



TOTEM TIMES



Wives Arise — Yesterday the Messes, Today the PMQ Council — Tomorrow the Command Post

Vol. 10

CFB COMOX, THURSDAY, MARCH 20, 1969

NO. 6

Green uniform contracts awarded



GREENIES ON PARADE — The commander of Training Command, Winnipeg, Major-General W. K. Carr, inspects the first Canadian Forces graduation parade in which candidates representing all three elements of the service received common training. The parade was held recently (March 11) at the Officer Candidate School in Esquimalt. Setting another first, all graduates were dressed in the service's new uniform. Accompanying General Carr on his inspection were, left to right, Lieutenant L. M. McCafferty, Annapolis Royal, N.S., honor graduate, and Lieutenant William W. Dyke, Hamilton, Ont., parade commander. C F photo

OTTAWA, (CFP) — Defence production minister Don C. Jamieson has announced award of four contracts with a total value of \$5,139,000 for manufacture of 200,000 rifle-green uniform jackets and trousers and 75,000 slip-on shoulder straps for Canada's armed forces.

The largest contract, valued at \$4,511,838 for the supply of 185,550 jackets, 122,000 trousers and 75,000 slip-on shoulder straps (to denote rank) was awarded to Scott Uniform Co. Reg'd of Longueuil, Que.

The second contract, valued at \$226,747 was awarded to Gordon Campbell Ltd. of Vancouver and is for the supply of 14,450 jackets.

Cooper Clothing Mfg. Co. of Montreal received a contract valued at \$141,000 for the supply of 30,000 trousers while Tip Top Tailors, Division of Dylex (Diversified) Ltd. of Toronto, received a contract valued at \$219,840 to make 48,000 trousers.

To avoid any possibility of mismatching trousers and jackets, a problem experienced in the previous three services, the total purchase of cloth for the initial outfitting of the whole force is coming from one mill. Quality control of shade is within very tight tolerances set by the defence department.

Deliveries to Canadian forces base Cobourg, Ont., of the new uniform, which has been adopted for all elements of the Canadian Armed Forces, are to take place during 1969, 1970 and 1971. The contract awards are the result of competitive tenders called by the department of defence production. Tenders were received from 17 firms.

The bulk of the material for the manufacture of these uniforms will be supplied to the successful tenderers by the government. The contractors will be responsible for the cut, make and trimming of these new uniforms to department of national defence specifications.

Pension proposals to Commons

Amendments to the Canadian Forces Superannuation Act (CFSA), Bill C-178 has just been introduced in the House of Commons which contains several amendments to the CFSA. Titled "The Statute Law (Superannuation) Amendment Act, 1969" it includes provision for amendments to other government superannuation acts as well as the CFSA. The last clause of the bill proposes that the amendments will come into force on 1 April 1969.

This message summarizes the more significant changes proposed which are as follows:

(A) Contribution rate for male members of the Regular Force raised from six to six and one half per-cent. This was forecast at the time of the last pay raise and published in the Canadian Forces Bulletin and puts Forces contributors on the same basis as members of the Public Service and RCMP.

(B) Introduction of a deferred annuity, ie, an unreduced annuity commencing at age sixty, as an additional optional benefit to those who are released with more than ten but less than twenty years regular Force service whose release for purposes of the CFSA is to promote economy or efficiency.

(C) In effect, restricting "misconduct" releases for the purpose of the CFSA to cases of dismissal by court martial, conviction of offences of theft or fraud related to duties, treason or treasonable activities, and desertion, and absence without authority immediately prior to release, for a period to be specified in regulations.

(D) Establishing entitlement where release is in effect for inefficiency or on voluntary grounds as follows:

(i) with less than ten years regular Force service a return of contributions,

(ii) with ten or more but less than twenty years regular Force service, an option of

(A) a return of contribution or,

(B) a deferred annuity, ie, an unreduced annuity commencing at sixty years of age,

(iii) with twenty or more years Regular Force Service

(A) if an officer, an immediate annuity reduced by five per-cent for each full year of age at retirement is less than the retirement age for rank and

(B) no change for men, ie, an unreduced immediate annuity with twenty or more years Regular Force Service, or between twenty and twenty years Regular Force service immediate annuity reduced

Frederick Zimmer of Calgary, serving with 1 Surface Missile Battery, for "Salmon in Aspic", and Sergeant Victor Cotton of Medicine Hat, Alberta, attached to the 2nd Battalion, Royal Canadian Regiment who won with a "Lobster Mermald" creation.

five percent for each full year service in the Regular Force is less than twenty-five years or each full year by which his age at his retirement is less than the retirement age applicable to his rank, whichever is lesser.

On further reference to subparagraph (D), at present an officer or man who retires voluntarily with more than ten years service in the Regular Force is a certain circumstances eligible to have his case recommended by the Minister to Treasury Board for approval of a reduced immediate annuity. CFAO 212-1 para six refers. Provision is made in the bill to continue this benefit in the case of those personnel described in para six of CFAO 212-1 who apply for their voluntary retirement prior to the coming into force of the act on 1 April 1969. Further details on this subject will be promulgated shortly.

(F) A provision has been introduced to reduce the amount required to be contributed by a former Short Service Commission Officer who reenrolls on a Permanent Commission in the Regular Force and elects under the CFSA to count his prior Short Service Commission service. The effect of the provision is that a Short Service Commission Officer who reenrolls with a Permanent Commission in the Regular Force, having been out of the gratuity paid to him under OR&O article 206.22 should be re-elected to count that former service as pensionable service. If the period he was out of the Force was less than two years the amount of the gratuity required to be repaid would be pro-rated. Further details on this subject will be promulgated.

(G) To extend the age of entitlement of a child as an annual allowance from age eighteen to twenty five if that child is continuing his or her education.

No change is proposed in respect of the benefits payable to those who are released for disability or having reached retirement age.

It is recognized that this message does not answer all the questions likely to be raised on this subject. In this regard a definitive article scheduled for the July issue of Sentinel Magazine will deal in more detail, with all aspects of the CFSA.

There are about 500 Freedom Fighters flying in 15 nations allied to the USA. Canada is producing 115 of its own beefed up version at Canadair in Montreal and also building 105 of the slightly different NF-5 for the Netherlands.

The new F-5-21 on which Northrop is working will have an advanced fire control system and more powerful engines (General Electric J 85-215 developing 5,000 pounds thrust each).

The new features represent a major step (says Northrop's F. W. Lloyd, corporate vice president and general manager) in giving this advanced, multi-purpose fighter around the clock capability.

First phase of the flight test program of the F-5-21 proto-type begins this April at Edwards air force base in the U.S.

Northrop says the new version "will enable various allied nations to meet increasing defence commitments in the 1970s".

The Associated Press says 1,000 will be built. AP and Aviation Week magazine say it will cope with Soviet-produced MIG-21s.

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CF-5 PRANGS NEAR COOL POOL



ON THE THIRD of March, one of the first Canadian built CF5-Ds crashed about 20 miles east of Cold Lake Alberta. The aircraft was assessed as having little damage and was most definitely repairable. A United States Army Chinook helicopter on cold weather trials at CFB Cold Lake and crew was called in to lift the downed Canadian fighter back to the CF Base. Although this may be carrying Integration a bit further than originally planned, "thank you" are in order for Major Bob Forsyth of the United States Army Aviation Systems Test Activity, pilot of the American chopper. — Canadian Forces photo (we think)

BETTER F-5s FOR 1970s

BEVERLY HILL, Calif. (CFP) — The USAF has authorized Northrop Corporation to initiate production of a higher performance F-5 aircraft.

There are about 500 Freedom Fighters flying in 15 nations allied to the USA. Canada is producing 115 of its own beefed up version at Canadair in Montreal and also building 105 of the slightly different NF-5 for the Netherlands.

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COMMAND POST BUGGED!



The following conversation, overheard in the Command Post last week, confirms an earlier report that the Command Post is bugged.

First Bug: How did the rocket lose its job?

Second Bug: I don't know. How?

1. He was fired!

2. You haven't been the same since Tac Eval.

1. It was the noise, and the people.

2. Well, the aircrew did it again.

1. They certainly did.

2. Did what?

1. Brought glory to the Base for their fine showing during Tac Eval.

2. They certainly did. And they were right there when it happened.

1. What happened?

2. When the fire control system worked.

1. Don't they work it?

2. They certainly do. They push one of the buttons.

1. There is more than one button?

2. At last count there were roughly three thousand and one.

1. Who pushes the other three thousand?

2. Every person on the base gets to push one.

1. Like what?

2. Like the button that brings up the rations.

1. I suppose if you don't eat you don't fly.

2. Or the button that guards this place.

1. We got in.

2. We're simulated.

1. How about the button that pays these guys?

1. Or the one that keeps them fit?

2. The one that makes the radios and telephones work!

1. The rockets!

2. The fuel!

1. The one that builds and paints!

2. And drives the fuel trucks and staff cars!

1. And crash trucks!

2. And ambulances!

1. And measures radiation!

2. Radi who?

1. RATCON!

2. Tower!

1. 407!

2. 442!

1. Servicing!

2. Maintenance!

1. Workshops!

2. Where does it end?

1. It never ends — they're all involved!

2. They all share in the credit for that excellent report on Tac Eval?

1. Right! We've got a winning team. I'm proud of them all!

2. I'm exhausted just thinking about it.

1. Me too. Lights out.

2. Good night, Ken.

1. Good night, Charles.

Believe It or Don't!

DUNE, GERMANY — The culinary skill of military cooks of Canada's NATO Brigade Group has brought them top honours at the 2nd British Division's 1969 cooking competitions in Germany.

Of eight prizes offered in the open class of the Table d'Honneur, Canadians won six, including four firsts, one second and a highly commended.

Individual honours went to Warrant Officer Gabriel Karmouche of St. Victor Co., Beauce, Quebec, for his centre piece creation, "haute Cuisine".

He is attached to 4 Supply and Transport Company.

Other firsts went to Sergeant Battalion, Royal 22nd Regiment, he was also runner-up in the egg and fish dish with his masterpiece "Mousse au Saumon".

Warrant Officer Karmouche is no stranger to the fine art of "haute Cuisine". He won awards in 1964 and 1965 at the Montreal Grand Salon Culinaire and the Canadian Restaurant Association competitions.

Corporal Felix Bussman of Norwich, Ont., stood first with his creation of "Apple Tree", a mixture of pulled sugar and marzipan. He is attached to 4 Supply and Transport Company.

Other firsts went to Sergeant

Frederick Zimmer of Calgary, serving with 1 Surface Missile Battery, for "Salmon in Aspic", and Sergeant Victor Cotton of Medicine Hat, Alberta, attached to the 2nd Battalion, Royal Canadian Regiment who won with a "Lobster Mermald" creation.

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Demons recommended for good shows



SHOWN INSPECTING the nose landing gear of Argus 722 are WO SL Anderson and Sgt. JS Balfour. The gear collapsed after the engines were shut down, however, extensive damage to the engines and radar components was prevented by the quick action of the servicing crew. Jacks were obtained in a minimum amount of time so the damage was limited to the aircraft's radar dome. — Base photo

Demon Doins

The Demons officers had a very successful party on March 8. Of course that more or less depends on whether or not you can measure success on the strength of a hangover. If one hangover were to equal six inches the Demons would have been good for a sure hundred miles. The function boasted almost a hundred percent turnout. The kick-a-poo joy juice produced by Cpl. Fleet certainly got the party off to a pleasant start. After one sip the vocal cords were reduced to elastic inhibitions dropped to a minus factor. All who attended were treated to a fine evening of song and dance. The kitchen staff provided the usually fine fare that they are noted for. An extra "Good show" goes to the fellows who were involved with the planning and setting up of the party.

The Chinese are celebrating the year of the Tiger, but on the cided to call ours the year of the Canada Goose. Namely for the type of trips that we are involved with and for the far distances travelled. The flying fickle finger of fate has now pushed the Demon squadron over the edge of the earth to the other side. The initial fact finding trip is now on its way to the western Pacific. Capt. Ken Waterhouse leads a crew made up of the renowned 407 Standards section on a foray to Philippine waters. The round robin they are flying will have Sangley Point as the destination and will return to Comox later this month. Undoubtedly this mission will accomplish a thorough paving of the way for future trips.

As in the past the groundcrew have certainly proved an asset to the Demon squadron. The flying rate that has been accomplished in the past while has established a new record for the Demons. This would hardly have been possible except for the determined efforts of Maj. Dove and his staff. The success enjoyed by the Demons in the Tac Eval proves that the Squadron is top in Maritime Command. Capt. Rivers' armament section raised and lowered the weapons so many times that they just about wore out all their equipment. When the Tac Eval terminated the aircrew and groundcrew were able to get together to hash out a few of the problems that had arisen. Many thanks to Lt. Cmdr. Delaney for his contribution to the hash pot.

Transfers and course dates are starting to trickle into the squadron. Capt. Des Mayne has had his waiver lifted and, will be going to 449 Sdn to take up instructional duties. Capt. Vern Lewis is also on the list and will be going to MarPac later this summer.

On the 26th of March 407 will send two of its novice pilots to PFS at Camp Borden. Reporting for the final step in their pilot operation are Capt. Dunsby and Lt. Saunders. They will be taking

Fishead Frolics

ROOSEVELT ROADS, Puerto Rico — The Canadian helicopter destroyer, HMCS Fraser, rescued three Puerto Ricans from their overturned boat about eight miles off Roosevelt Roads, P.R., about 9 a.m., Sunday.

A seven week course learning how to ground loop a Chipmunk. The Aircrew Selection Unit will be taking seven more of the Demons in the middle of April. Capt's. Tanchak, Sled, Snyder, Lunenberg, Griffith, Stobbs and Currie will go to see if they can put the wooden block in the round hole. All the best in your aspirations for the future, chaps. We always save the good guys for the last. Three of the Demons' finest will go to the AANC course on the 14th April. Selected are: Capt's. Elmer, Keech and Newman.

That's it for the Demons this week. One reminder though. There is a P3 crew coming in from Adak on Thursday night so let's all get together and provide a Demon reception for them. Crew 1 will be acting as the official hosts.

The Halifax-based ship was en route to Roosevelt Roads when three men in an overturned boat were sighted at 8:30 a.m. Sunday about eight miles southeast of the Puerto Rican port.

The three, identified as Antonio Ramos (captain), Ruben Collazo and Juan F. Fuentes, had left Las Croabas Fajardo, P.R., at 8:30 a.m., Saturday. An hour later the engine manifold exploded, blowing a hole in their boat's hull.

The boat's auxiliary engine became wet and failed when the pump was unable to control the flooding and the boat capsized at 2 p.m., Saturday.

Ramos was burned on an arm in the explosion, and was treated on board HMCS Fraser, where the survivors were fed and given dry clothes.

Crewmen from the Fraser righted and pumped out the boat, and temporarily patched the hole, and the boat and survivors were transferred to the Canadian Naval Auxiliary Vessel St. Charles at 10:45 a.m. Sunday for passage to Roosevelt Roads.

407 poor show of the month

This award has to go to the guy who walked into that maze of plywood known as Demonland and mentioned the word "Food" to a group of idle aircrew there by nearly wiping out a complete Argus crew.

The RO's nearly went out of their minds scrambling about in search of the non-existent food before they realized that they weren't still in an airplane. Not having let-down sheets for the area, the pilots mauled themselves by walking into the newly constructed walls while the navigators all came down with plomaine poisoning from swallowing their grease pencils on hearing the word "food." The flight engineers fared the worst of all. They all blew their minds trying once again to solve that age old problem of separating their fellow aircrew members from the "food" which it turned out didn't exist anyway.

The three had been rescued by the Fraser before a search and rescue alert for them had been given.

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407 pilots and engineers meeting (Notam 1)

The first meeting of calendar year 1969 will be held at the Elk's Hotel, 137 Port Augusta St., Comox, B.C., on or about 11 April, 1969 during the hours 1530 - 1800 local mean time!

In accordance with the Pilot and Engineer Association bylaws all squadron pilots and engineers are required to be in attendance.

Business to be conducted include the following agenda items:

1. Investigation of and action on a motion of non confidence brought against the chairman LCdr W. F. Delaney.
2. Capt. K. Norman to be reminded to bring the battle flag.

In conjunction with the above glad tidings it is necessary at this time, however, unpleasant it may be to publish the following information publicly:

TAKE NOTICE that a petition for a financial settlement has been presented to the Chairman LCdr W. F. Delaney by the honorable Co-Chairman Sargent Patrick (Stretch) Dunn on the grounds that there has been a breakdown of gentlemanly behaviour by reason of the fact that the following named individuals did wilfully and without reason fail to attend said Pilots and Engineers Meeting on said date as required by the bylaws of said organization.

If the individuals wish to oppose the petition or wish other relief, a written memo must be served on the petitioner or the Chairman at least two days prior to the above mentioned meeting date and as a further condition

be presented orally before the members of the organization at a time specified by the Chairman.

A petition for financial settlement in the amount of \$1.00 Canadian funds and a memo for failure to attend a Pilots and Engineers meeting, authority as per the bylaws of said organization.

"12 Dec. 1968 — Elk Hotel!"

NAME

Maj. Dunbar, Capt. Hemus, Capt. Regehr, Capt. Westlake, Capt. Short, Capt. Mills, Capt. MacKeracker, Capt. Iken, Capt. Holland, Lt. Scott (Big Bad John), Sgt. Kingston.

The above mentioned were not in attendance.

All squadron Radio Officers and Navigators are advised to be in or about the premises at the above named location during the above stated times due to a risk of damaging the admiral's Pilots and Engineers rapport toward R/Os and Naves. It should be remembered that the "Fro" Office Staff endure many trials and tribulations during the day.

routine and somehow admirably manage to maintain an attitude of good fellowship toward those individuals who seemingly stumble from position around the tactical compartments of the aircraft and squadron spaces.

1. For R/Os and Naves (NOTAM means notice of airmen).

2. Let it be known here that LCdr. W. F. Delaney, Chairman of the 407 Squadron Pilots and Engineers Association, is of sterling character, unsurpassed chairmanship qualities, and unequalled imbibing ability; all of which indicate that the motion of non confidence will be defeated.

3. In addition to the above consideration of Pilots and Engineers rapport toward R/Os and Naves, it must be mentioned in all fairness that the Elk Hotel is a reasonably elegant place of business from an R/O and Nav point of view and it is thought that these individuals may be uncomfortable in these surroundings due to the price of refreshments and the generally slightly more sophisticated atmosphere than they are normally accustomed to.

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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

B/GEN. HOLMAN



Brigadier General Donald M. Holman, 53, of Toronto and Kingston, Ont., has been appointed commandant of the National Defence College at Kingston.

Gen. Holman, a graduate of the University of Toronto and Royal Military College, joined the RCAF in September, 1939. He served in Britain during the Second World War as an engineering officer with a heavy bomber squadron.

Since the Second World War he has served in various aeronautical engineering capacities at A. V. Roe (Canada) Ltd., Air Materiel Command Headquarters, Rockcliffe, Ont., and as a maintenance staff officer at 1 Air Division headquarters in Europe.

Gen. Holman has been on the directing staff of the National Defence College since July 4, 1966.

He replaces Major-General Frederick S. Carpenter, 54, of Toronto, who is retiring after more than 30 years of service in the Royal Canadian Air Force.

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Don't jump to conclusions

To read into government policy or promises, something which simply doesn't exist is accepted thinking, however quite unfortunate. An open example of this is the attitude towards the Defence and Foreign Policy Review under way. Many Canadians, especially servicemen are convinced of a great new role in world affairs from the moment the review is completed. They may be sorely disappointed!

This review is simply a study being conducted by a group of theoreticians on our potential and place in the world. Once their recommendations are announced it is still up to the politicians to accept or reject their proposals. Comprehensive studies are nothing new to our federal governments and in some cases they serve only to ward off dissenters on government policy. The Carter Commission on Taxation was undertaken, completed and for the most part, shelved. Also the Hellyer Commission on Housing was recently completed and many of its pages promise to see more dust than use.

As our foreign policy is far from impressive, the undertaking of a review is worthwhile, however, as President Nixon's recent remarks on NATO and ABM systems show, the world situation is rapidly changing. The possibility of this particular review's findings becoming obsolete even before they are announced is not so remote. It would appear that all Canadians, especially those in the Forces, would be very wise to hold their thoughts to what actions our government will take, rather than the findings of the Defence and Foreign Policy Review itself!

Old age and airplanes

Writing in the March issue of Canadian Aviation, W/C John Gellner, RCAF (Ret'd) makes some very telling points about the airborne equipment crisis which is now being faced by the Canadian Armed Forces. Says Gellner, "For the past several years, running expenses have been eating up our defence budget. There is never enough left for the modernization of the plant, which as a consequence has been steadily drifting into obsolescence. If Canada's military effort is to be maintained in its present form — and it must be if we intend to stand by our politico-military commitments — very large sums will have to be spent for new equipment within the next few years."

"If this is to be done in a rational way, it must be determined now, what is needed, and in what order of priority. Then procurement action must follow without delay."

Mr. Gellner has a point; one which the government has been most unwilling to face. There has been in government circles a tendency that amounts almost to a fetish to delay, to stretch out, to shelve; in short, to do anything but buy new equipment for the Armed Forces. As a result, the Forces now have some of the most venerable airplanes to be found this side of the National Aviation Museum. What is worse is that there are currently no replacements in sight for any of them.

The Voodoo, which has been dropping booms on unsuspecting Canadians for the past eight years, is nearing the end of its lifespan. If Canada is to continue to make some meaningful contribution to NORAD, some replacement will have to be found. As yet, nothing is hinted.

Earlier, there was some talk that the Canadian Advance Multi-Role Aircraft (CAMRA) might replace the Voodoo, along with the CF-104s now in Europe. At last report, however, the CAMRA project had gone the way of the Arrow. (I shot an Arrow in the air, now you can't find it anywhere.)

The Argus, which has been dropping used flight lunches on unsuspecting whales for the past 12 years, is also starting to suffer from fatigue. If there are plans to replace it, those plans are being kept very secret; so secret in fact, that even the telewife circuit hasn't picked them up.

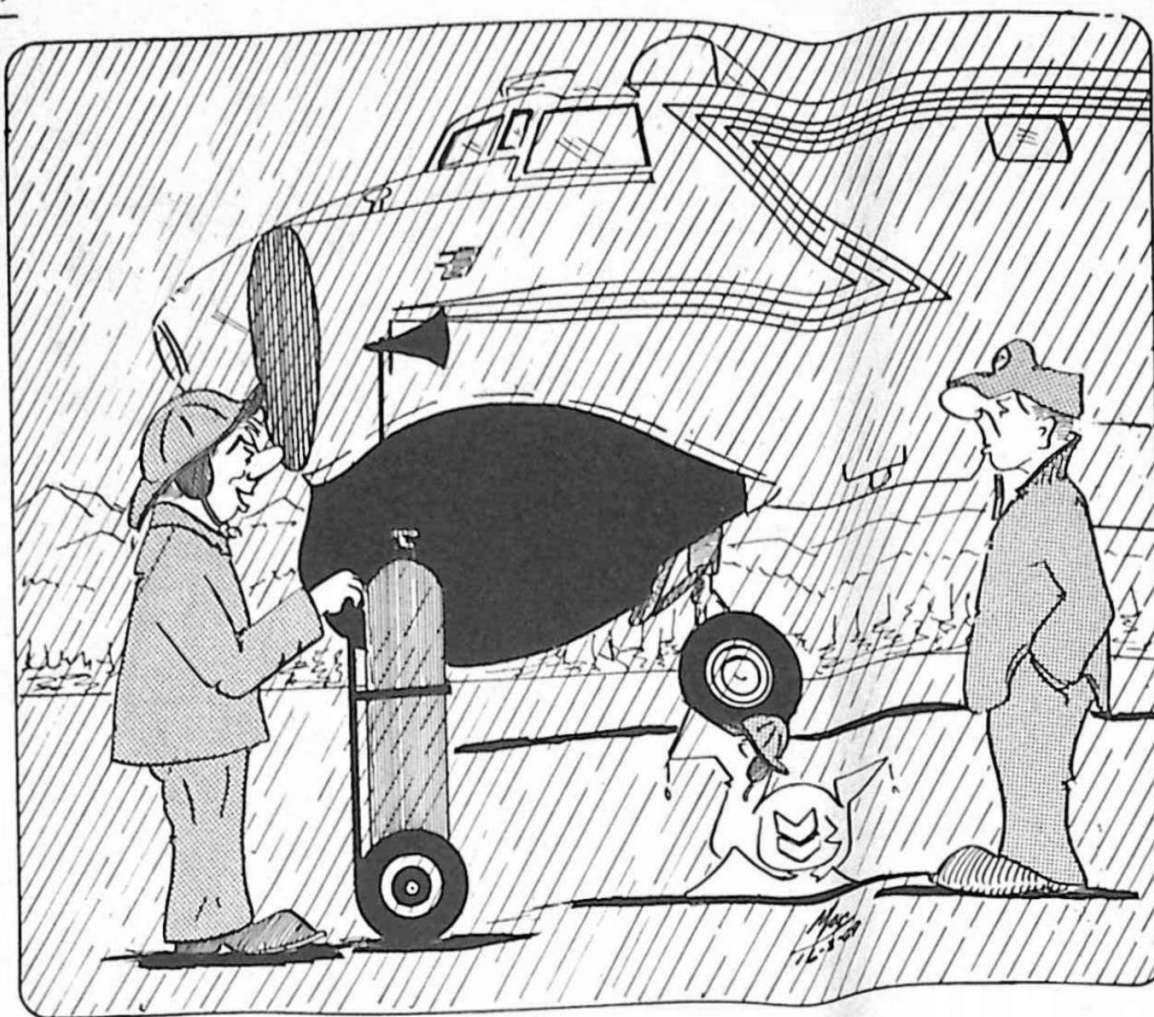
It is in air transport that the pinch is really felt. The concept of a highly mobile air — and that is, after all, the new look for the Forces — transportable force, capable of going anywhere at any time, depends for its validity upon lots of air transport. That is one thing that we don't have. The Yukons, which are really just misbegotten airliners, and the Hercules, which are just a medium range transport, don't have the capacity required to get an instant peace force very far with very much of its equipment. It is ironic to note that Canada, which was the first country in the world to buy jet transports for its air force (the Comet), is now one of the few countries not to use them. (Falcons don't count.)

The CF-5's are also supposed to be globally mobile, but they depend for their mobility upon midair refueling, which in turn depends upon aerial tankers. A couple of years ago, DND released an artist's conception of a C-141 refueling several CF-5s in flight. It remains to this day an artist's conception, as the C-141 was never acquired.

In Mr. Gellner's estimation, the new equipment which is required to enable the Canadian Armed Forces to meet their airborne commitments will cost \$1.5 billion. Admittedly, this is a lot, but in Mr. Gellner's words: "... unless the money is found for this new equipment, there is not much point in spending about \$1.25 billion a year just on the maintenance and the day-to-day operations of the Canadian Armed Forces."

"Nor does it make sense for Canada or any other country to make military commitments on paper which cannot be fulfilled, and which will become increasingly difficult to fulfill as time goes on — and the equipment wears out."

The only unfortunate thing about Mr. Gellner's article is that it was written for the fairly limited audience of Canadian Aviation readers. It is too bad that it cannot be required reading for every member of parliament, as well as every Canadian citizen.



It rains so much around here we ought to call the torpedoes "Air to Air missiles."

A cliché for all seasons

By CPL. LANCE STERLING
Spies aren't the only people that use cryptic codes. While it is not nearly as exciting as the stuff in the mystery novels, or passed from hand to hand in false coins at midnight, there is a kind of code that the military uses every day.

It is the old, stock phrases that are used in military letters. Some of these old gems have been around since the days of the buffalo. What goes down on paper and what they actually mean are two different things.

The Air Force has had a campaign for several years to get rid of these antiquities and it looks like the campaign just might succeed. Just in case the day ever comes, however, when every letter means just exactly what it says, the following "code" should be preserved. Some day it may be as important as the Rosetta stone or the Dead Sea Scrolls in unraveling the meaning of those old time letters.

Direct your resources.
— Find someone to do it.
This action is of the highest priority.

— I promised the boss.
This headquarters has been informally advised.

— I read it in the base newspaper.
It has been brought to my attention.

— My wife told me.
Forwarded for widest dissemination.

— If enough people hear about it, someone may understand it, and tell us what it means.
It is the staff position.

— The boss said.
Provide an interim reply.

— Get them off my back.
Circulate for necessary staff study.

— Ask around, somebody will know what it is.
Advise this headquarters by the most expeditious means.

— Call me.
This action appears to be a violation of prescribing directives.

— You goofed.
There appears to be some conflict of opinion in the proper interpretation of the applicable regulation.

— I goofed.
Returned without action.

— I don't want it in my files either.
Maximum participation is desired.

— Roll call will be taken.
Forwarded for your information.

— If you can figure out what to do with it, go ahead.
Forwarded for necessary action.

— It's your headache now.
Action is being taken.

— I'll start on it first thing tomorrow.
Forwarded for coordination.

— I don't want to be alone on this.
You are authorized direct communication.

— Don't ask me, I don't know.
Forwarded for immediate action.

— Do something in a hurry before we both get caught.
For retention as policy guidance.

— File it.
You are to be commended.

— There is a particularly dirty job coming up in the next paragraph.

Hansard Highlights

PILOTS IN CANADIAN FORCES
Question No. 1554 - Mr. Robinson:

1. Is it the government's intention to continue to pay pilots on the cessation of hostilities in Vietnam?

2. Is it government policy to give extra pay to pilots who are not on flying duty?

3. How many pilots have been released from the Canadian Forces during each of the years 1960-68 inclusive, and how many of them have joined United States airlines?

4. Is the government contemplating any policy whereby pilots will contract with the Canadian Forces for a period of time and/or be available for pilot duties with Canadian airlines?

Hon. Leo Cadieux (Minister of National Defence): 1. Hostilities in Vietnam have nothing to do with the pay of pilots in the Canadian Forces.

2. All pilots up to, and including, the rank of Colonel are entitled to pilots' pay because they are considered to be under continuous liability to fly. Pilots who are permanently grounded for medical or other reasons, and who remain in the Canadian Forces, do not receive pilots' pay but are paid the same salary as general service officers of similar rank.

3. Release information on pilots in the sea element is not available prior to 1965 and no release information is available on land element pilots as their releases are identified by their Corps affiliation. 1960, 182; 1961, 193; 1962, 136; 1963, 196; 1964, 546; 1965, 304; 1966, 336; 1967, 231; 1968, 171. No information is held on the number of these pilots who have joined United States, or any other airlines.

4. No.

REGULATIONS RESPECTING CONFIDENTIAL REPORTS
Question No. 1497 - Mr. Harkness:

1. Under present regulations, are Warrant Officers and N.C.O.'s no longer allowed to read their confidential reports?

2. If so, for what reason?

Mr. D. W. Groos (Parliamentary Secretary to Minister of National Defence): 1. Warrant and non-commissioned officers no longer see their confidential reports.

2. Previously, in the R.C.N. and Canadian army, men saw and signed their confidential reports. In the R.C.A.F., confidential reports were shown to men only

when unfavorable comments were made and the report was considered to be adverse. With the new Performance Evaluation System, the key is the Performance Evaluation Report and the thoroughness with which it is prepared at three levels of reporting. With regard to disclosure of contents, the great value of personal discussion of performance is recognized. It is the duty of the superior to encourage and advise his men, and men have every right to know whether or not their performance is satisfactory. It is considered, however, that the validity of the Performance Evaluation Report is improved when it is kept confidential, therefore, under normal circumstances, the completed form is not shown to the individual. Discussions with supervisors concerning good or bad performance are encouraged and are taking place continually, as well as at the time of evaluations. In this way no shortcomings should be contained in a report unless the man is aware of such and the Reporting Officer is required to certify that the individual has been counselled during the reporting period on overall performance including the noted shortcomings.

SALARY OF GENERAL ALLARD
Question No. 1,532 - Mr. Coates:

What is the present salary of General Jean Allard, Chief of Staff of the Armed Services, and on what date was the present salary determined?

Mr. D. W. Groos (Parliamentary Secretary to Minister of National Defence): \$28,750 effective January 1, 1967.

Monday, March 10, 1969.
Pages 6386 and 6388.
CANADIAN ARMED FORCES - FRENCH LANGUAGE INSTRUCTORS

Question No. 1,494 - Mr. Crouse:

1. How many French language instructors have been engaged in France by Canada's Chief of the Defence Staff?

2. What is the amount of salary paid to these individual instructors by the Canadian government?

3. What are the names of the Canadian Armed Forces bases to which these instructors are allocated?

4. Are the Canadian Forces being taught from French military handbooks or Canadian military handbooks?

5. What security check is made on all instructors prior to their employment on Canadian bases?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): 1. None. 2. 3. Not applicable.

4. Where training in the Canadian Forces relates to practices and procedures unique to the Canadian Forces, handbooks for such training are of strictly Canadian origin, and no foreign military handbooks, French or otherwise, are utilized for this purpose. However, when equipment in service with the Canadian Forces is of French make, such as the Falcon passenger aircraft currently operated by Air Transport Command, then the manufacturer's handbooks, relating to the operation and maintenance of this equipment, are utilized for that specific training purpose.

5. Not applicable.

Wednesday, March 12, 1969
Page 6514
ARMED FORCES - USE OF STARS TO DESIGNATE RANK

Question No. 1,538 - Mr. Diefenbaker:

Are stars being used to designate the rank of officers of the Armed Forces?

1. How are ranks designated by stars?

2. Under what authority has this star system come into effect?

Hon. Leo Cadieux (Minister of National Defence): The answer to parts 1 and 2 is as follows: Yes, from the time Canada established her own navy and her own army stars have been used and are being worn by officers of the sea and land elements of the Canadian Forces as rank designation. This was the direct result of adopting British dress.

The answer to part 2 is as follows:

Officers of the rank of rear admiral and above in the sea element and officer cadets to element in the land element wear stars of various forms. Rear admirals and above wear an eight point star in silver bullion embroidery - three for admiral, two for a vice admiral, and one for a rear admiral.

Below the crown and crossed below the baton.

Mr. Baldwin: What does the star Master General get?

Mr. Hees: He has NATO stars.

Mr. Cadieux: I am trying to answer the questions.

Mr. Hees: We are trying to help you. You were not doing help.

(Continued on page 5)

THE CHANGING SCENE

For some time we have lived in the shadow of the Bomb. One might also state that we have adjusted to it, if this is possible. We have told jokes, made movies and written books about the bomb on just what could happen if the most important button was pushed. We live with the bomb in much the same manner as we live with cigarettes and cancer. It could occur but we tend to doubt that it would really happen to us.

The real problem really does not relate to the existence of the bomb itself but to the remoteness of its use. The people who could authorize its use are very select, in fact for Canadians our continued existence rests with the American President.

This fact is a mere continuation of that old problem of the politicians starting wars without the consent of their electors. For us in the Forces we have to stop what the politicians start if you happen to believe in this simple solution to a complex issue. So we can accurately state that the present state of affairs is hardly novel. It is just an extension of our present complex society and growing technology. Although the situation is similar it is far from static.

Within the past week it seems that we are going through another period of flux. President Nixon has announced that his administration intends to go ahead with a modified ABM system. The pros and cons of this system are not

for discussion in this paper but what is novel is that this system is not primarily for our big brother Russia but that this decision is based upon the growing power of China.

This has opened up a completely new Pandora's box. Like the bomb we had slowly adjusted to the "Russian menace". But to the "Russian menace" this is not the same ball game at all. Undoubtedly we have to again adjust to the fact that within ten years (conservative estimate) China is going to be a very real problem. Again we will be removed from the decisions regarding this new era. All we can do is hope that the Great Wall of China is capable of reverse application.

DUTIFUL LOSERS

Do you find yourself spending more and enjoying it less? Do you have to carry twice as much money in your pocket than you did before, just to cover those incidental expenses that are part of everyday life? Have you been bad-mouthing the unions and their strikers for driving prices up so fast that your pay cheque can't keep pace?

The trade unions are major contributors to that international disease that we call inflation. However, our medicine men are also at fault for doing nothing effective to curb the disease. In this day of high priced economists who advise our government on fiscal policy, we would expect positive measures to ensure continued healthy growth of our economy with gently rising prices. Instead, we find the government

one of the worst offenders. Last fall the postal workers went on strike and obtained higher wages, which we paid for by the 20 per cent to 66 per cent increase in mail rates. This year started off with a \$10 per month increase in personal income taxes. Then the price of post office box rentals was increased by 100 per cent about the time the post offices began closing every Saturday afternoon. Then the price of passports increased by 100 per cent at the same time as it became impossible to renew them.

The price of government services may not increase as often as the price of a jar of coffee, but when they increase, they really jump. Now maybe the idea is to take more of the consumer's money so he can't spend as much. A fine theory, but will

the consumer cut down on his consumption of goods and services when he is accustomed to consuming at a certain rate? Ask Mr. Parkinson. So then there are only two alternatives: He must either save less (borrow more) or strike for higher wages. If he strikes for and receives higher wages, the other consumers are worse off because they can buy fewer of the more expensive goods. If he saves less, then investment decreases, less money is spent on renewing plant and equipment, fewer goods are produced, but since the demand does not decrease, the prices are driven up. The treadmill continues. No wonder our rate of dropouts is high, when the cards are so effectively stacked against us.

Mr. Taxpayer, Mr. Worker, Mr. Consumer — You're a loser.

Happiness is knowing where you're going

For several years now, people have been concerned about the allegedly declining morale of Canadian servicemen. Since about 1962, when unification was first revealed to be imminent, morale has, according to popular folklore, declined. Today it is not difficult to find those who believe that most Canadian servicemen are merely putting in time, looking forward to the day they can retire to the green pastures of a well paid job in the next paragraph.

Is this dreary picture a fact? Recent events have shown that the stereotype of the dispirited serviceman doing a pointless task is largely a myth. Consider, for example, the recent contest between the base and the several-million-strong Tac-Eval team.

During the Tac-Eval itself, as well as the practices that preceded it, Comox servicemen of all trades were asked to put in a lot of extra effort. People were called out at obscure hours of the morning and asked to work many hours of overtime. Much of what they did was done under the critical eyes of specialist inspectors who were ready to note any improper procedures. It was a trying time for everyone.

And everyone responded in superb fashion. But not only did they do their jobs well, they did them willingly and happily. The servicing crews, who launched and recovered a record number of sorties, the snag crews who fixed everything in jig time, the AFPs who maintained security, the cooks who fed zillions of people; in fact, all the servicemen of the base responded enthusiastically to the extra challenge.

The response was indeed gratifying, and hardly the one to be expected from a group of people who, legend has it, are dispirited and unhappy. If the Tac-Eval proved anything, it proved that morale and spirit still play a large part in the Canadian Armed Forces.

But how much longer will morale and spirit continue to play a large part in the Canadian Armed Forces? The continuing process of review, retrenchment and reassessment is bound, eventually, to erode the stoutest confidence. The serviceman who watches his equipment become more and more obsolete will, eventually, lose his enthusiasm.

Good morale is essential in any military force. It cannot, however, be created by decree. It must be forged by many things.

One of the chief factors in the creation of good morale is for all members to know the goals of the service, and for all members to know how those goals will be achieved. Lately, there has been some uncertainty, if not on the goals, then certainly on the methods by which they can be achieved.

Such uncertainty does not do much for the efforts of the field commanders who must maintain the high standards of morale that have always characterized the Canadian forces. In these days of high hourly wage rates, 20 per cent wage hikes and large jumps in the cost of living, commanders at all levels have troubles enough keeping morale at a high level. Continuing uncertainty over the future of the armed forces can only add to their troubles.

What John Gellner has called a "crisis of equipment" is very nearly upon us. That crisis can readily be met by buying new airplanes. If uncertainty over the future of the forces persists, we could well have a crisis of morale. And new airman cannot be bought like new airplanes.

The Tac-Eval showed that morale is still good. Can we keep it that way?

ON THE LOOSE

Having recently taken advantage of one of the few fringe benefits left in the Service, I feel a touch of smugness without a trace of guilt. Travelling priority 5 with family is a gamble at the best of times, but to go from Comox to Germany and return, getting three weeks in Europe out of a month's leave, seems like a special dispensation from Lady Luck.

A serviceman of 12 years, on his first trip to Europe, is like a girl of 18 going out on her first date. All her friends have done it, and told her about it, but the experience is yet to come. Misconceptions abound - to the uninitiated, I mean.

All that talk about low-priced grog and tax free cigarettes is vastly overstated. Mind you, it was a treat to see reasonable liquor laws in operation. A cold beer between trains makes the wait more bearable, and a coffee mit rum, when taking a break from swimming, skating or skiing, really hits the spot. There are so many places to go and things to see, however, that only a small percentage of one's time is spent in the pubs.

Travel by train was an adventure. The German railway clerks were of little help in selecting direct routes to destination. They would sell you tickets to another station in the right general direction and then wash their hands of you. It didn't matter to them if you had to change trains four times instead of only once. We soon got in the habit of asking three or four different people for the information we wanted and then trying to arrive at a consensus. I was most impressed with the trains themselves, once we finally got off the milk runs,

The electric express trains are fast and very clean and comfortable. The seats are completely adjustable, so one can lie down if the compartment isn't too crowded. The terminals in the larger cities are the dead end type so the trains pull into the loading platform, and then leave going the opposite direction. Quite a fine idea, since this obviates the mess of rails that usually extend from one end of a city to the other. You can set your watch by train arrival and departure times, and if your watch is slow, you've missed the train. I was amazed that when the train schedule calls for a one minute stop at a particular station, that's exactly how long it stops, and you must have bags and kids, etc. piled near the door and ready to tumble off in the allotted time.

The architecture of the towns didn't vary one bit, with a preponderance of barrack-like structures that give the impression of institutionalized existence. The parks are beautiful in a well-ordered, patterned sort of way, but it's difficult to relax when you feel like a piece of litter unless you march along the pathways or sit very straight on a park bench.

Austria was different indeed, with its castles and its potpourri of buildings that seemed thrown with abandon in valleys among the alps. Here was the beauty of nature with the naturally twisting streets and the ski trails leading directly into the village. The people were relaxed and friendly and so very helpful. A different concept of life is extant. The primary ambition is to enjoy life now, rather than to make a lot of money to enjoy life later. In the small towns a kind of

siesta is observed both summer and winter. The shops close from noon until 2:30 p.m. and this time is reserved for eating and drinking, and perhaps a nap. Maybe this has something to do with preserving a sanguinary disposition during the working day. Austria depends on tourism for much of its foreign exchange and as a tourist I got full value for the money I spent. One tradition that I found delightful involved visiting people in their homes. When one arrives he is seated at a table and a glass of schnapps is poured for everyone (teetotaler or not). A toast is made and everyone drains his glass. Only then does conversation begin, with perhaps a bottle of Sekt or Champagne being produced later to mark the occasion.

Happy as the Austrian people are, they still complain about taxes, which are very high. There is vast duplication of civil service positions under the government's two party system. It seems that two people are employed for each position of authority, one from each party, so that they can keep an eye on each other. Surprising among this life-loving people, but it seems that bureaucrats are the same everywhere and must guard their positions jealously.

A few days before we left, I saw a chimney sweep working on a rooftop not far away. Then I knew that our return trip was guaranteed. For you see, this is an omen that means good luck. Perhaps that luck will include another visit to Austria next year.

When billing and cooling results in matrimony, the billing always comes after the cooling.

Tom Masson

FUNGUS FEATURES

by mac

LOOK! UP IN THE SKY.

IT'S A BIRD

IT'S A PAYNE

IT'S THE C.O.

JUMPED RIGHT OUT OF AN ALBATROSS.

DOES THIS MEAN HE'S LOSING HIS CONFIDENCE IN OUR MAINTENANCE?

WAHOO!!

From up in my perch

By Seemore

The Snake Pit

For as long as I can remember, I've had a yearning to do something adventurous. My friends all expected me to go on safari to Africa, or perhaps attempt Mount Everest, or even spend a winter by myself in Antarctica. These excursions looked exciting, but I felt that they were too ordinary. I was beginning to think that there was nothing truly adventurous I could attempt when one of my friends suggested that I join 442 Squadron. He said 442 had a very exciting run between Comox and Masset.

Masset! The very name excited me. Everest? Ross Ice Shelf? Bechuanaland? Darkest Forfortooland? Fascinating places, all of them, but none so mysterious and challenging as Masset. From that point on I was obsessed with the idea. I had to go to Masset.

My friends all thought that I should be put away. An ex-Navy type told me how difficult it was to get to Masset, and how much more difficult it was to get back. He warned me that even if I survived the stiff competition and won an appointment to 442, I might still not be selected for the Masset run. I pressed him for more information, but he lapsed into incoherent babble about green uniforms. But I was not dismayed. Even to serve with a crack outfit like 442 Squadron would be sufficient. Even if I only got as far as Coldfish Lake, it would be enough to say that I'd penetrated to the depths of darkest Forfortooland.

My parents were utterly horrified by my decision. My father told me stories of hapless travellers being devoured whole by sea monsters. He told me of wanderers who became so hopelessly ensnared in tidal currents that they were never heard from again. He told me of slaving Sasquatch and of greedy ghouls, but such stories only increased my determination. He suggested that I should do something sensible like joining F Troop. I told him I could not possibly join F Troop as they never had been and never will be part of 442 Squadron.

My poor mother was very distraught. She wanted me to marry little Zelda from across the tracks and settle down in a nice cottage with a white picket fence and paint aircraft for a living. I told her that I couldn't paint aircraft with a clear conscience because I didn't know what "sauvage" meant. Mummy wept when I left home.

I worked hard during basic training, and even harder during advanced training. My instructors soon recognized my ability and remarked that I was a very likely candidate for 442. I smiled inwardly and redoubled my efforts, for I knew that the competition for the few coveted positions available at 442 would be extremely keen.

My efforts were rewarded, for I was selected to go to Comox. You can imagine how proud I felt, for of a class of 250, only two of us were deemed fit for the



Big Jim Scobey shows 'em how it's done.

exact tasks awaiting us at Comox. I can still remember the day we were sworn into the squadron. We stood humbly before the Commanding Officer and repeated one of the most beautiful oaths I have ever heard: "I do hereby solemnly swear by the Spores of the Great Mushroom never to land at Radium!" Mummy cried, and even the Commanding Officer had a tear in his eye. Little Zelda went home after the ceremony knowing she had lost me forever.

I found that I would have to wait for some time before I earned the privilege of going on the Masset run. In the meantime I furthered my training with visit to such romantic centres as Sandspit and Dease Lake. During this period, a trip was programmed to Masset, but I was not fortunate to be selected. We all bid the crew a fond farewell, not really expecting to see any of them again.

I pursued my training diligently, hoping against hope that I would be selected for the next run. Then one day it happened. I walked into Operations one morning and noticed a Masset trip planned for the next day. And my name was on it! At last all my dreams were to come true!

Will our hero make it Masset? Will he make it home? Will he be devoured by a devilish demon from the deep depths? Will Zelda learn how to make soap? Don't miss the next exciting installment entitled "Masset's in de cold cold ground."

On March 18, 1969 442 Sqn. flew two helicopters on the same day.

HANSARD HIGHLIGHTS

(Continued from page 4)

Mr. Cadieux: The Star of the Order of the Bath is worn in most instances by Officers of the land element as follows:

General: One star below the crown and above the crossed sword and baton.

Major-General: One star above the crossed sword and baton.

Brigadier-General: Three stars below the crown.

Colonel: Two stars below the crown.

Lieutenant-Colonel: One star below the crown.

Captain: Three stars.

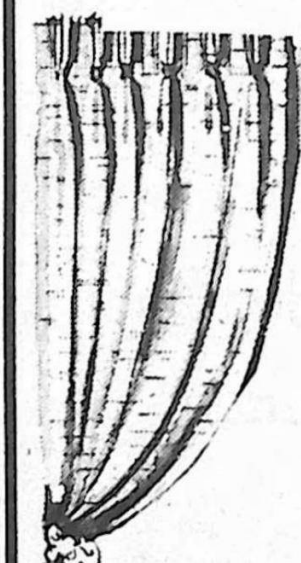
Lieutenant: Two stars.

Second-Lieutenant and Officer Cadet: One star.

Depending on regimental affiliation, stars may represent one of the other three senior orders of knighthood - i.e. the Garter, the Thistle or St. Patrick. An example would be the Garter Star, which is worn by the British Coldstream, Grenadier and Welsh Guards and their Canadian counterparts, the Governor General's Foot Guards and Canadian Grenadier Guards.

Mr. Diefenbaker: What other constellations have you?

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PROTESTANT CHAPEL
Sunday, March 23: Morning
Worship at 11 a.m. Sermon sub-
ject will be "Can We Still Be-
lieve In Heaven And Hell?"
Sunday, March 30 - Palm Sun-
day. Morning Worship and Holy
Communion at 11 a.m.
The Sacrament will be cele-
brated by the Rev. Eric Scott
of Courtenay Anglican Church.
Religion and Life Award
classes - are being conducted
for boys and girls of all ages
at the Chapel immediately after
school every Monday. Partici-
pants must be attending Sunday
School or Church regularly. For
further information, phone Padre
Archer, or come to the Chapel
Monday afternoon.
Infant Baptism - This Sacra-
ment will be conducted on Easter
Sunday during the 9:30 Family
Service. For further information
call Padre Archer.

Timmy's Easter Parade of Stars- radio broadcast

The annual radio broadcast
"Timmy's Easter Parade of
Stars", will be carried on the
CBC radio network (as well as
being available to non-network
stations) on Sunday, March 30th,
1969 from 4:00 p.m. to 5:00 p.m.
Hosting this year's broadcast
will be singing star Glen Camp-
bell, who will be joined by an
allstar cast including:
Nana Mouskouri - Interna-
tionally famous vocalist. The
popular rock group - "Guess
Who". The Carl Tapscoott Sing-
ers. Gilbert Bicarrrd. Albert
Pratz - Violinist. Pauline Julin.
Don Messer. Ontario's Timmy -
Ian Walmsley - who will repre-
sent all the Timmys and Tammys
across Canada. And many other
well-known entertainers.

TOASTMISTRESS CLUB

The visit of Mrs. Sylvia Lud-
low, the Chairman of Council
No. 5 of International Toastmis-
tress Clubs was the highlight of
the February 25th meeting of
Cocoro Toastmistress club.
President Sally Hughes introduc-
ed Mrs. Ludlow and then wel-
comed five visitors from Camp-
bell River who are hoping to
start a toastmistress club in
Campbell River soon.
Sylvia Ludlow gave the Inspira-
tional Thought in the form of a
speech about the benefits of
Toastmistress. Loresah Rollins
gave the club's vote of thanks to
the guest speaker.

After the business meeting,
chaired by Sally Hughes, mem-
bers divided into four groups and
attended a Round Robin of these
study groups. Leading the group
on Voice Production was the guest
speaker, Sylvia Ludlow. Presi-
dent Sally Hughes led a corner
on "How to Make Impromptu
Conversation", the club parlia-
mentarian, Lynn Clark led a
corner on Parliamentary Prac-
tice, and Jean Shepherd and Gail
O'Connor guided members on
the use of a tape recorder to
aid speech preparation. Each
member made a recorded speech
and then evaluated herself.

**CANADIAN ARMED FORCES
STRENGTH**
Question No. 1,498 - Mr. Hark-
ness:
1. What was the strength of
the Armed Forces as at January
31, 1969?
2. Of the total number, how
many were on terminal leave?
3. In the case of parts (1)
and (2) above, how many were
women?
Mr. D. W. Groos (Parliamen-
tary Secretary to Minister of
National Defence): 1. 97,798.
2. 1960
3. (a) 1,621; (b) 10.

Shooting with spring

By Jim Tremblay

Spring is here and shortly
everything will turn green, flow-
ers will bloom and pretty girls
will be found on the beaches. It's
also time for us amateur shutter
bugs to get our studios. Most of
us can't afford a studio, however,
there are ideal locations to be
found for use as outdoor studios.
Vancouver Island has miles of
beautiful beaches and landscapes.
You can photograph a model or
take scenic shots without having
to move around too much.
For taking portraits outdoors,
cut out two large white cardboard
reflectors. They are quite useful
to control and direct the light
around a subject. To minimize
harsh shadows when photo-
graphing a subject in the sun a
flash should be used. Here now
are a few precautionary steps
which should be taken before
actually shooting. If you want your
subject to pose against scenery,
the use of cardboard reflectors
in directing light will be mini-
mized if the distance between the
subject and the camera is too
great. For a pleasant effect
they should be used fairly close,
perhaps from 5 to 10 feet away.
For a softer effect try photo-
graphing your favorite subject
with the background completely
out of focus. This is done by
selecting a wide aperture and
increasing the shutter speed.
For example let's look over a
few points for an outdoor setting.
You have taken a meter reading
and set your lens and shutter
speed in order to obtain a soft
portrait by using a wide F stop.
There are still harsh shadows
that must be eliminated and
of course you will use a flash for
direct fill in light. Now if you
were to simply fire the flash
without figuring out anything else,
chances are you would end up
with an over exposed film. To
avoid this check the ASA rating
of your film against the flash
power output for that particular
type of film and this will give you
a guide number. Since you nor-
mally divide the guide number by
the distance from the flash to
your subject to obtain your proper
lens opening this won't work
because you have already made
a decision on your present set-
tings. Simply move the flash
back far enough until the dis-
tance (guide number) matches
the F stop you have selected
from the previous meter reading.
Or you could diffuse the light
from the flash used at a closer
distance by placing a piece of
white cloth over the reflector.
With a bit of practice you will
soon develop your own techni-
ques and start producing good
photographs.
A handy companion to have

King Henry the Eighth was
not bothered by alimony pay-
ments.



SPRING AND PRETTY girls go well together. Here, Judy Webster takes time to
relax during a shooting session on one of the many beaches around Comox.
— J. Tremblay photo

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HISTORY IN OTTAWA OF

TIME: B.D. (before) DURANTE

- Unexplored territory
- Area neglected
- Little representation
- MP largely unknown
- Little accomplished
- Verbiage in Hansard
- Ineffective criticism
- Party line thinking
- Follower

COMOX-ALBERNI RIDING

TIME: A.D. (after) DURANTE

- Placed on the map
- Improvements effected
- Forceful representation
- MP well known
- Gains made
- Contributions to laws
- Effective criticism
- Independent thinking
- Leader

KEEP COMOX-ALBERNI MODERN

RETURN RICHARD DURANTE

Courtenay Little Theatre

The show must go on, but before it does there are obstacles to be overcome. The Courtenay Little Theatre is now in rehearsal for Studio Night which is to take place March 28 and 29. The club is going to stage a very powerful drama written by John Carlinio, one of the new American playwrights. Mr. Carlinio blends realism and poetic imagery in unfolding this moving drama about an old, lonely man and a sensitive young high school girl who meet, and for one miraculous moment find a total communication so fragile and intense that even their understanding cannot protect it.

When director Graham Woodward was asked what special problems does a production of this kind present - he replied: "First of all one must find players that are capable of portraying great depth of emotions and in that respect I think we have found a suitable cast. Alex Cobban is playing the lead, and his past experience with many other drama groups in B.C. and Manitoba, qualify him as an actor of merit. Alex is no stranger to the people of Courtenay as he is familiar to us all at CFCF."

"The high school girl is played by Valerie Coutinho. She is new to the Courtenay Little Theatre, but not to the stage. Valerie was president of the drama group when she was attending university. She has been active in dramatics in various parts of Canada as well as Europe. Valerie is the wife of Sergeant Mike Coutinho of the Forces Base at Comox. Mike is known to all who participated in the Winter Carnival.

"The part of Chuck in this play is played by Mike Dixon another of our local radio station announcers. Mike has been in Courtenay for two years. This is his first time on the stage. He felt that it was a good place to make a debut. The role is somewhat less than the two principles but nonetheless quite demanding. Mike has a natural voice for theatre with excellent projection. The production is going to be coupled with a play put on by the Rock Island Players from Texada Island. Their play is called Loggerheads written by John Kelly a Canadian playwright, who has had considerable success. A play written by this author did very well in the Dominion Drama Festival last year.

February Bingo Winners

The following is a list of winners for the Month of February. Straight Line: Mrs. Albrecht. Two Straight Lines (Tie): Mrs. Albrecht, Mrs. Winter and Mrs. Wells. Red Cross: Mrs. Wells. Letter "T": Mr. Burt Warren and Mrs. Joyce Hand. Letter "X": Mr. S. Davie. Small Picture Frame: WO J.C. Payne. Large Picture Frame: Mrs. Joyce Hand. Full Card: Cpl. W. A. Dunsmore, and Mrs. J. Forristall.

MP's fine for the blind

EDMONTON, March 12, 1969—Military police at Canadian Forces Base Edmonton were busy collecting fines for failing to stop, speeding and passing on both sides in the station swimming pool.

Fourteen military policemen and dependents were collecting fees from contributors who had agreed to pay a fine of one to five cents for each lap the MPs could complete in the station pool.

The money collected, over \$700 will be forwarded to the Director of Security to be turned over to the Schools for the Blind across Canada.

Carrying on a tradition started by the Canadian Army Provost Corps prior to integration, the military police at Edmonton contracted to swim 100 laps in order to raise funds for the blind.

The youngest swimmer, Alison Noble, age eight, daughter of Sergeant Jock Noble, an MP at CFB Edmonton swam 64 laps while the eldest swimmer, who admits to be at least six times older than Alison, was cheered on to complete 100 laps after attempting to leave the pool after 50 laps.

Master Warrant Officer G. R. Johnston was persuaded, coaxed threatened and cheered to extra laps by the spectators at the pool. The remaining swimmers all completed 100 laps with the exception of Kathy Etzl age 15, who doubled the ante to 200 laps. Kathy is the daughter of Sgt. Jim Etzl, a flight engineer with 435 Squadron in Edmonton.

The swimmers were not allowed to stop or touch the sides or bottom, they were, however, permitted to float or change the stroke.

The athletic policemen plan other events to raise funds later in the year when they hope to be dried out enough to collect more fees from backers who are willing to bet that the MPs can't make 100 laps of the station track.

Never throughout our history has a man who has lived a life of ease left a name worth remembering.

Theodore Roosevelt

Biggest shuffleboard table on base



SGT. GEORGE BAIL and his cohort WO "Stretch" McNeill who have been banned from playing marbles in the street because of age, are seen playing shuffleboard in the seclusion of the Sgt's Mess. This form of shuffleboard was originated in the Sgt's mess and consists of getting on your hands and knees and shooting at beverage cans at either end of the dance floor.

— Totem Times photo

BABY SITTERS EMPLOYERS

Recently 115 children ages 11 to 18 attended a combined fire/policy and hospital babysitting course. One hundred and ten of these children were PMQ residents, each receiving a certificate of attendance. It would be to your advantage to use the services of babysitters holding such credentials.

During your absence the responsibility for the welfare and safety of your children rests solely upon the person you hire and this alone is a major obligation that cannot be taken too casually. Impress upon the babysitter that the most important thing to do in case of a fire is "Get The Children Out And Stay With Them". Ensure that the sitter is familiar with the interior of your home; knows the family evacuation plan and the alternative ways of vacating it if necessary. Always leave them with the phone number of where you will be as well as the phone number of a close neighbor who will be home and can render assistance. Strange, but these few pointers are overlooked repeatedly and could make the difference between life and death of your children. Let us all remember that material effects can be replaced, but with life we only have one chance. Protect your children, we only have them for such a short time.

MEET TOMMY DOUGLAS and TOM BARNETT at a special public rally on Thursday, March 27 at the NATIVE SONS' HALL

7:00 p.m. — coffee
8:00 p.m. — speeches

For more information, committee rooms 338-8494
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HOW DOES YOUR CAR SHAPE UP

Are you one of the many car owners who say "My car is in perfect mechanical condition"?

The Government of British Columbia, through their motor vehicle branch in Victoria, have offered the service of their motor vehicle inspection unit to CFB Comox. This unit is designed to allow the inspection of passenger cars and light trucks as to their standard of repair and safety of operation.

This unit will be set up in the area west of the auto club from 0900 - 1600 hours on the 1 to

3 April inclusive. Specifically, the testing centers on the following items:

1. Headlamp aiming.
2. Wheel alignment.
3. Front end running assembly check.
4. Braking ability.

All car owners are urged to take advantage of these free car checks. A safety sticker will be issued for all vehicles who successfully pass the safety check.

Prove to yourself that your vehicle is mechanically safe.

Scouts and fathers hold banquet



SOME OF THE 190 guests at 2nd Comox annual Father and Son scouting banquet, Thursday, Feb. 27, in the combined mess, CFB Comox.

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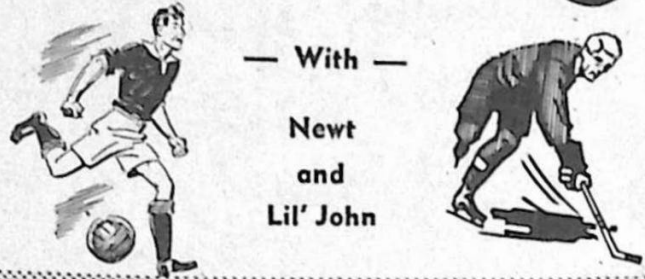
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SPORTS



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SKI with SCOTT

And DR. PETER ANDREWS
President of
The Canadian
Amateur Ski
Association, Western
Division

misses his pre-season exercises. Tries to get in shape on the slopes with disastrous results.

With the competitive ski season drawing to a close, let's take a look at the spring skiing prospects. British Columbia has the ideal climate to produce corn snow and some of the experts say this is just as good as fresh powder. All it takes is a few very cold nights to turn the slushy snow into good corn, and the best skiing comes during the day's early hours or the last few hours before the area shut down.

Here's something to try if you're looking for some really great skiing this time of year. Buy a pair of seal-skins to put on your skis and then start climbing. On a good day, when the lift lines seem miles long, you can get in some truly excellent skiing and pick up some worthwhile exercise as well. While the danger of snow slides is greatly reduced because the snow is settled, it's still a good idea to travel in pairs because the ski patrol won't be looking in some of the remote areas you may reach.

Happiness in April or May is a trip by helicopter to the peak of Whistler Mountain or to the nearby glaciers for some of the most fantastic skiing available. Corn snow will abound and even in April or May you will probably find a bit of powder. This way you could get 10,000 vertical feet of skiing in a matter of a few hours. The use of helicopters for skiing is just getting off the ground (if you'll pardon the pun) and you'll be seeing them at most B.C. areas within a very few years.

SKI-LEAGUES EXCEL
The Nancy Greene Ski League team from Mount Seymour recently challenged the Buddy Werner League at Mount Baker (that's the U.S. equivalent of the Nancy Greene League). The twelve member teams raced at Mount Baker and although the first three places went to U.S. skiers, the Seymour kids won the team competition. Only five of the Buddy Werner League team members finished, compared with eight from Seymour.

SUMMER SKI CAMPS
There's going to be a boom in summer ski camps this year, the CASA will be running two racing camps at Smithers on the Hudson Bay Glacier (open to competitors in B.C.) and at Kokanee Glacier at Nelson where

a national racing camp will be held. Last year over 150 Eastern skiers were at the Kokanee camp, run by the National Ski Team. At Whistler Mountain, some of the biggest names in skiing will be instructing at the recreational and racing camps being operated by Roy Ferris and Alan White. Nancy Greene and Tony Sailer will be handling the racing camp and Art Furer will be looking after the recreational camp.

Another camp along the lines of the one at Whistler will operate at Mount Baker. Summer skiing is a great way to improve your ability and keep in year-round shape. Further information about the camps can be obtained from most ski magazines or from the CASA, Western Division, offices at 590 West Pender Street in Vancouver.

SKITIQUETTE
I can't remember seeing a better set of rules of skiing etiquette than was issued recently by the Smithers Ski Club. How well does your knowledge shape up?

Head On Meeting - skiers approaching each other across the hill shall pass to the right to avoid collision.

Passing - overtaking skiers shall warn the skier ahead, stating audibly "on your right" or "on your left."

Personal Liability - the uphill skier shall be responsible for avoiding the skier below him on the hill.

Skiers emerging from the side of the trail shall stop before entering, then proceed without interrupting the passage of skiers already on the trail.

Skiers in motion shall be responsible for avoiding the fallen skier, either on the lift line or trail.

Moving skiers shall be responsible for avoiding the stationary skier to prevent collision.

A striking skier shall be responsible for personal injury caused by his lack of care or control.

Willful and negligent conduct by a skier in use of skis or poles which causes personal injury to another shall constitute assault.

Stopping - skiers must not stop in any location which will obstruct a trail or impede the normal passage of following skiers.

Speed control - skiers shall proceed under control commensurate with physical skill.

COURTENAY MUSTANGS vs. 407

407 faced Courtenay in the finals of the inter-section hockey league played at the Glacier Gardens last week, in a series of exciting games.

Courtenay advanced to the finals by defeating the Admin team two games in a row in a rough, penalty-infested series. To the spectator, it was the most unsportsmanlike series, he or she may have had the misfortune to watch.

407, played 409 in the second series and managed to win both of their games as well, in well fought contests. This particular series was close, and rarely interrupted by a flare of tempers and provided for the spectator an exciting, hard skating competition. Skill and really good management prevailed as the fightin' Four Hundred and Seventh turned back the "Black Birds" from the other side of the hangar. In the finals, however, the De-

mons met a superior foe. All games were close and could have had more favourable results for the Demons, but overall, the better team was victorious. It was a clean hard skating series of action. The crowds added to the series with their enthusiasm and support.

The first game score of 7-4 was really not an indication of the actual play in this tight contest. The second game ended up 6-3 however, if you were there to watch the play the spectator would probably say that they didn't deserve the win for the play was generally concentrated in the Courtenay end of the ice. The best game was the last that ended in a disheartening 6-5 tally for the Mustangs to end the series and give them the trophy for this year. The tension was high throughout the game and the outcome was in doubt 'till the final whistle.

Oldtimers skate for crippled kids

Germany, CFP - Former National Hockey League stars now performing for the Montreal Old Timers scored a clean sweep in their best-of-five exhibition hockey tour with Canadian Armed Forces teams in Germany.

Skating on old legs - their ages range from 36 to 54 - so that young legs may walk, the Old Timers played to capacity houses during each game with proceeds going to the Cripple Children's Fund.

Still showing the old flash of yesteryear were such stars as Bill Mosienko, Maurice "Rocket" Richard, Elmer Lach, Dickie Moore, Gerry Plamondon, Ken Mosdell, Howie "Rip" Riepelle, Connie Broden, LEO Gravelle, Gerry McNeil, Jimmy Orlando, Dollard St. Laurent, and Butch Butchart. Refereeing all games was "Red" Storey, former National Hockey League referee and outstanding football player. Frank Selke Sr. is general manager of the Old Timers' Hockey Club.

The first two contests featured the Royal Huskies and the Is-

John Hawks of the 4th Canadian Mechanized Brigade Group. The Huskies lost 10-5 and the Hawks were out-classed 8-4.

Against 1 Air Division teams the Old Timers continued to dominate. 1 Wing Arrows of Lahr bowed out by a 9-2 count. Rocket Richard had a hat trick in this contest, while singletons were notched by Moore, Riepelle, Gravelle, Moslenko, St. Laurent and Plamondon.

Cpl. Gerry Norum, a weapons technician from Imperial, Sask., and Cpl. John Fournier, an integral systems technician of St. Claude, Man., scored for the Arrows.

Next to feel the brunt of the Old Pros' attack were 3 Wing Flyers of Zweibrücken. They dropped a 12-4 contest with Dickie Moore and Leo Gravelle scoring four and three goals respectively.

For the Flyers it was two-goal performances by Cpl. Leo "Sae" Saccary, a radio operator from Glace Bay, N.S., and Ronald Laughlin, a school teacher from Drumheller, Alta.

The final game against the 4 Wing Raiders of Baden-Soellingen was a closely contested 5-2

Old Timers' victory. Raiders' scorers were Cpl. Don Sheppard, a physical education and

recreation instructor from Falmouth, Ont., and Dave Carlyle, a school teacher from Red Deer, Alta.

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THE VICTORS



THE COURTENAY MUSTANGS — Back row, left to right, G. Hamilton, D. Isabelle, D. Taylor, N. Ring, D. Sweeney, T. Malkin, R. Morgan, D. Ireland and G. Hunter. Front row, left to right, G. Rennie, M. Koski, O. Strass, O. Watkins, B. Anderson, L. Johnston, D. Cameron.

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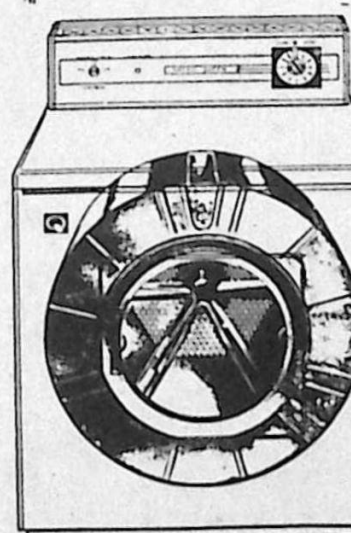
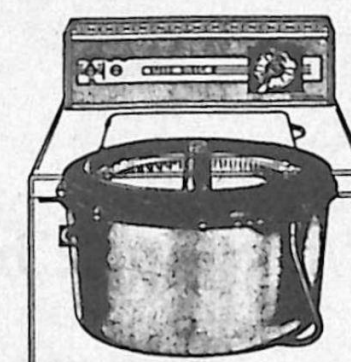
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1968 Ford Cortina 1600 Deluxe 2 spare winter tires mounted Automatic. Fully equipped. Car-top carrier, many extras. 2 transistor radios; Typewriter Remington portable; 2 boys bikes; Sewing machine; Camera equipment; Mamy 2 1/4 x 2 1/4 square camera; Braun FL 300 electronic flash; Tripod, lenses. Vacuum cleaner Goblin with case; Camping gear - tent will sleep five; stove, cooler, lamp, mattresses, plus extras all for a reasonable price. Phone 339-2205 or J. Tremblay at local 417.

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Bowling alley re-opened



WHILE COL. LETT and Capt. McReynolds look on, Major-General Lipton cuts the ribbon to officially reopen CFB Comox's new bowling alley featuring automatic pin setters. CFB Comox is now the only Air Base on Vancouver Island to have an automated bowling alley.

Comox Valley Minor Hockey Association

Final scoring leaders

Player	Team	G	A	PTS
Gerald Hoover	(J)	21	6	27
Donald Hatfield	(B)	16	10	26
Mike Hebert	(A)	16	9	25
Wayne Trenholm	(P)	12	11	23
Rus Leonard	(C)	10	13	23
Robyn Paisley	(C)	11	11	22
Brian Beaulieu	(J)	11	8	19
Calum MacAulay	(P)	9	10	19
Danny Hamilton	(B)	9	9	18
Randy Leonard	(C)	14	3	17

Player	Team	G	A	PTS
Ken Webber	(F)	25	17	42
Billy Miles	(C)	21	11	32
Billie Jobson	(M)	19	12	31
Steve Beaulieu	(F)	12	17	29
Gary Humphrey	(F)	11	17	28
Ray Watson	(F)	12	10	22
Tony Tighe	(I)	18	2	20
Ken Tackaberry	(C)	12	7	19
Billy Harwood	(M)	10	9	19
Paul McCaffery	(C)	12	5	17
Ken Paisley	(A)	12	5	17
Steven Sleight	(C)	8	9	17

Player	Team	G	A	PTS
Robbie Evans	(B)	33	26	59
Brent Aitken	(S)	24	13	37
Grant Caudwell	(B)	12	24	36
Gary Edwards	(Ca)	19	13	32
Ron Hames	(B)	13	19	32
Ken Dumont	(B)	15	15	30
Tim Byrne	(S)	9	21	30
Brian Parker	(Ca)	13	14	27
Howard Smyth	(Ca)	12	14	26
Sheldon Nelson	(H)	16	9	25
Steven Jones	(Ch)	12	13	25

Player	Team	G	A	PTS
Elwood Jackson	(E)	44	33	77
Gord Baudais	(E)	31	44	75
Richard Kramp	(R)	28	31	59
Randy Wills	(B)	28	26	54
Les Bale	(R)	25	19	44
Randy Leiter	(B)	12	32	44
Dennis Huisman	(F)	21	19	40
Doug Kines	(E)	17	23	40
Richard Pearson	(B)	19	20	39
Doug Smith	(R)	17	21	38

Final standings

Team	GP	W	L	T	GF	GA	PTS
1. Eagles	30	19	8	3	130	87	41
2. Rovers	30	17	10	3	112	93	37
3. Flyers	30	11	17	2	92	114	24
4. Bombers	30	9	21	0	105	145	18

Team	GP	W	L	T	GF	GA	PTS
1. Broncos	24	18	5	1	104	50	37
2. Sioux	24	11	9	4	76	87	26
3. Cherokees	24	9	12	3	71	73	21
4. Canucks	24	8	12	4	80	98	20
5. Hawks	24	7	15	2	56	79	16

Team	GP	W	L	T	GF	GA	PTS
1. Comanches	24	19	3	2	85	35	40
2. Falcons	24	14	8	2	92	66	30
3. Algonquins	24	10	11	3	49	52	23
4. Mustangs	24	8	13	3	74	77	19
5. Iroquois	24	4	20	4	39	109	8

Team	GP	W	L	T	GF	GA	PTS
1. Apaches	20	12	4	4	51	36	28
2. Blackfeet	20	12	7	1	50	44	25
3. Jays	20	11	8	1	52	41	23
4. Colts	20	7	9	4	43	41	18
5. Ponies	20	7	11	2	48	64	16
6. Mohawks	20	4	14	2	31	49	10

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When playing most suit contracts, you plan to ruff your losers with the dummy's trump thereby establishing winners in your own hand. In some instances it is necessary to ruff several

times in your own hand leaving the dummy as the long trump hand. This is known as a dummy reversal and with such hands it is easier to count your winners than your losers.

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

WEST
S 8 6 3
H K J 9 3
D 10 8 6 5
C A Q

SOUTH
S A J 10 9 2
H 8
D K 7 4
C 7 6 3 2

North East South West
1 NT Pass 3S Pass
4 S Pass 3S Pass
Note: three no trump is cold, but four spades makes it as well with proper play.

The opening lead is the three of spades and as the dummy is laid down you realize that you have four club losers in your hand since each time you lead a club the defenders should lead a spade and thereby eliminating

any club ruff. You could possibly play for a three-three club split but the odds are about two to one against you.

Is there any better way to play it? You may surmise. Well, possibly you could establish the dummy's hand as it only has three club losers. Now, count your winners. You have four tricks in the red suits and need six trump tricks. Maybe you could get these by taking three of dummy's trumps and ruffing three hearts in your own hand.

This is exactly what you do! Plan first - then the playing is simple.

Win the first trick in your own hand. Play a heart to the dummy ace and ruff a heart. Trump to

dummy's queen and another heart ruff. Now, play a diamond to dummy, and ruff dummy's last heart with your last trump. Go back to the dummy with another diamond and cash in dummy's king of spades on which you turn a losing club. You now have nine tricks and you fulfill your contract by taking your last high diamond.

The most important thing about these hands is the ability to recognize them. You must have strong enough trumps in the dummy to use as entries and also pull the opponents trumps and you must be able to trump enough in your own hand to reduce its trump holding to less than that of the dummy.

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Outdoor Adventure

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Double Horror

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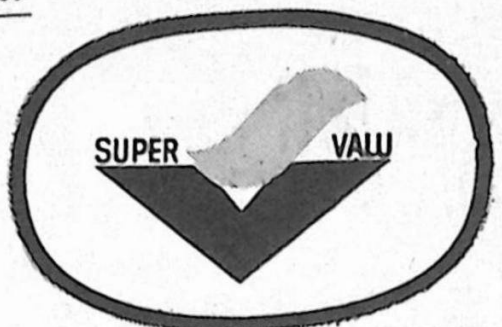
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