



TOTEM TIMES



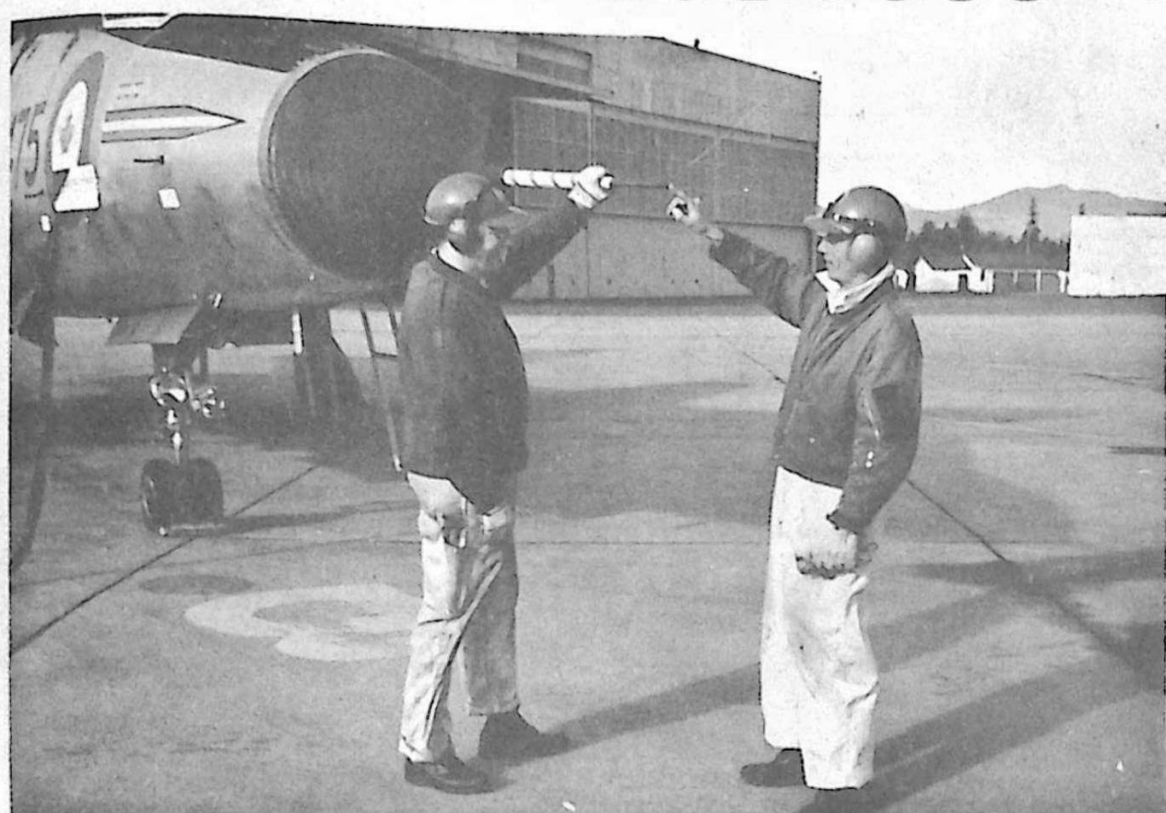
LATEST HUNTING SCORES: Bears 5-Cows 3, Elks 4-Pigs 1, Moose 7-Horses 1, Deer 9-Cars 1.

Vol. 9

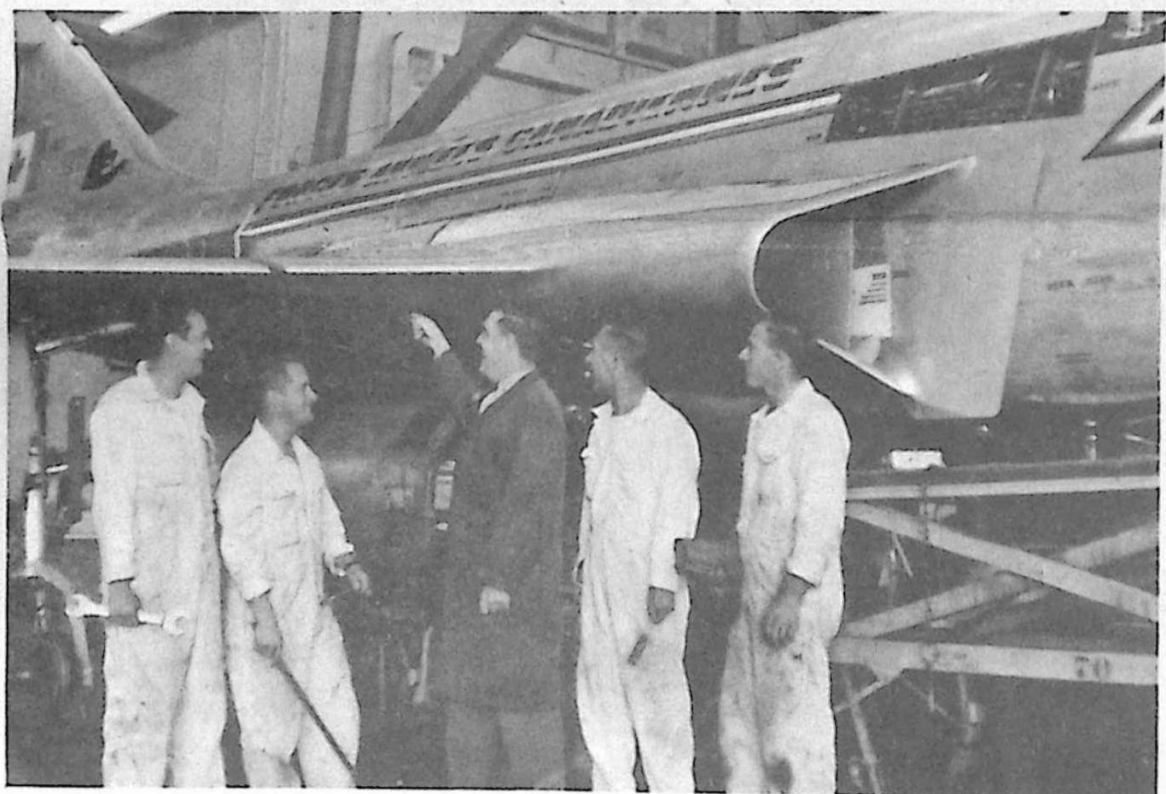
CFB COMOX, THURSDAY, OCTOBER 3, 1968

No. 20

409 Readiness Test (again)



EVEN DURING AN operation the aircraft require a before-flight inspection. Here Cpls John Sattee and Jerry Poth, check the sharpness of the spear, the Voodoo's main weapons system — Canadian Forces photo



"NOW LOOK, YOU GUYS," Sgt. Duncan of 409 Maintenance says to Cpls. Guy Benoit, Jean Boulet, Ed Martin and Andy Robertson, "I know that two of you want to work on the right side of the plane only while the other two want to work on the left. However, these characters in 409 Sqn upstairs want their plane ready right now for this crazy exercise so GET TO WORK!" — Times photo

Sword Presentation



— Canadian Forces photo

I say old boy, you seem to be holding it by the wrong end.

Air Chief Marshal Arjan Singh, Chief of Air Staff of Indian Air Force accepts engraved replica of historic sword from Defence Minister Cadieux in the Minister's office Sept. 17.

The sword is a reproduction of the 1665 French hanger sword used in the Canadian Forces Centennial Tattoo. It was presented by Mr. Cadieux on behalf of the Canadian Forces.

A/C/M Singh collects rare weapons and artifacts. He is in Ottawa for official handover ceremony of the World War Two Liberator bomber presented to the National Aeronautical Collection at Rockcliffe by the Indian Government. (Canadian Forces Photo)

Technician Tames Turbulent Trainer

OTTAWA (CFP) - The CT-114 flight trainer, a bucking bronco in the air or on the ground during power fluctuations, has been tamed by a base Moose Jaw technician, Sgt. H. L. Roberts. He receives a cool \$770 for clapping a safety brake on it by means of a "transient sensing module".

He's one of 49 servicemen and national defence civilian employees who earned \$4,570 earlier this summer according to the defence department's suggestion award people.

In Germany, suggesting a sophisticated electrical connector system for the CF-104 super starfighter netted Cpl. W.G.A.S. Barnett of 4 Wing, Baden-Solingen \$375.

A short cut for delivering supplies of nitrogen cylinders to base Valcartier, Que., has earned Cpl. N.A. Bowden of base Valcartier \$255. He suggested the cylinders be delivered direct to base from the supplier, cutting out the DND transport pick-up at Quebec City. The idea saves the taxpayer about \$3,000 annually.

Forty-six forces personnel and civilian employees received awards totalling \$3,100 for ideas valued at less than \$155.

Canex Talks

BORDEN, Ont. (CFP) - Ontario base and station commanders meet here Sept. 24-25 for a regional conference on implementing the new Canadian forces exchange system within their various commands.

Conference chairman is Brig. Gen. C. H. Mussells whose post becomes director-general personnel support programs Oct. 1. The Canex system is one of his major PSP programs. Most exchange officers are accompanying their commanders to the Borden sessions to thrash out things and details.

Oct. 1 is the date when all bases, stations and ships, including overseas formations, switch to the Canex system.

Clunk Engine Tester

MONTREAL (CFP) - A CF-100 Canuck jet has been obtained from the forces by a Canadian aircraft manufacturer here (United Aircraft of Canada Ltd.) as an aerial test bed for a new jet engine.

The makers revealed the Canuck has been underslung with a pod housing a "next generation" jet engine for small executive and military aircraft. The program calls for flight-worthy prototypes by late next year and certification by civil authorities early in 1971.

The engine has a thrust of 2,200 pounds and is for twin-engine planes carrying eight to 12 passengers between 400-500 mnh.

Clark, New PMQ Caliph

(Pulham Pouts)

Comox, Sept. 19, 1968, Wallace Gardens today bade farewell to an old mayor and welcomed a new one.

Captain C.W. "Pat" Clark, 42, of Riding Mountain, Manitoba, was formally invested with the chain of office at a brief ceremony in the Base Commander's office. He has now taken over the reins from the previous Mayor, Major Kenneth M. Pulham, who has held the post for the past two years.

In the photograph, Captain Clark is seen being invested with the chain of office by the Base Commander, Col. K. C. Lett (left) and the outgoing Mayor, Major Pulham.

Base Commander to Attend Conference



Col. K. C. Lett, Base commander CFB Comox, will attend the Canadian Forces Air Defence Command (ADC) Commanders conference at CFB North Bay Ontario, Oct. 3-5.

Commanders from ADC units throughout Canada will meet with Major General Michael E. Pollard, Commander of the Air Defence Command and the northern NORAD region, and key members of his staff during the three day session. The conference is to review ADC's accomplishments in 1967 and to familiarize commanders with the latest developments in the Air Defence system.

Rear-Admiral R. W. Timbrell, Deputy Chief of Plans, CFHQ, guest speaker, will discuss "future plans and projected force structure." Addressing the group will be Brigadier General Robert B. Hughes, Vice-Commander of the northern NORAD region which is headquartered in North Bay, and Brigadier General W. M. Garton, ADC Chief of Staff, The Air Defence Command is the Canadian component of NORAD, the joint Canadian-United States defence force charged with the air defence of North America. 409 squadron and other ADC units play a vital role in the defence organization.

Jammy postings reduced

At the request of the United Nations Secretariat, the size of Canada's peacekeeping force in Cyprus will be reduced in strength next month.

The reduction, to take effect during the Canadian troop rotation in October, will total 285 all ranks, from a strength of 872 to 587 personnel.

Included in the reduction will be the withdrawal of the 95-man reconnaissance squadron and a decrease in the strengths of the infantry battalion and the headquarters staff.

Returning to Canada during next month's regular rotation are the 1st Battalion, Princess Patricia's Canadian Light Infantry, the reconnaissance squadron of the Fort Garry Horse, both of Calgary, and headquarters personnel.

Replacing them will be the 3rd Battalion, Royal 22e Regiment, CFB Valcartier, at reduced strength, and personnel for the headquarters staff.



OK Pulham, Pull it. — Canadian Forces photo

Time to Spare? Go by Air

OTTAWA (CFP) - Like to get in a few days leave before the big freeze sets in?

If so, here's a run-down of November priority fours on air transport command aircraft.

DOMESTIC

The weekly Monday Yukon to Vancouver (SF-2) has 30 point-free seats from Trenton to Ottawa and 55 no-point slots on the Edmonton-Vancouver leg. There are 30 seats open on the Ottawa-Winnipeg leg and 40 from Winnipeg to Edmonton. Space from Trenton or Ottawa to Winnipeg, Edmonton or Vancouver will cost you 30 points.

The eastbound Yukon Tuesday (SF-1) have 55 openings to Edmonton, 40 to Winnipeg and 30 to Ottawa and Trenton. However, a seat from any one of these three western points to Ottawa or Trenton (full trip) will cost you 30 points. East-bound hops between all cities except Winnipeg and Ottawa are point free.

COSMOS - 25 Pts.

The weekly Thursday Cosmo-politan to Victoria (SF-32) has eight seats available between Ottawa, Trenton and Winnipeg and 15 to Edmonton and the coast. There's room Friday for 15 "fours" on the eastbound (SF-33) Victoria-Edmonton leg, and five openings through to Trenton with a stop at Winnipeg. There're 15 seats open on the Trenton-Ottawa leg.

NOTE: All Cosmo seats will cost you 25 points.

The weekly Sunday Ottawa-Shearwater, N.S., Cosmo (SF-30) has room for 10 with stops at St. Hubert, Que., and Fredericton, N.B. The return trip Monday via St. Hubert has 10 priority fours available.

The weekly Wednesday Cosmo to Shearwater via St. Hubert (SF-39) also has 10 openings. It returns to Ottawa the same day with 15 seats up for grabs. It stops at Fredericton, St. Hubert and Trenton on the return run.

OVER THE POND

The Trenton-Lahr Yukon (SF-151) can handle 15 thirty-pointers and an equal number on the Canada-bound SF-152 for European people with 20 or more points. There are no more Monday or Tuesday 151, 152 flights until spring. There's room for eight "fours" costing 30 points as far as Lahr on the Sunday UN Special (SF-307) and on the return flight Monday (SF-308) space for eight, 20-pointers from Lahr to Trenton.

SOLID

The weekly, Friday Ottawa-

Arena Opens

Sun. 6 Oct.

for Public Skating Only

Gatwick run (SF-161) has seven open to 30-pointers and an equal number of 20-point vacancies on the Sunday return trip (SF-162) to Ottawa.

The east and westbound Trenton-Dusseldorf flights (SF-191

and 192) are booked solidly for November.

If you're interested in how the point system works and what to do to book a trip, non-duty, anywhere, see CFAO 20-20, particularly appendix 'B'. It's fresh off the press - dated Sept. 6.

T.T. Travel Tips

Effective immediately military personnel are authorized to wear civilian clothes when travelling on Air Transport Command Aircraft when proceeding:

- A. On Temporary Duty,
- B. On posting when not contrary to posting instructions,
- C. On leave.

Civilian clothes must be of a high standard. For example: suit, sports jacket or blazer and slacks, shirt and tie. The wearing

of a windbreaker, sports shirt, black leather jacket or similar attire shall not be permitted. The wearing of civilian clothes as authorized in para one is optional. Uniform may be worn if desired.

Uniform will be worn when travelling on ATC Training or Operational flights.

Ed's Note: The Times is elated with the new ruling on dress except for the restriction on black leather jackets. However rules are rules!

Kangaroo on Northern hop



"NO SIR, I'm afraid that I can't offer you a beer. The beer machines in these Argus aircraft don't work properly since they've brought out those new Canadian quarters," F/L Linn Winn informs Air Commodore F. S. Robey, RAAF Air Advisor, Australian High Commission, Washington. Last week AC Robey paid a brief visit to CFB COMOX and was entertained by F/L Linn Winn, RAAF exchange officer to 407 Sqn. — Canadian Forces photo

UNISKINS by mac



HIM RIDE VERY FAST. HIM THINK IF HIM GET TO UNISKIN CAMP HIM SAFE...



Demons' New Crest



DEMON



DOINS

There have been no takers so far for the Capt. Krunch trophy competition, so we will have to close that. The problem may well be that no one reads this little dissertation every issue as they should. Perhaps there should be a competition to see who can spot all the spelling errors in every issue. That should show us if there are any spellers in the crowd anyway. Over the last year or slightly more there has been much talk about integration and all the ramifications thereof. Well, 407 VP Sqn, you have just been integrated. On last Friday, Private D. W. Clark, RCN, reported to 407 as a photo tech. He comes directly from the photo school at Camp Borden. From all the members of the squadron, I would like to welcome aboard Private Clark. Hope you have a good stay at Comox, and make many good and loyal friends here.

Those of you who may still be at home when this issue comes out may wish to remember that your reporter and A. flight will be tasting the joys of Hawaii. This will be the first major detachment with the Argus and it is hoped it will go well. If it works out as well as it should there may well be many more such detachments to various places around the Pacific.

The visitor of the week was Air Commodore F.S. Robey RAAF, air advisor to the Australian High Commissioner at Washington. He arrived on the 25th and remained overnight. Both he and his wife were shown all the local attractions and then wined and dined by F/L Winn in the evening. A/C Robey was shown through the Argus and all the associated shops and offices.

Since the last report your reporter attended a one week course at Norfolk, Virginia. Norfolk, as some of you may well know has more military personnel in the immediate area than there are in all the Canadian Armed Forces. Also, the Navy has an air-

craft grave yard there, where some of the more interesting relics of the past are interned. The most fascinating was the Pogostick. This was the first vertical take-off aircraft designed for the armed forces. It sat on its cruciform tail and was dragged into the air by contra rotating props driven by a turbine. One of these is on display there along with the seaplane fighter of the late fifties. This aircraft was driven by twin jets mounted high on the wing roots, and was designed to give a non-carrier force air defense capability, but it never proved very successful as they had the habit of ingesting salt water spray on take off. Other aircraft, too many to mention, are displayed in various areas of the base. Of considerable interest are some of the Japanese aircraft of the last war, all well preserved.

Although all the natives said it was cold and that the winter was coming early this year the temperature was a comfortable eighty most days. However, all the beaches and outdoor pools were closed, because of the inclement weather. Another point of interest, the liquor laws are much more restrictive than in British Columbia.

On the way there and on the way back we had to stop in New York, at JFK airport. If you have read the Life magazine article on congestion at this airport, then you have some idea of the air traffic in the area. Large jet aircraft were either taking off or landing as rapidly as the runway became clear. This was at an off time in airline scheduling. The terminals also are of some interest. There are eight and a ninth is a building. If you have the misfortune to change airlines in the two ends of the terminal area, it may well be a three dollar car ride. It looks like the whole world is going by airliner.

That should be all for the now. See you all when I return from the play ground of the Pacific. Nice

FROM LEFT TO RIGHT, we have two members of the P2000 club, Lt. Bill Delaney and Capt. Lloyd Snyder preparing to leave Comox for the annual P2000 convention which will be held in Hawaii this year. In the past the convention has been held in such exotic places as Bora-Bora, Madagascar, Geneva, and Sandspit, B.C., however this year the troops decided to stay closer to home. Also in the picture we have Capt. Jack Parker, who stated that despite increased traction, golf shoes could not be worn aboard the aircraft and Mr. Doug Barnett, a local resident from Courtenay, who had to be informed that civilian tourists could not come along for the ride even if they promised to cook food for the rest of the crew.

407 US USN

407 Squadron will make its first large scale deployment of its Argus aircraft to the Hawaiian Islands early in October. The top three crews in A flight in that order, 1, 2 and 3 have been chosen to represent the Canadian Forces in the face of a strong challenge expected from the USN units also participating in the exercise.

It is expected that the advantages of a modern weapon system such as the P-3 Orion aircraft can be overcome and indeed surpassed by the superior efficiency and experience level of the 407 air crew. Of course it goes without saying that the outstanding 407 maintenance team supporting the crews will be providing them with all available equipment peaked to the maximum level. 407 is expected and indeed will lead the pack, of any and all forces assigned to the exercise, by any ASW parameter used to measure performance.

As detailed by squadron SOP number 6,000,000.01, crew members must carry in addition to boots with zipper inserts, squadron patches and rank insignia, bathing trunks and gold clubs. Arrangements for surf board rentals will be handled by the experienced surfing team of Capt. George McIntosh and Capt. Don Chapman. It is felt that both physical fitness requirements and sea survival training can be achieved by this method.

In summary then, with the coming of early autumn, 407 sounding phrase, just like the Garden of the Gulf; maybe it will become just as famous.



P2,000ers Still Around

The P-2000 Club, homeport CFB Comox, has made extensive planning efforts, and applied pressures in critical areas around the fleet, in arranging a P-2000 convention in the fantastic Hawaiian Islands under the subterfuge of an ASW exercise for 407 V P Squadron. The original intention of holding the meeting in Chicago, Ill. was abandoned shortly after August 14 for obvious reasons.

During the few spare moments when the crews are not flying, designated personnel of the Comox membership of the P-2000 Club will hold the first official meeting of the branch away from home. Lcdr. J. J. Higgins of VP-6, the host squadron, will be initiated and thus become the newest member of the old and honored Neptune drivers group. More particularly he will be the only member from the 50th state of the Union, Hawaii.

Only members who have visited Comox are presented with a particular P-2000 seafarer's scroll in accordance with the by-laws and constitution. Since this is a unique and eventful occasion the membership has agreed to the following unusual procedure on a one time basis for fulfilling the intent of the by-laws. A rock or group of rocks, characteristic of CFB Comox will be placed in a glass Peanut Butter case and transported to Hawaii via a special Yukon transport flight. Lcdr. Higgins upon accepting said scroll will be required to stand upon CFB Comox soil thus fulfilling said bylaws. The rocks of our soil thus symbolizing the "strength and endurance" of friendship between men of the fighting forces will be retained by the member in Hawaii forever. Capt. Bazylinski a noted archeologist of admirable discernment has agreed to provide the required quality of earth. This of course is just a beginning in the P-2000 search for worthy comrades and as such Lcdr Higgins will be given the mission of delivering a special P-2000 invitation to the Neptune flyers of the Japanese Defence Force to join our ranks. Hawaii, Japan, Australia, Westward! Harmony and goodfellowship knows no bounds.

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TOTEM TIMES

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International Fellowship

A rapid four years has passed and we again find ourselves facing another session of the summer Olympic games. These games were originated by the ancient Greeks and held every four years in honour of the god, Zeus in a valley known as Olympia. The four years between successive games was a period of time called an Olympiad.

Modern Olympic games as we know them today are also held every four years, both in summer and in winter, and are supposedly held to foster better and politically free, international relations through the medium of youth and sport. These games although extremely entertaining and prestigious, haven't quite lived up to the purpose for which they were re-activated. Perhaps it's time to look at some of the problems that have arisen from the Olympic games!

During the last few years the Olympics have been enshrouded with heated controversy and political lobbying. How many people have already forgotten the trials and tribulations of Jean-Claude Killy at the last session of the winter games. Killy, a heavy favourite, and eventual winner of three gold medals in skiing, allegedly accepted financial retribution for some of his efforts previous to the games and faced eviction from the Olympics. It was hotly contested amongst the officials that Killy, a French customs official, could in no way prove that he was financially solvent enough to carry out his skiing and motor racing activities without some sort of aid. A correct assumption? Probably. However, no doubt these insinuations were raised by Killy's competitors, who saw their own chances of victory diminishing with his presence.

As for having sporting aspirations thwarted by politics, one has only to look at Rhodesia and South Africa. These countries have all but been told that they are most unwelcome at the games because of their internal politics and their chance participation at the games is left to the discretion of the 81-year-old president of the Olympic committee, Avery Brundage, who along with his cohorts decide which countries are "eligible" to compete in the amateur sporting activities.

The chance of an Olympic boycott by American negro athletes, although now unlikely, could still be with us. The negroes are objecting to the manner in which they are being treated at home and are threatening to use a boycott to apply political pressure on their government in civil matters. The boycott will probably not be carried out as the athletes realize that a good showing at the games would do them more good at home than a boycott.

Who in Canada has not felt their blood pressure rise in discussions over Olympic hockey? To each winter Olympiad we are forced to send hockey players that are not our best because of a quirk in the system that disallows a 16-year-old Canadian who has professional support from competing, however, accepts the eligibility of Soviet professional hockey players (not so cleverly disguised as military officers). The lengths to which some countries will go for international "sporting" prestige becomes more obvious as each Olympiad unfolds!

This edition of the games to be held in Mexico City is undergoing considerable upheaval even before it is due to begin. Continuous rioting by students and a state of near anarchy are threatening to upset the entire routine of the games and even possible cancellation. The students are quite sincere (to say the least), in their threats to disrupt the games unless certain political reforms are announced immediately. It should be interesting to see if they attain their objectives!

All of these black marks on the games coupled with the many we'll no doubt hear about in the near future make us wonder if some re-assessment of the games is not in order. Regardless of the problems concerned, they are very worthwhile if only for the athletes concerned. Perhaps it is time to take another look at the purpose behind the games, eliminate political skulduggery as much as possible and simply make them a wide-open affair to all countries and athletes regardless of how they came by the means and ability to compete. The quality of the games couldn't help but improve and the reduced tension on professional amateurs who would normally be in fear of being found out, would make for a healthier situation all around.

God or Man?

When Prime Minister Trudeau first took up his duties of office, the prevalent idea across Canada seems to have been that the day of miracles had returned, the Golden Age was just beginning. This economist, this lawyer, this philosopher, this man of intellect and of logic would immediately demonstrate his omnipotence by balancing the budget, by providing a favourable balance of payments for Canada, by eliminating poverty, by increasing wages and productivity (in that order), by passing an enormous amount of divine legislation. What colossal naivete; what incredible optimism!

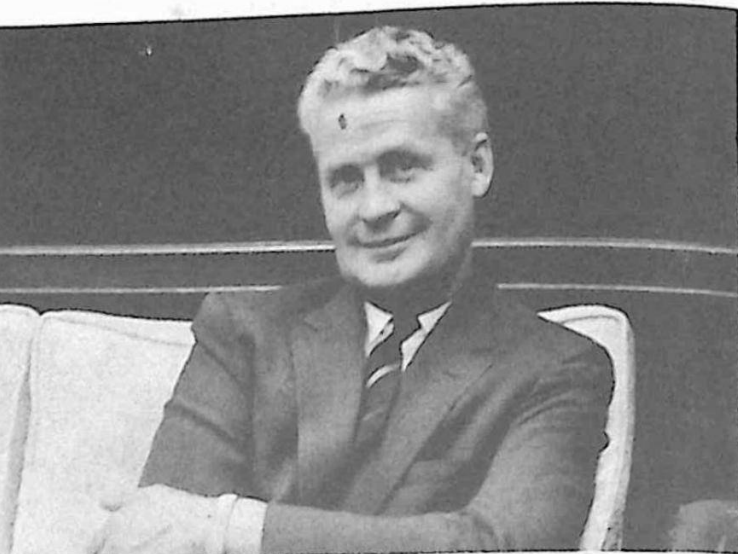
If Mr. Trudeau is a man, rather than a God, then he cannot create something out of nothing. In fact, he must have resources and be able to tap those resources to create anything at all. What resources does he have? He has 20 million people, about eight million of whom are available for the labour market. He has great many natural resources, many of which are untapped. What tools has he to work with? He has a great and unwieldy government machine which twists and spreads in all directions like Hana. It's about as difficult to change the course of one of Japan's new levitation oil tankers. But tankers must be turned, and policy must be changed.

How does a prime minister immediately allocate the budget when so much of the tax intake has been previously committed to projects which require an ever-growing number of dollars? How does he check inflation when the wheels of industry are turning lethargically and the unions continually demand higher wages for workers who produce the same amount? How does he stimulate growth when corporation taxes bleed so much of the profits of industry that there is no incentive to produce more goods to make more profit?

Mr. Trudeau knows that time and right are on his side. He does not have to go off half-cocked and begin firing in all directions. No matter how much pressure is placed on him to carry out bold measures immediately, he will continue to make his decisions only after much thought and considered opinion. He amply demonstrated his unflappability during the postal workers' strike, and also after the incident involving the French ministry, and after the opposition criticism of his throne speech. So long as Mr. Trudeau maintains his unflappability and continues to use his intelligence and judgement in consideration of his overall plan, rather than just the expediency of the moment, we can expect change. We can count



Mirror mirror on the wall, who's the fattest of them all.



Max Ward

Audacious Airline

By JAMES BOYNTON

Should you ever want to survey a wolf pack, transport a family of beavers, rope a musk ox or take a first class group charter flight to Europe - complete with silver service and choice of wine with dinner -- call Wardair Canada Ltd.

Such diversity of operations is considered routine for the Canadian charter airline which took delivery of its first Boeing 727-100 jetliner in April, 1966.

From its home base in Edmonton, Alberta, Wardair's operations cover the economically growing northern part of Canada, a vast wilderness of rock and tundra in summer and bitter cold and snow in winter.

Into this unexplored land that stretches beyond the arctic circle, Wardair's pilots regularly fly the airline's fleet of bush aircraft serving communities like Yellowknife, Uranium City, and Coppermine, whose names give a good indication of the foundation on which the Northwest Territories' economy rests. Into the cabins of these planes crowd all manner of passengers and cargo; prospectors and drilling crews and their equipment and supplies, drums of fuel, power machinery for the mines, doctors and missionaries, tractor tracks and diesel power plants.

The airline also serves the Canadian Department of Wildlife by flying missions that include the counting and control of selected areas with such animals as beavers and musk oxen. The latter task takes on some of the aspects of the Old West. Upon locating a herd of musk oxen the Wardair pilot lands his plane and the animals are driven into the nearest stream or lake. There they are roped, trussed up and loaded on the airplane and flown to protected reserves.

Wardair's airplanes also carry more prosaic items on their cargo manifests. Northwest Territories communities are not at all like the popular concept of the mining town. Rather they are modern, albeit small, municipalities with the same cosmopolitan tastes found in any major city. Consequently Wardair's cargos include items ranging from orange juice to grand pianos and from table cloths to stereo sets.

Passenger and cargo charter services between Canada and western Europe comprise the other major market for Wardair's services. In 1965 the airline carried more than 6,000 persons on 70 charter flights between these points aboard its DC-6B piston engine transport. Since then, with the delivery of a Boeing 727 and Boeing 707, this figure has been doubled and is being added to with continuing regularity. Wardair, presently has a second Boeing 707 on order.

It is, to say the least, a far cry from that day in 1946 when a young man named Maxwell Ward of Edmonton, fresh from the Royal Canadian Air Force, in WWII and a year of bush pilot-

ing, established his own charter service at Yellowknife. The airline went by the name of Polaris Charter Company Ltd. And limited it certainly was by today's standards. Staff and equipment consisted of Max Ward and his 3 passenger single engine de Havilland Fox Moth. Into the 3 1/2 by 6 1/2 foot cabin Ward put his passengers and their gear, stuffed himself into the open cockpit behind them and the trip was underway. The amenities offered today's jet travellers were singularly overlooked by the Polaris Charter Company air crew -- his attention was fully taken up with the operation of the airplane.

An air charter partnership with another bush pilot was undertaken and later terminated. Then came a few years of bush flying for other charter companies. By 1952 Ward felt ready to undertake his long time ambition to serve the Northwest Territories. With his ideas, faith and drive, he obtained a \$100,000 bank loan and purchased a de Havilland Otter. On June 2 of that year, the Otter touched down on Yellowknife Bay and Wardair was in business.

The interim years have proved Max Ward right. Wardair has prospered in this highly specialized business and Ward has continued to reinvest the profits in expansion and new equipment for the airline. Today his fleet includes a host of single and multi-engine aircraft for use in all fields of Northern operation, not to mention 2 huge jetliners with another on order for international charter flights.

Running the length of a wall in Wardair's modest but attractive office in Edmonton is an operations schedule for the coming charter season. The multi-colored cards comprising the schedule are a mystery to a visitor until explained by the Wardair staff. What the schedule carefully brings out is that the company's jetliners will be required to operate on a tight time-table to meet this season's full schedule of charter tours between Canada and Europe's capitals. The big jets were chosen for their reliability as this is the backbone of Wardair's charter business.

A Wardair staff member was recently heard to remark, "You know, here is an airline that was started by one man with a single airplane. Thirteen years later it purchased a \$4 million piece of equipment. I wonder if Boeing would find us believable."

He needn't have worried! Fifty years ago a man named Boeing started another company in much the same way!

Retiring?

OTTAWA (CFP) - The decision is yours and you've got until Feb. 1, 1969 to decide, according to Queen's Orders and Regulations article 15.31.

Do you have all the facts handy to make the decision? If not, an article in the September issue of the Sentinel spells it out in layman's language.

Next
Totem Times
Deadline
Mon., Oct. 14th

Head Cheese

by Cpl. Lance Sterling —

Success in uniform isn't always based on pure talent. Occasionally you will meet the odd bird along the line that makes you wonder how he got as far as he has.

An in-depth study has been made of this type in much the same way, and with the same aspiration, as scientists for grass seed companies study weeds. The results amounted to a 13-point guide in "How to become the crabgrass in the squadron lawn."

See if you recognize anyone you know.

1. Look tremendously important.
2. speak with great assurance but always stick to ideas nobody will question.
3. Avoid arguments. If challenged, fire a way-out question at your antagonist and pick your fingernails while he tries to answer.
4. Listen while others wrangle, choose a point nobody but an idiot would argue against, then defend it like God's truth.
5. Mingle with the biggest wheels you can find.
6. Before talking with a man you want to impress, find out his remedies for current problems. Speak up for them vigorously.
7. When asked a question by a subordinate, give him that "have-you-lost-your-marbles?" stare until he looks away. Then rephrase the same question and shoot it back at him.
8. Line up a capable stooge but keep him in the background.
9. Offer to do all kinds of favors for the right people and give them the idea you know exactly what's got to be done. Then dump all the problems on the stooge.
10. Arrange to be a clearing house for all complaints. It encourages the idea you are in complete command of the situation and enables you to keep the stooge in place.
11. Never say thanks for even the smallest favor. This makes people feel you are important.
12. Refer to subordinates as "the boys in my office." Discourage any conversation that might bridge the gap between boss and bossed.
13. Keep your office door closed if possible and talk by appointment only. Give orders in writing instead of face-to-face. Always walk fast as though you were on an important mission.

MPs Campaign for Blind Tykes

OTTAWA (CFP) Want to help our young blind kiddies? Well, here's your chance.

The forces military policeman are well into campaign to raise money for the young students in Canadian schools for the blind. They need your nickels, dimes or dollars now.

Donations should be sent to the MP Fund for Blind Children, Director of Security, CFHQ, Ottawa 4, Ont. Aim of the fund is to provide the "little extras" for the blind kiddies at Christmas time. They ask that donations be forwarded by Oct. 31.

The fund got its start in the Canadian Provost Corps in 1957. J. R. Stone, then provost marshal, was moved by stories told to him by his eight-year-old daughter, Moira, a student at Brantford's School for the Blind, during a Christmas holiday at home. She later died of eye cancer.

Since its beginning, \$30,000 has been raised for such things as playground equipment, shoes and pocket money particularly for the needy children at schools for the blind across the country.

Now is the Time for All Good Men

Some folk see famine and pestilence throughout the world, yet say charity begins at home. If you have that frame of mind, read on.

In Canada, a rich country, we still have sick, needy, handicapped people, inadequately cared for -- without a fair share in our growing influence. Incredible as it may seem, one third of Canadians are living below the poverty level because they earn \$3,500 or less a year. That's almost seven million Canadians. Community funds and councils of Canada are very conservative in estimating that some one million Canadians still live in inadequate, sub-standard housing. Recent surveys by other bodies make this figure higher.

A single old person may be trying to exist on a mere \$107.10 a month. More than a million people still rely on some form of social aid.

RESPONSE

Local voluntary agencies respond to the gamut of needs, in many cases their efforts making the difference between mere subsistence and a decent living.

Consider the agencies which work with families in trouble through breakdown, divorce or desertion; those who work with youth; those who teach the blind and handicapped useful trades; those who provide free blood transfusions, or those who make skilled first-aiders, water-wise people.

United Appeal campaigns are held in 140 Canadian cities, towns and villages. In 1967 they raised more than \$47 million for 2,200 voluntary health, welfare and recreational services, with overheads as low as four to five per cent. They expect to raise \$49 million this year from people who wish to share somehow in the enormous task. In most Canadian communities the United Appeal goal is only 30-40 per cent of the total budgets of the participating organizations. Fees, dues, bequests, statutory grants and other operating income provide the remainder.

You continue to have the privilege of contributing; of adding that certain personal commitment which no social legislation

no matter how good can encompass. New problems out-distance remedial government response every time. You and the toiling volunteers fill the gap. Your help is not only wanted, it is needed.

The federal public service conducts its own campaigns for local united appeals in no less than 40 communities, last year raising in rounded figures about \$1 1/2 million.

The defence department's servicemen and civilian employees are known to play notable roles in task-forcing and personally contributing to more than half of these campaigns.

Preliminary figures, never before available, show some 33,000 DND people last year gave close to \$290,000 to these campaigns.

That's less than a quarter of the total number in Canada of service and civilian members of the defence department -- the government's largest and far less than a quarter of the federal total raised. Where do You stand this year?

Of Men and Planes

By JOHN GORDON
Illustrations by Claude Rousseau

VOL 1 -- WWI

The airplane has occupied a place in the development of Canada that is probably unique in the Western World. Yet aviation is one respect of our heritage that we are inclined either to ignore or take for granted without paying much attention to its details. Perhaps this happens because flying is so much a part of the Canadian scene that it has become commonplace. There is one great danger in this, that is, that these details become so part of our environment that they slip unrecorded, into oblivion . . .

OF MEN and PLANES is an attempt to ensure that some details of the types of aircraft flown by Canadians in the Royal Flying Corps, the Royal Naval Air Service, and the Royal Air Force and of the activities of the airmen who flew them in the war-torn skies of France during World War I are not lost.

Canadians were among the top "aces" of World War I. When the subject of Canadian fighter pilots is discussed, immediately, such names as Bishop, Barker, Collishaw and McKeever come to the forefront. While all these airmen certainly have earned a place of honor in the "Fighter Pilots Hall of Fame," there remain 156 little known stories of other Canadian fighter pilots which are told in . . . OF MEN and PLANES.

The Canadianization is portrayed of the many Americans who came to Canada to either enlist in the RFC, RNAS, or

RAF, or served under Canadian officers. For example, Lieutenant-Colonel Harold E. Hartney of Pakenham, Ontario, who achieved considerable fame as commander of the famous 1st Pursuit Group, U.S. Air Service, which numbered among its membership America's "Aces of Aces," Captain E. V. ("Eddie") Rickenbacker, and the Arizona Balloon Buster, Second Lieutenant Frank Luke, Jr.

"Captain F. L. Hale, DFC, of Syracuse, N.Y., was one of the hundreds of young Americans who came to Canada and enlisted in the RFC. Their casualties were high, their honors few, and their service arduous. But the story of the Americans who fought with the British, French, and Canadians has now become an immortal part of the history of military aviation's first heroic period."

Capt. Hale was a brilliant and very gallant officer who never hesitated to attack the enemy however superior in number. On Sept. 27, 1917, while flying an aircraft of No. 32 Squadron, RFC, he singlehandedly attacked a formation of ten Fokker D-VII's. . . . This daring American pilot accounted for 18 enemy aircraft. . . . History mixes with memory as the book recalls, in addition to a fly past of the aircraft involved in Canada's contribution to the war effort in World War I, the nineteen air Victoria Cross winners, the six air Medal of Honors awarded by the Congress

of the United States, and the airship and submarine hunters from Canada.

Complementary to the excellent line drawings by Claude Rousseau, . . . OF MEN and PLANES provides a record of historical data which will arouse memories for every former military aviator while for the younger reader the book is an expression of the spirit of Canada's military aviation pioneers.

The author has interviewed a large number of those who have carved a niche for themselves in Canadian aviation history. His facts are as accurate as it is possible for him to ascertain. He has come to the conclusion that the flying fraternity in Canada is a unique and virile body. They have never lost their enthusiasm for the air or anything connected with it and they have an esprit de corps second to none.

The publishing . . . OF MEN and PLANES has been timed appropriately to coincide with the 50th anniversary of the end of World War I. As such, it is a book of considerable significance. It is recommended to anyone interested in aviation, of whatever age, as a useful and inexpensive addition to the aviation library.

Ed's Note: Anyone interested in obtaining this interesting and informative book can contact, Love Printing Service Ltd., 951 Gladstone Ave., Ottawa 3, Ontario.

LETTERS TO EDITOR

Dear Sir:

After a successful year of operations in 1968, which saw its membership nudge the 150 mark and its Sales, Exchange, Auction and New Issues Service flourishing at full steam, CAFSEC begins a new year on Oct. 1.

During 1968, CAFSEC was accepted as Chapter 91 of The Royal Philatelic Society of Canada and Chapter 688 of The American Philatelic Society, as well as enrolling a Chapter of its own. The Citadel Stamp Club of Halifax / Nova Scotia, serves the civilian community in the Halifax/Dartmouth area as well as military and civilian members of Maritime Command, CFB Halifax and HMC Dockyard.

In the coming year, CAFSEC, continuing its steady progress, intends to set up a philatelic library for the use of its members and to lay the groundwork for a Canadian Armed Forces Philatelic Exhibition-CAFEX. This, of course, in addition to the normal operations and services available to its members.

Individuals and groups at Bases, Stations, Ships, Squadrons and Units, interested in learning more details of CAFSEC, are urged to write to:

The Secretary,
CAFSEC
PO Box 354
Dartmouth, Nova Scotia
A prompt reply is guaranteed.

Dear Editor:

From your comments on NATO and most particularly from your conclusion, it is easy to see that your sympathies lie with the "Doves". And when I say "lie", I do not mean only as in the present tense of "lied". Do you really think that any money diverted from NATO would have a lasting effect in the war against poverty?

Many a crime has been perpetrated in the name of humanity. Did Robin Hood really do any good when he robbed from the rich and gave to the poor? Of course not! The poor just spent their unearned money and were then just as poor as before. So let's not have any more of this nonsense about cutting NATO spending and paying more welfare.

Another thing, when Canada prides herself on being the conscience of the world, how can you possible talk about us welching on our treaty to defend the free world? It may be all very well for other members to drop

out, or to let their NATO commitments slide, but Canada is certainly moral enough to uphold all her agreements.

SIGNED: J. Galt
Ed's Note: You really mean that, do you?

Dear Editor:

As an avid reader of newspapers for more years than I care to remember, I pride myself on my discriminatory judgment of newspaper content. My habit has always been to glance at the front page, scan the last page, and peruse the editorial page. I have found that most Service newspapers have had little or no editorial comment, and those that did showed that the editor was obviously bucking for promotion. You wouldn't believe some of the drivel that an ingratiating milquetoast can write. I feel that I must tell you that you definitely do not fit into this category. In fact, your editorials have been delightful in that they are so obviously well thought out and so pertinent to present Service life.

You don't feel that you always have to be touting the Service, and telling us how glad we should be to be in such an illustrious outfit. This I most certainly appreciate, as must most of the other servicemen. An interesting sidelight is a drastic change in my opinion that you couldn't get away with being so truthful. I would have sworn that some inflexible higher-ups would have curtailed your activities by now. Obviously the senior and superior officers are more broad-minded and progressive, as well as more benevolent than I thought. More power to them, and more power to you.

SIGNED: AC Colade
Ed's Note: Thank you very much. You are obviously a man of great taste, extensive education, worldly refinement and rare sensitivity! Also the first person to ever say good about us!

Sir:

One of our educational texts defines Pongo thusly: Pongo (Borneo) is a name given to the Simia or Pithecia warmbill which inhabits Borneo and which resembles the orangutan in its general form and erect position; but has the cheek pouches and lengthened muzzle of the baboon.

It has also been applied to the gorilla and other large apes.

SIGNED: Observant
Ed's Note: You sure meet the

most interesting people in our newly unified forces.

To all Totem Times readers: We, the staff of the T.T. appreciate all your comments and ideas no matter how humorous or rabid. We do, however, still reserve the right to decide whether or not your letters are suitable for printing. Recently we have been forced to exclude several letters from the T.T. as they were not signed with the contributor's proper name. If you do not wish your name to appear in print simply include a pen name of some sort, however, you must still sign it with your own.

SIGNED: Ed. T.T.

ADC boss promoted



MAJ-GEN. MICHAEL E. POLLARD, 48, Montreal, commander air defence command, North Bay, will be promoted lieutenant-general Jan. 1 and will succeed Admiral Hennessey as comptroller general.

FUNGUS FEATURES

by Mac

HI OL' BUDDY. JUST GOT IN FROM BACK EAST. THINGS ARE REALLY JUMPIN' DOWN THERE. PONGOS EVERY WHERE.

(SAY YOUR PUTTIN' ON A LOT OF WEIGHT AINT YA?)

DID YA HEAR JIMS A SGT? I JUST GOT MY WARRANT

YA BOB GOT HIS COMMISSION. DAVE'S A CAPTAIN AND DON'S A MAJOR.

FRANKS A CWO. BORIS AND MIKE ARE BOTH WARRENTOSSERS

ALL YOUR OLD GANGS SGTS.

SAY YOU'VE BEEN A CPL A LONG TIME AINT YA?



FROM UP IN MY PERCH

By SEEMORE

Last week I realized it was time for the semi-annual uniform change. At first I was overjoyed as this gave me a topic to write about, but as I dug down in the old kit bag I remembered my words of last spring. "This is the last time I will ever wear these old veterans of a by gone era." Not so. The promised jolly green jumpers did not come through as expected. Withdrawing the blues, I held them up to the window. The sunlight that streamed through the seat of the trousers was blinding. The chevrons hung on by bare, time rotted threads. The once proud C.D. Ribbon was now only a pale pink reminder of better days. Digging down further into the old kit bag I found my original blues. These old timers, while outdated had been worn for many years and were as good as new. They just don't make clothes like they used to. In one last desperate attempt I tried the uniforms on. This sent my spouse, Lucybird into fits of laughter. The summer bar-b-cue season had once again taken its toll on my waistline. Reluctantly I made the long trip up the stairs to the Potvin-Nesbitt Uniform and Cap Shoppe. These two fine gentlemen treated me like a valued customer and I began to wonder if they weren't working on a commission basis. Unable to fit me with something off the rack they graciously ordered an outfit on a "Code Two" demand. As last Friday approached and the uniforms had still not arrived I thought it would be necessary to upgrade the code two to an "Immediate Operational Requirement." Fortunately they arrived just at the eleventh hour. With a little pressure the tailor made the necessary alterations and I was all set for the fall and winter fashion season. All set that is except for paying for the uniforms. Digging down in the ol' kit bag in search of my monthly clothing allowance, I found that the seven dollars a month had some how found its way into the family budget and had been squandered on food and other such items.

Its not often that I cry in public but as I dug into my penny Bank and withdrew \$37.31 from the money I have been saving to celebrate my promotion, in the unlikely event that it ever happens, I wanted to be prepared.

Sgt. Potvin, seeing my grief tried to console me by saying that I probably never needed the money anyway. Cheered by this thought I pulled myself together and stepped out in my new Blues. There is nothing in this world to make a guy feel like an Airman than putting on the smart walking out blues after a season of scuffling around in the summer casuals. Even with my new blues to make me feel like an airman I was still depressed when I remembered that I was no longer an airman but a Canadian Armed Forcesman. I guess I had better enjoy my blues while I can. Closing the ol' kit bag I turned and wondered who would be this years Fall Boob, the guy who shows up in his summer uniform with a shocked look on his face.

Winner of this week's Seemore Hero Award just has to be the father of the quads who were born last week. He said in an interview that he had lost all faith in the pill and wasn't going to take them anymore.

The man who runs the clip joint by the post office really has some thing going for him. He's raised the price of haircuts while the new BWO has made the shorter hair styles more popular this season.

Someone in Alberni has been collecting signatures on a petition to give Island residents free or cheaper fares on the B.C. Ferries. I know where they could collect a few thousand signatures without going very far. Its time something was done. I can drive to Alberta and back on what it cost me to take the train across on the ferry. Is anyone in Ottawa listening? There are only two free systems of getting off this island, swimming or the Kamikazi Airlines and neither will allow you to take your car. If that isn't isolation I don't know what is. You know your getting bushed when you go shopping in Nanaimo and feel like you've been to the big city.

Sgt. Barnett and Cpl. Bez-dick are back in the fold after their extended summer holiday in Germany. Bez-dick is reported to have taken dancing lessons over there, while Barnett would like us to believe his favorite pastime was walking through old minefields.

442 Squadron is either running

a school for radio announcers or they are testing an advanced type of weaponry in the form of the hangar P.A. system. You know you've got an extrovert on your hands when the guy can make the "Good morning, the time is eight-thirty" announcement last three minutes.

In a recent independent survey 94.3 per cent of the people interviewed were in favor of turning the siren system in for a set of door chimers.

Rumour of the Week: Air Transport Command wheels are thrashing about in search of an idea to regain the lost prestige by being the only airline that has not had an aircraft hijacked to Cuba this year.



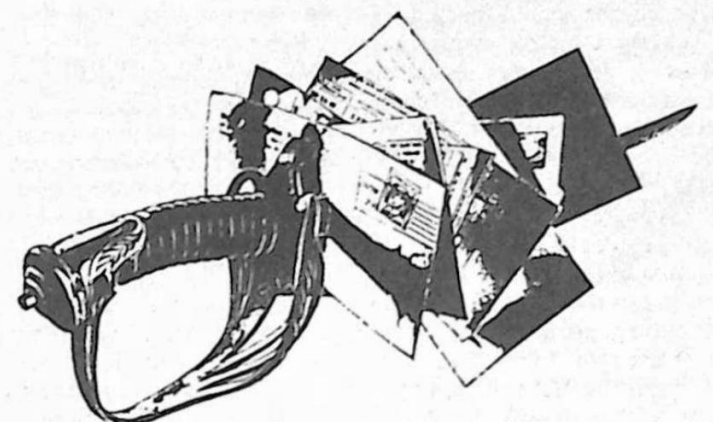
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300	6.00	7.50	9.00	10.50	12.00	13.50
500	10.00	12.50	15.00	17.50	20.00	22.50
1000	20.00	25.00	30.00	35.00	40.00	45.00
1500	30.00	37.50	45.00	52.50	60.00	67.50
2000	40.00	50.00	60.00	70.00	80.00	90.00
2500	50.00	62.50	75.00	87.50	100.00	112.50
3000	60.00	75.00	90.00	105.00	120.00	135.00
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5000	100.00	125.00	150.00	175.00	200.00	225.00

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SGT. QUARTERMAIN, CPL. HARRISON AND CPL. FERRENCE were unable to suppress their joy when they received an additional gift of a Totem Times subscription application form from the Merry Mushroom. These fine gentlemen received the traditional fungus departure gift at the recent going away party held in their honour. Sgt. Quartermain heads for the fishing grounds on P.E.I., Cpl. Harrison is going to Germany and Cpl. Ferrence is pulling the plug.

— Trofimuk photo

Asro Bouquets and ?"!-%(!!

Welcome to our new BAMEO Maj. Ron Thacker who has recently arrived from C. J. S. London. Ron places Maj. Bill Cartwright. It is hoped that Major Thacker will work with us in our role as the defenders of the entire western part of Canada. The departure of Major Cartwright will be felt by all and he was last seen and reported at Seal Bay. It is rumoured that he has developed the habit of following the Powell River Ferry. Perhaps his fat pension is not sufficient and he is forced to go into competition with the seagulls. Welcome aboard also to our new armament officer Lt. Rhein-

boldt. His official position with the squadron is rather obscure. It is suspected that the armament section will be entirely manned by commissioned personnel. This would eliminate upload training as they would all be loading officers.

Back from the pool are Lt. Kingsley, Pete Wirt, Ron Miller, Vern Evers, and Al Barber. They spent 3 weeks duck hunting and other things. No ducks!!!

Also into the armament fold we welcome Maj. Zeiner, his wife Audrey and two children. They originally hail from Edmonton. Their hasty retreat from Germany this summer, it is

rumoured, was caused by the investigation of a schnitzel theft. Chuck and Mary Slein and their three daughters arrived from Germany. He can be found in the armament lounge attached to 7 hangar. Also from Germany are Don and Barbara Perrin with four offsprings. Into this section comes Brian Caswell and Rejean Houle. The latter is from Drummondville. This man was imported to work only on the right hand side of the aircraft. He was recently overheard mumbling something about the Totem Times being printed in English only. Congratulations to Ollie Mockford whose wife recently gave birth to a baby boy whose weight was approximately 13 pounds. It must be the salt air down at Kin Beach or maybe the passing Ferries influenced him into displaying his manhood once more.

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WITH MUDDY RIVERS

Took a trip to Vancouver recently to attend the B.C. Outdoors show. This exhibition was sponsored by the B.C. Wildlife Federation, with proceeds going to Federation conservation projects. Numerous displays of fishing and hunting equipment were set up, and demonstrations covering such activities as fly casting and wild game and bird calling were presented. The most interesting part of the show as far as I was concerned was the slate of top outdoors experts who presented half hour talks on their specialties. Ted Pack, well known radio and TV personality, and very successful fishing guide to boot, spoke for 30 minutes on light tackle fishing. He is a confirmed moocher, and I'm sure he converted quite a few trollers during the show. Consider the tackle he uses; a ten foot fly rod, single action reel filled with twelve pound test monofilament, a one half to two ounce weight, eight pound test leader, and finally two number eight treble hooks. He uses live herring approximately three to four inches long if they are available, but indicated dead herring or strip could be almost as good. The leader should be at least six feet long, and he advised new moochers to start with ten pound test leaders, once you get the feel of handling salmon on this gear you can then change to eight pound test. He stated that the lighter the tackle the more strikes you could expect. A five pound coho on such tackle takes about twenty minutes to land, and a twenty five pound spring almost two hours. So you can see that with such tackle the fish are getting an almost even chance of breaking free. It is a form of salmon fishing that will appeal to the real sportsman, the guy who has gone through the stages of trying to catch a lot of fish, then trying to catch the biggest fish, and who finally is interested in catching a few fish on the lightest possible gear. Unfortunately most of us in the service only progress to the second stage while enjoying our short stay in this area. Its well worth a try though, especially now with the big Northern coho very abundant at Campbell River, off the Oyster River, and off the Black Creek Miracle Beach area. Not so much the mooching with herring bit, but casting a Buzz Bomb, or fast

trolling with a bucktail. Remember to keep the leader light, say ten pound test, with twelve pound line. The Northerns are very spooky and you have to go light if you want to fool them. Jack Parker tried it last weekend and landed a nice coho of almost fifteen pounds. Another speaker at the Outdoors Show who was very well received was Roderick Haig-Brown of Campbell River. He is the Magistrate up there, but is better known as an outstanding fly fishing authority and is of course a world renowned outdoors writer. He has written over a dozen excellent books on fish and fishing, all of them centering on the west coast areas. He spoke on fly fishing generally, then devoted almost an hour to answering questions from the floor. As an active conservationist who doesn't pull any punches when it comes to calling a spade a spade, his comments on the rape of B.C.'s parklands by ruthless government sanctioned industrial concerns, and the Hydro gangs, were very well received by his enthusiastic audience. By the way, a good number of us enjoy some wonderful trout fishing in the Campbell Lakes and Buttle from time to time. Well, can you picture what those lakes would be like if the Hydro Authority had stuck to their original plans and completed John Hart and Strathcona Dams without logging off the shores. Rod Haig-Brown saw what was going to happen and spearheaded a movement by Island Fish and Game Clubs that resulted in the cleaning up of areas to be flooded. Sure you see a lot of stumps along the edges, but can you imagine what those lakes would look like with a wide border of dead trees.

Tip of the week: Try the salt-chuck off the mouth of the Oyster River for big coho, use a Buzz Bomb and cast to the jumpers and rollers. That area is red hot right now. You can launch at the Oyster Marina in the river mouth, or put a car top in off Saratoga Beach. Watch the tide at the Marina though you need at least six or seven feet of tide to make it out to the chuk. Rex Field will refund your money if the Buzz Bomb doesn't produce. It says so on his instruction sheet supplied with each Bomb. So, how can you miss.

CRUSADERS' CRUSADE

Sunday the Sept. 22 saw the beginning of the Upper Island Soccer League. Four teams saw action on two fronts in the Courtenay area, at Lewis Park the Courtenay Luckies scored an easy win over Molsons United of Campbell River (6-2). At Woodco Park the station team came up with an impressive league opener and downed the Gold River entry by a time of 5 to 3. The team led by Jim Means goal effort and a real team effort produced the victory. The games first score came at the 12 minute mark when co-captain Brian Uddenberg broke into the open and connected with the goal. Gold River very quickly tied it up at the 15 min. mark. The teams were deadlocked until the 35 min. spot when our team was awarded a penalty shot and Andy McWilliams drilled it into the upper left hand corner. The half ended with Jim's first goal and George Walkers to give the team a 4-1 lead.

Ilean got his second counter before Gold River came back strong with the games last two goals.

Last Sunday the second league game saw the station in action again against the same Gold River team of the previous week. This time the ending was a bit different as the station team showed little fire and hustle in the first half and saw themselves behind 1-0 going into the second 45 min. session. The second half started out as the first had ended, very poorly for the home town heroes, they were down 4-0 at the 20 min. mark. At this time the team finally came alive, charging the ball and beating the opponent to it 4 out of 5 times. The tide was turning but would the team have enough to make up that 4-0 deficit. With 28 min. gone Walker got things started and the team was all over the Gold River boys. The pressure continued but it seemed that Lady Luck was against the station team for time after time on break aways, open goals, three on one they were throttled, their eagerness and pressure play forced them to make small mistakes in finishing off around the goal area. At the 40 mark Loring scored after the team had missed several sure goals. The 4-2 loss to the Gold River team was a well played game in the second half and appears the team is coming along stronger as the season wears on. The individual stars of last Sunday's losing cause have to be young Sam Casey and goaly Andy Hutcherson, for they kept the team in the ball game until the rest of the team got untracked. So back to the drawing boards and onto the practice field until the next encounter. Tuesday thru Thursday at 1515 hrs. practices will be held for all interested with the next game coming on the Oct. 13 at Lewis Park against Molsons United from Campbell River. See you there. For the



HUTCHESON AND UDDENBERG of the station soccer team combine on this play to halt the Gold River attack during Sept. 22 game. — RFE photo



CASEY DRIVES OVER Gold River forward and shows hustle and aggressiveness that almost did it for the station team last Sunday at Lewis Park. The second half drive was not enough to overcome the 4-0 lead Gold River had rung up before the surge took place. (4-2 final score). — RFE photo

Crusaders Crusade to win the Upper Island Soccer League crown.

Next Soccer Game
AT LEWIS PARK
13th Oct.-2 p.m.

CFB Comox vs. Molson's Utd.
(C.R.)

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TOTEM HOCKEY NEWS

WITH SLAPSHOP CHABOT

The Comox Valley Totem Hockey Club held a general meeting Monday Sept. 16. Discussion ranged from management to play-offs. One obvious fact that did emerge, however, was that the Totems plan to produce a winning team.

This point is brought home when one glances through the list of prospective players. To mention a few names, there are defensemen Don Ireland and Jim McInnes, speedy wingers such as Pat Keefe and Mike Stephens, marksmen Al Roque and John Kauback, always deadly around an opponents net - the roster is further bolstered by John Iwanston and Don Timchuck from the RCMP Detachment at Campbell River. Guarding the net to stop those lucky opposition players who manage to slip by the defense could be Greg Bell or Stew Smith or Howie Richmond. One could go on to list all the players who turned out, however it appears obvious the Totems will be hard to beat.

These men are presently undergoing two weeks of very rigorous pre-season conditioning. The facilities at both CFB Comox Rec Centre and the CRA are being utilized. This program is sure to have all the players in top shape for their first ice drill.

Coach Chubby Fleet has called the first ice practice for 7 p.m., Sept. 30. This would be a good time for fans to catch a pre-season look at the Totems and perhaps minor league players could even pick up some pictures. I'm told this invitation does not include spies from Powell River.

Something for the fans to watch for will be their favorite player, Lavers' Men's Wear are sponsoring a presentation to the most popular player as selected by the fans. More on this later in the season, however if any of you young ladies happen to be partial to blue eyed, eligible players, you had best get his sweater number for future use.

Totem manager, Mike Coutinho

has expressed his appreciation to the personnel of the RCMP Detachment in Courtenay. The enthusiasm of men like Al Decker and Dick Lee, who, besides being excellent players, has assisted greatly in the organization and promotion of the Totem Club. With the growing interest in local hockey their efforts are much appreciated.

Speaking of Mike Coutinho, this may be a good time to give some of his qualifications for the position of manager. Mike is a qualified Recreationist, having a degree in recreation from the University of Western Ontario, graduating in 1963. As a member of the Canadian Forces, he has been involved in hockey ever since. While stationed at Zwe-

brucken, Germany -- 65-67, he managed the Station hockey club, (3 Wing Flyers) which for 3 years finished first in their league. The Flyers, as compared to German teams, are considered one of the top teams in Germany. Mike is 40 years old, married with two sons. He does admit to one fault, he cries a lot - when his team loses that is.

In closing, I am told there are still some season tickets available. Time is getting short so if you want one, now is the time. They are available at the Rec Centre, CFB Comox, Winsby Drugs, Comox, Lavers' Men's Wear and Buds Drive In, Courtenay.

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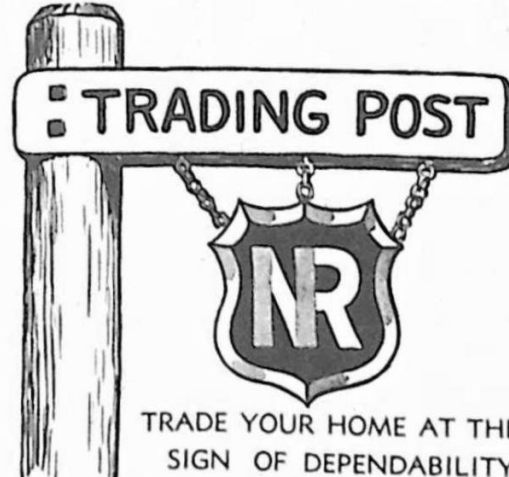
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VOLLEYBALL IS FAST becoming the most popular and competitive activity at this base. An enthusiastic 6-team "B" league last year has erupted into a 14-team league for 1968-69. Accounts were victorious last season, squeaking the win over the ever-hungry MSE team. However, grease pit gossip has it that Motor Transport section will settle for no fooling around this year. It is rumored that coffee breaks have been replaced with secret practices in some areas. Don't dismay all you section heads, things will get back to normal with the opening of the league.

Newt's Brine Levels

4 Friday	04:45	12.7	11:10	5.0	17:45	14.4	24:00	6.8
5 Saturday	05:40	13.1	11:55	5.8	18:10	14.2	00:35	5.7
6 Sunday	06:35	13.3	12:35	6.7	17:55	14.0		
7 Monday	01:10	4.8	07:25	13.5	13:05	7.8	17:50	13.7
8 Tuesday	01:40	4.1	08:15	13.6	13:45	8.8	19:05	13.5
9 Wednesday	02:10	3.7	09:05	13.7	14:20	9.6	19:25	13.2
10 Thursday	02:45	3.5	09:55	13.7	15:05	10.4	19:35	12.9
11 Friday	03:20	3.7	10:45	13.8	15:45	11.0	19:50	12.5
12 Saturday	03:55	4.0	11:45	13.8	16:50	11.3	20:05	12.1
13 Sunday	04:40	4.4	12:40	13.7	18:15	11.5	20:45	11.7
14 Monday	05:25	4.8	13:55	13.8	20:35	11.2	21:05	11.2
15 Tuesday	06:25	5.2	14:45	13.9	21:30	10.6	23:55	10.8
16 Wednesday	07:55	5.4	15:25	14.0	22:05	9.8		
17 Thursday	01:45	10.9	08:45	5.5	16:05	14.0	22:25	8.8
18 Friday	03:05	11.3	09:40	5.6	16:30	14.1	22:55	7.6
19 Saturday	04:20	12.0	10:35	5.9	17:00	14.2	22:30	6.2
20 Sunday	05:20	12.7	11:20	6.5	17:25	14.3	00:10	4.6
21 Monday	06:15	13.4	12:05	7.4	17:45	14.4	00:45	3.2
22 Tuesday	07:15	14.0	12:45	8.4	18:10	14.6		
23 Wednesday	01:25	2.1	08:10	14.5	13:30	9.5	18:40	14.6
24 Thursday	02:00	1.3	09:10	14.3	14:20	10.5	19:00	14.5
25 Friday	02:45	1.2	10:10	15.0	15:15	11.3	19:40	14.1

Rec. Centre News

By "DUDES" FINEST
STN. JUDO CLUB
Classes will officially be under way starting the 1st of October. For the past three weeks conditioning exercises and breakfalls have been the main stay of the club. Registration was very good. There are still a few openings in the Junior and Senior classes. If you would like some information or would like to come and watch us practice, please feel free to do so. The old Central Warehouse is de place. CLUB PRACTICES
Juniors - Tues. and Thurs. 1630-1830; Seniors - Tues. and Thurs. 2000 - 2130; Sunday 1400-1600. INTER-SECTION BASKETBALL
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U.I.S. League standings

Team	P.	W.	L.	GF	GA	Pts.
Courtenay Luckies	2	2	0	6	2	4
CFB Comox	2	1	1	7	7	2
Gold River	2	1	1	7	7	2
Molsons	1	0	1	2	6	0
Tyees	1	0	1	0	0	0

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Arena News

Present plans have the arena opened Monday Oct. 7.
PUBLIC SKATING
TUESDAY 2000 hours to 2145 hours; SATURDAY 1400 hours to 1600 hours; SUNDAY 1400 hours to 1600 hours.
MINOR HOCKEY
MONDAY 0600 to 0800; 1600 to 1945. TUESDAY 0600 to 0800; 1815 to 1945. WEDNESDAY 0600 to 0800; 1600 to 1745. THURSDAY 0600 to 0800; 1600 to 1830. FRIDAY 1600 to 2000. SATURDAY 0600 to 1345; 1600 to 1800. SUNDAY 0600 to 0745; 1200 to 1400.
FIGURE SKATING
SUNDAY 1615 to 1800; TUESDAY 1600 to 1800; SATURDAY 1815 to 2015.
COMMERCIAL HOCKEY
SUNDAY 0800 to 1100; 1815 to 2315; TUESDAY 2200 to 2330; THURSDAY 1845 to 2300.
INTERSECTION
MONDAY and WEDNESDAY 1800 to 2330 hours.
Base team home games played on Friday nights. Watch for a published schedule in the near future.

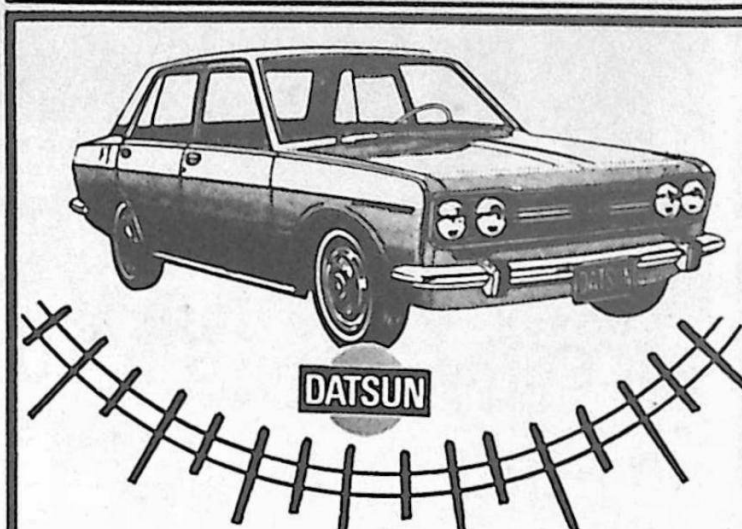
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