



TOTEM TIMES

Go By Bus and Leave the Striking to Us.... Air Canada

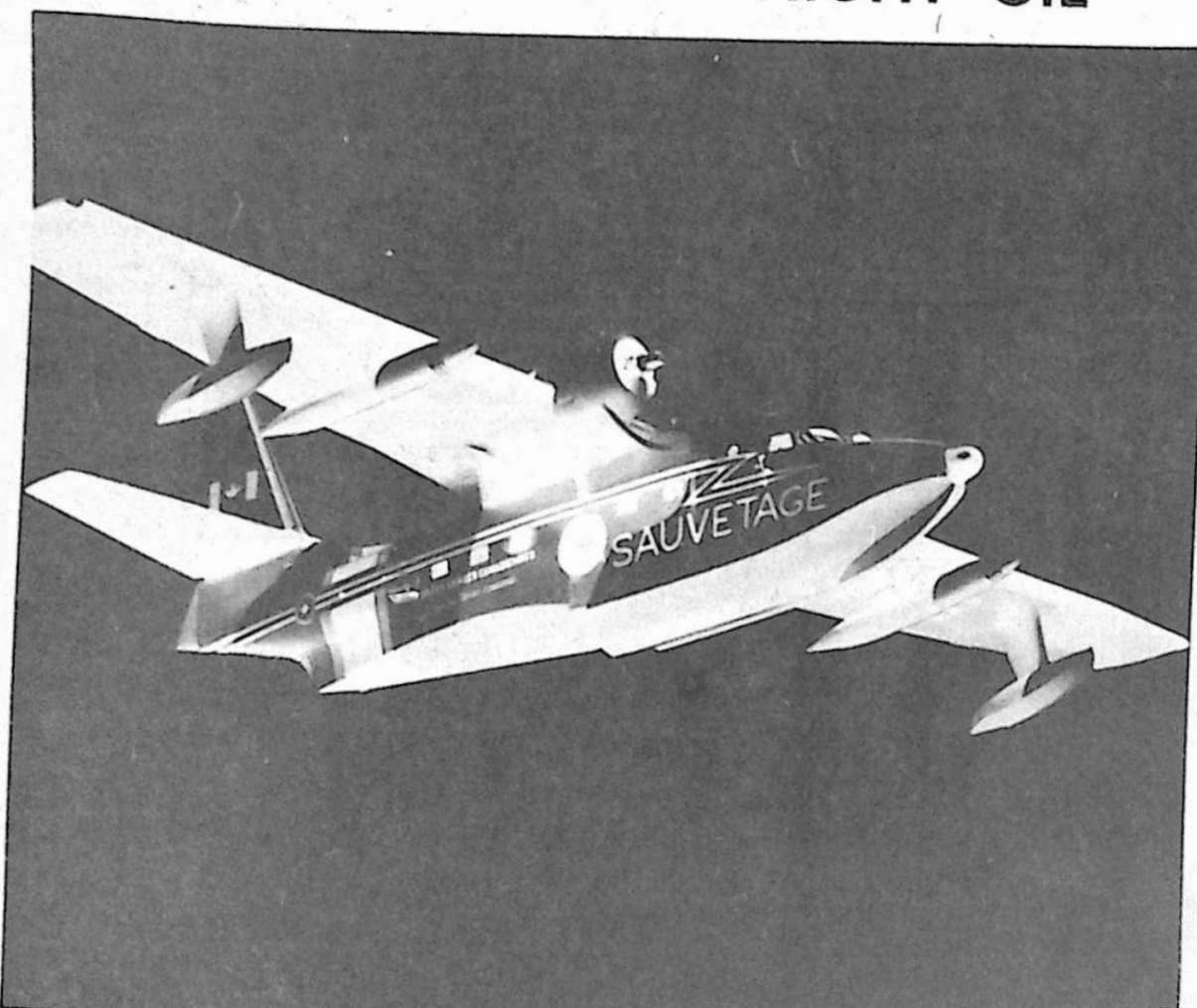
Vol. 10

CFB COMOX, THURSDAY, APRIL 17, 1969

NO. 8



442 BURNS MIDNIGHT OIL



SAR ROYAL

At 10 a.m. Thursday, the 10th of April, a Cessna 140 equipped with wheels only, piloted by a Mr. Royal and his passenger took off from Banff Alberta. The object of their flight was to inspect mountain climbing and skiing sites. No flight plan was filed.

At 11 a.m. they landed at Golden, B.C., where they remained until 3:30 p.m. After taking on one quart of oil but no fuel they left Golden. The destination of the last flight was unknown but a helicopter reported seeing an aircraft fitting the description of the missing plane in the vicinity of Bugaboo, where the Prime Minister spent his vacation.

Mr. Royal was pilot with about 80 hours flying time but is reported to have been an experienced Glacier pilot.

442 Squadron sent three Albatross aircraft and a Labrador helicopter to conduct a search from Calgary. There were also

three civilian aircraft in the search operations which were based at Banff. Search Master for SAR Royal was Capt. J. A. Stoddart. With him were 66 of the squadron's air and ground crew personnel. The maintenance personnel divided their time between maintenance and spotting duties.

The search area was in very rugged terrain with some of the highest peaks in British Columbia. The weather was mostly favorable with only a few instances where low lying clouds hampered the searchers.

There were a limited number of sightings and two hearing reports but these were apparently unreliable as the search area was along one of the major airways.

On Tuesday, the 15th the passenger, Mr. Gow was found by a logger along a logging road about fifteen miles from Golden. He was immediately taken to hospital and as soon as he was able to be interviewed by search

officials he reported that the pilot, Mr. Royal, had been killed in the crash, and that he, Mr. Gow had managed to walk from the crash site to the road where he had been found.

SAR CANNAN

Immediately after SAR Royal was terminated RCC announced SAR Cannan, with search headquarters at Fort Simpson. The object of this search is a Cessna 206, which left Fort Simpson at 8:30 p.m. on the 12th of April on a water resources inspection flight to Virginia falls and was scheduled to return at 6:30 p.m. on the 13th.

The search alarm was given to the rescue co-ordination centre in Vancouver at 11:35 a.m. on the 15th.

Captain Jack LaBelle was appointed searchmaster. On the 16th of April the aircraft was discovered. Regrettably all occupants were killed in the crash.

Base Commander transferred



OUR BASE Commander for the past 2½ years, Col. KC Lett has been transferred back East (about the only way you can go from B.C. and still remain in Canada). He will be leaving sometime late this summer and be succeeded by Col. G.H. Nichol presently serving in St. Hubert PQ.

Col. Lett will be giving up the operational side of life out here on the Sunshine Coast in favor of hitting the books at the National Defense College in Kingston. Study hard sir, this is no time to get CT'd or become a dropout!

MARPAC staff officer transferred



ESQUIMALT - A SENIOR Esquimalt-based naval officer, Captain A.D. McPhee, has been appointed as the Canadian Forces attaché to Norway and Denmark. He will take up his new duties in Oslo commencing August 15.

Captain McPhee, who has held ship and shore appointments on both coasts of Canada and at Naval Headquarters, Ottawa, joined the Royal Navy in 1939, and transferred to the Royal Canadian Navy in 1947 in the rank of lieutenant.

A native of Vancouver, Captain McPhee has been Chief of Staff Operations for Maritime Command Pacific since Aug. 1966.

beach for oysters, while Capt. Vance made three signal fires with the press kits cheerfully offered by the reporters. While the oysters were cooking on the fires the situation took on a picnic atmosphere. They sat around eating oysters, joking, and offering suggestions to Captain Vance like "Why don't you fire your pistol as a signal?" "I forgot my bullets" was the reply. "Why

Continued on page 7

Demons and U.S. Navy team up in OTT!



— Totem Times photo

Operational Team Training, West Coast -69

In the early hours of dawn last week, HMCS Rainbow slipped her moorings and set sail for the open Pacific. The Canadian Navy submarine and her crew were embarking on a relatively short trip, but one which would be of significance to the 407 Demons and their brothers in arms from the United States Navy. Upon reaching open waters the submarine submerged and began a simulated wartime exercise designed to facilitate training of sea and air forces in actual ASW operating conditions.

Participating in the exercise were three Argus crews from 407 Demon squadron, two SP2H Neptune crews from VP42, NAS Whidby Island, and units from the Canadian Navy. In this joint exercise the Canadian Navy supplied the target and set the operating conditions. Since the start of the OTT the Canadian and American crews were involved in round the clock operations. By the end of the flying phase the aircrews logged over two hundred hours of ASW flight time.

This OTT was quite lengthy as it encompassed three separate phases. Phase one of the operation involved extensive briefings on the aims and methods to be em-

ployed by the friendly and target forces. The controlling authority for the OTT supplied the main briefings that were given to the crews. The MarPac staff covered all aspects of the exercise in detail. During this period the crews had chances to discuss tactics which were to be employed and to study situations of various circumstances.

The second phase of the OTT was the actual ASW search done by both air and sea forces. The target submarine utilized all the devices means at his disposal to escape detection. While the submarine tried to remain undetected the aircraft flew sorties working independently or in co-opera-

tion with ships of the Canadian Navy. This phase of the exercise was the most demanding on the servicing and aircrews of the two flying squadrons. The two crews from the United States Navy did an exceptional job in that they were responsible for doing their own maintenance.

The final phase of the West Coast OTT comes later this week. Selected representatives of the participating force will meet in Victoria to discuss the results of the exercise. The "hot wash up" will bring to light the amount of success enjoyed during all the various programs entered into during the exercise.

Water, water, everywhere

"LUMSDEN, SASK. (CFP)—More than 150 Armed Forces Servicemen have joined hundreds of local volunteers here to dyke the rampaging Qu'Appelle River.

The flood crest, likely to be the highest ever recorded here, is expected about the 17th of April.

Forces Hercules aircraft began airlifting sand bags into Regina Friday, April 11th when a Westbound Hercules "Sked" flight was intercepted at Winnipeg and loaded with commercial sand bags.

A request for sand bags on Sunday, April 13, saw some 100,000 of these transferred from forces supply sources at Station Cobourg by road to Base Trenton from where they were airlifted to Regina later that day.

An additional 70,000 to 75,000 bags were moved from forces stores in Vernon, B.C. to Kelowna on Sunday and delivered by Hercules to Regina early on the morning of April 14th.

Elsewhere on the prairies, a report from Brandon stated that the Assiniboine River rose nine feet over the weekend. It is also rapidly approaching flood level.

For the first time in many years, Winnipeggers are breathing a sigh of relief. Forces units there, have been alerted, but the new floodway, began operating Sunday when the Red River reached the 18 foot mark. It diverts the swollen Red River to the North of the city.

Officials are closely watching area South and West of the city where flood threats exist. A forces operations room has been located in the Provincial Legislature Building; Forces amphibious vehicles (DUKWS) have been readied and elements of the 3rd Regiment, "Royal Canadian Horse Artillery have been alerted.

EDITOR'S NOTE: About that "operations room", did somebody lose it a while ago?

Admiral has C.O. on mat over mat

Recently on one of 407 squadron's top secret operational probes to the far reaches of the Western Pacific Ocean, they came across a souvenir befitting the officers and men of the Comox based ASW Group. Midway Island's Officers Club boasted a rather large and exotic floor mat and before you could say "how about some exchange trips to Australia and Japan?" Reghr's Raiders and the rest of crew 2 had spirited the thing and brought it back to Comox where it was to lie in state in the briefing room.

Well to continue this modern saga of piracy on the high seas in the name of fellowship, the

operators of Midway Island's "O" Club decided that fun was fun, however, they still wanted to get their mat back. To compound their problems they were unable to ascertain who liberated it, the Argus crew from Comox or the Hercules crew from Trenton (obviously on a jolly rather than an operational sortie) but they were fairly sure that a Canadian crew had taken it. Of course this was pure supposition on their parts. For all they knew, the felony may have been committed by one of their own USN types who may have gotten a bad batch of ice in his Canadian Club and taken it upon himself to slur the good name of all Canadians.

Anyway, signals were sent out all over the Western Hemisphere and even our Admiral in Victoria got one. Before long the you-know-what hit the fan and there was our esteemed Commanding Officer, Lt/Col John Middleton bearing the brunt of the blame for the dirty deed committed by some of his followers. Obviously he was aware of the international implications and possible career action so the following signal was dispatched forthwith to Midway Island.

"Subject: Officers Club mat; Officers Club Midway Island mat presently holds a place of honour in 407 briefing room, CFB Comox, B.C. Subject mat has declared only name, rank and serial number and is being well cared for. At present only aircrew of VP407, VP42 and VP48 have trod on Gooney Bird. Mat will be returned in cleaned condition by 407 Sqn. loop flight departing Comox 23 April. Further details to follow. Regret any inconvenience to Officers, Midway Island. CO VP407 sends regards."

All the troops from Comox were trembling over the reactions of the Midway Island types once they established who absconded with their pride and joy. This was the fateful reply.

From MIDWAY Island: "Gooney birds dear to our hearts and return of mat awaited eagerly. Maple leaves also dear to our hearts. Any Canadian Officer may present certified copy this message for one free drink at Midway until total 100 copies received. Break"

Some interesting sidelines to the entire affair. Reghr's Raiders of crew 2 stole the mat and Saville's Sapsuckers of crew 3 get the free drinks while Ed Bazylinski who will have been on both trips never did receive his just reward. As of now Lt/Col. Middleton has received 189 memorandums volunteering to return the mat, suitably engraved of course. As we can obviously collect 100 drinks for a mat, plans are now under way to steal the whole "O" club next trip. End of epic!

— Base photo

Battle rages while press cool heels

On Thursday, April the 10th, the Totem Times dispatched one of its ace reporters to cover the amphibious assault on Nanoose Bay about eight miles north of

Nanaimo. He left Comox with two Forces photographers at 9 a.m. They were to attend an 11 o'clock conference at the Army camp in Nanaimo. There started one

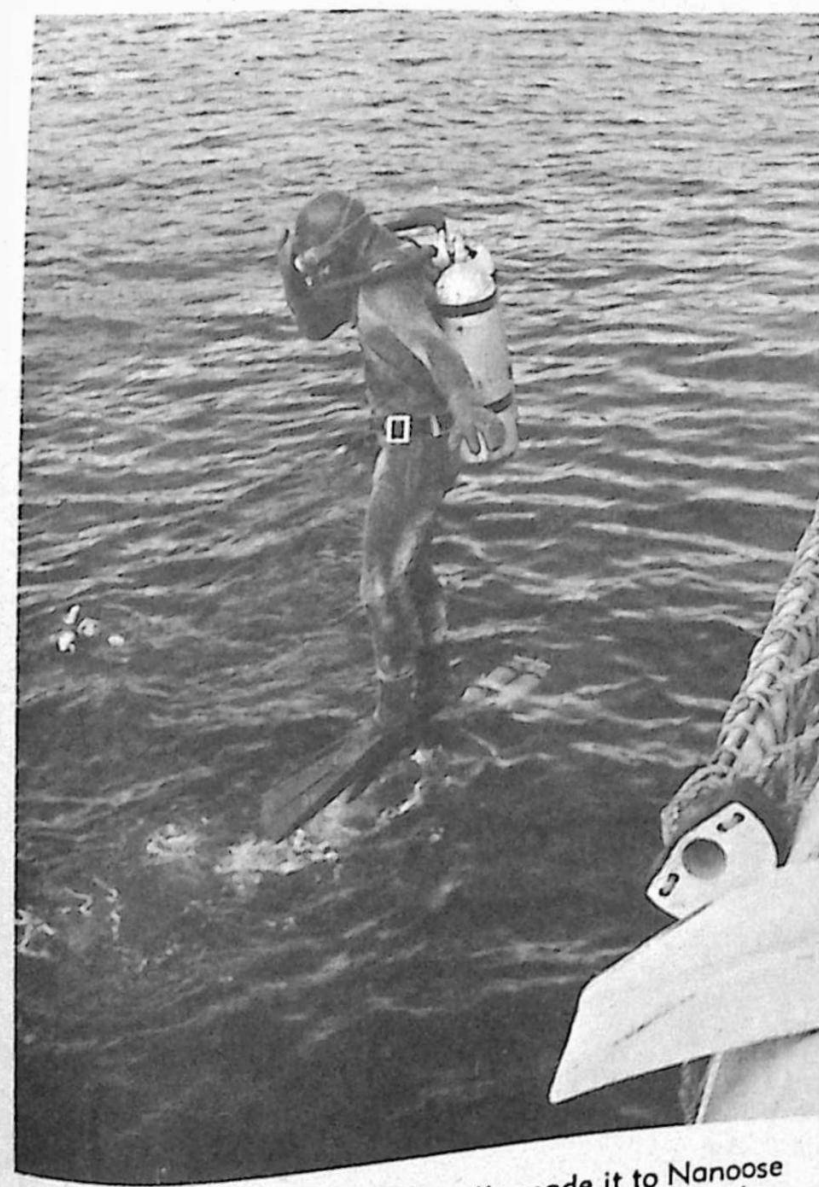
of the funniest comedies of errors in the "Times" history.

First there was some confusion in the drivers mind as to where the party was to go. Reassurance from the Times reporter did little to dispell his doubts. By 11:20 they were still at Nanoose Bay trying to convince him that the press conference was at Nanaimo. Finally, they entered the press conference sheepishly saying "better late than never".

The briefing ended at lunch time, they were promised that they would have a nice lunch when they boarded HMCS Columbia, a destroyer escort that would pick them up back at Nanoose Bay. Encouraged they leaped into their vehicle and followed the others in the prescribed army convoy style. After a short drive the press party arrived at Fleet Point on Nanoose Bay. Sure enough, there was the abandoned coaling jetty where the Navy was to pick them up, but alas not a ship was in sight. "No Sweat" Captain Vance of the Seaforth's, Officer in charge of the press party assured them, "the Navy will be along any minute now". That was about 12:45. The first assault was to have started at 12:30. At 1:30, two destroyer escorts, HMCS Chaudiere and Columbia rounded the point and steamed into Nanoose Bay, dropped anchors and ignored the party completely.

The resourceful Captain Vance used his cane to wave his camouflaged helmet as a signal while he yelled "Hey Columbia" to the ship anchored a half a mile away. The Columbia still ignored them.

The press party by this time was getting cold and hungry. Some of them began scavenging the



AFTER HMCS COLUMBIA finally made it to Nanoose Bay, they wisely decided to check the distance between the keel and the bottom. They accomplished this by throwing a frogman and a tape measure over the side.

— Totem Times photo

The log of an adventure

The following story, if it may be called that, is a true story, taken from the pages of an actual diary of one of the crew members on a 407 Argus aircraft. To this day the identity of the writer remains unknown. Indeed the ultimate fate or destiny of the author is in fact a mystery. Whether or not he succumbed to the enticements of savage native women, fell prey to the evils and dangers of tropical forests, was victim of creatures of the sea he obviously loved so well or returned to his homeland unscathed will never be known.

The editors have gone to great trouble and expense to obtain the mysterious diary and have succeeded in obtaining copyright privileges. Here is the story in free conscious style writing exactly as it appears on the pages of the book:

Comox, 407 Squadron operations, 2,000 hour briefing for the Comox, Hawaii leg. Night time over the North Pacific Ocean, temperature increasing slowly on the SSE track. Icing in the clouds diminishing. Hawaii on the horizon. Radar vectors to runway 04 from Honolulu center. Oahu Hawaii, land of sunshine and warm waters, VP-22 Host Squadron. Where is customs. Tora, Tora, Tora, Tiger, Tiger, Tiger. The secret Japanese code for the attack on Pearl Harbor on that infamous day December 7, 1941. U.S. Navy power boat tour, around Ford Island and Pearl Harbor. Facilities Japanese Zero's, Zekes and Val's, low flying coming down the Harbor entrance, approaching Ford Island. Smoke coming from the airfield, the twisted remains of Navy flying boats clutter the ramp area as the burned and ravaged hangars come into view. Tora, Tora, Tora, a film being produced from Hollywood at a cost of 23 millions of dollars. We are there; balmy day, sunshine reflecting on the cool water, it could have happened just this

100,000 2nd LOOEYS

WASHINGTON (CFP) — The Infantry officer candidate school at Fort Benning, Georgia, graduated its 100,000 army second lieutenant in March.

The first class began training there in July 1941 and all told, 151,000 personnel started the courses held since, says the U.S. defense department.

way. This is real, this is living a moment in history, this is a settling that makes one stop and meditate, this is something one can feel.

On to Guam, shopping paradise, free port of the Pacific, Oh happy day, O Hapachie Kingdom of Ivory, sandalwood, camera's, stereo George McIntosh (spelled without the a) and Bill Caruthers are 270 lbs. heavier when we leave. Two 135 lb. Habachi's at \$.10/pound. Sock it to them boys.

These were designed to absorb any over expenditures in funds by the boys (he) they are so huge and heavy and ugly, one could affix any cost to them and the uninitiated would willingly believe. We figure this cost the boys about \$1.00 a pound — right guys.

Sangley Point, Cavite city, where everyone travels in Jeepney cars and short sleeve shirts. Manila a place for fun and tours, we are suddenly very wealthy. We pass the opulent grounds of the Japanese Ambassador to the Philippines with the spectacular Rising Sun Flag in Orange and White flying against the clear blue sky. We are on our way to visit the American Philippine War Memorial where 17,000 more buried place unknown are inscribed in Italian marble. A Truly beautiful place with unique, mosaics that depict the WWII battles fought for eternity to see. Oh George Howard do you have any pills? Wake Island busiest refueling spot in the Pacific. Beautiful white coral sand, blue clear waters, white foaming spraying breakers, tropical abundant fish of many colors, snorkeling, skin diving, coral hunting, sunbathing Oh sleep, sunny island. Oh! Heavenly dying coral smell! God that's bad.

Hawaii, 4 Neptunes from the Japanese Defence Force are on the ramp. Breakfast in the mess, Japanese, Canadian, Americans, Philippines, Tora, Tora, Tora, uneasy smiles from everyone, 25 years later smiles, but little communication. Something is said of Mexico, Acapulco—now things are easier, talk begins and happy smiles are forthcoming.

Dr. Howard are you there? I need aspirin. I realize now that I am overextended, financially everything was so cheap I had to spend the dollars to save money. Will she believe \$20/lb. for a huge, heavy ugly habachi? I'll try it but give me the aspirin anyway.

Demon Doins

For the last week 407 has been hosting visitors from VP-42 and CFMWS staff. The warfare school has a contingent at Comox consisting of Maj. Russell, Maj. Morrison, Capt. Sells, Capt. Johnsrude, and Splers, Capt. Washbrook. The three crews partaking of the exercise have to date suitably impressed the above with their ability.

Speaking of ability, Standards has expanded its empire and evicted crews one and two from their former spacious quarters and are now located in what used to be Standards. On returning

from a visit with the navy, crew two found its meager belongings piled in the hallway, just like in the movies where the black robed heroes are evicting white domicile.

The famous mat from Gooney bird island, one of Capt. Reghr's favorite trophies, is going to be returned soon, suitably inscribed of course. This is probably the furthest east that a Gooney bird has travelled, so if you have not seen this great wonder yet, this is your last chance.

While crews two, four and five

have been killing HMCS Rainbow and crew one visiting Greenwood, the others were decommissioned. Anyway, not much has been heard from the sortle of crew one. However, one rumour did seep down the grapevine; it seems that the Bluenose room (snake pit) had its best three day profit yet.

Speaking of Greenwood, Capt. Newman leaves very soon to become an expert on 449 squadron. He appears to be thrilled with this rapid rise in position. Your reporter supplied him with all his back copies of the Valley Outlook, so Daryl won't be out of touch with the local gossip on arrival. Prior to his departure Capt. Newman was checked out on the mighty Argus aircraft by crew two. This took some doing, but perseverance and fortitude overcame all. Good luck Daryl, watch for all those re-tread RO's, they will haunt you.

Talking of retreading, all the pilots to be have been placed on the same crew, and it hasn't flown since. With all these standing around in the cockpit, I guess the nose wheel loading exceeds all limits. Want to know the fastest way to clear the back bar? Just call that the doctor is coming to check the weight of all the pilots to be.

With all these transfers and moves coming up, when is the monster mug party?

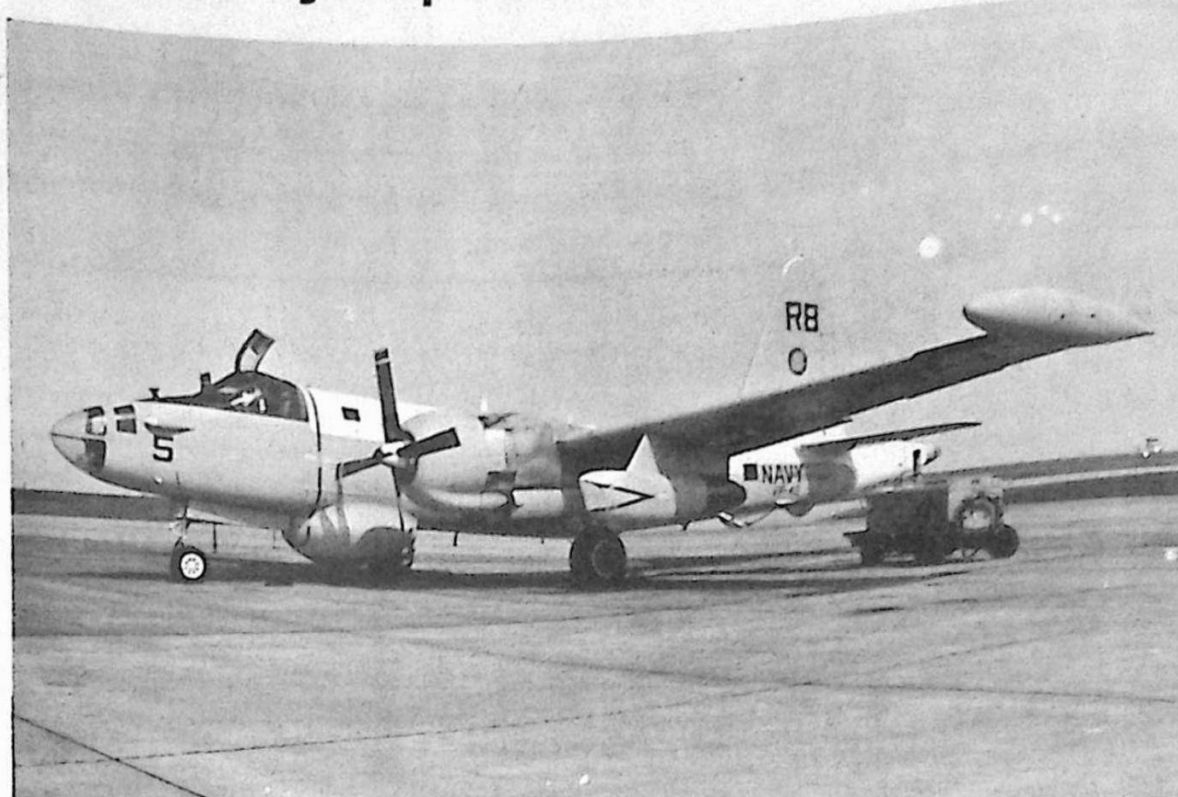
VP42 arrives in Comox



LAST WEEK two U.S. Navy SP2H Neptune crews arrived from NAS Whidbey Island Washington to take part in Exercise Operational Team Training West Coast '69. While the name of the game was practice in anti-submarine warfare the Demons did their best to show the visitors from the deep south the more casual side of life in the Comox Valley. While the name of their game was getting away from home, VP-42 still managed to show the the Demons the lighter side of anti-submarine warfare!

— Base photo

Argus replacement announced



Ottawa (Department of Defence Production). Mr. J. P. Fore, Assistant Deputy Secretary of the Used Aircraft Procurement Department, has announced that a one year study into Argus operations has been completed and he stated that the Argus is to be replaced. Mr. Fore said that although the Argus has been a reasonably good aircraft, it must go in view of the more efficient and economical equipment available. The following are the three

main reasons for replacing the Argus:

1. The practice of keeping the airplane airborne for long periods of time has proven of little more than propaganda value as crew efficiency drops drastically after eight hours of flight time.

2. Many Radio Officers, long flights and soaring food prices contribute greatly to the extremely high cost of operating this plane.

3. As submarines are almost

at the stage of attaining higher speeds under water than our front line patrol bomber in the air, it should be replaced forthwith.

Mr. Fore has announced that some Argus aircraft will be sold for use as hot dog stands, but the majority will be mothballed in Saskatoon. Plans are underway to procure 25 SP2H Neptunes from the U.S. Navy as soon as possible.

—Totem Times Photo

Facts you should know about the new driving law

Section 126A of the Motor Vehicle Act is now in effect in this area. This new law eliminates tickets and fines for driving offences under the Motor Vehicle Act for British Columbia licensed drivers, and institutes a system of Violation Reports. These

Reports, unless disputed, or if disputed but confirmed by a Magistrate, will be filed with an individual's driving record at the Motor Vehicle Branch, and will provide the basis for more effective surveillance of offenders by traffic authorities.

What happens if you are stopped for a traffic violation?

If the violation is covered by the new law, the police officer will complete and sign a Violation Report. A copy of this Report will be served to you in person or by mail. The Report specifies the violation of which you are accused, and tells you where a notice of dispute may be delivered. The police officer will ask you to sign an acknowledgement of receipt of the Report but, this signing in no way affects your position if you decide to dispute the Report.

What is done with your violation report?

Unless you deliver a notice of dispute to the person named in the Violation Report within seven days, your Report will be forwarded to the Superintendent of Motor Vehicles. If you failed to sign for the Report — or if there is no evidence that a police officer served the Report — you will be notified by mail by the Superintendent. You have fourteen days from the date of receiving such notification to deliver a notice of dispute to the Superintendent. If a notice of dispute is not received within fourteen days, a copy of the Violation Report is filed with your driving record at the Motor Vehicle Branch.

What happens if you dispute a violation report?

As mentioned, you may deliver a notice of dispute either within seven days of receiving a Violation Report from the police officer or within fourteen days of notification by the Superintendent of Motor Vehicles. In either case, the notice of dispute and a copy of the Violation Report are referred to a Magistrate. After a hearing, in which full opportunity to present evidence is allowed, the Magistrate determines whether the offence has actually taken place. If the Magistrate is satisfied that the offence has occurred, he will in-

form the Superintendent of his decision. But in no case shall the Magistrate record a conviction or impose any penalty.

What is the penalty for repeated violations?

All Violation Reports — unless successfully disputed before a Magistrate — become a permanent part of an individual's driving record at the Motor Vehicle Branch. For repeated violations, the Superintendent of Motor Vehicles may take any of the following steps.

1. Issue a warning to the offender.
2. Call the offender for an interview and, when deemed necessary, require the offender to take a driver training course.
3. Suspend the offender's driver's licence outright. Before this step is taken, the offender is given the opportunity to show why this should not be done.
4. Require the offender to appear before a Magistrate who, after reviewing his record, determines whether the offender's driver's licence should be suspended.

Which offences are covered by this new law?

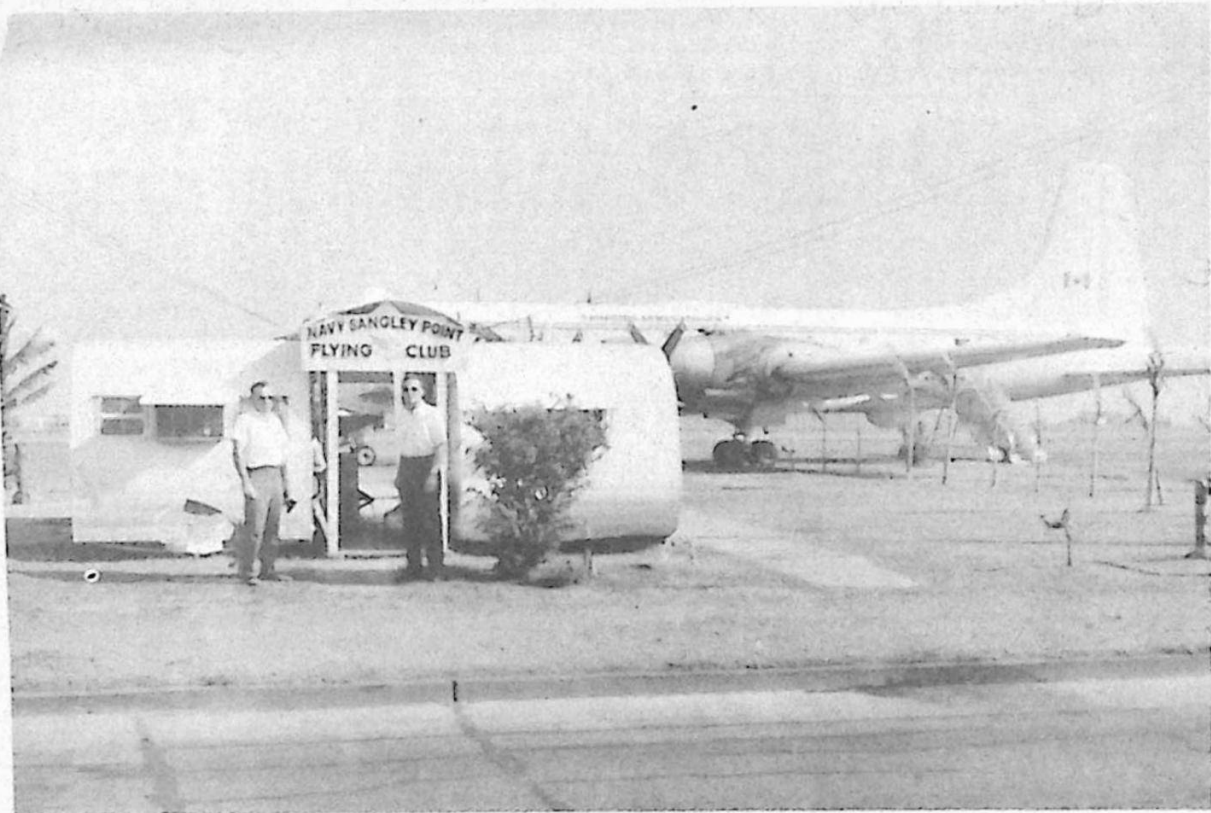
The new law applies to all driving offences under the Motor Vehicle Act involving public safety, such as speeding and careless driving. It does not apply to the more serious driving offences in which criminal charges might be laid. Nor does it apply to minor traffic offences, such as over-parking, for which tickets will still be issued. In all cases, the precise nature of the alleged violation is specified on the Violation Report.

This law is designed not so much to punish offenders as to prevent driving offences. Remember — safe driving is your responsibility, too.



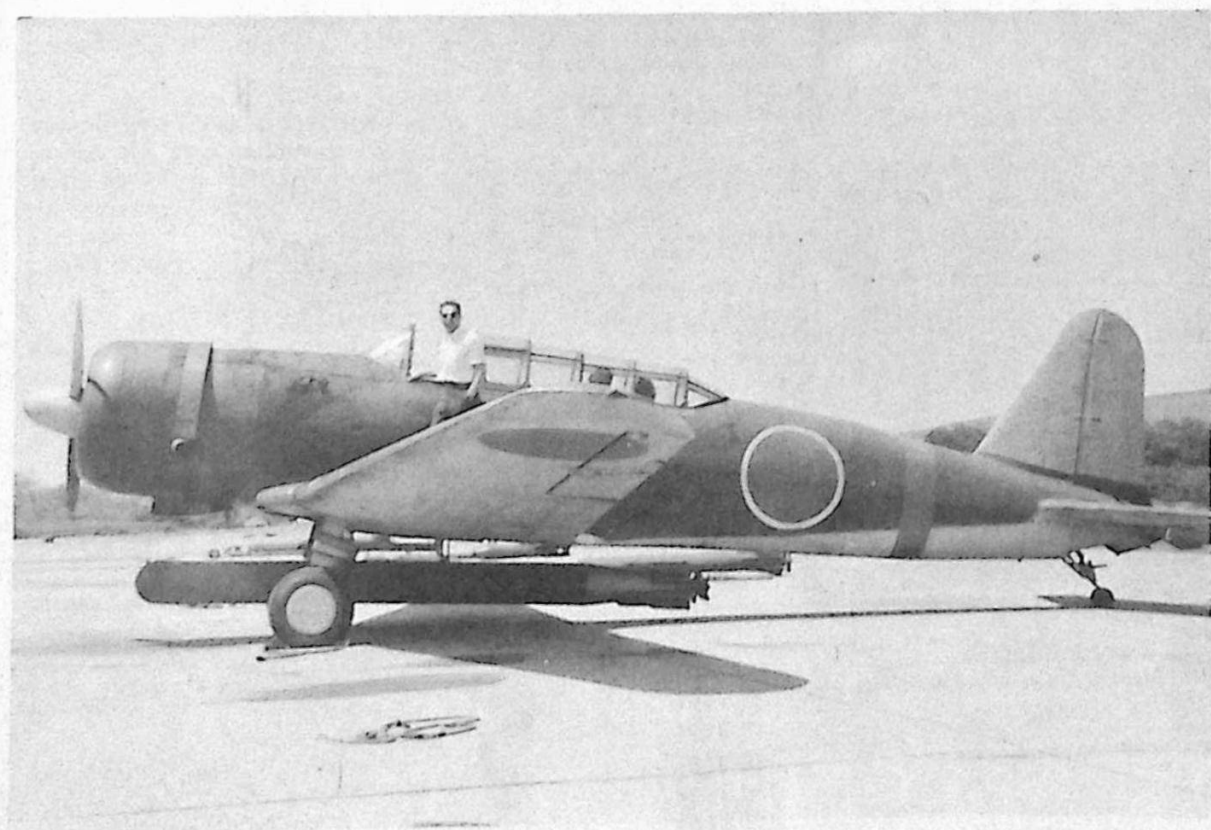
THE PROVINCE OF BRITISH COLUMBIA — Department of the Attorney General
MOTOR VEHICLE BRANCH, Victoria, B.C.
Hon. L. R. Peterson, Q.C., Attorney General

407 STANDARDS GO NATIVE!



CAPTAINS Hollingsworth and Waterhouse, after flying 7,500 miles to the Philippines hastily deplaned to enter what they thought was a banana factory only to find it was just another tourist trap. Talk about a pair of dejected aircrew.

TOURIST CAPTURES "ZERO!"



CAPTAIN KEN WATERHOUSE can tell some pretty good war stories, and this looks like it is going to be his next one. "How I captured a Japanese Zero single handedly and unarmed in Hawaii." Actually he thought that it was a "Mosquito", but decided to get a closer look and found out that the plane is just a flying prop for the production "Tora Tora" which should be thrilling movie goes in the near future.

UNISKINS by mac

THIS MONTH GREAT WHITE FATHER WHO LIVES ON BANKS OF THE OTTAWA RIVER ANNOUNCED GREAT CUT BACK IN BRAVES FOR TREATY WITH TRIBES ACROSS THE GREAT SALTY WATERS. THIS CAUSE MUCH EXCITEMENT, MUCH TALKING.

GREAT WHITE FATHER SAY PAST PROMISES WERE FOR BLUE AND BROWN BRAVES



NOT SAY ANYTHING ABOUT GREENIE BRAVES

WELL THATS THE WAY THE OL' TREATY TOPPLES



Night Hawk's Nest 409

A large number of Nighthawks have been on leave or on course over the past little while, and there are very few people around that we can insult in this column. The turn of the quarter has enabled the crews to fly once again, and some of them are almost current once more.

Hugh Fischer, the navy's retaliation for the air force unification scheme has discovered an unbeatable way of getting off the alert schedule. It's called "let's just stop in Gimli for half an hour, and stay a week." Works too, but it drives flight commanders and schedulers mad, or it would do so if that were not their usual state.

Anyhow, Hugh eventually returned, and was thrown into solitary confinement in the Q for his troubles. He was also scheduled for the simulator, which he tried to have cancelled as a cruel and unusual punishment, but it didn't work.

The Top-Rung exercise which was held the other evening was quite successful with all the crews zapping away at B-52s, B-58s, and SR-71s. Well, no one saw any SR-71s, and it wasn't until last week's Time magazine came out that we understood our failure to catch the 71. It seems, according to Time, that the SR-71, can, "dip into its bag of tricks and give itself 'electronic invisibility'." Really, what's so wonderful about that? The T-Bird has been doing it for years.

Also according to Time, the poor man's weekly intelligence review, the SR-71 can fly 2,000 mph at 120,000 feet, for as long as an hour, which sort of makes one wonder about the wisdom of chasing it.

Big Al Cooper, the resident comedian in the flight simulator has just discovered that his release date is nearer than he thinks. About the middle of May should see AL embarking upon his retirement or whatever, prior to heading down to the States for a life of fame and fortune.

Don Marion has returned from Staff School and is now running around telling people to be specific; using two-syllable words, and generally acting educated. Sure gets the lights out early at night, though. It must have been a tiring course.

The promotion system is not perfect. Word has come through that Bun-Bun will no longer be a balloon, but will be a captain

instead. Apparently this was done at the request of the rest of the balloons, who felt that Bun-Bun was giving them a bad name. Congratulations.

Another nautic has arrived on the squadron, which is still reeling from the impact of the first one. John Clarke has been sprung from the frozen reaches of Beyondville to take his place on the Nighthawk flight line, and more particularly to the Nighthawks alert schedule. Welcome aboard to both John and Karen.

For the past couple of years, Pete Armour has been trying to grow a moustache. He has finally been rewarded by a barely discernable shadow on his upper lip, and felt quite good about the whole thing until grumpy old Len Dodd told him to wash his face.

Ed Goski is about to change his concrete leg for a more flexible one, and is expected to be stomping about the squadron any day now. He will be pleased to hear that the rest of the troops have rigged up a little go-cart to whiz him out to the airplanes so that he will not have to miss the camaraderie and fellowship of QRA. Originally it was thought that he would make a good permanent DAO, but apparently his cast would mark the games room floor.

This weekend will see Les Putland drummed out of COBOC. On Saturday in McChord, he will marry Sue Davidson, and deprive the USAF of one of its best controllers. The best wishes of the squadron are extended to the bride and groom.

If the Montreal Expos have opened their season, can the 409 Whizbangs be far behind? The softball season will be upon us before we know it, and 409 will enter the season prepared. Unfortunately, it is not known at this time just what they will be prepared for, but after watching the pilots-nave hockey games, what they should be prepared for is the worst. A more dazzling array of athletes could hardly be imagined this side of a geriatric ward, which is what they used to call the Toronto Maple Leafs.

Golf fever has gripped the squadron, and snared no less a personage than the colonel of the regiment himself. Any day now, as soon as he breaks a hundred, he plans to play in public. So far, however, the phantom Linksman has confined his appearances to when no one was looking.

"409, WHERE ARE YOU?"



SCRAMBLE — Aerospace Defence Command F-106 Delta Darts are airborne in less than five minutes to intercept and identify "unknown" aircraft that enter North America's air space. The North American Air Defence Command, headquartered at Colorado Springs, Colo., established air defense identification zones around this continent to protect against aerial invaders. NORAD radar units check between 800 and 1,200 aircraft entering U.S. and Canada air space each day. Fighter interceptor units are scrambled as the last resort when incoming aircraft cannot be identified.

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EVENINGS — PHONE GEORGE SILKE 334-4494
STANLEY SILKE 339-2469

MEMBER MULTIPLE LISTING SERVICE

425 Sqn. to hold reunion

BAGOTVILLE, Que. (CFP) — No. 425 all weather (fighter) Alouette squadron will hold a squadron reunion on base here the weekend of June 20-22. All former Alouette squadron members are urged to attend.

To aid the planning committee in the preparation of invitation lists and plans, all former squadron members are asked to contact the commanding officer, 425 AW (F) squadron, CFB Bagotville, Alouette, Que., stating period attached to that squadron and present address. Personal invitations and schedule of events will be mailed to all former members with known addresses.

MORE TRIPS FOR 409???



Last week one of our Pulitzer Prize winning Totem Times reporters stumbled accidentally into Nighthawks Nest and noticed an unusually high level of activity around the flower boxes on their terrace.

Unable to fathom why flower boxes should attract so much attention around a squadron not noted for its aesthetic pursuits, he investigated the matter further and these are some of his findings:

A... Sterile soil has been disappearing from the base

greenhouse at an alarming rate.

B... Dirt tracks around the base indicate that this soil has made its way to 409 land.

C... All of the aircrew seem to be floating around much more relaxed and fun loving than normal.

D... Garden tools were found in the cockpit of a Voodoo.

At great risk to life and limb our ace Times reporter leaped from a 442 Sqn. Albatross posing as a para-jumper and armed with a telephoto lens equipped camera

he managed to take this picture during his descent. The films definitely proved the existence of a "grass like" weed sprouting from the soil.

"What are 409 growing in their flower boxes?"

"Why are the aircrew sporting sillier than normal grins?"

"Why has the sweet smell of JP-4 given way to some other exotic odour?"

Our intrepid reporter has promised to keep the area under intense surveillance and report any findings to us and the RCMP.



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1000	20.00	25.00	30.00	35.00	40.00	45.00
1500	30.00	37.50	45.00	52.50	60.00	67.50
2000	40.00	50.00	60.00	70.00	80.00	90.00
2500	50.00	62.50	75.00	87.50	100.00	112.50
3000	60.00	75.00	90.00	105.00	120.00	135.00
3500	70.00	87.50	105.00	122.50	140.00	157.50
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TOTEM TIMES

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A new review

The long-awaited review of NATO policy has been completed, and it appears that, for the next little while at least, there will be no appreciable change in the role of the Canadian Armed Forces overseas.

To be sure, there will be a planned reduction in the number of servicemen overseas, but this reduction will only be made after consultation with the other members of NATO. Such consultations will take time.

The Canadian decision to de-emphasize the NATO role was dismayed to the rest of the alliance, and this will militate against a quick withdrawal of Canadian forces. The negotiations for any withdrawal of anything will necessarily be tough, and great pressure will be put on Canada to maintain her NATO contribution in its present strength.

Although the short term changes in the Canadian contribution will be negligible, the review itself presaged a rather basic change in Canada's traditional methods of determining foreign and military policy.

For many years, Canada's foreign and military policies have looked largely eastward, to Europe. Now, this is changing. The policy makers have become aware that there is, by golly, a Pacific coast, and that the nations on the other side of the ocean deserve something more from Canada than the benevolent indifference they have been receiving.

This new awareness of Canada's geographical position cannot but have some effect on the Canadian Armed Forces. What will that effect be? Unfortunately, no one yet knows. Because of this, the uncertainty that has bothered the forces for some years will continue to do so.

The uncertainty will be disconcerting to many servicemen and their families. It cannot help but be. The many rumours which result from re-evaluations of this nature are bound to have a depressing effect on morale.

These effects, however, need not be long lasting. From all the re-evaluations, the re-assessments and the changes should emerge a coherent, matched set of foreign and defence policies, with clearly stated aims for Canada and its armed forces. Such an event could only result in increased morale among jolly green unim.

But the review must not take too long. Within the next five or six years, much of the equipment currently used by the Canadian Armed Forces will be phased out. New equipment will be needed to meet the new roles determined by the foreign and defence policy review. With the long lead times required by today's weapons systems, too great a delay will find the Canadian Forces in the mid-seventies ill-equipped to fulfill any role.

The fundamental questions being asked during the review of our foreign and defence policies should ensure that the Armed Forces will have a clearly defined role. That role might, perhaps, be vastly different than the forces now have, but it will be responsive to the needs of Canada in the seventies.

Let us hope that it will not be too long before all the interminable reviews and reorganizations are complete, and the services are given a clearly defined job and allowed to get on with it.

We have a new force, we're getting a new uniform, now how about that new role?

Pension funds subsidize Ottawa

from the VANCOUVER PROVINCE

All parties in Parliament recently joined in criticizing the poor deal retired federal employees get in their various pension plans.

Inflation has reduced many of them to marginal subsistence, creating demands for a bigger pension that Ottawa has been reluctant to concede.

As of March 31, 1968, the federal government was custodian of more than \$9 billion deposited with its finance pension plans. Of this more than \$2.8 billion was for the public service employees, \$2.7 billion for the armed forces, \$104 million for the RCMP, \$1.3 billion for government annuity holders, another \$1.3 billion in Canada Pension Plan savings, and \$536 million in the Old Age Security Fund.

Money today, in terms set by the government is worth at least 7 1/2 per cent. But the returns show that all the federal government is paying on these deposits

is between four and four and one-half per cent.

The owners of these funds, it is clear, are being paid nearly \$300 million less in interest than they would get if they had the money on deposit with a private company.

In inflationary times, then, the government has no excuse at all for not ensuring that pensions at least rise to keep up with the extra interest pension money is earning.

By failing to do so the Canadian Government is making a special levy of the segment of the community which can least afford to pay it.

People may object to increased pensions that are a charge against the entire nation, although even that argument is suspect. But they can hardly oppose pension funds being credited with the going rate of interest and the distribution of that extra amount among the pensioners.

Any Marchers for Miles for Millions?

Maybe half a million Canadians will be walking off the Miles for Millions on national walk day Saturday, May 3.

Each walker is sponsored, so much per mile pledged to any of 14 major charitable agencies in Canada who coordinate the annual walk.

More than 50 communities had indicated by the beginning of March that they'd have walkers. Some have chosen other dates in the spring or even fall. Local committees decide just where the proceeds go.

There's a challenge here for servicemen. Although thousands of individual servicemen have walked in previous years, there is not a base or a mess that will back its stalwarts moving off in a body?

The marches in Holland have drawn organized bodies of Canadian servicemen for years. One of them, the Maple Leaf Marches of the Dutch village of Hodgeveen was established to honor the late Gen. H. D. G. Crerar, who as First Canadian Army commander, liberated Holland.

The walks in Canada began in 1967. Last year almost a quarter million people turned out, raising about \$3 million.

The Ottawa walk, usually held earlier than May 3, was a 40 mile last year with 22,000 starters of which 15,000 made the whole route.

The guess is that as many as 15 million miles will be walked this year for the worthy causes.



I'm sorry Harold, but it's your breath. It smells like an empty wallet.

An old story

Last Thursday, a Cessna 140 took off from Golden, B.C., to look at some mountains. Approximately half an hour later, a park warden northeast of the village of Glacier, B.C., spotted a light aircraft heading east. About 24 hours later, someone, presumably at Golden, noticed that the little Cessna hadn't returned, so he made some inquiries. It seemed that no one had seen the airplane lately. Consequently, search and rescue was notified.

A SARAH - equipped, (Search And Rescue And Homing) T-33 punched off from Comox. So did several Alibates and a chopper. Many civilian airplanes also joined in the search.

And where would the search be conducted? The Cessna had left Golden, but the pilot hadn't told anyone of his probable destination, contemplated route, or anything else. He had just gone flying. Earlier in the day, he had left Banff.

Letter to the editor

To the Editor,
Totem Times
Dear Sir:

Some managers feel that the only way to bolster a losing business is to raise prices. Others know that the only way to stay out of the red is to hold prices, improve services and draw more customers.

Our swimming pool is obviously losing money. It is understandable, considering the cool temperatures, both outside and in the water. Nobody wants to swim in a cool pool with near-freezing temperatures outside, unless of course, you are a member of the Polar Bear Club. I have visited the pool several times lately with my kids, and have been sadly disappointed with the water temperature. A ten minute swim was about the limit. At the same time, I've seen others go away disappointed.

The word gets around: "the pool's cool," so it stays empty; but of course the attendant has to be paid. The answer is not to raise prices, but the temperature of the water.

If we're losing money on the pool operation, why not charge everybody instead of just the casual swimmers who can't use it during working hours.

The raise in prices may not be significant, but it is enough to discourage enough people to cancel out any anticipated increase in revenue.

The only way to increase revenue is to increase attendance - by raising water temperature - not the prices.

P. Klem, WO

WO Klem:
The temperature of the pool is governed by CFAOs and must be between 72 and 78 degrees F. Our pool is generally at 78 degrees F. Any additional increase in temperature would not only counteract CFAOs, but also would encourage the accumulation of bacteria and algae. The price is \$3.50 per book of tickets. This works out to 17 1/2 cents per session which could be from two hours to an entire afternoon. For servicemen only, entrance to the pool is free from 12 to 1:30 and from 4 to 5 p.m. of each working day. By comparison, prices in the Courtenay pool range from 35 cents for adults, 25 cents for teens to 15 cents for children and our archives don't show the last time a serviceman was admitted free!

Signed

TT Editor.

Would he return to Banff? Would he return to Golden? Would he go to Revelstoke? If he did any of these, which route would he choose? Where would anyone look, should he not come back? And how, indeed, would anyone know that he wasn't back? The people at Golden could readily believe that he had returned to Banff. The people at Banff could as readily suppose that he was still in Golden.

Because the pilot did not file a flight plan, the search and rescue organization did not know of his disappearance for 24 hours. That one wasted day might well have meant the difference between life and death for an injured man.

Because the pilot did not file a flight plan, search and rescue did not even know the most likely place to look, although the park warden provided a good lead, and it is quite possible that the T-33 was not even searching in the right area. (The Alibates, choppers, and civilian aircraft, by gradually fanning out their search patterns would eventually cover any area that a light aircraft might have gotten too).

Every year, this story is repeated. Some light airplane driver leaps into his trusty coffee grinder and disappears... forever. Often, despite the efforts of a vast armada of service and civilian airplanes, he is never found. Quite often, he is never

found because nobody really knew where to look. And nobody really knew where to look because nobody really knew where the lost pilot was going.

But let us suppose that the pilot had filed a flight plan. Then everything would be alright. Right? Wrong. Even knowing where to look among the mountains and tree-tops is no guarantee of success. The terrain is too rugged to be sure of seeing anything much smaller than a mountain.

SARAH is a very useful device. If light aircraft carried SARAH, survivable crashes could be located very rapidly and the survivors returned to civilization in relatively short order.

Unfortunately, SARAH depends for its efficiency upon someone living through the crash. This is not always the case. What then? A lightweight crash position indicator that would trigger on impact and run for two or three days would virtually guarantee that the wreckage would be found.

Every year, the search and rescue organization spends many hours looking for people who are lost. This time could be cut dramatically if all pilots would file flight plans, if all airplanes carried SARAH, and if all aircraft were equipped with crash position indicators. In future years, an enlightened government might make all these things mandatory, but in the meantime...

No Wall Street Warlords for Canada

Congratulations to those Canadians who recognize the existence of an enormous industrial-military complex south of the border and state that no similar industrial machine will be allowed to flourish in Canada. To appreciate the situation, one need only look at the complete dependence a large percentage of American industry is on its share of the 80 billion dollar annual military budget. An end to the war in Vietnam could save the U.S. taxpayer as much as 20 billion dollars per year but already the arms production magnates are pressuring the government to continue military spending at the present rate even if the Vietnam War should be resolved. "If it is necessary," they say, "to reduce military spending the government should contain their reduction to 1 or 2 billion dollars!" And why shouldn't they feel this way? Obviously there is more money to be made in producing warplanes than low rental homes. Airlines do not fly Phantoms nor does the American consumer want to drive an armoured car to work, not right now at any rate!

Canada has not been without the trials and tribulations attributed to a fluctuating government policy on defence spending. The cancellation of the Avro Arrow program in the last decade supposedly, "killed the aircraft industry in Canada", and most of the engineers connected with the Arrow project were forced to turn to the U.S. for employment in their chosen profession. The majority of them have been serving their Wall Street warlords faithfully to this day and Canada seems no worse off for their loss! Perhaps those who cancelled the Arrow program were much wiser than most citizens were willing to believe.

It's very easy to see how a country could come to depend on the production of war materials for a large part of its economic stability. Military hardware is expended at a greater rate than materials produced for peaceful purposes, and as long as the entire operation is justified in the eyes of the people in control of the situation the wheels of the military industry continue to turn faster and faster. An unfortunate situation but one which definitely exists in the U.S. today!

Our present government, as did our past government, realizes only too well that this country cannot afford the luxury of an economy dependent largely on the production of war materials and our allotted military budget reflects this thinking. These men have shown considerable wisdom and foresight in choosing the role which our military will play in the economy of Canada. Decisions like those to cut back our NATO commitment show much deeper thought than the simple issues of "how much should we contribute?"

As an interesting footnote to illustrate how the tentacles of the industrial-military complex reach out, about 8 months ago members of 407 sqn. were quizzed on what they felt should be the replacement for their Argus. Were these men officers from CFHQ? Politicians from Ottawa? Civilians from the Defense Research Board? Hardly! They were representatives from Boeing Aircraft of Seattle, Washington!

AC or DC it gets you all the same

By CPL. LANCE STERLING

Ben Franklin never realized what he started when he went out that cold, blustery night to fly his electric kite.

That thought came to mind the other morning as I stumbled from my bed and groped in the dark for the ringing electric telephone.

Having yet to win a prize in anything at 3 a.m. during a rainstorm, the news that there was an alert came as no surprise. The fact that the electric windshield wipers on the car had gone on strike was definitely a surprise.

You don't really realize how much electricity is depended upon until its gone. Or until you are walking down a dark wet road on the way to work.

Once Ben Franklin managed to charge up his key on that kite, people pretty much forgot about electricity. Charged keys have never been a real popular item and outside of a few scientists that like to fool around and make their hair stand on end, electricity was just a word in a Scrabble.

Things stayed pretty much that way until the electric light was invented. The biggest impact was on the military.

Before, the guys detailed on K.F. could sleep in until dawn. There was no sense in them getting there before they could see. Once lights were invented, K.F.'s started getting up at all sorts of weird hours. That way breakfast could be ready at dawn.

Lights also did away with campfires. A hundred years ago, according to the Saturday afternoon movie matinee, the soldiers would chase the bad guys all day

and promptly at sundown build campfires, around which they sat and sang songs.

You just try and get nostalgic by building a campfire on base these days. The fire department will put the fire out and the military police will put you out.

Even if you do manage to get a campfire going, you couldn't do any singing as most of the good old songs just wouldn't work. "Tenting Tonight" On the Old Campground" was never made for accompaniment on an electric guitar.

Back in the old days, buglers used to wake the troops in the morning. Later on the bugler was replaced by a record and electric speakers only slightly less loud than Gabriel's horn.

Today, even the electric bugler is gone. Now you wake up to electric shavers, electric clocks, radios, electric floor buffers, electric toothbrushes and electric shoeshiners.

The impact has even been felt in military offices. It was just a few years back that the littlest guy in the outfit became the clerk. Now days, the clerk has to be in top physical shape - so he can pick up his 150 pound electric typewriter.

He also has to be somewhat of an electrical engineer. It takes a keen mind and a good background in electronics and engineering theory to be able to put out a smoke fire in an electric pencil sharpener before someone panics.

Even locating military encampments has grown more complicated with the advent of elect-

ricity. It used to be that the soldiers always took the high ground - so they could watch out for bad guys and pesky Indians.

Today, the military is appearing in all sorts of places, including under mountains where they watch out for the bad guys electronically. They have also gone up, into three and four story buildings on the top of which they put pretty red obstruction lights.

The one good item in that is that the lights are a cheery sight when you have just plodded down a wet dark road on the way to an alert.

But even there, problems do arise.

As a matter of fact after almost being run over by an 87 year old lady in an electric car, having my ears corroded by the electrically instrumented music on my son's electric radio, having my brain warped by the programs on the electric TV, narrowly escaping a free haircut by my neighbor with his electric hedge clippers (whom I didn't see, as I was running away from the electric lawnmower that had gone berserk in the middle of the yard), having my tie and three buttons on my best Sunday shirt cut off by my wife when she used the electric knife for the first time and finally, after using up a two year supply of adrenalin, all at once, when I accidentally found the short in the electric light switch, I think all electrical objects should be labeled with a small sign saying, "Caution. Electricity may be hazardous to your health."

HANSARD HIGHLIGHTS

March 31, 1969. Page 7319

MUNICIPAL USE OF E.M.O. Question No. 1,828 - Mr. Skoberg.

What is the position of the Department of National Defence in the use of E.M.O. by municipal authorities or the use of federal monies allocated to the municipalities for EMO as it concerns expenditures on filling job vacancies when a legal withdrawal of service has occurred in any labor dispute?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): The Department of National Defence, through the Canada Emergency Measures Organization, does not allocate federal monies to municipalities. Federal monies are allocated and committed to the appropriate provincial authority on a reimbursement basis of monies spent by provincial and municipal authorities on agreed civil emergency planning activities. Federal monies subsequently allocated by provinces to municipalities may be used only to meet, among other civil emergency planning activities, 75 per cent of the salaries of those persons specifically employed in support of civil emergency planning projects as agreed each year between the Provincial Ministers responsible for civil emergency planning and the Minister of National Defence.

April 2, 1969, Page 7426
CANADIAN ARMED FORCES IN CARIBBEAN EXERCISE
Question No. 1,689 - Mr. Harkness:

1. Did members of the Canadian Armed Forces take part in an exercise in the Caribbean area during the past three to four months and, if so, how many persons made the trip to the area?

2. Were they accommodated in a hotel or hotels and, if so, how much accommodation was provided and at what cost?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): 1. Yes, there were two exercises conducted in the Caribbean area in the past few months. Exercise MAPLE SPRING - 69 was a Maritime Command training exercise employing the aircraft carrier, an operational support ship, an escort maintenance ship, six helicopter destroyer escorts, three destroyer escorts, a research ship, an ocean tug, two submarines, Argus, Tracker, T-33 aircraft and Sea King helicopters. This exercise involved 5,236 personnel.

Exercise NIMROD CAPER was a Mobile Command exercise to train soldiers and airmen in jungle operations with some 890 personnel being involved. The airlift was carried out by Yukon and Hercules aircraft from Air Transport Command.

2. 413 personnel were accommodated in commercial establishments at a cost of \$41,585.24. This figure included personnel required for planning and reconnaissance parties, accident inquiry, port visit liaison, support for the Governor General's visit to the Caribbean area, aircraft overnight stopovers, Canadian Forces Headquarters and Command observers, as well as a visit by students and staff of the Canadian Land Forces Staff College, Kingston.

WINE SERVED ON AIR CANADA FLIGHTS

Question No. 1,700 - Mr. Osler:

Has the Government of Canada

classified until 1966, but which since then have been unclassified.

I should add that the Canadian armament research and development establishment at Valcartier has not participated in any program for the interception of ballistic missiles.

Mr. Lewis: Mr. Speaker, I have a supplementary question. Can the minister inform the house whether, as a result of the research done in Canada, the Canadian authorities and the government were informed of the range of the Spartan anti-ballistic missile and the range of the Sprint anti-ballistic missile in order that this government be made aware of the facts concerning the present A.B.M. system which has been proposed by the President of the United States?

Mr. Sharp: I understand that the research had to do with the re-entry phenomenon of the missiles which would be attacking Canada or the United States, and that it was concerned only with their paths and the problems of intercepting them, not with the development of the anti-ballistic missiles themselves.

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WINE SERVED ON AIR CANADA FLIGHTS

Question No. 1,700 - Mr. Osler:

Has the Government of Canada

directed or requested Air Canada, on behalf of regional wine interests, not to serve non-Canadian wines on domestic flights?

Hon. Paul Hellyer (Minister of Transport): The management of Air Canada advises as follows: no.

April 2, 1969, Page 7429
LONG POINT ORDNANCE DEPOT
Question No. 1,813 - Mr. Portance:

1. (a) How many soldiers work at the ordnance depot at Long Point (b) how many civilians work at this depot?

2. Is the closing down of this depot being considered at the present time?

3. In the event that this depot is closed, will the employees be transferred to another depot without loss of seniority?

Mr. David Groos (Parliamentary Secretary to the Minister of National Defence): 1. (a) 133; (b) 406.

2. All logistic facilities are under review to determine the most economic form of operation.

3. It has been the practice for many years to place as many employees as possible in other positions in the Department, or other government agencies for which they are qualified, without loss of seniority.

SPORTS
HOCKEY - CANADIAN PARTICIPATION IN 1970 CHAMPIONSHIP CONTEST

Mr. P. M. Mahoney (Calgary South): Mr. Speaker, I have a question for the Minister of National Health and Welfare. In view of the fact that the 1970 world hockey championships will be held in Canada and the further fact that only last weekend was it determined to our relief that our team would be participating in those championships rather than being relegated to the consolation round in Bucharest, Rumania, does the minister propose any action to ensure that Canada will be represented by its best hockey players?

Mr. Speaker: I am not sure the question is one of immediate urgency, but since there seems to be interest in it perhaps the minister might be allowed to reply.

Hon. John C. Munro (Minister of National Health and Welfare): Yes, Mr. Speaker; we are taking that type of action. A Hockey Canada Corporation has been formed with all the leading participants in hockey taking part in it. We have made strong representations to the National Hockey League clubs in Canada and have been assured that they will co-operate to the fullest next year in providing our national team with very capable players. I hope this will be the case.

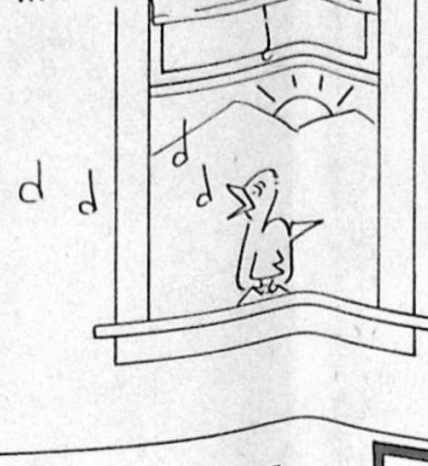
FUNGUS FEATURES

by mac

AS I AWOKE THIS MORN
WHEN ALL SWEET THINGS ARE BORN
A ROBIN PERCHED UPON MY SILL
TO NOTE THE COMING MORN



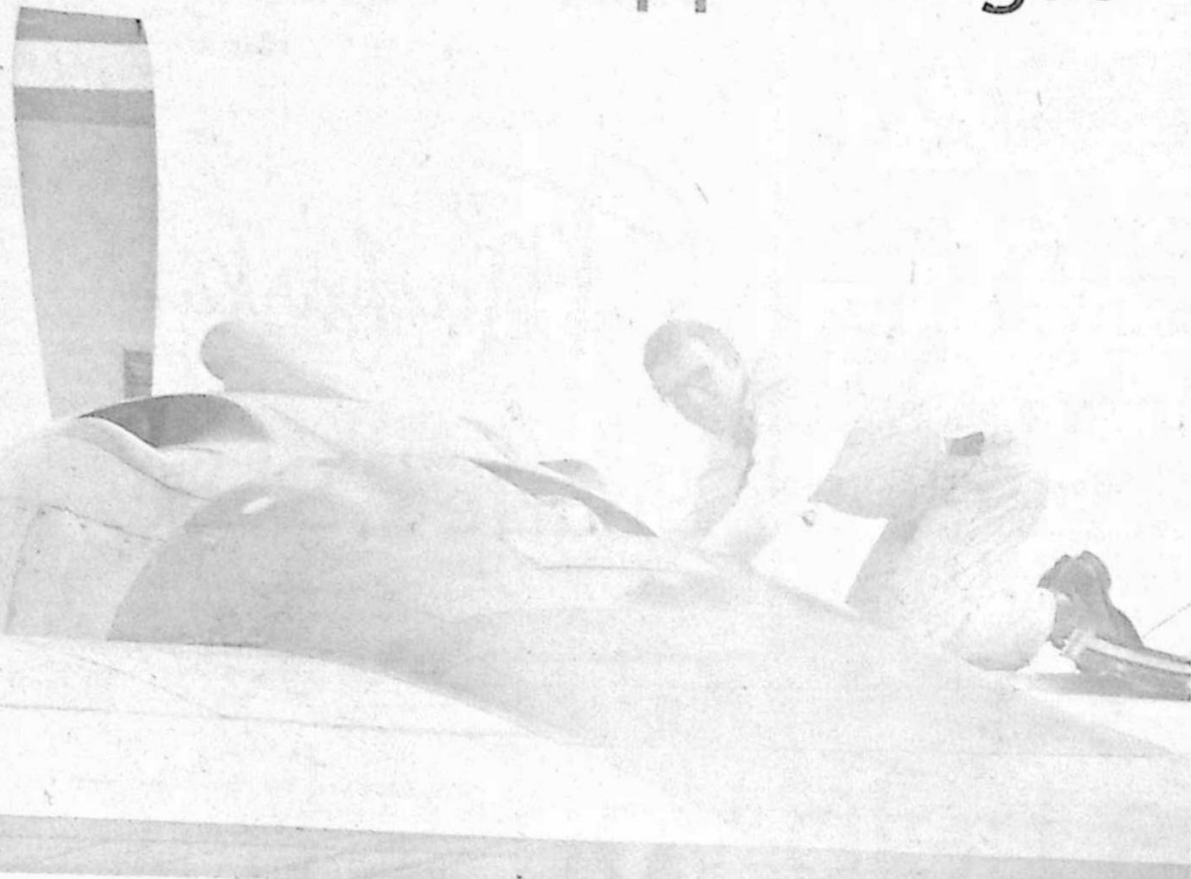
THE BIRD WAS FRAGILE, YOUNG & GAY
AND SO SWEETLY DID IT SING
THAT THOUGHTS OF HAPPINESS & JOY
INTO MY HEART DID SPRING



THEN SMILING AT THE CHEERY SONG
AS IT TOOK A MOMENTS LULL
I GENTLY CLOSED THE WINDOW
AND CRUSHED HIS BLOODY SKULL



Searches Zapp Fungus Festival



"OH PSHAW! You mean I'll have to cancel my order for a pink Cadillac?" cried Cpl. Doug Holcombe, leader of the last of the big name bands the Reflections who were scheduled to play at the 442 squadrons Spring Fling. The dance which was to be held in the Totem Inn Lounge was cancelled by the sudden outbreak of searches.

— Totem Times photo

From up in my perch

By Seemore



Last week my travels brought me in contact with the land and sea elements of the Canadian Forces. Many of these were from the "reserves" but were easily distinguished from their permanent force counterparts by the way in which they kept referring to themselves as the "Army" and "Navy". Another distinguishing mark about the reserves was the serious look on the faces of these part-time types who didn't look old enough to drink. "Remember" I kept telling myself "they're only reserves. Their promotions are done differently from ours". Inwardly I was tearing myself to pieces when I thought of so much rank being wasted on so much youth. Outwardly I had to chuckle as I watched the young non-coms giving orders left and right. The chief prerequisite for command in that outfit seemed to be the louder you yelled or the madder you sounded the more authority your orders had.

Amused as I was, I couldn't help seeing myself a few years ago when I, so anxious to get away from home and into the service, juggled my age just so I could get into the reserves and start what I laughingly refer to as my military "career". Every weekend scheme was good for enough "war story" ammunition to last for a month at school. Remember how good it felt to put on your uniform and march down the street in your neighborhood? In my home town the wearing of the uniform meant that you had grown up, and you could tread anywhere without fear of harassment from the zoot suiter gangs as long as there were at least two of you together. Woe unto the solitary soul in uniform who strayed into their territory and there was at least a dozen of them to back each other up.

As the old timers stood back and chuckled among themselves at the youngsters with their long hair and bald faces, obviously feeling strange and uncomfortable in plain trousers that did not hug the skin, my thoughts went back a few years. What did the average 17-year-old boy look like in 1914?

Fashions were pretty far out in 1939 too. How about the draped pants, padded shoulders, watch chains and coat hems down to the knees and the duck tails that the guys I joined up with so reluctantly exchanged for the tightest suits we ever owned?

Maybe these determined-looking kids, with their long hair sticking out beneath their steel helmets mean business when they pick up an FN rifle and go off to play war on the weekends. One thing for sure is that both the Army and the Navy do have more fun. Bombing around in those boats, trucks, and jeeps every day sure beats hanging around a hangar all day, at least in the summer time.

My attention was diverted by a brilliant flash of light. Was it

a flare, a gun flash or a searchlight? No, it was a regular Army Officer in his dress uniform. I could tell at a glance that he was a regular force type because his brass (and there must have been a pound of it) just gleamed. I could tell he was a Public Information officer because whenever anyone looked at him he smiled. While I hated every brass button I ever polished I have to admire the way shining brass buttons and badges make a uniform look "military". Look back and remember how you used to compete with the other recruits to have the shiniest brass in your flight. I can remember some of my more influential friends even had their buttons gold plated. How about that cute trick with the broom handle to get your cap badge to bulge out so that the RCAF stood out in bold cold glittering brass?

Admire the glittering Army uniform as I do, I still cannot fathom (another unified expression) the usefulness of a Sam Brown Belt. Checking it out I found the weight of the sword. Swords? Swords in this day and age? O.K., on ceremonial parades but when was the last time you saw anyone buckle on a sword and walk down the street? The first guy to try it would either be arrested or locked up as an incurable nut. So why do the penguins wear a Sam Brown belt with their dress uniforms? My guess is that it holds them in. If they ever took it off they would have their tummies falling on the floor.

I couldn't help thinking what a time Cpl. Gord Biss of the Ground Support Equipment section would have amongst all these cap badges. Gord is one of the areas leading collectors of mili-

tary medals and badges. The other day I was chatting with him and offered him an old CD of mine that is not doing me much good but he declined. "I've had a bucketful offered to me already," he said.

The other morning I was listening to the radio when I heard Miss Judy LaMarsh come on the air and give a commercial for a breakfast cereal. I nearly fell off my perch. This is the absolute end, I remember Barbara Ann Scott taking the world figure skating championship and thought it was great. I did not begrudge her the opportunity to make a few bucks by putting her name on a few products. As time went on however, I became overburdened with hearing her name every time I turned around. Later on it was Marilyn Bell, Polly Adler and lately Nancy Greene. Nancy Greene and her chocolate bars. Yuuk. The only way to get these girls off the air is to have them married off. It has worked well in the past and last weekend we got Nancy launched on the sea of matrimony. Hurray, Now who can we get for Judy since Robert Goulet is already taken?

Rumour of the week: Flying pay is to be increased to \$2.09 per day.

Runner up for Rumour of the week: PMQ rents will be tax deductible.

Mushroomer. The Labrador helicopters will be fitted with modified Albatross drop tanks to be slung under the fuselage. These tanks will hold two spare engines and are now available in the Mod Section.

Trees are a crop and good management requires periodic harvesting for highest yield.

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Jumper lands in hospital

Mr. Harry Bruckens a jumper with the Comox Parachute Club made a practice jump over the airbase at about 2 p.m. on Sunday April 13. Winds at the time were 20 mph. During his descent he found he was going to miss the target area and was drifting towards the heavily wooded area near the fuel tank farm on the south side of the field.

Mr. Bruckens was successful in his attempt to steer himself to a clearing in the woods but unfortunately he hit a dead log on landing and broke his left leg above the knee.

Members of the club were watching the jump at the time and saw him going into the trees. Thinking that he could become hung up in the trees they organized an immediate search. About six members of the club were involved in the search which lasted about 30 minutes. When Mr. Bruckens was located an ambulance was called from the base mobile transport section and he was stretched out of the woods and taken to St. Josephs Hospital in Comox.

EDITOR'S NOTE: That'll teach him to jump out of a serviceable airplane on the 13th day of the month!

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Protestant Chapel

Protestant Chapel Mission Band

tant Chapel Annex. At Christmas the children turn in Mission Boxes which goes to the current Chapel Sunday School project. The collection for the year all goes to foster children through the "Christian Children Fund of Canada."

The material for class and expense for parties are supplied and earned through talent money with donations of help and material from friends and parents.

I saw tomorrow marching by on little children's feet;
Within their forms and faces
read her prophecy complete.
I saw tomorrow look at me from

little children's eyes;
And thought how carefully we'd
teach if we were really wise!
Submitted by Mission Band su-
pervisor, Mrs. Vi Keller.

The recent blood donor clinic proved very successful as over 90 pints of blood were extracted from CFB Comox personnel by members of the Canadian Red Cross. These people came to the base with a target of only 75 pints, however, Comox's groundcrew, dependents and civilian employees happily threw themselves at the mercy of the needle drivers resulting in a generous 20 per cent increase over the hoped for amount.

This good show on the part of the base's personnel was especially so considering the large scale exercise being conducted by all members of 407 sqn., and the extensive immunization program under way by the base hospital. Both of these activities prevented many people from contributing their life's blood to the cause.

One word of warning however, to all donors who may be getting swelled heads because of these words of praise: Don't. It won't be very long before the Red Cross park their big black truck outside the rec centre and once again ask you to lie down on the cot and hold out your arm at their convenience!

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FAMOUS
FOR STYLE
AND COMFORT

A black and white illustration featuring two men in suits and hats standing behind a large, dark, polished shoe. The shoe is the central focus, shown in profile, and is significantly larger than the men. The men are standing behind the shoe, looking towards it. The text 'FAMOUS FOR STYLE AND COMFORT' is written in a bold, sans-serif font above the men.

THE
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Searle's Shoes

COURTENAY, CUMBERLAND, CAMPBELL RIVER,
PORT ALBERNI

LAST WINTER the Third Comox Girl Guides held a five week long bowling tournament. Recently, Mrs. Joan Makowichuk, the Guide Captain presented the awards. Left to right are; Kathy Solinger and Leslie Bowers who received wings for their 2nd best high single and second best high triple scores. Heather Ellis received a trophy for the High Triple. Nancy Byrne received a trophy for the High single, Tracie Goobie and Cindy Ouellette received a ring for the two most consistent bowlers.

— Totem Times photo

A black and white photograph of a group of Girl Scouts in uniform. In the front row, five girls stand side-by-side, wearing dark uniforms with white collars and neckerchiefs. Behind them, several more girls and one adult woman in a dark uniform and beret are visible. The background features a patterned curtain and a flag.

GIRL GUIDE district commissioner, Mrs. R. Driscoll enrols five new Guides. Left to right are: Lesley Hamlyn, Susan Petch, Susan Abors, Leslie Harris and Debbie Willoughby. — Totem Times photo

- * 10 little drivers, cruising down the line; one had a heavy foot and then there were nine.
- * 9 little drivers, the hour was getting late; one dozed a moment, then there were eight.
- * 8 little drivers, and the evening seemed like heaven; one showed his driving skill and then there were seven.
- * 7 little drivers, their lives were full of kicks; one bought

a bottle, and then there were six.
 * 6 little drivers, impatient to arrive; one jumped a traffic light, and then there were five.
 * 5 little drivers, wheeling near the shore, one viewed the scenery and then there were four.
 * 4 little drivers, happy as could be; one passed upon a hill, and then there were three.
 * 3 little drivers, were busy,

It is true; one neglected car repairs, then there were two.

* 2 little drivers, and day was nearly done; one didn't dim his lights, and then there was one.

* Yes, 1 little driver who's still alive today; by following the safety rules, he hopes to stay that way.

THE BULLETIN,
St. Joseph's Hospital,
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BATTLE RAGES

Continued from page 1

don't we all get into our vehicles and go around to the other side where we can get a boat to take us out to the Columbia?" "My instructions are to meet the boat here at Ship's Point" was the patient answer. "They'll be sending a boat out for us at any moment", he assured them. "Look, there's a boat coming now" came the excited cry from one of the party. Sure enough, not one, but three boats came from the Columbia, and headed up the bay. Next there was the sound of large guns, then smoke, then the three boats headed for the beach, not on the press side, but the other side. The attack was on, and the press was left on the other side of the bay with Captain Vance and the oysters. What kind of a way is that to run a war? Disgusted, some of the press gave up and returned to Vancouver.

Patience has its own reward, for those stalwarts who remained behind, came a long boat from the Columbia at 3:30. From the other direction came a Major from the Signal Corps who had sensed something was wrong. As the party pulled away from the beach and headed towards the Chaudiere, the Chaudiere began flashing its Aldis Lamp. "Is that signal for you, Cox'n?" asked the Major. "I don't know sir, I can't read code" replied the sailor at the tiller. "I used to be able to, but I don't get any practice anymore." "Well they're telling you to take us to the Columbia, so change your course," the Major ordered. "Aye, Aye, Major", said the Cox'n.

The press could hardly wait to get up the ladder of the Columbia and get at the promised food and warmth. They were to be disappointed, the officer of the watch told them to remain on the quarterdeck and be prepared to go back into the long boat because the second assault on the beach was to take place at any moment. Thirty minutes later, feet in three inches of bilge water the press party was heading for the beach in the pitching long-boat. Following behind, were three motorized rubber boats and a landing craft full of reserve army assault troops. Captain Vance, sympathizing with the press's lack of pictures asked the leading craft to slow down so that the press could have time to get ashore and set up their cameras. The photogenic shock troops agreed.

Just as the long boat touched the shores a series of explosions ripped across the beach, shrapnel and flying gravel peppered the long boat, press and the surrounding water. All hands enthusiastically urged the cox'n to alter course, full speed astern. Captain Vance again waved his cane, this time with a white handkerchief. The troops on the beach seemed to have calmed themselves and another landing was attempted. Explosions once again ripped across in front of the longboat. Several of the party donned their DeGaulle shoes and helped get the boat away from the beach.

This time it was decided to make the press landing further up the beach. As they passed the waiting assault boats one of the press yelled across that it was all right for them to go in now, as they had already

Coboc Cacophony

Hi there brown baggers! Welcome to "That Was Your Life," the gossip column which takes a candid glance at the lives of former Coboc members who have actually turned into useful productive citizens of the Comox Valley.

First on our list we have Bob Richter who somehow held down the responsible position of Coboc President before he took that fateful plunge into the Sea of Matrimony. Bob's given up his colorful ways to take up residence along with spouse in the Garden Park Apartments, commonly known as the Turkey Ranch. Not content to let himself drift slowly into a married existence, Bob's trying his best to raise a sizeable brood for company in his declining years, which incidentally should start around 1970. According to Bob, "these kids are hard on the wallet, diapers, rugs and nerves, but the Pope would be proud."

Next we take a quick look at Hank van Derheyden, who like Bob Richter, resides with mate in the Turkey Ranch. Hank's forsaken his golden locks, lace shirts and rhinestone cufflinks in favour of raising tropical fish out there in suburbia. We're not too sure if he has accomplished a heck of a lot. Now instead of slipping loaded martinis to fair damsels, Hank's slipping freeze-dried worms to his fish. Hank assures us that his fish prefer freeze-dried worms to the regular kind. Considerate people, these baggers!

Marv Davis is busy providing us single types with lessons in the economics related to marriage. When he came to Comox Marv had a \$4,200. Corvair con-

clear the beach. After the events of the day the actual assault seemed pretty tame, pictures were taken and the press returned to the Columbia. This time luck was with them. They were taken to the ward room and given bite size sandwiches and hot coffee, then hustled ashore.

PAYNE RELIEVED

442 T&R SQN



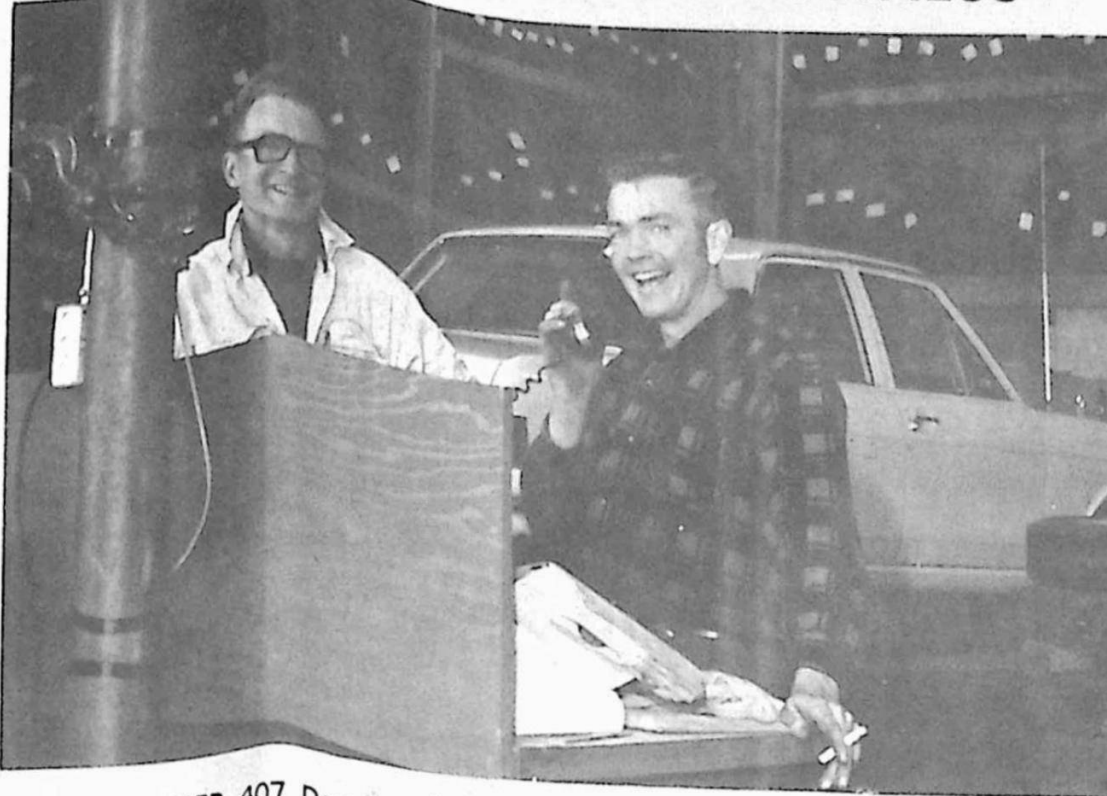
AFTER MANY months of patient waiting, the C.O. of 442 Sqn. has had the Squadron emblem, a bi-lingual fire breathing tape worm equipped with a carrying handle, mounted inside and out of the hangar walls.

CANDID CAMERA CORNER



TRY SOMETHING DIFFERENT when photographing children, you should load up with a fresh roll of film, and catch the action. In the above photograph Mark and Jack were caught off guard, and the case of the disappearing bicycle wheels was solved while the boys were putting the final touch to their homemade cart. With children around there is always a candid moment that you can record on film. catch it now, it may be a real prize winner.

FORMER DEMONS IN BUSINESS



TWO FORMER 407 Demon techs, Dave Wallace and Bob Bean both electricians for many years, now operate their Tire shop in Courtenay. "Nothing has changed from your former squadron."

mission to use them.

John Scott manages to baffle his single counterparts, in that he can still smile. John and his better half have proven that two can live as cheaply as one. Mind you they only live half as well! Well faithful reader, in your best interests we polled the main contributors to the Turkey Ranch welfare fund, Bob Richter, Han-

van Derheyden, Jim Millar, Bob Barr and Rick Cartright on their first reactions to getting married. The predominant answer was, "It was sure nice to move out of those barracks!"

"We're overpaying him, but he's worth it." Sam Goodwyn, Hollywood producer.

Classified

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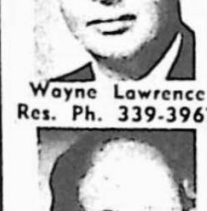
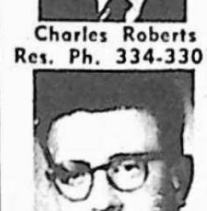
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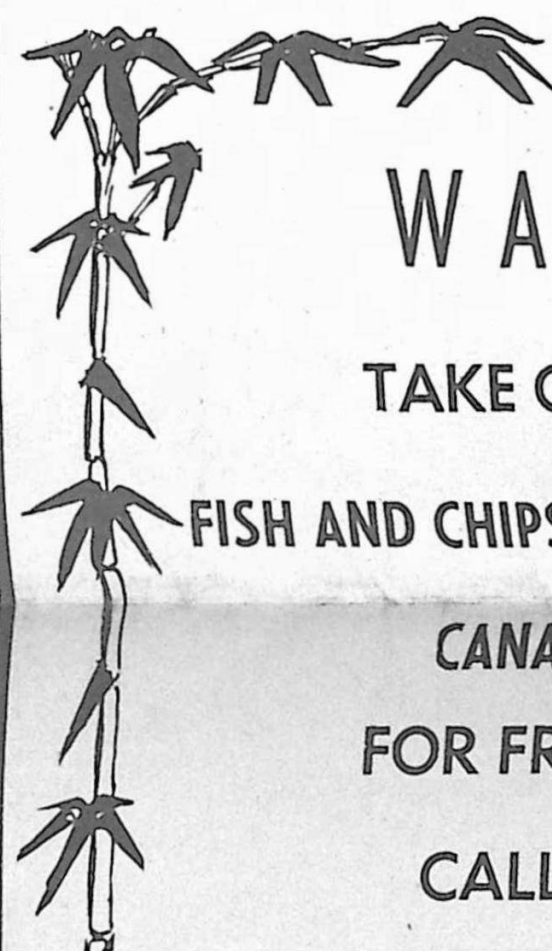
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Tues. — 1900 — 2100 hrs. Casual
Wed. — 1900 — 2100 hrs. Casual
Thurs. — 1900 — 2100 hrs. Casual
Fri. —
Sat. — 1400 — 1600 hrs.
Sun. — 1400 — 1600 hrs., 1700 — 2100 hrs.



OPENS JUDO CLUB — Col. K. C. Lett, officiates at ribbon cutting ceremony with Cpl. Kinsett officially opening base judo club. — Base photo

Chatham shoots flyers down

PEMBROKE, Ont. (CFP) — So far as Canadian forces hockey is concerned March went out like a roaring lion. Led by playing coach Carl

Watters' two goals and two assists, the Golden Hawks from base Chatham, N.B. downed hard-hitting Rockcliffe Flyers 5-3, to capture the armed forces hockey championship here on the last March weekend.

Chatham opened the scoring at 5:05 of the first period, when Rowe took a pass from Aker right in front of the Rockcliffe goal. Mullen came back for Rockcliffe at 11:58 to tie the score. Meehan put Chatham one up on the only goal scored in the second period, Craik got credit with the assist.

At 3:25 of the third period, Aker went in all alone to give Chatham a two-goal lead. At 6:54 Leblanc closed the gap to one goal and Johnson tied it all up at the ten minute mark.

Watters broke the tie for Chatham at 13:05 with Skilliter assisting. Rockcliffe removed their netminder in favour of the extra forward with one minute to play, and at 19:45 Watters took a long shot from centre ice, and scored on the open net.

ROUGH GAME
Sixteen penalties were handed out by referee Don Blair, including two misconducts and a major.

Shots on net were even with 30 each.

In addition to winning the championship Chatham also defeated bases Valcartier 8-1 and Esquimalt 7-4.

Earlier that Saturday Rivers base defeated CFB Borden 8-5 to take the consolation round.



COL. STEACY presenting trophy to the winners of "B" League volleyball, 1968-69 season. (Cpl. Johnston), team captain accepting trophy on behalf of team. Looking on is the captain of the runner-up team, Cpl. Hughes of the fire fighters team.



409 WINNERS in Volleyball scramble with Firefighters. Left to right — bottom: Cpl. Hughes, Cpl. Fleming, Col Steacy, Cpl. Johnson, Cpl. Fennell. Top: Cpl. McNeil, Cpl. Whitehead, Cpl. Forrestall, Cpl., Armstrong, Cpl. Bowes, Cpl. Johnson, Cpl. Brown., Cpl. Dietrich, Cpl. Larson, Cpl. Baldwin. Missing: Cpl. McCullough.

Boredom breeds "swift" sports

LONDON (CFP) — The British warship Diamond found there are many ways to relieve monotony of a long and boring far east patrol, according to the Naval News Summary here.

Replenished 35 times at sea, the Diamond and support ships devised novel means of getting the first line over from the royal fleet auxiliary for the transfer process.

Once an RFA type punted a football across with the line attached. Another time the first officer of RFA Stromness yelled "fore" and drove the line across with a golf ball.

TOMMY'S TRICK

The golf ball bit was a great favorite of Capt. Tommy Pullen of Canadian naval fame when he was driving the operational support ship Provider for Canada's Atlantic fleet.

GEORGE HAMM

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RALLY CAR NAV PANEL



RALLY ROUND THE CHECKPOINT

BY RAMS GATE

I guess the sport of car rallying has really been around as long as the automobile itself. Actually the sport is more of an organized version of the problems a tourist encounters when he is off his holiday route. You know what I mean — "Crick, Holler, eh? Wall — 's about thirteen mile as the crow flies. Turn south at the next section line and follow the road straight in. Course we ain't used that road since the culvert at Frog Crick washed out two y'ars back. Second thought, better go back thar to Luke's barn . . ." Did you ever notice how often the spell ends up with "Jest foller yer nose an' ya can't miss it!"

To get back to our discussion on rallies themselves, they come in all shapes and sizes from the 10,000-mile London to Sydney marathon to tiny sports car club "rallyettes" only a couple of dozen miles in length. Some are rather thinly disguised road races like the Coup des Alpes or the South African Safari while others are leisurely Sunday drives with chicken and champagne by the lake at lunch stops.

In such rallies as the world famous Shell 4000, an enterprising trip that covers Canada (except B.C. of course), the competitors use extra gasoline tanks, a sheet of metal that covers the complete underbody of the vehicle to protect it from the unusually rough roads that the organizers manage to find. They also carry extra everything since the drivers and navigators must be able to fix their cars by themselves in a very short time period should something drastic occur.

Such equipment as front wheel driven speedometers to ensure greater accuracy, special stop watches, and Curta calculators (for time and distance) is almost mandatory, since winning such an endurance race can often hinge on the difference of one penalty point. There are sections of the rally that require the drivers' utmost skill with winding icy roads, hill climb sections, and even a high speed test on the Bosport track. Not to forget those "back end boys", the navigators. Theirs is the thankless job unravelling the complicated formulae and confusing instructions so he can tell the driver where to go.

I got my start in this crazy sport in the usual way. A friend was looking for a navigator because someone had told him this rallying is a "cool sport man". Having a rather unfortunate quirk in my make-up that demands I try everything once, I agreed. Then when I found out that I had as much experience as my driver, I quit worrying. Drawing upon my wealth of worldly knowledge I recalled that a navigator (of any sort) used slide rules, watches, papers, pens, clip boards, etc. so I managed to stuff all this into our little car and off we headed to the starting line — blissfully secure and confident in our ignorance. Happlessly, we avoided very few of the pitfalls that entrap the uninitiated and it turned into a dialogue of something like this:

Gear Shift: Come on ding-a-ling, the starters telling me to go.

What's the first instruction? Pencil Pusher: Hang on will you, the dummies put page one way at the back somewhere. The last six cars turned left so we might as well too.

G.S.: What's our average? P.P.: Our average what? G.S.: Speed dummy! P.P.: Take twenty seven minutes to reach the odometer check at thirteen point six miles. G.S.: What's an odometer Czech? I didn't think that rallyists were racists.

P.P.: Beats me. What did it read when we started. G.S.: You're the nav. You're supposed to know! P.P.: Ah, it doesn't really matter, turn left at the next stop light at two point seven miles. Two point seven and thirty two thousand four hundred and six is . . .

G.S.: Left? P.P.: Right — No stupid, I meant left was right; now we're late and the odometer is confused. G.S.: I think the nav is confused.

Amateur sports and fitness fund established

"No other province has anything like it and few places in the world have such an imaginative method of financing amateur sports and fitness," said Dr. Robert C. Hindmarch, president of the B.C. Sports Federation. Setting up of the \$10 million fund was announced by the government during the last session of the Legislature. Annual interest from the fund — estimated at about \$750,000 — will be used to promote amateur sport and fitness in the province.

The fund comes from the provincial government surplus account. It will be administered by a committee of cabinet ministers and an advisory committee made up of persons prominent in amateur sport in B.C.

Hindmarch, who has just returned to Canada after attending the World Hockey Tournament in Stockholm, Sweden, said he was concerned that the public was not fully aware of the significance of the fund.

Sixty per cent of this grant of \$175,000 has come from the federal government with the remainder coming from provincial coffers.

"The new Amateur Sport and Fitness Fund means, in effect, that the provincial government

will be giving 10 times the amount it has been giving previously," he said.

"I think that it is reasonable to expect that the B.C. Sports Federation will have a large role to play in administering money allotted under the fund."

Hindmarch said some proposals had already been made in informal meetings with government representatives and these ideas had been received enthusiastically by the member organizations of his Federation.

"Unfortunately these proposals cannot be made public at this time because they are still in the discussion stage and any announcement would have to come from the committees administering the fund," he said. "But all I can say is that some really imaginative ideas are being kicked around."

Hindmarch said he has been very impressed, during his visits to Europe, with the amount of money that the state is willing to contribute to help develop amateur sport.

"This, of course, is reflected in the performance of European athletes in every area of international sport," he said.

Hindmarch said he believes that the Federation should play an important part in administering monies available under the fund because it represents most of the recognized sporting bodies in the province.

"The Federation was established, in 1965, specifically to assist in the organization, development and implementation of amateur sport programs through its member bodies," he said. "Certainly the Federation does speak for the vast majority of amateur sport bodies in this province."

The following sports are organized into the British Columbia Sports Federation. Archery, badminton, baseball, basketball, bowling, 5 and 10 pin; boxing, camping, canoeing, cricket, curling, cycling, fencing, field hockey, figure skating, football.

Golf, gymkhanas, gymnastics, handball, hard court tennis, ice hockey, judo, lacrosse, lawn bowling, tennis, life saving, marksmanship, paraplegic sports, rowing, rugby, skiing, soccer, softball, speed skating, swimming and diving, synchronized swimming.

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Sunday, April 27

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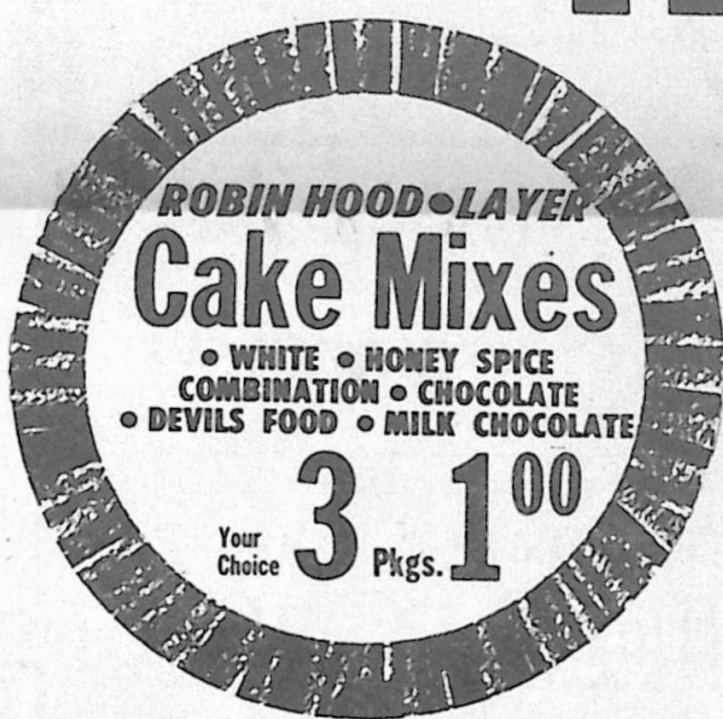
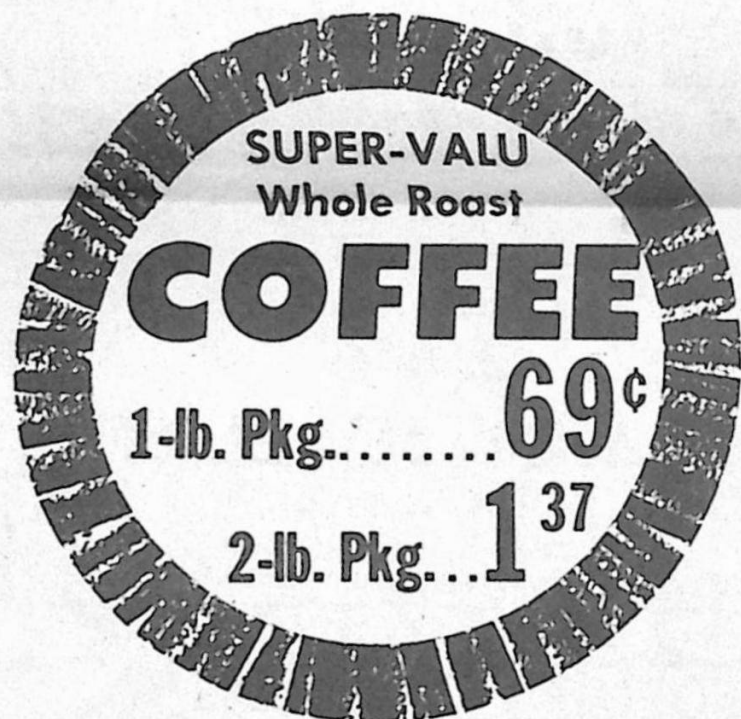
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