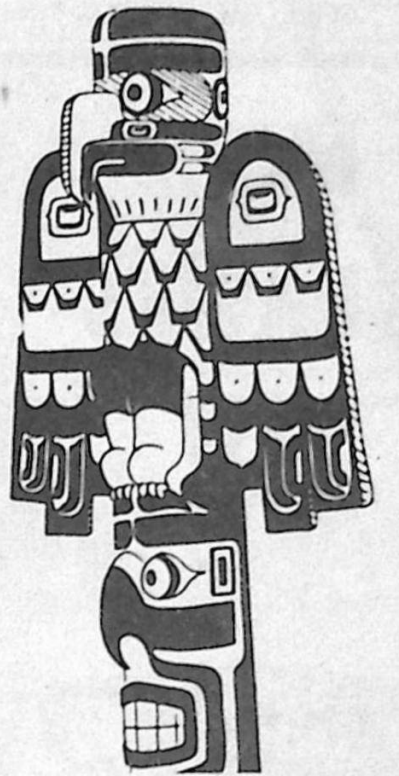




# TOTEM TIMES

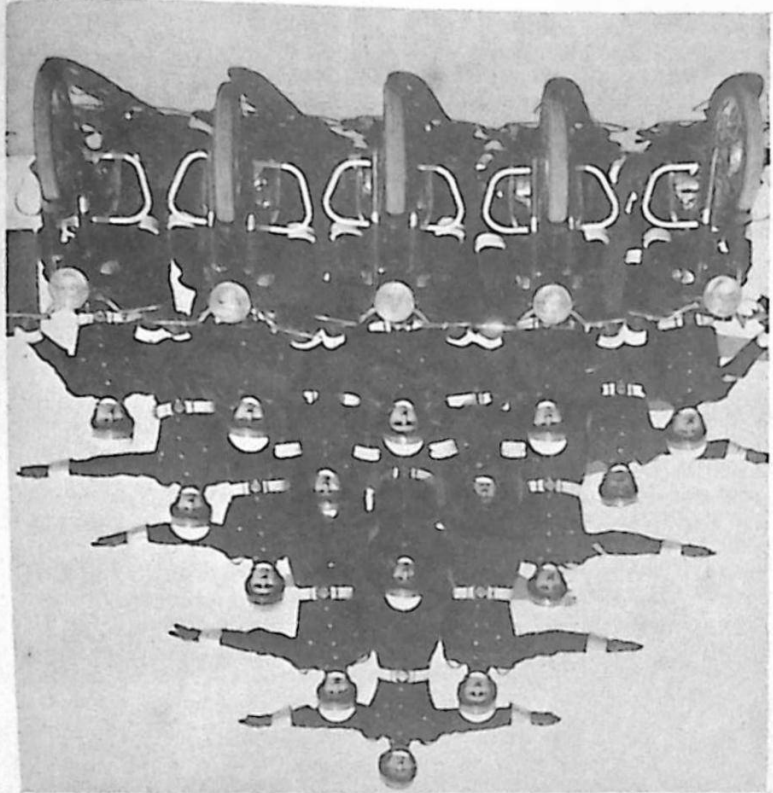


Vol. 8

CFB COMOX, THURSDAY, MAY 18, 1967

No. 10

## Motorcycle Team Here Saturday



The Canadian armed forces Centennial Motorcycle Display team will appear in Lewis Park, Courtenay, at 1930, Saturday, May 20. The show put on by this team is one of the most spectacular acts of the Centennial year, better even than 407 flying formation, and should not be missed. Pictured above is the entire team, driving slowly along the ceiling of the Rec Centre during a recent practice. Motorists following behind are asked to ignore the conflicting signals which are being given. In a moment the group will split up and ride madly off in all directions.

Some of the acts which will be seen during the performance are a safety display, some ramp jumps, formation and precision riding, and a flying plunge through a blazing hoop. A ladder head stand, a 17-man taxi ride on one bike, and a 15-man pyramid on five bikes are also on the agenda to titillate the most blasé viewer. Comedy acts on midjet scooters keep the audience from getting too ho-hum about all the perfection.

Don't miss this superb show this weekend. Be at Lewis Park, Courtenay, well before 1930 hrs this Saturday for one of the best shows of the Centennial year.

## Admiral Charles Inspects 407 Sqn



F/L BOB RIVERS (l.) takes Admiral Charles and his party on a tour of 407 Sqn. Torpedo Shop. The admiral was on his annual inspection of the Maritime Command Unit.

The Base Commander, Group Captain K. C. Lett welcomed Rear Admiral J. A. Charles to CFB Comox this Wednesday. Rear Admiral Charles had arrived for his annual official inspection of 407 Squadron.

Following a short conference with G/C Lett and W/C Smale

in the Base Commander's office, the tour of 407 Sqn started at the Operational Control Centre and through the 407 Debriefing and Standards-Analysis Section. Following the inspection of headquarters, the tour continued through No. 3 and No. 4 hangars, ending up with a look through

the Torpedo Shop and the Armory Area.

A luncheon was held at the Officers' Mess for the Rear Admiral to get acquainted with the CO 409 Sqn, W/C Vincent, CO 121 KU, S/L Brown, the Base Operations Officer, W/C Steacy, and other senior officers.

## Air Marshal Dunlap Visits Comox



G/C KC LETT, base commander, CFB Comox, welcomes Air Marshall CR Dunlap to Comox at the start of Dunlap's visit last week.

— DND Photo

## Deputy NORAD Commander Tours Base

Air Marshal CR (Larry) Dunlap, deputy commander NORAD visited CFB Comox on May 11. He was met on his arrival by the base commander, G/C KC Lett, and escorted to the base conference room where he was

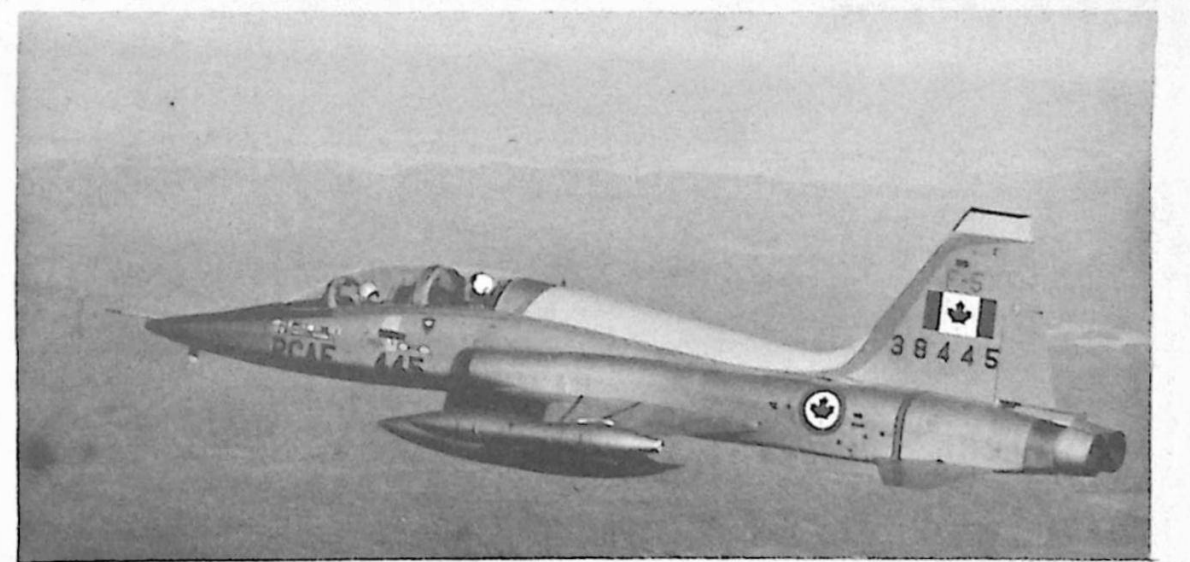
briefed by the base commander and the various squadron commanders on the role of CFB Comox and its units.

Following the briefing, Air Marshal Dunlap toured the base, and got a first-hand look at all

aspects of base life.

After the tour, Air Marshal Dunlap attended a luncheon at the Officers' Mess, following which he returned to Colorado Springs.

## CF-5 Order Not Cut



— DND Photo

## CF-5s To Number 115

Recent press releases have indicated that rising costs in the CF-5 program had forced the government to reduce the number of aircraft on order from 115 to 85. The Director General Air Forces says, not so, the RCAF will still receive the original order of 115. The CFHQ release also stated that the cost

of the program will remain at the \$225 million figure.

The CF-5 is being built under licence by Canadair in Montreal.

The first squadron of the little ground support aircraft is to be formed in 1968, and will be a training squadron. During the following two years it will train

the other squadrons to operational standards.

All four CF-5 outfits will be part of Mobile Command. The CTV television network in a documentary on the armed forces said that Army pilots are now taking jet training in the RCAF and the Army pilots will fly the CF-5's.

## 409 Pilot Burned

F/L D Lung of 409 Squadron was badly burned in an accident at home last weekend. He suffered 18% burns to his back and sides when his sport shirt caught fire. Lung's shirt apparently touched a hot element on an electric stove and burst into flames, "as though it had been soaked in gasoline."

The flames were eventually smothered with a raincoat, but not before serious burns had been inflicted. First aid treatment was refused by St. Joseph's Hospital at Comox. F/L

Lung was treated at the Base Hospital. His injuries will keep him out of aircraft for at least ten days.

The shirt involved was just a plain ordinary run of the mill cotton garment, and was not labeled as having been treated as a "no iron" fabric. This incident was not sponsored by the Government of British Columbia or by the Base Fire Department. (Times photo)

## Poet Promoted

S/L GW Patterson, poet laureate of 409 Afterburner Works Flying Service has been promoted to Wing Commander, and will become CO of the squadron on Aug. 1.

As the announcement was made well after the TOTEM TIMES deadline, there was no time to print the 482-line poem which he composed in honour of the occasion.

The TOTEM TIMES joins with all members of CFB Comox in congratulating W/C Patterson on his promotion and his new appointment.

DND Photo



## Air Marshal Reyno Gives Briefing

Air Marshal EM Reyno, Chief of Personnel, visited CFB Comox last Friday and Saturday. He was met on his arrival by the base commander, G/C KC Lett, and escorted to the Of-

ficers' Mess, where he gave an informal talk to the officers present. Following his talk, Air Marshal Reyno threw the meeting open to questions.

On Saturday Air Marshal Reyno

no, accompanied by many of the bases' senior officers attended the Pacific Showcase which was held in the base theatre.

On Sunday, Air Marshal Reyno departed for Ottawa. (DND photo)



## Top Nighthawk Promoted

The man who held 409 Sqn compile its enviable wartime record, and later led it for almost two peacetime years has been promoted to the rank of group captain. W/C WH Vincent, 45, of Winnipeg and Vancouver, a wartime Beaufighter and Mosquito pilot, who has been CO of 409 Sqn, Comox since October, 1965 will put up his fourth stripe on July 1, and shortly thereafter leave for Cold Lake, where he will be base commander.

During his wartime service, W/C Vincent was responsible for destroying one JU-88, and scoring hell out of several others. After the war he instructed at Training Command units until 1951, when he came to Air Defence Command. In his capacity as OC of Weapons Practice Unit, W/C Vincent became known throughout the Command. After leaving WPU, he was transferred to McChord AFB.

Since his transfer was announced, he has already made a trip to Cold Lake, to pick up a set of CF-104 handling notes, and reserve a tee off time August first.

— Times Photo





## NIGHT HAWK'S NEST



S/L Gerry Patterson will no longer be one of the boys come 1 July, he will become Wing Commander and CO of the Night Hawks when W/C Vincent leaves for Cold Lake. It is rumoured that the Grey Fox has a 482 line poem in the works for the hand-over parade.

A learned observer has noted the sharply rising hack rate on B Flight, but thinks that it is only a coincidence that McBrien Trophy Shoot crews are no longer on the flight. Every morning awestruck crowds line the tarmac to watch several Voodoos fly around in the same airmass.

Another mob of 101s have also been flying around in the same direction almost at once. They are going to be the stars of Armed Forces Day this year. It has not yet been decided who will do the inverted break. Competition in keen for the spot.

In an apparent fit of despondency (a fourteen foot, deep Vee despondency) over his rough transfer to Syracuse, Bob (The Stuntman) Pomerleau tied his wrist to a running outboard and threw the motor over the stern. When it was found that the water was too cold for comfortable suicide, Bob gave up and paddled home. In a sea survival epic that rivals Captain Bligh's trip, Bob and Dale Northrup paddled thousands of miles over a six hour period, mostly in the same tidal flow. All of the voyage was done at night to avoid collision with Black Duck.

Dwayne Lung got rid of a few old rags last week in a bonfire at home. Next time he burns an old shirt, he'll take it off. There are many ways to get off flying for a few days, but this was one of the most original tried in a long time.

A leading scheduler and employee relations consultant from A flight has advanced a theory that non-pilot aircrew will

soon all be NCO status. He explained his thinking with the logic of a Friday night thusly: "All the pilots will soon be drawing squadron leaders' pay, a greater strain on the budget. If we reduce all the naves to sergeants, the taxpayers won't have to increase their contributions to the DND estimates."

409 will mark Armed Forces Day not only by making noise and raising dust, but will have a display booth. Bob Mulvihill has been selected as the producer. He has great things planned. It will be called Expo 409. Bob even went downtown to get an estimate on a haircut more befitting a producer.

F/L Cheers Al has been dicker for a hotel in South Vancouver. He has told all his friends and others that they would be welcome to stay there overnight. Room charge is to be a modest five, bed extra.

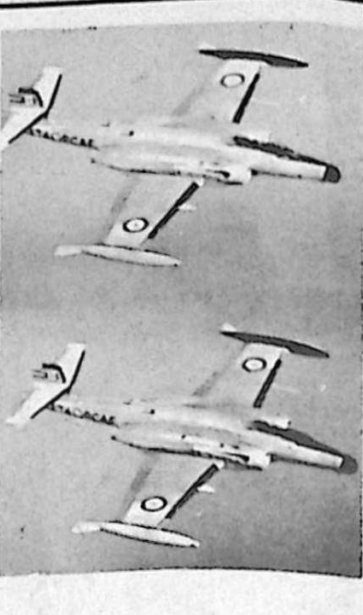
The phantom hat crusher hasn't bent a hard hat since he went into Ops. The first time Al Sherwin walked into CAC though, Emon shut the code book on his fingers.

McWilly is pleased about his soon to be announced transfer to Auckland. He'll be flying Canberra there as he takes the pilot's course on the next long weekend. The course doesn't really take three days, the first day is taken up with a tour of the Toronto stock exchange and the pay parade.

For those that thought there was a new pilot on the squadron, meet "Twiggy" Liddiard, graduate of the summer bush survival school. There was a nice mixture of snow and rain all through the course and the weather kept Gary inside, away from all the fattening roots. Gary is so thin that doctors are advising him not to go through with a further slimming plan he has lined up for June.

Wally Hartzell has not said anything funny for over two weeks.

## CHAFF CHATTER



The benefits of integration have reached out and tapped even EWU, as the groundcrew have been issued with a vehicle called a "Creep", which is a cross between a car and a jeep. A nifty little rig, it was built by some enterprising soul who went into an integrated junkyard and hauled out parts of wrecked jeeps and scrap mules until he had sufficient to build one vehicle. Riding about the line in that, one feels not unlike Montgomery inspecting the sand dunes at El Alamein. It certainly does away with all the whiplash injuries suffered through the use of the behemoth mules.

Cpl McLachlan, who has been employed on CF-100s almost since the first one rolled off the line 17 years ago has been promoted to sergeant. It is indeed high time that his tremendous competence was recognized.

Fully one half of the Elderly Warriors will be turned loose on the unsuspecting natives of Sacramento this week, as they participate in exercise something or other. Ken Mitchell is going along to keep the troops under control, a move which is not unlike sending a wolf along to mind a bunch of chorus-girls, or whatever that old proverb is.

Gerry Knight has been staging a paint-in to mark the absence of his wife, and he has progressed quite well. With a little luck he should be able to get some of the paint off the floor and onto the walls before she gets back.

Earl Crocker drove out to the wharf the other night, and walked back; his experiment in operating an automobile without gas, a failure. "Actually," said Earl, "I was trying to prove my fitness for the navy by using the convertible top for a sail. I guess I'm just not cut out for

this unified force."

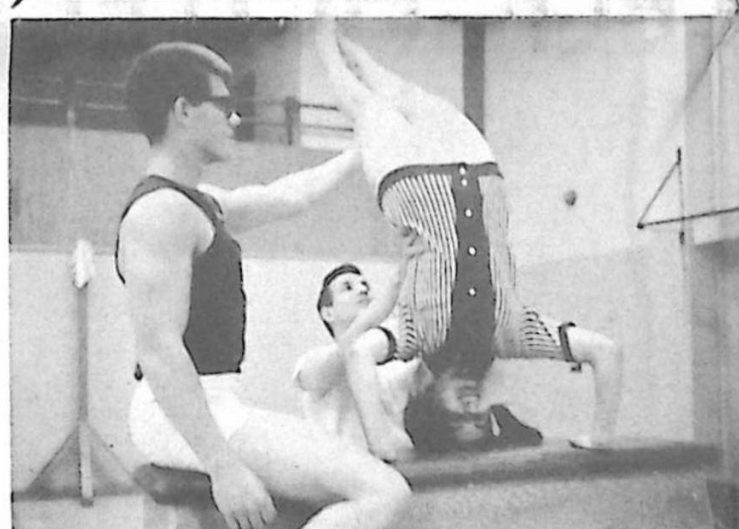
Bob Wheeler has returned from leave just in time to take over the operation of the detachment fund. The OC figures that such a task will keep Wheeler off the golf course occasionally, and give him a chance to beat Robert. The rest of the troops figure that this step will cut Wheeler's mortgage by several years, at least.

Vic Rushton and Jim Davies are all prepared for a week's stay at St. Hubert for their annual simulator check-out. At least, they say that's why they're going to Huberts, but we'll be watching the Expo attendance figures closely. Vic says he has all sorts of money saved up for the trip, but no one can remember them ever charging admission to the simulator before. Their main problem will be parking in front of the Officers Mess. Seems the army types have their horses stabled out there.

Some cunning soul snuck a box of chaff aboard one of the Clunks a couple of mornings ago, which caused the McBrien gunners to lose some of their professional aplomb. Everyone was accusing Bob Merrick of it, but he wouldn't do such a thing. Not more than once a trip, anyhow.

W/C Steacy returned from Hawaii, whence he stayed over time, just in time to go to Montreal, whence he stayed overtime. He sounds sincere enough when he says the airplane went u/s both times, but one wonders, particularly when he can't find his enroute charts for all the Expo passports.

John Sorfleet is the only detachment member we haven't named so far, so we'll just say he's good in Sacramento, John.



### HEADSTANDS MADE EASY

LAC Dennis Jack and Cpl Lou Cusson help Anne Blythe hold the headstand. Anne is 16, the minimum age required for membership in the Gymnast Club.

— WJM Photo

### Gymnasts Form Club

A club devoted to physical fitness the gymnast's way has been formed on the Base. The Gymnast Club has been operating for three weeks with a membership of around twenty. Meetings are held in the Rec Hall every Monday evening, and are devoted to practising and learning exercises.

Members are working on the mat, parallel bars, horse and vaulting box. New equipment is

on order and should be appearing soon, it will include a set of rings and a high bar.

There are three experienced instructors on the club: F/O Steve Barridge, Cpl. Lou Cusson and LAC Dennis Jack. Membership is open to servicemen and dependants over 16. Those interested in joining can catch the Club in action Monday evenings from 1930 on.

### Single? Going To Expo?

A special accommodation facility for unaccompanied servicemen visiting Expo 67 will be set up in downtown Montreal on June 1.

CFB Montreal will provide 200 beds at the Bel-Air Armouries at 710 Bel-Air St., near Atwater. The rate is \$1.00 per person per night. Servicemen may stay at the hostel, appropriately named the Bel-Air, for up to seven days on a reserved basis.

The hostel will remain in operation until Oct. 28.



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VIC PAGES, Mgr.

## HALL OF FLAME

EASY COME, EASY GO?

A sorry story of needless fire waste in Canada is told by the figures. Both in life and property, the national yearly loss is approaching an all-time high. No European nation even remotely approaches us, per head of population, in our evident consuming desire to burn up ourselves and our possessions. Ours is indeed a shameful record and lacking in pride to enlightened citizenship.

What really hurts (but can prove our salvation in the long run) is the realization that most of the fires are caused by human carelessness. Now that we are face to face with the matter, surely we can hope to do something about it. Legislation is certainly not the answer. Education in individual responsibility, as the fire services point out, offers real and tangible benefit.

Let's get rid of the notion implied by the figures that we're living an easy come, easy go way of life. This country didn't come to greatness on such apathetic thinking.

Let's throw out trash, from our attics and in our thinking and habits of fire.

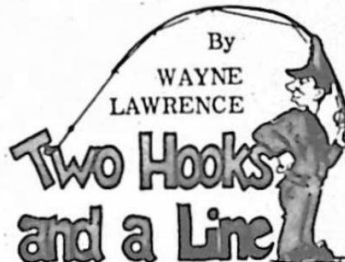
Most homeowners have some form of insurance, but, even so, to make certain that a home fire does not spell financial disaster for you, take these steps:

1. Be familiar with the fire provision of your insurance policy, and keep this policy up to date.

2. Make sure you have enough insurance to cover all the damage a fire, lightning, smoke caused by fire or means used in fighting the fire can do to your home. Water or smoke can sometimes cause more damage than the fire itself.

3. Take an inventory for yourself and your insurance agent of all furnishings and personal property, and insure these effects fully. Be sure such irreplaceable possessions as antiques or paintings are adequately covered.

5. Make sure your policy includes adequate provisions for from home while your fire damaged residence is restored. This is an automatic provision in many policies, but not all.



Time for more blarney. I don't know what to talk about now that hockey is all over. I'm just about tired of gloating about the Leafs. Would you believe the Giants will take the World Series?

Speaking of ball, there will be a ball meeting in the club at 1400 hours on the 25th of May. All players, coaches, managers and those interested are urged to come. There is talk of forming a "house league" so that everybody can play as well as having a club team.

The big Sportsman's Bingo was well attended and everyone seemed to have a good time. I sure hope that Aub makes good use of that fishing rod my wife was supposed to win for me.

The Trout Derby is still on from the 20th to 22nd. Entry forms are available at the bar and you must be entered by the 19th to be eligible for one of those dandy prizes. On the 22nd there will be a free fish fry in the club with Chefs Dick Young and Buzz Pozdzik doing all the damage.

Saturday the 20th sees the Shipwreck Dance with seafood on the menu and Johnny Zapp on the Bandstand. He will be there the next night at the Combo Night as well.

The pool table has been recovered. Now all you sharks can really play pool and all the guys like me will have to think up a new excuse. The table looks real sharp so let's keep it that way. Things such as flipping coins, dropping ashes, setting or spilling drinks on that nice cloth are not conducive to making it last a long time. Try treating it like your wife was there to scream at you every time you dropped something on it.

The new Entertainment Calendar is up over the freezer. Show the better half where it is so that she can plan your pay to cover a function or two.

OVERHEAD at the BAR—

When the new green uniforms come out, everybody will have to have an Irish name or join the dearly departed. I can see it all now — O'Lawrence (O' Larnce?), McPierre, and Fitzcote.

They are going to build the extension to the club just to last until they can build a new one. Cheer!

The Golden Centennaires are back. They've changed the "Golden" to "Gray" and disguised their Tutors to look like Neptunes but that's them.

Even 409 is getting in the act. As if they don't make enough noise just taking off, they gotta go roaring around cutting in the burners over my place of relaxation. How is a guy supposed to have his afternoon siesta anyhow?

Girl on TV talking about the mini-skirts that go eight inches above the knee. "They're OK for tall, leggy girls but short, dumpy ones like me? I haven't got eight inches above the knee!"

I have just one more little request to make before I go. The Beaufort Retarded Children's Assn. has asked that anyone who has time to spare on a weekend sometime can put it to good use by dropping out to Sandwick with a hammer and giving them a hand on their school. Refreshments and sandwiches are available at cost and any help would be much appreciated. For more information call Cpl. Leo Ageson at Local 302 or 338-8185.

That's all.

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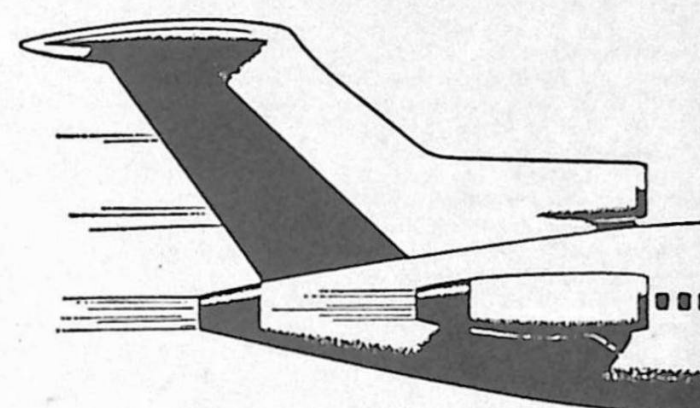
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### Top Rung Tests Troops

Exercise Top Rung, a large-scale air defence exercise will be responsible for the air defence forces, and their neighbours, losing a lot of sleep over the next couple of days. The west coast of the continent will be attacked by evildoers from Ravenland, and the forces of freedom will rise to beat them off. Most of this will take place at an hour when most of the country will be sound asleep, at least until the first afterburner cuts in.

All this occasions some strain on the part of the ground-crew. They get tired. But some of them are fortunate enough to have solicitous supervisors like Sergeant Palylyk, of 409 servicing, who recognize the insidious problems of fatigue. Sarn Palylyk is a good egg. So good that he lets his troops close their eyes as they await scrambles, turn-arounds,

or, as depicted, coffee breaks. Then he uses the pictorial evidence to prevent them ever asking for a minute off again.

Anyhow, all these Top Rungs and things have got the troops exhausted, so just tip toe quietly on by and forget the whole thing. (DND Photo)

A good rule is for inspection to be made each month by the custodian and a member of the faculty. They should check exit doors and locks, fire escapes, extinguishers, heating equipment and other installations to be sure they are in top working order, and make sure that odd corners, such as spaces under stairs, are free from accumulations of waste paper, rubbish, old furniture, stage scenery and other combustibles.





**THROUGH THE MIRACLE OF TELSTAR, S/L KW' Brown, S/L GW Patterson and G/C KC Lett watch the last flying Lancaster being ferried to RAF Station Scampton on the 24th anniversary of the dam raid. S/L Brown flew a Lancaster from Scampton on the now famous dam-buster raid.**

— Times Photo

## Dams Raid Veteran Looks Back

"Tonight you are going to have a chance to clobber the Hun harder than any small force anywhere has ever done." The speaker was W/C Guy Gibson, and the time was 24 years ago. W/C Gibson was giving the initial briefing to 617 (RAF) Sqn, which that night was to become famous as the Dam-busters.

In one of the most devastating raids of the war, the 19 crews of 617 Sqn destroyed the Moehne, Eder, and Sorpe dams. Flying specially fitted Lancasters, the crews, led by W/C Gibson, left the base at Scampton and started on their perilous routes through enemy territory.

The raid was carried out at low level. Dangerously low level. Often the crews found themselves looking up at trees, church steeples and hydro wires. Even

at that, flak found some of them. But still the remainder roared on. Arriving over the dams, the survivors carried out their attacks in the face of determined resistance.

The attacks were successful, but the attackers had to fight their way home. Of the 19 aircraft that started out, 10 made it back. One of them was flown by Sgt. K. W. Brown, who today is S/L K. W. Brown, the CO of 121 Sqn. For his part in the raid, S/L Brown was awarded the CGM.

It was not the only decoration received by the squadron for the feat. W/C Gibson was awarded the VC, and many DSOs and DFCs were awarded the other survivors. The squadron had, in fact, clobbered the Hun harder than any small force anywhere.

## COBOC Cacaphony

After a long convalescence, necessitated by the grievousness of his injuries, your regular correspondent is back, pen in hand.

You will all be relieved to hear that Grant Dunsby was restricted with orderly officer and duty crew last Friday and Saturday, a marked contrast to his two previous weekends of shenanigans. Scott Elchel and Bob Richter led the storming of Nanaimo and Vancouver recently. A highlight of this deployment was an attempt to ingratiate COBOC into a happening at Stan's Place. (Stanley Park to the uninitiated). Unfortunately, no "pot" was available so our representatives had to content themselves with sharing the fried chicken from a month old flight lunch.

Bob Lemm and Brian Kilgour have finally admitted their house is a shack, and are preparing to move into better quarters. This decision was prompted by one of the neighbors, concerned for their well being, calling the welfare department.

John Brennan is walking the last mile on June 3. COBOC members are needed to rally around our dear, departed brother in his hour of greatest need. Not far behind John are Brian Atkin and Don Hanson.

Transistor Marv is hard at it with his electric gut-bucket, serenading residents of B.B. 79 at all hours. He'll have some competition when Gord Kruger takes delivery of his megawatt guitar amplifier from Klaus Peter, the local electron.

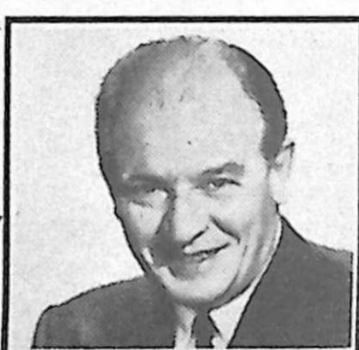
Our felicitations to those who organized the recent COBOC dining-in night. Truly a resounding success. W/C Smale, who got a real dose of COBOC hospitality, will certainly agree to this.

Discipline also is noticeable throughout the show. (This was noted by a Commission observer during a midnight briefing session following the final performance at Peterborough; you could hear a pin drop as 300 men assembled to receive comments and instructions for the next performance.)

The Tattoo does not glorify war nor does it remark on famous generals or battles won or lost. It does pull at your heart strings with memories or recollections of the "ordinary" Canadians who fought and died in past wars.

Tattoo service songs — of the earliest French regiments, the Scots, the navy, the 20th century wars — and original music are played by highly trained and rehearsed marching bands. Audiences on seat edges, with heart-in-mouth apprehension, watch the thrilling Armed Forces Gymnastic Display Team, precision manoeuvres and other spectacles including a naval gun-hauling race.

It would be a surprise to me to find anyone in a Tattoo audience who did not allow at least a measure of nationalistic sentiment to creep into his soul. The show will be a cherished part of many memories long after 1967.



1867 1967

by JOHN W. FISHER  
CENTENNIAL COMMISSIONER

Two big numbers in the Centennial's national show are "on the road" now and they have been giving "smash hit" performances.

Attendance figures on the Confederation Train can be described as "peak capacity plus" and the Armed Forces Military Tattoo, which opened to the public at Peterborough, Ontario, March 31-April 1, has established its reputation for being a highly professional show that produces unanimous audience enthusiasm and praise.

It's a major understatement to say that we at the Centennial Commission are pleased by the success of these important "opening numbers" in the 1967 celebrations.

The Confederation Train started its tour early in January at Victoria where it received 58,000 visitors. By April 6, when it was at Saskatoon on its eastward tour, 650,000 people had seen this colorful travelling exhibition.

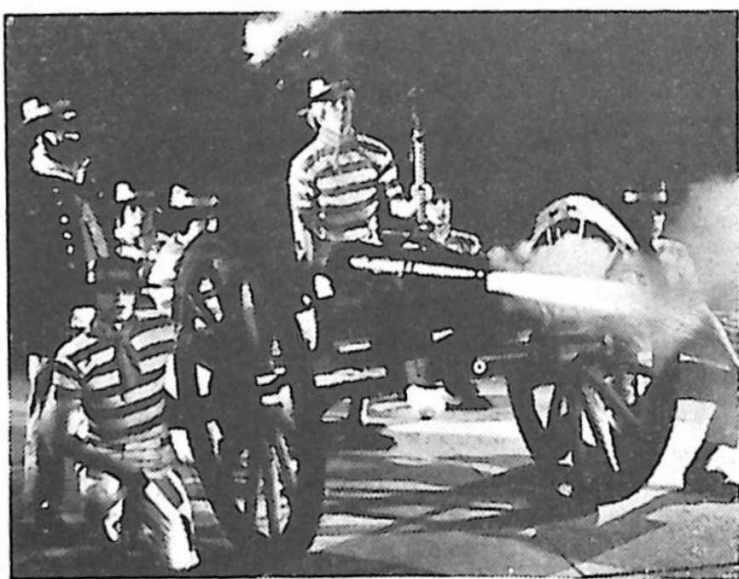
Those in charge of the Confederation Train tour had estimated, last year, that about one and a half million people would board it. On the basis of daily crowds so far they now predict a total of two million. Unfortunately it is doubtful we can stretch that figure more since there is a physical limit to the number of people who can pass through the train per day and there must be a number of "no show" days during the tour to allow for travelling time between exhibit points and for maintenance and repairs.

The attendance figures are the

main evidence of the train's success. Art and design critics aside, I like to quote a wide-eyed railway yard hand's remark to a fellow worker following a sneak visit on company time: "It's marvellous. I want my kids to see this, for sure."

From Air Marshal to Petty Officer to Private, all members of the Armed Forces should be proud of their Military Tattoo. The two touring casts have been performing to sell-out houses since the show opened.

The Tattoo casts are split-second trained. Pride, morale and dis-



During Canadian Armed Forces Military Tattoo performance, 1813 dockyard tars fire a naval cannon. Photo by Malak

## Skippers Get Pilots Pay

In the fall of 1954 one of Canada's training cruisers eased her 9,000 ton bulk towards a jetty in scenic Trinidad's Port of Spain.

The order was given: "All engines, full speed astern." Instead, HMCS Quebec shot ahead, and the battered wooden jetty looked like a certain write-off as the ship's huge bow loomed over the berth.

A quick repeat of the order and the cruiser shuddered to an agonizingly slow stop, her four screws churning up patches of bottom mud, flotsam, and jetsam, staining the clear green water for hundreds of feet around and raising a tropical stench.

Although disaster was avoided, there was an official investigation into why the ship went full ahead instead of full astern in the first place. It illustrated the ever-present possibilities of misunderstanding when originating voice orders from the bridge to the wheel house which are

then telegraphed to the engine room. It was neither the first nor the last such incident in the RCN.

The day is not far off when voice orders will be a thing of the past.

The captain will "drive" the ship himself in much the same manner that a pilot controls an aircraft.

A team of defence research scientists and experienced sailors rigged direct control apparatus on the bridge of the destroyer escort Saskatchewan on the west coast.

They found the Saskatchewan's crew, experienced though they were, still made mistakes in voice order drill even though the sailors knew they were being compared in tests with the new direct control system.

The latter is achieved by one man on the bridge working two throttles with his right hand and a small wheel with his left. The one-man concept could mean an estimated 21 fewer men need-

ed to run a Canadian destroyer, a saving of well over 400 sailors if applied to the whole fleet.

The research team had seven experienced captains try their control system. It only took two or three hours for them to get the "feel" of the 2,900-ton destroyer. Manoeuvres such as coming alongside, full turns and zig-zags were performed more than twice as fast and more accurately. Helicopter-borne photographs bear this out.

First warships to benefit from this Canadian break-through will be Canada's 423 foot helicopter-destroyers contracts for four of which are going to tender this year.

The Ballistic Missile Early Warning System radars of the North American Air Defense Command, designed to detect launches against this continent, also have the capability of tracking man-made satellites in space.



## CHASES VOLT, CATCHES PRIZE

FS Arthur W. Jonasson was recently presented with an award on behalf of the suggestion award committee. It is the second time that FS Jonasson has submitted an award winning idea. The pay-off idea this time had to do with some of the electronic wiring in the Voodoo, and reduced materially the possibility of stray voltages. Making the presentation is the base commander, G/C KC Lett.

— DND Photo



## PROMOTIONS INUNDATE DET. NO. 5

Major DB Vadnais, detachment commander of No. 5 Detachment, 425 MUM Squadron, had the happy task last week of announcing the promotion of four of his men. Shown above are (l. to r.) Major Vadnais, Sr. Master Sgt. Marvin D. Smith, Master Sgt. Patrick C. Bowdridge, Technical Sgt. Celestine L. Diaz, and Staff Sgt. Douglas W. Paul. The TOTEM TIMES joins with Major Vadnais in congratulating these men on their promotions.

— DND Photo

## DDH and OSS Does the Navy Speak English?

The Canadian forces are obtaining a surface-to-air missile system for new helicopter-destroyers (DDH) and operational support ships (OSS).

The system involves the Sparrow III missile used in the U.S. Navy, a fire control system developed in The Netherlands and a launcher uniquely Canadian. The missile does not carry a nuclear warhead. A large portion of the system will be produced in Canada.

First of the four DDH's is due for delivery late in 1970 and program completion in 1972. The two OSS should be completed by late 1969.

There are more than 170,000 American and Canadian military personnel in the North American Air Defense Command. NORAD's mission is to defend both the United States and Canada against aerospace attack.

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# TOTEM TIMES

Published on alternate Thursdays with the kind permission of G/C KC Lett, Base Commander, CFB Comox.

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## Traditions and All That

One of the things that many people feel will disappear in the new unified service is tradition. The stirring record written by Canadian servicemen in several wars, peace actions and other engagements is in danger of disappearing under the unified regime, if we are to believe some of the critics. A hybrid service will never be the same.

Almost coincidentally with passage of the unification act, Canadian servicemen looked back at some old encounters. The Navy commemorated the Battle of the Atlantic; perhaps the longest battle of World War II. Wreaths were laid, speeches given, and tributes paid. But most of all, sailors and ex-sailors remembered. They remembered the dumpy, rolling corvettes which induced cases of sea-sickness just appearing in photos. They remembered the frantic encounters with U-Boats, ships sinking in the black night, ice a foot thick caked on the rigging, and they remembered those who did not return.

Another feat recalled this week was the historic dams raid. It was not an all-Canadian show, or anything like it. But for S/L Brown, CO of 121 KU, it brought back vivid memories. Why? Well, let us listen to British author Paul Brickhill, who tells us:

"Brown, in 'F for Freddy', was sent to the Sorpe and reached it after McCarthy had left; the mist was swirling thicker and though he dived low over the dam, Oancia, the bomb aimer, could not pick it up in time.

"Brown dived back on a second run but Oancia still found the mist foiled him. They tried eight times, and then Brown pulled up and they had a conference over the intercom. On the next run Oancia dropped a cluster of incendiaries in the woods to the side of the dam. They burned dazzlingly and the trees caught too, so that on the tenth run Oancia picked up the glare a long way back, knew exactly where the target was and dropped his load accurately.

"They pulled around in a climbing turn and a jet of water and rubble climbed out of the mist and hung against the moon; down in the mist itself they saw a shock wave of air like a giant smoke ring circling the base of the spout."

The dams raid was carried out by 617 (RAF) Squadron, in which many Canadians were serving. It was formed, from experienced crews, for the express purpose of knocking out the Moehne, Eder and Sorpe dams, and it went on from that to become one of the most famed squadrons anywhere. Eventually it was commanded by a Canadian, Air Commodore JE Fauquier, and throughout its wartime history Canadians played an important part in it.

It was the dams raid that made the squadron famous. The special bombs, to be effective, had to be dropped in a precise spot, from a precise height, at a precise speed on a black night. To make matters worse, each Lancaster had a spotlight at each end of its fuselage. The spotlights were so arranged that when the aircraft was exactly sixty feet over the water behind the dams, the two circles of light formed a figure eight. It was not a thought calculated to bring warmth to the heart of an insurance agent.

Despite the hardships, despite the insurmountable obstacles, despite the impossibilities, the job was done and the dams were breached. Nearly 350 million tons of water cascaded through the valleys of the Ruhr, playing havoc with the German war machine.

The operation was not without cost. Fifty-three of the one hundred and thirty-three who started out on the dams raid were killed before the raid was over. Three more escaped to spend the rest of the war as prisoners. It was in honor of these men, British and Canadian that S/L Brown staged a small commemoration the other evening.

And it is the fact that such commemorations are held, the fact that the Battle of the Atlantic is remembered, the fact that the dams raid is remembered, the fact that the Battle of Britain is remembered that gives the lie to those who say that the unified Canadian armed forces will have no traditions.

The deeds of Canadian servicemen who have served before have established one of the finest foundations of tradition that any new service could possibly have, for the traditions are firmly based on measured accomplishments, often against impossible odds. Making Vimy Ridge, Passchendaele, the Battle of Britain, the Battle of the Atlantic, the Dambusters, Salerno, Korea, Suez, Cyprus and dozens of others are all a part of the tradition of the Canadian forces.

As the forces look to and build for the future they have the inspirational example of those who went before to guide them. Just as the navy, and the Dambusters, faced unknown hazards almost a quarter of a century ago, so are today's forces embarking upon an unknown course.

With all the other things besetting today's forces, tradition is the least of their worries.

## Thrills, Chills Canadiana

Once again, those lucky Canadians who live within reach of CBC television coverage are favoured with that most stirring of all sports, Championship snooker. Excitement reigns high in their households as the stirring action unfolds before their very eyes.

It's the dream match. Minnesota Fats and Saskatchewan Slim stalk around the table in a fine spray of chalk dust. Fats sights along his cue, which is not quite so curved as the one Bobby Hull uses. Slim stares at the fly-specks on the ceiling, his eyeballs rattling noisily. The announcer, using tones unpeeled since the burial of John A. MacDonald describes every motion of every muscle by every competitor. Why it's almost as exciting as a baseball game between the Georgia Geriatrics and the Alabama Antiques. Almost.

This is Centennial year. Things are happening in Canada. All over Canada. From Expo '67 in Montreal to the landing ramp for potential space visitors which is being constructed in St. Paul, Alta., Canadians are doing things that have never done before, and probably won't do again for another hundred years.

Many communities are celebrating the event with a fine old spree of patriotic fervor. The whole atmosphere is one of controlled madness as Canadians from coast to coast celebrate the hundredth anniversary of the improbable fact that is the Canadian nation.

And on CBC Saturdays, we sure hear about it. From the baseball game of the week, through championship snooker, golf, Bugs Bunny, and the imported movies, the CBC tells us all about Canada and its Centennial.

Creating a Canadian nation is difficult. As many things pry our citizens apart as pull them together. Problems of language, distance, geography and climate tend to pull Canadians apart. Things like the CBC are supposed to pull them together. Championship snooker is a unifying influence? God forbid.

Some people, notably pool-hall operators, TV critics, and those without the strength to turn off the set undoubtedly watch championship snooker. But there couldn't be many.

In this special year, surely it wouldn't be asking for too much to have the CBC sacrifice some of its more mundane programming for something special. For instance, a centennial project showing the guy who first thought up the snooker idea, carrying several gross of pool balls, plunging from the Lion's Gate Bridge (traffic permitting). It would probably draw more viewers than the entire snooker series, and deservedly so.

Probably the next thing on the wonderful world of CBC sports is championship catch, as played by the nursery school class of East Outback, Australia.

## Six Years to Turn Green

Rumour has it that it could be as long as six years before the new green uniform is ready for issue to all Her Majesty's jolly green giants. This is based on a one year trial wearing by 400 selected users, letting of contracts, revisions to the proposed design and manufacturing time.

This will undoubtedly come as a blow to those whose cupboards are full of uniforms that are almost time expired. What to do? Wear coveralls or flying suits every possible minute? Only go to work on alternate weeks? Or break down and buy a smash of new uniforms, only to have the new green one start rolling off the assembly lines within a week?

Most servicemen make a conscientious effort to keep their uniforms as smart as possible. It is rare indeed to see anyone in the service who qualified for the title of sloppy. But the chances of seeing shabby servicemen will increase as long as the cloud of uncertainty which hovers over the new uniform continues to be fed by a rising current of contradictory statements.

Surely it would not hurt anyone anywhere if CFHQ was to make a solemn statement to the effect that all Canadian servicemen would be allowed to continue wearing their present uniforms until, say, 1973. Such a statement would allay the fears of uniform manufacturers that they might be stuck with a warehouse full of uniforms, and it would enable the average serviceman

to govern his uniform replacements intelligently.

As it stands now, some parts of some uniforms are in short supply, and many people are holding off on needed replacements until an official announcement of some sort is made. No better recipe for increasing slovenliness could be imagined.

When will we get the new uniform?

## LETTERS TO EDITOR DEPT.

Editor, Totem Times, Sir: I was interested to read your comments in the last issue of the Times concerning the latest stuff from Ottawa about promotions to the rank of Squadron Leader for 200 or so pilots.

While I did not agree with your facetious introduction to the editorial, I appreciated, and sympathized with, the remainder of your remarks. The editorial was apparently well thought out and your ideas were fairly presented. It is, I feel, significant that there were few, if any, statements of disagreement heard by this writer around the base since the editorial appeared. There appeared to be a great deal of support for your ideas from all trades, in fact, which speaks well for your understanding of the effect such a policy

## Surprised Anyone?

It might come as a surprise but not much of one, that a Soccer referee has admitted certain official calls he makes are due to the presence of the TV cameras. A referee who handled a National Professional Soccer League game in Toronto recently has confessed that 11 of 21 fouls he called were phony, entirely for the benefit of the TV network. The referee said that he wore a radio receiver on his back that gave out with three beeps when the producer wanted a stoppage in play to insert yet another commercial. There was even a backup radio carried by one of the linesmen in case the primary went on the hummer.

The shocking part of the whole revelation is simply the lack of reaction it will generate. People are becoming immune to discoveries of this sort; phony laugh tracks, rigged quiz shows, and live singing that has been hours in the electronic doctoring room before the performer mouths the words. As usual, John Q. Public, who thought he was paying for tickets to see a soccer game, is robbed.

EVOLUTION

The television network involved in the Soccer story above is the same network that telecast several NHL games last season. CBS also happens to own the New York Yankees, a once powerful baseball team. Perhaps there is no coincidence in the phony officiating, the "live" hockey game run three hours late or the official timeouts that be-devil football. Perhaps the CBS network has a plan, a plan to take all the kinks out of sport that don't fit into the TV format.

The National Hockey League is owned by CBS Television and Sports Inc. The league has now been expanded to 40 teams, 38 in the U.S. and two in Canada. All the teams are located in New York City, where all the games are played. Each team "Comes" from a city; Miami Maulers, Kansas Kates, etcetera. There are only two coaches in the league, masters of disguise, who must coach home and Visitor teams in turn. The coaches never "make statements" to reporters, or even punch reporters, all post game remarks are handed out in mimeographed form before the games.

The 60 hockey players in the league like the system, it is nice not to have to travel, but it is hard learning to read the complicated schedule that tells them which team they are playing for each day. Games are played almost continuously, to save on studio costs, and avoid wasted time. There are no paying customers. All games except Stanley Cup Playoffs are telecast with one of 20 standard "applause and boo" tracks. Cup playoff games are given individual sound tracks for the sake of authenticity and realism.

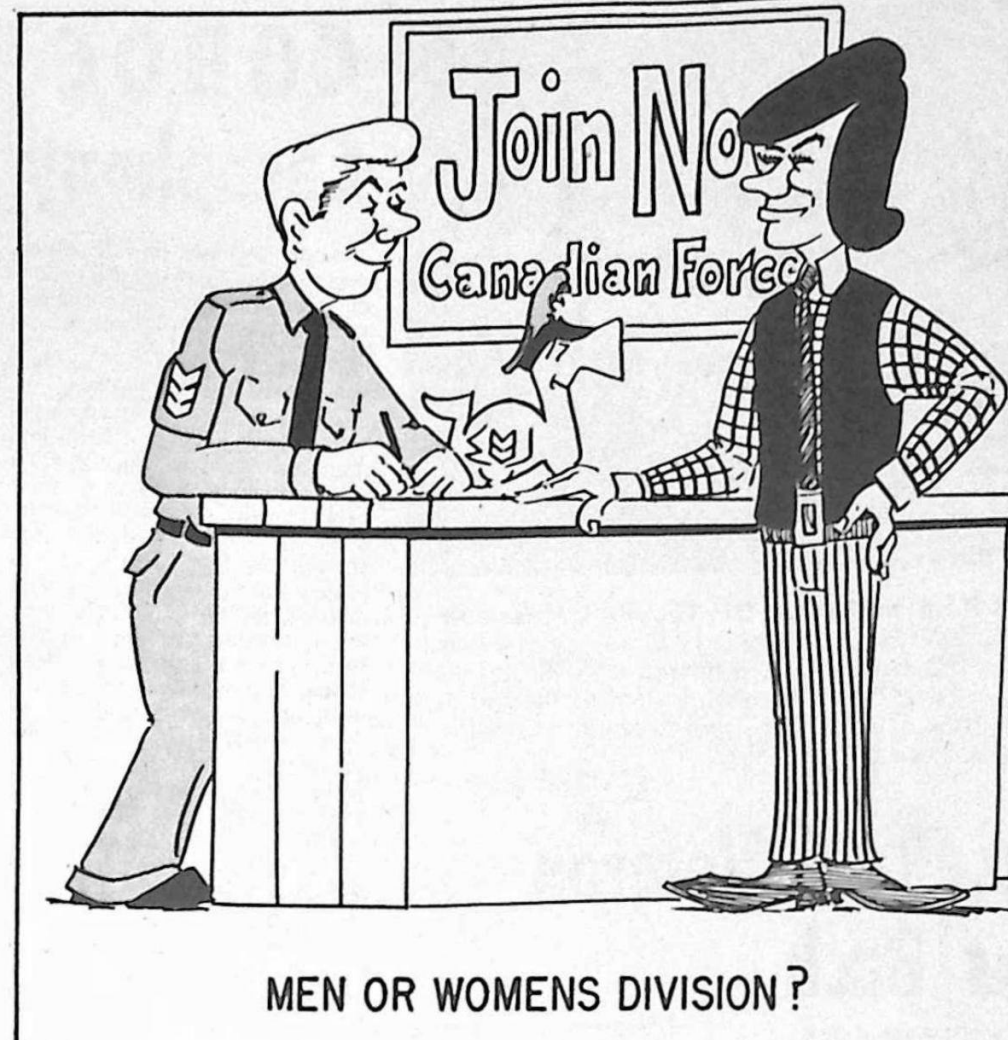
By the end of the 1984 season, in July, CBS hockey had become a 78 billion dollar a year business, and prospects looked even better for 1985. CBS stock boomed when profits were announced for the year. At the annual meeting of the NHL, there was scattered applause when the deal purchasing Canada for a farm team, was announced.

on the different aircrew branches as well as the non-flying trades. In spite of your opening remarks, many pilots seemed in full agreement with your effort.

It could be said that it is not the business of a service newspaper to take such a stand but one wonders how else a view could be given such wide exposure within the service. Certainly visiting senior officers are unlikely to hear much unpalatable news from the rank and file, either during question and answer periods, or at the bar.

Hopefully your remarks will be taken in the spirit they were given and that thought will be given by responsible persons to the responsible expression of opinion.

Name withheld by request



MEN OR WOMENS DIVISION?

## Service Paid Too Much

Word has come from the Bureau of Statistics in Ottawa that the cost of living index has risen sharply during the last month. The rise in the index was the worst for several years, over one and one half points. The increases were seen mostly in luxuries like food and housing. The index now stands just short of 150, the year 1949 being equal to 100.

News about the cost of living index always seems to be bad, particularly to those on fixed incomes. As soon as the Forces get a raise, the cost of living index gets a raise, a better one. One gets a raise, a better one.

There is another way, but it might be a bit more painful. It is alleged by those who should know, that capital punishment is not deterrent to murderers. There are also experts who think that the lash is not an effective deterrent to the would be perpetrators of violent crimes. We suggest that there is no proof that a raise in income is an effective deterrent against poverty.

## Pay Study Dropped

A navigation expert on 409 squadron has withdrawn plans to hold a pay study for navigators. The expert, who spoke off the record, had originally suggested that a pay study on navigators along the lines of the recent pilots' study be instituted.

The pilots' pay study was highly successful, resulting in increased blue chip stock sales and yacht deliveries around RCAF installations. Pilots also basked in the limelight of a Canadian Press dispatch that said "Pilots are specialists, and are to be paid as such."

The pilots' pay study compared Canadian military pilot pay with civil airlines in the United States, and found that Canadian pilots, like seaway workers, were grossly underpaid in comparison to their American counterparts. Slightly over a year ago, the pay rates for pilots were adjusted upward.

409's nav expert had suggested that RCAF navigators might

## Come Full Circle

In the olden days of flying in a warlike manner, the aircraft was originally used as strictly a means of transport. Small two seaters were in existence solely to carry an observer over the enemy lines for reconnaissance.

Clever pilots, (for the standards of those times) saw a chance to reduce the aircraft loading by dropping the observer and doing the spying themselves. Eventually, pilots had the entire role of aerial reconnaissance to themselves, thereby increasing their chances of obtaining gainful employment. The observers of the day went into bread lines or sold life insurance to the pilots.

With technical developments, there seemed hope for observers to get back into the flying pay racket, by learning to operate cameras. Recce had now become photo recce, and there was a shutter to be pressed. Pilots soon came up with an answer to that, automatic cameras. The state of the art has now advanced so that recce films are already processed when the aircraft returns, photo techs and navs returned to the breadlines etc.

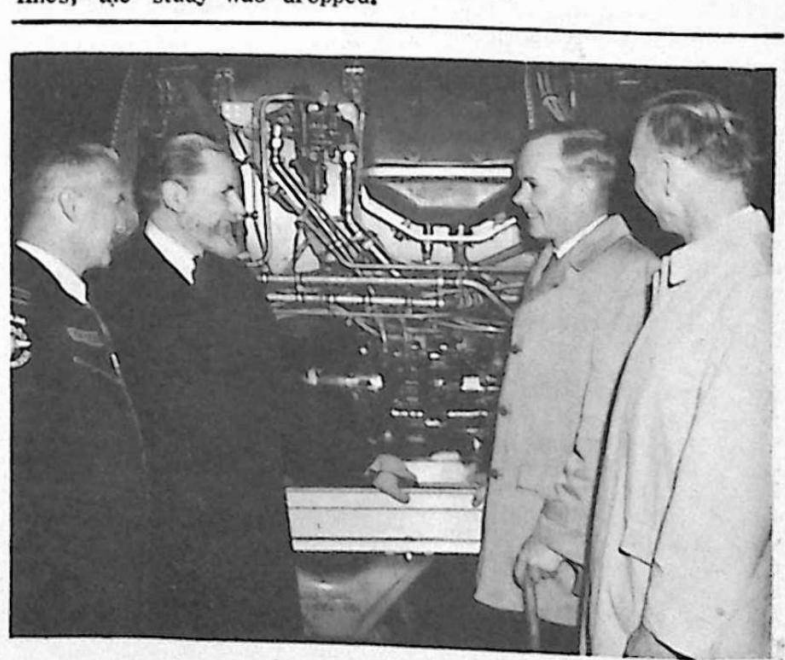
A news release from DPR says that Canada is participating with Great Britain and Germany (West) in the development of a surveillance drone, called the CL89. The drone in fact, is a small aircraft, jet powered, that can fly over enemy territory at subsonic speeds, do the photo recce mission, and return. In the age of moonlandings and rockets, this is not such a startling technological development that it would rate much attention. Those with an eye on the future, or lack of it, for pilots, would see the beginning of the end for the pilot. If the drone can go and return, without benefit of driver airframe, it must have an automatic pilot with a "Takeoff and Land" switch, an innovation that has been suppressed for years by the Air Lines Pilots Association. For the time being, only photo recce squadrons will have aircraft, and no pilots, but the writing is on the wall.

In a final interview, the Times reporter accosted Neptune copilot F/L Dark Brown, F/L Brown is due to become a captain after only 13 years in the right hand seat, and is regarded as a "Comer" around the squadron. Brown admitted that the Neptune already had a very good autopilot that could easily be modified to have a takeoff and land switch. He also admitted that the captain never made any announcements to the crew, "Because they're mostly ROs, and nobody wants to be seen talking to them." Brown does think that there will always be pilots on Neptunes, "Someone has to sign customs forms and find the way back home if the nav gets lost."

benefit from such a comparison pay inquiry too. He took his plan to senior officials and received the go ahead. When it was discovered that RCAF navigators were paid more than those in the Ethiopian Air Force and more even than navigators in service with Trans Arabian Airlines; the study was dropped.

Ashtrays, preferably large ones, should be kept in every room. They should be substantial and made of metal, glass, or some other fire resistant material.

TEEN League March walking Team 1 Mockrid Gordon Shields High a man, 11 158, Hig McKay, dage, 4 S. Smith, luk, 206. The W on Satur Team N Members Schentag, Richards, John Me luk. Thanks many, W and Softl underway. The gi- strict So lows ther land, Cou have two Division tam. The league a team is assisted Epton, Mrs. Val Bowie, Cpl. G. J. Parker Boys' Sof of nine y each a mair



PROFESSORS TOUR

CFB Comox was recently visited by a group of Professors from the Canadian Services College at Royal Roads in Victoria. The group conducted an inspection of the facilities of the base and its squadrons of Royal Roads tour and met several ex-students of the photograph taken during their tour of the 409 Sqn. In the facilities are seen (l. to r.) S/L Gerald W Patterson, the Deputy Commanding Officer of 409 Sqn, Dr. W. Rodney, Mr. E. Chappell and Professor Arthur Izard.

## Poets Corner Wealth

"He who steals my purse, gains naught," Shakespeare was known to say And judging from the one I got The same holds true today.

King Midas had the golden touch Or so the fable told He chanced the flowers, birds and such To plain old, yellow gold.

The Golden Fleece was Jason's quest Mythology says it's true While thus engaged in ardent test He won a girl friend, too.

Ponce de Leon was far more bold Elixer was his game T'was all forgot when he found gold He walked the path of fame.

I too, had ideas when a lad That bubble since has burst "He steals my purse gains naught," We're right back to the first!

Van Buskirk

## TENNIS ANYONE?

Renovation of the base tennis courts is just about completed, and just about any day now, one can expect to hear the air around the courts resound with happy shouts of "Fore," and other such technical talk of this popular racket.

Tennis is a very ancient game that was invented by old Phoenician shepherds to while away the time while the sheep were chasing Hannibal's elephants across the Alps. The original tennis ball was a sheep's skull, and the racket was made from sheep gut, still attached to the sheep. The object was to hit the skull across the elephant ten times

without being stepped on by the elephant. The Phoenician term for tennis, and that is how the sport got its name.

Nowadays, players do not have to worry about being stepped upon by elephants, Hannibal, or anyone else. They just have to worry about how to jump across the net without tripping and fracturing their skulls. As it amounts to the same thing, you can see that the game hasn't changed much over the centuries.

If you still want to play the game, the base tennis courts will soon be completed. "Fore." (Times Photo)





# FUNGUS FEATURES

by mac

YIPEE, HURRAY, THE 24th OF MAY, OUTDOOR NECKIN' STARTS TODAY!



## All Old Airplanes Not in EWU

Scope of the salute June 10 at CFB Rockcliffe to 50 years of military flying in Canada owes much to the National Aeronautical Collection there.

Some of its vintage aircraft will actually fly and its displays of other planes and aviation relics will be a focal point for spectators that Saturday.

The collection came into being in the spring of 1964 when the Department of National Defence and the National Museum of Canada (the latter through two of its components, the Canadian War Museum and National Aviation Museum) pooled their respective holdings of aviation relics to make one large aeronautical collection. It holds, among other artifacts, 53 full-scale aircraft of different types.

The Canadian War Museum has been holding material of this kind for many years and probably its best-known contributions to the National Aeronautical Collection has been its fine group of First World War aircraft, including the fuselage of the Sopwith Snipe with which Major Barker VC fought his epic battle.

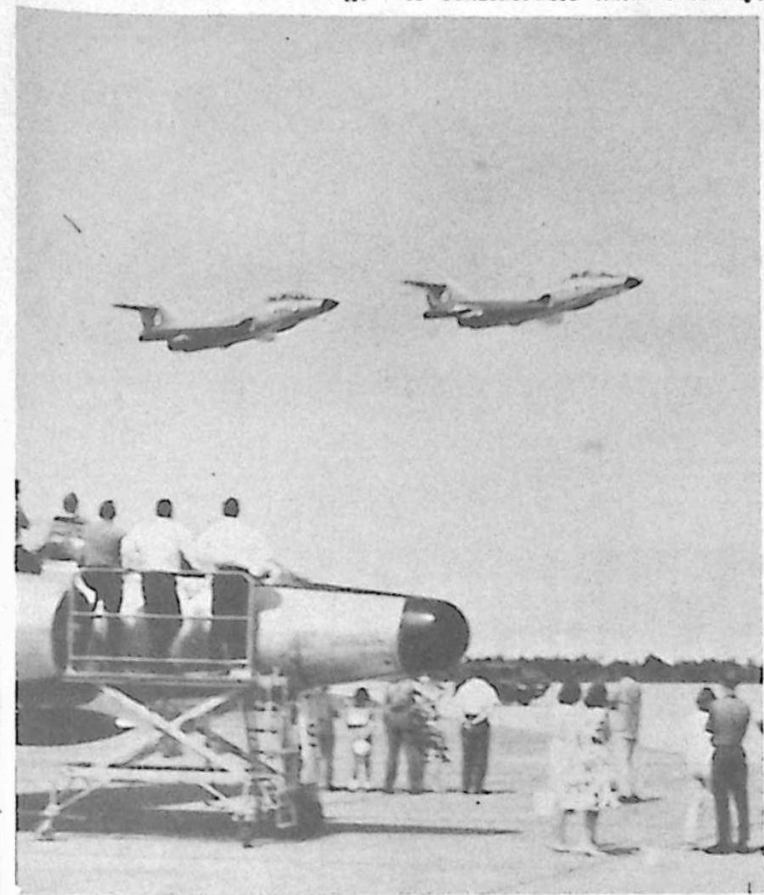
The National Aviation Museum, formed in 1960 to take over the National Research Council's historical aviation material, has been actively collecting aircraft specimens that illustrate the technical side of aviation. One of its best known acquisitions is the Curtiss JN-4 Canuck, which was brought back to Canada from the left of a barn in the United States.

The contribution of the Department of National Defence is based on a group of Second World War aircraft that had been stored since the war and which, beginning in 1960, has been restored and added to as circumstances permitted. Co-operation between the armed forces and the museums had been close for a number of years, but even closer association seems necessary if a truly national aviation collection were to be developed and displayed.

A suitable site for the storage and periodic display of the National Aeronautical Collection

If a person smoking in bed dozes off, and bed clothes catch fire, the chances are he will never know what happened to him, the Association says. In most cases, toxic gases will take their toll before heat or fire awakens the smoker.

was acquired when the cessation of military flying at historic Rockcliffe air station made available three wartime hangars. This spacious, central site has made possible the storage of the aircraft collection in an erected state and permitted a substantial part of it to be displayed to the public in appropriate surroundings in a setting of considerable natural beauty.



## BASE ON DISPLAY JUNE 10

At CFB Comox, and most other military establishments across Canada, June 10 will be Armed Forces Day. The base will be open to the public, and the tax-payers will be able to see just what sort of drain their tax dollars are floating down. Most sections will be busily at work showing the public the mystifying fashion in which they earn their money. There will be static displays of aircraft, trucks, mules, and EWU's new Creep. See your local newspaper for times and events.

— AJ Cooper Photo

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"Och, how can a man think with all that racket?"

Over the years, many people have given their opinions of pipe music, but none so graphically as this Pipe Major as he listens to piper Dave Logan in-

flate his haggis, or whatever it is that produces the agonized sounds.

When the Scots are through tormenting the poor beast, they eat it, piping hot, on Burns' Night, which is how the evening

got its name.

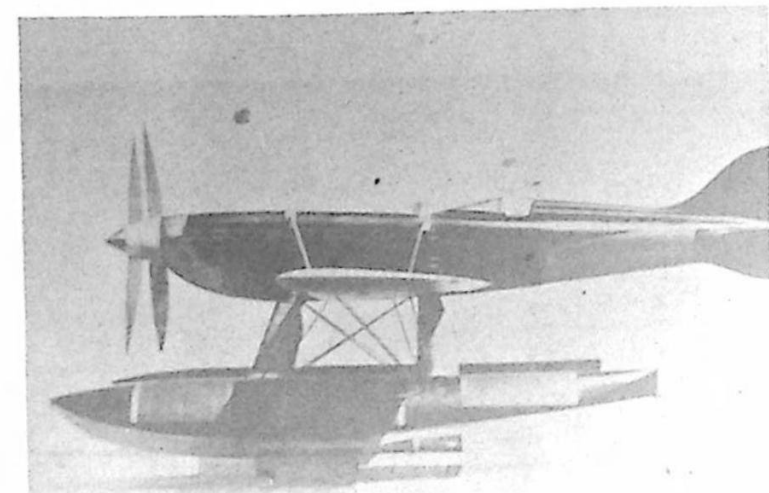
After the haggis is all gone, the pipers slurp Scotch whisky out of the straw-like effort which protrudes from the skin of the haggis. This is the only civilized part of the whole procedure. (WJM photo)



## HEAVE HO ME HARDIES!

World's largest telescope is hauled into place for a peek over the hill by the world's largest admiral. "The admiral likes to get a comprehensive view of the situation," a naval spokesman commented.

— NNS Photo



## Pre' 40 by FLYIN' CHUFF

This sharp looking seaplane, the Macchi-Castoldi 72 was to have been Italy's entry in the Schneider Trophy race of 1931, but misfortune and delays prevented it from taking part and the race was won by Great Britain. However, when it was eventually flying it proved itself by breaking the world air speed record in 1933 with a speed of 423.7 mph, then raising this to 440.6 mph in 1934. Obviously of advanced design with its contra-rotating propellers and clean lines, yet this was a time when open cockpits and bracing wires were still favored. Two sources of information differ about the power plant. One says "a Fiat engine which developed 2800

h.p." The other says "two Fiat engines coupled in tandem totaling 2800 h.p." The positions of the exhaust ports suggest the latter configuration. The light coloured rectangles aft under the fuselage and forward on the port pontoon are surface radiators. High performance and good looks, how typically Italian.

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## CFB COMOX RECREATION

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

## An Open Letter

The Base Entertainment Committee would like to thank those members who helped make the Pacific "Showcase" a successful production, and in particular S/L Cousins and the CE Section, Telecom Ground, and MSE for their full support and co-operation.

A special thanks to the Sgt's Mess for hosting the Pacific Showcase entertainers for supper and to the Officer's Mess for lunch after the show. These services were greatly appreciated and the effort they were dispatched with was much admired.

We have been asked to pass on to you, the personnel of Base Comox, a hearty and warm thanks on behalf of the Pacific Showcase cast, for the excellent hosting received and in particular to the PMC's of the Officer's and Sgt's Mess. Thanks again, for a service well done.

We'd also like to thank the 211 people out of a possible 3000 of Base Comox for attending. The cast admired your enthusiasm and appreciated your pleasing response.

We of the entertainment com-

mittee had earlier asked the personnel of Base Comox to have a little faith in us, and you did, as little as possible. A lot of work went into this show by a lot of people in order to bring to you a worthwhile showcase which we felt you wanted and deserved. All we asked for in return, was an hour and a half of your time and a dollar seventy-five from your pocket. But you couldn't afford either. And DON'T use the excuse it wasn't advertised. We'd much rather you blame us, the Entertainment Committee, for failure to recognize that there is no requirement for entertainment of this calibre at Base Comox.

And yes, of course, we must have failed miserably in other ways too, to have deserved the slap in the face as well as in the pocket that we received.

So it is with much regret and disappointment that we pass this job on to someone else who perhaps can reach you with the type of entertainment you want. Our personal recommendation will be to do away with this part of the Base Recreation Council.

## Rod And Gun Club News

Big news for all fishermen — two boats are to be purchased for rental to Rod and Gun Club members! Very reasonable rates will be charged — 50c per hour or \$5.00 per day; renter buys the gas. A survey being conducted by the club executive as to which boats and motors to purchase and where, should be completed by the time this appears in print. Cartop boats will be bought in order that trailer hitches and associated wiring will not be required. To become eligible to rent an outfit you must first join the club (\$2.00 per year) and answer a short questionnaire regarding boat handling and water safety. So get your membership soon and be ready for the coming salmon season. Watch for flyer on WRO's with further details regarding rental procedures.

The first annual club Steelhead Derby was held during the month of February, and the win-

ner was Cpl GS Smith, 407 Service, with a 12lb. 6oz. (cleaned) fish caught in the Puntledge River. Your trophy is presently being suitably inscribed Smitty!

A ladder type salmon derby is being planned for the months of June, July, and August. Those holding one of the ten positions on the monthly ladders will "fish off" for trophies and prizes in September. In addition monthly winners will each receive a trophy.

Contact any of the following personnel for club membership details: F/L Bob Rivers, 407 Sqn Arm O, Local 402; Cpl Hank Landroche, Fire Hall, Local 250, or Cpl Gerry Lanouette, 407 Armt, Local 448.

Arrangements are also being made with the Clubs and Messes to enable sales of club memberships at each bar. So join the club and enter the derbies — you may win a trophy!

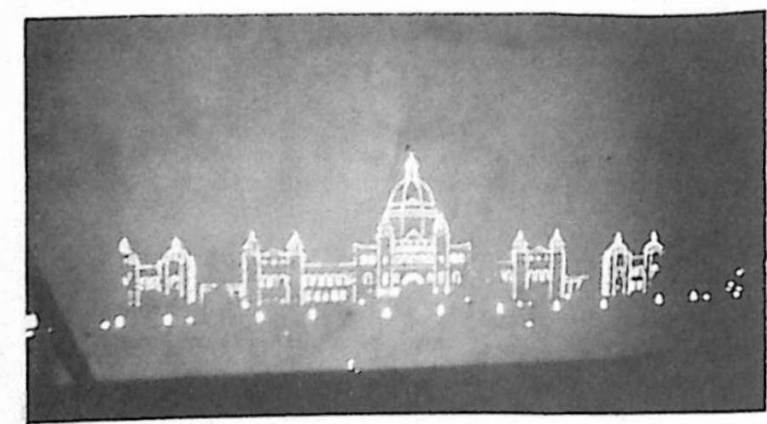
## Camera Club Corner

Fun with a camera is not confined to daylight hours for members of the Camera Club. Jim Tremblay took this night shot of the Parliament buildings in Victoria, on Ektachrome slide film.

The Camera Club plans for Armed Forces Day are well advanced. The display booth will consist of a low counter backed by two 4 by 8 panels of plywood. Some of the club equipment will be displayed on the counter and the panels will hold a print display of some two

dozen pictures. Club members are urged to submit their best 11 by 14 prints to Cpl Tremblay for possible inclusion in the display. All prints are to be mounted. The maximum participation by all members is desirable to ensure a first class display of the members' work.

Actual location of the club booth has not yet been decided upon, but members will be informed as soon as the decision is reached.



## LION NEWS

The B.C. Lions have acquired defensive halfback Gil Petmanis from the Saskatchewan Roughriders in return for tight end Jim Carphin.

Announcement of the trade between the Western Football Conference clubs was made by Lions' head coach Dave Skrien.

Skrien said the trade should benefit both teams, adding that the addition of Petmanis gives the Lions necessary added depth at defensive halfback and flanker.

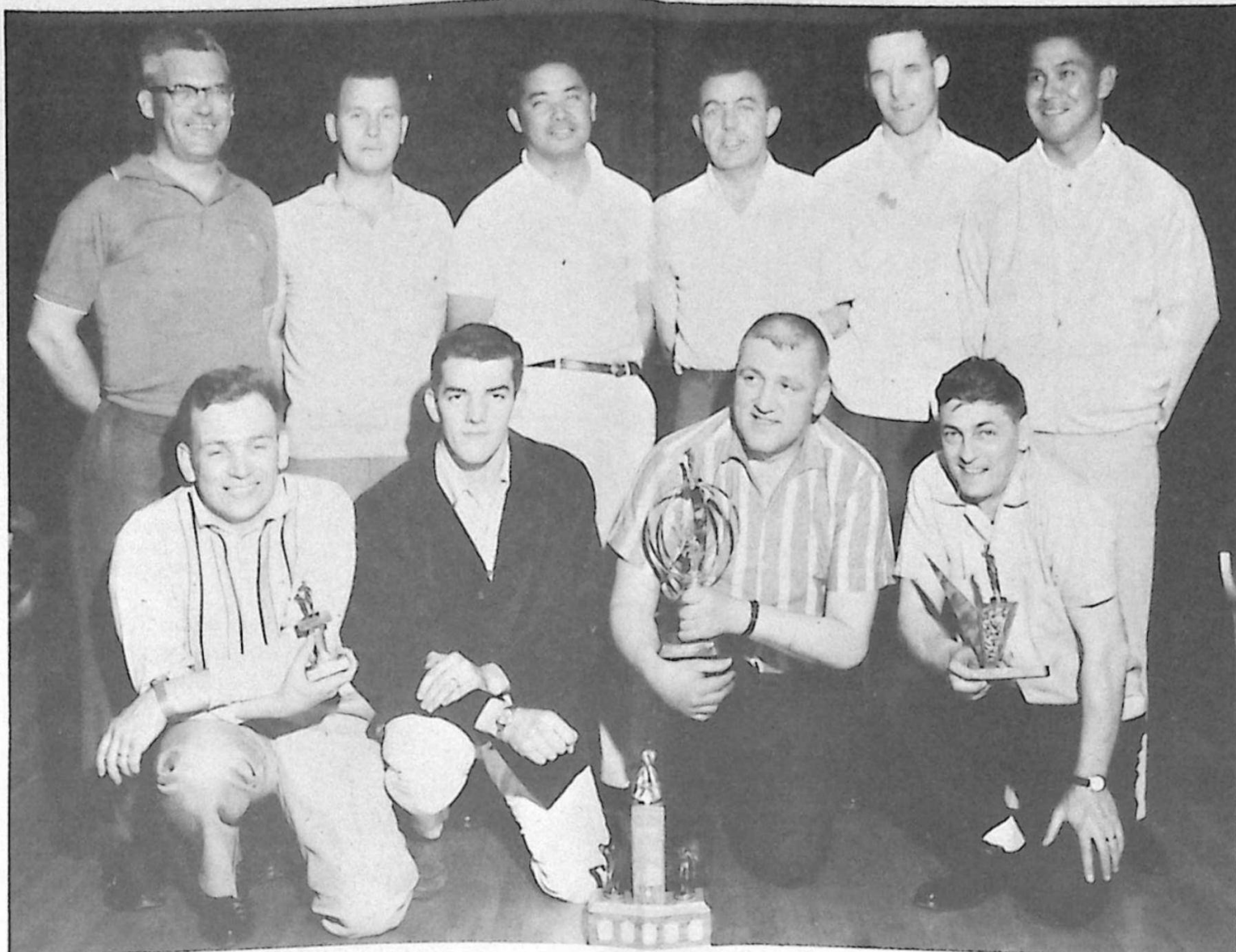
Petmanis, 24, stands six feet and weighs 190 pounds. He was born in Germany and emigrated

to Canada with his family following the Second World War.

He played high school football in the Toronto area and later with Oakville Black Knights of Ontario Senior League. He was the only Canadian with Toronto Rifles of the Continental League in 1965.

Petmanis, who in his career has played offensive end and flanker, saw a great deal of action with the Grey Cup champion Roughriders last season as a defensive halfback. He also did some punting for Saskatchewan and also returned 13 punts for 63 yards.

## BASE BOWLERS WIN THE ORR TROPHY



**THE CHAMPIONS** (from left to right), back row: Vic Makowichuk, Joe Richard, Bob Motokado, John Spiers, Dave Harrison and Ken Ned. Front row: Gary Goodfellow, Pat Johns, Al Hall and Rick Kellow. Missing are Al Gillis and Mike McPhee.



**GARY GOODFELLOW** receives his trophy from Lieut. Tobias.



**LIEUT. TOBIAS** of Esquimalt presents a trophy to Al Hall.



**RICK KELLOW** accepts his trophy from Lieut. Tobias. — DND Photos

For the third successive year CFB Comox has won the Orr Trophy emblematic of Tri-Service (1965 & 1966) and Zone One (1967) bowling supremacy.

The tournament held at CFB Esquimalt was a 10 game roll off of two six man teams per base or station with best five man scores per game counting. CFB Comox averaged 2509 pins per game winning the trophy by 1449 pins. Second place was won by CFB Chilliwack with Stn. Holberg third and CFB Esquimalt

in fourth place.

Besides winning the team Trophy, CFB Comox bowlers walked off with all of the hardware. "Gary" Goodfellow won the high single (321), "Rick" Kellow won the high triple (821) and "Al" Hall won the high average (236).

The remaining Comox team members to participate were Vic Makowichuk, Bob Motokado, Al Gillis, Dave Harrison, John Spiers, Pat Johns, Joe Richard, Ken Ned, and Mike McPhee.

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20 MAY  
BEACH COMBER DECK  
\$1 PER PERSON  
JOHNNY ZAPP & BOB

**TROUT DERBY**  
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ENTRY FEE \$1.00 AT THE FAIR  
EVENING FISH FRY 22nd  
DICK YOUNG & BOB RIZKA CHIEFS

**GOLF TOURNAMENT**  
\$1.00 ENTRY FEE AT SUNNYDALE  
TEE OFF 12-1 O'CLOCK

**PLATTER PARTY**  
27 MAY  
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**BINGO**  
WED 31st

**COMBO NIGHT**  
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# WATER SAFETY AND YOU

If you are a swimmer, beach lounge, fisherman, water skier, or boating enthusiast, Water Safety is something you should practice and preach. It could save your life, or the lives of your family or friends. Each summer we all hear or read tragic accounts of drownings and accidental deaths that could in most cases have been prevented had those involved used common sense. What is Water Safety?—simply common sense.

For the swimmers — if you are an average "joe" who takes his family to the beach a few times during the summer season, remember, you're not Johnny Weismuller, so don't show off and swim out to sea until you're tired, then try to swim back. People do it every year — some drown. Realize your limitations, do your swimming parallel to the beach, in a reasonable depth, then you'll be able to touch bottom when the fuel runs out. Keep an eye on the children at all times while on the beach. Remember kids love to "take a chance".

"Take a chance" — a familiar expression, but we all do it at one time or another. How about the steelhead fisherman who, confident in his chest waders, heads across the river intent on getting within casting range of that red hot steelhead lie? Ten

minutes later, a quarter mile downstream and on the bank if he's lucky, he realized he had taken one chance too many. Is it worth it? Steelhead are beautiful fish, but there are lots of them in our streams, and they're not worth risking your life for! So for the stream fisherman — use common sense at all times and enjoy your favorite pastime longer.

If you are a fisherman, of any type, you should know how to swim. Take the time to learn, it may save your life some day, and maybe the lives of your wife and kids too. An adult can learn to swim adequately in half a dozen lessons, and children can learn at a very early age.

For the boating enthusiast, including you salmon fishermen who practically live on the saltchuck all summer, the subject of water safety becomes a bit more involved. As the owner of a boat, of any size, be it powered by oars, a 1.5 h.p. Seagull or 100 h.p. Johnson, the responsibilities are the same. Learn the seagoing "Rules of the Road". The DOT publication "Safety Afloat" reissued each year should be seriously studied and assimilated. This booklet is available at the local Customs office and most Sporting Goods outlets. The required safety equipment for boat owners is

listed in "Safety Afloat" for all categories of boats. For the average salmon fisherman with a boat under 18 ft. in length the following items are a must — one DOT approved life jacket or life saving cushion for each passenger, a pair of oars or paddles, and a balling can or manual balling pump. These items are required by law, so don't take a chance, you may well be inspected soon. If you have an inboard motor boat, you must carry one Class B fire extinguisher as well (5 lb CO<sub>2</sub> or 2 lb. Dry Chemical). This requirement applies if you have a permanently installed gas tank for your outboard also.

Regarding the Rules of the Road for mariners, the basic rules are:

- a. You must give the right of way to another vessel approaching on your starboard (right) side,

- b. A power boat must yield right of way to a vessel under sail,

- c. A vessel overtaking another must keep clear, and

- d. If two power boats are meeting head on, each must turn to starboard.

Although not included in the safety equipment requirements for small vessels (under 18 ft.), some type of marine distress signals are a worthwhile addition to your kit. Several types are available locally, one of which, similar

to the old railroad flare, is produced with a wooden handle specifically for marine use. A package of these flares could come in very handy if you find yourself drifting along at dusk with a U/S motor.

One precaution worth taking is to let your wife, a neighbor, or the AFP's know your destination and estimated time of return, then if you fail to appear within a reasonable time, other people, beside yourself, are concerned! If you make such arrangements however, don't forget to check in on your return, you may trigger off a futile search if you don't.

All boaters and fishermen should become familiar with the local weather patterns; listen to the Marine weather forecasts periodically, pay heed to "small craft warnings". In general, the local weather improves with the spring/summer season, however, May can provide some pretty hefty winds, which spring up very quickly, June and July see a slackening off of the prevailing winds, and August to mid September are usually the best in this regard with calm weather prevailing. In the latter part of September and in October the south easterly pick up, and its time to try the lakes for trout! Again the old standby — use common sense. Its no fun to be four

miles out on the saltchuck when the sea gets angry. A fishing jaunt can turn into a real survival exercise in quick time under such conditions. Small boat operators should always be on the lookout for swimmers; and in this regard if you see a red flag with a diagonal white stripe displayed on a boat or buoy be particularly alert for scuba divers. While most scuba divers will be aware of your presence, you may not spot them until its too late. If you do see a boat or buoy displaying their flag proceed with extra caution until well out of the area.

You will notice several types of marine markers and buoys in local waters; the Bell Buoy (red), a red Spar buoy, a red Nun or cone buoy, and a black can buoy, all situated along the approaches to Comox harbour. All red buoys are meant to be kept on your starboard side when entering a harbour, bay, or inlet; and all black buoys on your port side. When leaving a harbour the reverse is true, red to port, black to starboard.

The hazard being marked between the Bell Buoy and Comox Harbour, is the huge shallow water Kelp bed, and any sizeable vessel must respect the buoys. Small boats can navigate the Kelp bed, even at low tide, but care should be exercised, and speed reduced, in the inter-

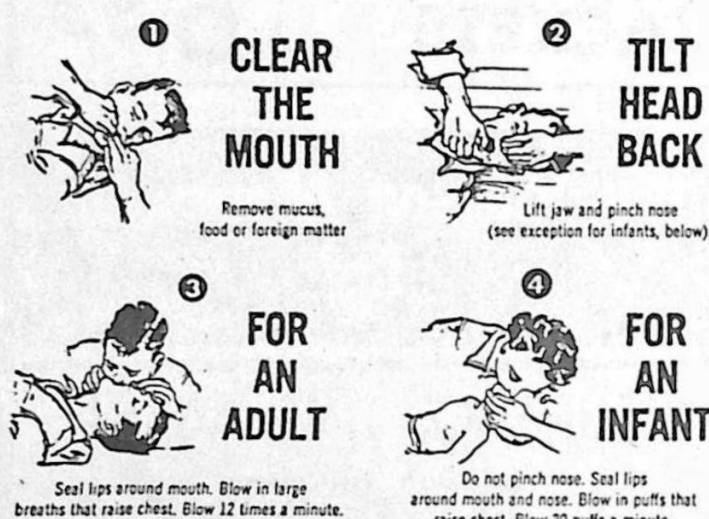
ests of safety. The black can buoy at Gartley Point, opposite the Comox Spit, marks shallow water, again a low tide hazard for small boats.

Nautical charts covering local waters, showing water depths and other features, may be purchased at most local Sporting Goods stores. These charts are recommended study material for all boaters.

All water enthusiasts, swimmers and boaters alike, should become familiar with at least one type of artificial resuscitation. The Holger-Nelson method of artificial respiration and the relatively new Mouth to Mouth method of resuscitation are both highly recommended. It is suggested they both be studied, you may find yourself in a position to save someone's life some day. If you are in this position just remember to carry on until professional help arrives. Sometimes up to eight or more hours effort have saved a life. Don't stop too soon! It is recommended the accompanying illustrations be clipped and kept in your tackle box for reference if required.

Remember your responsibilities to your family, your fishing buddies, and your fellow citizens; be safety conscious, and enjoy a good summer on the beaches, lakes, streams, and saltchuck. Tight lines, and hope you are all around come fall!

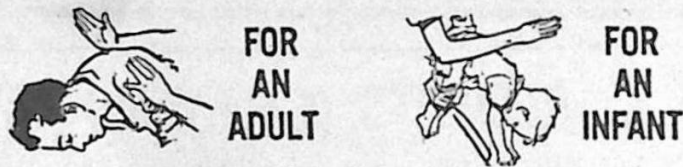
## ARTIFICIAL RESPIRATION MOUTH TO MOUTH METHOD



### THROAT OBSTRUCTION

This is indicated by gurgling, failure of chest to rise with blowing, or absence of exhalation after blowing.

Position victim with head down; slap between shoulder blades.



## DROWN NOW AVOID SUMMER RUSH

### SOCCKER STANDINGS

Team	P	W	L	T	Pts.
407 Demons	1	1	0	0	2
Safety Systems	1	1	0	0	2
Real Madrid	1	0	0	1	1
409	1	0	0	1	1
121	1	0	0	1	1
CEGFH	1	0	1	0	1
Celtic	1	0	1	0	0
Rangers	1	0	1	0	0

## DEPENDENTS DOINGS

TEEN TOWN completed its League Bowling on Saturday, March 25 with Team No. 4 walking off as League champs. Team bowlers included Doug Mockridge, Gloria Grandage, Gordon Allsopp, Steve Wirt, Marg Shields and Ian Bowie.

High average — boy, Alf Cashman, 187; girl, Marg Shields, 158. High triple — boy, Derek McKay, 771; girl, Gloria Grandage, 470. High single — boy, S. Smith, 312; girl, Sharon Rawluk, 206.

The Wire Bowling Playoffs ran on Saturday, April 1 and 15. Team No. 3 took the honors. Members of this team are Tim Schentag, Tony Carrigan, Dave Richards, Stewart McCulloch, John McLeod and Sharon Rawluk.

Thanks to the assistance of many, Wallace Gardens Baseball and Softball Leagues are well underway.

The girls are in a local District Softball League which allows them to travel to Cumberland, Courtenay and Comox. We have two teams in the Midget Division and one in the Bantam. The co-ordinator of the league and also coach of one team is F/O J. Byrne. He is assisted by AC G. Taylor, LAC Epton, Mrs. Jo Diebert and Mrs. Val Bowie.

Cpl. G. Smith along with F/L J. Parker are looking after the Boys' Softball. The two teams of nine year olds play against each other and seem to be having a marvelous time.

The Juvenile "B" baseball team is off to a roaring start. They have played and won three games. Cpl. O. Bourchier is the co-ordinator and is doing a fine job. The coaches are Derek McKay and LAC Jay Eltom.

The Pee Wee teams are playing in their own league with Comox entering four teams. They are under the direction of F/L Mayne who is the president of the league. Our teams are the Blackhaws, coached by Cpl. D. Cook, Cpl. M. McPhee and Sgt. Potvin; Gladiators coached by Cpl. J. Miles and Cpl. L. Anderson; Comets coached by Cpl. Hewitt; Spartans coached by Cpl. G. Salt and Cpl. Lattimore.

As of Thursday, May 11, the team standings are:

	W	L	T	Pts.
Angels	3	0	1	7
Cougars	3	0	1	7
Comets	3	1	0	6
Dodgers	2	1	1	5
Spartans	1	2	1	3

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The DO's and DON'T's following summarize the overall Water Safety situation:

## DO

DO — Learn to swim. Swim or wade only where you are familiar with depth and bottom condition.

Teach your children to swim. Use the buddy system, don't swim alone.

Head for the closest landing point when a storm threatens and avoid the temptation to buck it.

Make sure your boat is seaworthy. Observe the regulations regarding the presence of life saving equipment — use only that stamped or labelled "Approved" by DOT.

Assist any boat in distress. Slow down when making sharp turns, or in rough weather.

Slow down when passing row boats and canoes. Respect your boat and know its limitations.

Try out your life jacket while at the beach some day, ensure you are familiar with its flotation characteristics.

Stay with your boat if it capsizes.

sizes, hold on till you are picked up. Use common sense at all times on the water.

## DON'T

DON'T — Operate your boat near swimmers or divers, they are hard to see in the water.

Stand up in a small boat, if necessary to change seats, crouch low and hold on to both gunwales, keeping your weight on the boat's centerline.

Mix liquor and boating. Engage in horseplay in the water. Use a leaky or poorly built boat.

Cruise fast enough to create a dangerous swell when near small boats.

Leave your tiller or steering wheel unattended, especially in harbours or narrow channels.

Wait until the last minute to signify your intentions of obeying the Rules of the Road.

DON'T — Swim for shore if your boat capsizes. Be a show-off.

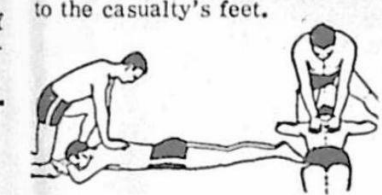
## The Holger-Nelson Method Of Artificial Respiration

Lay the victim in the prone position and place his hands, one over the other, under his forehead. To ensure that the air passages are straight tilt the head and chin upward by putting folded clothing or a heap of earth or sand under the victim's hands. The nose and mouth must be unobstructed.

Position of the operator — Place one knee with the inner side in line with the casualty's cheek, six to twelve inches from the top of his head. Place the other

foot with the heel in line with the casualty's elbow. Place the hands on the casualty's back with the heel of the hands on the lower part of the shoulder blades, the thumbs alongside the spine, and the fingers pointing to the casualty's feet.

Once every three months, a member of the local fire department should accompany the custodian and the member of the faculty on the inspection tour.



## Sr. NCO's Wives Club

The 94th meeting of the Sr. NCO Wives' Club was held on May 8th, 1967 in the Sr. NCO Lounge with President Jean Hall presiding.

New member welcomed was Mrs. Lee Woods. Guest was Mrs. Diane Smyth of Winnipeg.

The president stated that it would not be possible to hold the smorgasbord on June 17 as previously advised. Date was changed to June 10th. Members were advised to pick up their tickets as soon as possible.

Winners of the spring hat contest were: Lola Wile, Betty Carson, Mona Collier.

Several hands of whist were played following the contest. The

winners were: high score, Hil-da Peterson. Low score, Joan Brown.

It was decided that a Pot Luck Supper would be held for the September meeting.

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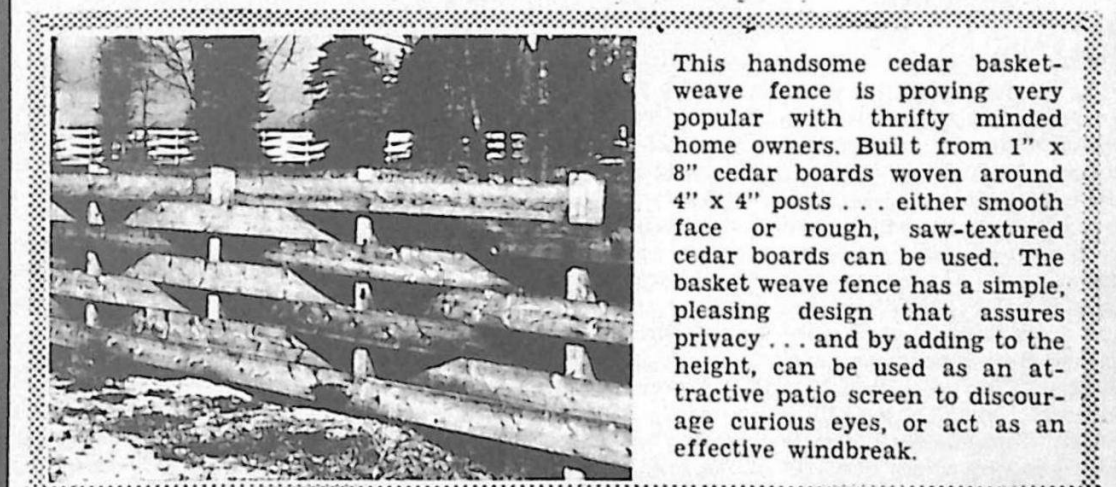
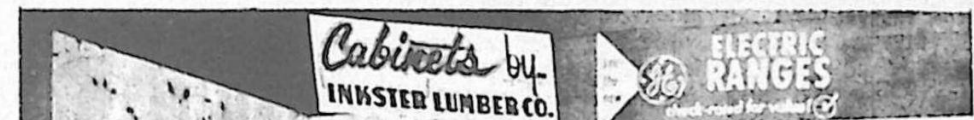
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339-2469 — Stanley Silke



This handsome cedar basket-weave fence is proving very popular with thrifty minded home owners. Built from 1" x 8" cedar boards woven around 4" x 4" posts... either smooth face or rough, saw-textured cedar boards can be used. The basket weave fence has a simple, pleasing design that assures privacy... and by adding to the height, can be used as an attractive patio screen to discourage curious eyes, or act as an effective windbreak.

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## Around the Council Rock

I must apologize for not having this column out in the last few issues, but on looking back, we find that a great deal has been done within the Packs. Ray Laflamme took Red Pack to Denman Island for a day out. The Venturers spent a couple of nights on Tree Island. The Scouts also spent last weekend at the Oyster Bowl on the Oyster River, preparing for the Camporee coming up on May 20, 21 and 22, where we all hope to see some 200 Scouts from this district and the Discovery Passage district for this annual Scouting get-together, under the direction of District Commissioner Bob Sibbert, and District Scoutmaster Pete Mugford, not to mention some 15 other Scouters.

We have also had two boys from our Scout Troop selected to go to Jamborees. Craig Forster was selected to go to the 12th World Jamboree, 1 - 9 August at Farragut State Park, about 20 miles south of Sandpoint, Idaho. The Jamboree commemorates the experimental camp which Baden-Powell conducted with 22 boys on Brownsea Island, July 30 - August 10, 1907. The theme is "For Friendship," an excellent motto with Scouts from nearly 100 countries all over the world.

Brian Forster was selected to go to the Alberta Jamboree July 15 to 22 at Sylvan Lake, about 15 miles NW of Red Deer.

Away from Scouts and back to the makers of Scouts (cubs and their pockets full of snakes, snails and frogs). How many mothers have fished some unfortunate snake out of the washer lately? The little bundles of energy from Grey Pack have passed some 40 proficiency badges and a great deal of work towards their stars. One boy

has passed his Blue star, and nearly all have their House Orderly Badge, thanks to the co-operation of the mothers. The RCMP visited us April 4th with a film on Bicycle Safety. On April 11 DOT were our hosts on a tour of their radio station.

We are sorry to say goodbye to Ron Lang, our ACM, who left us April 7 for Montreal and a new life out of the RCAF, but not out of Scouting, we hope.

We of Grey Pack were also pleased to see Bobby Svendsen of Grey Pack; Guy Dunbar and Gary Ouellette of Red Pack go up to Scouts in a ceremony held in the Scout Hall, 1900 hrs., 15 May by Scouters Doug Barnett, Abe Cloutier, and yours truly Bill Andrews. Neil Forster (the longfellow of our group) also the Cubmaster of Blue Pack would like to take the next few lines to say his boys are coming along very well in spite of all his night work for 409, and Doug Mockridge's studies. Four boys have passed proficiency badges so far this month, and the boys of Blue Pack visited Grey Pack the night of May 4 to see the film and hear the talk given by Const. Hawks of the RCMP.

We of the Packs are looking forward to the Cuboree to be held June 3 from 1300 to 1700 hrs. at Lewis Park, Courtenay, under the direction of District Cubmaster Mac Carswell. All parents and interested people are welcome. Please come and see what your Cubs are doing. Grey Pack is collecting egg cartons. Please save yours and a call to 339-2700 will relieve you of them.

So much for Scouting this week. See you in the next issue.

## Bake Sale Success

The Protestant Ladies Guild report that the Coffee Party and Bake Sale held May 2nd in the Protestant Chapel was a great success. Nearly \$200.00 was realized and this amount is being used in aid of the Beaufort School and the Guild Centennial Project - a children's surgery at the Christian Medical College Hospital in Vellore, South India.

Many thanks are due to those kind ladies who donated to the Bake Sale and the Sewing Table. Thanks also to Mrs. Lil Lefco for arranging the display of handicraft made by the Handicapped and to all those who helped in any way with this event. The kind response of the public who patronized the coffee party and made it such a worthwhile venture is also very much appreciated.

## Toast Mistress Club

The regular meeting of the Cocoro Toastmistress Club was held on Wednesday, May 10th, at the Lazo W.I. Hall with 18 members and two guests present. The meeting was opened with the oath of allegiance led by Marge Hamlyn. Sally Hughes gave the Inspirational Thought. President Lynn Clark welcomed all members and the two guests were introduced. They were Mrs. Gall O'Connor and Mrs. Olive Bartsch. Topicmistress, Dorris Reddington gave a very interesting talk on wigs. Some very different views were expressed by the impromptu speakers called. During the business meeting, by-laws and standing rules for the club were read and adopted.

Eileen Jackson was adopted to head the committee for our Charter Day plans, which we hope to have sometime in June.

A nominating committee was selected to produce a slate of candidates for the coming year. This slate is to be presented at our next meeting.

Toastmistress for the program was Sue Hickey. She introduced the three main speakers. They were: Ina Bennett who spoke on "The decade preceding Centennial or my contribution to the population explosion". Dora Strain who titled her speech "My first sight of Vancouver Island" and Lily Perrin, whose speech was "What you can do with bottles". Bette Mason acted as grammarian. Member critics for the speakers were Lynn Clark and Avril Mayne. Marge Hamlyn thanked the toastmistress.

FOR YOUR CLOTHING NEEDS  
See  
BILL RICKSON'S MENSWEAR

## Fashion News

WHEN COAT'S PLAY short-stop, their team-mates carry the ball in the same fabric. Sew a beige beauty - tunic-coated to mid thigh, muffled with fake fur and a swing of skirt to follow suit. Top-stitch the important seams and button-up with leather.

A swagging pair with double the dash to sew yourself. Don't forget your beige ribbed stockings!

ACCENT THE POSITIVE. A tiny waist deserves a bit of fit or a smart belt to show it off. slender hips love slim styling and low-slung belts. Short swinging skirts and hemline accents of braid, pleats or bands focus attention on shapely legs. Frame a pretty face with important collars, scarves or jewellery.

A TWIST of clinging crepe, a ruffle of delicate lace, a luscious curve of velvet, a sliver of refined tweed - a romantic and mysterious, a touch of old-world femininity to chase away the harsh go-go look. This is the way Balenciaga feels about Spring. Hurray for Balenciaga!

CAN YOU CROCHET? Lucky you! The lacy hand-worked look is important this Spring. Crochet a dainty scallop to edge the neck and cuffs of your new lemon-yellow suit; whip up a see-through top the colour of eggshells to play partner with your Roman-striped long skirt; fashion a shift of frosty white and line with lavender to peek from beneath. If you can't crochet, choose from fabulous fabrics by-the-yard with the crocheted look, bonded for easy sewing.

HEM MARKERS in a new longer length are now available for marking the shorter skirts of today.

TIES FOR TWO. Sew him a tie for a special occasion and make one for yourself to match. Use a commercial pattern or make your own from an old tie. You'll need about 1/2 yard of 36-inch wide fabric for each tie. When finished, slide a cardboard strip between the two layers of fabric and press over a press cloth. This prevents seam-marks on the right side. Make it mad, mod or madness - string skinny or short and fat.

## Fire Drill Urged As Highlight Of Spring Clean-Up

Spring Clean-Up Week, which serves the dual purpose of brightening your home and getting rid of fire hazards, is also a good time to hold a fire drill if your family has not done so recently, the Canadian Underwriters' Association recommended today.

## VAN's Verbality

By WOI J. W. VAN BUSKIRK  
ALAS AND ALACK!

Do you ever close your eyes in reverie and pretend that you are someone you are not, or that things are different than they are? It's sort of silly but not unlike riding a broomstick horse as a tad. It's not hard to play make believe. Along about 7 a.m. just before the alarm goes, when you are lying there contemplating what the Fates have in store for you for the day, pretend that you don't have to get up. Only for a few minutes, mind you, because you do! Allow a few, silly, idle, pleasant thoughts to scamper through your mind. Pretend you're back in Hawaii, or better still, never left.

Remember those few lines of Frank Stanton: This world that we're a-living in is might hard to beat; You get a thorn with every rose But aint the roses sweet?

The little woman has gone to Ontario for a few weeks vacation. It doesn't pay to have money. That sounds like a paradoxical remark because you do pay if you have money. The house is lonely as a tomb, no one to fight with, hurl barbed insults at or even to apologize to, afterwards. That old adage about never missing the water until the well runs dry is certainly true.

I reminisce over the first stanza of Sam Walter Foss's, "The Ideal Husband and his Wife". You remember him! He wrote "Let me sit in My House by the Side of the Road". Well, the stanza I want to tell you about goes like this:

We've lived for forty years dear wife  
And walked together side by side  
And you today are just as dear  
As when you were my bride

I've tried to make life glad for you,  
One long, sweet honeymoon of joy,  
A dream of marital content  
Without the least alloy  
I've smoothed all boulders  
from your path  
That we in peace might toll along  
By always hastening to admit  
That I was right and you were wrong.

Some things in life change but the basics are always the same. You heard this story:

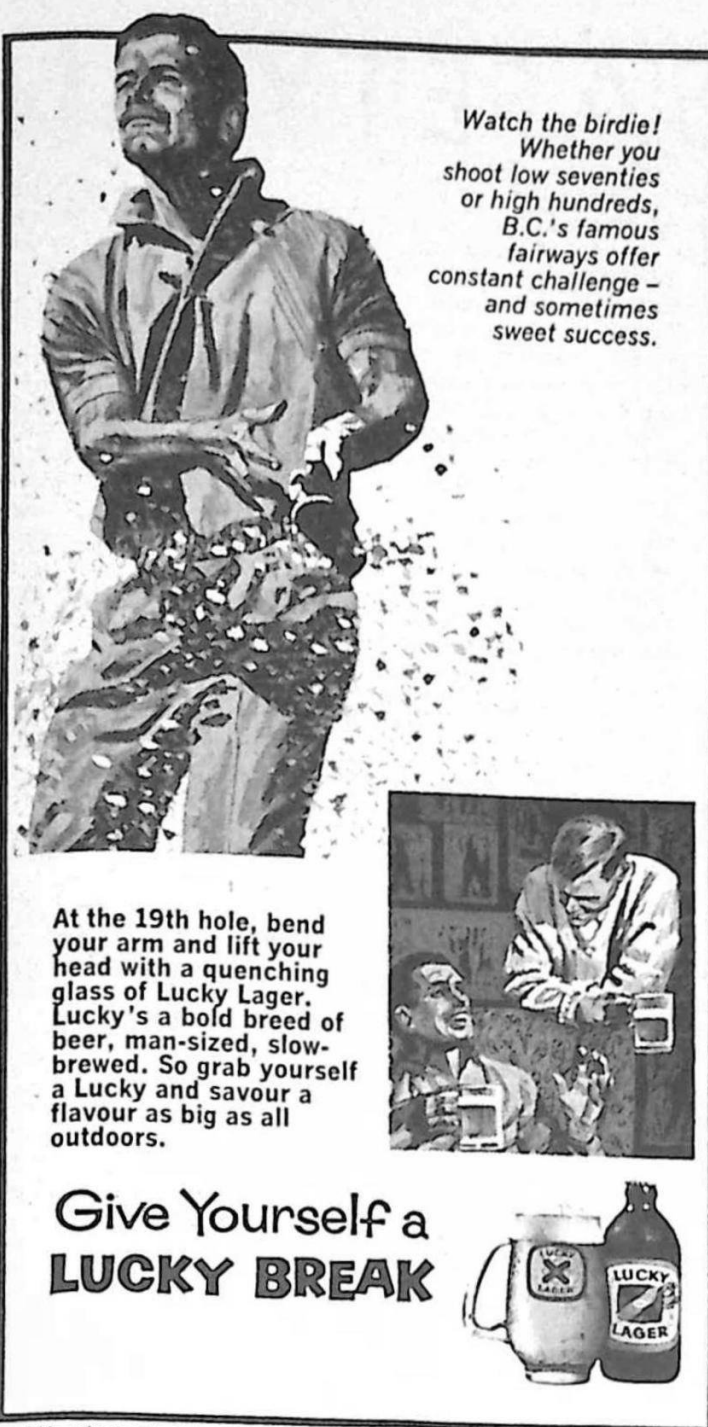
"When I was your age, young lady," her mother said sternly, "a nice girl didn't think of holding a man's hand." "But mother," the daughter protested, "nowadays a nice girl has to hold a man's hand." Yeah! Basics never change. Take the professor who rapped on his desk and shouted: "Gentlemen - order!" The entire class yelled: "Beer!"

Spring has avalanched her full power on us again. Rays of sunlight probing everywhere stirring up life wherever they touch. Lawn mowers clacking away at a furious rate on Sunday mornings and people smiling as though they have some inner secret, amusing and worthwhile.

I always forget whether to use 5-5-10 fertilizer to perk up the lawn or 10-10-5. Guess it doesn't make much difference.

People who use sarcasm deserve to get a rector, so we liked the story of the father who was wheeling his new son's pram. He was asked by a passer-by, "that your baby?" "No," said the father facetiously, "I borrowed it from the neighbor." "Himmm", replied the other, taking a closer look, "ugly little beast, isn't he?"

How about that!



Watch the birdie!  
Whether you shoot low seventies or high hundreds, B.C.'s famous fairways offer constant challenge - and sometimes sweet success.

At the 19th hole, bend your arm and lift your head with a quenching glass of Lucky Lager. Lucky's a bold breed of beer, man-sized, slow-brewed. So grab yourself a Lucky and savour a flavour as big as all outdoors.

Give Yourself a  
**LUCKY BREAK**

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## STATION THEATRE

Thursday, 18 May

### STRAIT JACKET

Joan Crawford  
Ann Helm

Saturday, 20 May

### RIDE BEYOND VENGEANCE

Chuck Connors  
James MacArthur

Sunday, 21 May

### YOU MUST BE JOKING

J. R. Justice  
Leslie Phillips

Thursday, 25 May

### BACKFIRE

Gert Frabe  
Jean Seberg

Saturday, 27 May

### BALLAD OF A GUNFIGHTER

Marty Robins  
Joyce Reid

Sunday, 28 May

### 1000 CLOWNS

Mike Balsam  
Jason Robards

Saturday, 20 May

### RIDE BEYOND VENGEANCE

James MacArthur  
Chuck Connors

Saturday, 27 May

### THE OUTLAWS IS COMING

3 Stooges  
Nancy Kovack

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1964 Ford  
A real clean car. V-8, auto. Radio. Excellent. This week **\$1995**

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A rare find. 390 V-8, auto. P.S., P.B. Radio. Blue and white. **\$2295**

1967 CORTINA  
Canada's rally champ. Come in and test drive this winner

1964 Anglia  
Economy champ. White and blue stripe. An ideal car for the wife **\$1095**

1964 Falcon  
A very clean unit. 6-cylinder, standard. Radio. Color: Turquoise.

1965 Volkswagen 1500  
For those who want economy and comfort. Rdo. Forest green. **\$1895**

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Koratron - Fortrel and Cotton Full Cut With Cuff Semi-Slim With No Cuff

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Smart duplex, 2 BR's each side, live in one side and rent the other for \$105.00. FF \$23,000. Down payment as little as \$3,000.

Exclusive - Attractive 4-BR home, 2 baths, sundeck, concrete drive, nicely landscaped. \$19,500.00. Terms.

4 BR older house on 3 city lots. FF \$7,000, \$3,800 down. Lots of possibilities here.

Well designed, excellent quality, 3 BR home, 2 fireplaces, 2 full baths, large fully landscaped lot, \$21,500, terms.

### COMOX:

Exclusive - Near new 3-BR view home, fireplace, w/w carpet, 1 1/2 baths, basement garage, \$22,000, \$3,000 down.

Exclusive - Spacious 4 BR home on quiet street, fireplace, den, carport. Good value at \$15,500, easy terms.

Smart 3-BR home, fireplace, rumpus room, \$21,000, terms. SURROUNDING AREA: New 3 BR home on large Mission Hill lot. FF \$14,400 - \$1,500 handles.

Exclusive - Bright 2-BR home on 1 acre, 5 minutes from town. \$8,500, \$2,500 down, balance \$75.00 per month.

2 BR home on 1 acre. Anderton Rd. north of Ryan, needs renovating - \$7,000, \$1,000 down.

### LOTS:

Waterfront at Millards Beach, Seal Bay, Shelter Point, Seaciff Park. 80' lot on Oyster River. Good selection residential lots.

### FARMS:

100 acres - partially cleared - good 2 BR home. 165 acres - 40 cleared. 40 acres - 9 cleared - some timber. 134 acres - excellent soil - 90 cleared and seeded to oats.

### SPECIAL:

Exclusive - Comfortable boarding home for senior citizens on large waterfront lot 8 miles south of Campbell River. Fully furnished and equipped. Showing good returns and ment.

### MORTGAGE MONEY:

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Hal Helgason - 339-2178  
Gordon Vilven - 339-2485

Cy Goodwin - 334-3618  
Dick Farrington - 339-2443

## JIM'S GEMS

CARD READING. Combining accurate card reading with counting often provides valuable clues for the defense. Careful examination of the evidence provided East with the opportunity to defeat the contract on this hand:

NORTH  
S 10 8 6 2  
H K 6 5  
D Q 5  
C A J 7 6

WEST  
S J 7 4 3  
H Q 7 4 2  
D 9 6 3 2  
C 8

EAST  
S A Q 9 5  
H J 10  
D A 8 7  
C Q 5 4 3

### Bidding:

NORTH  
IS  
2NT  
Pass  
Pass  
Pass

EAST  
Pass  
Pass  
Pass  
Pass

SOUTH  
IC  
INT  
3NT

West leads the deuce of Hearts and East's 10 loses to Declarer's Ace. A club is led to Dummy's Ace, and the Jack Finessed, West discarding the two of Diamonds. The Queen of Diamonds is taken by East, and he reviews the situation.

He knows that South has four Club tricks, and at least two in Hearts. What about the Diamonds? West's Diamond discard on the second Club is revealing: He is unlikely to have parted with one from 10 xxx or J xxx. Could West have started with



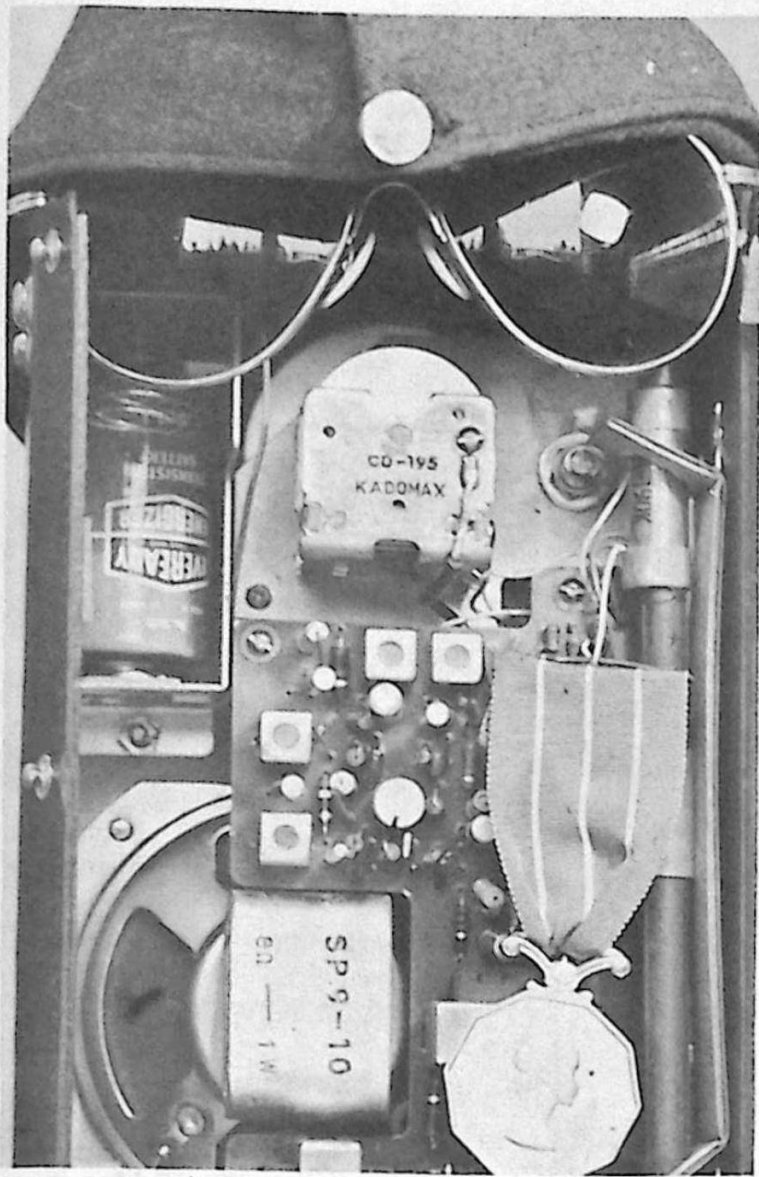
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GO-GO  
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**Searle's Shoes Ltd.**  
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### F/L OTTO PILOT PROMOTED

F/L Otto Pilot, CD, 36, son of Mr. and Mrs. Manuel Pilot, of Electra, Ont., has been promoted to the rank of squadron leader. F/L Pilot is a veteran aviator, and has logged time on many RCAF airplanes. He is presently employed flying Voodoos with some fly-by-night outfit, and attained his job without ever having flown a T-Bird. According to F/L Pilot, the "promotion really gives me a charge." He added, however, that if he ever learned how to round out, he would demand a more powerful battery.

— WJM Photo



### HOUSING SITUATION BETTER

Last week, Labour Minister Jack Nicholson said that the housing situation is still serious but that it is improving. The Minister said that housing starts will soon hit the "Magic" 170,000 figure, indicating that the patient is still sick, but getting better. Seven single officers from 407 Squadron living in a ground floor apartment in this building welcomed the news. "If our rent goes down, two or three of us might move out and take an apartment on the second floor."

— WJM Photo

## Busy Summer For Top Air Cadets

More than 670 top Air Cadets from across the country have been selected for a variety of special awards to be provided this summer by the Air Cadet League of Canada and the Canadian Forces.

Chosen as outstanding representatives of the 28,000 Air Cadets presently serving in 370 squadrons across Canada the award-winning youngsters have qualified for pilot courses, leadership training, a bush familiarization course and goodwill trips to the United States, United Kingdom and ten other European countries.

The most sought-after award as far as Air Cadets are concerned is the League's goodwill "exchange visits" project, involving educational trips to 12 different countries. Fifteen cadets will tour the United States; another party of 27 will holiday in Great Britain; and ten parties of two cadets each will travel to Norway, Sweden, Holland, Denmark, France, Belgium, West Germany, Turkey, Switzerland and Austria.

Another coveted award is a Canadian Forces flying scholarship covering 35 hours of pilot training at a civilian flying club or school. The five weeks' course for 250 cadets commences during the early part of July and leads to the award of Air Cadet "wings" as well as private pilot licenses for successful graduates. The Canadian Forces scheme will be supplemented by the granting of a large number of private scholarships provided by civilian sponsoring committees of the League.

In August, another 52 cadets from all provinces will attend a two week's Bush Familiarization Course in Northern Alberta conducted by the Canadian Forces School of Survival.

A group of 240 selected cadets from all parts of Canada will proceed to CFB Camp Borden early in July to commence seven weeks of leadership training aimed at providing a pool of potential officers and instructors for the Air Cadet Squadrons.

## Pedagogue Producers

Almost invariably, lecturers in the Canadian forces used to preface their little talks by snapping their hands together and crisply saying "R-r-right!"

This little attention getter, an old legacy from the British forces, has been eclipsed by more subtle ways of gaining and holding the attention of military trainees. The complexities of modern fighting equipment demand the best of know-how.

The training of instructors for the Canadian forces is the responsibility of the Canadian Forces School of Instructional Technique at Clinton, Ont. It replaces the navy's methods training section at Esquimalt, B.C., the army's methods of instruction wing at Borden, Ont., and the air force's school of instructional technique at Clinton.

The annual intake for instructional technique (IT) will be 1,200 candidates. Mostly junior and senior NCOs, they become instructors in one of four fields—classroom teaching, on-the-job instructing, instructional supervising or instructional programming.

Demand for on-the-job instructors is so heavy that most of them are being produced at individual units by special teams from Clinton.

The instructional programmer, a relatively new breed, analyses a training requirement, suggests training procedures, and writes "programmed instruction packages" or self-teaching aids designed to cut down formal training time.

The IT school has a detachment at the fleet school in Halifax to turn out instructors; advise and help east coast training establishments.

## Rochester Jumpy

Colonel Donald H. Rochester, Toronto, will command the new Canadian Airborne Regiment which will be organized later this year as part of Mobile Command.

Formation of the regiment was announced last December.

Col. Rochester has been posted to Headquarters, Mobile Command at St. Hubert, Que., to form the nucleus of his regimental headquarters which will start work immediately as a planning group.

For the past three years, Col. Rochester has been commander of Canadian Forces Base Chilliwack, B.C., and commander of the Royal Canadian School of Military Engineering.

A qualified army parachutist since 1946, Col. Rochester has been sports jumping regularly with the CFB Chilliwack Sky Divers for nearly two years.

The new airborne regiment he is slated to command will be a tactical group, about 1,200 strong, composed of two small infantry parachute battalions, one light artillery battery, one engineer squadron and a headquarters and communications company.

Officers and men from units already in existence will serve in the airborne regiment for a tour of duty on a volunteer basis.

## Army Seen in Transport Role

SOEST, Germany — The Corps march-past of the RCASC — "Wait for the Wagon" — struck an appropriate note when members of 1 Transport Company serving here with Canada's NATO Brigade reversed roles with the RCAF and roadlifted the people who normally airlift the Army.

The switch evolved from the relocation of RCAF 1 Fighter Wing from Marville, France, to their new base at Lahr, Germany.

To help carry out the move 103 members of 1 Transport Coy with 25 5-ton trucks ran a 15 day round-the-clock massive shuttle service that moved 300 loads of mixed freight and logged 167,792 miles of driving.

The Transport detachment established their headquarters and staging point at Phalsbourg, in France, located approximately half way between Marville and Lahr.

From this point the trucks drove to Marville, loaded up and returned to the staging point where a new driver took over and completed the remaining leg of the journey to Lahr.

The return trip from Marville to Lahr averaged about 18 hours driving time.

To maintain a continuous running program the detachment was supported by 2 recovery vehicles and 10 maintenance technicians from 4 Field Workshop, RCME, who carried out on the spot maintenance and repairs.

The detachment was commanded by Capt. W. R. Boyle, with S/Sgt E. Wright the NCO in charge.

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1965 Pontiac Parisienne 2-door hardtop. 327 motor. Power equipped. White walls. Metallic deep water blue. \$2900

1965 Volks Deluxe With radio. Excellent value \$1250

1958 Buick 4-door sedan. Auto. Radio. White walls. Good sound second car. \$695

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GMC Trucks  
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## Lion News

Three top Canadian players have signed their 1967 contracts with the B.C. Lions of the Canadian Football League.

They are flanker Sonny Homer, corner linebacker Greg Findlay and centre Bill Mitchell.

Announcement was made today by the Western Football Conference club.

Homer, who will be 31 July 8, is entering his 10th season with the Lions. The Vancouver product, who stands six feet and weighs 195 pounds, is recognized as one of the fastest men in the CFL.

He caught 30 of 41 passes in 1966 — a 73.1 per cent completion record — for 549 yards and two touchdowns. Homer's average gain was 18.3 yards, 10th best in the WFC.

Findlay, 24, is an aggressive,

local product who won himself a starting berth at right corner last season, his first year in the position. He is six-three, 225 pounds and is entering his sixth season with B.C.

Mitchell, 29, a six-one, 230 pound Toronto native, is a solid centre who joined the Lions from Edmonton Eskimos is a multi-player trade last year.

He handled the Lions' kicking in 1966 and finished fifth in WFC scoring with 67 points.

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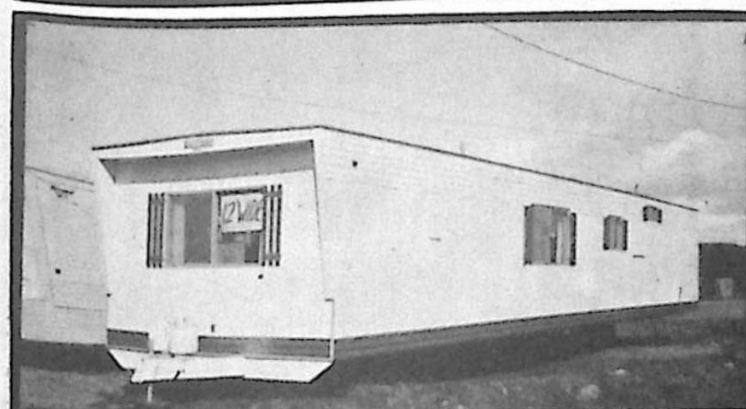
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CAR FOR SALE - 1954 Zephyr 6. An excellent hunting car. \$50 or nearest reasonable offer. Phone 339-2700.

CAR FOR SALE - 1953 Olds 88, New tires, New battery. \$125 or nearest reasonable offer. Phone 339-2700.

CAR FOR SALE - TR2 Roadster - Mechanic's special - Phone 339-2700.

FOR SALE - 1 counter style dishwasher. As new. \$100. Ph. 339-2905 after 5.

CAR FOR SALE - 1962 Plymouth Fury, 4 dr. V8 automatic, red interior, white exterior. \$1100. LAC KR Pauze, Local 349 or BB 24A Lower 6.

HOUSE FOR SALE - 3 bedroom house close to base. Priced for quick sale. Contact 339-2585 or Loc 250.

HOUSE FOR SALE - Beautiful new house, partially landscaped, some trees, near beach, immediate occupancy. Three bedrooms, 1 1/2 bathrooms, spacious living/dining/kitchen areas, electric heat, carport, storage and FUN deck. 339-2352

WANTED TO BUY - Outboard motor chain and non-sinkable oarlock. Call 409, ask for Bob.

Cottage for Vacationers On Seashore overlooking Georgia Strait at Parksville. Living, Dining Room-1 bedroom, Bath, H&C water, Stove, fridge, Heated, Sleep 7. Supply own linen. Rent \$5.00 for Day. Available June, July, Aug., Sept. Contact S-G Hopkins Local 374 Evenings 339-3506.