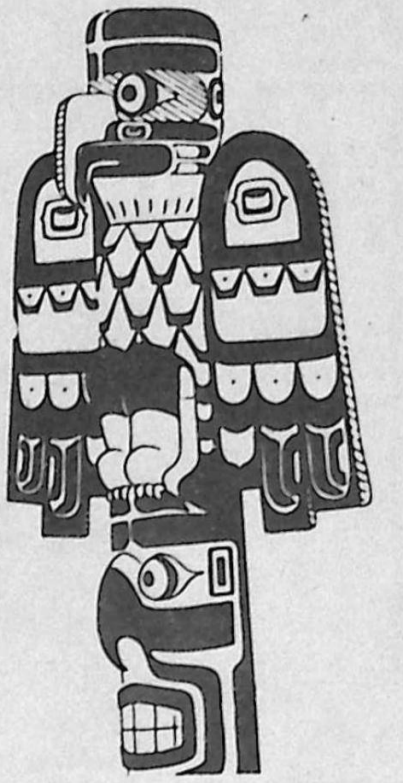




# TOTEM TIMES



Vol. 8

CFB COMOX, THURSDAY, JUNE 29, 1967

No. 13

## 1867 - HAPPY BIRTHDAY CANADA - 1967



Hon. Alexander Campbell,  
Premier Prince Edward  
Island

### Canada - 2067

Just as a builder stepping back with pride to take an over-all look at his handiwork can pause a moment and wonder how it will stand the tests of time and weather, no doubt the Fathers of Confederation privately speculated on the future of their own creation.

Whatever their individual forecasts and projections, they "bulldozed better than they knew." Within the first half-dozen years the four original provinces in Confederation were joined by Prince Edward Island, in 1873, and now, a century after the birth of Confederation, there are 10 provinces in all, from sea to sea.

Now, from the eminence of the first hundred years of nationhood, Canadians can exercise their imaginations and their day-dreaming proclivities in the development of their own images of Canada as it may be after the second hundred years, in 2067. But in the evolution from scattered British possessions in North America to nationhood, Canada has also developed into an entity in the world of trade, an entity in world diplomacy and also in technological development. Our country thus belongs to the world and is carried along with it in the progress of civilization.

The latter part of our first century has produced so many wonders and changes in the manner of life that it can logically be anticipated that progress and development in the next hundred years will be as revolutionary. Nearly all of the fanciful projections of the fiction of Jules Verne came true, so in this century one might profitably read the modern science fiction writers for an authentic glimpse of what lies ahead.

No doubt communications satellites will provide instant world television networks to bring great events and great conferences into our living room. Rockets might carry mails, freight and passengers anywhere in the world, and interurban transit could involve giant pneumatic tubes. We may expect colonies on distant planets and waystations in space for interplanetary travellers. Medical science will prolong lives still further. Our food sources could change radically, and we could be educated subconsciously by electronic devices.

Canada will, no doubt, undergo political change like the rest of our world. Europe and Asia could well experiment with Confederation, and in this country we may have fewer or more provinces, delineated more according to community of economic interest rather than geography.

Please turn to Page 2 See P.E.I.

### Message from Louis J. Robichaud, Premier of New Brunswick

It is a great pleasure for me to be able to extend greetings to you on behalf of the Government of New Brunswick. I would add a special word of greeting and good wishes to those whose home may be in our Province. We know that we have able and effective ambassadors in every part of Canada, keeping the armed forces operating efficiently!

New Brunswick was a founding partner in Confederation. The first one hundred years of Canada's existence have shown that our forefathers were right in their decision to enter the union. Our nation has made great progress, despite the crises of war and depression. Perhaps our greatest achievement has been the growing together of the two

main cultural traditions of Canada. For despite occasional irritation and misunderstanding, we have grown tremendously in community and understanding during our first century. To the traditions of our two "Founding cultures" we have added the heritage and contribution of those having tremendous capabilities and opportunities.

In sending greetings to you on this occasion I do so in the confidence that our country has a great future. Within our one nation, a re-vitalized and resurgent New Brunswick will make a significant and creative contribution. And within the partnership of Confederation, each of us can have an opportunity to contribute to the sound growth and maturing of Canada.

### From Quebec

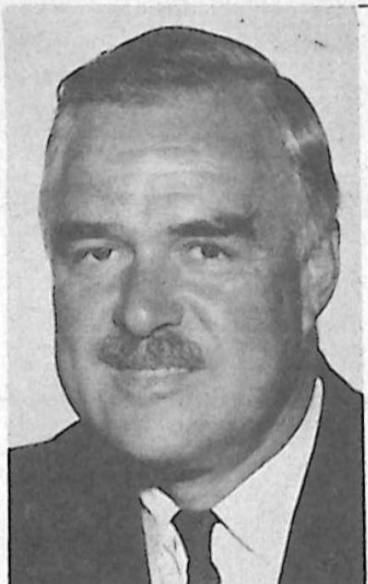
The following telegram has been received by the Editor from Quebec:

Lazo BC via Courtenay

Regret unable provide centennial message from Prime Minister Stop Trust you will understand workload caused by Expo very heavy Stop If we may be of help in future please write. Best wishes for a happy centennial year

Paul A. Couinard, Executive Secretary to Prime Minister Daniel Johnson

### Message from John Robarts, Premier of Ontario



In the first hundred years of her national life, Canada has risen from a small agricultural colony to be one of the great trading nations of the world. And I venture to prophesy that her second century will see further changes accomplished, no less substantial.

In 1967, the prime rate of change in Canadian society, as in all developed societies, is the rate of technological change. So far as we can see, the rate of change is likely to increase. It is impossible to forecast exactly the rate or the direction of this change, but it seems reasonable to assume that, by 2067, it will have had far-reaching effects on the personal and social as well as the political and economic life of all Canadians.

By 2067, it is likely that most of the Canadian labour force will work in one of the service industries. High levels of skill and education will be demanded. Few people will follow the same occupation throughout their working lives. Perhaps, as a matter of routine, people will move in and out of the labour force, spending the intervening periods gaining additional education and training. Salary and pension arrangements will have to be geared to this new con-

dition.

Living standards can be expected to rise substantially. Since the economic process will demand high educational achievements, most people will find the range of their tastes and interests widening. Rapid transport communication facilities and a good income will enable them to gratify these tastes.

It may well be, of course, that by 2067, national and provincial boundaries as we know them will have disappeared. The speed of transportation and communication media will be such that Marshall McLuhan's "global village" will be a fact. Certainly by 2067 we can expect that present day south-western Ontario will form part of a Great Lakes megalopolis stretching from Chicago and covering both shores of Lake Erie and Lake Ontario.

But future Canadians will have to keep their wits about them if they are to make the best of technological change. Most people will live in cities. Careful planning will be necessary to ensure that cities are pleasant, comfortable places in which to live and that good access is provided to adjacent recreation areas.

The individual Canadian will have to keep himself constantly informed about likely changes in the economic process so that he will always be ready to re-train and relocate and so take personal advantage of technological change. He will also have to be socially adaptable if he is to live comfortably in various locations. And he will have to consider carefully what changes in the political structure will best accord with the changing social structure.

And Canadians will have to keep very clearly in mind that they are members of one of the world's rich societies. In 1960, the United Nations estimated that the developed countries contained only 27% of the world's population. Even by the year 2000, Please turn to Page 2, See Ont.

### Centennial Message from the Prime Minister



RT. HON. L. B. PEARSON PRIME MINISTER

I congratulate the publisher and staff of "The Totem Times", unofficial fortnightly publication of Canadian Forces Base Comox, on their initiative in presenting this special Centennial issue.

The accomplishments of Canada during our first one hundred years of nationhood have been worthy of every Canadian's pride. They also provide a strong basis for optimism about the progress our country can expect in the years ahead.

As we begin our second century of Confederation, the pace of social and technological change in Canada and the world in which Canada exists has become so rapid that it is nearly impossible to forecast with accuracy the economic or political shape of things very far into the future.

But I believe it is safe to predict that certain underlying moral values of civilization will not change very much: the principles of individual freedom and equality and the belief in the inherent worth of humanity. Canada, and indeed the world, will survive the next hundred years, provided that these fundamental human values also survive.

L. B. Pearson.

Ottawa,  
1967.

### A Message from the Premier of Alberta, Hon. E. C. Manning

I appreciate this opportunity to extend on behalf of the government and citizens of Alberta sincere best wishes to the management, staff and readers of The Totem Times.

This Centennial year I wish to commend to everyone their personal involvement in our nation's celebrations so that 1967 will be a truly a year to remember and a fitting beginning to Canada's second century of progress.

Looking ahead to 2067 it is impossible to forecast the many changes and advances that will take place in the next 100 years. I am sure that the future will be secure if all free peoples work for the good of their fellow man. Personal involvement in all constructive areas of our society

will develop a free and independent society we desire. Positive and principled leadership is what our nation requires today. As we enter Canada's second century I think it is an opportune time for citizens and governments to evaluate the past, to re-think basic positions and activities, and to develop new and vigorous plans for the future. With this as a guideline and with active leadership in the objective re-assessment of modern social and economic conditions we can move forward into the new dynamic areas of achievement which lie ahead for Canada. It is for our youth and those who follow the older generation to lead the way to a greater Canada - 2067.

### Message from Duff Roblin, Premier of Manitoba

In the past hundred years, Canada has emerged as a strong, resilient nation, one that fulfilled the dreams of our Fathers of Confederation when they envisaged one land from sea to sea. Not only has our country, based on this east-west concept, flourished, but it has made considerable strides in meeting the challenge of our new frontier of the north. The third "sea" - the Arctic Ocean - has become more than a geographic frontier; it is a developmental frontier that more and more figures lar-

gely in our growth, expansion and progress.

The next hundred years will see new and even more dramatic changes. Within the country, there will be control over our environment, and great population movements throughout the world will bring people to our northland. Pollution of air, water and soil will be controlled; Canada's great fresh water resources will give the country greater strength and greater importance throughout the world.

But overriding all these developments will be sharply changed views on nationhood. By 2067 the need for a true world government will have been met. Canada's relationship to this world federation will be similar to the present relationship of our Provinces to our National Government.

This dramatic change will be based, firstly on the absolute need to prevent war, and secondly to marshal all our assets on this globe toward meeting the increasing and urgent requirements of growing populations and of underdeveloped sections of our globe. Tennyson's vision of the future, in which "war drums throbbed no longer and battle flags were furled, in the Parliament of Man, the Federation of the World" must, and will, come to pass.

Canada, 2067, will be part of one world government where peace and progress will prevail.

### Centennial Scintillations

Centennial Year has brought with it a host of projects, big and small. Let us look for a moment at some of the larger, official type projects. The most glittering jewel in the Centennial crown, is of course, Expo '67, which tells the story of Man and his Universe.

It is daring in concept, bold in location, and superb in execution. It has so far surpassed even the fondest dreams of Montreal's dynamic mayor, Jean Drapeau. And it has convincingly, ringingly given the lie to those

Please turn to Page 9. See Scintillations.



Hon. Ross Thatcher  
Premier of Sask.

### Saskatchewan Message

The founders of our country 100 years ago were men of extraordinary vision. Yet even the most visionary among them could not have imagined the Canada of today.

It follows, then, that the boldest of Canadians in our Centennial year could hardly even guess what another 100 years may bring. The task of looking into the future is made all the more difficult by the fact that the rate of human progress is accelerating to such an extent that we have almost reached the point where "nothing is impossible."

Canada 2067 may very well be the land where, at long last, mankind will have reached precisely that point - where nothing is impossible.

A future whose brightness dazzles the imagination lies before our country as we begin our second century. At least as much as any other nation in the world, Canada has the resources - human and material - to make untold dreams come true. The biggest thing we need, in addition to those resources, is to stop belittling ourselves and "get on with it."

I am pleased beyond words, to be able to detect, in this centennial year, what we can at least hope is the end of this exasperating tendency. At long last, we are becoming really proud of our country!

For most of our 100 years, this has been the missing ingredient. Now that we are finding it, there is no limit to what we can do.

We must hold to this new-found sense of national pride and national purpose. We must combine it with the typically Canadian tenacity, faith and determination which brought this country into being.

If we do, there is no reason whatever to doubt that mankind's most cherished goals of freedom, equality and progress, will all be realized in Canada - 2067.

### Our Centennial Project

The TOTEM TIMES Centennial Project, that of getting someone else to fill its front page, is complete. The TIMES wrote to the Prime Minister and the provincial premiers, asking them for a glimpse at Canada-2067. Their replies are presented herewith. It is obvious that Canada 100 years hence will be radically different than now, and should the premiers' predictions come true, more exciting.

The TOTEM TIMES is indebted to all those who replied.

Hon. RL Stanfield, Premier of Nova Scotia

### Nova Scotia Greetings

It gives me great pleasure to direct a few words to the officers and men at the Canadian Forces Base Comox, British Columbia.

In this Centennial Year in various ways we are celebrating our 100th year of nationhood and it is an appropriate time to access our accomplishments and to plan for the future. Sometimes as Canadians we are less than satisfied with our accomplishments but a closer examination of our history would show that this nation has achieved great progress since 1867.

In that year Canada consisted of Ontario, Quebec, New Brunswick and Nova Scotia. The area between the Ontario border and British Columbia was largely unsettled. Today Canada extends from Newfoundland to Vancouver Island, and it has moved up into the Northern Territories. Surely we can take some pride in the growth of Canada but that

is not sufficient in itself to give us a feeling of confidence in the future. Our future will depend on the kind of people we are, and what we will be in the years to come. If we have the courage and the virtues of our forefathers we will create a nation which by the year 2067 will be one of the great nations.

If on the other hand we do not maintain a spirit of adventure, or if we fail to keep step with changing conditions, or if we become obsessed with a sense of personal security, then our future may not be bright. I do not believe that any of these things will happen.

I believe that as Canadians we will forge ahead and that we will be able to create a social order that will give full scope to the initiative of our people and at the same time provide social justice for all.

-R. L. Stanfield,  
Premier of Nova Scotia.

## 1867 - BONNE FETE CANADA - 1967

## NIGHT HAWK'S NEST



After the nonchalant display of studied unconcern put on by "Fats" Liddiard on his wedding day, there will be no more single types getting married. Anyone who saw Gary before the ceremony must have concluded that marriage was not easy. Gary did start to come around toward the end of the reception, even to the point of making occasional replies to questions, etc. It is hoped that the bright Florida sunshine will burn some of the glaze off his eyes.

There is a grass roots movement afoot to get Dwayne Lung re-appointed to Lumps Officer. Dwayne has always had trouble keeping his weight up, and as a result there was always lots of food available when he had the position. A retroactive rule change has kept 409's only Buddhist on the squadron role for the next while.

Star Weapons Officer Brittain has finally tired of 360s, just in time to avoid the lynch mob. The first two or three reat-tacks were new and different, but two weeks of it began to fray the nerves. Freddy is rumoured to be at work on another plan; how to avoid missed intercepts in remote control, or, RTB weapons twisted.

Part of Expo 409 consisted of pictures and prose displayed on a dozen panels. Part of the reason for the display was free procurement of photos for the producer, Moldyhill. It has come to his attention that nearly all the good aircraft shots are missing, before he could get first pick. The perpetrators of the dirty deed have been threatened with instant death and loss of IIRP but no one has come forward with the pic that Bob wants.

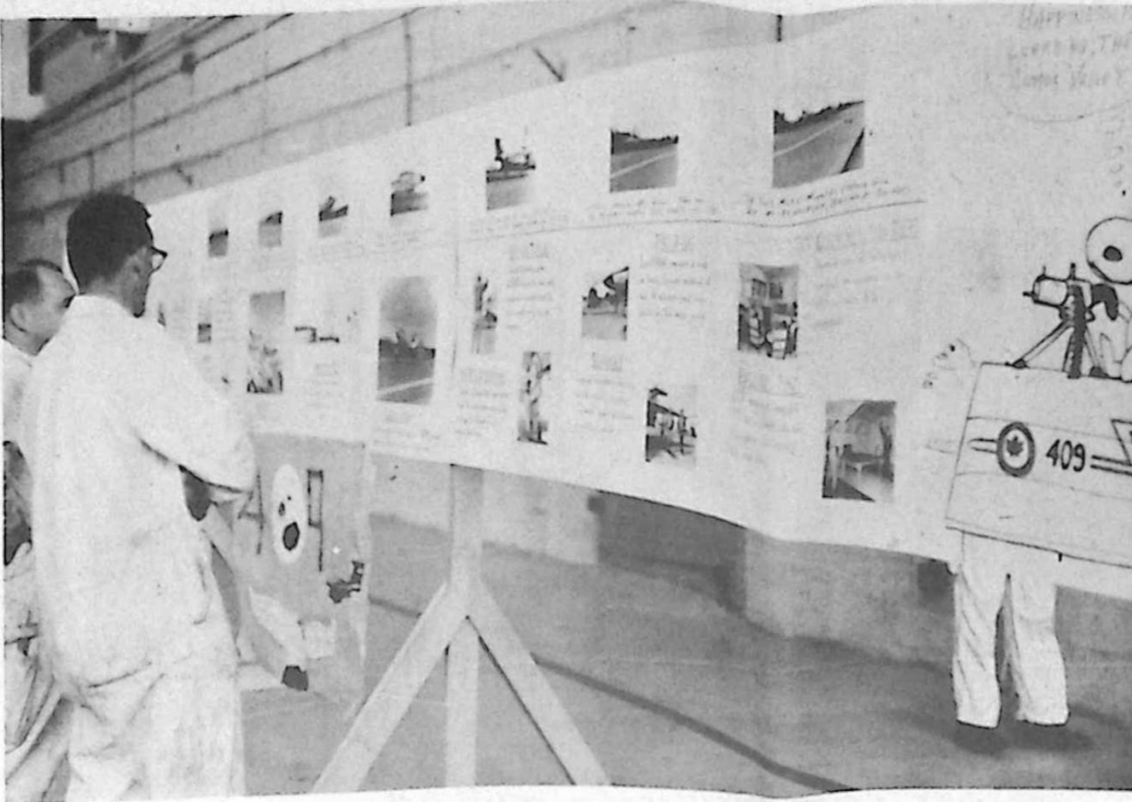
Next month will see several changes on the squadron, among them the assumption of command by W/C Patterson. There is no apparent truth to the rumour that AI commentary will have to be done in iambic pentameter. Meanwhile W/C Vincent is practising the art of talking to oneself, there being no better alternate in a 104. A couth (shoes and socks mandatory) cocktail party on the eighth has been organized as a goodbye thrash. Nighthawks not wishing to be called Bob should wear name tags, there may be speeches.

McWilly has had no luck getting his northern transfer cancelled. It is felt that the postings shop were trying to up the hack rate. There are very few Canadians fan clubs in the Detroit area.

Travelling ROTP expert Hackett dropped in last weekend to see how the poor people lived. When questioned about his job, John could only leer with a far away look. It is not felt that half a million girls in Montreal could have anything to do with John's appraisal of his job.

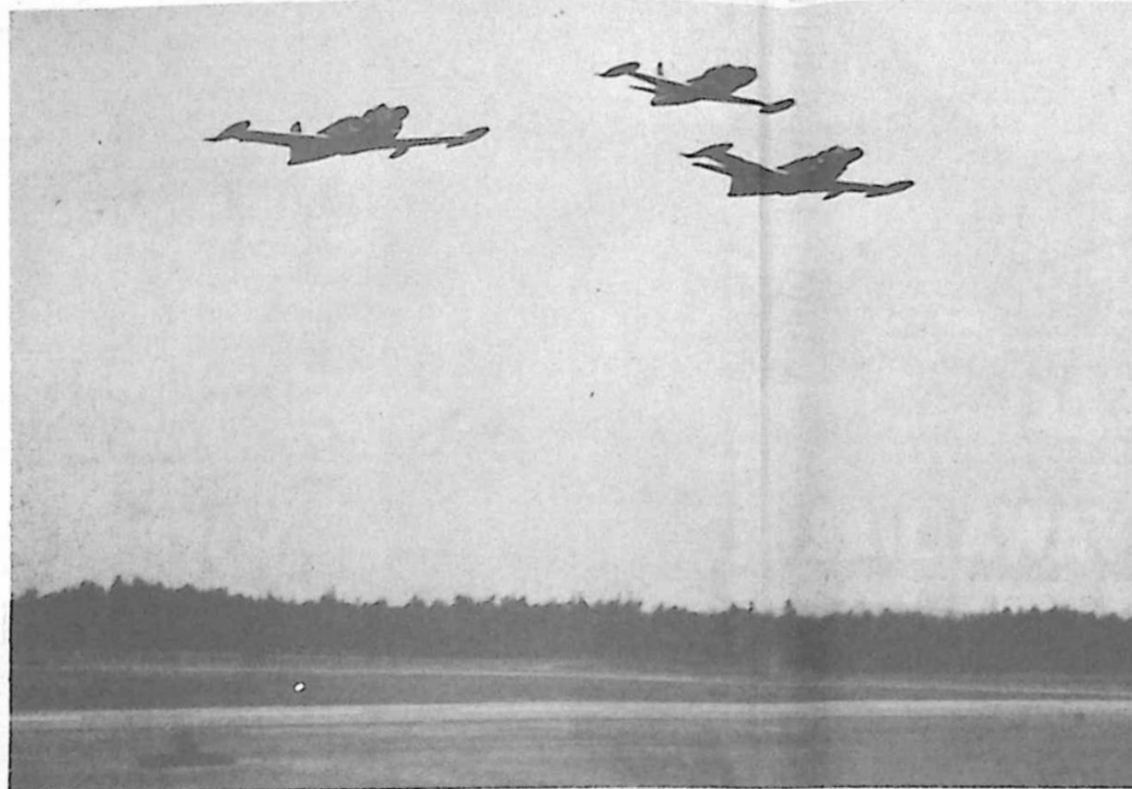
Gus Meinert got some on the job training in the test and snoop business last week when his future job came out here to meet him. The chaps from the Headshed left in disgust when the sunshine we touted all winter turned to liquid on the day of their test.

Future mug winners are going to carry baskets to catch the tomatoes and other vegetables that might be hurled during goodbye speeches. The squadron fund officer is on the lookout for a cheap shepherd's crook just in case.



INADVERTENTLY left out of the last issue was this part of 409's Armed Forces Day display. It was brought to the attention of the Totem Times that the fly-by-night outfit had received less space than some of the other organizations on the Base. The panels above showed pictures of Voodoo formations and other things much beloved of the flush rivetted set.

— WJM Photo



MORE EQUAL TIME — Another outfit that was neglected in the TOTEM TIMES coverage of Armed Forces Day was the Elderly Warriors Unit, which is shown here being led across the field by that redoubtable flying grandfather, John Sorfleet. It takes a lot of skill to track down a submarine from a T-Bird.

— DND Photo

## COBOC CACAPHONY

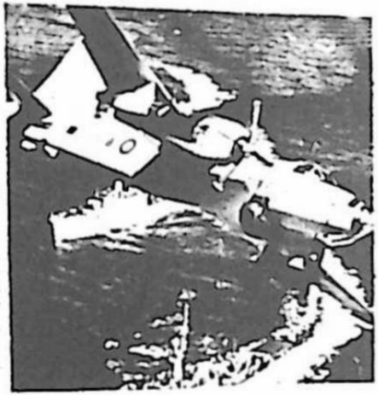
Scott Eichel, my immediate supervisor and censor is away in Toronto for the 407 Squadron reunion, and since very little of what I say about him filters through his astute editorship, now might be a good time to take a dig or two at him. However with characteristic restraint I shall refrain from comment. In one of his more charitable moments last week Scott agreed to drive the results of an afternoon in the mess down to Nanaimo. Crammed in the back seat of a Volvo were giant Dave Nunnikhoven, an accordion and Richter and Dunsby. In front with Scott, who was trying to avoid being seen by any other motorist, was Bob Lemm. After the evening's festivities the participants became widely separated

and could not all be found. Dave and his accordion wound up in Lantzville, Bob Richter went home to the wrong airport (Cassidy), and Grant Dunsby woke up in the geriatric ward of the Nanaimo General Hospital. Only Bob Lemm made it back with the mortally embarrassed driver.

Mike Leblanc is leaving Coboc for marriage, in Winnipeg on July 8th, and Nick Mykitiuk is also marrying, on July 29th, whereabouts unbeknownst as yet. At press time Nick was stuck in Shearwater awaiting the repair of a Neptune, which often requires patience. Hank Klein is one of the few in the recent wave of moustache growers to preserve his efforts, and now looks much older and more distinguished than he really is. Saturday night at the dance he was mistaken for the CO of several different units at the base.

Transistor Marv informs me that his electric guitar amplifier does not have transistors, but old fashioned bulky tubes in it. "Tube Marv" might become appropriate from now on. Clark Smith was caught shaving his head this week, much in the manner of a Buddhist monk. I hope he thinks he's good looking with this porcupine effect. Also welcome back to Alice — long may you enjoy your short stay with us.

## Demon Doins



The squadron held a sports day last Friday with prizes offered to the winning participants. The awards were passed out at the stag held in three hangar in the afternoon. Mert Lowry won the distinction (and the prize) of being the most honest golfer on the squadron. He registered 133 for 19 holes and was judged to have done the least fudging on his score card. Later, Mert said that it had been one of his off-days and that he usually pulls in at around 140.

This week a contingent of the P-2000 club headed for Toronto to take part in the Reunion of members who served with 407 sqn. during the Second world war. The reunion is a five day affair with a number of tours to keep the trip interesting. The 407 Historical Display will travel with our contingent and is sure to bring back memories to the veteran 407 members.

The Armed Forces Air show at Pat Bay in Victoria went over big with the six thousand or so spectators. All the squadrons from Comox participated in the flypast and 407 and 121 put on an aircraft static displays as well. All three services were represented with an Army L-19 putting on a spectacular display of low level aircraft manoeuvres.

Crew 7 has been down in Halifax for the past ten days and it looks as though they will remain stranded over the long weekend.

It looks as though the aircraft overhaul program should be overhauled so that these long delays in waiting for aircraft delivery from Ferry won't keep crews away from the squadron.

## P.E.I.

Continued from Page 1

But, hopefully, the basics of Confederation will remain constant. Canada was conceived in the pioneer spirit of good neighbours banding together to create a community structure and services common to all for the benefit of all, while at the same time each neighbor tends to his own crops and his own household.

Courage, along with the resourcefulness and ingenuity born of necessity in the opening up of a new country, has carried Canadians to success and universal respect. Whatever the future may hold for us, I would urge that these traditional attributes and virtues of our founders and their contemporaries and descendants be kept in the foreground in the education of coming generations and applied to the planning of the course of our nation and its affairs.

## Hospital Humbug

Flash news by the "Head Witch Doctor" — hospital roving reporter.

Doctor "Warts" Hickey leaves Comox to be S.M.O. Chilliwack. "Good Luck Mike."

Dr. Peter Seland is away on course in Toronto until early July.

N/S Bowden here on TD for three weeks, while N/S Kosaka accumulates her Bingo prize while on leave.

Sister Bonnie Buchanan has permission to learn to ride her motor-scooter up the corridor of the hospital. If she cannot stop, the physiotherapy is right there. Tiny Fellows and Barney Newport did the mecano job of putting the thing together.

N/S Connie Brown is still airborne.

Capt. Gary MacRae was posted to El Arish Montreal and is now staying on at Comox.

Capt. Vic Lantis leaves soon for Namao. Goodluck Vic.

Sgt. Gray relinquished the Secretary job at the Sgt's Mess — so we expect to see him grow hair in the patches that the job has made him pull out.

Sgt. "Steve" Stevenson leaves shortly for Clinton — "Good luck Steve".

Since Puntzi Mountain closed we can keep a closer eye on Capt. John Faddgeon, we usually find him somewhere, buried under indent sheets and ledgers.

Sgt. Rod Campbell in X-ray is working overtime with summer sports in progress.

Cpl. Wilf Grant celebrated his 25th wedding anniversary, with the presentation of a Bum-warmer from his thoughtful colleagues.

Cpl. Vic Wauthier has carefully avoided self-inflicted injuries by staying out of the sun.

Brian Turner spends his time playing soft-ball in Courtenay. Jim Milne has his hair cut. Lou Cussen showed an excellent color movie of Armed Forces Day Airshow, which he is willing to show to the squadrons. It lasts about five minutes and is emphatically recommended.

Tim Forsythe and Dick Orman have ceased to impress us with their fishing prowess and hard luck stories of the ones that got away.

LAC Bill Wiles is back from leave, again.

Mrs. Win Hopkins works harder than ever in the orderly room, to keep her mind off her son who is flying to Expo in a Cessna, with another nineteen year old boy.

A party of Senior NCO's — Group 4 Medical Assistants from the Fleet School, Esquimalt, had a fleeting one day visit to Comox on the 21st June. During the day they were shown over the three squadrons' aircraft — and had a brief introduction to Mercy Flights and 121 Squadron's varied role.

The night that A/C D. Nelson (Deputy Surgeon General) inspected the hospital, a "Phantom walker", with a wet plaster cast on his leg, paraded around the hospital precincts, and all the way down the hospital corridor, leaving his "trade mark" wherever he went.



## Bevan Lodge

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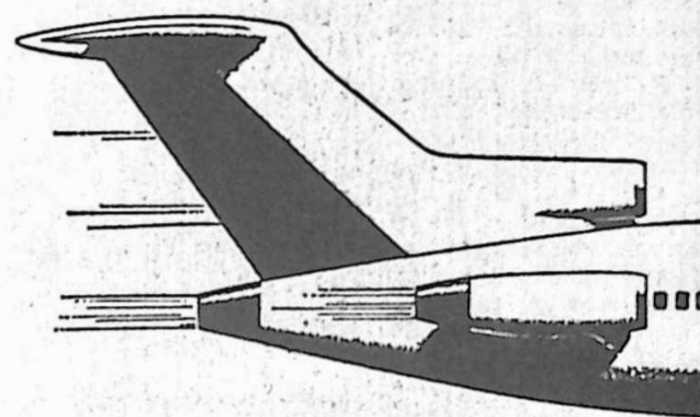
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3000	60.00	80.00	100.00	120.00	140.00
4000	80.00	106.67	133.33	160.00	186.67
5000	100.00	133.33	166.67	200.00	233.33

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The secret is out. The cause of Bob Wheeler's weight loss has finally been discovered. Since he has been appointed custodian of the detachment fund, he has had to run all over, chasing down delinquent Ravens for their monthly contributions. The Elderly Warriors are by now very accustomed to seeing him jump out of obscure hiding places screaming, "fo' dolla, fo' dolla," like a latter-day Bloody Mary, only not quite so glamorous.

W/C Steacy, in a valiant attempt to lighten the base commander's workload volunteered to judge a beauty contest in Campbell River last week. At least, that is his story, but we have it on good authority that he had to go best three out of five falls with all the other wing commanders to get the job. The other wingcos, being good sports about their loss, promptly ensured that Steacy's wife also received an invitation to the pageant.

In a severe fit of compulsory sport the other day, the detachment held a golf tournament, from which the golf course is slowly recovering. Earl Crocker won the undisputed championship for his ability to make distracting remarks when other golfers (?) were at the top of their backswings. His claim for the longest drive was disallowed when reference to the rule books disclosed that the distance the ball travels down a paved road does not count.

Gerry Knight was awarded the trophy for best throwing arm, best kicking foot, and most novel use of a golf club, making him some sort of a triple champion. He also claimed the prize for the sorest muscles, but this is only natural since he did so much more swinging.

Jim's record at catching dogfish is this year unbelievably good, but the only time he sees

## Ontario

continued from Page 1

this is expected to fall to about 20%. The basic problems will be to control further population growth and to feed the existing population. But beyond this the under-developed countries can be expected understandably to become increasingly envious of the rising living standards of the developed countries. The sheer weight of numbers involved will pose difficult political and economic problems for the developed countries.

We can step into our second century with confidence. Our potential for further development is enormous. But out confidence must be tempered with realism. The use we make of that potential will depend on the initiative and responsibility of every individual Canadian.

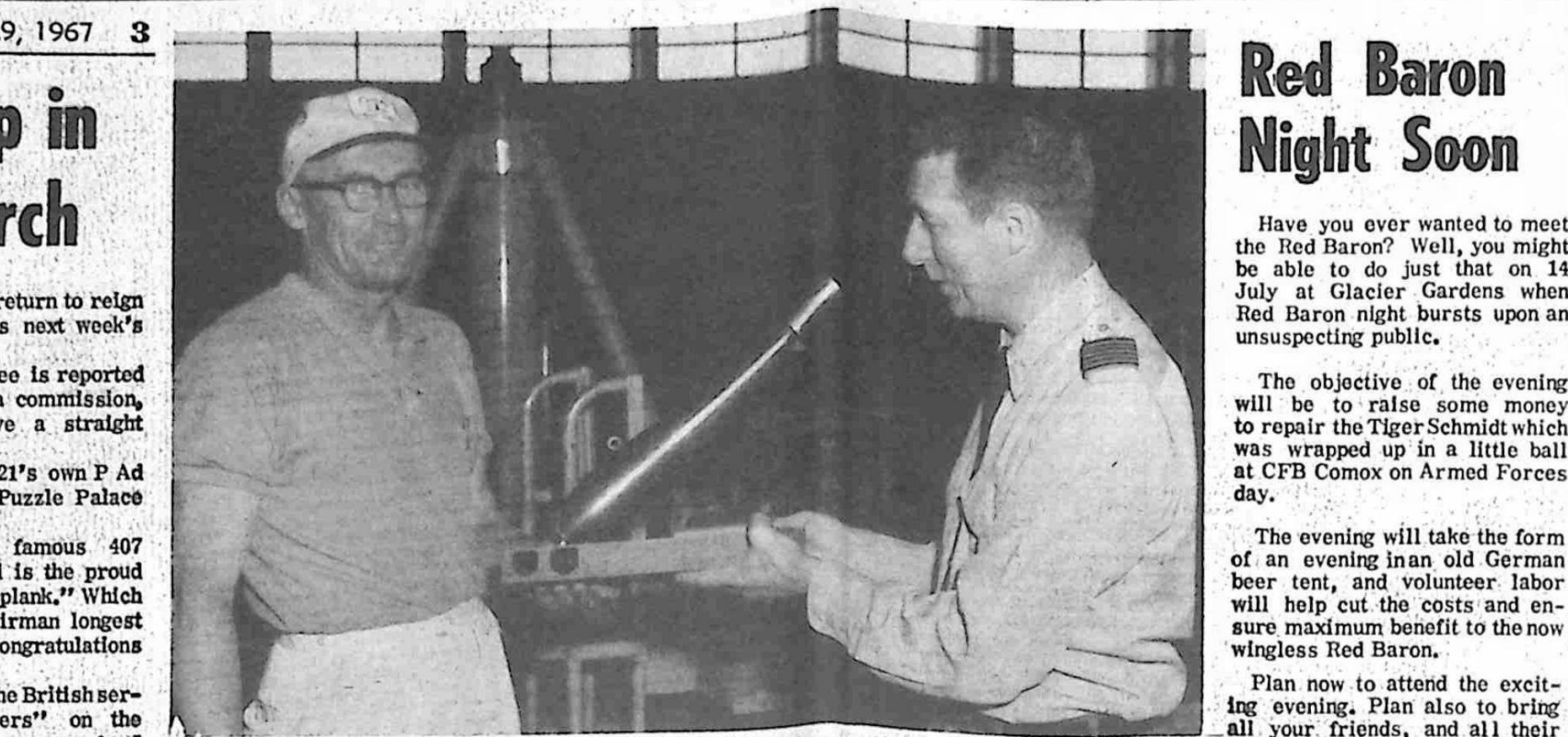
—John P. Roberts, Prime Minister of Ontario.

# FUNGUS FEATURES

by mac

CFB COMOX TOTEM TIMES - Thurs., June 29, 1967 3

WHEN I ASKED THE CHIEF WHY WE COULDN'T USE AN AXLE, HE JUST WINKED AT ME AND SAID "THATS SHOW BIZ BABY."



W/C HE SMALE presents F/L Vern Le wis with the Squadron Bombing Trophy at the conclusion of the 407 Sports Day.

## Lewis to Fincastle

This year's winner of the Squadron Bombing trophy was F/L Vern Lewis, the captain of Crew 8. His bombing score, along with the highest scores of the two east coast Maritime Squadrons, will be sent for assessment to the Fincastle judging committee.

The Fincastle Bombing Competition, open to all Commonwealth countries, is held yearly and a trophy is awarded to the participating country that receives the highest number of points in low level bombing trials.

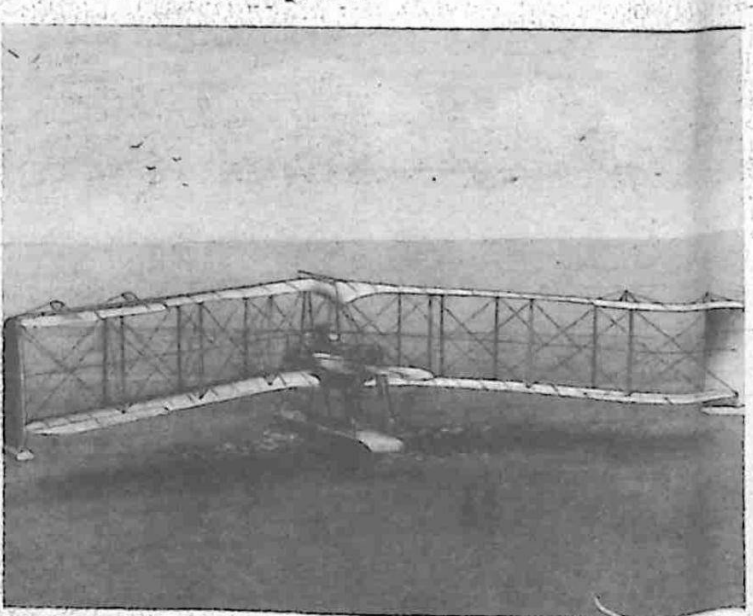
The rules of the competition require that three consecutive bombing patterns be dropped on a moving target within a four minute time period. The attack has to be made so that there is the least amount of line or displacement error and so that the centre of the bomb pattern

is as close as possible to the towed target.

Two years ago F/L Des Mayne won the squadron competition and his results were sent to the Fincastle judging committee. With the combined results of all the Maritime Squadrons, Canada won the competition and F/L Mayne gained the highest score.

By a mistake Canada was not entered in the competition last year. However, this year F/L Lewis' results will be submitted along with those of the other squadrons to win back the trophy for Canada.

Those who managed to see the Base Air Show witnessed the accuracy that F/L Lewis used to win the Squadron Trophy. Everyone is hoping that Canada will regain this Commonwealth Cup.



The Burgess-Dunne biplane, which was bought for the Canadian Aviation Corps by its commander Captain E. L. Janney early in World War I was flown from the United States to Valcartier Quebec, where it was disassembled and shipped to England along with the first division of the Canadian Expeditionary Force. When the force arrived in England, it dumped the airplane into the impenetrable mud of Salisbury plain, whence it

finally disappeared. An officer who was later delegated to look for it could find no trace. Canada's first military aircraft had vanished. The first commander also vanished. He had resigned his commission and returned to Canada. It was a most inauspicious beginning for the glorious traditions Canadian air men were to build in aerial combat during two wars.

(DND Photo)

VIC MURDOCH'S MEN'S WEAR  
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## from up in my perch

by SEEMORE

Last week, I was asked by the Base Flight Safety Officer if I had any balloon sand bags he could use in his forthcoming Trans Canada balloon race. Naturally he had come to the right place. After digging down through my kit bags, past a partly used can of Silvo, button brush, an assortment of old cap badges and mildewed corporal hooks, I found at least a good dozen bags. Of course they needed pressing and filling. The old CAPs forbade the storing of filled ballast bags, as they raised the cartage fees charged by the teamsters. Ninety three percent of the release strings required replacing though. Perhaps UCR action can be avoided if Mat Com makes note of this and changes their source of supply. The reference number incidentally, is 4-122. F/L Jensen tells me that with the acquisition of the ballast bags, the balloons from the Met section, and the hot air supplied by Mr. Vern Benadictson, he's all set for the big race.

They're not exactly packing them in in the Totem Inn these days. The Entertainment Committee is beset with many problems. The big day last October cleaned out all of the experienced hands and dropped them in the Cpls' Club. This was great for the Cpls Club but it just about finished the Totem Inn. A suggestion from good ol' Seemore, get yourselves an honorary Entertainment Chairman as an advisor. Like your honorary PMC he could help you iron out many of your problems and you could draw on his experience. I'd like to mention at this point that Cpl Moe Morrison has just finished a successful tour as Entertainment Chairman at the Cpls' Club and is available. Sorry about that Moe.

About three weeks ago 121 had a bloodless coup when F/O Jack McNeill overpowered F/L Pyatt, 121's beloved S Tech O. McNeill who has aspired to the S Tech O position since his arrival on the west coast, overpowered Pyatt, bound and gagged him and shoved him into the APU compartment of a southbound Dakota. After Pyatt's departure, McNeill took up round the clock residence in the S Tech O's office dispensing sports afternoons, stand-downs and days off with the greatest stint of generosity ever seen in the big hangar. Pyatt, unfortunately was not to be put down, freeing himself of his bonds somewhere in the vicinity of Las Vegas, he escaped from the negligent eyes of the crewman, oops, pardon me, Flight Engineer, and returned north by the weekend. Upon his return he immediately banished McNeill to a hole in the maintenance side of the hangar. This was considered, in light of his crimes, to have been an extremely merciful punishment. McNeill, the ungrateful rascal seems to have done it again however, as he has occupied the S Tech O's office again for the past week. The fate of the original S Tech O is still unknown. A large propaganda campaign, undoubtedly originated by McNeill, has it that Pyatt is on leave. Extensive probing by the security branch has failed to produce anything. This, of course doesn't mean a thing. Has McNeill done it again, only this time successful-

ly? Or will Pyatt return to reign again? Don't miss next week's exciting issue.

Cpl Mike McPhee is reported to have refused a commission, "rather than have a straight wage," he says.

F/L Svenson, 121's own P Ad O will visit the Puzzle Palace this year.

Buzz Pozdick, famous 407 Squadron Corporal is the proud possessor of the "plank." Which makes him the Airman longest in the Squadron. Congratulations Buzz ol' buddy.

After watching the British series "The Avengers" on the "tele" for two seasons so far I have yet to see Emma Peel.

You won't believe it until you see him, but our old friend Bill Allen that amazing Flight Sergeant from the Base Refinishing shop has been making like a George Washington Tarzan, he fell out of a cherry tree. Sad to tell he also broke both wrists. Now that could produce problems couldn't it? Really Bill, aren't you a little old to be swinging around in trees? Maybe it was just that it was spring.

Sgt. Herb Miller hardly seemed anxious to take over the reins of the Base Safety Systems Shop. He was seen taking Flight Wiles' clearances around the Base personally.

One of the most exciting parts of going fishing these days is the trip down to Canadian Forces Beach. I wonder who's going to be the first casualty? There are so many blind spots and the road is so narrow, a good habit is to walk on the left side of the road even when you're looking for a ride. If you don't you might end up with a ride in an ambulance or a hearse, and that would take the fun out of a day's fishing.

If there is a father of the month I nominate Cpl Brian Closen. After fishing for almost twelve hours without catching anything he handed the rod to his five year old boy who promptly caught his first fish. It takes a real fisherman to know exactly when the fish is going to take the bait.

I just have to let the big news out Mrs. White. Mrs. White has finally got a toaster in the seven hangar canteen. No more will we have to have our bowl of beans or chili with those stupid soda crackers for a side item. LACs Gerry Green and Dave Hallum have forsaken the Barracks and are now known as the "Royston Playboys." Apparently neither of them can cook or sew. So they are looking for a couple of capable roommates. Qualifications being: blond, brunet or redhead with a perfect 36-22-36. That seems to be a strange description for boys doesn't it?

LAC Frank Fisher had to call the Fire Dept. to get his bicycle off of the barracks roof the other day. "The seagulls put it there," he claims. Really now.

Rumour of the week: The four per cent raise that is coming in October will be accompanied by another thousand dollar bonus.

Runner up for Rumor of the week: The new loudspeaker system that is being installed around the Base is also going to be installed in PMQs.

And the last rumour, I'm taking a week's leave and I won't be called back this time.

## 121 KU NEWS

Personnel and equipment of 121 KU have participated in two medical evacuations in the past two weeks.

On the 14th of June, F/L Itay Itamussen and crew of Labrador 10402 evacuated an ill person from Kaines Island lighthouse, located at the mouth of Quatsino Sound, to the hospital at Alert Bay.

On the 15th of June, F/L Des Price and crew of Labrador 10402 evacuated an airman from the hospital at CFB Comox to the hospital at CFB Esquimalt. The two missions mentioned above have been had in the past activity we have had in the past two weeks. Otherwise flying time has been compiled by our every day transport work and the training of the "Boat School".

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## After all that...

One hundred years ago, four relatively scruffy little provinces banded together, in a move engendered more by fear of the United States than by love of one another to form the beginning of the Canadian nation. At intervals, other provinces joined the union, as soon, as one wag put it, they could see their way clear to getting more out of it than they were putting into it.

The union was not assailed by universal joy. It was a contentious, hotly debated issue that had detractors everywhere. Many in the Maritimes thought that it was all an elaborate plan by Ontario and Quebec to deprive the Atlantic provinces of their wealth, an idea which has not even yet entirely disappeared. Many in Ontario and Quebec thought that the Maritimes would be a millstone slung around an already struggling economy, and this idea too is not entirely dead.

Yet, despite the rancor, despite the misgivings, despite the second thoughts, the provinces took the plunge. A new nation was formed. Not that everyone elsewhere thought it had much chance to succeed. What were a few hundred thousand people, strung out along the American border? Why in a few years they would be absorbed by the colossus to the south and nothing more would be heard of them.

But that little line of people kept getting longer. Soon, it was to stretch all the way to the Pacific Ocean. Admittedly, they huddled close to the American border, like an Englishman huddles near his fireplace, but they stayed on their side of the border, and the border remained. There was no absorption. There was no assimilation. Canada was there, and it was not to go away.

The little line of people kept stretching and spreading. Manitoba and Saskatchewan, which most people thought was a form of a sneeze, and Alberta gradually became something more than uncharted wastes. A railroad, of all things, was punched through the impenetrable Rocky Mountains to some place called Vancouver.

In the Great War Canadian troops wrote a great, but bloody history. "The making of the nation," it was called, although how one makes a nation by slaughtering most of its citizens is difficult to see. Nonetheless, Canadians felt great pride at the performance of their soldiers, and the Canadian identity had been irrevocably cast on the world scene.

At the same time, Canada began the transition from an agricultural nation to an industrial one. Industries sprang up almost overnight, and resources development was speeded. The character of the nation was changing, a process which is still underway.

The roaring, hectic Twenties were the next influence on Canadian life and the Canadian nation. Then the grim, black depression, which had an entirely different influence on the character of the country. Unemployed lines stretched until that little line of people along the border was composed almost solely of job-seekers.

The cataclysm of another war then exerted its influence on the development of the Canadian character and the Canadian nation, and once again there was the paradox of the construction of a nation coupled with a destruction of its citizens. Canadian forces were everywhere, contributing mightily to the outcome of the struggle.

The two decades of unparalleled prosperity following World War II have given Canada still another face. It is today an industrial society in which most Canadians live in cities, enjoying one of the highest standards of living known to mankind.

Canada today is a far cry from Canada, 1867. But it exists because of the vision, stubbornness, and downright cantankerousness of those far-sighted men who, in the years between 1864 and 1867 fought and worked to create the Canadian entity. Our existence today is a tribute, the finest tribute that they can have.

## ...What's the encore?

The first century of Canada has been one of incomprehensible growth. Even those men who created the Canadian Confederation one hundred years ago would be hard-pressed to recognize the results of their labours. Villages have become cities, cities have become megalopolises, and vast tracts of nothing at all have become suburbia. Little boxes made of ticky-tacky perhaps, but a tangible acknowledgement of the hopes and dreams of millions of Canadians.

An almost completely agricultural society has been transformed into an unquestioned industrial giant. And a country that was a colony but not too long ago now is a world leader in foreign aid. The accomplishments have indeed been impressive. But what will happen in the next century?

Canada has met and solved many problems in her first century of existence. Not all her problems, to be sure, but an impressive number of them nonetheless. The French-English problem is still a serious one. Well, perhaps, but it is worthy of note that other countries solve such problems with civil wars, which is really no solution at all. Canada has not, and likely will not resort to that route.

Prosperity is another problem? For some it is indeed. But again it is worth noting that in many countries today, many people literally do not know where their next meal is coming from. Famine is to them a real, a living thing. Famine to the average Canadian is just a word.

Canada has gone far along the road to ensuring, if not prosperity, at least a minimal standard of living for all its citizens. Here is even talk, admittedly hazy and visionary of a guaranteed annual income. At least it seems hazy and visionary now, but probably no more hazy and visionary than the preposterous talk about one Canada, from sea to sea, which was banded about one hundred years ago.

It is, in fact, this freeing of Canadians from the grim and insistent struggle for survival that is our greatest hope for the next century. Canada might be doing all right. But the world is going straight to hell, in a handcart, pumping furiously. And it is headed that way because by far the largest majority of the people in the world have not even begun to overcome famine, disease and numbing poverty.

Making Canada a wonderful place to live is fine, as far as it goes, but there is not much point in it if the world in which we live is bent on nuclear destruction brought about by the pressure of want and poverty. Canadians cannot rusticate quietly in their own back yard while the rest of the world disintegrates.

While Canada will, and must continue to develop, the main problems facing Canadians in the second century will be external. There are signs that Canadians realize this. Canadian services in the United Nations has been an article of national faith since the inception of the U.N. CUSO is a similar indication that the young realize it. Canada's problems in the next hundred years will be world problems.

Canada 2067 will be a world leader because of the vision of those who gave birth to her, and the vision of those who guided her to a larger role in the world. The Canada of one hundred years hence will be as incomprehensible to us as the Canada of today would be to one of those doughty visionaries of one hundred years ago.

The energies and resources that will be needed in the century almost defy description. But if the Canadians of today are like those of yesterday, the Canadians of tomorrow will have every reason to be proud of the encore.

# TOTEM TIMES

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## Canadian Hystery

(Incomplete and Abridged)

Centennial Year is hard upon us, and it behooves us to swot up on our Canadian history and geography so that when we are stopped in downtown Courtenay by an American tourist asking if he can make it to Expo for dinner that night, we can reply intelligently. (Steer him out to the snack bar instead. They need the business.)

Canadian history extends long past that fateful day in 1867 when Ontario and Quebec got together to scupper Nova Scotia and New Brunswick, and the Maritimes tried to get their hands on all that lovely money.

The first tourist to come to Canada was Eric the Red, who was actually heading for Disneyland, but the House Committee on un-American activities thought that anyone with that name would be a poor risk, so Eric the Red came to Newfoundland, which is just about as incredible as Disneyland anyhow. At that time, none of the inhabitants spoke English, a tradition to which every Newfoundlander religiously clings.

Eric the Red was soon followed by a host of people with names like Lief the Lucky, Lief the Chief, and Lief the Flagstone, a practice which the new nation assiduously followed for years. Their efforts to establish a new colony failed, not for lack of a flag, but because there was nothing to eat after the fish course, except more fish.

After the tide of Norsemen receded, the country was left in solitude. But not for long. It was the golden age of living in European courts, and the aristocracy used to throw truly magnificent parties. But no party, no matter how magnificent is complete without Chinese food, and so it was that Canada was discovered again, this time by roving bands of aristocrats looking for a shortcut to the Chinese restaurant. In early sunset-or-ther, John Cabot sailed around Cape Breton looking for civilization, but even then there was none. Nonetheless it seemed a hospitable land for tourists, so he went ahead with his plans to build a string of motels called Cabot Lodges. Some of them still exist in the U.S.

Jacques Cartier was the next noteworthy explorer. He had been stumbling around the Atlantic Ocean for lengthy period and was starved for some good French cuisine, so he sailed up the Fleuve St. Laurent to Montreal, where he moored his boat on the southside of the river. To get to the restaurant, he had to build Jacques Cartier Bridge which helped in the construction of Expo which in turn was to be the making of the fortunes of many French restaurateurs of later years.

About this time the population started to grow by leaps and bounds, an increase that was not wholly attributable to long winter nights with no television hockey games. Many people became Canadian settlers because they couldn't afford the boat fare home, and the fly-now-pay-later plan, like the airplane, had not yet been invented.

By this time Canada was getting so crowded that the King of France (no, it wasn't Charles De Gaulle) decided that a governor was required to ensure a fair distribution of the taxes. Like, any taxes that didn't go to the king were unfairly distributed. Accordingly, he sent over a chap called Champlain, who sailed up the St. Lawrence to Kingston, inventing en-route Thousand Island dressing. His first step was to found CMBI, which the British later changed to RMC.

Champlain was greatly concerned with the fur trade, he had noticed, while watching a changing of the guard ceremony in London that the British were exporting furs without paying the duty. This was the start of that great Canadian tradition, the trade deficit.

Champlain was able to gain the fur trade by reminding the Indians of the greater glory of France, appealing to their patriotism, and by paying higher prices than the Scottish factotum of the Hudsons Bay.

Throughout this period every effort was made to establish a Common Market, but they all failed, and the British and

French fought a battle on the Plains of Abraham. According to the history books, this battle resulted in defeat for the British, defeat for the French, and the winning of the war on poverty by the members of the Royal Commission on Bilingualism and Biculturalism.

After this British influence in the new colony increased and centres such as Toronto were established. The British have been trying to live this down ever since.

About this time it was decided that the new country should have a name. Canada was chosen because it was the name of a catchy song then being sung by School children, virtually incessantly.

In 1812 the young country united to repel an invasion of American culture which took place when the American government noticed all those red coats running around north of the border.

The invasion was not a success, and Canada remains the only country ever to enter into a war with the United States and not get foreign aid.

In 1867, in accordance with a report filed by the famous English tobacco manufacturer, Lord Durham, it was decided to unite Upper and Lower Canada in a full berth, which was called the Confederation train. In later, more mechanized eras, the Confederation Caravan was added to it. To celebrate the event, John A. Macdonald and Sir George Etienne Cartier built the magnificent Macdonald-Cartier throughway which enabled the strait-laced residents of Toronto the Good to get to the sin-centres of Detroit or Montreal.

Confederation was an exciting prospect, particularly for flag manufacturers who toiled up right away. It was also a heady time for publishers of sheet music, who visualized booming sales of the new country's national anthem. They were the first to work the bugs out of the unemployment insurance scheme.

Not everyone was in favor of the scheme though. "It's as if a snake combining the army and navy in one outfit," roared one critic, striking a cryptic note, as no one had thought of that yet.

Throughout the nineteenth century, civilization marched steadily westward, finally reaching the resort city founded by Captain George Vancouver. When the government heard of the balmy climate to be found on the west coast, they built a railroad, on which MPs had travel privileges. The first train out carried vacationing MPs, complete with golf clubs. Unfortunately, they forgot their umbrellas.

Pre-World War I Canada was strongly influenced by Victorian England. Drinking, dancing and dating were frowned upon. Anything that seemed like fun was either outlawed or disapproved. And then the people wondered why the French wanted to separate.

During World War I, the Prime Minister, Sir Robert Borden, whose cow Elsie later became quite famous devised the slogan, "Conscription if necessary, but not necessarily conscription," which proved so successful that a later government was to revive it for use in a later war.

After WWI, Mackenzie King became Prime Minister, a post he was to hold for so long that an anti-succession law was passed. This accounts for the lack of success some governments have since enjoyed. He relinquished power only through the dark days of the depression, the better to blame it on the Conservatives.

The Start of WWII found Canada in its traditional pose of unpreparedness. During the war a large military machine was built up, but the country rose to the challenge and had it dismantled in time for the Cold War.

In the fifties, the CBC TV network was set up to bring into Canadian living rooms such authentic Canadian folk heroes as Ben Cartwright, Perry Mason, and Jed Clampitt. Mr. Ed was also a big hit, but some CBC brass felt uncomfortable in the presence of a whole horse.

One hundred years after Confederation (that's 93.2 years American) Canadians can be found with their feet on the ground, their noses to the wheel, their heads in the clouds and their eyes on the future. Only someone



G/C KC Lett  
CFB Comox

## Base Commander's Message

Events of historic significance are happening all across Canada in this 100th anniversary year. From Expo 67 down to the local centennial activities in our smallest hamlets Canadians are celebrating the birth of our great nation. We have much to be proud of and much to be thankful for. Since the birth of our country we have progressed from a few thousand people in eastern Canada — the original signatories to the confederation — to over twenty million people living in a land which stretches from the Atlantic to the Pacific and the 49th parallel to the North Pole; we have kept pace with technological and social advances of the great powers; we have been leaders in many of the worthwhile changes which have effected society as a whole during the last 100 years.

The Canadian Forces have followed the same pattern of achievement as that experienced by our country. This is to be expected, in fact it would be surprising if it were otherwise. The culmination of a century of development, at times accelerated by hostilities and at times slowed by the natural antipathy towards the military which develops between wars, was the passage of the Armed Forces Unification Bill through parliament in this centennial year. This change in the structure of our Forces is in keeping with the philosophy of the Canadian nation — that of orderly progress towards our goal of greatness.

We have an exciting future to look forward to as members of the Armed Forces and as Canadian citizens. After some setbacks early in this century, it now appears that Sir Wilfrid Laurier's prediction for our country will be realized — the Twentieth Century will belong to Canada.

## Uniform Survey

The Editor,  
Totem Times,  
Dear Sir:

The Vancouver Sun's military gaffly is at it again! In a full page article last Saturday under the amorphous title of "Page Six" the reader is treated to an exhortation as to why the DND should give Jericho back to the City of Vancouver, from whence it came. While no apologist for military methods, or the lack of same, I do object to the vitriol spread liberally across the page. In a part of the paper supposedly devoted to serious comment, the majority of this article is concerned not with informing the reader, but with entertaining him. A writer can easily attack any distinct institution, such as the military, separatism, or even milk for school children, with a heavy hand, throwing in all the old saws like "If it moves, salute it --". Admittedly the establishment on Fourth Ave., has largely outlived its usefulness, and will someday be returned to the locals. So far they have regained the former RCAF Stns. Vancouver and Sea Island, Little Mountain Barracks, and will probably soon have the Ladner Wireless Station. In addition the city forbade a local militia unit to build a local armoury when the old Georgia St. armouries burnt down. Not bad when one considers that almost every other large city in Canada has much larger camps within its limits, that in the United States military bases are everywhere, and that on Oahu, the main island of Hawaii over half the arable land is in the hands of the forces. And if ever there were beach-and-parkers and avocet developers, they are in Hawaii.

Until DND is being operated to the satisfaction of newspapermen I suppose they will continue to protest, revelling in that sarcasm which titillates the reader, and, incidentally sells more papers. This sort of journalistic muscle-flexing is a sport we as taxpayers can ill afford.

Locke Patterson

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## Letters to Editor Dep't.

The Editor,  
Totem Times,  
Dear Sir:

When the dust had finally settled following the somewhat lengthy Flag Debate of 1964, I was, as I'm sure many others were, left with the impression that the issue had been resolved in favor of a distinctive Canadian Flag, emblematic of national unity and welcomed wholeheartedly by the majority of Canadians, albeit grudgingly by some.

But apparently the old adage, "just saying something is so doesn't necessarily make it so," holds true, and that it now becomes necessary to pass and enforce legislation which will guarantee that our national flag is given precedence over all other flags, that it is treated with respect and occupies the central and prominent position in any place where it and other flags are to be displayed.

This letter is prompted by the indignation I felt upon beholding our national flag, the Maple Leaf, playing second fiddle to the Red Ensign, which occupied the central and highest position in a display of flags on the roof of the new Comox Recreation Centre, which was dedicated in a ceremony on July 24. The fact that there was only one Red Ensign and 20 or more Canadian Flags is immaterial, what is important is the fact that it occupied the place of prominence and honor instead of our Flag. An ironical touch was added by the fact that the theme of the dedication speeches revolved around Canada's Centennial. I did the only thing I could think of at the time, which was to walk away.

J. D. McNeil  
Flying Officer.

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The Vancouver Sun's military gaff

# Wings of War in Confederation

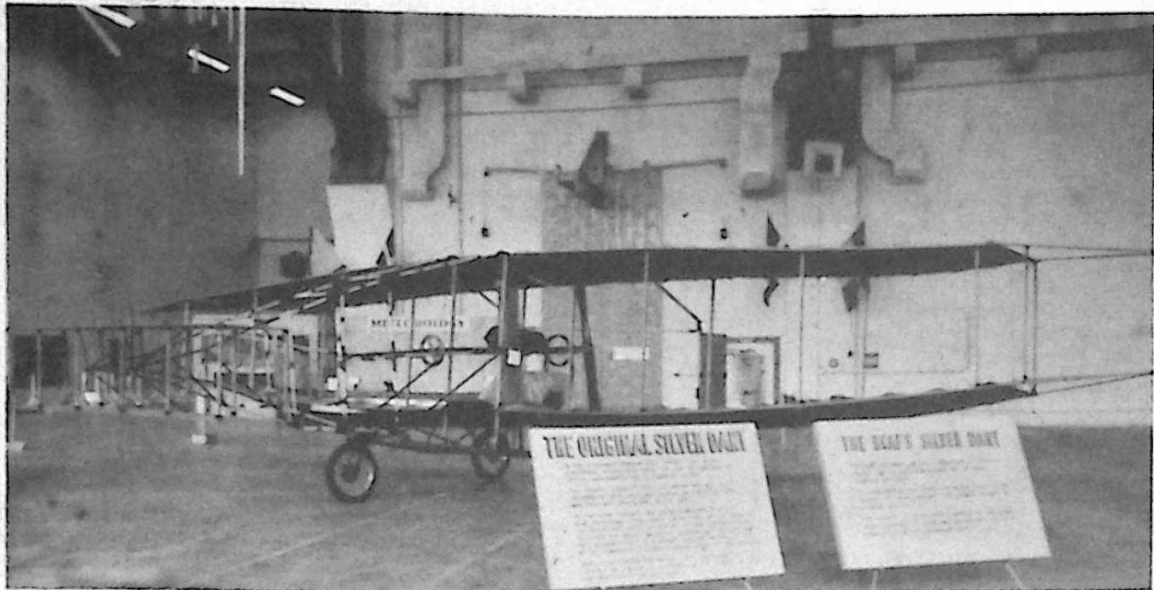
Canadian military aviation has an exciting history, but it got off the ground almost as slowly as an anvil in a down draft. On August 2, 1909, F.W. "Casey" Baldwin and JAD McCurdy demonstrated the Silver Dart to a group of skeptical army officials at Petawawa, and on August 12 and 13 they demonstrated the Baddeck I. They had brought the airplanes to Petawawa at their own expense, to kindle some enthusiasm for military aviation, and were received with overwhelming indifference. The passion for change and innova-

tion burned low among military experts of the day.

Five years later, the first Canadian Aviation Corps hit a down draft which grounded it permanently. Captain EL Janney, the first and only commander of the short-lived corps, was authorized to spend \$5,000 for Canada's first military aircraft, a Burgess-Dunne biplane. It was flown to Valcartier from the United States, crated, and shipped off to Europe along with the First Canadian Division. It was left standing in the mud and eventually disappeared, a cheap

and early version of the Avro Arrow.

The lack of a Canadian aviation arm did not keep young Canadians out of World War I skies. Hundreds, indeed thousands of them proceeded overseas to join the Royal Flying Corps, and write great chapters in its history. Included among them was a young fellow named Lester B. Pearson, whose message to TOTEM TIMES readers appears on the front page of this issue. He was one of about 22,000, some 1500 of whom gave their lives. Names such as Bishop, Bar-



THE FIRST CANADIAN AIRPLANE. The Silver Dart on display at Ottawa. — DND Photo

ker, Collishaw, McCleod, MacLaren, Claxton, McCall, Quigley and McKeever quickly became household words. As the "Knights of the Air" they participated in historic battles; perhaps the last battles about which the word chivalry could be used. Canadians fought in every theatre in World War I, and distinguished themselves.

After the war, sporadic efforts were made to establish a Canadian Air Force, but the governments of the day were not about to spend large amounts on instruments of warfare. The populations which elected them were thoroughly sick of war and its

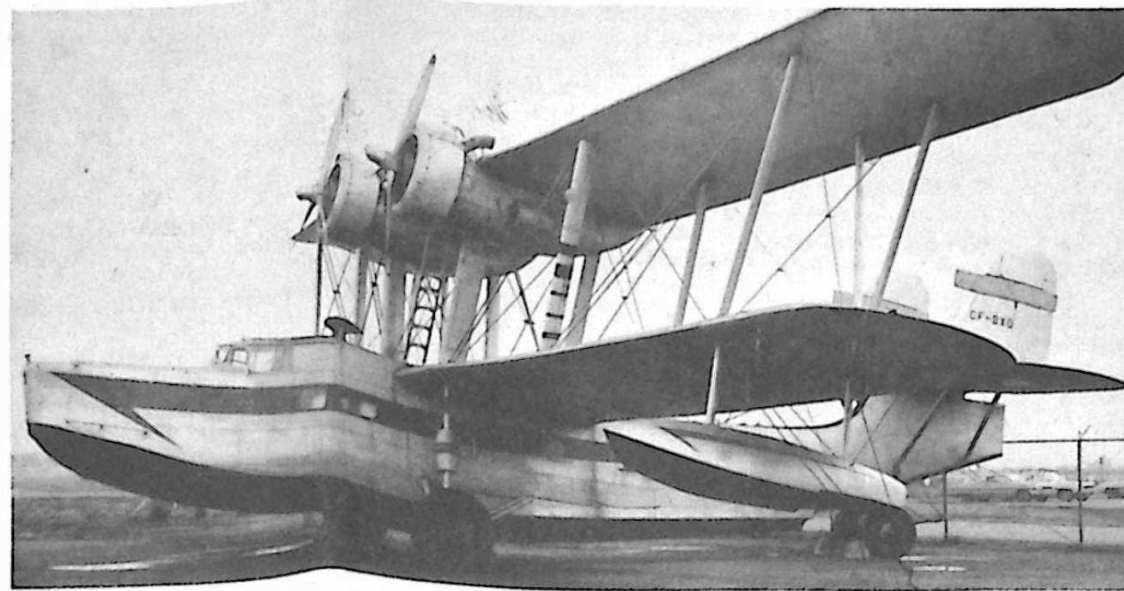
aftermath, and no money, or sympathy, could be found for armed forces.

However, in 1919, the government of the UK offered Canada a gift of some 100 surplus airplanes, plus hangars and ground-handling equipment. Using this equipment, an air force of sorts was established, although the roles envisaged for it were mainly civil. For the next four years this embryo force struggled along, as much a civil beast as a military one, doing much valuable work in forestry patrols, photo-survey and the like.

On 1 April, 1924, the RCAF was born. The CAF, which pre-

ceded it, had never been a permanent force, such as the RCAF was planned to be. The strength of the RCAF on that day was not large. Sixty-two officers and 262 airmen were spread around at Ottawa, Dartmouth, Rockcliffe, Camp Borden, High River, and Vancouver. Their aircraft, except for 8 new Vikings and a few Vipers were mostly tired antiques that should never have survived World War I. With this fleet though, the RCAF was to start the survey and map-making activities that were to occupy it until World War II.

The fledgling force flew its first mercy mission on October



A SUPERMARINE STRANRAER, a front-line Coastal Command aircraft in 1939. — DND Photo

rapidly, and again Canadians could be found in all roles. In 1941, Canadians took up the night fighter role, and in the early days of September, F/O RC Fumerton and Sgt LPS Bing scored the RCAF's first night fighter kill, while flying a 406 Sqn Beau-fighter.

By 1943, 6 Bomber group had fourteen squadrons of Lancasters and Halifaxes alone, and on D-Day, the RCAF had thirty-three squadrons, fighters, bombers, and fighter-bombers in the air.



THE AVRO ANSON, the twin-engine trainer on which thousands of RCAF trainees won their wings during World War II. — DND Photo

After the war the strength of the RCAF fluctuated from low to lower, but when it became evident that another menace to western civilization existed, recruiting was intensified and the strength eventually stabilized at about 50,000.

The post-war years were years of great accomplishment for the service. The survey work was interrupted by the war and completed, and Canada was completely mapped from the Atlantic to the Pacific, and from the border to the Arctic.

The service moved into the jet age in 1948 when it acquired its first Vampires and formed fighter squadrons for home de-

fence. In 1949, the first trans-Canada flight took place when a North Star flown by F/O JA Jolicoeur lumbered from Vancouver to Halifax in 8 hours and 32 minutes.

In 1950, 426 Squadron began the Korean airlift, an operation that was to be run for almost 4 years. During this time, 34,000 hours were flown and 13,000 people and 7,000,000 pounds of freight were delivered from A to B. Incredibly, neither lives nor cargoes were lost in this difficult venture.

1951 saw the RCAF engaged in another training plan. This time it was for NATO, and Canadian airfields echoed with the accents of Turkish, Dutch, Belgian, French, British and Italian aviators. The first graduates received their wings at Summer-side on May 1951, and the last graduates left the schools in July, 1958. In between some 5,000 aircrew graduates had been sent home to bolster their countries' defences.



THE ANSON had excellent visibility. — DND Photo

The RCAF became the first air force in the world to operate jet transports when it acquired two Comets in May 1953. These aircraft served for ten years before being retired in 1963, while parade-square full of still serving Lances, Dakas, Bugs-mashers and Harvards looked on respectfully.



A WORLD WAR I flight line might not have had afterburners, but it sure had wings. — DND Photo

20, 1924, when a Viking flew a load of diphtheria anti-toxin from Victoria Beach to Norway House. It was the start of a role which continues to this day.

The years between 1924 and 1932 saw the RCAF gradually increase in strength and responsibility. Forestry patrols, anti-smuggling patrols and an increasing amount of photographic work kept the flyers busy practically all year round, and the ground crew busy a great deal longer. Maintenance working conditions in those early times were at best primitive, and the

airplanes were aging rapidly.

In 1932, the government slashed the RCAF appropriation from \$5,442,000 to \$1,750,000, and virtually grounded the service. No satisfactory explanation for this action was ever given, and the flyers, who time and again had been told that of the three services, they were the only ones performing a worthwhile peacetime service were mystified to discover that the slash in their appropriations had been far greater than that suffered by either the army or navy. Seventy-eight officers and one

hundred airmen swelled the ranks of the unemployed, and service aviation fell once again into the doldrums, from which it did not emerge until blown out by the war clouds in 1939.

At the outbreak of war, the force, which then had a strength of 4,061 people and 270 aircraft of 23 types (only one type of which was first line) was mobilized, and prepared for rapid expansion. It was to eventually number some 215,000 people, scattered all over the globe. In 1940, the British Commonwealth Air Training Plan began



THE STANDBY OF 6 Bomber Group in one of its many RCAF costumes. — DND Photo

operation. It was to run for 5 years at 360 schools, and turn out 131,553 aircrew graduates to man the aircraft spewing from the factories of western world.

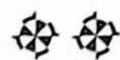
The RCAF was soon in the midst of the battle. On September 29, 1939, S/L W Clements became the first member of the RCAF to fly over enemy terri-

tory when he flew a Blenheim to the Hamm-Hanover sector of Germany on a reconnaissance mission. The first RCAF unit to reach the UK was 110 Army Co-op Squadron under the command of S/L W Van Vliet. As it was equipped with slow Ly-sanders and a specialized role it could not be extensively used in the battles then being fought,

In July 1940, No. 1 Fighter Squadron, commanded by S/L EA McNab landed in England and began training for the forthcoming Battle of Britain. It was the first actual unit of the RCAF to see combat, and it quite naturally scored the first kill and suffered the first casualties.

From 1940, the strength of the RCAF overseas increased

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ARMED FORCES DAY - OTTAWA . . . A First World War fighter, the Sopwith Camel, and artillery were included among historic and current military equipment on display at CFB Rockcliffe, on Armed Forces Day. An estimated 100,000 people attended.

— Canadian Forces Photo

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## Flash back to Comox 1944



ANDERTON ROAD IN 1944 had just as much traffic as it does now, only slower, as most of it was on foot. It was a long walk to work in the morning for those who lived out.



GETTING OFF THE STATION was just as bad. Then, as now, authorities contemplated putting a "No left turn" sign outside the main gate.



TRENCH WARFARE was an important part of military training in those far-off days. Some people used shovels (foreground) but the cleverer ones used steam shovels (background).



A THOUGHTFUL GOVERNMENT granted 1944 airmen cruising privileges on the magnificent yacht seen in the background of this picture. Notice all the airmen stampeding to be first on the Princess of Victoria, which will take them from Sydney to Comox.



VIEW OF THE FLIGHT LINE IN 1944. Only the unalterably cynical in our midst would think to observe that two types of aircraft displayed in the photos are still, twenty-three years later, serving Queen and country.

## What Canada Means to Me

by CPL J. HOLMES

Five hundred words in which to convey What Canada Means to Me; at first thought this appears a meagre allowance. Why, one could exceed this pitiful dote by simply describing the virtues of one province, any one of the ten. A cursory glance at any of the provincial tourist folders would reveal sufficient material for at least double the paltry allowance. Furthermore, this publicity, to be obtained simply for the asking plus the price of a stamped postcard, is produced by skilled craftsmen, eager to attract the well heeled tourist and consequently, produced with superb artistry and penned with far greater eloquence than commanded by the writer.

Something more fundamental then is obviously in the mind of the promoter of this competition; rather more is he or she looking for the image which is evoked in our mind's eye than that seen normally. It is abundantly clear that we live in a beautiful country; only a fool or charlatan could deny this obvious truth. The question here though is, what is its destiny and how will it affect both me and mine not only tomorrow but in the million tomorrows yet to come.

Firstly this is a young country and we all enjoy (or enjoyed) our youth. Secondly we are all immigrants from one or other of the "old orders" in another land. It is far too often forgotten that, even though we ourselves may be native born Canadians, that our parents, grandparents, or possibly even a few more generations back than that, shook off the shackles of Europe for "something better." It is also a fact that, by and large only the poor came. Europe's gentlemen were quite comfortable, thank you, though they condescended to finance a few profitable ventures to "open up the land" — plus one or two banks in the process! So all of us come, of all origins, the recent arrivals and the early settlers, to better ourselves. I think we are succeeding. Perhaps I should say here that I earnestly detest the term "Founding Races" though of one myself. The very nature of the phrase implies that any other ethnic origin is not deserving of other than second class citizenship. What piddling nonsense! We are ALL Canadians — this then is what Canada means to me.

We all came because man is always striving for something better, that intangible something that is the rootstock of all men's good works and, with God's help, we can attain it. We are blessed with an almost frightening total of potential wealth, a vast richness that can, if harnessed honestly and with vision, erase much of the misery that poverty and ill health drag in their train. If these words sound like the mouthings of a vote catching politician, it does not make them any less true; rather blame the politician for prostituting the language.

This too, then is what Canada means to me.

Also we have Canada in the world today. Here also there is cause for pride in past achievements and a reasonable hope for the future. As a new country we have no melancholy record of past oppression or injustice. It is a sad but recorded

## Those Were the Good Old Days

by RUSTY MACHINERY

One of the features of contemporary service life is the number of lovely, warm hangars that are built to service today's complicated airplanes. Another feature is the smooth, well-oiled supply machine that keeps those airplanes flying. Was it always thus, one wonders? Let us flip over the pages of memory, and accompany Totem Times correspondent Rusty Machinery on a stroll through some of the RCAF's formative years, and see how much things have changed. Or have they?

Maintenance of RCAF aircraft at Camp Borden from 1924 to 1939 was quite a rugged affair, especially in winter. The only heat was a "station agent" stove in the hangar workshop and another small stove with a water jacket whose function was to provide hot water to wash the congealed castor oil which was thrown all over the aircraft from the rotary engine. There were only two types of mechanics in the flights then, fitters and riggers. However, in station workshops where they had some heat were to be found carpenters, fabric workers, machinists, a welder and a blacksmith. AVRO 504K biplanes with the 90 h.p. "Clerget" rotary engine were in use until about 1930. Many methods, official and often very unofficial, were tried to start these engines on a below zero morning. The favorite was an asbestos hood thrown over the engine. The hood was attached to a stove pipe into which was played the heat from the two plumbers blow torches. Needless to say, two mechanics stood by handy with fire extinguishers! Night flying on skis was possible using oil flares, and to stay out on the drome and attend to these flares for four hours at a stretch in sub zero weather was no joke.

A flight NCO's ability was rated not so much by his trade proficiency as by his "scrounging" ability to "keep 'em flying." Stores had practically nothing and the RCAF motto "Through difficulty to the stars" was most impolitely known as "Through difficulty to the stores!" One method used to get a spare part for immediate use was as follows: The U.S. part was checked by the AID and turned into Stores on an exchange voucher. The exchange was made. Later, the damaged part was thrown on the dump. Late at night, the wily NCO visited the dump, retrieved the part and exchanged it again. He now had at least one spare to "keep 'em flying." In "A" Flight, Camp Borden, we had spare bits and pieces hidden in secret cupboards up on the hangar rafters or out in the bush.

Here is an episode to show you youngsters how dedicated we were. Flying training was going strong. An "Avian" tail wheel assembly was damaged. The NCO rushed to Stores for an exchange and was told the usual, "We haven't any!" Back to the hangar and reports to his CO. The CO says "Sergeant, you didn't get these stripes for nothing! Training is going on and I don't care what you do but that machine has to be on the line at 6:00 a.m. Tomorrow!"

That night two NCO's sneaked up to a Stores hangar where there was a brand new "Avian". One watched for the guard while the other removed the door hinges, went inside, removed the parts required and fitted the old one. Back to "A" Flight and our machine was "serviceable" again. The two NCO's visited the Sergeant's Mess later that night and told a pal what they had accomplished. He laughed at them and then explained that when our two heroes were risking court martial for the good of their "flight", word had come through by radio that only \$1,250,000.00 had been provided for the year's RCAF program and all flying had to cease immediately. That "Avian" by the way never flew for three years.

RCAF yearly estimates in 1930 were about \$2,000,000. About March 1932, the CO addressed a Sergeant's Mess Meeting and stated that he was informed that the next estimate would be much higher. As the RCAF was now really going ahead, he said it was up to everyone to prepare for promotion and more responsibilities. April came along and the estimate was \$1,250,000.1! Consternation! Pilots and anyone who had not kept their noses clean were discharged right away. Two young recruits (fitters) in "A" Flight were discharged as "not likely to become proficient Airmen." These two enlisted as Airmen in 1939, became Squadron Leaders and had a host of decorations. Practically all flying ceased for several years. Airmen who were lucky enough to be drawing \$1.95 per

fact that all the present great world powers at some recent or early period in their history have, to a greater or lesser degree, committed either deliberately or by default, sins of omission or commission which has tarnished their reputation in the eyes of the emerging countries. To make excuses or to apportion blame is not appropriate here; suffice it to say that these actions or omissions, inactions, made them great nations. If this premise is accepted, at least in the main, then we in this country having no such history, if only because of our youth and a changing of the world's standard of behaviour have a unique opportunity and a great challenge. This opportunity and challenge has been met by Canada, through the United Nations with signal success and honour. We have in my own opinion, quite rightly accepted and still support the view that in this uncertain world we still require a world court, together with its attendant and unfettered policing powers. Canada's policy is in keeping with this view, which is our best safeguard for a greater Canada in the better world of tomorrow.

This is what Canada means to me.

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gar rafters or out in the bush. Here is an episode to show you youngsters how dedicated we were. Flying training was going strong. An "Avian" tail wheel assembly was damaged. The NCO rushed to Stores for an exchange and was told the usual, "We haven't any!" Back to the hangar and reports to his CO. The CO says "Sergeant, you didn't get these stripes for nothing! Training is going on and I don't care what you do but that machine has to be on the line at 6:00 a.m. Tomorrow!"

That night two NCO's sneaked up to a Stores hangar where there was a brand new "Avian". One watched for the guard while the other removed the door hinges, went inside, removed the parts required and fitted the old one. Back to "A" Flight and our machine was "serviceable" again. The two NCO's visited the Sergeant's Mess later that night and told a pal what they had accomplished. He laughed at them and then explained that when our two heroes were risking court martial for the good of their "flight", word had come through by radio that only \$1,250,000.00 had been provided for the year's RCAF program and all flying had to cease immediately. That "Avian" by the way never flew for three years.

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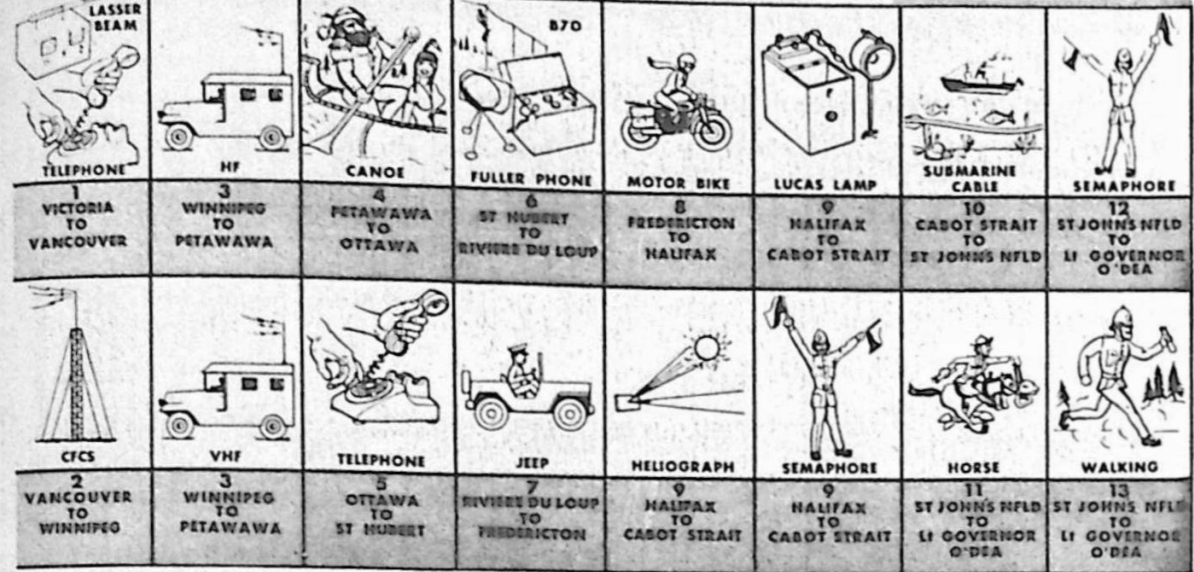
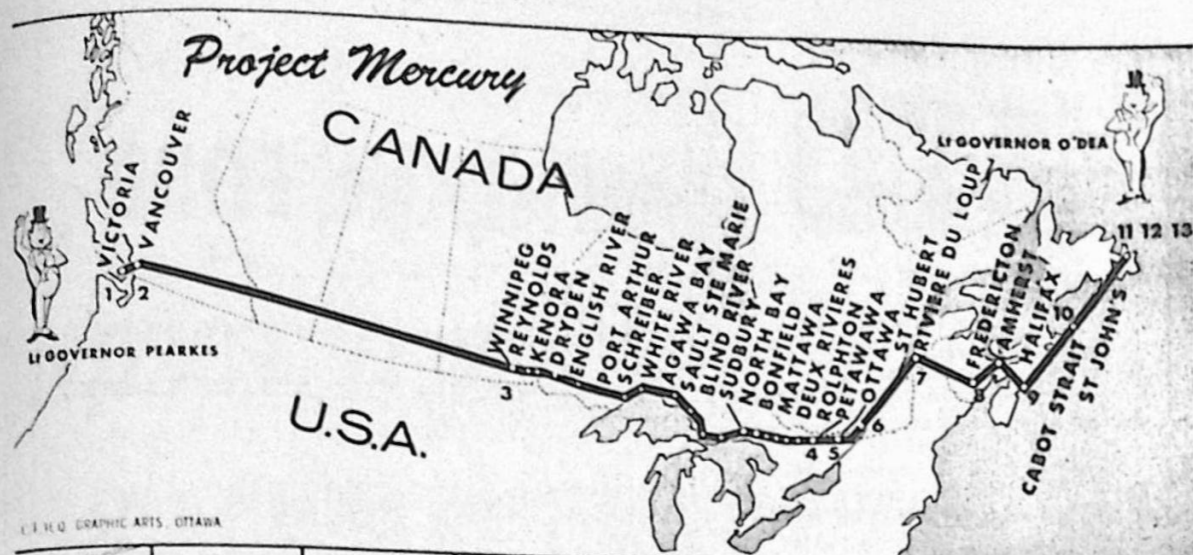
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**L A V E R ' S**

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## Next Time I'll Write

Signallers of the armed forces, in their centennial salute to communications, will transmit a message across Canada by a variety of methods from laser beam to mounted courier, during the period June 23 - June 30.

About 100 servicemen will be involved in relaying the message from the Lieutenant-Governor of

British Columbia, the Honorable G. R. Pearkes, to the Lieutenant-Governor of Newfoundland, the Honorable Fabian O'Dea, by modes of communications in use during the past hundred years.

The message will be started on its way from the Parliament building, Victoria, June 23 by laser beam.

In the second phase, the message will be passed from Winnipeg to CFB Petawawa through a total of 18 radio stations.

In the final phase, both old and new methods including helicopter, semaphore flag, aldis lamp, cable, mounted courier and runner will transmit the message.



**THE CANADIAN INDUSTRIAL PREPAREDNESS ASSOCIATION**, the organization of major industrial suppliers to the Canadian Forces, has just completed a whirlwind tour of some NORAD and Canadian Forces Bases. Included in their tour was a visit to CFB Comox where they received extensive briefings and toured the facilities of the various squadrons at the Base. Shown in the photograph taken during the association's tour of 407 Maritime Squadron are (l. to r.): Mr. W. T. Muirhead, Toronto, president of Silverclad of Canada Ltd.; S/L Ted Hoover, Acting Commanding Officer of 407 Maritime Squadron; Mr. A. T. Hurter, Montreal, managing director of Stadler Hunter International; and Mr. L. B. Manning of Toronto, president and general manager of A. C. Wickman Limited.

— DND Photo



**THE SILVER DART IN FLIGHT**, which was demonstrated to Canadian military officials at Petawawa Ont., in 1909 by Casey Baldwin and JAD McCurdy. After these early trials, Canadian military aviation came to a shuddering halt, a condition which was to be chronic until well after the outbreak of World War One. Vision and foresight were not the most notable attributes of high-ranking officers in those times.

## Buffaloes are Bisons

The famed wartime RCAF No. 429 (Bison) Squadron is to be reactivated and equipped with Canada's new Buffalo aircraft.

The squadron, to be known as 429 Tactical Transport Squadron, will be reactivated in mid-July and assigned to Mobile Command. It will be based at St. Hubert, Que., with a detachment at Namoo, Alta.

The squadron establishment will be approximately 280 officers and men, with 15 de Havilland CC-115 Buffalo aircraft. Four of these aircraft will be based at Namoo.

The role of the squadron will be to provide close tactical air transport support for Mobile Command. It will also provide operational training for air and ground crews; assist as required in search and rescue missions;

provide any surplus capability for air transport operations as directed and provide transport for parachute training.

The first of these aircraft was accepted at a ceremony at the de Havilland plant near Toronto, attended by the Hon. Paul Hellyer, Minister of National Defence, and Lt.-Gen. W. A. B. Anderson, commander of Mobile Command.

In accepting the logbook for this aircraft on behalf of the Chief of the Defence Staff, General Anderson announced the reactivation of 429 Squadron and commented:

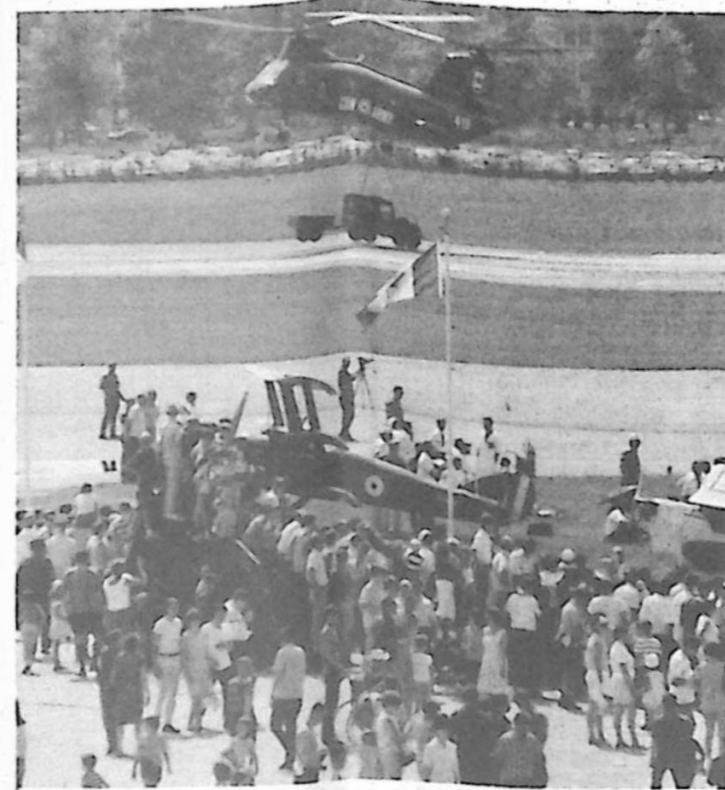
"The squadron badge, appropriately enough, shows 'on a mount, a bison, the head lowered.' Its Latin motto 'Fortuna Nihil' means 'nothing to chance.' 'We are certainly leaving 'no-

thing to chance' by equipping the 429 Squadron with this versatile tactical transport aircraft."

No. 429 Squadron was formed at East Moor, Yorks, on Nov. 7, 1942, as a unit of No. 4 Group and within two months was transferred to No. 6 Group. On Aug. 12, 1943, it moved to Leeming where it remained for the rest of its stay in Britain.

First equipped with Wellington IIIs, and Xs, the squadron began operating Halifax IIs in September 1943, then Halifax Vs in November and Halifax IIIs

At the end of August, 1945, the squadron was transferred to No. 1 Group, with which it was engaged in transporting troops from Italy to Britain. It continued this work until it was disbanded on May 31, 1946.



**A VOYAGEUR**, which is what they call a Labrador in a brown coat gingerly lifts a jeep and a camping trailer from the Rockcliffe runway during Armed Forces Day celebrations at Ottawa. In the foreground, crowds examine the Sopwith Triplane, the type flown so successfully by AVM Raymond Collishaw, one of Canada's greatest aviators. AVM Collishaw had a distinguished career with the RAF before retiring to West Vancouver in 1955.

— DND Photo

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Wow, what a slick chick!  
Let's you and me go to  
see "Sex and the Single  
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You're not  
such an  
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# 81 YEARS OF SERVICE HONoured



W/C Cooper



S/L Bing



S/L Brown

## Veteran Officers' Retirement Dinner Tonight

Three senior officers of CFB Comox, having between them 81 years of RCAF service, will be honored at a mess dinner in the Officers Mess at CFB Comox. The three, W/C J. H. Cooper, S/L L. P. S. Bing, and S/L K. W. Brown have seen the RCAF make the transition from canvas covered bi-planes to sleek jet fighters. All three will retire this summer.

W/C Cooper joined the RCAF in November 1940, after graduating from Qu'Appelle High School, Sask., and was sent to Trenton, where he won his pilot wings on Harvards and Ansons. After graduation he was posted to Yorkton, Sask., where he instructed for eighteen months.

In March, 1943, he was posted to 36 OTU, Pennfield Ridge, N.B.,

and from there went to 432 Squadron in 6 Group, which at that time was based at Eastmoor, Yorkshire. After 6 months on ops, he was shot down, and spent the remainder of the war as a prisoner in Stalag Luft 3. During his operational tour, W/C Cooper was awarded the DFC for meritorious service.

After the war, W/C Cooper was posted to Centralia where he was again engaged in teaching others the rudiments of aircraft operation. In 1949 he returned to Centralia, first as CGI, and later as OC of visiting flight. At that time he was current on Harvards, Bugsmashers, Lancasters, Mitchells and Mustangs.

His next transfer was to SAC HQ, at Omaha Nebraska, where

he was for two years training officers, a job which required him to be current on B-25 and B-29 aircraft.

Following his USAF stint, W/C Cooper was transferred to CFHQ, where he worked in operational requirements. Following Staff College in 1956 he returned to the puzzle palace for 5 years, until NATO defence college called him away. In July 1962 overseas to HQ AAFCE, where he was chief of the exercise branch. In September, 1965, W/C Cooper came to Comox.

S/L Bing joined the RCAF in September, 1939 after graduating from high school in Regina, and was posted to 120 (BR) Squadron, which was then in Regina, and

moved with it to Vancouver. In May, 1941, after completing Nav course in the UK, he was transferred to 406 (NF) in the UK. In September of that year, S/L Bing, and his pilot, F/O R.C. Fumerton shot down the first aircraft to fall to a Canadian night-fighter. Shortly after this he was transferred to 89 (NF) which was then engaged in the defence of Malta. For his exceptional service on operations, he was awarded the DFC.

In 1943, S/L Bing remustered to pilot, and was transferred to 161 (GR) Squadron, at Dartmouth, and Gaspe, flying Canos. After this tour he went north, to Edmonton and Whitehorse, where he flew Expeditors, Daks, Lockheeds, and Norsemen aircraft.

In November 1946 he was transferred to AFHQ in the intelligence slot, and after two years there was exchange-transferred to the USAFHQ intelligence kingdom, where he spent almost three years. Following this he returned to AFHQ for eighteen months, prior to proceeding on operational training with the CP-100.

Following the completion of the OTU, S/L Bing was transferred to 445 Squadron, and then to 423 Squadron. In 1955 he began his first tour to Comox, when he was transferred here as COPS.

In September, 1959 he began a year at Staff College, following which he returned to AFHQ and the intelligence branch. He was transferred to Comox as BPADO in February, 1965.

Flying bi-planes and jets, fighters and bombers, seaplanes and flying boats, has all been part of the day's work for S/L Brown, the commanding officer of 121 Composite (Search and Rescue) Unit who has flown 30 different

types of aircraft since he began pilot training as a Leading Aircraftman at Swift Current, Sask. in the spring of 1941.

Immediately following graduation, S/L Brown was transferred overseas and served with operational training units and No. 44 Squadron in Britain until March 1943, when he was one of a number of Canadians selected to fly in the late Guy Gibson's famed No. 167 "Dambuster" squadron.

S/L Brown was awarded the Conspicuous Gallantry Medal for his heroism while flying a Lancaster bomber as a Flight-Sergeant pilot on the historic "Dambuster" raid of 16 May, 1943. He was commissioned later that year, and remained with the "Dambuster" squadron until March 1944, then served as an instructor at RAF flying schools and on the staff of the Empire Air Armament School at Manby, Lincolnshire, until his return to Canada in May, 1945.

In September 1945, after a short tour of duty at Winnipeg and Gimli, Man., S/L Brown was transferred to the RCAF's Winter Experimental Unit at Edmonton, and was commander of the unit when he was named to command a "Loran" radar site at Sawmill Bay, N.W.T., in February 1948. He returned to the winter unit at Edmonton four months later to continue inaretic flying duties.

From July 1949 until February 1952 he was an instructor at the officer's schools at Toronto and London, Ont., then commanded No. 102 Search and Rescue Flight at Station Trenton, Ont., until October 1954.

S/L Brown was the chief operations officer of No. 408 Squadron, based at Rockcliffe, near Ottawa, from October 1954 until August 1958. During these years

the squadron was carrying out photo-survey work in Canada's Far north. In the course of this topographical work he commanded 408 Squadron in 1955 while it operated from Whitehorse during the "Shoran" survey of the Yukon and the arctic Islands.

Later in 1948 he commanded the RCAF detachment at Frobisher Bay, N.W.T., then he returned to Rockcliffe to become the staff operations officer at Air Material Command Headquarters there.

Following a tour of duty, from June 1961 to August 1963 as Commanding Officer of RCAF Station Knob Lake, Ont., S/L Brown was named to command the RCAF's Search and Rescue Unit on the West Coast, No. 121 Composite Unit, then based at Vancouver and now relocated at Station Comox on Vancouver Island.

For S/L Brown, the move of the unit to Comox in mid-July 1964 marked his 37th "Air Force Home" in 23 years.

The Totem Times joins with all personnel at CFB Comox in wishing these three officers Godspeed, and the utmost of happiness in their new careers.

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## Padre Posted

CFB Comox - It was announced here recently that one of the Protestant Chaplains of this Base Flight Lieutenant Leslie T. Barclay, 41, of St. Mary's will shortly be transferred to take up his new post at Canadian Forces Base Edmonton.

F/L Barclay was born in St. Mary's, Ontario, and in 1943 joined the wartime RAF in London England. He served in the UK until the war's end when he returned to Canada.

Following his return, he attended the University of Western Ontario, where he received his B.A. in 1954 and pursued his theological studies at Knox College, University of Toronto.

Rejoining the RCAF in 1962, F/L Barclay has served in Whitehorse for two years and at this Base for the past three years.



Leslie T. Barclay

## Armour Promoted

Air Commodore E. Donald Armour, 51, from Nako, Sask., will be promoted to the rank of air vice marshal and appointed deputy chief logistics on the staff of the chief of technical services. Air Commodore Armour is now serving as director general supply at Ottawa. He succeeds Rear-Admiral H.G. Burchell, 54, of Ottawa, who is retiring.

AVM Armour has had a long and distinguished career in air force logistic organizations, beginning in 1939.



## Kiwi Ken

CFB Comox - An RCAF officer presently on the strength of 407 Maritime Patrol Squadron at this Base, will be the first Canadian Forces representative to be sent on an exchange transfer to No. 10 Royal Australian Air Force Squadron based at Townsville, Queensland.

Flight Lieutenant Kenneth G. Kier, 37, born in Calgary but presently in Cobble Hill, Vancouver Island, joined the RCAF in September 1949, and following pilot training, has served two tours as a Maritime aircraft captain as well as a period of seven years on staff appointments.

His transfer will be of two years duration and he will eventually become a Maritime aircraft captain "down under". Part of the regular commitments of this Aussie Squadron consists of deployment to such interesting areas as Hawaii, the Philippines, Malaysia and Borneo for anti-submarine duties.

F/L Kier, his wife and three children will board an Australia-bound liner at Vancouver on 14 July.

Boat owners can get a free copy of the booklet "Safety Afloat" by writing to the Marine Regulations branch of the Department of Transport, Ottawa.

CPL D ETtinger giving practical instruction to P2WU G Burke of the Fleet School Halifax and Cpl G Hayward of Summerside, who were students at the first torpedo course of 1967 held at the Maritime Command Torpedo School, 407 Sqn Comox from 24 Apr to 16 Jun 67.

Red Cross says to discourage children from relying on air-inflated toys to keep them afloat. These devices give children a false sense of security.



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Attractive duplex, 2 BR's each side, 1 year old. \$23,000 Easy terms.

COMOX New 3 BR home with good locality, w/w carpet, ceramic tile. Bathroom-washroom off master BR, large well landscaped lot with paved drive - \$23,600 terms.

Deluxe 3 BR home, fireplace, w/w carpet, sundeck. Many extras - good view, \$22,000 - terms to suit.

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Restricted

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**TIME TRAVELLER**  
Preston Foster

Saturday, July 1 - Evening  
**AROUND THE WORLD AND UNDER THE SEA**  
Lloyd Bridges  
Shirley Eaton

Sunday, July 2  
**WHAT'S UP TIGER LILY**  
Woody Allen

Tuesday, 4 July  
**LORD LOVE A DUCK**  
Tuesday Weld  
Adult Entertainment Only

Thursday 6 July  
**CINCINNATI KID**  
Ann Margaret  
Steve McQueen

Saturday, 8 July - Matinee  
**PATTERN FOR PLUNDER**  
Keenan Wynn

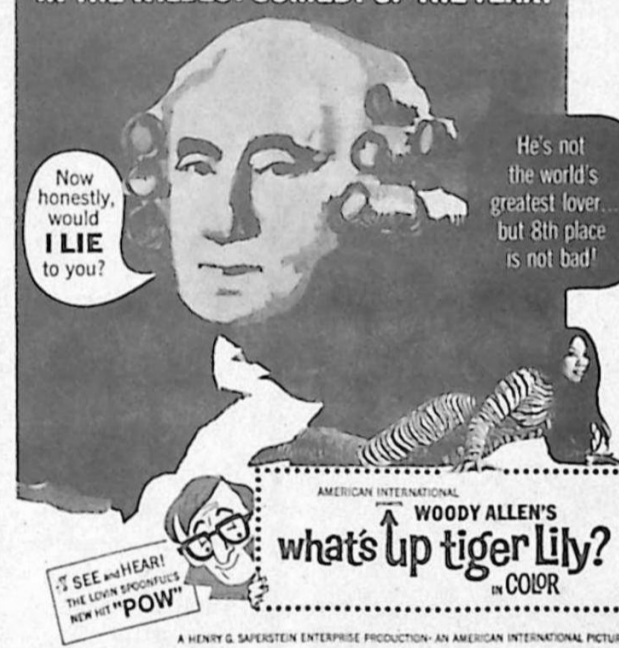
Saturday, 8 July - Evening  
**DR. GOLDFOOT AND THE GIRL BOMBS**  
Vincent Price  
Fabian

Sunday, 9 July  
**THE POPPY IS ALSO A FLOWER**  
Yul Brynner  
Rita Hayworth

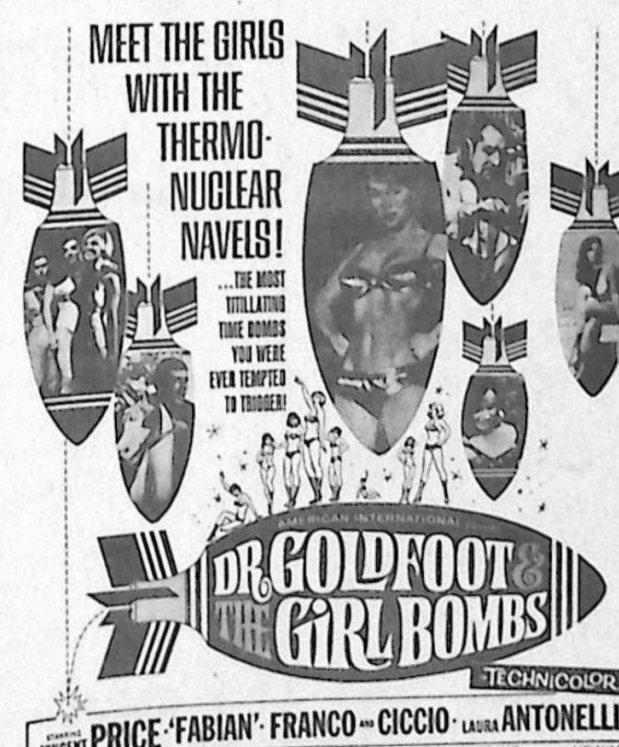
Tuesday, 11 July  
**THE COMMANDEROS**  
John Wayne  
Lee Marvin

Thursday, 13 July  
**BUS STOP**  
Marilyn Monroe  
Don Murray

## WOODY ALLEN STRIKES BACK! IN THE WILDEST COMEDY OF THE YEAR!



Sunday, 2 July



Saturday, 8 July



### Auger's Away

PICTURED ABOVE (the one with all the ivory showing and the ever-present pipe), is Sgt. Ed Auger, the manager of the CFB Comox Credit Union. Ed is transferred and will be sorely missed by the credit union as well as all his friends and associates at CFB Comox. Ed was a prime mover in getting our credit union started and functioning and without him having been here to do the job, it seems doubtful that we would have got off the ground. Shown presenting Ed with a token of appreciation is our esteemed president, Sgt. Gordie Kines.

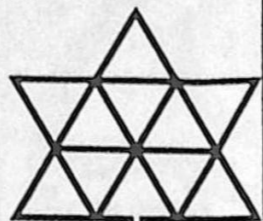


### Roller Rink Rocking

MISS LAURIE LARSON has her skates fitted by Terry Bloom, of the staff of Glacier Gardens Roller Rink. With the addition of more skates and a new tape music system the Gardens has been turned into a fine roller rink for the summer months. As an added attraction, there will be a "Special Schools Out Dance," Friday, June 30th at the Gardens, with music by "The Look Group." Skating 7:30 to 10:00; dancing 10:00 p.m. to 1:00 a.m.. Admission \$1.00.

— Tony Ditchburn Photo

## Centennial Report



1867 | 1967

by JOHN W. FISHER  
CENTENNIAL COMMISSIONER

Let's put some color into our surroundings for the first of July. Reach for the rake, the broom and the paint brush for a good cleanup and then put up flags—lots of flags.

Having crossed the country during the past few weeks my impression is that so far we look pretty dull in Centennial year. Do we lack the courage to use color—bunting, streamers, street decorations and lights? Are we afraid to put up flags? We've had a new flag since 1965. Let's show it this year.

Like the first few evening stars there are exceptions to the general look of things, such as federal and provincial buildings and some

town halls—but there are hundreds of other public buildings with no show of decor for Centennial. Some commercial and industrial buildings and properties—but not many—provide splashes of gaiety here and there. I saw one on the Queen Elizabeth Highway, between Toronto and Hamilton—the G. H. Wood head office—decked out with a 980-square-foot Canadian coat of arms.

We should take the example of Europe, and some parts of French Canada and Newfoundland, where towns and cities really go all out to decorate their homes and communities on festive occasions.

We've already gone a long way to clean up Canada—refurbishing old urban sections, face-lifting buildings, developing park areas and beautifying main streets. It is a little over a year ago since the Centennial Commission obtained the services of Roderick Clack to handle its community improvement and beautification program. Mr. Clack, who had directed the city of Victoria's successful project to transform its "town center" into a new area of beauty, has been promoting beautification on a national scale on behalf of the Commission.

Roderick Clack has held seminars in all regions of Canada and has been providing know-how to communities on the best ways to improve the appearance of urban and rural areas. The reaction to the program is good but there's still plenty to do.

## Scintillations

continued from Page 1

who said that it couldn't be done; that the site would sail down the St. Lawrence and vanish, carrying with it Canada's reputation. It was done, and done on time. It was done flawlessly. And the whole world has applauded, when it could take time out from hurling insults around the UN.

The Confederation Train is another project which was dazzlingly executed, and it too surprised its builders. Everywhere it went it was inundated under a sea of humanity. Stolid, phlegmatic Canadians, who weren't supposed to be paying attention to such things suddenly suffered an overwhelming desire to see this nation in microcosm. Even still, they are pouring through the train at just about maximum speed. While the designers sit and wonder.

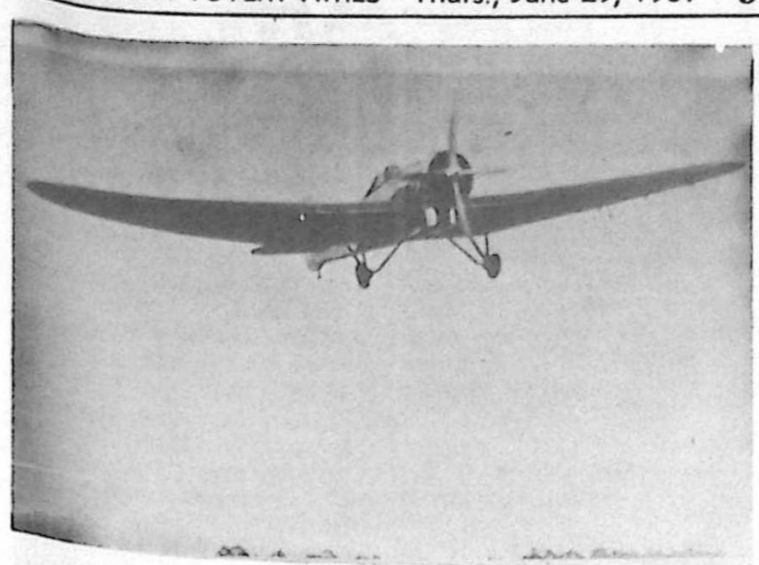
The Centennial Caravan was another success that exceeded the hopes of its builders. Built to visit the smaller centres that the train missed the Caravan was just as well designed, and offered as fascinating a glimpse into the stuff of the Canadian nation. It too plays to capacity crowds every time it stops.

The Armed Forces have not been outdone. The Canadian Armed Forces Tattoo, particularly in its outdoor performances is a magnificent spectacle. The attention to detail which was lavished on the costumes defies description, and the feeling evoked when all those bands start playing the national anthem is almost indescribable.

But the real surprise of Centennial year has been the way in which the average Canadian citizen has participated in the activities. Superb shows, displays and such mean little when no one watches them. But Canadians are watching, and indeed participating in a fashion that should put to death forever that old legend of the solid, phlegmatic and unemotional Canadian. Here's to the next century.



CFB COMOX TOTEM TIMES - Thurs., June 29, 1967 9



## PRE' 40 by Flying Chuff

The 1930s was a decade of record breaking in various mechanical fields, some attempts by private individuals, others backed by national governments. Much experimental work and proving was undoubtedly accomplished, but one may be excused perhaps for thinking that national prestige was also part of the game.

The successful Bristol 138A was not only a national triumph for Britain, but also a triumph for the Bristol Aeroplane Co., this being the first time both airframe and engine had been constructed by the one manufacturer. Specially designed to break the altitude record for heavier than air type aircraft (free balloons had already gone

much higher) it went up to 49,944 feet in 1936 and up to 53,937 feet in 1937, after an Italian aircraft had bettered 50,000 feet between times. A conventional type airframe with large wing area and light wing loading. The engine was a special supercharged nine cylinder Bristol Pegasus of about 900 h.p. The cockpit was not pressurized, the pilot wearing a high altitude pressure suit that looked like the grandfather of those worn by today's astronauts.

(Footnote) Only a few years later, a Spitfire pilot ascended to over 50,000 feet without the aid of pressurization to shoot down a special Junkers high altitude reconnaissance plane over North Africa.

Who knows? If we inject some color into our communities for 1967, it might become a national habit—one that could make us northern hibernators a little more appealing to ourselves and to our visitors.

## Holiday Any One?

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## GLACIER GARDENS NEWS

### Special "Schools Out" Dance

MUSIC BY "THE LOOK GROUP"

Friday, June 30

10:00 p.m. to 1:00 a.m.

ADMISSION \$1.00

### Regular Friday Roller Skating

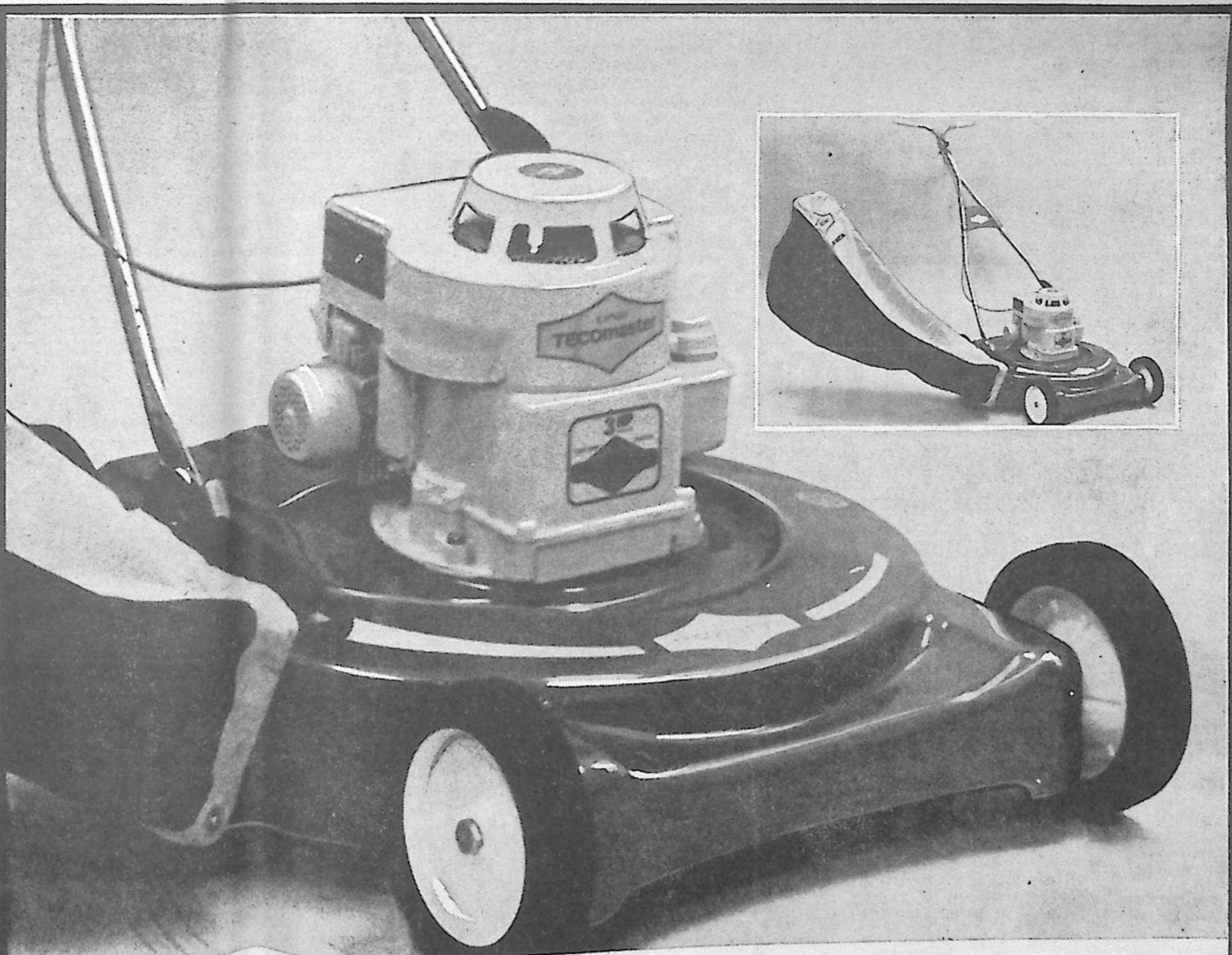
7:30 p.m. to 10:00 p.m. Why Not Come For Both

### Regular Summer Roller Skating

- |             |                        |
|-------------|------------------------|
| ★ Tuesday   | 7:30 p.m. — 10:30 p.m. |
| ★ Wednesday | 6:30 p.m. — 8:30 p.m.  |
| ★ Friday    | 7:30 p.m. — 10:30 p.m. |
| ★ Sunday    | 7:30 p.m. — 10:30 p.m. |

★ NOTE — Parents escorting young skaters are always welcome FREE as Spectators

Under 12 years special 10c admission and skates



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Here's an easy-to-operate rotary mower that practically cuts the lawn for you... all you do is guide it! The 3 h.p. Briggs and Stratton, 4-cycle engine has easy-spin recoil start with never-fail action, exclusive cyclone deck, has easy-spin recoil start with contour grips for operating comfort, choke-a-chromium plated handle with contour grips for operating comfort, choke-a-matic controls and easy-rolling 6 in. wheels with exclusive tire design. Eaton's Special, each Model 68 74

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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.

## Be Water Wise

Most Canadians believe that summer is a wonderful time of the year. And it is!

Summer is the time when the majority of us take our vacation or simply get away from it all to enjoy our great outdoors. It certainly is a time when we seem to have a better appreciation of everything that God has given us.

As a newspaper editor summer is a season that I dread. My misery may start with the May holiday weekend and extends right through to Labour Day.

My hatred of summer is due to the fact that I like people. If you've ever covered a story about a drowning you'll know what I mean!

If you have ever stood on the shore with bewildered parents as a boat slowly drags for their young son you'll know what I mean!

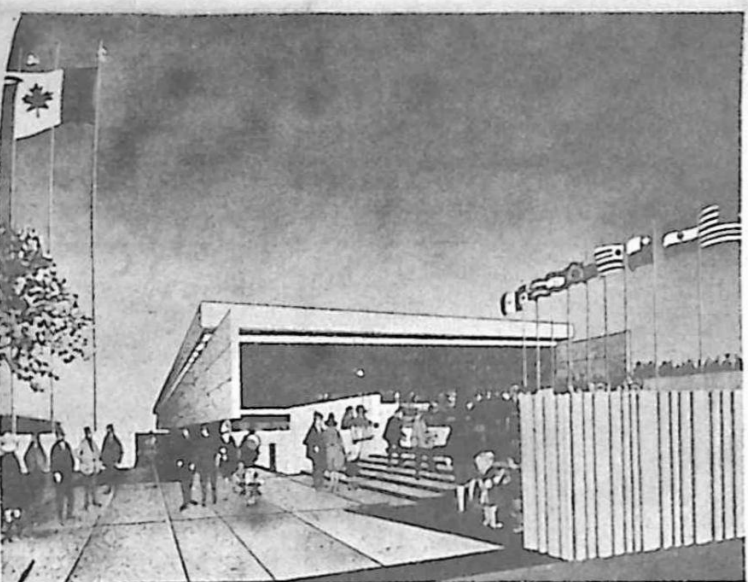
It has been your responsibility to tell someone about the death of a loved one through a drowning accident you'll know what I mean!

It's a pretty tough job to write an obituary about one of the boys who delivers this paper. Or to seek out the facts about a young couple whose holiday became a tragedy.

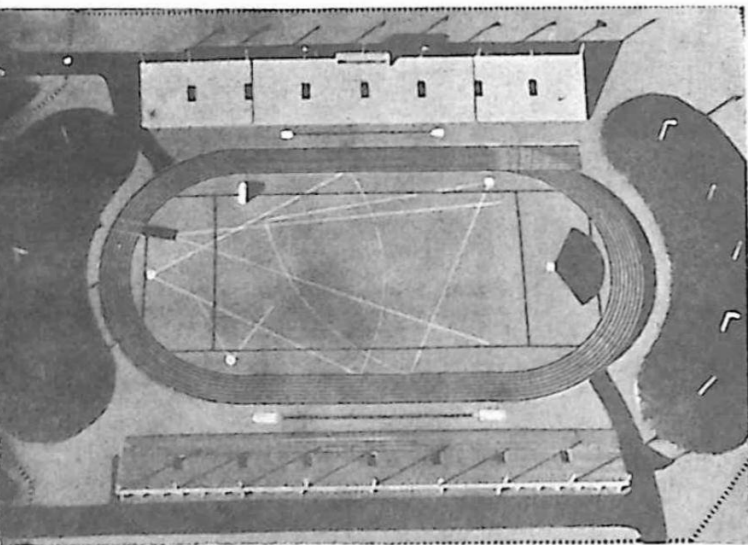
In the newspaper business you do those things because you are expected to do them. I hate every moment of it because I feel sure that many lives can be saved if more of us became more concerned about water safety.

I was appalled to read a report by the Canadian Red Cross that 1,265 Canadians lost their lives in and on the water in 1966. That was an increase of more than 14 per cent over the previous year and the highest recorded by the Red Cross since they have been keeping national statistics. Som of the blame was placed on the very good summer weather which encouraged more participation in water sports and activities.

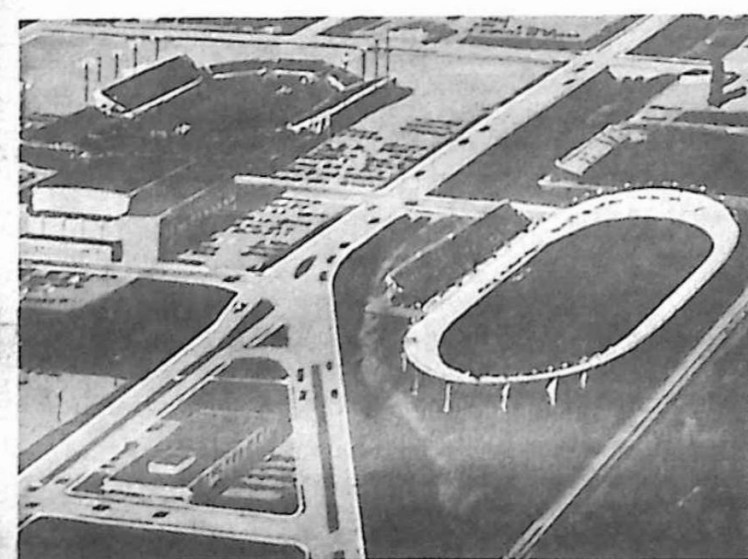
We must do something about the needless loss of life in and on the water. We must continue to talk about the advantages of swimming courses for people of all ages. We must stress the proper handling of boats and the use of approved lifejackets and other equipment. We must make people think more about water safety.



THE OLYMPIC SIZE swimming pool being built for the 1967 Pan-Am Games.



A MODEL of the track and field stadium being built for the Games at the University of Manitoba.



A SPORTS COMPLEX in the west end of Winnipeg which includes a stadium, arena, soccer field, and velodrome.

## PAN-AM '67

Winnipeg, home of the '67 Pan-Am Games is starting to get in high gear in anticipation of the sporting event of the year. The "Olympics of the Western Hemisphere" will undoubtedly be a great success. Right from the opening ceremonies which will be handled by His Royal Highness Prince Philip, Duke of Edinburgh; the four gun salute, the march-in of the participating nations; the flight of peace; the choir anthem; and the lighting of the Pan-American games torch, Sunday, July 23, at 2:00 p.m., will be an hour to remember.

The ceremonies will be held in the 25,000 seat Winnipeg Stadium. An added attraction will be our own Golden Centennaires performing a low level fly past.

To date there have been many developments as far as the games are concerned. The enthusiastic attitude Manitobans have taken towards the games has led every official and promoter to believe that the over 200,000 visitors will be completely satisfied in their hunger to see nothing but the best in the exciting world of athletic competition.

To take care of the great influx of people Pan Amcom, the Pan Am Society Accommodation Bureau, has been set up. About 40,000 persons can be accommodated in existing Metro hotels and motels, and thousands more will use trailer camps and parks. Room for some 60,000 tourists are being found in private homes and summer cottages. The Society has suggested that private homes charge \$8.00 a day for accommodation and 2 meals. The Society feels that Winnipeggers will open their hearts and homes as did the people of Stratford Ont. during the early years of their Shakespearean Festival.

On top of the many spectators Winnipeggers will host some 3,500 athletes. A Housing and Catering Committee has been set up. Meals for the athletes have been based on the last Pan-Am Games, the British Empire Games in Vancouver, and the '64 Olympics under the supervision of the dieticians at the Winnipeg General Hospital and the University of Manitoba. Over 300 volunteer drivers have been selected to transport athletes to and from various functions and sports events. A fleet of 100 vehicles has been donated by local auto dealers for this use.

During the past winter many young and old residents of Metro have been taking courses in Spanish to assist in taking care of Central and South American competitors.

Coverage of the games will be nation wide both here in Canada and in the States. Theatrical techniques matching those required for major movies are being planned for use in the opening ceremonies. A large scale model has been built by six men working part time for seven weeks. This model will be used in directing precise placement and timing of events for public and T.V. coverage. The model has been made for the games through A/V/M R.C. Stovel, AFC CD Commander Training Command CFB Winnipeg.

The first taste of American enthusiasm towards the games has hit Winnipeg. June 3rd a show was assembled to promote Canada's Centennial throughout the States. The show performed in the Twin Cities to a good response. There was a Pan-Am Games exhibit as well as one from that other show that is going on down east. If the response at the Manitoba booth way any indication a strong contingent from the Twin Cities will be at the Pan-Am Games. Other American cities are now being exposed to this stimulating show.

South America is giving the games the "hot house treatment," partly inspired by Mexico obtaining the 68 Olympics. Records have already fallen in the Games' short twenty year history. One third of the 3,500 athletes participating will be competing at a level beyond previous records.

Of the 33 nations represented the USA will have 574 competitors, Canada 490, Mexico 450,

### Announcement

F/L Sibbert and Cpl Dobko sincerely thank the committee men and all the others for their generous assistance in making the combined Protestant-Catholic children's picnic the wonderful success it was. We also thank George Field of Kye Bay for his donation of one half of the 400 dixie cups of ice cream that everyone enjoyed, and a special thanks also to Warrant Officer Couzic for his co-operation with the co-chairmen.

and Cuba 380. A commemorative coin will be presented to each participating athlete. The coin displays the Pan Am Games torch on one side and the 5th games symbol on the other side. There are also 1200 championship medals to be won in a record total of 22 different events.

BASEBALL  
Three locations have been set aside for the baseball, Winnipeg, Carmen and Portage La Prairie. Carmen has produced an excellent playing field by laying 3,000 square feet of Kentucky Blue Grass sod. Portage La Prairie has been working hard on an adequate watering system for the playing field. Besides defending champion Cuba strong teams are being assembled from the USA, Puerto Rico, Venezuela, and Mexico. An estimated 100 baseball scouts from the USA and Japan will be in the stands looking over the Latin American talent.

BASKETBALL  
Defending champion Brazil will be up against stiffer competition from the USA this year because in '63 the games were held during the school year. Mexico, Puerto Rico, Canada and Cuba are expected to fight it out for the bronze medal.

FOOTBALL  
The strong South American squads will add a great flavor to the tournament. With the many new leagues on the North American continent the local fans should be conditioned to appreciate and cheer the participants in this most exciting game.

GYMNASTICS  
The compulsory exercises have been released to the competitors and they are now in the process of mastering them. The public has already given notice of their interest in this event. Final competitions received such a large response that they have been moved from the St. James Civic Center to the Winnipeg Arena where 6000 seats are taken already.

SHOOTING  
Shooting enthusiasts are looking forward to the competitions at the new Miller Road Range.



The new range was an \$86,000 project which provided Winnipeg with one of the finest ranges in North America. Also the skeet shooting will take place at the Winnipeg Trap and Skeet Club near Oak Bay.

PAN-AM POOL  
Home of water polo, synchronized swimming, and diving exhibitions in addition to the regular swimming events the 2,400 capacity pool has already had one-half of its total games capacity of 56,000 sold out.

TENNIS  
Once a sport enjoyed by most city employees during lunch hour and after work on nearby courts the sport is coming back into its own. The Canoe Club will entertain some of the best Davis Cup Players in the Western Hemisphere.

WRESTLING  
Wrestling will be held in the Winnipeg Auditorium along with Boxing and Weight Lifting.

TRACK AND FIELD  
These events will be held in the new 20,000 seat stadium at the University of Manitoba.

BOATING  
The new Winnipeg Floodway will see its first summer of competition this year. There will be rowing, canoeing, and yachting events. So far \$7000 worth of Danish boats have been bought for official use. These high quality boats will be sold in Canada after the Games.

CYCLING  
The new velodrome was opened on the 5th of June by Princess Alexandra. It has already been used for a number of competitions as well as being a frequent testing ground for local youngsters who find the challenge of the 37 degree banked corners stimulating on their street bikes. The light weight, 10 speed gear cycles of competitors are beginning to arrive from France, England, and Italy where they are made. There will be 50 cyclists from the Hemisphere competing at the velodrome.

There are many more sports such as Field Hockey, Judo, Fencing, etc. which will interest the visiting spectator. The optimistic outlook of everyone involved in the Pan American Games (1967) Society has been simmering all winter and spring. Many prominent people and organizations have helped: the national government, the Mayor of Winnipeg, the Metro councillors, Alfred E. Newman, Jim Daly, Prime Minister Pearson, Premier Roblin, Dave Nunikhoven, cyclist, President Johnson, Fidel Castro, Charlie Brown, etc. With a roster like this the games should be a smash.

Some 1,265 persons lost their lives by drowning in 1966. Drowning ranks third on the annual list of accidental fatalities in Canada.

## CLUB ENTERTAINMENT for JULY

SAT. 1st.

AWN PARTY



with the Lidesmen



SUN 9th the Lidesmen

WED 5th Bi-Monthly Bingo!

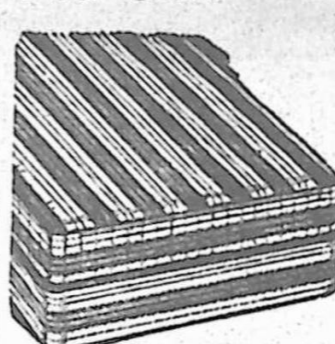
SAT. 8th. 12wtp. Nite! (the women are requested to pay.)



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1966 Buick LeSabre convertible. Low mileage. One owner. Fully equipped, as new condition. Blue exterior with a white top. \$4250

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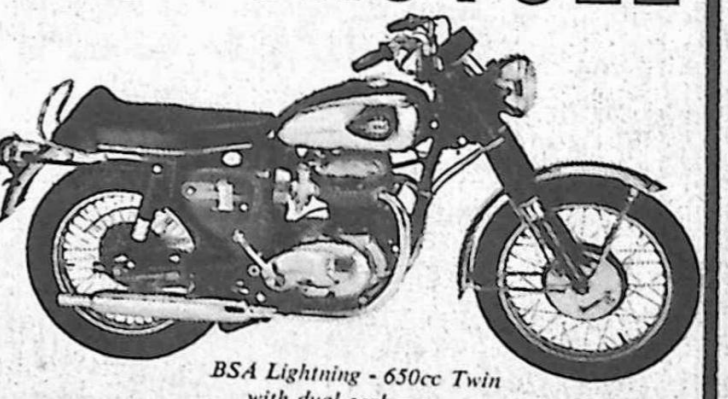
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# JIM'S GEMS

SCISSORS COUP—A play aimed at cutting the opponents' communications, usually in order to prevent a ruff.

NORTH  
SA 10  
HJ 973  
DJ 2  
CK 10 76

EAST  
SQJ 43  
HA 8  
DAK 10 854  
C 3

SOUTH  
SK 96  
HKQ 10 76  
D 97  
CAJ 4

South plays in four hearts after East has opened the bidding with the diamond. South feels happy when it appears that there are only three losers, but feels much less happy when East wins the opening diamond lead with the king, and shifts to the club three. It is obvious that this is a singleton, and that West has a diamond entry to give his partner a ruff. South must try to cut the diamond communication, so he cashes the ace and king of spades and leads the spade nine. Dummys' diamond is discarded, allowing East to win, and the defense can make only one more trick. South's play succeeds whenever East has both missing spade honors, or if East has a trebleton queen and fails to unblock.

## On the Base Paths

by GORD PALMER  
Since the last issue of the Totem Times there has been quite a change in the standings of the Intersection Baseball League. I am very glad to see that 409 Squadron has been able to solve the problems caused by a lack of enough players to support two teams. Ever since CAC and Snags combined into one team they have been the hottest team in the league and are currently on a three game winning streak. It is also nice to see W/C Patterson out there with the boys every night, and if Ken Paisley and Ron Larsen stay healthy this is going to be a pretty hard team to beat for the League Championship. If we could now get 407 Squadron straightened around and help them to stop defaulting games we would be in real good shape.

Here are the scores of some of the games that have been played over the past two weeks.  
USAF - 11 - Telecom - 4;  
409 Squadron - 14 - HQ - 5;  
MPs - 20 - Supply - 4;  
409 Squadron - 13 - USAF - 5;  
USAF by default over 407 Squadron - 16 - Supply - 5;  
Headquarters - 31 - Telecom - 9.

## Totem Times classifieds

### COTTAGE FOR VACATIONERS

On seashore overlooking Georgia Strait at Parksville, living, dining room, one bedroom, bath, H.C. water, stove, fridge, heat. Sleep seven (7). Supply own linen. Rent \$5.00 per day. Available July, Aug. and Sept. contact J.G. Hopkins local 374. Evenings 339-3506.

FOR SALE: KITTY Coleman area, 7 acres near beach, wooded. \$3500.00. Ph. 334-3110 or write Box 964 Courtenay.

108 x 50' MOBILE home. VANGUARD by 20th Century, 2 or 3 bedroom, front end kitchen, tri-axel. C/W 8' x 12' porch. Owner transferred. Call Brian Clasen at 339-2579 or Local 365. Located at King Coho Trailer Park.

1964 LIBERTY Mobile home. 60 x 10, 3 bedroom, Colonial furniture. Phone 339-3026.

LOST: LADY'S signet ring, small black stone, initial "N". Phone 339-3687.

Up until the present time the weatherman has been very good to us; we have only had one night of rain when the games had to be cancelled. We have now completed the first round in our league schedule. Some teams have played 7 games while the rest have only played 6, this is due to the fact that some teams played against two 409 teams before they combined into one team. There will have to be some change made but I don't know just what it will be at the present time. The standings up to the present time are as follows:

Team	Pld	Won	Lost	Pts.
USAF	7	5	2	5
Headquarters	6	5	1	5
Military Police	6	4	2	3
409 Sqn.	6	3	3	3
407 Sqn.	7	3	4	2
Supply	6	2	4	2
Telecom	7	1	6	1

You will notice the vast improvement made by 409 Squadron and some of the other teams. Why don't you come out and watch the games that are played every Monday and Wednesday night. The schedule for the next couple of weeks is listed below.

July 3 no games—holiday.  
July 5 Military Police vs 07 Squadron, 1645;  
July 5 Telecom vs USAF 16;  
July 5 Headquarters vs 49 Squadron 1845;  
July 10 Supply vs MP 16;  
July 10 409 Squadron vs USAF 1645;  
July 10 407 Squadron vs Telecom 1845;  
July 12 USAF vs 407 Sqn. 145  
July 12 Telecom vs Headquarters 1645;  
July 12 Supply vs 409 Squadron.

That is about all the news I have for this time so I will see you again in a couple of weeks. I hope to have some news about our Station team by that time.

The Red Cross reports that nearly 300 persons lost their lives by drowning in 1966 because they lost their balance or footing and fell into the water. Be water wise this summer!

Be water wise!

## 407 SPORTS STAGE GALA DAY

Last Friday dawned clear and sunny, an ill omen for slothful demons who so far this year had been able to suppress any longing to do anything more strenuous than harass whales far at sea. This was the long-awaited sports day, during which squadron members would golf, fish, play softball, and otherwise overwork muscles they didn't even know they had.

has to be rated as a success, if only because the Elderly Warriors chose the same day for their golf tournament, and besides them, the Demons looked good. Even Mert Lowry, who needed a computer to keep track of his swipes, managed to beat at least one of the Ravens.

On the fishing front, Cpl. Gerry Kee caught the largest fish. Ed Swift went out to practice the

next day, but rather than catch any fish he pushed the boat several miles from the dock, for unknown reasons.

Upon completion of the strength-sapping day, some of the Demons repaired to a local lemonade stand, where severe inroads were made upon the supply of lemons. Lemon, it seems, goes well with fresh-caught fish. It doesn't do much for well-carved golf balls though.



CPL FRED CODE, whirlwind chucker for the Armament Section, accepts softball championship trophy from F/O Mike LeBlanc on behalf of his teammates. — DND Photo



CPL BOB CHAIGNON accepts the winners prize from F/L Vern Lewis after completing 18 holes with a low gross of 72. — DND Photo



LARGEST FISH of the Fishing Derby was caught by Cpl Gerry Kee, seen here being congratulated by F/L Ken Muir. The salmon weighed in at 19 pounds 12 ounces. — DND Photo

CFB COMOX TOTEM TIMES - Thurs., June 29, 1967 11

### FOR SALE

BBY carriage with cover, carriage mattress (new), carriage net, large baby bath, bottle warmer, 7 Evenflo glass bottles, sterilizer, baby lounge with bottle holder. \$25.00 also large tri-cycle, new tires and refinished; \$15.00. See at PMQ 73.

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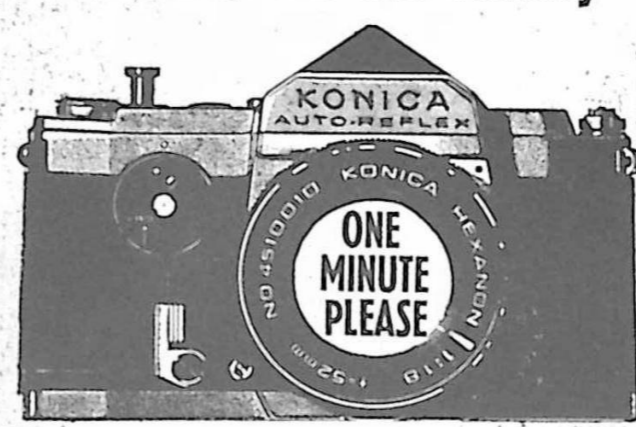
### INSURANCE TIME AGAIN?

See Dick Henderson At Simpsons-Sears, Courtenay



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