



TOTEM TIMES



PRINCE EDWARD ISLAND IS HEAVEN TO ME by JACK McNEIL

Vol. 10

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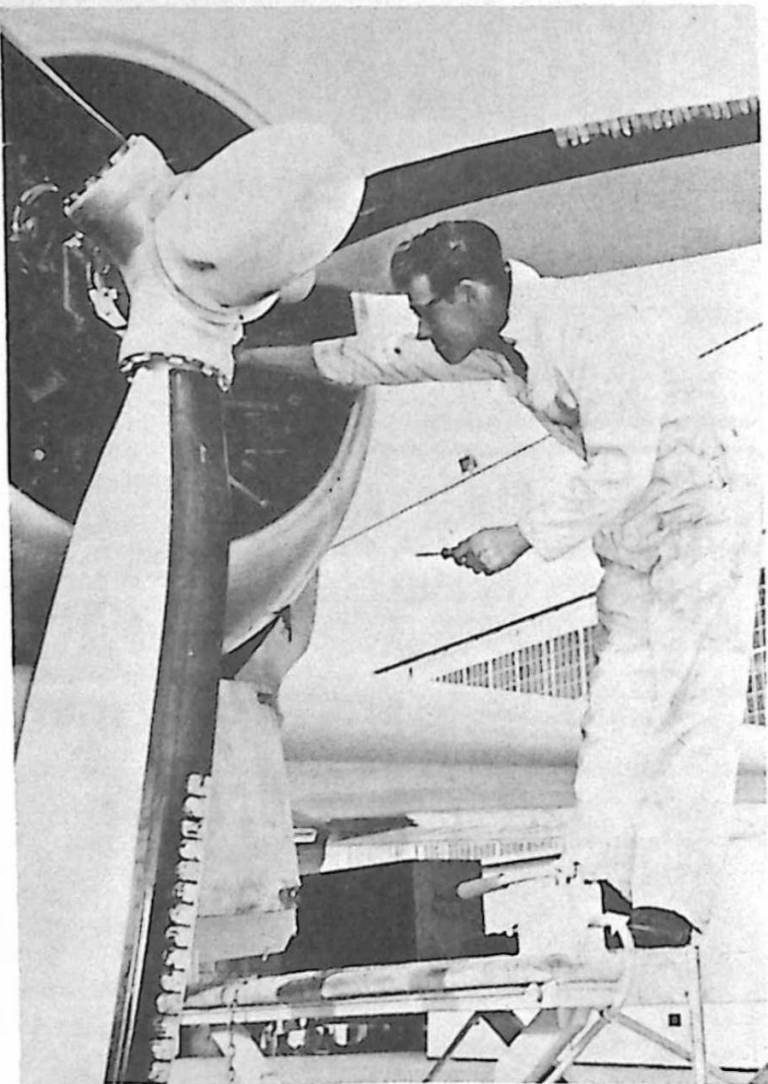
No. 5

Comox at War. Tac-Eval Style



IT TAKES JUICE to run a Tac Eval. Here Cpls A Barber and J McMullen of 409 Servicing attend to the thirsty end of a Voodoo.

— Totem Times photo



IT'S NOT ALL 'FUN AND FLYING'. Here Cpl. Keith Acott of 407 Servicing performs one of the never-ending minor repairs and adjustments necessary to keep the mighty Argus, healthy for the Tac-Eval.

— Totem Times photo

Score on 4s in March

OTTAWA (CFP) — Here's the crystal ball prediction for the priority four seat situation throughout March:

YUKONS

The Tuesday Vancouver-Trenton run (SF1) has 55 spaces open to Edmonton-Winnipeg leg; 30 to Ottawa, and 50 to base Trenton. There's a 25-point restriction on the Edmonton-Winnipeg-Ottawa legs only.

Priority four quotas on the westbound, Monday Yukon to Vancouver (SF-2); Trenton-Ottawa 50; Ottawa - Winnipeg 25; Winnipeg-Edmonton 40, and 60 seats open from Edmonton to Vancouver. You'll need 25 points or more to book space on the Ottawa-Winnipeg-Edmonton legs.

COSMOS

The Thursday, Ottawa-

Victoria Cosmopolitan (SF-32) has room for 15 fours to Trenton; eight on the Trenton-Winnipeg - Edmonton leg and 15 spaces open from Edmonton to the coast. On the Cosmo's return flip (SF-33) Friday there's room for 15 'fours to Edmonton' 10 to Winnipeg; five to Trenton and 15 seats open to Ottawa. Space on SF 32 and 33 is restricted to people with 25 points or more.

The Sunday Ottawa to base Shearwater, N.S., Cosmo via St. Hubert, Que. and Fredericton, N.B., (SF 30) has 10, twenty-five pointers open per flight during the month. It returns to Ottawa Mondays (SF 39), via St. Hubert, with 10 seats available for 'four passengers with 25 points.

On Monday and Tuesday of this week, CFB Comox and 409 Squadron underwent a tactical evaluation. This test is carried out each year by a team from ADCHQ and CFHQ to ensure that the base and the squadron are properly prepared to carry out their wartime responsibilities. The inspecting team, which this year seemed to number in the millions, delves into all aspects of base and squadron operations. Maintenance practices are inspected by a group of qualified maintenance men from Command. Nuclear safety practices are observed by the safety people. Aircrew practices are observed by aircrew. After the inspection, the inspectors write a comprehensive report in which they put forth suggestions for improvements, or note which local practices could well be emulated at other bases.

On such an inspection, nuclear weapons procedures are vital. Can the base and the squadron handle any nuclear weapons they might someday be called on to use? Do they faithfully follow the appropriate procedures and checklists? Throughout the inspection, these points are checked and rechecked. Nuclear safety is paramount in the operations of any outfit that might one day be ordered to work with nuclear weapons.

Flight safety is also paramount. Do the crews, both air and ground follow the established practices to ensure that flight is conducted with absolute safety? Again, searching glances are taken at all phases of the airborne operation.

This year, the tactical evaluation was a two-day affair. On the first day, the base was called upon to demonstrate its plans for recalling personnel, loading aircraft, controlling nuclear accidents, providing security and organizing a SARAH search. Also on the first day, the squadron aircrew wrote an exam that was designed to test their knowledge of their aircraft, their tactical role, their emergency procedures and their airmanship.

The second day was war day. In a departure from previous Tac-Eval, in which the flying had been spread over two days, the flying was this year compressed to one day. The same amount of flying though, was spread over a longer period. This put a premium on managerial skills, as flight commanders and section commanders were compelled to juggle their resources to spread them out over an eighteen hour day. Further complicating this routine was the fact that all sorts of roentgens were descending from the cloudless sky, and people were being irradiated before they were even supposed to get tired.

During this day too, simulated equipment outages were programmed into the script. What would happen if the land line to this GCI packed up? What would happen if contact with this direction centre could no longer be maintained? What would happen if this installations was destroyed. The only way to find out was to throw them into the script and see how the supervisors reacted.

A test such as this is also a test of the logistic support organization. Can a major effort be sustained for an extended period? What will the outfit run out of first? Can support from Command and CFHQ be improved in any way? Are enough resources allocated for the job, or has the economy axe cut too deeply? All of these aspects are considered during the course of the Tac-Eval.

On the airborne side, the procedures that the aircrew would use should diplomacy fail, CF-100s from 414 (EW) squadron at Ottawa, and T-33s from both the Canadian Armed Forces and the USAF flew target routes that duplicated as nearly as possible those that our intelligence biffins say would be flown by any aggressors. Voodoos from 409 were also employed as targets, simulating the supersonic bombers that are known to be in operation on the other side of the Iron Curtain.

The CF-100s and the USAF T-33s were all equipped with the latest in chaff and ECM pods, to further harass the Voodoo crews. The equipment in these airplanes is particularly designed to work against AI radars, and it does a good job. Training against these ECM-equipped airplanes is invaluable, as it is an accurate taste of what can happen if war starts. (Minus, of course, the explosions and such.)

After all the airplanes have landed and have been restored to serviceability, the Tac-Eval team sits down to write its report. If they saw something that they perhaps thought could be done another way, they mention it. If they saw something that other units might profitably copy, they mention that too.

So what does it all prove? It means that, every year, base and squadron personnel undergo a piercing scrutiny. The jobs they are doing and the methods they use to do them are pitted against those which experience has proven to be the best, and measurements are made. Out of it all comes an improved defence capability.

The Tac Eval was, this year, as in previous years, a success. The Nighthawks were found to be doing their jobs to the best of their abilities and to the best of their equipment limitations. No miracles were wreaked, nor were any expected. Just a whole base-load of people doing the best job that their resources would let them do. A war would have proved the same thing, but it would have been a lot messier.

"We're here to help you", is the motto of the Tac Eval team, (although this year, "We're here to overwhelm you" might have seemed more accurate). But they did it. They gave the base and the squadron an invaluable insight into the procedures they use daily, and showed that the good things far outnumbered the bad. And, for people who occasionally stay too close to the trees to see the forest, that is a good thing.

COBOC's 3rd Annual Fly-In

Four months of planning by the Comox Bachelor Officers Club came to an end last weekend when the 3rd annual Coboc fly-in was kicked off.

It all began last October when Coboc members voted to hold a fly-in similar to the bachelor convention of spring '68 also held at Comox. Plans were formulated; invitations sent, girls sought after and invited, accommodations and transportation arranged. The first aircraft under bachelor control touched down on Comox soil on Friday, Feb. 28, followed soon by 18 others (what kind of plane is an "other"?). And soon the weekend was underway.

A flight line inventory check would have shown 2 P3 Orions from Moffet Field, San Francisco, 1 Argus from Greenwood N.S., a C47 Dakota from Machord Field, Washington; 3 Voodoos from Bagotville, P.Q.; and 12 T-33s and Tutors from various other bases across Canada. The Base Commander immediately toyed with the idea of commending these aircraft for use in the Tac - Eval, however, he figured he wouldn't be able to trust the crews once they became airborne.

A total of 85 single officers "Flight trained" their way to Comox Friday afternoon and after being suitably hosted on the flight line made their way to the Officers Mess for TGIF celebrations. At the mess, many old acquaintances were renewed and new ones made. It was a happy time to say the least, however, talking to other bachelors wasn't the theme of the weekend.

Saturday morning came all too soon for many of the arrivals. The effects of a rough flight on the previous day actually showed up on some funseekers Saturday morning obviously delayed action airsickness. However, a champagne breakfast did get rid of the moths in some stomachs (moths seem more appropriate than butterflies).

At approximately 2 p.m. a 40

passenger bus compliments of Watson and Ash transportation and a fistful of shekels arrived at the mess, accompanied by a caravan of cars. From these vehicles emerged no less than 90 girls of various shapes, sizes and dispositions but with one thing in common; the desire to have a good time. The party was then underway.

It continued all day, into the night, and even the next morning. Some people went skiing in the afternoon. Many didn't. Many people tried to set a record for longevity at parties. Some didn't. The gory details can be found elsewhere in this issue.

Sunday morning arrived even faster than did Saturday and soon it was time to break things up. About 85 not so chipper aircrew made their way to their planes and disappeared into the setting rain clouds around the area. Somewhere in the region of 90 girls were returned by the same

method of transportation as on arrival and slowly life in action land returned to normal.

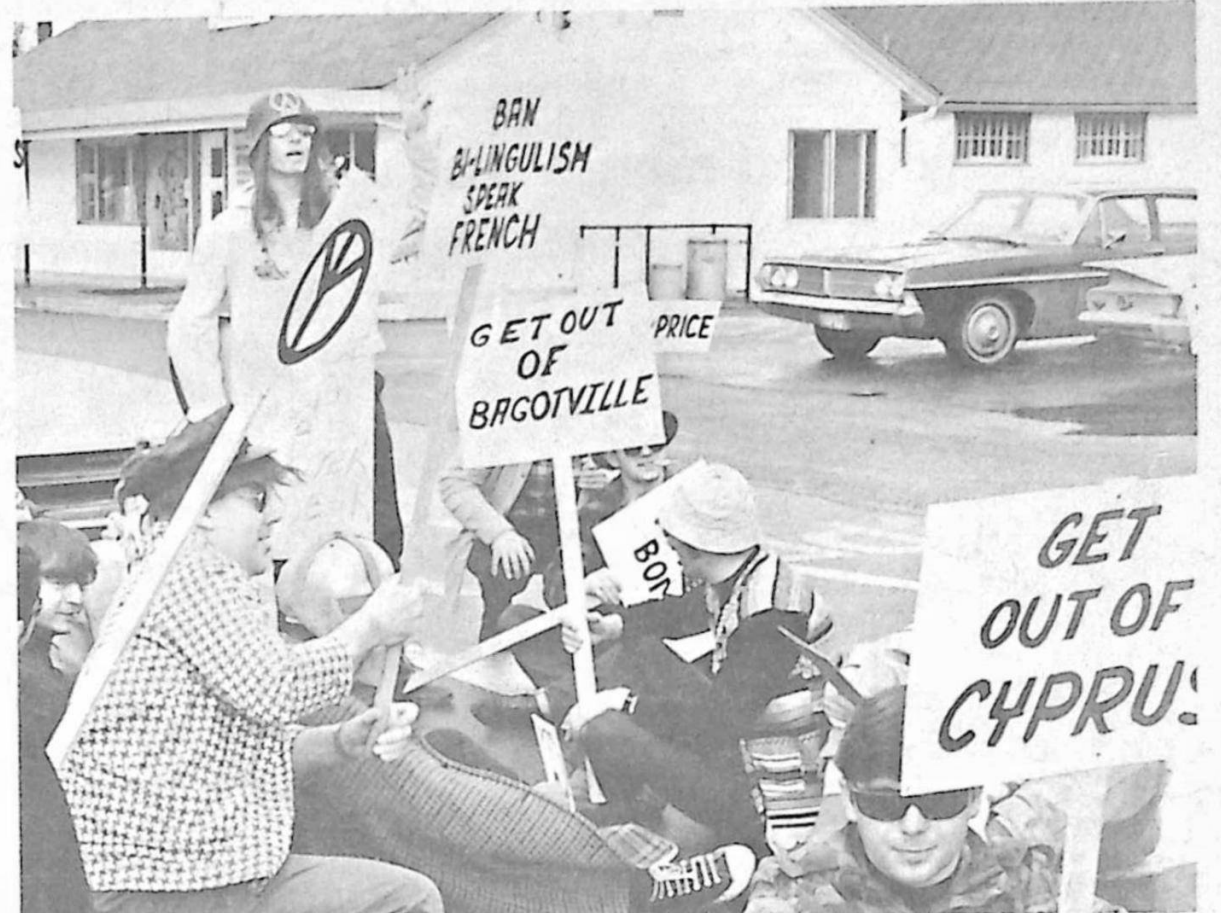
The fly-in organizers can be proud of their accomplishments. At CFB Comox, we can consider ourselves fortunate for having the calibre of ground crew that we have. The pleasant and efficient manner in which they serviced every incoming aircraft reflects credit on the Base and themselves. The good show of the weekend has to go to the cleaners of the Officers Barracks. The rapidity by which they rebuilt the quarters to prepare for the incoming Tac-Eval team was no less than miraculous. A very good show all around.

Yes, the fly-in is over! The months of planning will be forgotten and even the party itself will eventually (note the infinitive) slip from the memories of those who attended. But then again, There's always next year!



WHILE COBOC's Capt. N. Bartels hams it up for the press, Lt/Cdr. "Haas" Hassel expresses his sincere appreciation for the invitation to the 3rd annual fly-in. "Haas" was the Plane Commander of a US Navy P3 Orion which flew up from San Francisco for the occasion with 15 of Moffet Field's finest.

— Totem Times photo



FLIPPIES FLOP and stop flow of traffic in and out of CFB Comox. Pleading non-violence and chanting the usual slogans of the Flippies accumulated in the Guard house area. Impatient drivers nearly left tire treads on their threads, man.

— Totem Times photo



"A LITTLE WATER on the road and the sitting will become so uncomfortable that they will go away" was the strategy of the Military Police. Too bad the Fire Fighters aim was so bad.

— Totem Times photo

Flippies Flap Fuzz

Monday morning, as the base went under tighter security for the current Tac-Eval, the Great Guru of the Lazo "Flippy Movement" "Tricky Dicky" Barnett formed up his band of motley rabble for a march on the base gate.

Among the ranks were such notables as Camelot Collins, Crazy Cat McNutt, Erotic Euper, Mad Hat Morrison, Willie the King, the Chev, Lead-belly Theiss and Ness the Nice.

Armed with non-violence and a protest petition for the Base Commander, Tricky Dicky moved his horde of horrible humanity across Ryan Road and proceeded towards the Base entrance. To say that the Military Police were surprised would be the understatement of the year, however their reaction was swift and sure. Down came the barriers, out came a dozen heavy but unarmed MPs who lined up behind the barriers and looked amazed. The commissioner locked both doors to his gate house and wondered why he ever took the job in the first place.

Upon reaching the barrier the group demanded to see the Big Cat of the establishment so that they could present their petition. This was met with "come on, be good chaps and go home, will ya?" With both sides unwilling to give an inch the Flippies began to put on diversions while other members of the band tried to sneak into the Base with the petition. Several attempts were made but all were repulsed, gently but firmly. A new tactic was brought into play with the Flippies pulling a Sit Down in

front of the barriers thus stopping the flow of traffic into and out of the Base.

The blocking of traffic taxed the patience of the MPs but they restrained themselves. The same cannot be said of the drivers of some private vehicles. One person, in a fit of impatience nearly drove over one of the Flippies who stuck to his convictions and continued to sit in front of his car. Several more attempts to enter the Base were made, then the Fire Fighters were called to hose the area down with water. This made the sit down business rather uncomfortable and the rest of the demonstration was continued upright.

On one occasion a Roman Catholic priest attempted to enter the base, the Flippies surrounded his car chanting "Keep the faith baby". This is the one instant the demonstration was headed, for as far as we know the good Father has "kept the faith."

When one of the Flippies spotted a barber he asked about a hair cut, "sure, come on in, I'll give you one for free" was the quick answer. With the traffic backing up on Ryan Road, the MPs pulled a sneaky tactic and opened the PMQ gates. This caused the Flippies to divide their force and send a delegation to picket that gate. The trip up Little River Road was a hazardous one. Irrate drivers seeing the unkempt and displaceable rabble were taken with "instant anger". The language and actions of some of these "decent people

was astonishing. The life of a Hippy cannot be a happy one.

After an hour of this fun and frolic an Umpire stepped in and called it all off. The Flippies turned out to be none other than some of the Elite personnel of 442 Sqn. who were called upon to help make this Tac-Eval "one to be remembered" with good natured farewells the 442 people returned up Ryan Road and the MPs sighed with relief and went for coffee. Five minutes later the Flippies returned, the MPs tumbled out of the Guard House some still clutching their coffee cups, to man the barrier.

"Just wanted to see if you're still on your toes" cried Tricky Dicky.

As the Flippies returned to "Goods" for coffee the advanced party of the RCMP arrived. Politely he asked the boys to keep off the center of the road. He was reluctant to accept the story that it was just part of an exercise and that the Flippies were really respectable members of the Merry Mushroom squad. Only when he saw the wigs coming off would he relax and call off the second car loaded with Mounties. Incidentally it was a civic minded citizen that phoned the Mounties, not the MPs.

WEAR A
LITTLE GREEN
ON THE 17TH

3rd annual COBOC fly-in

Well faithful readers, the big fly-in has come and gone (I think), and no doubt you're sitting on the edge of your bar stool just barely able to contain your thirst for news of last weekend. We won't bore you with the minor administrative details such as whose who, what's what, etc. etc. as those are probably written up in another section of this scandal sheet. With your indulgence, we'll just get down to the lighter happenings of the weekend.

As every ATC Controller and ground crew member knows by now, about 85 of the most dedicated (dedicated to what is still in doubt) bachelors in North America made their way to Comox last weekend. They arrived by land, sea, and air there by doing justice to Unification. No mode of transportation was left unused as the fun seekers converged on Comox by Armed

Forces aircraft, B.C. Ferries and feet. Even the U.S. Navy was well represented as 25 bachelors from NAS Moffat Field (Moffat?) managed to spring a couple of P3 Orions from deterrent duty to take in the fun.

Weepers on Friday was a sight to behold. Everyone was there renewing old friendships, however, it seemed rather odd that so few bartenders should have so many friends. 409 Sqn. tried to horn in on the act with a mug presentation to a brown bagger but they quickly dispersed when the single guys threatened to drink the QRA.

Saturday morning saw a rather quiet crowd of bachelors make their way to that Member of the Bar Society and part time faith healer, Dr. Gerard Antonio Fleet. Dr. Fleet diagnosed their troubles and quickly prescribed doses of oral vitamins in the form

... "fantastic success!"

of liquids. He had the troops feeling so good so fast that he's to be awarded an honorary doctorate by Yale's School of Medicine.

Saturday afternoon saw about 100 girls from all over the lower mainland and Vancouver Island descend on the Mess and throw themselves at the mercy of the Fly-inners. We're still not sure of the exact number of female guests as only 90 girls signed the Coboc guest book but it's fairly safe to assume that some girls would be too smart for that. Incidentally that book was later transferred to the bank via Brinks armoured truck where it can be viewed for only one cheap case of beer for every address noted.

Afternoon refreshments were provided in the form of hot glu wine prepared by chief brewmaster Cpl. Ivan Grant. Ivan

managed to strike a happy bargain with some local moonshiners for a 45 gallon drum of vinegar and red paint and got it for only \$1.95 plus deposit on the drum. Last January wasn't really a good year for wine so good old Iv and his sidekick Dr. Fleet doctored it up with some brandy and wound up on the winning side of the "Drinker's Blindness Curve." This turned out to be an expensive proposition as those two bandits from behind the bar had a look at the women and demanded 15th and 16th draft choices in return for the wine mixture. As the wine tasted not too bad and seeing it matched the rug in the mess we conceded and the afternoon went on its merry way, or so it seemed. The evening seemed to roll around a bit quicker than usual. Pretty soon we were all dancing to the smooth sounds of Psychedelic Mike and his LSDs. This was due mainly to the absence of that famous Coboc rock group from 407 sqn., Sweet Vermouth and the Radar Homings. Oh well, you can't have everything, however, Mike and his boys were pretty good all the same.

The Party was well chaperoned to say the least. The honor of every lady present was guarded by none other than that high flying, free-lance, part time Dak pilot and full time brown bagger, Orderly Officering Capt. Bob Pridmore. Aiding him in the search for foul play we had 442's answer to RED Storey and FRED Astair that fly-by-night, Albatross manipulator Capt. Barry Morse. Bob and Barry (sounds like a jar of jam) had a fine system worked out for controlling the affair. Barry would blow the whistle on some high stepping single bon-vivant and award him a penalty such as 15 yards for "illegal use of the hands"... Bob as chief administrator would ensure the sentence was served leaving the girl free to bestow her favours on any deserving chap who happened to be free. This chap always turned out to be either Barry Morse or his partner in crime Bob Pridmore. Honourary Coboc member, Ron Elmer (Elm Roner to the drunks) was there in living black and white to cover the event on film.

Throughout this paper you will see the damage that a guy with a camera can do in this day and age. About every year around this time, Ron's wife let's him go out to practice his future profession; that of a free lance black-mailer and itinerant scandal creator.

The legal and medical professions were well represented at the blast. Coboc's legal counsel Capt. Brian Murphy (sometimes known as Murph the Surph in his off duty hours) was on hand to gather first impressions on what could be a host of lawsuits. Old Murph figured that this would be a fine way of getting one up on any prosecutors that he might be seeing in the near future. The fact that Murph's namesake in Florida isn't doing so well at the moment shouldn't deter the troops from calling on him. St. Pat Peevy, the USN's answer to Drs. Kildare and Ben Casey dropped in via P3 to check on how we administered anaesthetics in Canada. Pat left Comox absolutely amazed at the way in which we could freeze minds and bodies without the use of any needles. A not so happy note was struck on the weekend. Linda Jervis, Coboc's Florence Nightingale in Vancouver, tripped on something (no, it wasn't her feet!) in the vicinity of the Elk's on Friday and broke her ankle. At the moment she's in St. Joseph's Hospital receiving the treatment she normally hands out. Don't take any wooden casts, Linda!

Sunday snuck up pretty quick on the troops and soon people were disappearing in all directions. Americans flew south, Canadians flew east, girls went everywhere and non-surviving Coboc members went straight down. Actually everyone lived and made it out of here in pretty fair shape. That in a nutshell (appropriate word don't you think?) dear reader is the fly-in.

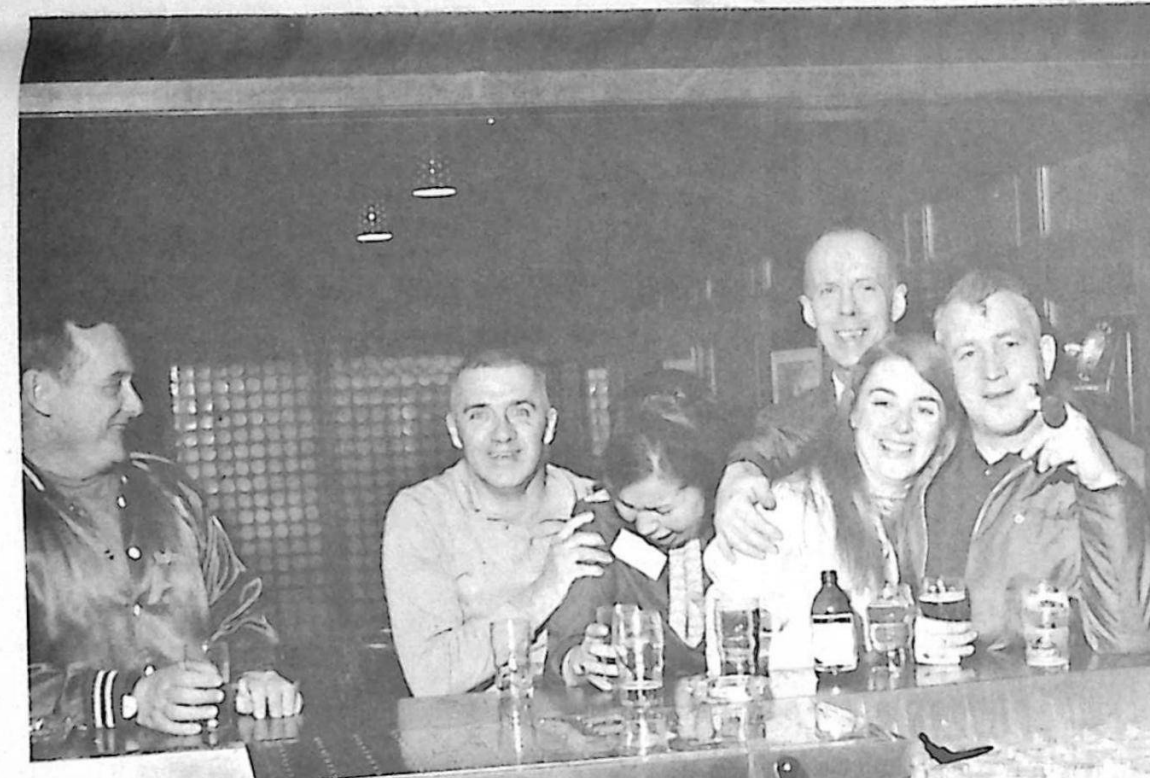
It was a great affair and some die hards are even looking forward to next year. Watch this space sometime around March 1970 to see if it comes off. Cheers!

Coboc Quotable Quote of the Month: If Terry Montgomery (alias the Toad) sat on a barstool, would that chair be called a Toadstool?



LOOKING JUST LIKE four penniless waifs in front of a candy store, we have (from L to R) Captains Barry Morse, Mo Cloutier, Jack Blythe and Major Bob Ford. These four chaps just happened to be in the snake pit of the mess when lo and behold the Coboc Fly-in was in full swing. Coboc members wouldn't like to suggest that there is something missing in the lives of the Brown Baggers but you know how the saying goes, "one picture is worth a thousand words."

but some came anyway ...!



MARG HILL AND LINDA REID, two of the CAF medical profession's finest needle bearers could no longer stand the looks on the faces of our forlorn married types, so a little cheering up was in order.

Beauty and the beast



RFE Photo



FAMOUS LAST WORDS ... "A little scandal is good for the career," by Col KC Lett, Comox's Base Commander.

— RFE photo

Van Doos dominate in Cyprus

NICOSIA, Cyprus (CFP)—Quebec province personnel head the 11st in Canada's UN contingent in Cyprus.

There are 410 Quebecers, 69 New Brunswickers, 56 Ontarians, 11 from British Columbia, nine Albertans, eight Nova Scotians, seven Manitobans, four from Saskatchewan, and one each from P.E.I. and the Yukon.

Canadian high commissioner Gordon Brown is a Victorian.

Only Newfoundland and the Northwest Territories are not represented by the current 575-strong Canadian force, which includes those serving in the UN forces headquarters in Cyprus.

Reason for the high Quebec representation is that the 3rd Battalion (albeit reduced in numbers for the tour) of the Royal 22nd Regiment forms the bulk of the Canadian contingent.

ASTRONAUTS SHOULD TAKE GRAVOL PILLS

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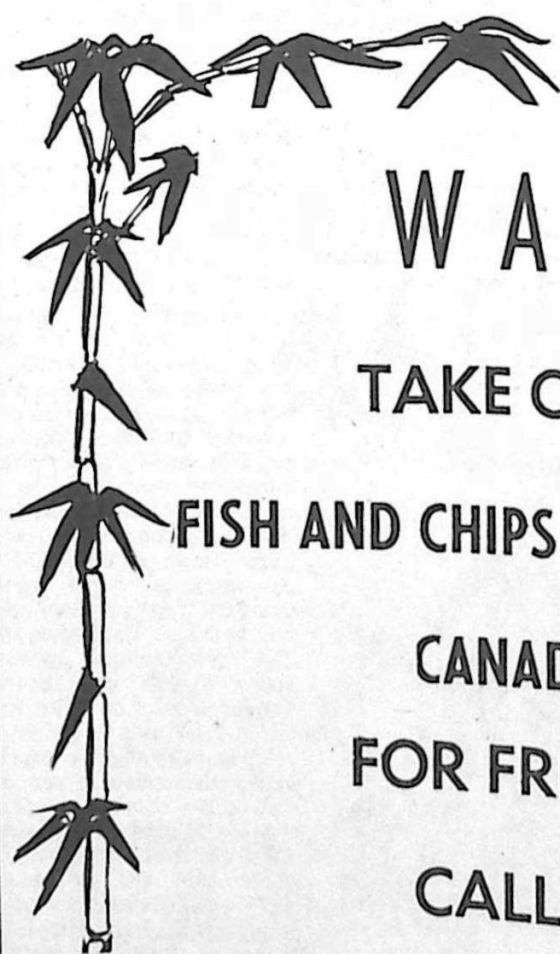
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Night Hawk's Nest



In one of the most miraculous escapes on record, the squadron survived the annual pilots vs. navy hockey game absolutely unscathed. Credit for this rather amazing feat must go to at least in part to the hard-working referees, who managed to keep Chopaway Chapin confined to the penalty box most of the time.

The final score of the game has not as yet been announced, nor will it be as long as this paper is staffed mostly by navigators. (And why not? Who ever heard of a pilot that could write?) Suffice it to say that the competition was keen, and the result was in doubt until about half an hour before the opening face-off.

Why half-an-hour before the opening face-off? Because that is when the navy's coach, doleful Paddy O'Sullivan came into the dressing room and found his team standing staring at the equipment, wondering how in the world to put it on.

There were, inevitably, some mistakes in dressing. Bill Sterne forgot to put on his ankles. Bill Mason forgot that he even had ankles. But not all the bewilderment was on the navy side. No less a personage than the colonel himself skated proudly out with his socks on backwards. He said that it was done purposely, so that the other team wouldn't know which way he was going, but he didn't sound too convincing.

Enough, however, of the shiny match. A full report will be found on the sports page, if the sports department will lower its standards enough to print it.

The day after the game was another test of survival. The squadron threw a cocktail party and dinner which had most of the people doing loops around the dance floor in short order. It was a first class bash, and the organizers are to be congratulated, especially by the makers of Aspirin, who are now on extended vacations in the Caribbean, or however you spell it.

The last Cudgel Caper proved to be an excellent dry run for this week's Tac-Eval. A bunch of sorties were flown, a bunch of targets were shot up, and a few more bugs were shaken out of a few more plans. A posthumous Distinguished Defence Cross was awarded to rubber-arm Elphick for heroically picking up a simu-

lated bomb and throwing it away from his airplane, but the observers wondered just why he threw the bomb at the met section.

The Tac-Eval is finished for another year. A lot of people put in a lot of hours to get the squadron to the current peak of whatever it is, and this is so during all Tac-Evals. Grand chiefs and lesser satraps toll mightily to get the entire operation up to about 103 per cent. As it is in their own best interest to do so, such zeal is understandable. One person, though, who has worked a lot of extra time, quickly and without much fanfare, for the squadrons best interests is our orderly room staff, good old Smitty. If some one rewrites an order, who gets to type it? If someone wants this or that, who has to look after it? The extra workload entailed by Tac-Eval preparations has meant a lot of nights and weekends in the office for Smitty, and he is deserving of a commendation. Well done.

Ground school programs have been truly formidable of late. The list of briefings on the average Friday afternoon would make even a parliamentary correspondent blanch. It is one thing to get everyone there so that everyone is available for the 1600 festivities, but it can be overdone. At this rate we'll soon be late for the food.

It was a sad occasion indeed last Friday when the squadron gathered at the spa to bid farewell to Tiny Tom, who embarked for the sunny south immediately upon completion of the Tac-Eval. Gary had been a valued member of the squadron for four years, and he will be missed indeed. His replacement in the simulator is none other than that other Laugh-In reject, Big Al.

Big Al is not far from being a Nighthawk institution either. He has shuttled back and forth between the squadron, test flight and flight simulator for so long now that the orderly room thinks that he is some sort of a secret messenger service.

Len and the Beetle have returned from survival in Sardinia, and it was apparently quite an ordeal. When a guy can leave here almost egg-bald and come back sporting an overful head of hair, something untoward must have happened, but Lightning Lennie is hanging on to the details (and the hair) for his memoirs.

NORAD medallion proud symbol



NORTH BAY, Ont. (CFP) — Seldom in history have people of two great countries been as united in purpose and effort, as the Canadian and United States military here at the northern NORAD region headquarters.

Although they come from a variety of backgrounds and wear several different uniforms, they function as a single force, directing the air defence of the two million square miles of region.

Whether they fly supersonic fighters to intercept unknown aircraft approaching the continent, or work in the region headquarters, or stand a lonely vigil at a remote radar site, there's one distinctive badge they may all wear, the NORAD medallion, symbolic of their common role.

Worn on the left breast pocket of the uniform, the round badge, two and a quarter inches in diameter, has six colors, and is centred on a silver disc, which represents a sun-burst.

The blue background on the shield signifies air, the fighting element of the air arm of the Canadian forces, and the U.S. Air Force. Turquoise portions of the globe depict the oceans, the naval fighting environment. The North American continent, in yellow, represents the land entrusted to defence by the army, and also protected from air attack by the U.S. and Canadian air elements of NORAD.

Silver wings enclose the globe, symbolizing protection and defence by an integrated command. The wings also indicate the Divine protection which has been the heritage of both nations.

An upright sword, symbolizing armed defence, points toward the northern skies, the shortest direct approach of a potential aggressor.

Outward from the sword are two lightning bolts which speak for the instantaneous defensive power NORAD forces would hurl against an aerial invader.



IN GLITTERING ARRAY — A CF-104 Starfighter of Canada's NATO-assigned air division in West Germany stands ready at 1 wing, Lahr, for its photo reconnaissance mission. C.F. photo

Tanks a lot

OTTAWA (CFP) — What is black, two shades of olive green and carries tracks?

Answer: most any tracked vehicle in the Canadian forces used in land operational units. There are 11 versions of eight types in all.

Five versions of the Centurian tank are in service: MK.11(c4), MK. 5/2 (C2), MK.5(CD), the ARV MK.2(CD) armoured recovery vehicle, light, M578, and the bridgelaying MK.5(c1).

There is the recently acquired self-propelled gun Howitzer, medium, SP, 155mm, M109.

There are four kinds of carrier:

APC Carrier, personnel, full tracked, armoured, M-113A1 CARGO CARRIER Carrier cargo, tracked, six ton M-584

C&R VEHICLE Carrier, command and reconnaissance, full tracked, armoured Lynx COMMAND POST Carrier, command post, light, armoured, M-577A1.

Now, about the color scheme. The black and two shades of olive green are painted in a "disruptive" pattern. National markings are not normally carried.

Next Deadline St. Paddy's Day

Demon Doins

After two weeks of killing Orange force submarines and surface forces "A" Flight returned to CFB Comox. The first crew arrived back on the 27th, of last month with the remnants of the flight following the next day. With only two aircraft allotted to the exercise the Demons' servicing crews proved exceptional in that there were no hours lost on station due to malfunction. All the crews were able to log good attacks against the exercise subs but unfortunately the dice didn't roll our way. Of course we know that the highest degree of integrity was displayed by the sub commander who incidentally rolls the dice to decide whether the attacks are good.

While on detachment at NAS Moffatt, the Demons were hosted by VP 46 "Grey Knight" Squadron. Numerous social functions were planned and well attended by our stalwarts. Plaques were presented and it seems the VP 46 banner somehow found its way back to the Demon trophy case. What with the bell from Adak we are soon going to have to put some of the older items on auction.

Out of the frying pan into the fire seemed to be the plan as the Demons joined the rest of the base in a Tac Eval this past weekend. Happiness reigned supreme as the powers to be threw in an ORI for the flight line crews. Each crew made a trip under the watchful eye of a command observer. Crew 6

lucked in by doing two trips. Heading the inspection team was ex-Demon CO Lt. Col. Smale. The team makeup included people from MarCom and MarPac. Initial reports indicate that the Demons will have little difficulty in walking away with the coming ASW competition. One question that has come up though, is the red hardhat sported by Lt. Col. Moore indicative of things to come?

The Demon crews will be on the road again in the near future. There are a number of trips planned for the WestPac area. The first will come during the month of March. It seems that Standards has this one sewn up so the flight line crews will have to wait for a day or two to see what will be sent their way.

The initial TACCO course will start later this month at CFB Greenwood. The Demons will have five of the aircrew attending. Capt's Taylor, Ash, Westlake and Merkley will be participating as students with Capt. Tom Procter going along to provide instruction during certain phases of the course. Also on the road this month are the seven people going to the pilot selection unit in Toronto. All the best in your venture.

The Demon members of COBOC put an unexpected show of courage on during the past weekend. For the most part they were intact physically and mentally for the TacEval. However time will tell whether a life of restraint and celibacy would prove more productive.

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The Guard House

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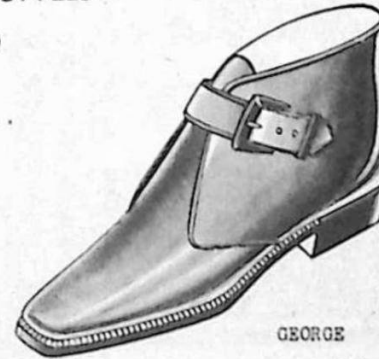
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MARCH ENTERTAINMENT

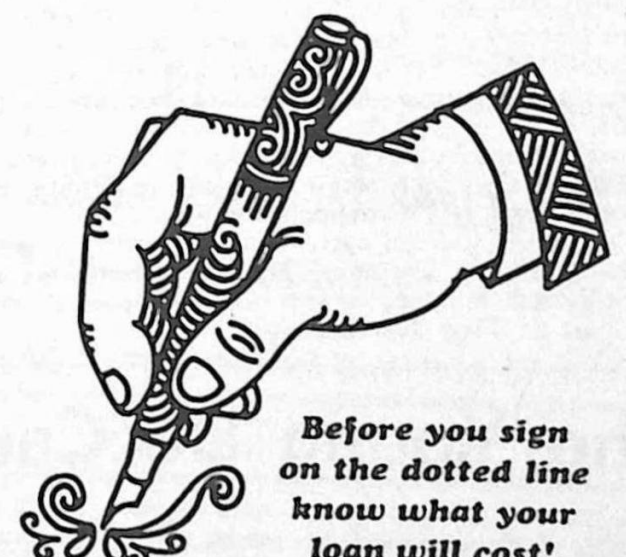
Mar. 8 407 Sqn. Cocktails & Dinner, Open
dance

Mar. 9 Candlelight Dinner

Mar. 15 St. Patrick's Day Dance

Mar. 22 Bingo

Mar. 29 Steak night & dance



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500	\$20.60	\$20.60	\$20.60	\$20.60	\$20.60	\$20.60
1000	\$41.20	\$41.20	\$41.20	\$41.20	\$41.20	\$41.20
1500	\$61.80	\$61.80	\$61.80	\$61.80	\$61.80	\$61.80
2000	\$82.40	\$82.40	\$82.40	\$82.40	\$82.40	\$82.40
2500	\$103.00	\$103.00	\$103.00	\$103.00	\$103.00	\$103.00
3000	\$123.60	\$123.60	\$123.60	\$123.60	\$123.60	\$123.60
4000	\$164.80	\$164.80	\$164.80	\$164.80	\$164.80	\$164.80
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"The Just Society?"

Former Justice Minister, Pierre Trudeau, was returned to the Prime Minister's office last June by promises of a "just society." His plans for social and judicial reforms in Canada were heralded as a great step forward. Even disputes over the more controversial aspects of Trudeau's proposals were overshadowed by the realizations that something was being done. Since our present government obviously realizes that our existing judicial systems have shortcomings, a short article outlining the more flagrant injustices shouldn't make them feel too ill at ease.

It would appear that much of our criminal law today is practiced on the "guilty until proven innocent" theory. A person accused of a serious crime usually sits in jail until he is brought to trial. If he has the finances at his disposal, he may be released on bail. Whether in jail or out it is up to the "accused party" to somehow establish his innocence.

The most convenient method for proving your non-guilt in our society is to hire the services of a prominent and reputable lawyer. This is rather an ironic thing to do as theoretically you're innocent anyway and it is up to the state to prove your guilt. But then on the other hand, if the state wasn't already convinced of your guilt, you wouldn't be in the position of needing a lawyer.

What then is a lawyer? What qualifies him to show your innocence as he couldn't be as acquainted with the facts of the matter as the person on trial? Oxford defines a lawyer as a person well versed in law and this must be the misnomer of the year.

Society has proven the best lawyers to be historians. A lawyer doesn't have to prove his client innocent. Sometimes he merely has to point out that a similar trial of years past found the accused not guilty, therefore his client today must in all fairness be found innocent. It would probably be to the advantage of all lawyers to study their historical legal texts more than the laws themselves.

A sharp lawyer has many things going for him, not all of them the epitome of a just legal system. Legal gimmicks such as calling for mistrials because of obscure insignificant reasons such as the judge smokes too much in his spare time or some jury member was seen browsing through a magazine rack in the courtroom proceedings, perhaps too much so! Most judges would discount many gimmicks, however, they had better beware of a lawyer who has a similarly documented case at his disposal. By every courtroom decision made, a judge and jury are in fact writing the law books of the future he is right or wrong!

The University of British Columbia's Law School is recognized as being one of the best in Canada, for two reasons; its faculty and its library. Nation wide recognition for UBC's faculty is very nice, however, equal time for its library is fallacy. Surely the library can contain only so many legal texts. The far greater majority of books have to be legal histories, which unfortunately determine the course of law today. Perhaps the next step in legal reform will be to feed all the appropriate history into a computer and the accused party will hear his sentence even before he gets out of jail and goes to trial.

The ability to pay lawyers plays an overwhelming part in legal matters today. No one in his right mind could believe that a poor person accused of a serious crime stands the same chance of getting off as does his rich counterpart. Not all people could afford the battery of lawyers necessary to wade through the thousands of legal history books to find the quirks that may eventually spring him. This brings up another sore point. The only real winner in all trials has to be the lawyers. Guilty or innocent a person who has spent any amount of time collaborating with some courtroom orator still has to foot the expenses. What provisions do our judicial system provide for a person who has mortgaged himself to the hilt to prove the innocence that was supposed to exist in the eyes of the society anyway? How much in the way of retribution is there for a person who has spent a considerable amount of time in jail before being found "not guilty?" Practically none!

Canada's judicial system is not really in need of sweeping reforms. The points brought up here only apply to the barest minority of our society, however, aren't they part of "The Just Society?"

The Young Do Care

The little things count in life. In 1966, weekly newspaper publisher H. D. (Mac) McConnell visited Cyprus to write about the Canadian contingent of the UN there. Before he even got back to Tilbury in southern Ontario, the Times there was running his animated copy by the yard. Mr. McConnell went further. He took slides worked up a Cyprus presentation and spoke to groups in the Essex county region where not only he but his wife and two daughters produce weekly newspapers, not to mention sons in the family business.

Part of his talk featured the Red Cross Home for Sick Children at Kyrenia on the north coast. Canadian servicemen have given the non-factional home money, skilled labour and materials ever since Canadian soldiers first arrived in Cyprus to help restore peace five years ago. Young people of Darrel S. Moffatt United Church in Tilbury

were touched by his remarks about the convalescent youngsters — both Greek-Cypriot and Turk-Cypriot children — cared for under the one roof. They collected \$21.11 to be given to this Cyprus venture, so rare in a time of strife.

All the McConnell editors came to Ottawa for the annual Ontario Weekly Newspaper Association's annual meeting (he's first vice-president) and turned the paper bag of small bills and loose change over to the military just the way they had received it.

It's been converted to a cheque for \$8, 3s and 4d and is on the way to Cyprus, where there will be an appropriate presentation by the Canadian contingent to the Red Cross home. It will be gratefully received.

So that's the story of how children in southern Ontario received a chance to become involved with other children almost half way round the world. And did.



Oh, stocks and bonds are O.K., but there's nothing like a "Bonnie" refit for a fast fortune.

Hansard Highlights

Tuesday, February 18, 1969
Page 5647

AIRPORTS
Quebec - Site of International Airport

Mr. Andre Fortin (Liberal): Mr. Speaker, I should like to put a question to the Minister of Transport.

Can he tell us exactly when the decision on the site of the new international airport will be made known to the public? (English)

Hon. Paul Hellyer (Minister of Transport): Every day we are getting a day closer to the decision.

Mr. MacEwan: You will go down in history for that statement.

Mr. Hellyer: I hope it will not be too long delayed.

Wednesday, February 12, 1969
Page 5426
(English)

NATIONAL DEFENCE
Montreal - Protection against bomb damage

Hon. J. A. MacLean (Malpeque): Mr. Speaker, I have a question for the Minister of National Defence arising from the answer given yesterday concerning bombings at armoured in Montreal. The minister said that steps had been taken to protect the property of the government of Canada. In view of the second bombing last night which damaged both public and private property, will the minister say whether the government regards the steps taken for the protection of property to be adequate and satisfactory.

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, I think it has to be noted first of all that the second bombing, like the first one, actually took place outside the building. I think we can say that the most stringent measures we have taken must have had some effect, because the second bomb was discovered by the security guard who went inside to call the police. Unfortunately the bomb exploded before the police arrived. We are cooperating fully with the Montreal police in order to

enforce security as much as possible.

Friday, February 14, 1969
Page 5519

PENSIONS
Removal of anomalies in legislation

Hon. J. A. MacLean (Malpeque): I should like to direct a question, Mr. Speaker, to the Solicitor General. Is it the intention of the government to introduce legislation during this session of parliament to remove certain anomalies which exist in the pension provisions of the Royal Canadian Mounted Police Act?

Hon. G. J. McIlraith (Solicitor General): Yes, Mr. Speaker, We hope to bring forward during this session legislation to correct some anomalies and administrative weaknesses in the RCMP legislation, armed forces pension legislation and the Public Service Superannuation Act.

Mr. MacLean: A supplementary, Mr. Speaker. I ask the Solicitor General if there are any other pension provisions which the government might improve during this session? I am thinking of the Members of Parliament Retiring Allowances Act which has serious anomalies in it.

Mr. McIlraith: I do not believe there is any provision in the legislation now being prepared relating to the Members of Parliament Retiring Allowances Act. I know that subject is of real concern and the act has many anomalies in it. Perhaps I could take the hon. member's question as a suggestion.

Monday, February 17, 1969
Page 5576

"Yukon" Aircraft Ottawa - Brussels Flight

Question No. 1,240 - Mr. Coates: 1. Were members of the RCAF required to remain at a hotel in Ottawa during the week of January 12 in connection with their duties with Air Transport Command in the flying of a Yukon Aircraft from Ottawa to Brussels?

2. Did this Yukon Aircraft carry any passengers from Ot-

tawa to Brussels or on the return journey?

3. What was the purpose of the flight to Brussels?

4. What was the estimated cost to the federal government for the flight in question?

Mr. D. W. Groos (Parliamentary Secretary to Minister of National Defence): 1. Yes, on the night of 13/14 January, as there was no suitable accommodation available at CFB Uplands, 2. Yes

3. To air lift the Chief of Defence Staff and a party of military and civilian officials to the NATO meeting in Brussels. On return flight, to air lift the Minister of National Defence and a party of military and civilian officials returning to Ottawa from the NATO meeting. On both trips, those seats not occupied by the official party were made available to military personnel and their dependents authorized for such air transportation.

4. This Yukon Aircraft was operated within the authorized monthly flying schedule for Air Transport Command. On all such flights, the aircraft operating costs, pay and allowances, temporary duty costs of the crew are budgeted for annually, and the only extra cost for this particular flight was \$2,200 which included temporary duty expenses for the crew in Ottawa and Brussels, in flight meals and landing fees at Brussels airport.

Bring back the wedge

The title of this opus is, perhaps, just a trifle premature. The wedge cap hasn't disappeared. Yet. But the writing is on the wall. Soon, the green uniform will be upon us with all its splendour and the wedge cap will become an artifact of history.

For the airman, this happened some years ago. Some wallah at CFHQ, concerned at the number of scruffy wedge caps that were in day-to-day use, decided that flat hats were the answer. And, he was right. At least partially so. A well cared for flat hat generally looks better than a wedge cap. A parade-square full of people wearing shiny new flat hats generally looks better than a parade-square full of people wearing wedges.

But how many parade squares are ever full of people wearing shiny new flat hats? Not very many. Most people own but one hat, and that one hat does for all occasions. Consequently, come parade time, the shiny new flat hat looks no better than the scruffy wedge that it was to replace. Worse, generally, because scruffy flat hats look worse than scruffy wedges.

The change in uniforms will present a problem to the officers as well. The new officers caps, resplendent in gold and silver piping, batteries, and transistorized power units will look, when new, tremendous on parade. They will also have the ancillary advantage of causing senior reviewing officers to go snow-blind, thus opening further avenues of promotion for the rest of us. But how will they look after a few months of being relegated to oil-stained mappases in Her Majesty's far-from-luxurious aircraft? One shudders to think.

What, then, is the solution. The solution lies in the retention of the wedge cap, which serves admirably for day-to-day work. It can be carried in the pocket or a flying suit, it won't tarnish, or it requires no expensive gold or silver fripperies.

The flat hat could then be reserved for parades, or other occasions where appearance is foremost, and look good. If we have a two languages policy, why not a two hat policy? Bring back the wedge!

Ski Pole Shenanigans

By CPL. LANCE STERLING

I think I have discovered a new secret weapon -- the ski pole. Ski poles are pretty innocent looking objects. Waist high sticks with a leather wrist thong on one end and a round gismo that keeps the stick on top of the snow about six inches from the other end. Its not until they are in use that the dangerous aspect comes out.

To start with, anyone that would deliberately throw themselves down the side of a hill in the middle of winter, on nothing but a couple of boards, is enough to make anybody nervous.

If you happen to be at the bottom of the hill watching this muffled form, gesturing wildly with those pointed ski poles as it hurtles toward you, well, its enough to make anyone surrender.

The whole purpose of ski poles, according to the books and those hardy looking instructors, is to help you get started downhill.

Most people don't need any help getting started. Its getting stopped that causes all the problems.

The average ski pole faintly resembles a shishkabob skewer. The average skier used it much that way.

At the top of the hill, he nonchalantly adjusts his goggles, plants the poles firmly and pushes off. Usually, all courage is left at the top of the hill. From ten feet below the top of the slope to the bottom is pure terror. The skier either freezes in place (and looks great as he hits a tree at 40 mph) or decides there must be a better way to spend an afternoon and tries to stop.

Stopping on a downhill slope takes different forms. The most popular is trying to make the skis form a "V". (This will sometimes result in going downhill backwards as your feet follow the skis around -- a fantastic sensation.)

An alternate to that is skewering something, like a tree or a bush, or a passing instructor.

While not recommended, it is effective as a breaking measure. It also makes the skier look a little like Captain Ahab after Moby Dick.

The most common means of stopping, while not popular, is falling down. This is where that little leather wrist thong on one end of the ski pole comes in.

All the propaganda put out about skiing stresses the skis. Long dissertations have been made

on things like laminations, sand-wiches, and wrap. Not much is ever said about the ski poles.

Its not until you fall down at 40 mph that you realize just how important those poles are. By the time you realize you are down, the skis are gone. They are made to jettison at the first sign of trouble.

All you have between you and complete disaster are those poles -- held to your wrists by those leather thongs.

A fallen skier takes one of two forms, both of which have been proven in combat. He either skids down the icy slope at fantastic speeds, with the poles out in front, like a lance or he resembles a human pinwheel as he simultaneously goes downhill and around in a circle. The whole time those poles are on the outer edge of the circle, taking great chunks out of anything in the way.

Either the lance approach or the Catherine wheel method of getting downhill is guaranteed to cause a general retreat anywhere below the reclining skier.

Finally, the ski pole is probably the only winter weapon with summer time camouflage. Or do you enjoy bending over to police up the squadron area?

Some Thoughts on Demonstrators

Last Monday morning saw a fake demonstration outside the main gate staged by various members of 442 Squadron who had disguised themselves as hippies for the occasion. The demonstration was held to test the reactions of the military police, but it also served to test the reactions of the passers-by, since all persons trying to enter the station encountered the "rabble".

The police are responsible for protecting the base, but what about the rest of us? What should our reactions be to such an event? Most persons attempting to enter the base simply followed police instructions to use the PMQ gate, and paid the "hippies" no heed. There were those, however, who displayed open hostility. Several drivers drove at the crowd with little or no intention of slowing down. One driver made no attempt to avoid people sitting on the roadway in front of his car -- one "demonstrator" was pushed along the pavement by the bumper for 20 feet before the driver stopped his car. One woman hurled a string of abuse that would have done the hippies in Chicago proud. If this had been a real demonstration, violence and injury would have been initiated by hot-headed spectators, and not by the police.

Hippies can often be obnoxious, especially when a mob of them gets together. Service personnel are often impatient towards hippies, because their views are in direct contrast with our own. (Which seems a bit strange, since both sides heartily approve the use of violence, only the objectives are different.) But

this gives us no right to mow them down or punch them out whenever we encounter them. If it is wrong for the hippies to use obstruction to further their cause, then it is equally wrong for us to use indiscriminate violence (such as running over hippies with our cars) to inflict our views upon them. To do so is only to play into their hands and add further proof to their claim that society is rotten.

There can be no doubt that society is in need of radical reform. There can also be no doubt that the hippy approach to the problem won't work. But if we treat the hippies like animals, we ourselves will be no better. Instead of clubbing hippies, it would be much more useful if we could discover a way of reforming society that would work.



ANOTHER GREAT TOTEM TIMES contest. Pick the event and win a one year subscription to the Times. Select one of the following answers. The picture represents: 442 aircrew picketing an Albatross, another strike by a labour union, or The entire Totem Times staff gone berserk!

Postmaster General Eric Kierans announced on February 27 that the Post Office will honour its contracts for post office box rentals signed before the increased postal box rentals took effect.

Whether or not the Post Office would honour these contracts was in some doubt.

In January a departmental circular was issued instructing Postmasters to demand double payment from people who had signed postal box rental contracts before January 21.

Gerald Craven, Editor of the

Mini rents

Ridgetown Dominion first raised protests against this irregular practice. "The management of this company (the publishers of the paper) knows of no other department with such high handed practices" he said in a lead article of January 30.

Mac. T. McCutcheon (P.C., Lambton-Kent) and Heath Macquarrie (P.C., Hillsborough) brought the matter to the Minister's attention by way of questions on the Order Paper and

questions in the House. The Minister's announcement of February 27 was made in response to a question by McCutcheon.

Postmasters will now be required to drop further demands for double payment and also pay back those who had met earlier demands.

McCutcheon commented: "If the Postmaster General weren't so obsessed with making every part of the post office pay for itself, and if he had not tried to break the standard business practice of honouring contracts, this would never have happened.

Through the Looking Glass

A news story out of London should have military thinkers in Canada burning the midnight oil trying to determine if a plan announced by the British government is adaptable to the Canadian scene.

It's the "rent-a-soldier" idea announced by British defence minister Healy who is reported to be concerned about what to do with the many troops coming back to Britain following withdrawals from foreign areas, mainly the far east.

A spur to Canadian thinking could be the current defence and foreign affairs study that is considering, among other alternatives, the suggestion that Canada pull out of NATO and NORAD.

The British plan sees soldiers employed in disaster areas, construction and demolition work and as drivers in special (but unidentified) transport units.

unions have been assured that there will be no conflict with their members.

The Canadian problem could be more difficult. Hardly without exception Canadian servicemen in NATO and NORAD are highly trained specialists whose training would hardly seem to fit into the employment patterns suggested for the "Tommys."

What must be found is a special "rent - a - soldier" plan for Canada.

SCREEN EPICS?

Hollywood movies immediately come to mind. With a fairly cheap, already kitted and trained body of soldiers complete with arms just waiting to be called upon, movie makers who have been putting off ideas of grand epics on the "Longest Day" scale can dust off their scenarios, put the writers into action and start turning out real war movies.

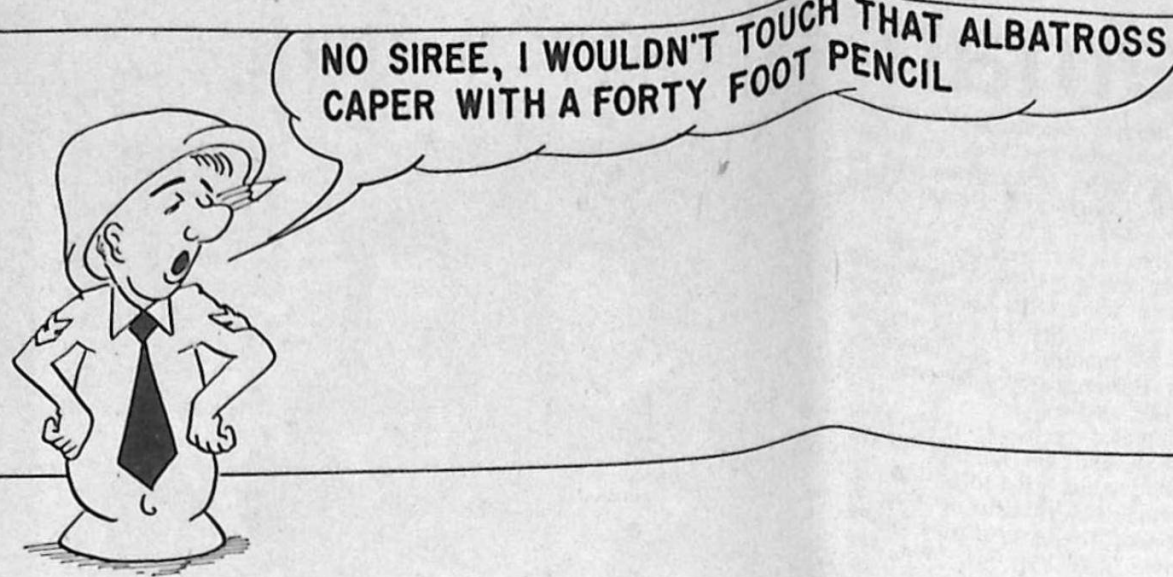
They might even try doing something with the war of 1812-14, with the great grandchildren of the original cast! Somewhere among the nursing corps or the lady dieticians there must lurk a modern-day Laura Secord. The cow might be more difficult.

CHAUFFERS? Jet jockeys present another problem. Can a CF-104 pilot used to zapping around Europe at 1,400 miles an hour find happiness at the wheel of a special transport? Not likely, but what about test pilots on the new turbo trains? Or Ski-doo drivers for the TV commercials?

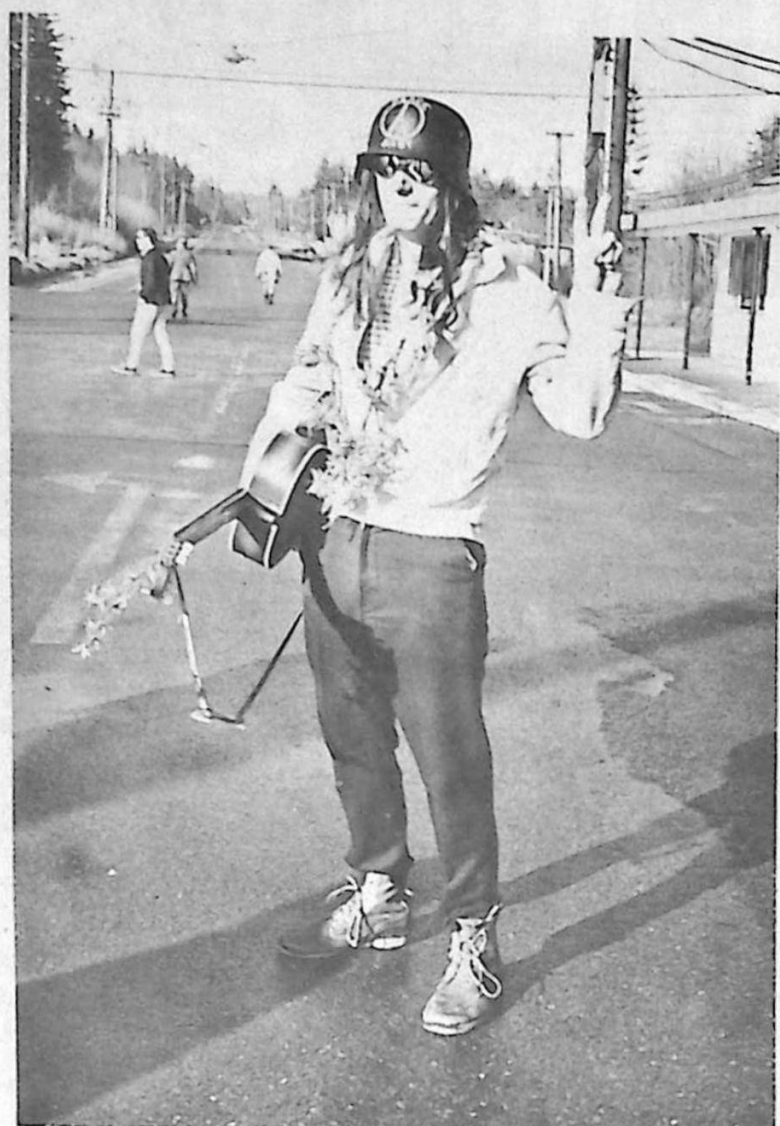
The jobs must be temporary in nature of course. The servicemen might just have to get back to regular military duties in a hurry in the event the calculations of the proponents of military withdrawal prove to be wrong. (Contributed)

FUNGUS FEATURES

by mac



CHICKEN



WINNER OF THIS YEAR'S "Best Dressed Flippie Award" is none other than Cpl. J. C. Euper of 442s Avionics Section. When interviewed at the recent demonstrations Cpl. Euper said "Hey man, this is fun, I think I'll start moonlighting and go on week-end sittings and things like that, keep the faith baby." Runners up for the BDF award were Cpl Gerry McNutt and Lt. Terry Montgomery who came to the demonstration in their normal working dress.

— Times photo



"THE UNDERCARRIAGE is designed with a geometric lock, therefore it is impossible for it to retract while the aircraft is on the ground." Warrant officer George White reads then chuckles "What do ya think?"

Falcons Find New Nest

LAHR, West Germany (CFP) — As swiftly and surely as the gyrfalcon finds its nest, 430 squadron arrived at 1 Wing here Feb. 24.

The NATO-assigned strike-attack squadron thus completed its move to new quarters from soon-to-be-closed 3 Wing, Zweibrücken.

Motto of this 1 air division squadron is "swiftly and surely." The gyrfalcon is aptly displayed on 430 squadron's official badge. This silvery bird, found in northern Canada, is noted for its exceptional and alert fighting abilities. And so has been the squadron ever since its formation Jan. 1, 1943.

The young pilots (average age 24) have an average flying time of more than 2,000 hours.

From Up in My Perch

By SEEMORE

Digging down in my ol' kit bag last week I came across a copy of the short history of 442 Squadron and the Legend of Hia-Edlik which I had compiled upon the demise of 121 KU a few short months ago.

According to the information that found its way into my hands, Hia-Edlik was the Lightning Snake and was a messenger for Tootooch, the Thunderbird. Tootooch made his home far up in the steep mountains, and lived on the flesh of whales and skana the Black Fish. When he was searching for food he would put on a coat of feathers, wings and a mask, (all black like a Great Raven) then Hia-Edlik, would attach himself to Tootooch, and they would fly over the sea.

When the whale was sighted, the Thunderbird would fly so as to drop the Lightning Snake onto the whale's back. The shock of the lightning would kill the whale instantly. (Good thinking) Then Tootooch would fly down, pick up Hia-Edlik by his carrying handle, and seize the prey in his great talons and make for home.

Hia-Edlik sometimes acted as a messenger for Tootooch. He had great power for good, and this power was felt often by mortals who were guilty of misdeeds, yet, if mortals followed the moral law of Hia-Edlik he would provide for all their wants. It was believed that he brought Good Luck to the people who saw him when he was about his duties for his master.

Somehow the story seemed confused. I milled the tangled thoughts about it in my mind for several hours and then decided that since I was on leave I would travel to the west coast of the Island and do some research on this legend.

After a couple of days of prowling around the Albermarles I met an old Indian who claimed he knew the real story of Hia-Edlik but was somewhat reluctant to tell it. One of my few hobbies is Zymurgy and as luck would have it I just happened to have a few jars of my handy work with me.

Offering a sample to my new found friend I invited him to sit down and talk it over. A jar and a half later the story came out.

My new friend's name was Cackling Crow and he was a retired Public Relations Officer and part time medicine man for the Nootka Tribe. The legend of Hia-Edlik as we know it was all a "put-on". Hia-Edlik was in reality a red and green, fire breathing Tape Worm with a carrying handle, and was a very strong "Bad Medicine" used only on the worst of enemies. Whenever the tribal chief had a real bad enemy he would pretend to make peace by bringing gifts to him, amongst which would be a Hia-Edlik, (hence the carrying handle). Once in the camp of the enemy, Hia-Edlik would begin to bore from within on the hapless victims horses, canoes and other equipment (sort of a red skinned gremlin). This was considered very bad luck.

"How then" I asked "did such a terrible amulet come to be 442 Squadron's emblem?"

It seems that during world war squared, the Nootka Chief and the CO of 442 Sqn. had a business deal. 442 Sqn. used to air drop a weekly supply of whiskey to the tribe on the west coast of the Island in return for a large supply of Indian sweaters and other handicrafts which the Squadron was stock-piling for sale when they went to the European theatre. About a week before the squadron was to embark, the chief found out that the "Whiskey" they had been supplied was none other than good ol' government issue de-icer fluid, bottled in empty bottles from the three messes. Needless to say he was very angry.

With cunning, known only to our original Canadians, the chief made a grand fuss over our boys going overseas to fight the Huns, and the ceremonies held at Sea Island, the chief presented many gifts. The most treasured, the Chief assured the CO was a Hia-Edlik.

It was at this point of the ceremony that my friend the ex-corporal made the most spectacular pitch of his career. He stood up on the parade and told the legend of Hia-Edlik as we know it. The squadron, to a man, was moved to the point of tears. The CO, unable to suppress his emotions, adopted the Hia-Edlik as the Squadron emblem on the spot. After the parade was dismissed, the chief and the PRO returned to the Island, the Squadron went on to Europe and 442 has had gremlin trouble ever since.

If there is any doubt in the readers mind about this story may I suggest a review of the Squadrons recent technical history?

The big day will soon be upon us. St. Patrick's day that is. (Maybe we could prevail upon the good saint to drive the Lightning Snakes from Vancouver Island, I am happy to report that all the preparations for my annual St. Patrick's Day blast have been made. All the invitations have been sent and confirmed. The lucky recipients of these coveted cards know who they are. If you haven't got one by now it's too bad, you missed out on this year's do. Better luck next year. While I look forward to the 17th with much joy, I can't help feeling what a shame it is that a good Irishman must leave instead of getting a national holiday to celebrate. Not wishing to quarrel with powers that be, I must point out that somehow Saint Patrick's day has been omitted from the list of annual holidays and holidays listed in CFAO 16-1. Is my opinion St. Patrick's day rates with the Christian Holiday of Christmas and the Jewish Holiday of the Passover. Let's get "Green Power" and right this wrong.

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Mushroomer: The C.O. has secretly employed a witch in an effort to exorcise the evil spirit haunting 442 Squadron.

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Camelot Stars Serviceman



PLAYING IN CAMELOT — are personnel from CFB Comox. L to R are Don Bowen as Dinadan, Tom Forge as King Arthur, Ray Marquette as Sir Lancelot and Art Collins as Merlyn.
— Toby Rainey photo

Camelot began last night at Vanier High and runs until Saturday night. It is presented by CoVal Choristers. Curtain time is 8 p.m.

Camelot features two male leads and a couple of supporting actors from CFB Comox. They are Tom Forge as King Arthur, Ray Marquette as Sir Lancelot, Don Bowen as Dinadan and Art Collins as Merlyn.

Camelot is the story of King Arthur and the knights of the round table. It tells how an obscure lad rose to be King of England, how he created a better society and how his idea was erased by treachery. And it goes on to show how the spirit can rise above any tragedy.

Camelot, written by Lerner and Loewe, directed by Beryl Regier, choreographed by Joy Woodrow.

Camelot, music and dance and color and laughter and tears and hope.

Camelot, 8 p.m. tonight!

Indian Youngsters Visit Base

An eager group of some 20 Indian young people between the ages of 16 and 20 years visited the Base last Saturday for lunch and an exciting tour of the three squadrons and the various recreational facilities.

Half of the group came from the Indian Residential School in Port Alberni, and were being cared for by the Rev. David Hoops of the United Church Indian Mission there. Under his guidance they have already visited various centres of interest in Vancouver, and attended one session of Parliament in Victoria last month.

The other half came from the Indian Reservation at Cape Mudge, on Quadra Island. They gathered at the Protestant Chapel at noon on Saturday, ate a sandwich lunch under the supervision of Padre Archer, and then spent the afternoon with Capt. Emonas their tour guide.

"NO PLACE LIKE HOME," SAYS BURGLAR BILL

If you took the advice of Burglar Bill, you'd keep all your valuables at home. Under the mattress, maybe. Or in that old teapot that lost its spout.

But Bill's advice isn't entirely objective. He figures if you leave your valuables at home — even in a "safe" hiding place — he stands a better chance of getting his hands on them.

Much better advice comes from Art Mellin, manager of the Courtenay branch of the Bank of Montreal. "Keep your valuables really safe in a B of M safety deposit box," says Art Mellin. "Your personal strong box, exclusively yours, costs about two cents a day, and it pays for itself over and over again in peace of mind alone," he adds.

Hundreds of thousands of Canadians use B of M safety deposit box facilities. Their valuables — bonds, leases, stock certificates, insurance policies, deeds, birth certificates, passports and other important family papers — are safe and sound behind the steel doors of the B of M vault.

Forget what Burglar Bill says, Art Mellin advises. "Clean out those closets, drawers — and teapots. Bring your valuables into the bank instead."

Chapel Chimes

RC CHAPEL—Father Pierre A. Lahaye, Base Chaplain/RC.

Chapel Services: Sunday masses, 0900 hrs and 1100 hrs. Weekdays during Lent, 7:30 p.m., Saturday, 9 a.m.

CONFESIONS: Saturday evening 7 to 8 p.m. and before all masses.

BAPTISM: By appointment. You are asked to contact the Chaplain's office one week ahead of time giving full particulars. CATECHISM CLASSES: 1245 to 1345 hrs. in the PMQ School — Saturday Grades 1 to 7.

NOTICES: St. Joseph's Sunday Missal on sale at the Chaplain's office at a cost of \$1.50.

CWL Bazaar—1 May 69 in the PMQ School 7 to 9 p.m.

World Day of Prayer — 7 Mar 69. The Women's World Day of Prayer service in the Comox area will take place this year at the Comox United Church on Friday 7 March at 2 p.m. Ladies are urged to make an effort to participate.

Confirmation — 23 Mar 69: The Most Reverend Bishop FJ Spence Auxiliary Bishop for the Military Vicariate, will be visiting CFB Comox on 23 Mar 69. (Approximate date). Confirmation ceremony is being planned for that date. The baptismal certificate of each candidate has to be produced before confirmation.

Forms are available at the Chaplain's office, for further information phone local 274.

CHOIR practice during Lent will be at 6:30 p.m. on Wednesday. Adults and children over 10 years of age are invited to become choir members. Choir director Mrs. Joyce Geneau — phone 339-3643.

OUR COMMITMENT — Lent furnishes us with the opportunity to take seriously the words of Jesus in His Sermon on the Mount — to renew, to deepen, to intensify our attachment to Christ — to fill our daily life with His Spirit, manifested by our own Christlike attitude and behaviour, animating our conduct, revolutionizing it, transforming it . . . He will help us to go all out in a daily pattern of kindness, compassion, patience, and forgiveness.

With Him and through Him our daily trials will be changed into joy, our privations will become spiritual treasures, the road of the Cross will lead us to a glorious resurrection.

"I'm Coming To Visit You!" This coming Sunday is the Third Sunday of Lent. All through the Old and the New Testament you find the thought of "visit and visitation used for God's coming to His people."

So think of these days/terms of God coming to visit you through Christ His Son.

And prepare yourself accordingly — by prayer — by penance — by a greater show of love for God and man.

Four points to remember — God told the Jews — "I'm coming to visit you!" God tells you today — "I'm coming to visit you!" You tell God in the mass — "Delighted to have you, Lord."

You tell God in your "fun" hours — "Delighted to have you, Lord."

Protestant Chapel

Sunday March 9 - Morning Worship at 11 a.m. Sermon Subject will be "Is There Any Such Thing as Eternal Life?"

Sunday March 16 - Morning worship at 11 a.m. Replacing the sermon on this Sunday, three members of the congregation will speak on the subject "What Christianity Means To Me." This will be a very thought provoking service which may well disturb the spiritual complacency of all who attend.

Chaplain Kelly offered this summary of the religious experiences of the crew during their captivity:

"Perhaps the religious experience of the Pueblo crew during the long 11 months of their captivity can be summed up by saying that every effort to take away their faith in God only caused them to move in the direction of God. Every effort to subvert their faith only caused them to re-affirm it. I am certain that the men of the Pueblo would want to give full credit for this to Almighty God."

This was related recently by Rear Admiral James Kelly, Navy Chief of Chaplains, in a report entitled "Faith in a Stress Situation." His account stated that the crew during their confinement "had moved in the direction of a deeper religious commitment, greater faith, and habitual prayer."

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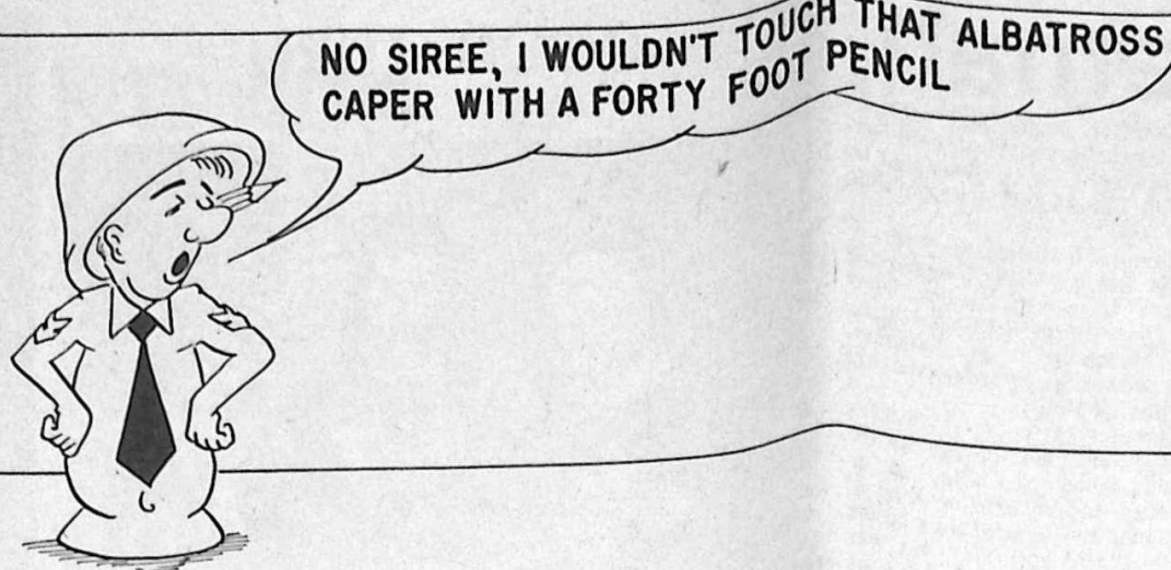
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FUNGUS FEATURES

by mac



From Up in My Perch

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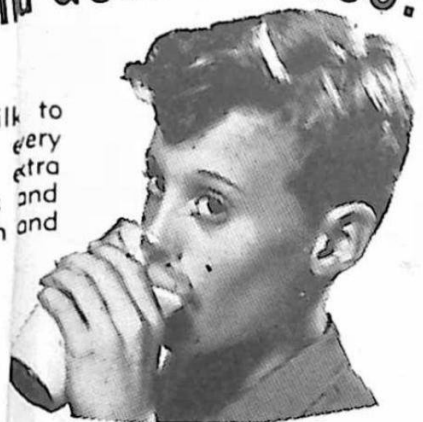
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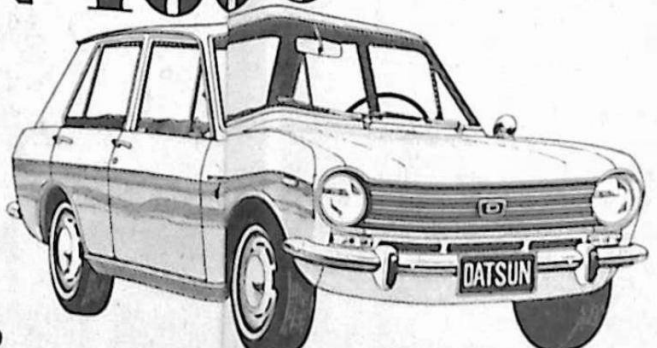

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WINNER OF THIS YEAR'S "Best Dressed Flippie Award" is none other than Cpl. J. C. Euper of 442s Avionics Section. When interviewed at the recent demonstrations Cpl. Euper said "Hey man, this is fun, I think I'll start moonlighting and go on weekend sittings and things like that, keep the faith baby." Runners up for the BDF award were Cpl Gerry McNutt and Lt. Terry Montgomery who came to the demonstration in their normal working dress.

— Times photo



"THE UNDERCARRIAGE is designed with a geometric lock, therefore it is impossible for it to retract while the aircraft is on the ground" Warrant officer George White reads then chuckles "What do you think?"

Falcons Find New Nest

LAHR, West Germany (CFP) — As swiftly and surely as the gyrfalcon finds its nest, 430 squadron arrived at 1 Wing here Feb. 24.

The NATO-assigned strike-attack squadron thus completed its move to new quarters from soon-to-be-closed 3 Wing, Zweibrücken.

Motto of this 1 air division squadron is "swiftly and surely." The gyrfalcon is aptly displayed on 430 squadron's official badge. This silvery bird, found in northern Canada, is noted for its exceptional and alert fighting abilities. And so has been the squadron ever since its formation Jan. 1, 1943.

The young pilots (average age 24) have an average flying time of more than 2,000 hours.

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You and Your DND 404



Safety Specialists Can Laugh Too

The Defensive Driving Course, naturally very serious most of the time, also has its lighter side as disclosed by a driver instructor writing in a recent U.S. National Safety Council magazine.

A truck driver was asked what he would do in the following situation:

"You're driving on a two lane highway, a car pulls out of a side road dead ahead and speeds towards you in your lane. There's heavy traffic on the other lane and a protective fence is installed very close to your lane's shoulder."

"I'd wake up my co-driver," the trucker replied. "He's never seen a head-on crash before."

Actually, you can do something in this situation. Contact the BMT safety supervisor, local 363, and enroll in the Canada Safety Council - administered DDC course and find out. It doesn't cost you a nickel, just a few hours of your time.

It could very well save your life. Don't have the thought, it can't happen to me!

83 per cent fatal and 80 per cent non-fatal accidents involve passenger cars.

Madam councillors arise

The ladies are always screaming for equal rights and equal this and equal that -- now there's a chance for them to gain one more rung on the Comox ladder of equality. The PMQ Council has nearly always been men. Why? No particular reason that we can find it's just that only men are nominated hence only men are elected. In March we are due for bi-elections in five of the PMQ wards caused by transfers, retirements, etc. Why don't we have some ladies nominated? It's the only way they can be elected. They have much to contribute for the feminine point of view, they dress up the meetings and generally make for a better and less profane council. So! Watch for the nominations and remember, women are eligible for council so let's see some of them, even the whole five (don't worry, it won't be a majority).

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That little card, white in colour with red printing, that most of us carry in our wallets is a DND 404 driver/operator permit. This qualifies personnel to drive DND vehicles as part of their trade duties and, like its counterpart the provincial operators license it is a privilege and not a right and can be revoked for a number of driving infractions.

ADC accident statistics for 1968 show that CFB Comox vehicles travelled a total of 590,537 miles with four accidents bringing our accident rate to 0.6 per cent, the comparable rate for 1967 was 0.63 per cent, the breakdown of the four accidents: two by user sections, two by BMT personnel.

It is true that if you were to inquire from a number of persons how well they played any game no matter how skilled, even professionally, they would be most modest. However, on the other hand, if you were to ask any number of persons who drive cars how well they drove a vehicle they would not hesitate to let you know they did this extremely well. In reality if we were all truthful in analysing our ability to handle a vehicle through self-criticism followed by an earnest endeavour to improve ones control of thoughts and actions we would have to admit our driving habits could be improved. It is a fact that the majority of vehicle operators aim their vehicles rather than drive them.

And now a very few words on vehicle abuse. The majority of mature thinking personnel treat their own car with respect by keeping it clean and mechanically sound and also presentable to the eye. But believe it or not there are user section personnel on this base who seem to think, think may be over exaggerating, that the DND vehicle is provided them for testing the kicking ability of the service issue boot, they wouldn't even consider closing vehicle doors by the conventional method, no, they kick them shut with wild abandon and even try to change gear while driving in reverse, a very backward people. Come on fellows, wake up, after all you did get up to pay field four.

Respect yourself, your driving ability and the privilege of holding a DND 404.

It takes a sensible person to drive safely, any idiot can be a clown behind the wheel.

Hospital Humbug

Sentences taken from actual letters received by the Toronto Welfare Department from applications for aid and assistance.

"I am writing to the Welfare Department to say that my baby was born two years old. When do I get my money?"

"I am forwarding my marriage certificate and six children. I have seven, but one died and was baptised on one sheet of paper."

"Mrs. Jones has not had any clothes for a year and has been visited by the clergy regularly."

"I cannot get sick pay. I have six children, can you tell me why?"

"I am glad to report that my husband who was reported missing, is dead."

"This is my eighth child. What ARE you going to do about it?"

"Please find for certain if my husband is dead. The man I am living with can't eat or do anything till he finds out."

"I am very annoyed to find that you have branded my son illiterate, as this is a lie. I was married to his father a week before he was born."

"In answer to your letter, I have given birth to twins in the enclosed envelope."

"In accordance with your instructions, I have given birth to a boy weighing ten pounds. I hope this is satisfactory."

"I am forwarding my marriage certificate and my three children one of which was a mistake as you will see."

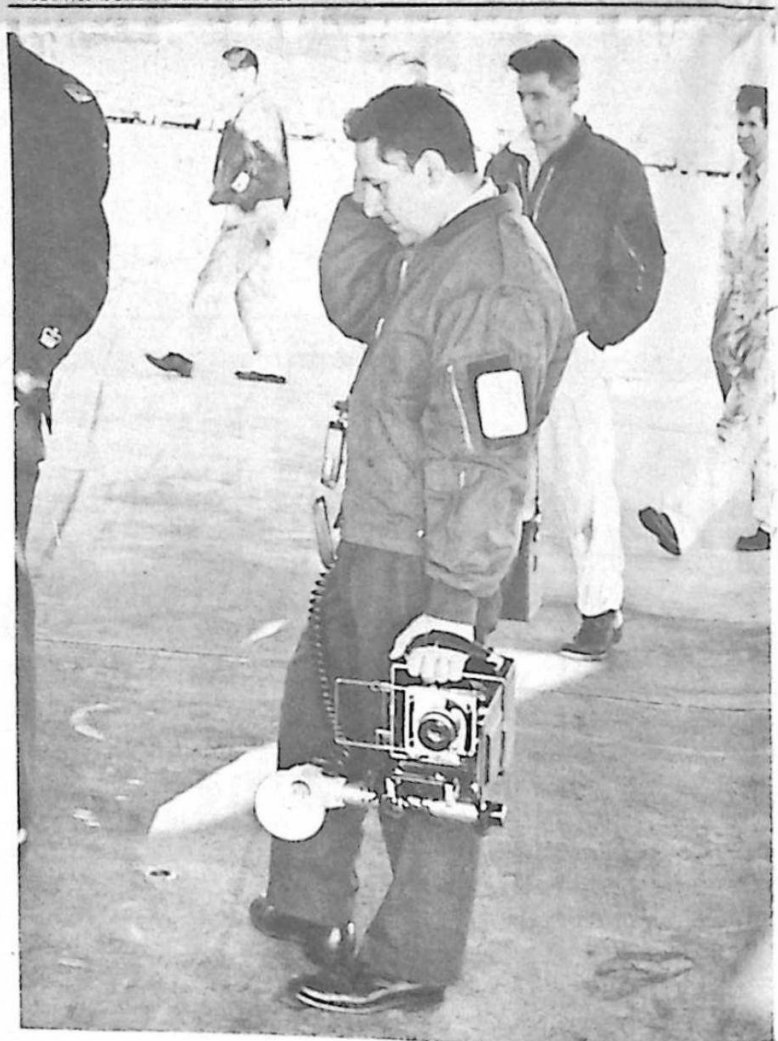
"My husband has got his project cut off two weeks ago and I haven't had any relief since."

"Unless I get my husband's money soon, I will be forced to lead an immortal life."

"You have changed my little boy to a little girl. Will this make any difference?"

"I haven't any children as yet as my husband is a bus driver and works day and night."

"I want money as quickly as I can get it. I have been in bed with the doctor for two weeks and he doesn't do me any good. If things don't improve I will have to send for another doctor."



LET'S SEE, did the Sarg say "f 16 at 15" or f 5.6 at 125?" — Totem Times photo

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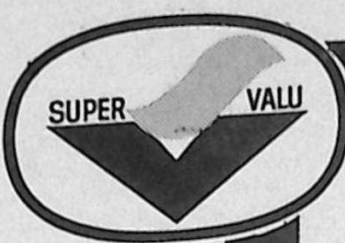
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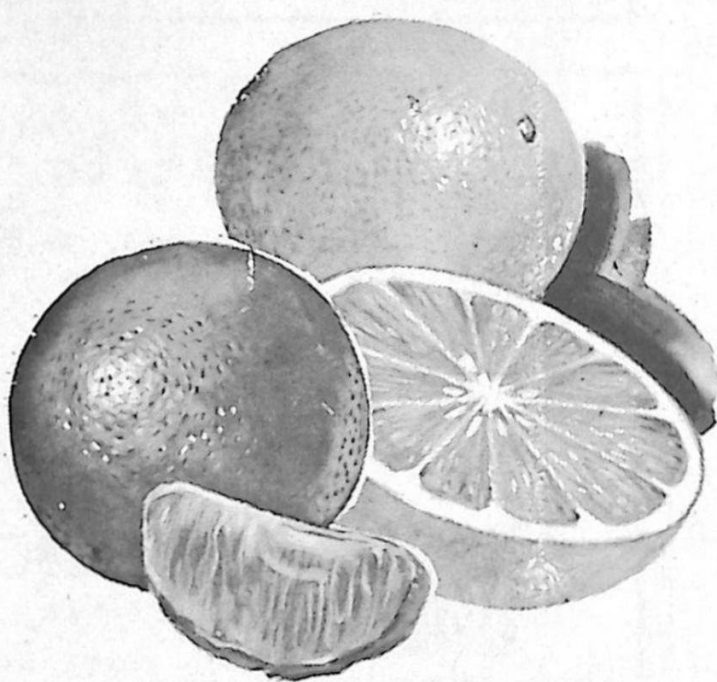
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