have not varied much from last year. "A" Flight is next

407 in Hawaii or a Polynesian Cultural Exchange

In June of 1966 a Neptune, departed Comox for Barber's Point, Hawaii, via Adak and Midway. This was a pioneer excursion for 407 Squadron and the first trip to Hawaii since last July. That particular trip was Captained by Ldr Wyly with W/C Smale, CO 407, and S/L Taylor, A Flt. Commander. No difficulties were encountered along the route and future deployments seemed likely.

Subex time became scarce with the HMCS Grilse going in for refit and MARPAC put out a request for operational training with the USN at Barber's Point. Permission was received from Command for 407 to participate in an exercise with the Aircraft Carrier Hornet in Hawaii. Transport Command made available a Yukon and a Hercules to aid in the airlift of men and spare parts.

On the 27 of March a 407 Standards crew with the detachment commander, S/L Hoover, departed and the following day two more crews started on the Aleutian hop to Hawaii. Each crew remained overnight in Kodiak, the next day they flew on to Adak and with fair weather on route and alternate aerodromes within prescribed limits proceeded on to Midway.

At Midway the crews were introduced at first hand to the weirdest of all the feathered fowls - the Goony Bird (known throughout the Air Force for its emblematic significance.)

The Island of Midway is approximately one mile wide and three quarters of a mile wide and covered with over 100,000 nesting birds. The ungainly appearance of the bird belies its airborne grace. Every landing becomes a controlled crash unless there is a stiff head wind blowing. It's never ashamed to use the 6000 foot runway to get itself in the air.

Crew 4 Deploys From 407

Last week Crew 4, captained by LCDR Wyly, went south to U.S. Naval Station Moffett to carry out a one week deployment. Arriving at Moffett the crew was met by members of VP 9, the host squadron. That evening was spent quietly by most of the crew as they had to fly a patrol the following day. After the patrol six of them took in a National League Baseball game at Candle Stick Stadium where San Francisco Giants were playing Cincinnati Reds.

The following day the Demons were shown through the Anti-Submarine Trainers used by the VP squadrons, and everyone was quite impressed with the USN training facilities. After the tour they were treated to lunch at the Play Boy Club by LCDR J. Mitchell, which everyone enjoyed very much. After lunch, the club

A day was spent in Midway to ease the flying schedule then it was back in to the air for the final leg. After touching down at Barber's Point on the 31st of March the crew had flown for thirty hours and had covered over 4000 miles in four days. When the Squadron arrived they discovered that the exercise had been changed but the flying commitment against the submarines remained intact. The other participating force, 10 SQN, Royal Australian Air Force, had arrived the day before bringing with it 4 Neptunes and their ground support personnel.

The operational exercises, under the control of Fleet Air Wing Two, were split between two USN squadrons, VP-6 and VP 21; 10 Sqn. RAAF; and 407 Sqn. As things happened 407 came out with the heaviest flying load. The flying included all phases of aircraft anti-submarine warfare as well as combined ship-aircraft co-ordinated exercises.

During the stay at Barber's most of the 407 members managed to get a long weekend tour to the Island and take in the sites of Oahu. To see the island properly a rented car was required to take in such sites as the Polynesian Cultural Centre, The Sea Life Park, Makau Beach, etc. One of the more popular attractions was Waikiki Beach where one could relax and watch the bikinis bounce by.

When the deployment ended most of the fellows had picked up healthy sun tans and were ready to head for home. The first attempt was quickly squelched when the Yukon lost an engine after two and a half hours out of Barber's and the crew had no choice but to head back and enjoy an extra day in Oahu (well planned on their part). The next day everyone boarded and waved their final goodbye to the Island Paradise - hoping to return again.

manager held a raffle just with-in the group, as a result of which the Demons brought back a souvenir which now proudly stands in Crew 4's Crew room...? A Play Boy Mug".

The rest of the stay in San Francisco was used shopping and sight seeing.

Bright and early Friday morning crew 4 left Moffett field bound for Comox. The flight plan took them up San Francisco Bay and out over the Golden Gate Bridge, getting a birds eye view of the City.

Wednesday evening was spent exploring San Francisco's night life, at some expense of course. By the end of the evening the lure of the flashing lights, the smooth talking club owners, and the toppers girls were just a glorious memory.



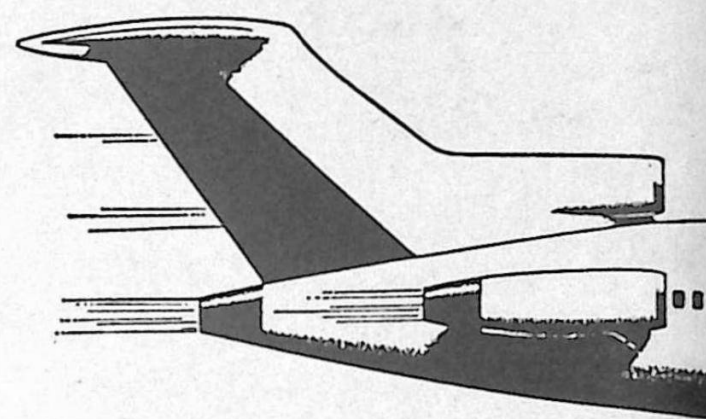
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\$600	\$12.00	\$15.00
\$700	\$14.00	\$17.50
\$800	\$16.00	\$20.00
\$900	\$18.00	\$22.50
\$1000	\$20.00	\$25.00
\$1200	\$24.00	\$30.00
\$1400	\$28.00	\$35.00
\$1600	\$32.00	\$40.00
\$1800	\$36.00	\$45.00
\$2000	\$40.00	\$50.00
\$2200	\$44.00	\$55.00
\$2400	\$48.00	\$60.00
\$2600	\$52.00	\$65.00
\$2800	\$56.00	\$70.00
\$3000	\$60.00	\$75.00
\$3200	\$64.00	\$80.00
\$3400	\$68.00	\$85.00
\$3600	\$72.00	\$90.00
\$3800	\$76.00	\$95.00
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OFFICERS MESS

SPECIAL EVENTS

Saturday, May 6
SPRING BINGO
—Deluxe camping, fishing and patio prizes
—Special full card prize
—Game starts 2100 hrs
—Dancing 2230 - 0230 hrs
—Food at midnight

Sunday, May 14
MOTHER'S DAY CANDLELIGHT DINNER
—Two sittings, 1730 - 1900 hrs, 1900 - 2030 hrs
—\$2.00 per person
—Reservations to Mess Manager by 1500 hrs, May 12

Wednesday, May 17
MESS DINNER
—1900 for 1930 hrs



S/L KW BROWN, Commanding Officer, 121 KU, sets the pace for RCAF SAR panelists at the BC Aviation Council Pilot Seminars. Here he uses the Para-Rescue display to make a point in Victoria. The large attendance at the Capital City gathering demonstrated the typical enthusiasm of BC pilots.



F/L MILT AGATE, SAR panelist, stressed that a pilot should be sure someone knows the route he is taking, and should communicate often during flight, particularly when the flight becomes difficult.

121 KU Contributes

SO SAYS THE NORTHWEST FLYER

"Eager pilots came from all over the district to fire a continuous barrage of high calibre questions, scatter gun fashion, at the panelists. Top score went to questions on various facets of Air Safety followed closely by the effects of Air Regs on insurance and flight standards. Mechanical and Medical problems also received a thorough airing".

"SAR panelists advocated compulsory flight planning, crash position indicators, and that the 'sparsely settled area' include all of B.C."

"F/L M. Agate, RCAF, outlined the routine for search procedures and flight patterns. Sgt.

Jim Seoble, Para-Rescue specialist, described survival gear and techniques, suggesting that anyone down do most of his survival work the first day when he is strongest, be as conspicuous as possible, 'spread your own blood on the snow if necessary' (sic)".

Flight Lieutenant Agate hastens to discount a small part of the Reporters account of the Dawson Creek Seminar. He has assured his boss that he didn't actually recommend that a downed pilot make himself conspicuous by spraying his good red blood over the clean white snow. He doesn't think pilots will accept this as an emergency means of attracting a search aircraft to them. Smoke from a good sized fire is so much less painful.



Dawson Creek Meet

Highlight of the March 11th Seminar at Dawson Creek was the civic luncheon hosted by Mayor Bob Trail. It's an air-minded district. Mayor Trail and four of his aldermen are active pilots. The lone alderwoman, though not a pilot, is a seasoned air traveller, because that's the way they do it in the North country. Flying is a way-of-life there.

The average number of local telephone calls made in the B.C. Telephone company system totals 4.9 million daily.

MAYOR BOB TRAIL of Dawson Creek sports the Centennial Tartan at the civic luncheon for Northern pilots and Seminar panelists. On his left are Vic Turner, Dawson Creek Flying Club Operator, and Al Michaud, President of the B.C. Aviation Council.

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121 KU -NEWS-

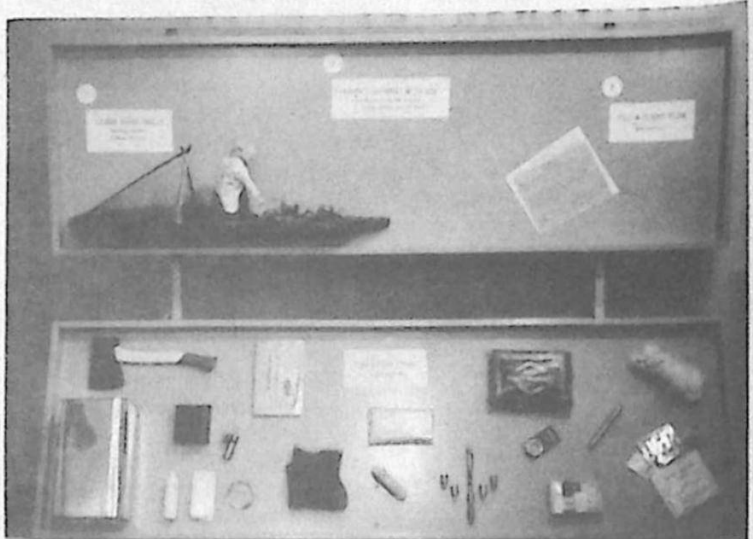
During the past few days 121 Ku aircraft and personnel have been involved in two Air Evacs and one minor search for a small seven foot Sabot.

On 29 April - The first Air Evac was from Tofino on the West Coast of Vancouver Island. F/O B.A. Lockerby and his crew in Albatross 9306, evacuated a seriously ill Mr. Oscar Hanson to Vancouver.

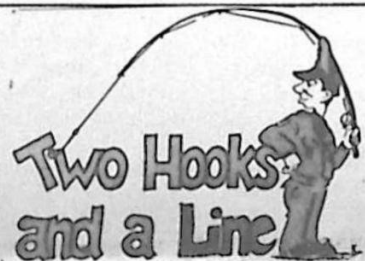
On the evening of the 30th of April F/O Lockerby and his crew in Albatross 9306 were once again called upon by RCC. This time it was a search for a seven foot Sabot missing in the vicinity of Cordova Bay. By nine o'clock that evening the Sabot had been located and was under tow to Cordova Bay.

The third and final incident to date was an Air Evac on May 1 from Smithers to Vancouver. The purpose was to evacuate Mr. Lionel Tolan a victim of a car accident, in the Smithers area. F/L J. K. Glazner and his crew in Dakota 587 carried out the mission.

This action took place over a period of three days and it can be easily seen 121 KU personnel and aircraft are kept busy fulfilling their role.



"THREE STEPS TO SURVIVAL" emphasizes how simple it is to carry adequate survival gear. A lot can be stowed in one tin can - all in one piece and ready for a hasty exit from a crashed aircraft.



By WAYNE LAWRENCE

After reading the last column, one of our members told me: "It was OK, but never apologize! Tell 'em you're the greatest writer in the world and they'll believe you." So I'm the greatest writer in the world. Autographs may be obtained at the bar between 10:15 and 10:16 the third Tuesday of every fourth month starting sometime.

The movies that will be shown in the club on Tuesday, May 2 and every Tuesday thereafter are Strange Bedfellows, World Without Sun, The Collector, The Family Jewels, and The Bright Sun. If one changed the order of those around a little, he just might be able to come up with a slightly off-color joke but I will refrain.

On your entertainment cards for the month, there is a small error. The fishing derby will be held over the long weekend, May 20-22 instead of May 14-20. There will be a Shipwreck Dance on the 20th for all of the fishermen and otherwise.

B.C. Aviation Council

Largely responsible for the increasingly conscientious and thoughtful approach to flying in B.C. are the efforts of the B.C. Aviation Council. Although it operates on an unimpressive budget, the organization is extremely active. Its Pilot Seminars provide an invaluable contact between private pilots and aviation experts. As well as providing a wealth of information for pilots through the medium of its panel, the Seminars foster a great deal of intelligent thought and discussion. RCAF SAR panelists have unanimously agreed that the Aviation Council's efforts and the general attitude of B.C. pilots is commendable. It is to be hoped this realistic approach to the flying problems peculiar to B.C. stays geared to the rapidly increasing air activity in the Province.

Don't forget the big Sportsman's Bingo and Dance with the Tamarlanes on May 6. Come out and get all the gear you need for the derby. May 3 sees the start of the Wednesday Night Bingos.

Overheard at the bar - About the Stanley Cup finals - Dobie: "But they didn't play bad enough to lose 4-1. What! They gave Horton the third star!"

Bob: "I guess the old Leafs put it to them tonight eh!" - Much, much more. Nothing about a new club. Just complaints about the present one. You want a rye and orange? Several people heading for washroom.

That's about it for this time. Don't forget to read the dress regs posted in the club for the weekend activities and then follow them. The committees have a rough enough time doing their jobs so try and give them a hand. Remember, you too could be on one.

I am the greatest writer in the world?

MP BLOTTER

We wonder if it pays to knock the postings branch sometimes had had no nasty news from that area and since that remark we have drawn F/O Stevenson to Gypsumville while Sgt. Connolly heads the way for overseas in company with Cpl's McCleverty (Sunday Radio will miss this guy), McCrae, Bugley, Head and LAC Stack. Already starting the move to join us are Cpl. Gallon and LAC Robb from overseas with LAC Francis from Armstrong and LAC King from Camp Boredom. Nice to have you with us chaps. We all hope you enjoy your stay at Comox.

On the social side of the house we hear FS Conley has added six new members to his family. Two ewes and four lambs. He and his staff have been busy with another indoctrination course for MP and a 'quickle' for ASF. Sgt Cliff Beamish hid his light under the bushes until we read in the local paper that he was a volunteer member in good standing with the Comox Fire Department. Good work Cliff. Al 'Twinkletoes' Hall, as Captain of the bowling team from the base led his team to victory in Victoria by capturing the 1967 Zone 1 Tri-Service Bowling Championship. He was also top bowler with a 236 average over ten games. He's the strong arm of the law. The strong leg of the law belongs to Sgt. Robinson with his first 100 miles of walking behind him. Now aiming for 200 before Physical Test Day. We note section personnel going on leave try not to wander too far from B.C. The weather must be the attraction. The Warrant back from leave in the east said the weather was not conducive to sunbathing. He spent a good leave renewing old friendships and acquaintances while visiting his folks in Nova Scotia.

In passing we note with regret

there are still a large number of drivers who insist on breaking the speed limits and crossing double white line. We also note that most offenders have already got a dent, scratch or crease in their own cars. May we suggest that such persons slow down and live. Also that such persons are reminded that Jalopy Racing at Oyster River start on 24 May. The "Benefit" race where all proceeds are going to the Association for Retarded Children is the Sunday before. Watch local paper for times and admission.

More Lynx In Army Chain

Lynxes are "in", ferrets "out" in the Canadian forces. The Lynx is a tracked command and reconnaissance vehicle. The forces have ordered 175 for use by recon, armoured and field engineer units in Canada and Europe. It replaces the Ferret scout car.

The US manufactured Lynx can operate cross-country and amphibiously and at high speed on the highway. Crewed by three men, it has a combat weight of more than nine tons, a range of 325 miles and a top land speed of 44 mph. It is armed with 50 and 30 calibre machine guns.

Further increasing the mobility and effectiveness of the land force, it can easily be prepared for air transport. Another feature is that its principal suspension and power-train components are interchangeable with those of the M113 armoured personnel carrier already in service.

The first production unit is due late this year. The Ferret scout car, a British product introduced to the Canadian army in 1954, will gradually phase out of service.

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TOTEM TIMES

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Promotions And Such

The announcement that, because of the continuing selected for promotion, would be exalted to the rank of squadron leader within the next year, brought an underwhelming cheer from the briefing-room audience composed largely of navigators.

But the lack of enthusiasm lasted only for a moment. "Just think," said one of the naves, his greedy eyes aglow, "We can double our rates for locking on. The cheap skates won't be able to use that 'I'm just a poor flight looney' dodge anymore."

"Yeah," said another nav, buckling his coin changer over his Mae West, "maybe if their credit ratings improve a bit they'll be able to get a Diners Club credit card and pay all their bills by cheque. This is," he added hastily, "if one of us will teach them to write."

"I don't know," said one of them looking worried. "We might be pricing ourselves right out of the market. The union scale for a super lock-on is already \$10, and if we charge any more these plutocrats just might trade in their Voodoos for a bunch of 196s. Then we'd be in trouble."

"Not much chance," said another. "It would take an exceptionally bright pilot to think of that, and as that is just a contradiction of terms, it's impossible."

Over in Whaler's Wonderland, the situation was not much different. A multitude of senior ROs was busily engaged in altering menu prices upward. Coffee went up to a quarter, more if the pilot wanted it in a cup. Navigators began telling the pilots the aircraft position only when they knew what it was themselves, a far cry from more carefree days when a line of smooth patter concealed from the pilot the fact that the airplane was, as usual, lost. The flight engineers took to looking at the pilots with uncomprehending stares when the pilot wildly signalled for power to prevent the airplane from crumpling in short. All in all, they were a pretty ecstatic lot.

In the wonderful world of the grope and gripe group there was somewhat less consternation as everyone was hoping for an extension beyond CRA and hence didn't need, didn't want, or wouldn't take a promotion. Some navigators were heard to complain a bit, but they were quietly pushed into the tail fin of a Dak and left to molder. This explains why the Dak sits with its tail on the ground.

This may sound all rambling and disconnected, but surely it is no more rambling and disconnected than a policy which, three years ago, fired 500 aircrew officers out into the streets, and which has been scrambling to recover ever since.

No amount of raises, and no number of promotions will dispell the mistrust and ill-will which that single action engendered. The "there but for the grace of God go I" philosophy which was created then still exists and people of all trades are still leaving the services because of it.

Annually holding out bribes to keep people in the service is no substitute for a coherent personnel development policy which enables people to move up to more responsible jobs as their service career progresses.

The practice of commissioning all aircrew has created an enormous bulge in the administrative pyramid. The candidates for any available senior officer vacancy are so numerous as to defy understanding, and if all those who will not get promoted are not to be left frustrated, disgruntled and ultimately bitter, perhaps the structure should be rebuilt.

Airlines are not military services, and their problems are not those of a military service. However, it is interesting to note that their system of recompense does not force their pilots to progress up an administrative ladder to achieve prosperity. Pilots are hired to fly airplanes, and the airline ads do not hold out to the prospective pilot the hope of becoming a chairman of the board. His salary may approach, or in some cases even exceed, that of the chairman, but he doesn't have to be an administrator. Just a pilot, albeit a very good one.

Promoting pilots to senior rank just because their trade happens to be in short supply does little to alleviate the pilot shortage, because increasingly, squadron leaders and above are employed on the ground, and it does little to ensure that the administrative excellence that is required to build a new service — and that is what the Canadian forces are doing — does in fact exist. FTSS spend little time teaching administrative skills.

The effect on the morale of officers of other trades, ground and air, when they find their careers lagging behind those who have learned to fly airplanes, particularly if they suspect that their particular section head got his rank because of his ability with a stick and rudder, and not from any particular administrative excellence is bound to be calamitous.

Many serious problems face those who are planning Canada's force of the future. Development of realistic career planning is perhaps the most serious, or the force may not have a future.

Freedom Of Thought For Police Chiefs

The Canadian Association of Police Chiefs raised several eyebrows and innumerable blood pressures with its demands last week for some rather ominous powers. Members of Parliament, MLAs and civic officials were quick to voice vehement disapproval of the suggestions put forth by the police chiefs.

It is easy to sympathize with the chief constables. The crime rate in our increasingly urban, increasingly impersonal society is, well, a crime. Increasingly, citizens of our major cities are becoming afraid to venture abroad at night, unless in large groups. Increasingly too, organized crime is taking advantage of technological advances which parsimonious administrations are not procuring for their law-enforcement agencies.

Enforcing traffic laws takes considerable time and effort, and most police departments do not have the manpower to afford such a drain. Traffic enforcement, along with taking too much time also causes the average citizen to regard his police force with something less than benevolence. It is truly a frustrating and unrewarding era for police forces, and police chiefs.

But having said all this, one can only be alarmed at the demands of the chief constables. The request that rabble-rousers, for instance, be detained before they have the chance to commit a crime is extremely thought-provoking. Is John Diefenbaker, exhorting a Conservative crowd to throw the Liberal rascals out, to be considered a rabble-rouser? Is Tommy Douglas, deploring the situation in Viet Nam, to be considered a rabble-rouser? Perhaps the thought is far from the minds of present-day police chiefs, but their successors might not have their integrity.

Similarly with the demand for searching houses without warrants. For what reason? A policeman who now has reasonable grounds to believe that a crime is being committed can enter a house without a warrant. But warrants do give citizens protection against unreasonable search and this protection should not lightly be given up, no matter how convenient it might be for the police department.

In some ways, life for the American counterparts of the police chiefs is a bit more difficult. Decisions recently handed down by the U.S. Supreme Court have placed the full majesty of American law squarely on the side of the defendant; so solidly in fact, that some American police forces now send lawyers out with their policemen to see that the rights of suspected law-breakers are not infringed.

The soaring crime rate might well argue against such solicitude for the individual, and for much more stringent controls on all citizens, but surely this is the wrong approach. The framework of law which we build should enable the average citizen to live his life and develop as he thinks best, without infringing on the rights of others. Harsh oppressive measures can only build a contempt for law that will ultimately plunge the society into anarchy.

Canada spends large sums of money to ensure the proliferation of freedom and individual liberty abroad, and protect freedom and democracy at home. It would be silly to waste all that money by creating a domestic tyranny, while continually guarding against an imported one.

Tyranny is tyranny, and one suspects that the domestic kind would be no better than the imported.

Message from the CDS

Bill C243, The Canadian Forces Reorganization Act, passed third reading in the House of Commons today. Passage of the Bill does not automatically make it law. The Bill has to be passed by the Senate before it can be given Royal assent by His Excellency the Governor in Council. Then there is still one other procedural step, this is the actual Proclamation of the various clauses of the Bill. It is expected that this latter process might take five or six months so that all necessary changes in QR and O and service orders be prepared and other preparations made. In the meantime, the status of all members of the Forces remains unchanged. That is, you remain a member of your present service and all service activities continue as before.

I know that many of you will have other questions now that the Bill has been passed by the House of Commons. There are many aspects of the Reorganization still in the planning stage so complete and final decisions cannot be given to you at this time. The key to this is that the Bill is Legislation. This simply means that it contains the necessary amendments to the National Defence Act to allow us to proceed with the final step in the reorganization which has been going on since 1964. This final step is the formation of a single service to be called The Canadian Armed Forces. We will continue to operate in all environments much as we have in the three services in the past but this will bring us all together into one modern organization better able to meet the exciting challenges of today and tomorrow.

One question you might ask is: Where will I fit into this new organization when the Bill has been proclaimed? The answer lies in the Bill itself "Officers and Men who were members of the Royal Canadian Navy, The Canadian Army or the Royal Canadian Air Force immediately prior to the coming into force of this part are, subject to the provisions of the National Defence Act, members of the Canadian Forces."

Your next question may well be: Can I be employed after proclamation of the Bill in an other environment in the service without my consent? The answer to this is also found in the Bill "Except in an emergency no officer or man who is a Member of The Royal Canadian Navy, The Canadian Army or The Royal Canadian Air Force immediately prior to the coming into force of this part shall, without his consent, be required to perform any duty in the Canadian Forces that he could not have been required to perform as a

member of such service."

I believe this covers the questions of identity and provides you with the necessary assurance that your individual rights will be safeguarded.

You will be interested in knowing what we are doing about a standard uniform for the new service. We are now in the process of outfitting some four hundred servicemen of all ranks with a trial uniform. You will undoubtedly be seeing some of your friends in this uniform in the near future. This trial service dress will be evaluated in all environments this year and we will take the results of this trial into consideration when making a decision about what the future uniform will look like. All commanders have been asked to assess the feelings of members of the forces in this important matter and report their findings to their superiors. In the meantime, those of you who will not be issued with the trial uniform will continue to wear your present uniforms until such time as a new one is decided upon and general issue is made. You will understand that this process may take three years or more due to the technical problems involved in completely outfitting more than one hundred thousand service men.

As you know the Bill sets out rank titles for the single service. It also contains a provision for the continuation of traditional titles under certain conditions. This matter is still under study but I assure you that the decision will be made in full consultation with your commanders and with full respect being paid to your future relationship with forces of other countries. Common sense will prevail.

Will Corps, Regiments, Squadrons, etc., continue? The Bill provides for units and other elements now existing to continue in the new service. This means that the Ship Battalion, Air Squadron, Headquarters, Unit or Base you now belong to will still exist and you will still belong to that organization contingent of course, upon normal postings.

You have been told before that the Armistice system of the Corps as such has been discontinued, for example, Engineers, Communications, Transport Specialists, etc., will be very much a part of the new organization. This is a matter that will be decided by members of the force. We will take our time in making this decision to ensure it is the operation of canteens and other institutes? The answer

It's Never Been Done

Most readers seeing that headline will say to themselves, "Oh no, not another Totem Times harangue on the benefits of unification. Well, this time they're right, it's not another Totem Times harangue on the benefits of unification. The deathless phrase above is not the last retreat of some ancient general decrying the evils of Hellyer's Harmony but rather the contribution of a CPR spokesman explaining why that particular railroad does not follow the rest of the country into daylight saving time."

"We've been operating on standard time since time immemorial," quoth he, "and it would be too confusing to change."

One can see his point. The only problem is how he gets his hat on over it. Why should it be so confusing to change over? The airline which is operated by the same company seems to tough it through okay, and not miss picking up too many passengers. Why the railroad can't cope is a mystery.

Certainly the passenger who is told that his train departed at 11:00 AM is not confused, until the ticket seller says, "standard time". Then the passenger has to decide whether to show up an hour early and spend a jolly time watching the weevils crawl across the CPR woodwork, or show up an hour late and have to take a taxi over to the CN station.

The extreme distaste for change manifested in the CPR attitude toward daylight saving time makes one wonder whose navy the hierarchy served in. Some of them are probably still fighting rearguard campaigns to save the steam-engine. Maybe one of these days they'll see the light. Daylight, that is.

Hercs Haul Hospitals

The Canadian armed forces have obtained a 300-bed field hospital which they can fly anywhere in the world.

The hospital can be broken down into three 100-bed, self sufficient units which can independently support three separate field formations. It only takes two RCAF Hercules to airlift each 100-bed component.

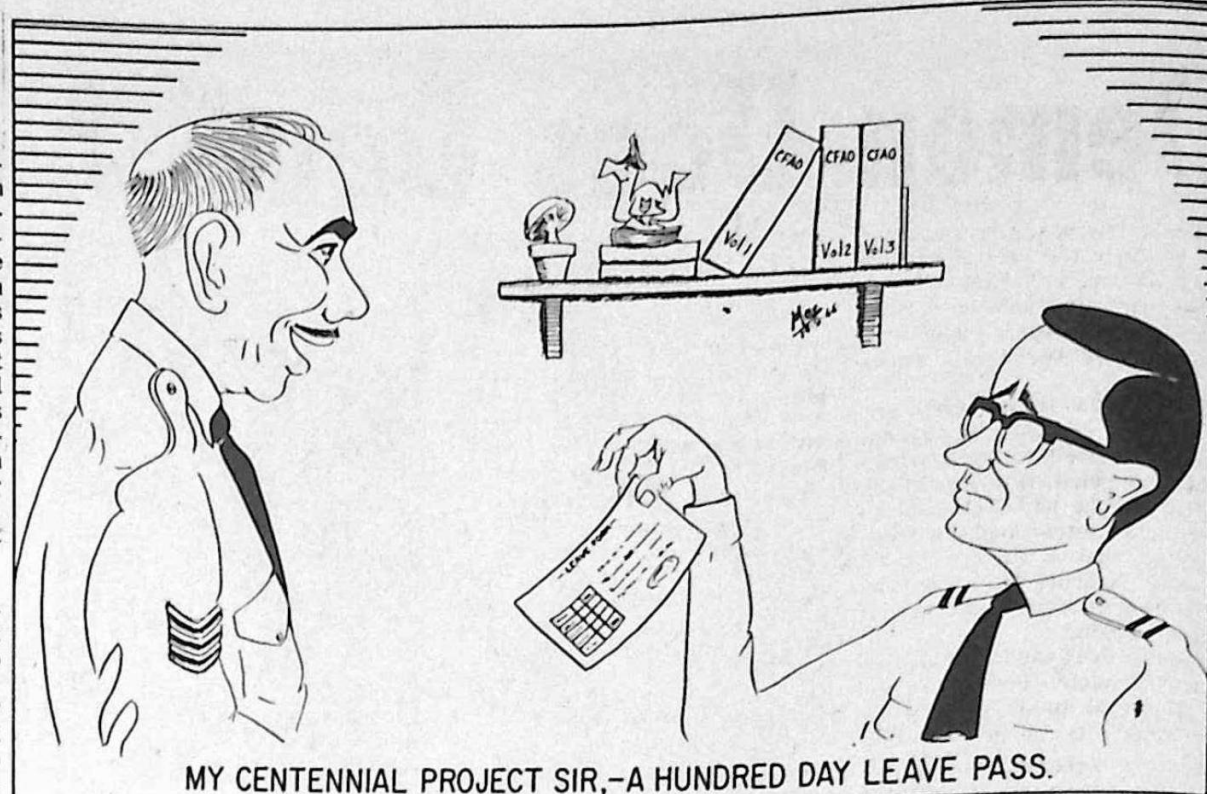
is yes. We now have a group looking into this matter and its terms of reference are: To conduct a study designed to find a formula to provide the serviceman with the proper amenities at the lowest price. You will be advised of the results of this study in the near future.

One question you may well be asked, is this: Would you recommend a career in the Canadian Armed Forces to your son or friend back home? I believe the answer is yes. When the bill has been proclaimed the way will be clear to complete the reorganization, we will go ahead and build a Military Service that is second to none. One that you will be proud to belong to and proud to recommend to anyone waiting to join an up-to-date, well equipped force, ready to do a job in any part of the world. I know that you will, as I will, feel some regret on the day our present services are no longer in existence. We can look back on these services with pride and we will continue to honor the achievements of those who served before us but the Force we are in must be the Force of today ready to do the job today and looking always to the future.

Finally, I want you to know that it has been a constant source of pride and satisfaction to me since becoming the Chief of the Defence Staff to discover just how well you are all doing your jobs. I have travelled extensively during the past few months and have spoken to many of you personally. It has been most satisfying and rewarding. I want to thank you for the fine co-operation you have given your commanders and myself in the past. I know it will continue.

Winnipeg Hosts Games

The Pan-American Games, the Olympics of the Western Hemisphere, are staged every four years one year prior to the World Olympic Games. The first Pan-Am was held in Buenos Aires, Argentina, in 1951. Subsequent games have been held in Mexico City, Chicago, and Sao Paulo. This year Canada enters the major league of international sport when Winnipeg hosts the largest sporting event ever held in North America, the fifth Pan American Games, July 22 to August 7, Winnipeggers, conscious that they are under world scrutiny, intend to show that Canadians can and will put on the best show in the Pan-Am Games' 16 year history. Not only will it be larger than the four preceding games, but it will also be larger than the Summer Olympics held in Tokyo in 1964.



MY CENTENNIAL PROJECT SIR, - A HUNDRED DAY LEAVE PASS.

Letters to Editor Dept.

Communications is a two-way street

Editor, Totem Times, Sir: Your editorial "We Haven't Set Up Our In-Service Communications Programme Yet" in the April 6 edition has at least penetrated the CFHQ jungle to the point of landing on the right desk, Mine.

I would like to comment on this editorial. I wish it to be understood however, that the comment is made within the context that internal communications is primarily the responsibility of commanders at all levels. What you and I do in this regard must be in support of the policies of these commanders and with an understanding of their responsibilities.

There may be merit in what you say in the editorial, but the true picture is not quite so black as the one you paint. We have, in fact, been conducting an internal information program in the forces for some time. We have recently stepped up that program.

To date we have been largely concentrating on production of "Sentinel", "Canadian Forces Bulletin" and "Press Roundup". In addition, we have ensured that a steady flow of items of general service interest has gone out to base newspapers. We note that you have made good use of this material.

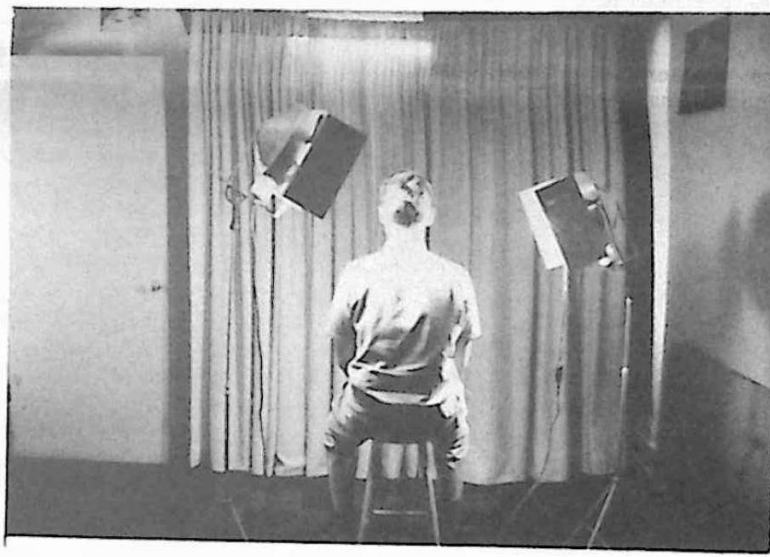
Along with all this we have conducted special programs as events dictate. An example is the one carried out at the time of introduction of the new trade and pay structures last fall.

But still we hear the cry "Why don't you tell us what is going on?" This is not entirely new. Nonetheless, the fact that it is an old complaint doesn't negate its validity and we are determined to meet the requirement to keep you informed to the best of our ability.

In the meantime, consider that information can flow in two directions. It does us little good to have you store up your rumors and questions when, through the medium of your paper, or through letters to "Sentinel", you can bring them out in the open. Then we can deal with them and are prepared to do so.

I'm a long time admirer of the Totem Times. Keep up the good work.

Sincerely,
 L. C. MORRISON W/C
 Chief, Internal Information Directorate of Information Services
 Canadian Forces Headquarters
 Ottawa, Ontario.



WIN A PORTRAIT

OUR CONTEST EDITOR has come up with a new gimmick; a real contest, with real prizes. The contest is explained in the story below. The first prize is to be a set of five 8 by 10 portraits of the winner, formal or candid, taken by a world famous shutter-bug. Second prize is three of the same.

Another Contest

Rebounding from the astounding success of the last Totem Times contest, the contest editor has picked his brain and come up with another. Contest, not brain. To make this contest a complete break from the last, it will be square. Honest as the day is long.

This contest has worthwhile prizes, and we hope, worthwhile objectives. The first objective is to get someone to write several column inches for the Times, saving the editors the trouble. The second objective and perhaps the most worthy, is to generate a little thought about our country.

The contest is simple; write an essay entitled "What Canada Means To Me". The title is not inspiring, as it may be too gen-

eral to strike up the band. But, by its very generality, the title allows the author full range of expression.

Entries will be accepted right up to the deadline for our Centennial issue, which will appear at the end of June. The deadline therefore, is the 27 of June, or almost two full months off. Essays should be typed and double spaced, and should be about 500 words. (One page, typed and double spaced is about 300 words.) Submissions should be made as early as possible to the Editor, Totem Times.

The winning essay will be printed in the Times Centennial issue. Judging will be done by the editor. Prizes may be claimed at the convenience of the winner.

Navs Start Takeover

Over half a year ago, with pilot ranks getting thinner and thinner, other aircrew and other servicemen were invited to apply for pilot training. There was a tremendous response to this invitation, as poorly paid types saw a chance to turn an honest buck in the flying game.

Finally, just as the extra-payments on the big cars and other goodies bought with the anticipated pilot boost were coming due, the first course date has been announced. A navigator on 409 squadron is going to commence driver training this summer.

For those who have always wanted to be a driver airframe, and have always thought that the day would never come, the start of cross-training to pilot brings cheer.

Air defense planners of NORAD state that, if necessary, the Combat Operations Centre built within Coleraine Mountain, outside Colorado Springs, Colo., could "button up" and remain self-sufficient for more than a month.

Summer Suits Seen Soon

No one knows who was responsible, but someone, about 10 or 12 years ago, started a rumour that a new summer uniform was in the works and would soon be distributed to all airmen.

Accordingly, everyone in the RCAF said, "Hells bells, if a new uniform is coming out, there is no point in buying one now, I'll just make the old ones do until the nice new one appears."

A decade later, most of them are still making do. Officers, who buy their uniforms all the same colour are now sadly contemplating their "as-new" tunics, which are supposed to be worn with pants that have faded to a shade of white that looks as though the tiger never got to it.

The airmen, on the other hand, who are issued tunics of one colour and pants of another are now agreeably surprised to find that the effect of the years has been to make the colours match. Admittedly, the uniforms are no more crease-resistant than before, but as one airman said, "...on my salary I can't afford an iron, anyhow."

Last fall, when the Clarion call went out for everyone to climb into the winter suits, people fondly placed their tired khaki outfits in mothballs for what they supposed would be the last time. "The unification debate will be short and snappy, and we'll have a new uniform by next summer," was what everyone thought, falling into the same trap as did the nation's flag manufacturers who are still offering specials on red, white and blue flags. Some of the more foresighted souls even died their summers a sort of light green. Most people however, had to take no special action. The fabric just sort of evaporated on the last day that summer uniforms were legal.

Since then, everyone has been in hibernation, dreaming of the day when they would awaken clad in the sporty new uniform, just like a Caterpillar turning into the MG, or something.

Now, spring has awakened all, including that genial chap whose job it is to insert in WROs the genial notice which says: "The wearing of summer uniforms will be compulsory on May 8, 1967. All service personnel are to ensure that their summer uniforms are in presentable condition."

So there it is. That durable old hunk of indeterminate brown material will have to do another season. But this will probably be the last year. It seems that there is this real strong rumour that NEXT year....

Toronto USA?

All the Hockey Night in Canada preliminaries were familiar, even to the familiar commercials. Hockey fans settled down to the routine announcements indicating the great import of the contest about to begin. The players lined up along the blue lines; Canadiens in white, Leafs in blue. "Oh Canada" began, played not impressively, and the camera zoomed in to focus on the flags, fluttering in the artificial breeze. There was the Canadian flag, for the lucky few, in living colour. And beside it there was the Stars and Stripes. The Stars and Stripes! In Toronto! In a hockey game between two Canadian cities?

For those among us who were worried, calm your fears. Toronto is apparently still a part of Canada. There has indeed been reason to wonder of late. Topless dancers in Toronto, the good, caused some alarm.

The simple truth of the matter is that the NHL is nearly the property of CBS. Only the formality of the Nielsen ratings is awaited to make a fait accompli. The management of Maple Leaf Gardens is to be congratulated on being well aware of which side of the border the butter is on.

Demon Does Devilish Deeds

Ohm's law poses no problem for at least one 407 Squadron radio officer. F/O Klaus Peter, a two year veteran of the Squadron takes his work home with him, or vice versa, and loves doing it.

Born in 1939 in Gablonz, Germany and educated in Vienna, Klaus developed an early interest in the technical world. At the age of ten, he had fashioned an electric streetcar out of a mecano set and a small electric motor. At about the same time he built a generator that ran off a steam engine.

Coming to Canada in 1953, F/O Peter completed his high school in Montreal prior to entering the University of Ottawa under the ROTP scheme. During his stay in Ottawa he received a B.Sc. in Electrical Engineering, with a specialty in electronics. Following graduation from university, Klaus completed his RO training in Winnipeg before moving to the Maritime OTU at Summerside, and coming finally to Comox and 407 Squadron.

As well as flying as a line radio officer, Klaus is occasionally involved with various technical projects on the squadron. In spite of this fairly constant exposure to the world of electronics he manages to spend a goodly amount of his spare

time designing and building his own electronic equipment.

Among Klaus' recent accomplishments are a 220 mcs UHF transmitter and receiver and a transistorized automobile ignition. He has collaborated with F/O Doug McGill in building a high powered H.F. set and is presently involved in designing and building an awesome powerful guitar amplifier for a well known local "picker and singer". He built several stereo amplifiers of his own design as well as many more esoteric pieces of equipment such as invariable frequency oscillators, and a square pulse generator for test purposes.

Chemistry is another field of interest for this versatile man and he claims to have at one time built a rocket powered boat that ran well, he says, until it blew up. He is an interested photographer and possesses a complete darkroom set-up with which he develops all of his own photographs. In such time as he has left he listens to music and has played the violin and the clarinet.

F/O Peter also has been known to make a hobby of repairing TV sets for his buddies but claims that if the lineup outside his door becomes any longer he will have to design and build an exploding doorknob.

EXCERPTS FROM An Address By Vice-Admiral Hennesy

TO ANNUAL DINNER, ONTARIO DIVISION
THE NAVY LEAGUE OF CANADA

To do this I would like to attack some of the myths that have grown up around unification and the Navy in the past two years or more.

Let's take the big one first. It is alleged that the purpose of unification is to destroy the Navy; or, alternatively, that unification will destroy the Navy. I can assure you, as a member of the Defence Staff of Canada, that there is no such purpose, there never has been and to the extent that anyone can see into the future, there never will be. The aim of the game is a well balanced team. Now let's face it. There will always be differences of opinion as to what constitutes a good balance. Only history will judge just how skillful we will have been in striking our balance. We believe that our current planning will produce a well balanced team - accept this as our responsibility - and are prepared to be judged accordingly.

The second part of this big myth, that unification will destroy the Navy is not only not borne out by fact, but almost verges on the insulting to the very fine officers and men of today's Navy. The strength of any organization lies in its people. And you cannot destroy that organization, be it the Navy or for that matter the Navy League if you will, unless the people in it are willing to let it be destroyed. I don't believe that state of affairs to exist in the Navy, any more than it exists in your own organization. I'll come back to people a little later. Let me turn to fact for a moment.

A strong Navy can only remain strong if its ships, submarines, aircraft and the weapon systems are modern and as advanced in the state of technological art as monowheel skills and the budget will permit. What is our situation today? Our oldest modern ships, the St. Laurent class - and I would remind you that these ships are now approaching middle age, i.e. 10-12 years - have just been given an extensive mid-life conversion to the helicopter-destroyer configuration. The next class, the Restigouche, commence their conversion and updating at the end of this year.

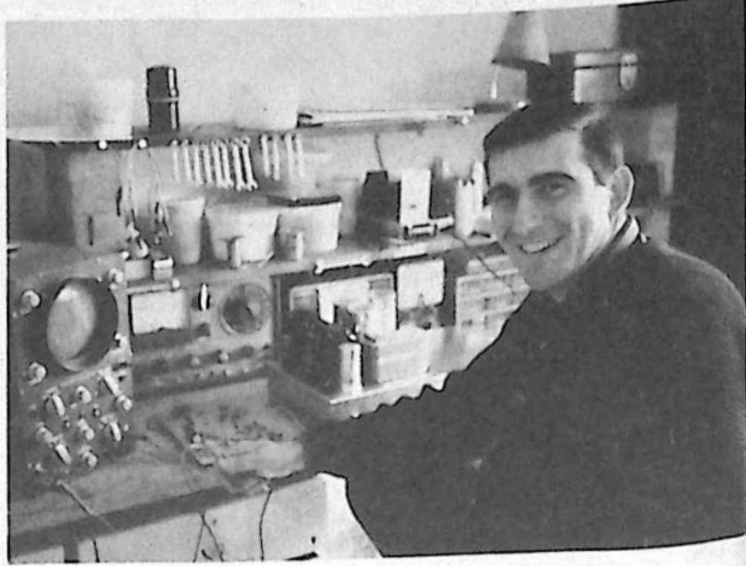
Two new support ships are building in St. John, N.B. Perhaps not very glamorous as fighting vehicles go - but we must remember that these two, and HMCS Provider, enable us to double, even triple, the number of destroyers that we can maintain on station, dependant on distance from base. When you think of the distances between Canadian bases and areas of the world where we might be involved, the presence of these ships in our fleet is of critical importance.

Next to appear on the horizon will be commissioned in June of this year, and the third in the spring of 1968. Bonaventure is just completing a mid-life refit, and her Trackers are receiving an extensive electronic reconfiguration. So too are the long range maritime patrol aircraft which are an inseparable part of the antisubmarine team.

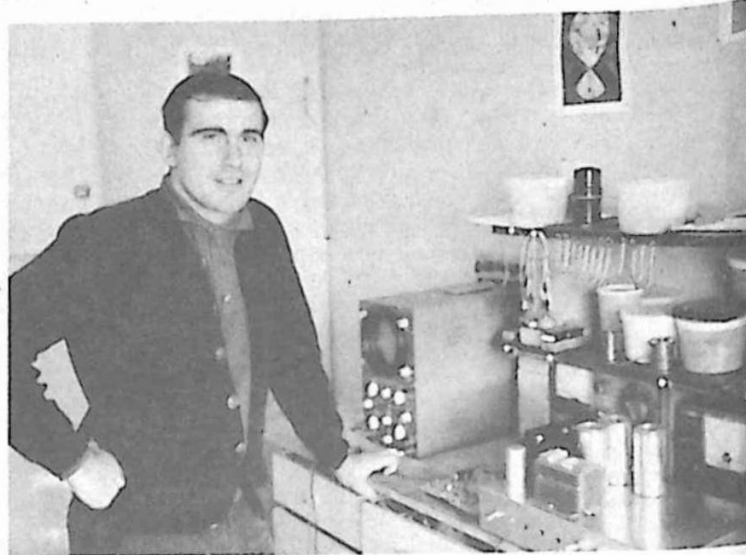
The sum total of all these and other related expenditures for Maritime Command, amounts to just over 48% of the planned expenditures on equipment for our armed forces over the next five years. A preliminary look at the middle 1970's indicates little change in proportion. Does all this add up to destroying the Navy - of course it doesn't.

Another myth is that our forces, of all descriptions and presumably including the Navy, will be incapable of functioning in anything other than peacekeeping because of their so-called hybrid

(Continued on Page 9)

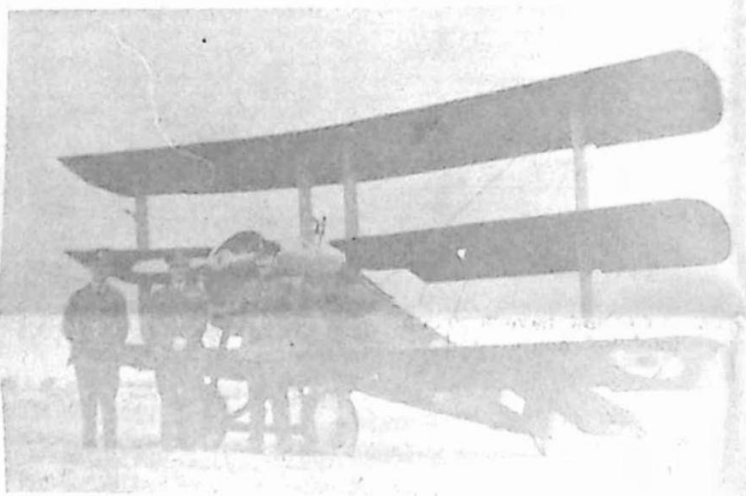


PICTURE NO. 1 — Shown above is F/O Klaus Peter hard at work at his well equipped workshop bench. A sine wave passes quietly by in the background.



PICTURE NO. 2 — "What do you mean all I get for this crummy interview is a lot of free publicity," F/O Peter seems to be saying to an intrepid Totem Times reporter.

Vintage Interceptor



Pre '40 by Flyin' Chuff

Produced in 1916-17, the Sopwith Triplane was a step in the evolution of the fighter aircraft, and appearing before the more famous Fokker Triplane, it has been said that the Fokker may have been inspired by it. Used exclusively by the RNAS, a list of pilots who flew this machine would include the distinguished name of Collishaw. Fitted with the 110hp or 130hp Clerget rotary engine, would you believe this thing could get up to 20 1/2 thousand feet. Yep! with the larger engine, 114 mph at 10,000 ft. 105 mph at 15,000 ft. and a service ceiling of 20,500 feet with a duration of 2 3/4 hours. Quite small, span 26 1/2 feet, length 19 1/2 feet, chord 3 1/4 ft!! One synchronized Vickers machine gun was mounted on top of the fuselage.

Need for Bilingualism Pointed Out in Recent Search Saga

Once upon a time as the story goes, a Labrador helicopter was dispatched, upon request, to Langara Island for the purpose of evacuating an injured Russian seaman to Prince Rupert. The Labrador departed Comox at 0635 hours and arrived at Langara Island at 1130 hours. After a lengthy talk via the airwaves, with the Russian ship; lengthy because the Russians had a very poor command of English and the crew of the Labrador understood no Russian, it was decided to evacuate the seaman directly off the ship.

A Para Rescue personnel was lowered to the ship, and after another lengthy discussion with the ship's Captain and the injured seaman the Labrador returned to Comox without its patient.

Apparently, the injured seaman after seeing the man come down the hoist, decided he was feeling quite well, thank you, and wanted nothing to do with going up the hoist.

Brown sugar adds a smooth, mellow taste to a cup of tea.

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Mothers and All That

Over sixty years ago a woman named Anna Jarvis lost her mother. Miss Jarvis had evidently had a good mother, as mothers go, and she was sorely missed by her daughter. As happens in the best of family relationships, Miss Jarvis had not really realized how much her mother had meant to her until it was too late.

Anna Jarvis then had pangs of conscience; although there was little she could do about her own mother. She started a campaign in the United States to have a day set aside as a memorial day for mothers. In 1913 the US senate approved a bill setting aside the second Sunday in May as "Mothers' Day".

As everyone knows, Mothers' Day is a successful institution, so successful, that no one can be opposed. Being against Mothers' Day is like being against Freedom of Speech or turkey for Christmas. Merchants the length and breadth of North America

know that Mothers' Day is good. It generates an average of \$20 worth of gifts for every mother on the continent.

Instead of being against Mothers' Day, it might be a better idea to be "for" wives. Especially service wives. This might never catch on, and might be entirely redundant, as most service wives seem to be mothers. It does seem that current model wives and mothers are somehow lost in the big commercial shuffle of Mothers' Day. There is a good reason for this, we are induced by Madison Avenue to get out there and spend for mother, and the Madison Avenue prototype of a mother is usually the one left at home.

Being a current model mother, not yet at the stage of retirement from nose wiping and sundry other chores is not an easy job. Being that and a service wife is really tough, especially if grandmother gets all the attention on Mothers' Day.

"No-sweat" uniforms

In order to provide a lightweight comfortable uniform for RCAF officers and Wost as an alternative to the heavy Bara-thea presently in use, authority has been granted for use of a pattern trial-tested in 1963. This uniform is now designated No. 5B (Officers) Service Dress Blue.

Shell cloth to be used for 5B uniform is to be inspected and approved by DND Quality Assurance Branch as meeting DND specification. Approved cloth only is authorized to be sold by NPF outlets for use for No. 5B Uniform.

Design of the uniform is described briefly as follows: cloth is 5.6 oz per sq. yd. wool/polyester air force blue colour. Jacket is belted, pockets are semi-bellows. Trousers have no cuffs.

Uniform to be worn with standard service patterns of shoes, socks, tie and cap. Shirt is as worn with No. 5 or 5A uniform. Specifications are on automatic distribution to listed military tailors in Canada and abroad. If necessary, specs may be obtained from Material Command Quality Assurance Branch, Canadian Government Printing Bureau Bldg, Sacre-Coeur Blvd, Hull, Quebec, Spec. No. CDA/DCGE/CLO7-2-50A for Jacket, CDA/DCGE/CLO7-9-15A for trousers.

Uniform may be worn in lieu of No 5 (Officers) service dress winter and with accoutrements as No 1 (Officers) ceremonial dress winter. It may also be worn during summer dress period for off-parades duty and walking out but it does not completely replace No. 6 (Officers) service dress summer. Khaki No. 6 will continue to be required for parade wear.

Female officers may have No. 5 service dress tailored from subject cloth. Conditions of wear are as above.

A survey undertaken by CFHQ has determined that a sufficient number of officers and Wost are interested in obtaining the uniform to justify having shell cloth manufactured. Since RCAF has no central purchasing agency for NPF institutes, Maple Leaf Services has agreed to let a contract for sufficient cloth to supply the expected heavy initial demand and to provide for future maintenance supplies. MLS will distribute to NPF institutes and officers and Sr NCO messes as appropriate. MLS has advised that a firm contract has been placed and initial deliveries to their warehouse are anticipated 30 Jun 67 or earlier. Cloth will be shipped immediately to institutes which have placed orders

with MLS merchandising manager, 16 Coldwater Road, Don Mills, Ont. Price to institutes is 3.95 dollars per running yard in Canada and 3.70 dollars for running yard (Federal Sales Tax exempt) for units outside Canada. Provincial sales tax where applicable to be collected by the retailing agency. MLS will issue sales bulletin to all Canadian Forces Bases, formations and units.

Cloth being produced in 58 inch width. MIL tailors can advise individuals of yardage required.

A survey was carried out in Jan. 67 and a total of 40 base personnel, plus 19 from 121 KU and 20 from 407 Sqn, indicated they were interested in procuring a new uniform. A quotation has now been received for the tailoring contract as follows:

Tunic and one pair trousers, \$47.50 plus 12% Federal Tax. Tunic and two pair trousers, \$58.00 plus 12% Federal Tax. Cloth (an average of five yards is required for each uniform) \$3.95 per running yard. Measuring, \$2.00. Delivery, 4 to 5 weeks.

NOTE: Braid, ribbons, etc., are included in above prices. A further survey is to be conducted and the names of those officers and Wost who wish to obtain a new uniform are to be forwarded to the BservO. It is expected that the measuring for the uniform will be carried out approximately mid-Jun.

THAT MAP THAT OPENED UP THE WEST

OTTAWA - On April 11, 1967 an era famous in the annals of Canadian surveying came to an end when the last of the three-mile maps of the Canadian Prairies was withdrawn from circulation by the surveys and mapping branch of the department of energy, mines and resources.

The three-mile series, as these maps were known because they showed the ground at a scale of three miles to one inch, was truly the map that opened up the Canadian West. The series was started in 1891 with the publication of a map of the Edmonton area - known as sheet No. 315. Each year saw more and more new maps produced as the hardy prairie land surveyors kept pushing steadily ahead of the incoming flood of immigrants.

In many cases the first indication to the immigrant of the location of his newly-purchased homestead would be when, in the land office, he was handed a three-mile map, on which he was shown the agent's pencilled location of his new holding.

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In a wide range of patterns, shapes and colors

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DRESSED and ROUGH
FIR and CEDAR

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A COMPLETE LINE OF
BUILDING SUPPLIES

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Field's Sawmills Ltd.

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CAMERA CLUB CORNER

Corporal Jim Tremblay, Camera Club President, expressed disappointment with the low number of entries in the Favourite girl photo contest sponsored by the club last month. Tremblay said there were only eleven prints entered by the deadline of April 29. All of the prints entered did show originality and good quality, however.

WO2 Neill Radcliffe of the Base Photo Section judged the entries, finding Tremblay's picture the best.

Tentative plans are already underway to sponsor another photo contest this summer. A theme has not yet been decided upon, but might well be activities connected with Armed Forces Day.

The Camera Club is also planning to fill a display booth during Armed Forces Day this year. On display will be club equipment and prints done by the members.

These six pictures illustrate the high quality of pleasing photographs turned out by Camera Club members during the recent contest.

Gillard Gone

After 40 years of service to the Navy League of Canada, Harry R. Gillard has retired as secretary-treasurer and general manager.

He conceived and organized the first British Empire sea cadet camps and organized the first international conference of navy leagues of the world.

College Vote For North Isle

A plebiscite seeking the approval in principle of electors in nine Vancouver Island school districts for the establishment of a regional college has been authorized by the Provincial Government, it was announced today by the Honourable L.R. Peterson, Minister of Education.

Mr. Peterson said that the brief from the Vancouver Island Regional College Co-ordinating Committee requesting the plebiscite, which was received earlier this month, stated that the nine districts were in agreement that the college should be built at a site "adjacent to but north of Nanaimo".

The nine participating school districts are: Cowichan (65); Lake Cowichan (66); Ladysmith (67); Nanaimo (68); Qualicum (69); Alberni (70); Courtenay (71); Campbell River (72) and Vancouver Island North (85).

Mr. Peterson said that the purpose of the plebiscite is to seek approval in principle from the electors in the various districts for the establishment of the college. If it is successful detailed planning may proceed but before actual construction can begin expenditures must be approved by the Department of Education, then by the school districts' ratepayers in a subsequent referendum.

The Co-ordinating Committee's brief stated that the proposed curriculum would cover a broad field offering regional college education to Grade XII graduates of all secondary school programs. Of an estimated initial enrolment of 800 it suggested that 40 per cent would take technical courses and 60 per cent would take academic courses leading to transfer to a degree-granting university.



FIRST PRIZE

THIS PHOTO CAPTURED FIRST PRIZE in the Base Camera Club contest last month. Club president Jim Tremblay said his wife, Marjorie, as his model in the "Favourite Girl" contest.



ANOTHER FAVOURITE

TERESA DOBKO 6, makes another appealing picture entered in the Camera Club contest. Cpl. Joe Dobko, father photographer, has been an active member for some time.



MORE ENTRIES in the photo contest are shown in this WJM composite shot. Some fine pictures were entered in the contest.

RAGS WILL SEND BOYS TO CAMP

Those torn sheets, pillow cases and curtains; those shirts with worn collars and sleeves, those kneeless pants; in fact, all cotton rags, can still be put to good use.

Dig them out of the cupboards, the drawers and the basement, make sure they're clean, and have them ready Monday morning, May 15th, when they will be picked up by the mothers of 2nd Comox Cubs, Scouts and Venturers. If this isn't convenient a call to 339-3489 will have them picked up over the weekend.

There will be a sorting and cutting bee Monday evening at PMQ 105C. More hands make less work so we hope as many mothers as possible will come out for some snipping, a cup of coffee and a chat.

VAN's Verbality

by: WO1 J.W. VAN BUSKIRK
TO RUN OR WALK

I always feel embarrassed when I am asked elementary questions about things that I should know, but don't. There are times when a person has to put on a good front and make the most of situations. Like recently when my son fired a barrage at me broadside, "Dad, what is atomic energy?" "I don't know, son." "How does electricity work?" "I can't explain that." "What is the principal of the combustion engine?" "I don't know that either." I had to confess, "Sorry to bother you so much Dad." "That's all right son, if you don't ask questions, you'll never learn anything."

Kids are the most fun. They are so unintentionally funny that adults can never equal them in frankness or genuine innocence. A fellow was telling me about taking his son, Willy, to the dentist. The dentist said, "Stop waving your arms and making faces Willy. I haven't even touched your tooth yet." "I know you haven't," Willy replied, "But you are standing on my foot."

Stars in Series

George Burns will be the star and host of the first in a major television series of six color variety specials, presenting Canadian stars and great international artists, to be produced by the Canadian Broadcasting Corporation for telecast in the 1967-68 season.

The series will be called O'Keefe Centre Presents.

The six hour-long telecasts of music, comedy and dance will be seen monthly on the CBC-TV network, starting next autumn.

George Burns was in Toronto recently to videotape the first show, in which he introduces a galaxy of Canada's leading female stars, including Teresa Stratas, Monique Leyrac, Martine van Hamel, Sandra O'Neill, Mary Lou Collins, The Hansen Sisters, Les Miladles, Donna Hossack and Midge Arthur's Canadettes.

Art Linkletter, the master of child interviews, gets some dandy replies regularly. Such things as: "What pretty hair you have Sandy, you must have got it from your Mother." The lad answered, "I think I got it from Daddy, his is all gone!"

Now take kids. When asked a question they invariably come back with an answer of sorts even though they are only stalling for time to think. Like when the teacher asked the boy, "How old would a person be who was born in 1872?" And the lad came back, "Man or Woman?" I wish I was that quick on the comeback.

Still, adults have several redeeming qualities that are more appropriate to my age. If you don't know the answers you can always say, "Run along now, I am busy," or "see me later about it," which gives you a chance to look up the answer.

It's no great problem putting young folk aside when the problem or situation becomes to pressing. Not quite so easy to dispatch adults. Especially the Frau when she stands there tapping her toe demanding to know where you were until this hour of the morning. It's hard to come up with an original answer and a fellow would hate to stoop to the truth sometimes. Oh, well, you have to make up your mind early in life whether you are going to run with the hare or the hounds and as there has always been a bit of rabbit in me, I'll have to stay in the lead.

Saw a whole reel of folks back east who wanted to be remembered to friends at Comox. I sounded quite sophisticated and not unlike the international set when I said, "I am in from the coast." Told them a lot of good things about Comox - lied some but kept fingers crossed to save the conscience.

Women love to be surprised. Some Sunday morning slip down to the kitchen and prepare a tray. Put on bacon and eggs and orange juice, place the morning paper next to the steaming cup of coffee and as a final touch, add a tiny rose bud. When everything is ready, carry the tray into the dining room and have a leisurely breakfast.

When your bride comes down she will be delighted to find you've eaten and got out of the way.

How about that!

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NORM KNIGHT SALES

Courtenay

FASHION NEWS

Two parts; two colors. Take a nip of nautical navy and pleat into a swinging skirt. Pair with a long stretch of jacket sparingly sleeved and strikingly striped with citrus lime. This is the look of Spring - groovy, moving skirts, long tops - bound, striped or trimmed for bi-colour beauty.

Size yourself up. For a sleek, custom-tailored look: know your pattern size and figure size and figure type. The pattern companies offer several figure types - Teen, Petite, Junior and Misses. Each is available in a range of sizes. Figure-type is a body shape. Not an age. Grandmother may be a "teen" type while her teen-age granddaughter may be a "half-size". Find your type and stick to it for fewer alterations and more flattering styles.

In the swim. Even if you're not bound for a southern holiday, now is the time to plan the backbone of your summer wardrobe. While the stores introduce exciting resort clothes, plan a sewing spree using these new colors and lines. Summer bonus: the sleek styling and wonderful figure control of the one-piece swimsuit with halter and turtle necks, hip-belts and tunic-skirts. To cover up, top with a matching mini-skirt or mini-tent. Fun-loving fabrics reflect fashion's gay mood; poorboy ribs, velvety

velours, Pucci-print jersies, pique and boucle. Sun-drenched colors vibrate in stripes, florals and African abstracts.

Built-in belts are the newest idea on casual tweeds and plaids. The belt (of leather or suede) is actually the waistband on smart skirts and slacks - less bulk for a smaller, neater waist.

The secret of elegant women:

Visual Aids not New

Comenius was a Moravian pastor and teacher who made the first picture-book for children.

It seemed to him, in the early days of the 17th century, that education had become merely a matter of words, having no practical association with the things they represented. Following his own instincts, he would blend his teaching with a knowledge of practical crafts and arts, and used pictures, so that the eye might help the mind to take in things talked of but not present.

From his own drawings he eventually made a picture book to help in the teaching of languages. It was called The Gate of Tongues. Unlocked, and was reproduced in 15 languages all over Europe.

HOBBY SHOP NEWS

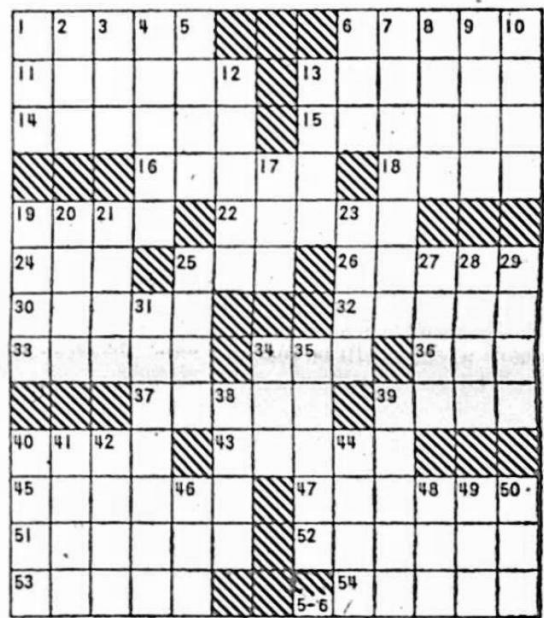
The Base Hobby Shop has been a very busy place this season. A fair number of boats and trailers have been built not to mention the numerous boats, trailers and other articles that were overhauled for the coming season. The Base Hobby Shop has building material and power and hand tools if you wish to work on your

dream project. Come in and see the attendant on duty. The Shop hours are: Mon. to Fri. - 1800 to 2230 hours; Sat. 0900 to 1630 hours.

The shop is open to all service and DND personnel. Information on the shop is available from V.L. Head at Local 379.

CROSSWORD PUZZLE

- ACROSS
1. Music drama
 4. By-word
 11. Black snakes
 12. Bread cutter
 14. Broken ice drift
 15. Din
 16. Large artery
 18. Muffins
 19. Car or tie
 22. Elector
 24. Umbrella part
 25. Morass
 26. Sham
 27. Metal bar
 31. Reflection
 32. Literary artist
 33. Irrascibility
 34. March 15th
 35. Musical sign
 36. Coral reef
 37. Saint
 38. Unmanageable
 39. Carbonate
 40. Nicotines
 41. American Beauties
- DOWN
1. Alternatives
 2. Companion
 3. Old Fr. coin
 4. Fortification
 5. Jason's ship
 6. Everone
 7. Cast
 8. Peak
 9. Health study (ab.)
 10. Miscellaneous



ANSWER ON PAGE 11

BASE COMOX Presents ... PACIFIC SHOWCASE

BASE THEATRE

Saturday, May 13

Featuring

Professional Entertainers who have appeared at the CAVE SUPPER CLUB in Vancouver

TOM HAWKINS, GAIL HOWARD
Vocalists, Banjo
"Barkerville"
LYNN BROOKS - Dancer
"Pink Pussycat"
TOM BAIRD
Musical Director, "Music Hop"
IRISH ROGUES
Comedy
Recorded "Dublin in the Green"
SHAY DUFFIN
Vocalist
Comedian and M.C.
BRIAN BRENNAN
Vocalist
Piano, Guitar, Accordion
DON BRYAN - Ventriloquist



Lynn Brooks

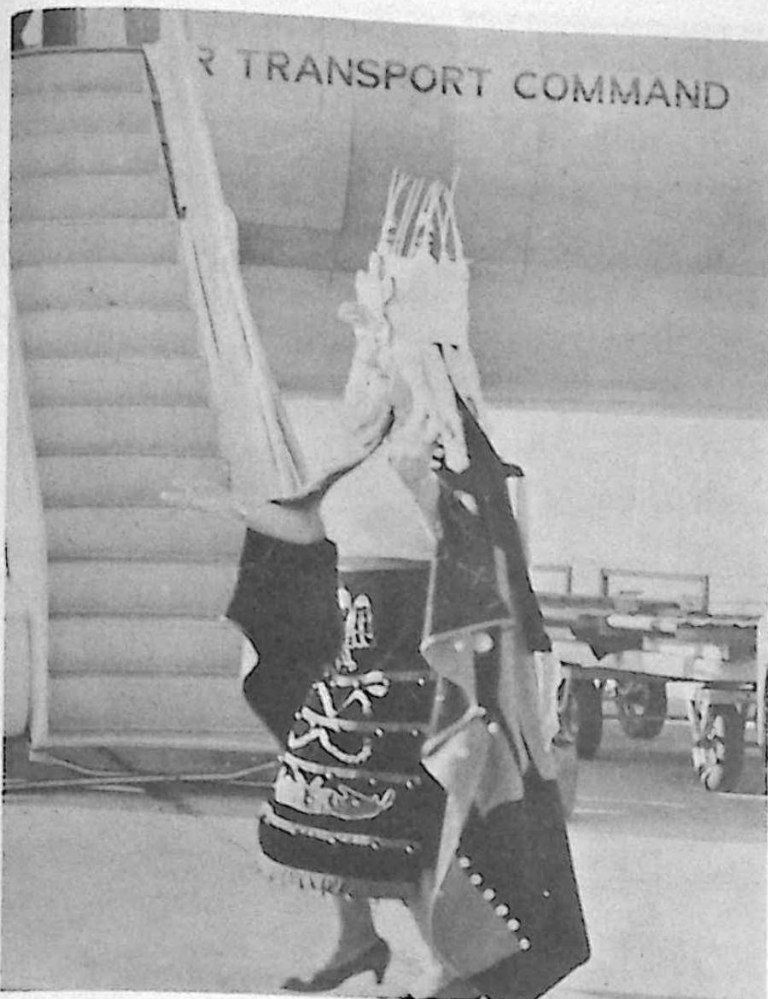
ADVANCE TICKET SALES

Two Shows - 7 and 9 p.m.

Base Rec Office

Admission \$1.75

Everybody Welcome



LOCAL QUEEN greets detachment commander. Shown above is one of the many friends and admirers who turned out to welcome home Grant Dunsby, stary detachment commander in Nanaimo. Aircraft in background is Dunsby's private Yukon.

COBOC CACOPHONY

Grant Dunsby, 407 Squadron Detachment Commander in Nanaimo, returned to Comox this Monday after another successful weekend on deployment.

Greeted on his arrival by throngs of near hysterical female admirers, Dunsby, as usual, waved his hand in the now familiar V for Victory sign, and stepped from the door of his personal Yukon.

At a press conference held shortly after his arrival, Dunsby stated that the weekend had been a total success as far as he was concerned, and further remarked that, contrary to rumour, he had no intention of giving up his post to Newt Kruger who has himself spent considerable time in the Nanaimo theatre of operations. "Kruger is coming along fine down there", Dunsby said, "but he tends to specialize and consequently doesn't possess an overall view of the situation."

Other reports from Nanaimo, meanwhile, indicate that widespread confusion and social instability continue in Dunsby's absence.

"We all hope he hurries right back," said one breathless admirer.

On the home front, the rest of the Coboc people have done little to attract attention to themselves.

As an organized group at any rate, "Scrappy Leslie" Putland has returned from survival. He was "Chubby Leslie" before he went on that excruciating experience, but two weeks on one whitefish and a glass of water have taken their toll on the good natured Les. So disturbing was the whole experience, in fact, that Les blew his timing and pranged both of his model planes in full view of Marv Davies last weekend.

An open invitation has been extended to all Coboc members by Crash Kilgour and Rapid Robert Lemm to drop down to the house any time for a good home cooked meal. The menu is all in french they claim but the food will stick to your ribs. Members have been warned, meanwhile, to avoid the food at Mykitiuk and Bazylinshi's. There is lots to eat there alright, but they do all their cooking in Northern Saskatchewan Screech.

It is hoped that Locke Paterson, who was injured in a fall from a piano stool in the mess recently, will soon be back on the job and will continue to crank out this atrocious column. The present writer is guilt-ridden, among other things, and will be glad to hand over the job to Locke once again.

Murder and Mystery on CBC Radio

Two plays with a Canadian locale, one concerning a murder, the other a mystery, will be premiered on the CBC radio network this month. Both are fictionalized accounts of actual events which took place in different parts of the country - in the sleepy little town of Brighton, Ontario and in the rugged frontier country of the Pacific Northwest.

On May 7, CBC Stage presents The Trial of Dr. William Henry King at 8:03 p.m. DST. In 1858, Dr. King had the dubious distinction of being the first poisoner to be arraigned in a Canadian court. A farmer's son in his mid-twenties who had taught school in Hamilton, then studied medicine in Philadelphia, Dr. King was accused of causing the death of his 26-year-old wife, for the sake of flirtatious Melinda Vandervoort, aged 20.

Evidence, in the form of letters, showed that the young doctor had unusually tender feelings for Melinda. She was his "sweet little lump of good nature, both lovely and loving - the most precious of earth's pearls". King was obviously infatuated.

Soon his wife began feeling more ill with each succeeding dose of medicine he prescribed and finally she died. Suspicions were aroused and King was arrested and charged with having poisoned her with arsenic.

Contradictory evidence concerning the properties and effects of arsenic complicated the trial. King was pronounced guilty however and died on the gallows June 9, 1859 at the old county court house near Cobourg.

The condemned man obliged the crowd of 10,000 with a confession, but not to arsenic poisoning!

Dramatist Alan King based his play on the trial which was extensively reported in the press, and in at least three books about King, published in 1959. In the east are: George Robertson, Dr. King; Jack Scott, narrator; Alan King, prosecutor; Thomas Galt; Alexander Webster, Hon. John Hilliard Cameron, defense; Alfred Gallagher, Judge Burns. The Trial of Dr. William Henry King was produced for CBC radio by Esse W. Ljungh.

Another piece of Canadiana, Champagne Safari (a three part drama), begins April 28 at 8:03 p.m. PST. on Mystery Theatre. Producer Tony Ross recently came across a battered Citroen truck in the Western Development Museum and discovered that thereby hung a tale.

The truck was a relic of The Bedaux Sub-Arctic Expedition of 1934 conducted by a mysterious French millionaire named Charles Bedaux. He left Edmonton suitably equipped for such a venture, but in addition he carried an adequate supply of champagne and perfume for the ladies who accompanied him!

They investigated the route of what is now The Alaska Highway, towards the Bering Strait, the back door to North America. Some say his safari was folly; others, that it had a more sinister meaning since Bedaux had close connection with the Axis powers in those tense years preceding the Second World War.

Author Otto Lowy is, for this series, Our Man in British Columbia. Colin Gorrie Stars as John Grey, special agent and Russ Waller plays Bedaux. Production and direction is by Tony Ross in Winnipeg.

Article 164 YOUR CENTENNIAL MOVIE



With the once-in-a-lifetime attractions of Centennial year, this is the perfect time to become a movie-maker. From your own personal Centennial project to your family's visit to Expo 67 in Montreal, the year will be full of gay, colorful celebrations that add up to a movie you will be proud to show.

You should start your movie with the celebrations of the first months of the year and keep adding to your film with the idea of having a complete story of your family and Centennial when the year ends. Don't forget to film birthday parties and other special family events during the year.

Perhaps your community has decided to convert some historic building into a special Centennial museum. With an eye for continuity, start making your movie as the renovations begin, following it up through to opening day. Taken in this fashion, the film will mean much more to your viewers.

When your community is visited by the special Centennial train or one of several caravans telling the history of Canada's development, take your camera along and record the whole visit. For example, when the Centennial train pulls into the station, be waiting with your camera. Film the train first from the outside, then follow your family as they enter and tour the various

coaches, and for a final shot, show the train pulling out of the station and on to the next stop. This way you have told the complete story.

When you and your family visit Expo 67, you will be faced with the greatest film feast in Canada's history. There is a wealth of literature available on Expo describing the pavilions, exhibits and grounds so it is a good idea to plan what you want to film before you arrive. Once you arrive at Expo, make your first stop the Kodak pavilion to pick up some tips on how to film your visit or discuss new film-making techniques.

It is important once again when filming your family's visit to tell the entire story by first identifying the pavilion from the outside, then following your family through the entire exhibit. La Ronde, Expo's amusement centre, offers a world of entertainment and fun which is a delight for movie-making.

When Canada's Centennial year draws to a close and your movie is finished, it is a good idea to have it spliced together in sequence. This way you can show how you and your family spent the year without sorting through and changing several reels of film.

When you finish, your movie will be a permanent record of the events of the biggest birthday bash in Canada's history.

Atlantic Battle Remembered

Battle of the Atlantic Sunday, honouring those who served and gave their lives to maintain the freedom of the seas, will be observed this year on Sunday, May 7.

Across Canada, serving and former members of the navy, merchant marine and sea cadets will attend church services and ceremonies. In ships of the Royal Canadian Navy, in harbour and at sea, special services will be held.

In Ottawa church services will be held at Knox Presbyterian and St. Patrick's Roman Catholic churches to be followed by a parade to the National War Memorial where wreaths will be placed by the Minister of National Defence.

The Honourable Paul Hellyer, the Naval Officers' Association of Canada, the Navy League, and the Royal Canadian Naval Association.

After the wreath placing ceremony the Minister will take the salute at the March Past on the

lower road of Parliament Hill. Parade participants will consist of contingents from HMCS Gloucester, HMCS Carleton, The Royal Canadian Sea Cadet Corps Falkland and the Royal Canadian Naval Association.

Battle of the Atlantic Sunday is named for the Second World War struggle to maintain the ocean lifeline between North America and Europe. It was to this battle that Canada's main naval effort was directed, and it was here that thousands of Canadians, from all parts of the country and all walks of life, contributed in sizeable measure to the ultimate victory.

Floating Flagwaver Frolic

A two-day reunion of serving and former naval communications personnel who attended the wartime signal school at St. Hyacinthe, Que., will be held July 1 and 2. Arrangements are being made to assist where accommodation is required. Information concerning the reunion may be obtained by contacting one of the following: R. Dick, 23 Eldora Ave., Willowdale, Ontario. E. J. Kornohan, 18 Bathford Cres., Willowdale, Ontario. R. Bourbon, Comité Promotion, Touristique de St. Hyacinthe, St. Hyacinthe, Que.

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BOOKS IN REVIEW

THE BLUE GUITAR - by Mary O'Connor

Philip Motherlamb, reading P. E. at Oxford, was at the stage when he questioned and rejected the values implanted in him by his parents and school. At home in London, his sister Annabel, doing her 'A' levels and dipping her toes into the season, found herself torn between a genuine desire for knowledge and what she considered her fulfilment as a woman. To the parents the behaviour of their children caused anxiety and they wondered if they were themselves to blame for all this resentment, for all these unsuitable friends and rowdy destructive parties. When Annabel fell in love with shallow, sophisticated Jeremy Black and Philip expressed a desire to give up his degree in order to earn a cool Beattie million, there was more painful soul-searching, but no experience is valueless and Philip, at least, found his personal answer to the question: "What am I for?"

That there has always been a gulf between the generations is common knowledge. There are some of us who feel, however, that never until today has there been quite such a note of injury on the part of the children or quite so much puzzled bewilderment on the part of the parents. Mary O'Connor, the author of Fool's question, shows a perceptive sympathy for both generations in her presentation of this far-reaching and significant problem.

THE CROW FLIES CROOKED by Jack Kislring.

In this wide-eyed, whimsical novel - an earnest comedy of adult delinquency in the rural Rocky Mountains of today - somehow the most disastrous results seem to have a direct relation to the best intentions.

After six months of unbroken winter in a God-forsaken corner of Colorado, the citizens of Cry-ling Creek were restless and ready to ramble. A week before the Pick 'N Hoe Dance, Tiny Elmore liberated an enormous

cache of dynamite. Dr. Bernard De Cryse, bored with flu and whooping cough, found himself yielding to an urge to experiment in the field of psychology.

He could hardly escape blame for his subsequent tampering with the health of Harry Poage's dog, the romance of Finley Riggs's secretary, the social status of Agnes Blackmore and the spinal column of Effie Duncan. But responsibility for all the ruckus at the Pick 'N Hoe dance could not in all fairness, be draped entirely on Doc's shoulders. The dynamite was not hidden in the most secure place in Cryling Creek, and there were others seeking the cabin-fever cure.

Delightfully original, and subtle in its presentation of the childlike people in Cryling Creek, deeply American in its portrayal of the life in a small western town today, this novel has certain of the satirical qualities of Robert Nathan's One More Spring and some of the skillful naïveté of John Steinbeck's Tortilla Flat.

BELLE CATHERINE - by Juliette Benzoni.

France in the fifteenth century is the background to Juliette Benzoni's exciting new novel about Catherine, the Parisian goldsmith's daughter who became mistress of the Duke of Burgundy. The story opens as she awakens in a small boat hidden in a narrow creek. The day before she and her lover Arnaud had narrowly escaped death for their part in a plot to rescue Joan of Arc; now as the sun comes up, Catherine realizes that Arnaud had disappeared.

Determined to find him and spend the rest of her life at his side, Catherine seeks Arnaud through a France still torn by the ravages of the Hundred Years War. She is in constant danger from the English soldiery; threatened, in the city of Chartres, by the terrible Black Death; imprisoned in Gilles de Rais' ghastly 'Bluebeard's Castle' and forced to witness the barbaric hunting down of her giant servant Gauthier. When, at last, they are reunited, Catherine finds there is new happiness - and grief - in store for her.

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Rockcliffe Soon to Honour Half Century of Flight

Armed Forces Day in Ottawa Saturday, June 10, will take the form of a salute to veterans of half a century of military flying in Canada.

Live and static displays and air show participation by vintage and modern military aircraft plus a bevy of military bands are highlights of the program, which will be held at CFB Rockcliffe.

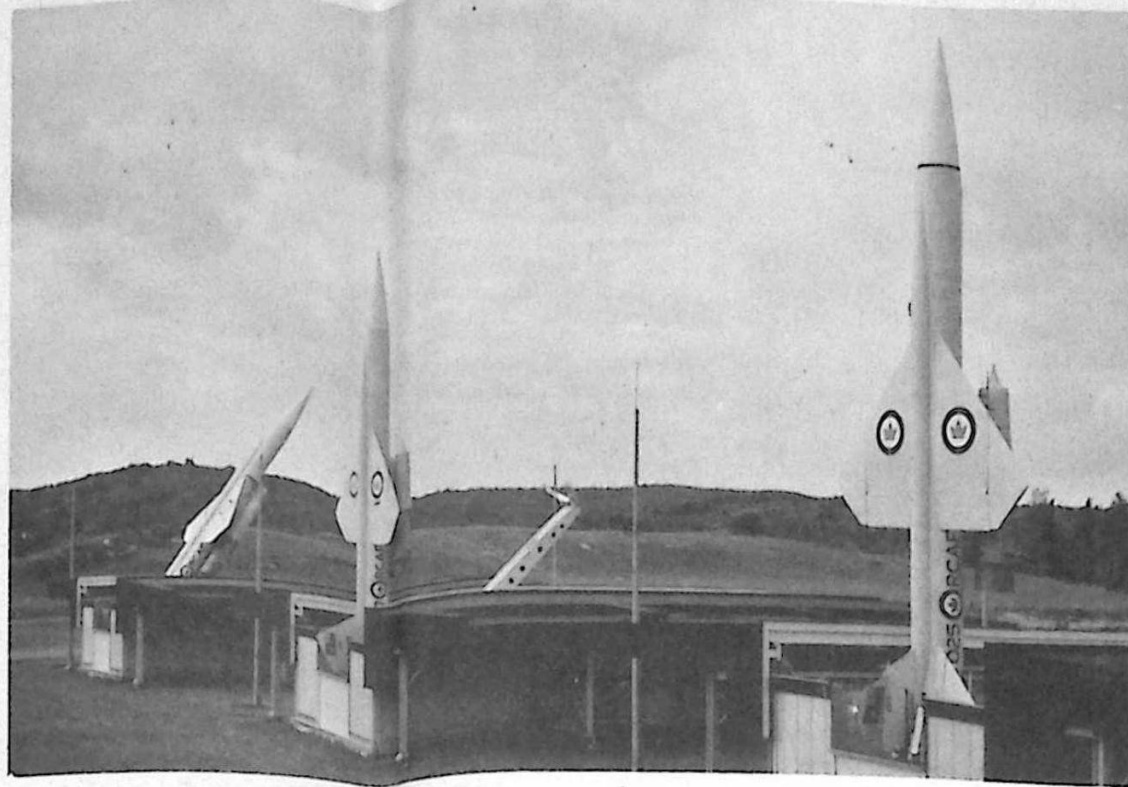
The Rockcliffe gates will be opened to the public at 10 a.m., June 10.

Air Force Judo experts, army gymnasts and the band of the Royal Australian Air Force will alternate with an array of military hardware and mock-ups for the public eye, and ear, in the morning.

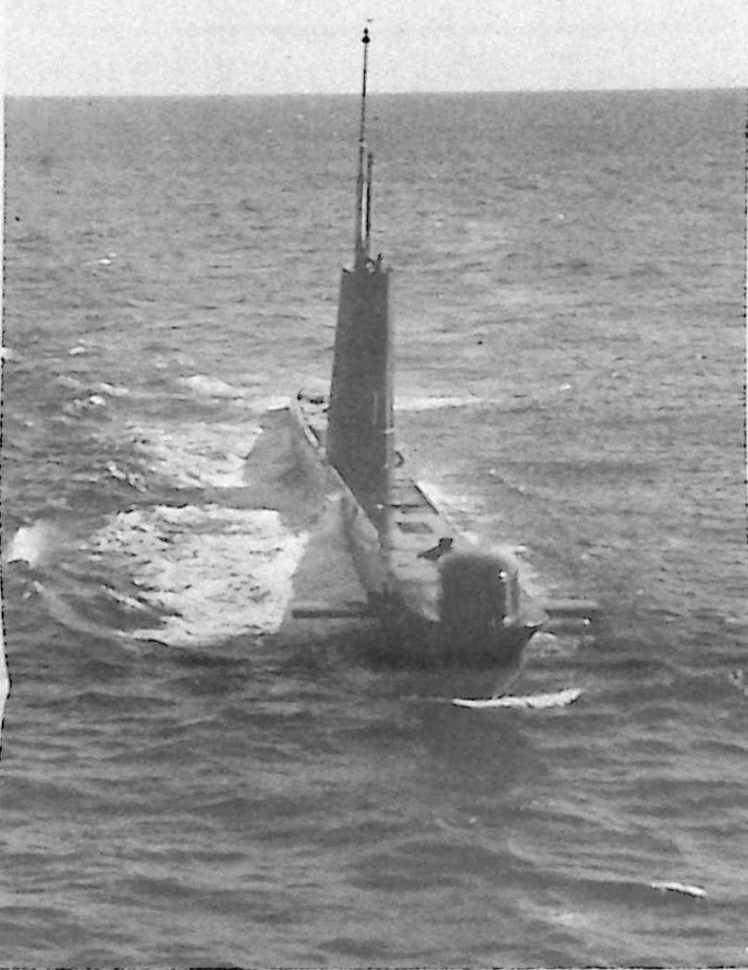
Rockcliffe will also host a "fly in" of civilian light airplane enthusiasts, many of whom are early model aircraft buffs. Fly-in deadline is noon Saturday.

The airshow begins at 1:30 p.m. with two hours of displays and flying performances by the vintage aircraft which include several Great War types. This will be followed by more than an hour of flying by a cross section from the up-to-date flight inventory of the Canadian Armed Forces.

The 50th anniversary of military flying in Canada occurs in 1967. (DND Photo)



"Front and centre ranks, attention. Rear rank, stand at ease." Three Bomars at RCAF Station prepare for a CO's inspection, or something. Canada maintains two Bomarc squadrons as part of her contribution to NORAD. In the early days of its development, the Bomarc was known as the Civil Servant, because you couldn't fire it, and it wouldn't work. — DND Photo



—DND Photo

UNIFICATION TOO MUCH FOR THE RN

HALIFAX, NS. — The Royal Navy submarine HMS Acheron will sail for Portsmouth, England, on May 4, marking the end of a two-year commission with the Royal Canadian Navy.

The departure of the Acheron will also end a 12-year period during which Royal Navy submarines served under the operational control of the RCN.

Since the arrival of the Acheron in Halifax in March 1965, she has spent 379 days at sea and has logged approximately 63,000 miles. During that time she has visited Canadian American, Caribbean and South American ports.

Royal Navy submarines operated with the RCN under an agreement between Canada and Britain. As a result the Sixth Submarine Division of the RN was formed and stationed at Halifax in March 1955 to provide anti-submarine training for ships and aircraft of Maritime Command.

At full strength, the Division consisted of three British submarines manned by both RN and RCN officers and men. In return for the loan, Canada provided a number of officers and men for service in the RN's undersea arm throughout the world.

Since 1955, nine "A" class and streamlined "A" class submarines have been stationed with the Division in Halifax. These include HM Ships Astute, Ambush, Alderney, Alliance, Amphion, Alcide, Auriga, Aurochs and Acheron. During that time, the boats have been sailed over three-quarters of a million miles in order to carry out their anti-submarine training role. They have also taken part in many joint American-Canadian anti-submarine warfare exercises.

In April 1966, the first Canadian submarine to join the squadron was HMCS Ojibwa, an "O" class boat built in Britain for Canada and commissioned in September 1965.

Two more "O" class submarines are being built for Canada in Britain and on completion this year and in 1968 they will join the submarine squadron.

During the 12 years, the Royal Navy personnel have participated fully in the social and sports life of the Halifax area. Many of the personnel have married local Canadian girls.

Lost, 16 Submarines

Since April 7 submarines and aircraft of Canada, France, The Netherlands, Norway, United Kingdom and United States have been taking part in a joint NATO exercise, Quick Pursuit. The area of the exercise was between Norway and Iceland, north of the Faroes. The exercise provided extensive anti-submarine training for both the submarine forces and Maritime patrol aircraft.

Submarines involved were six British, including the nuclear-powered Dreadnought, four Am-

erican, and two each from the Netherlands, France and Norway. Maritime patrol aircraft from Canada, United States, Britain and France also took part. The Canadian RCAF aircraft were from Maritime Command's 404 Squadron based at CFB Greenwood, N.S.

Participation by HMS Dreadnought enabled both submarines and aircraft to gain valuable experience in operating both with and against a fast nuclear submarine capable of long periods at a high sustained speed.

Triple Ace Succeeds

Group Captain D.C. Laubman, 45, of Edmonton and Ottawa has been promoted to the rank of air commodore and appointed director general of personnel plans and requirements.

He will continue to serve at Canadian Forces Headquarters, Ottawa, where he was previously director of personnel requirements control.

Song of Success

Squadron leader Clifford Hunt, 49, of Hamilton, has been promoted to the rank of wing commander and appointed commander of the Canadian Forces School of Music. He is also Supervisor of Music for the Canadian forces.

Wing Commander Hunt has conducted at the Canadian National Exhibition and also led his band in the featured spot at the 1954 - eighth annual mid-west band clinic at Chicago.

He is a past president of the Canadian Bandmasters' Association and is also an active member in the American Band-Masters' association.

New Cyprus Commander

Colonel H.C.F. Elliot, 46, of Toronto, has been appointed to command the Canadian contingent of the United Nations Force in Cyprus. He will take up these duties in early July. Col. Elliot will also serve as deputy chief of staff at the UN force.

Now commander of CFB Borden, Ont., he succeeds, Col. William Turner, 45, of Winnipeg, who has been selected to attend the National Defence College. A successor of Col. Elliot will be announced.



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\$10.00 of total fee is required with registration form. This is non-refundable unless a medical certificate is presented stating that the child is unable to attend.

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Exclusive — View lot, 1 yr old 3 BR home, ensuite plumbing, master bedroom, w/w carpet, fireplace, sundeck, basement garage, \$22,500, terms can be arranged to suit purchaser.

Exclusive — Spacious 4 BR home on quiet street, fireplace, den, carport. \$15,500. \$3,000 handles.

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CANUS Costumes Colourful

Last week two Armed Forces Tattoo members met their American opposites while in Seattle for display purposes. The result - an interlocking of history through military period uniforms.

Following the Canadian Armed Forces Tattoo presentation at Seattle's World Fair in 1962, U.S. military members decided to make an annual affair of this type of presentation with a show of their own.

Patterned after the Canadian Tattoo, the U.S. show will feature period uniforms, weapons, drill and music to depict history through the eyes of the military.

When the Armed Forces Tattoo comes to B.C. for shows in Kelowna, Prince George, Victoria and Vancouver in mid-May, their American counterparts will be busy with their own show called Armed Forces Spectacular, which is slated for Seattle 19-20 May.

When placed side-by-side, the U.S. and Canadian uniforms represent a slice of history dating back to 1665 through 1812. On display were uniforms of the Carignan Salieres regiment, 1665 (first professional soldiers in Canada), Revolutionary Minute-man 1776, the Black Watch 1782 and West Point 1812.

Navy Com Contest A Centennial Highlight

The Royal Canadian Navy will host this year's annual NATO naval communications competition as part of Canada's centennial celebrations. The competition will be held in Halifax, N.S. from 12-16 June and will be under the auspices of Rear-Admiral J.C. O'Brien, Commander Maritime Command.

This international competition originated in 1963 and has since become an annual event. The most skilled and proficient communications personnel from NATO navies compete against one another in a demanding series of tests. The candidates selected to represent their countries are the best in the communications field and must have no more than six years of naval service.

The competitions consist of a number of tests designed to measure speed and accuracy in receiving and transmitting naval radio telegraph transmissions, teletypewriter transmissions and flashing light reception using NATO procedures.

Approximately 70 representatives from 10 of the 15 NATO countries are expected to come to Canada for this year's competition. Last year, the competition was held at Flensburg, Germany, where nine countries took part. Leading Seaman Kenneth Robinson, of Dalhousie, N.B., won first place in radio telegraph reception by receiving morse code at the rate of 34 words per minute with 100 per cent accuracy. Canada's naval communication team placed fourth in the competition.

The Allied Communications Agency (ANCA), a component of the London-based military section of NATO is the sponsor of the competitions and sends invitations to all eligible countries. The main aims of ANCA are to increase efficiency; exchange views on training systems and methods; foster friendship among operators and to promote a greater understanding for one another's problems. It also serves to reward deserving communications personnel.

50th ANNIVERSARY



The 50th Anniversary of Canadian Press will be marked by the issue of a 5¢ Canada Post Office commemorative stamp on the 31st August 1967, Postmaster General Jean-Pierre Cote announced today.

Canadian Press is a co-operative that makes no profit and declares no dividends. It is a news-gathering and news-distributing service which has been regarded as a unifying force in Canada since its founding during the wartime stresses of 1917.

Each of the 103 Canadian newspapers represented in its membership, whether large or small, has an equal vote in the affairs of the association.

The Canadian Press operations require the expenditure of some four and one-half million dollars yearly. This amount, consisting of rentals, salaries and other costs, is divided, city by city, where there is a member newspaper, on the basis of circulation. Where there are two or

more papers in a city, part of the charge is divided equally among the papers, part of it on circulation.

In 1951, after receiving their news in English for 34 years, the French-language members arranged with Canadian Press to set up Service in French. At the official inauguration, Prime Minister Louis St. Laurent described it as a major event in Canada's development as a nation.

Designed by William McLaughlin of Mount Albert, Ontario, the new stamp will be large in size, horizontal in format and produced in varying shades of blue on white. Principal element of the design is an oblate spheroid form in which is contained a map centering the western hemisphere; superimposed on this area is a white strip, pointed at each end, on which appears, in blue: "Anniversary", "50" and "Anniversaire". The word "Canada", in blue lettering, appears at top-left; the denomination "5¢" is placed at the upper right in white and at the base of the white and at the words, in dark stamp, "The Canadian Press" and "La Presse Canadienne". The Steel plate engraving process has been used by the Canadian Bank Note Company Limited, Ottawa, to produce twenty-five million of the Canadian Press stamps.

SPEECH

(Continued from Page 5)

Now, ladies and gentlemen, since everyone and his brother seems to have had a cut at the morale cat, your speaker will have a bash. Firstly though, let me say that I doubt very much if most of the people who have chosen to dissertate on the state of morale in the Navy could even define the word morale, let alone be qualified to speak on the subject. Having been intimately associated with considerations of morale for over 30 years as a naval officer, I know that I would be very reluctant to try and define with precision what it means, and equally reluctant to express an opinion on the morale of men that I did not personally command.

Morale is made up of many things, some large and some small, even to the point of insignificance in themselves. They all contribute, in varying degrees at varying times. One will have heard to say that the state of morale depends on the state of the weather, and whether it's before or after the rum issue. Yet another enunciated the formula that the state of morale in a ship improves in direct proportion to the distance of the ship south of Halifax. Seriously though, I suggest to you that it boils down to three things - pride in job, job recognition and leadership. Men need to feel that their jobs are worthwhile and that they are good at the job. They need to feel that others both in and out of uniform recognize their work as important and worthwhile, and appreciate their work. Above all else they need first class leadership to inspire, to motivate, to give example to follow and to demand high standards of achievement. Without good leadership nothing can be done; and with it anything. A mediocre ship's company can achieve miracles under inspired leadership. A first class ship's company can lie down and die under mediocre leadership.

I know the middle and senior level of leadership in the Navy today, either personally or by reputation. They are the products of 20 years or more training, some in war, the younger ones in peace where there is time for training in depth. They are of superb quality. I know of none better. But, ladies and gentlemen, they are no different from their men in wanting to feel pride in job, in the desire that others should think that what they do is worthwhile. If enough ill-informed or mis-informed people keep telling them that they are demoralized, you would have to forgive the odd one of he looked in the mirror one morning and began to have doubts.

Personally, however I have faith that their leadership will not falter. We have today just as we will tomorrow, the real ingredients of a strong navy - professional fighting seamen and air men manning modern ships, submarines, aircraft and weapon systems on, under and over the sea. Unification will bring changes - but then we live in a changing world. Names and uniforms may change tomorrow - even as they have changed in the past - but these are only the outward symbols of a navy - not its true heart and being.

So long as you in the Navy League continue your belief in a strong Navy - and make your belief known, so long as other like-minded people in Canada do the same thing - so long as we in the Navy keep faith with you and others in our country - and this we will do - so long as the Navy League and the Navy follow the urging of our late Governor General, Georges Vanier, in his 70th anniversary message to the League, wherein, after acknowledging your invaluable contribution to the strength and welfare of our country by training succeeding generations of young men in the ways of manly courage, discipline and patriotism, he went on to encourage all associated with the movement to encourage with the movement to carry on in the finest traditions of Naval Service - and there could be no better advice from no better source - then together Navy League and Navy, we can look to the future with continuing confidence and pride in Canada's Navy.

Two 30-ton steel doors seal off the NORAD Combat Operations Centre, giving the air defense specialists, who would direct air defense of this continent, maximum security against a nuclear attack.

Mystery Personality Unveiled

For both avid readers who plow through the Totem Times even to the point of pursuing Nighthawk's Nest, we publish a picture of F/L Cheers AI, F/L AI has been mentioned several times in the last few editions of the Nest, and now has become famous, if not notorious.

Cheers, as we have come to know him, is pictured above in

a Voodoo. Careful inspection will reveal that Cheers is not watching where he is going. There is a good reason for this. F/L Cheers AI is joining CPA in a few months where he will become a landing gear operator. He is already an accomplished landing gear operator, and hopes to progress to auto pilot controller in the distant future. One of the

best ways to become an auto pilot controller is to be nice to the incumbent, the captain. Cheers AI has a very sore neck acquired from flying with a grimace pointed captainward, but he is an expert smiler already. "Ladies and gentlemen, this is your captain speaking."

(WJM PHOTO)

Dunlap Retires, MacBrien to NORAD

Air Marshal C.R. (Larry) Dunlap, 59, the man who was Canada's last Chief of the Air Staff, will retire from the RCAF this summer. Air Marshal Dunlap, who is scheduled to pay a farewell visit to CFB Comox next week, has been serving as deputy-commander of NORAD for the past three years. He will be replaced at NORAD by Air Marshal W. R. MacBrien, a one-time commander of Air Defence Command.

Air Marshal Dunlap's service career spans nearly 40 years. He joined the RCAF in 1928, and trained as a pilot. For a number of years he was engaged in aerial photography, and then air armament. When WWII started, he was serving as Director of Armament at AFHQ, a post he held for three years.

In 1943, Air Marshal Dunlap went overseas, first to England, then to North Africa where he

commanded bomber wing operations. Returning to England, he commanded a medium bomber wing which scored outstanding successes against German V-1 and V-2 sites. In May, 1945 he returned to Canada to become Deputy Air Member for Air Staff at AFHQ.

Since the war, he has filled a number of staff, educational, and command positions in Canada, Europe, and the United States. Air Marshal MacBrien, 53, was commissioned in the RCAF in 1935, after graduating from RMC. He received his pilot wings in 1936, and was posted to 1 Fighter Squadron. A year later, he became an instructor, a job he was to hold at various locations for the next four years. In November 1942, he was posted overseas to assume command



of a Canadian fighter wing in the south of England. During and after the Normandy invasion, he commanded the Canadian fighter sector. Since the war, Air Marshal MacBrien has filled many senior staff positions in Canada and Europe. The four years he spent as AOC ADC will stand him in good stead for his new job at NORAD.

Sharp Shooters Shape Up

Gunnery from Canadian Forces Base Petawawa, Ont., are flying to Sardinia, Thursday, to participate in a NATO artillery exercise, Annual Barbara 67, April 29-May 11.

Major-General G. A. Turcot, of Quebec City, commander of Allied Command Europe Mobile Force (Land) since last fall, will direct the exercise involving some 600 NATO servicemen.

One hundred and twenty-four officers and men of "L" Mortar Battery, 4th Regiment, Royal Canadian Horse Artillery, a component of one of the two Canadian battalion groups committed to ACE Mobile Force, will be flown by RCAF Yukon from CFB Up-lands, Ottawa, to the Italian island. Their equipment, including eight 4.2-inch mortars, is being lifted by RCAF Hercules aircraft. Battery commander is Major Anthony Sosnkowski of

Montreal. The exercise is designed to give the artillery elements of ACE Mobile Force's land component live firing practice to perfect common procedures.

The exercise will be held at a field firing range about 45 miles southwest of Cagliari, the island's capital.

Air participation will include RCAF CF-104s from the Canadian air division in Germany. Other forces taking part will be an artillery headquarters and a light battery from Britain, a German parachute battery, an Italian mountain battery and a heavy mortar platoon from the United States.

In February last year, another mortar battery from 4th Regiment, RCHA was included in the Canadian battalion group that took part in ACE Mobile Force manoeuvres in northern Norway.

Mother's Day SPECIALS

Mother's Day - Sunday, May 14th

See Our Large Selection of

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1. Safety Systems Cpl McWilliams; 2. Real Madrid, LAC Johnston; 3. 121, F/L Merrick; 4. Celtics, Sgt. Kellow; 5. 407 Demons F/L Ilcan; 6. 409 Systems Lib, Cpl. Dollard; 7. CE and Fire Hall Cpl Hulme; 8. Rangers, LAC Perry.

MAY 10 - 1300, Team 1 vs Team 8; 1345, Team 2 vs Team 7; 1430 Team 3 vs Team 6; 1515, Team 4 vs Team 5.

MAY 17 - 1300, Team 2 vs Team 3; 1345, Team 8 vs Team 6; 1430, Team 1 vs Team 7; 1515, Team 3 vs TEAM 5.

MAY 24 - 1300, Team 2 vs Team 3; 1345, Team 7 vs Team 5; 1430, Team 8 vs TEAM 6.

MAY 24 - 1300 Team 6 vs Team 4; 1345 Team 1 vs Team 5; 1430 Team 7 vs Team 3; 1515 Team 8 vs Team 2.

MAY 31 - 1300 Team 7 vs Team 8; 1345 Team 5 vs Team 3; 1430 Team 6 vs Team 2; 1515, Team 1 vs Team 4.

JUNE 7 - 1300 Team 1 vs Team 3; 1345 Team 4 vs Team 2; 1430 Team 5 vs Team 8; 1515, Team 6 vs Team 7.

JUNE 14 - 1300 Team 2 vs Team 1; 1345 Team 3 vs Team 8; 1430 Team 7 vs Team 4; 1515 Team 5 vs Team 6.

GENERAL RULES: 1. Running shoes only for footwear. 2. Games will be two 20 minute straight time halves with 5 minutes rest between halves. 3. All cancelled/postponed games must be arranged between the representatives of the teams involved.

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Invites you to drop in and enjoy the hospitality of their licensed lounge

"Bring your friends and meet new ones"

MOTHER'S DAY

MAY 14

LADIES' SWEATERS

By Dalkeith

Dalcanized for machine washability. Fully fashioned, permanently mothproofed. 100% pure virgin wool. Variety of colours, sizes.

Long Sleeve Pullover	10 ⁹⁵	Cardigans	11 ⁹⁵
Short Sleeve Pullover	9 ⁹⁵	Shells	12 ⁹⁵

Choose from the largest stock on the Northern Island

LADIES' TIMEX WATCHES

The dependable timepiece. Half dozen models to choose from. Leather or metal straps in gold or silver. 10⁹⁵ to 16⁹⁵

LADIES' SLIPS

Antron and nylon, satin and cottons. Beautifully tailored, dainty trimmed. A most feminine gift for Mother's Day. Sizes 32-46. Cottons to size 52. 2⁹⁸ to 6⁹⁸

NEGLIGEE SETS

Frilly, delicate negligee sets. She'll be thrilled to receive. Sheer nylon. Colours: Black, white and pink. 14⁹⁵ to 19⁹⁵

"CANTRICE" NYLONS

Nothing but the best in nylons for Mother. Better fitting, quality nylons. Sizes 8 1/2 to 11 1/2. All summer shades. The best at Pair 1⁷⁵

COSTUME JEWELLERY

Gay spring or summer costume jewellery - Necklaces, earrings, bracelets. Just the gift for the little ones to give Mum each 1⁰⁰

LADIES' BLOUSES

Whether its a tailored or formal blouse mother wants - we have it. Terrific selection in white, coloured or novelty prints. Sizes 10 to 20. 2⁹⁸ to 7⁹⁵

FLING

Support Hosiery For Ladies

Seamless. Twice as sheer with true support. Pair 4⁹⁵

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Genuine leathers, patent leathers and fabric finished bags. Just a delight for mother's Day Gift. 4⁹⁸ to 35⁰⁰

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ALL YEAR

Archery
Camera Club
Cue Club
Golf
Gymnastics
Model Railroad Club
Rifle Club
Soccer
Stamp Club
Weight Training

Badminton — Sept. - May
Basketball — Oct. - Mar.
Broomball — Jan. - Mar.
Bowling — Sept. - May
Curling — Oct. - Mar.
Flag Football — Sept. - Oct.
Floor Hockey — Nov. - Dec.
Hockey — Nov. - Mar.
Judo — Nov. - Mar.
Softball — June - Aug.
Table Tennis — Oct. - June
Volleyball — Oct. - Mar.

Amateur Radio Club

In addition to all the other group activities, CFB Comox can now boast of being the site of an Amateur Radio Club. The Comox Valley Amateur Radio Club came into official existence on April 2nd when DOT presented us with a licence and the call sign "VE7BJR". Our location is in what was formerly the Bandmaster's room in Building 22. Thus far, there are 20 members, 10 of which have their tickets. President is Dennis Tretlak VE7AIS, being very capably assisted by Doug McGill VE7BUP as Sec./Treas. Meetings are held on the third Monday of the month at the club room.

The aims of our club are three fold:

a. To enable a member to obtain an Amateur Certificate if he is a beginner; an Advanced Certificate if he holds an Ama-

teur one.

b. To help in the establishment of a HF/VHF/UHF Trans-Canada net which will link up clubs at other Military Bases.

c. To provide message and phone Patch service for local personnel.

To achieve the first aim we have classes in Radio Theory and Morse Code to bring a beginner up to DOT examination standard.

Acquisition of the necessary equipment is progressing smoothly and we will soon be on the air.

We operate strictly non-profit, there are no fees. Anyone is welcome to join this interesting and rewarding activity. If you are interested contact: F/O D. Tretlak Local 308 or 339-3378, OR F/O D. McGill Local 308 or 334-4293 or come to a meeting.

Pan-Am Games TV Coverage

The Canadian Broadcasting Corporation announced the appointment of Len Casey as executive television producer for the Pan-American Games which take place in Winnipeg from July 23 to August 6.

The Pan-American Games coverage will be the largest ever originated for a single sports event by the CBC. In addition to exclusive Canadian coverage of the Games' 21 sports, the CBC

will provide visual feeds to other Broadcasting Organizations in North, Central and South America and the Caribbean.

Present plans call for a minimum of 24 hours of live and delayed telecasts, the great majority of which will be in color.

Mr. Casey who has been supervisor of TV Network sports since September 20, 1965, will take up his new appointment immediately.

Hey Man-Fore!



THE AIR BASE GOLF DRIVING RANGE is the ideal place to improve that very important shot in your golf game. And say Dad! on a nice day bring the whole family out to drive some golf balls — this will give you a chance to show them how good you are.

Intersection Soccer

On the 3rd of May and every Wednesday thereafter the six-a-side soccer league will be in action. To date there are eight teams. The president of the league, Cpl. Hulme, feels that all those interested in the sport, who may be out of condition after the long winter months should get out and join a team. We also hope that some of the better players and those keen to play on the base team will participate. The Base hopes to enter a strong team in the tournament for the Peakes Trophy. The tournament is played between teams from the former services with the winner of the B.C. Area to participate in the Canadian Forces Finals. The feeling among present members of the Crusaders is that our centennial project should be the reaching of the finals. The way to prove that Comox is not the old man's home of the air arm is to win a few sporting events like soccer. So if you have a limited ability come out for the exercise, and if you're a better than average soccer player come out and improve your play.

INTERSECTION BASKETBALL CHAMPS



W/C COOPER (BA40) presenting the inter-section basketball trophy to the 409-121 team. Left to right: W/C Cooper, Lee Emery, Terry Montgomery, Walt Brown, Sam McGuire, Arnie Jensen, Brent McLean and Steve LeGault.

Base Bird Bashers Hold Tournament



SHEILA POMMERLEAU receives the ladies' singles trophy from the president of the Base Badminton Club.



TOM KRAYDEN presents a trophy to the men's singles champion, Dudley Hill.



AUDREY AND DUDLEY HILL accept their mixed doubles trophy from Tom Krayden.



EVA MAY DRUMMOND AND AUDREY HILL accept the ladies' doubles trophy after a gruelling match.



SOME YOUNG SPECTATORS bribed with refreshments cheer lustily as Mom and Dad display their skill.

Badminton Club Championships

The Base "Bird Bashers" held their championships in the Recreation centre on the 23rd and 30th of April. After a very successful season of play it was expected that the club would lay-off for the summer, but the members enthusiasm got the better of them and they agreed to continue playing on Tuesday evenings until the end of May. Excellent matches were played in all divisions throughout the tournament and the improvement shown by most of the players was well demonstrated. In the ladies division Betty Krayden came from being a hit to a runner-up in the ladies Doubles. Her perseverance had to be seen to be believed. Well done Betty. In the Men's Division Tom Krayden, Andy MacWilliams, Ches Bradley, and Art Collins played excellent badminton while the two youngest members Greg and Graham Hill surprised many of the seniors by their standard of play.

Results were: Men's Singles: 1st, F/L Dudley Hill, 2nd, F/O Tom Krayden.

Ladies' Singles: 1st, Sheila Pommerleau, 2nd, Audrey Hill. Men's Doubles: 1st, F/L Dudley Hill, and F/L John Byrne, 2nd, F/O Tom Krayden, and Sgt. Art Collins.

Ladies' Doubles: 1st, Eva May Drummond, and Audrey Hill; 2nd, Sheila Pommerleau, and Betty Krayden.

Mixed Doubles: 1st, Audrey and Dudley Hill. 2nd, Joan and Art Collins.

Consolation Event: Men's Singles: 1st, Sgt. Pete Blaine, 2nd, F/L Mike Hickey.

Ladies' Single: 1st, Joan Collins, 2nd, Lorraine Hartley. Men's Doubles: 1st, Blaine and Hickey, and, Greg and Graham Hill.

Mixed Doubles: 1st, Cpl Brown and Lorraine Hartley, Mark Hill and Eva May Drummond.

BOWLING RESULTS

MIXED LEAGUE

Semi-Final	Team	1st & 2nd	3rd	Final
Pin Fall				
6838	Nuts & Bolts	2048	3298	4378
6721	Nighthawks	2051	3092	4279
6490	Slow-Pokes	2226	3298	4295
6267	Lucky Strikes	2030	2979	3978

Winner: Nuts & Bolts

MEN'S LEAGUE

Semi-Final	Team	1st & 2nd	3rd	Final
Pin Fall				
6666	Accounts	2009	3049	3936
6461	Head-Pins	2221	3482	4602
6472	Pick-Ups	2255	3233	4223
6388	Mushrooms	2278	3410	4558

Winner: Head-Pins

MEMBERS OF THE 300 CLUB

D. Harrison 388	Cashman 316
Elliott 395	Blythe 315
J. Foster 380	Goodfellow 314
Smith 365	Paul Arvo, Martti Rautio and Aarre Heikkala.
Closen 364	Levy 313
McPhee 362	Conrod 311
Bowie 358	McKay 311
Motokado 353	Connor 309
Alexander 349	Thompson 309
Makowichuk 347	Charbonneau 308
A. Hall 343	Stewart-Burton 308
Legassie 335	Kohl 307
Bond 333	Kury 307
Clouthier 331	Ouellett 307
Speirs 328	J. Stevenson 307
G. Dunlop 326	Bacon 305
Richard 325	E. Welby 305
Connell 322	Tousignant 303
K. Ned 321	M. Harrison 302
R. Robert 321	V. Brown 301
Gillis 319	R. Gual 301
Marson 318	Grant 300

Rally Around the New Force

Six members of the new mobile forces are notably mobile "after hours" too. A team from the Canadian Nato brigade took the top three places and the team prize as best all-round performance by a foreign competition in the 500-mile Royal Netherlands Automobile Rally. They raced against some 200 entries from Holland, France, Belgium and Britain.

SKI-MEET

Sioux Lookout and nearby 39 Radar Squadron sponsored the Canadian Biathlon Ski Meet there as a centennial event.

Members of the National Biathlon Team competed with skiers from the Lakehead and the Canadian Forces Nordic champions, CFB Valcartier, Que.

Three members of the National Team won the Biathlon relay. They had a comfortable five minute lead over three other members of the National Team; Corporals Bert Drapeau and Steve Ransier and Lieutenant Knowles McGill.

Only eight seconds back of second were members of the Relais Ski Club of the Lakehead-Paul Arvo, Martti Rautio and Aarre Heikkala. Rautio, a member of the Canadian cross-country national team for five years, broke a ski, killing any chance the Lakehead team had for victory. The Forces' champions, members of the Royal 22nd (Van Doos) regiment, were fourth.

This was the second time the Biathlon relay was run in North America. It was first held in January at the Lakehead.

The 20 kilometer Biathlon was restricted to 18 kilometers because of a lack of snow. Corporal Ede and Leading Seaman Boyde topped the field of 12. They were followed by Corporal Drapeau, Lieutenant McGill, Leading Seaman Boyde and Messrs. Melkka, Arvo and Rautio.

Wing Commander Douglas Bullock, Commanding Officer, 39 Radar Squadron, Sioux Lookout, presented the team and individual trophies at a dinner following the meet.

The Biathlon requires a competitor to ski 20 kilometers (12.6 miles) cross country with the course divided into level, uphill and downhill areas. Firing ranges are placed strategically along the course and five rounds must be fired at four different targets. Firing is done from a prone position twice and twice standing. Penalties of one minute are assessed for missing the bullseye 150-250 meters away and two minutes for missing the target.

In 1964 the Canadian Amateur Ski Association requested the Department of National Defence to select military skiers for a national Biathlon team to enter the 1968 Olympics. The association believes that the military provides a ready-made base for development of Biathlon competitors due to its training programs in winter warfare, rifle shooting and physical fitness.

Servicemen trained last winter in the Banff area and moved to Sioux Lookout this winter. A team of six skiers will comprise the National Biathlon Team at the winter Olympics in Grenoble, France, next year.

Big Qualicum River Study

April 13 - 23, 1967

	Weekly Total	Cumulative Total
Total Anglers	26	1559
Total Hours	56	5483
Catch:		
Trout	1	67
Steelhead		
1. Above counting fence	4	238
2. Below counting fence	1	176
Fence count — Steelhead	Closed	611
Steelhead tagged	13	117
Tags returned	1	16

Fish and Wildlife Branch, Nanaimo, B.C.
J. C. Lyons, Regional Fisheries Biologist

INSURANCE TIME AGAIN?

See Dick Henderson
At Simpsons-Sears, Courtenay



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A statement about your accommodations in Montreal for Expo67

Expo 67 is bound to put heavy pressure on accommodations in Montreal. Nevertheless, LOGEXPO, the official Expo 67 accommodation bureau, assures every visitor a place to stay.

At peak periods you may not be able to get certain kinds of accommodation—downtown hotel rooms, for example. But even at these times, there will be sufficient alternative accommodation for everyone.

Over 79,000 rooms are available in all.

Private Homes. Over 30,000 hospitable Montreals are welcoming visitors into their homes. RATES: from \$8 to \$14 a day for two people, \$10 to \$18 for three, or \$12 to \$22 for four. Efficiency Apartments, with kitchen facilities and maid service. RATES: \$18 to \$25 a day for two persons, plus \$3 a day for each additional person.

Hotels. There are still some vacancies in downtown hotels during some periods, also in resort hotels within easy reach of Expo 67. RATES: from \$12 to \$30 a day.

Tourist Homes. The position is similar to that of hotels and motels, with some vacancies in all periods. RATES: \$10 to \$18 (double occupancy).

Every room has been inspected and approved by an agency of the Government of Quebec, and a controlled rate established.

All you have to do to make a reservation is mail the coupon below to LOGEXPO. You will receive a reply in 7-10 days, followed by confirmation direct from the management of the hotel, etc., or the homeowner.

Or phone (514) 397-8397 for immediate information and reservations.

Motels. Available in many periods, particularly early in the season, and after September 4th. RATES: \$12 to \$30 (double occupancy).

Motels (Trailer type) With kitchen facilities and maid service. RATES: from \$25 a day for two persons, \$30 a day for four, or \$49 a day for eight. Children under 12, free.

Trailer Sites, within easy driving distance of Expo 67, with 3-way hook-up. RATES: \$3.50 to \$5 a day.

Camp Sites. 20,000 sites, in 120 separate locations, in the area around Montreal. RATES: \$2.50 to \$3.50 a day.

All these accommodations are government-inspected, approved, and price-controlled.

N.B. Please fill out the coupon completely and mail it today.

To LOGEXPO, Expo 67, Montreal, P.Q., Canada

Please reserve accommodations as follows:

Name _____ Apt. _____

Address _____

City _____ Prov. _____

Arrival Date _____ Departure Date _____ Number of nights _____ Price range _____ to _____

Number of adults (over 12) _____ Number of children (under 12) _____ Means of transportation _____

Type of accommodations required: (preference one, two or three)

PRIVATE HOME ☐ APARTMENT (efficiency) ☐

HOTEL ☐ TOURIST HOME ☐ MOTEL ☐ MOTEL (Trailer type) ☐

TRAILER SITE ☐ CAMP SITE ☐

Remarks _____

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TACHMENT 5 ORTS ROUNDUP

BY SGT. CLOUGH
Last Friday the Detachment commander authorized a "Field" for all detachment personnel. One event that had been scheduled for the day, and open to all personnel, was the Detachment's annual "Scotch Doubles Golf Tournament". And in keeping with the weather's unpredictability the day started over-cast and rainy, but to the amazement of all the weather cleared at tea time and became quite pleasant.

As it turned out everyone arrived on time for a change, and no one was recalled to perform a task for the mission. The briefing at Sunnydale Golf Course, the host course, went without delays and play began precisely as planned. The first teams to tee-off were Darroff-Beniere coupled with Turner-Dupino, and rounding out the field of play were the final teams of Vadnais-Causey, paired with Wilson-Simmons. Official score cards and ball marking post for longest drives and closest to the pin were given out and play began.

From the beginning to the end of the tournament it was most enjoyable for all who entered. Some of the holes that were played were marked with the echoing sounds of golf balls as they rebounded off the splendid but unyielding pines. And of course the rough and out-of-bounds areas collected their endless share of hooked, sliced and lost balls as play went on despite the score breaking hazards.

When the contestants began the second and final round of the sun emerged from a gray and undesirable sky. As the scores were being tabulated there was a growing awareness of the closeness for the top three finishing positions. It wasn't until the final score card had been tabulated that a definite first, second and third place for the tournament was established.

As in all contests there has to be a winner, and in this tournament first place went to the team of Ed Darroff and Mark Branciere with a net score of 78. Second place was won by Dwight

Vadnais and Horace Causey with a net score of 79. Third place went to the team of Don Clough and Dan Russell with a net score of 79 and a half. Congratulations is extended to each team for a fine effort. In the special events category the winners were as follows: longest drive front side hole, nine, Vadnais, closest to the pin front side hole eight, Clough, longest drive back side hole six, Clough, closest to the pin back side hole eight, Vadnais, highest score on hole one, Niccum-Naves, lowest score on hole 14, Clough-Russell.

Well the enthusiasm that everyone indicated during and after the tournament the next annual "Scotch Doubles" will be even a greater success. Thanks are extended to the Committee chairman Don Clough and his ably committee members Tom Toth, Ed Darroff, and Walt Turner for the co-operation and help in making the tournament a huge success.

In the land of the ten pin things didn't pan out very well for the Detachment teams. None of the entries finished in the three top positions. Next week there is a roll-off which combines two weeks of bowling scores and the team with the highest total pin fall wins a trophy. Other news in Bowling surrounds Pat Bowdridge who won the trophy for the highest game in the Tuesday Night league with 245. Pat's team which consists of Tom and Lucy Toth and Lucille Bowdridge, since departed for government job at McChord AFB, and Andy Lashier have won the second half of that league and are rolling against the team which won the first half for the championship of the league. The winner of the high average in the Thursday league was Walt Turner with the average of 167. And an even brighter note in Bowling was the money game rolled by Herb Lansaw. Herb rolled eight straight strikes to win \$40, the maximum money paid, a feat never before accomplished in the Courtenay Bowling Lanes. Congratulations Herb.

SHELL 4000 RALLY

Reigning Canadian sports car racing champion George Chapman has retired from racing, but not from motorsport.

Winner of the Players' Challenge Trophy for collecting the most points in a series of sports car races across Canada last year, the Winnipeg-based lawyer, who lives in suburban St. James, Manitoba, has switched to rallying.

Chapman is entered in the Shell Centennial 4000 Rally, May 3-10 with Bill Munden, a flight engineer in the air force, also from St. James. The crew, who have rallied together only once before, will drive Chapman's privately entered Ford Anglia Super.

This past January Chapman and Munden won the Winnipeg Sports Car Club Rally, a test of 215 miles which Chapman says "was the toughest rally that the club has run in 15 years."

Chapman's decision to retire from competition ends a promising career in auto racing. He was a strong contender for the Canadian driving championship for several seasons and 1966 was the year in which he gained the top rung.

"I had two alternatives in racing," Chapman explained. "Either go further and buy a bigger car, or get out. When you are the Canadian champion people expect certain performances. Now that my law practice is going well, I don't have the necessary time to devote to racing."

"Motorsport is still very close to my heart," he continued. "I'm

very much interested in the administrative aspect of Canadian Automobile Sports Clubs (governing body for motorsport in Canada) of which I am the chief driving instructor for the Prairie Division."

A member of the CASC national committee, Chapman explained that as a lawyer, he would be equipped to assist in administration work.

Chapman's reasons for entering the Shell Centennial 4000 are twofold: first of all, he felt sports car racing has been very good to him and he wants to put something back into motorsport as a whole, and secondly, he claims he wants to beat John Bird. Bird of Toronto is a two-time winner of the "4000," and he is back after a year's absence with his successful partner, Klaus Ross of Lachine, Que., driving a Class 2 Datsun for the Nissan team.

"I know Bird has the reputation of being the best rallyist in Canada," Chapman said, "but Bill Munden and I are not worried. Munden is an excellent navigator and I think my past experience in handling a car will come in handy during the closed sections."

The reigning Canadian champion figures that his chances for winning the "Centennial 4000" are reasonably good. "The Shell Rally is naturally a test of endurance," Chapman explained, "and when I was racing, I seemed to have more success in races which needed en-

Centennial Hooper



THE FIRST MAN TO FINISH the 100-mile Centennial walk on the base was Sgt. L.J. Robinson (Robbie) of the Military Police. Sgt. Robinson, who is 47, finished his 100 miles at noon on Monday, 1 May. He walked a total of 40 days, an average of greater than 2 miles per day. Sgt. Drummond is shown congratulating Robbie.

JIM'S GEMS

GAMBIT - A deliberate sacrifice of a trick in order to gain additional tricks.

NORTH
S Q 8 6 2
H 7 6
D A K 4 2
C 5 4 3

WEST
S J 5
H 8 3
D J 9 7 6
C Q J 10 9 2

EAST
S K 10 9 7
H 4
D Q 10 8 5 3
C 8 7 6

SOUTH
S A 4 3
H A K Q J 10 9 5 2
D —
C A K

Reno Trip

The Vancouver Daily Province announced the winners of the Daily Province Teambowl for Vancouver Island and the Okanagan. A group of local women were winners. They are: Mrs. Carol Vouriot, Mrs. Marg Healy, Mrs. Gail Morrison, Mrs. Lavorne Reid, and Mrs. Bev Drake. Mrs. Vouriot is the wife of F/L Vern Vouriot; Mrs. Healy is the wife of Cpl. W. Healy and Mrs. Morrison is the daughter of Sgt. W. Thompson now stationed at Greenwood.

The prize is a one week all expenses paid trip to Reno Nevada starting on the 20th of May.

duration."

If the young lawyer with the premature grey hair and boyish good looks can pull it off, he'll be the first racing driver to do so. Even if he doesn't win, he would be one of the few racing drivers to complete the cross-country grind which this year actually stretches 4,500 miles from Vancouver to Montreal's Expo '67.

In past "4000's", the racing car set has driven badly. Last year Montreal's Peter Lerch failed to finish, while the year before two Toronto-based drivers, Al Pease and Eppie Wietzes, had to drop out with car problems. Another big disappointment in the 1965 rally was the first day drop-out of NASCAR ace Dave Pearson of the United States. However, three racing types did well in 1965. Former Grand Prix driver Henry Taylor of London was third; 1965 Canadian driving champion Francis Bradley 26th, and Mexico's top driver, Pedro Rodriguez, 28th. Both Taylor and Bradley retired before the '66 "4000."

Spring Bowling Leagues

Five pin or 10 pins, register NOW.

This will be a short six week schedule starting the week of the 14th of May and ending the week of the 18th of June. For further information call Sgt. Schentag at Local 235 or 339-3720.

You Are The Winner

You are the winner: (Bingo, that is).

The new rules for the "Stay at Home Bingo" give you twice the chances to be a winner. Still only \$1.00 for a chance to win eight cash prizes, you now pay only 25¢ when all are gone except the Full Card.

Most of the prize money goes to the prizewinners, but the profits go to help the Wallace Gardens Centennial Project - to increase the potential of the Gardens to an all-year-round Recreational centre.

You may purchase your cards from #7 Hangar Canteen, 121 Sqn. Canteen, Base Snack Bar and from representatives. \$1.00 for a chance to win \$400.00. And you have now eight chances to win - the new game is divided as follows: For first straight line - \$25.00; For first two straight lines in any direction - \$35.00; For letter "T" - \$40.00; For first letter "X" - \$40.00; For first Red Cross " - \$40.00; For first small picture frame - \$60.00; For first large picture frame - \$60.00; For the first Full Card \$100.00.

The thanks of the PMQ Council go to F/L Clark and his co-operative staff, whose efforts in the operation of this project are greatly appreciated. Support your PMQ Council in this Bingo, and win yourself a cash prize.

As much as 16 million pounds of tea may be sold at a tea auction during one day.

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4. AORTA
5. ETON
6. RIB
7. ANEAL
8. STYLE
9. IDEAS
10. CAREER
11. ORNERY
12. NEEDS
DOWN
1. ADAGE
2. SLICER
3. CLAMOR
4. GEMS
5. VOTER
6. FEN
7. VAPOR
8. IMAGE
9. SAL
10. LIRE
11. CLEF
12. TOLL
13. MEAGER
14. AERATE
15. ROSES

Fifth Annual Chilliwack Summer Hockey Clinic

The Fifth Annual Summer Hockey School will be held in Chilliwack from July 17th to July 30th, 1967.

All boys, ages 6 to 16, who are interested in attending this Clinic may obtain further information by writing —

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Talent Winners

Winners of the CBC Talent Festival finals held at Salle Claude Champagne, Montreal were announced on CBC March 21. They are: In the vocal category, no first prize award but second prize was shared by bass baritone Maurice Brown of Toronto and soprano Carol Anne Curry of Kitchener; in the wind category, first prize winner was flutist Robert Cram of Beaconsfield, Quebec and second prize winner was Gloria Coleman, french horn player of Toronto; in the keyboard section, first prize award was won by Elspeth Coop of Calgary and second prize by Henri Brassard of St. Simeon, Quebec; in the strings category, first prize winner was Kathryn Wunder, violinist of Toronto and second prize winner was Helen Hagnes violinist of Aldergrove, B.C.

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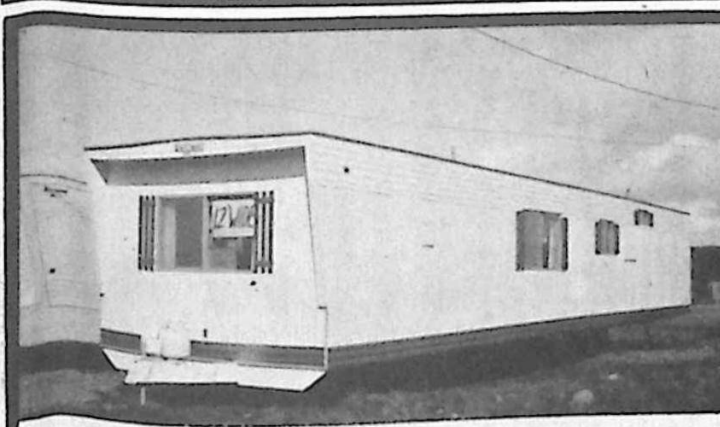
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COMOX VALLEY MOSQUITO ALL STARS — Back row (l. to r.): David Roque, Barry Staples, Lorne Franks, Craig Doug Lockhart, Bruce Larsen, Marty Miles, Steve Quartermain, Steve Beaulieu. Front row: Dean Collier, Doug Derksen, Steve Jones, Robert Smith, John Lothian, Wade Dumont, Neil Manning, Jackie Kines. Missing: Billy Miles. Coaches: Don Hope (left), Bill Lothian (right). DND Photo