



TOTEM TIMES

Austerity Breeds Contempt!

Vol. 10

CFB COMOX, THURSDAY, JUNE 12, 1969

NO. 12



CFB COMOX PLAYS HOST TO VALLEY RESIDENTS

SOME OF THE AIRPLANES YOU WILL SEE ON DISPLAY



CAPT. EMON



CAPT. BASTIE

In Memoriam

Two weeks ago, Captains John Emon and Laurie Bastie were killed in the collision of two Voodoos over Denman Island. Each of them left a wife and two daughters to mourn his loss. But they are not the only mourners.

All of us who knew them are the poorer for the loss. Both John and Laurie participated enthusiastically in the squadron, as they did in life, and their ebullient spirits will be hard to replace.

When they died, both of them were engaged in an activity they preferred above almost all others. Flying was their life, as it is to so many people on our squadrons. Neither of them would have considered for an instant taking up some other line of work.

So, flying was their life. But service was also their life, for they were in the service of their country for some considerable period. Canada has been removed from shooting wars for so long now that many people seem to feel that she is no longer in any danger. But this opinion is not necessarily so. The danger, while quiescent, is still there. John and Laurie, while not given to rambling on about it, were two Canadians who realized it.

They served their country, and they died for their country. We who are left must carry on in the traditions which they upheld so well.

The thoughts and prayers of the squadron and of the base are with the families at this time. Just as no words can express the extent of their loss, so can no words express our sympathy. From the squadron we extend a salute to two old comrades with wings... forever folded.

441 & 439 Sqns. split royal flush

Results of the competition between 2nd and 4th ATAF teams were released June 5th by ATAF Headquarters in Ramstein, Germany, where the judging took place.

In addition to the one - two finish of 441 and 439 squadrons they placed four pilots in the top eight competitors.

Captain Scott Clements of 439 Squadron scored 1,055 out of a possible 1,200 points to take top individual honors in the meet. Fifth place went to Captain Ray Simpson also of 439 Squadron. Captain Bobby Joe Hart of 441 Squadron took sixth place and eighth place went to 439s Captain Guy Fahl.

A new award introduced this year for the top photo interpretation team was also won by Canadians. The Air Divisions

One Wing. Last year 441 Squadron was the best 4 ATAF day reconnaissance Squadron and 439 placed second.

Royal Flush is an annual reconnaissance competition between the Recce squadrons and the two NATO Air Formations to test their capabilities. They must cover a large number of targets during the three day period and furnish accurate and timely intelligence of those targets both by day and by night.

Each Pilot flew three sorties of three targets per sortie. Two of the targets on each mission are of a permanent nature such as bridges and dams. The third is a deployed army unit. Since there were about 700 possible targets, the pilots had no chance to study their missions until targets were assigned.

Cash for brains

OTTAWA (CFP) - A Shearwater-based petty officer "played the angles" and picked up \$8601.

P. PO Colin Armson suggested they store T-58 helicopter engines in a horizontal rather than vertical position in ships. It saved the taxpayer more than \$7,000 in the time and trouble the upended method caused.

He's one of 70 servicemen and DND civilian employees who shared \$10,536 in award money on the latest list from the department's suggestion award people.

In Europe, Cpl. R. H. Frizell of 3 Wing earned \$820 for devising an on-board trouble shooting procedure for the CF-104's groundspeed read out. The CSRO is a jet jockey aid in bombing and navigation. The job is normally done in an instrument laboratory.

Other pilots won't have to strain their eyeballs thanks to Cpl. J.

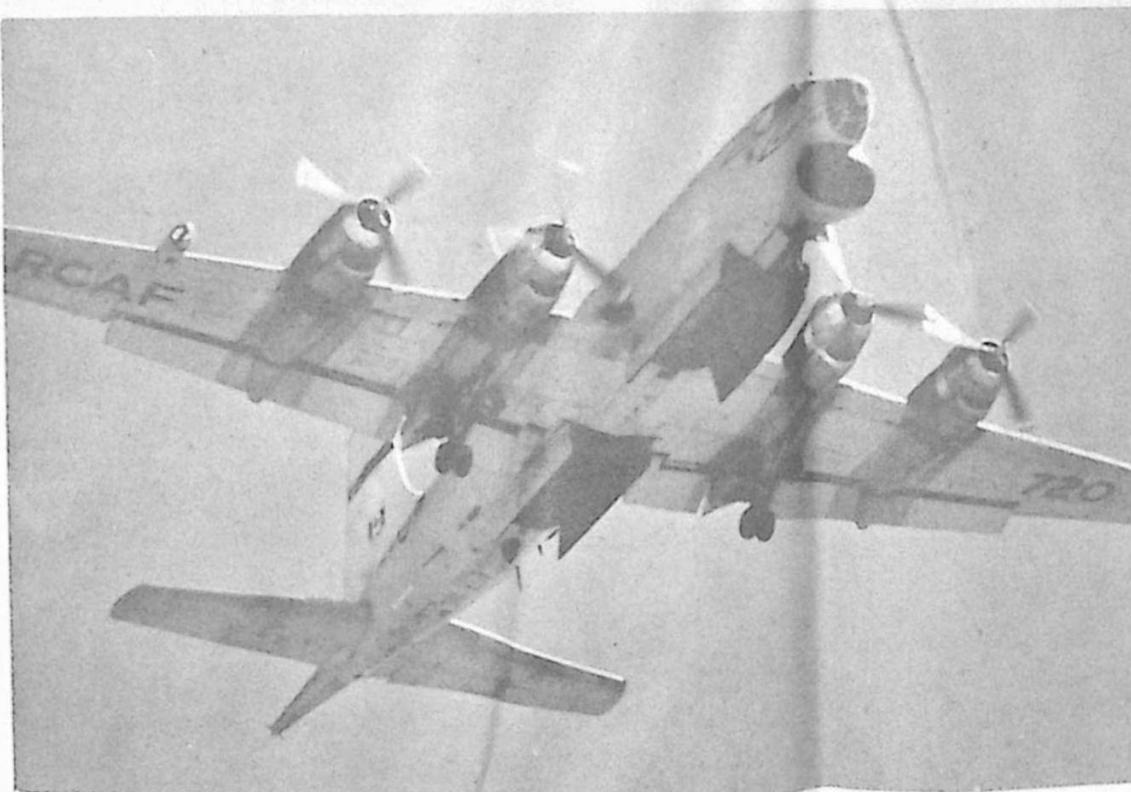
S. Petroff of base Toronto. His suggestion to install a hydraulic fluid line behind the instrument panel earned him \$810. The line eliminates fluid spray which contaminated electrical wiring, created a fire hazard and fogged up the instrument panel. He saved the government over \$10,800.

At station Yorkton, Sask. Cpl. S. R. Moore figured if you remove a couple of fuseblocks located deep in the bowels of one of the station's giant radio transmitters and mount them instead on the rear cover it would make the maintenance task easier and prevent repairmen from exposure to high voltage. The idea netted him \$595.

Express it, don't move it by service vehicle! That's what WO D. A. Hall of base Valcartier, Que., suggested when moving equipment to Montreal for testing. The idea earned him \$505.



FOUR CF-101B Voodoo jet interceptors are shown practicing their formation for Armed Forces Day. The usual role of the Voodoo is that of a high-altitude, super-sonic interceptor, but it is also very effective at dazzling crowds during airshows. Those of you who miss seeing this formation on Armed Forces day can see it at the Abbotsford Airshow... if you look quickly. — WJH photo



THE SCOURGE of a few submarines and a million whales, the Canadair Argus demonstrates its amazing versatility as it lumbers past the crowd. The doors on the front carry torpedoes; those at the rear carry flight lunches to feed all the people that must be fed during an eighteen-hour patrol. The people who get the last lunches find that the bread is stale.



THE CH-113 LABRADOR helicopter, the St. Bernard dog for the helpless of the air age, except that it doesn't carry a keg of brandy. The Labrador can alight on land, snow, or water, and is a very versatile rescue machine. For those of you who have a little trouble with the language, RESCUE is the English word for SAUVE-TAGE. — Canadian Forces photo



COL. LETT

Commanders message to visitors

Saturday afternoon June 14, we once again are hosts to an open house at CFB Comox. This is a big and important day for all of us in the Canadian Armed Forces. This is when we show our civilian neighbors what we do and how we do it - when we show our friends the pride we feel in being a serviceman and belonging to a base such as Comox.

I know that a team with the record of achievement which you have enjoyed over the past year cannot fail to impress our guests with your professionalism. I ask only that you do your usual efficient job in carrying out your assignments while at the same time making our visitors welcome.

Those of you who are visiting us on Armed Forces Day are welcome as our guests to see the interesting displays depicting our daily activities which are set up for your convenience and to watch the air show composed of a variety of aircraft from our three units. We are fortunate to be the home of an Air Defence unit flying Voodoo interceptors and T-33 trainers; a Maritime Command unit flying Argus patrol aircraft; and, an Air Transport unit flying triphibious Albatross aircraft and twin jet Labrador helicopters for search and rescue, and the venerable Dakota for transport operations.

All of these aircraft will be on display on the ground and in the air including the support equipment necessary to keep them flying. In addition we will have visiting aircraft from other Canadian Forces Bases and from the United States Air Force.

We have an interesting day planned for you, so come and enjoy it as our guests. We will do our utmost to make your visit worthwhile.

Pygmy exchange

The Royal Canadian Army Cadets will send exchange groups to four Caribbean countries this July and August.

Four cadets in the annual exchange are scheduled to fly to Grenada, 17 to Barbados, 27 to Trinidad, and 27 to Jamaica on July 24.

All are Master Cadets and will be required to instruct as well as train with cadets of their host countries.

In the same period, cadets from each of the four Caribbean countries will visit Canada.

Barbadian cadets will attend Aldershot Army Cadet Camp in Nova Scotia; cadets from Trinidad, Tobago and Grenada will attend Valcartier Army Cadet Camp in Quebec and Jamaican cadets will attend Ontario's Ipperwash Army Cadet Camp.

Ten Jamaican cadets will take the army cadets rifle coach course at CFB Borden and later compete in the Dominion of Canada Rifle Association matches in Ottawa before returning to Jamaica.

Welcomes visitors on Armed Forces Day

Welcome to Canadian Forces Base Comox, which many of you undoubtedly knew as RCAF Station Comox. This Saturday marks the second annual Canadian Armed Forces Day, and we hope to meet as many of our friends and neighbors in the Comox Valley as possible.

CFB Comox exists to provide support for three flying squadrons. They are 409 All-Weather (Fighter) Squadron, which is equipped with the CF-101B Voodoo; 407 VP Squadron, which is equipped with the Canadair Argus; and 442 T&R Squadron, which is equipped with the Albatross, the Dakota, and the Labrador helicopter.

The role of 409 Squadron is not, as so many people seem to think, to go zorching off the ground at about 0300 to see how many people they can wake up. It just seems that way. Actually, their role is to provide the commander-in-chief of NORAD with the maximum possible number of combat ready airplanes and aircrews for his use in defending North America against intruding bombers.

The role of 407 Squadron is not the care and feeding of assorted whales in the briny deep. They too must provide the maximum possible number of combat ready crews and airplanes to the maritime commander for his use in defending the continent against the ever-present submarine threat.

442 Squadron has a couple of roles. They must provide search and rescue coverage for a large area of Canada, and they must carry out a rapidly varying air transport requirement. While it may not sound as glorious as all that combat-ready razzmatazz, the flying can be just as hair-raising, and 442's ability to do its job has often spelled the difference between life and death for many people. The next time you hear, "...the injured man was

taken to hospital by a Canadian Forces mercy flight, ..." think of 442 Squadron.

Supporting these squadrons is base Comox, commanded by Colonel Kenneth Lett. The base provides the administrative and logistic support that enables the squadrons to carry out their operational roles. Every serviceman at CFB Comox exists to support the flying role, and every time you see a Force's aircraft in the air, remember that it took the efforts of everyone on the base to get it there.

Most of the sections and units on the base have prepared exhibits to show you how they go about their jobs. Each of the exhibits will be staffed by servicemen eager to explain their role to you. Do not hesitate to ask them any questions that you may have. Do not, however, feel that you must restrict your questioning to just the servicemen manning the displays. Far from it. All the servicemen here at CFB Comox will be only too pleased to answer any of your questions at any time throughout the day.

As in past years, an air show is planned, providing that the weather man cooperates. All of the aircraft types flown at CFB Comox will participate as well as other types flown at other units. It is hoped that you will find this part of the day particularly enjoyable.

Armed Forces Day is your chance to see how your defence dollar is being spent, and the servicemen of CFB Comox hope that you will enjoy your day with them. They hope too, that you will return home with an increased awareness of the problems facing defence planners in these days of fixed budgets and spiralling costs.

Welcome to CFB Comox. Your friends in the service will be available to greet you and show you the base. Have a good time.

Here August 3rd



The Red Knight, aerobatic jet soloist of the Canadian Armed Forces, originated in 1959 as the Royal Canadian Air Force's salute to the 50th anniversary of powered flight in Canada.

The name perpetuates Germany's First World War Ace, Baron von Richtofen, whose daring air exploits in his famous red biplane earned him the title "The Red Knight of Germany."

Canada's Red Knight flies a sleek, brilliant red jet, with a distinctive crest of a knight's helmet of armour and flying plumage. His exploits have thrilled millions across Canada and the United States with spectacular displays of precision aerobatics. An outstanding aspect of the display is that, despite high speeds, manoeuvres are confined within a relatively small area, in full view of spectators.

Over the years the Red Knight has appeared in every province of Canada and many parts of the United States. In addition, he performs annually at Toronto's

Canadian International Air Show, and the International Air Show at Abbotsford, B.C.

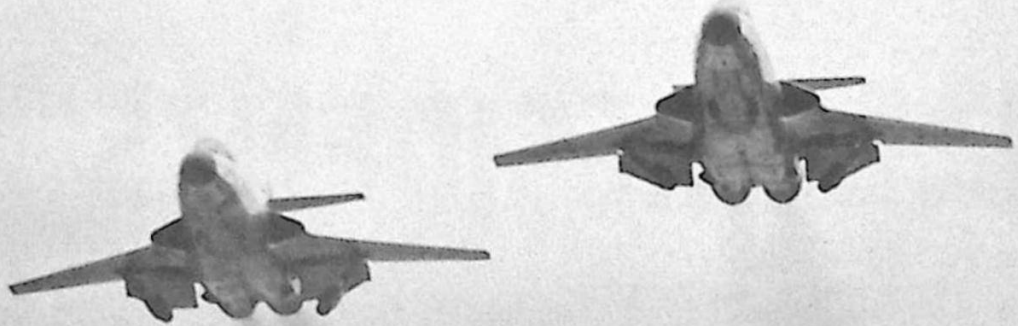
The Tutor, with side-by-side seating can carry a crew of two, travels at 494 knots, a ceiling of 40,000 feet and a range of 900 nautical miles. It is fast enough to introduce pilots to the problems of compressibility and give them a thorough jet orientation from the outset of training.

Basic show of the Red Knight comprises 15 full minutes of 18 aerial manoeuvres. Technical terms for the manoeuvres would confuse all but those intimately acquainted with the aerobatics business.

Selected as the 1969 Red Knight is Lt. Brian G. Alston, 23, of Toronto and Calgary. He is the youngest pilot ever chosen for the job. Before joining the Armed Forces in 1966 he held a private pilots licence.

Backup to the Red Knight is a veteran pilot of 13 years military flying, Captain Robert Cran of Winnipeg.

409 SQN. WELCOMES AFD VISITORS



NIGHTHAWK ONE and Nighthawk Two are airborne three minutes and eighteen seconds after receiving the scramble order. Flights such as this are common as the fighter crews strive to maintain proficiency. On this occasion, the fighters were scrambled to intercept an unknown. — WJM photo

409 part of NORAD

As part of the latest re-evaluation of Canada's defence and foreign policies, NORAD has undergone some searching examination. Most of our civilian friends and neighbors are accustomed to seeing the acronym in print, and are aware that it has something to do with defence, but what? Most Canadians, plagued by the problems of inflation and the problems of making a living, don't have the time to really find out.

What is NORAD? NORAD (an acronym which stands for North American Air Defence) is an organization that was set up in 1958 by the governments of Canada and the United States to provide for the defence (or defense) of the North American continent against aerospace attack. The commander is, and always has been, an American air force general. As the United States contributes the bulk of the forces to NORAD, this is understandable. The deputy commander is, and always has been, a Canadian general, or, as he was known in the bad old days prior to unification, an air marshal. NORAD is equally responsible to both the Canadian and American governments, and both governments commit forces to the organization.

One of the forces which the Canadian government commits to NORAD is 409 All-Weather (Fighter) Squadron, based here at Comox. The squadron, which is equipped with the CF-101 Voodoo, is placed under the operational control of NORAD, and used by NORAD in the fulfillment of its aerospace defence responsibilities.

The role of the squadron is to provide the commander-in-chief of NORAD with the maximum possible number of combat-ready crews and airplanes, so that they may beat off all aerospace attacks on this end of the continent. Or, at least, all aerospace attacks that are launched by bombers. How does the squadron fulfil this role? At all times, a certain percentage of the crews are on readiness, awaiting the scramble order that will send them zorching into the wild blue, or cloudy, yonder, to investigate an unknown. Twenty-four hours a day, seven days a week, some crews sit close to their airplanes, awaiting the scramble horn.

Although the alert commitments is the most important commitment, it is not the only commitment. If the crews are to be capable of doing their jobs, they must train, and they must train constantly. Flying a moderately unstable airplane through black lumpy clouds on stormy nights is not a task for out-of-practice amateurs, and constant practice is essential if the pilots are to maintain their capability to fly their airplanes in all conditions.

The same practice is necessary for the back-seat gunners. Today's complex fire control systems and complicated weapons demand that navigators be able to evaluate a large range of options and instantly select the one that will produce the greatest chance of killing an

enemy bomber under the existing circumstances.

Although the aircrews are the noisiest and most visible tip of the squadron, they are not all of it. The vast bulk of the squadron labors in cheerful anonymity to ensure an unending supply of serviceable airplanes for the glory boys to storm around in.

Just as it is not easy to be a squadron aircrew, neither is it easy to be a squadron ground-crew. Airplanes these days are complicated; sometimes hideously so. Trouble-shooting procedures are complicated, test equipment is, to an aircrew eye at least, incomprehensible, and working conditions are often terrible. Despite this, the unending supply of serviceable airplanes does materialize, and 409 Squadron's maintenance men have, over the years, acquired an enviable reputation.

To see how all this works, let us look on an air defence exercise, one of the many that were staged in the past year, and watch our section of NORAD respond to a simulated threat to the continent. In this replay, we will shortchange the ground control environment which does so much to ensure our success, and dwell mostly on the role of the squadron.

Let us pick up the exercise after the simulated threat (a force of CF-100's say) has been discovered, and our region of NORAD brought up to a very high state of alert. All the controllers' scopes at the region's control centre at McChord AFB, Washington, are manned, and the crews for the airplanes are all set to go at the drop of a buzzer.

Suddenly the buzzer drops. "Scramble Nighthawks 1 and Nighthawk 2," yells the duty buzzer-answeler. Immediately, two pilots, two navigators and a clutch of groundcrew sprint to their assigned airplanes. Within seconds, the engines are turning.

"Departure, Nighthawk section, scramble instructions," says the lead nav, trying to get his breathing down to a countable rate and read the pre-take-off checklist at the same time. "Nighthawk section, take-off 11, left turn climb to 360 to 35, call Seeing Eye on 5," says the departure controller in nice clear tones because he hasn't had to run anywhere.

Nighthawk section turns onto the runway, gets take-off clearance and launches. Time from buzzer to take-off: Three minutes 18 seconds.

At the McChord direction centre, a controller sits hunched over his scope. A buzzer sounds. "Seeing Eye, this is Comox. Nighthawk 1 and 2 have just launched. Suddenly, two spots of light appear on the controller's scope. "Okay, Comox, I have them."

"Seeing Eye, this is Nighthawk 1," says the voice in the controller's headset. "Roger, Nighthawk 1," says the controller. "Seeing Eye 45 reads you five square, steer 360 climb to angels 35, your bogey bearing 360 at 150 nautical. Night-

hawk 2, turn port 340, make angels 35, your bogey bearing 340 for 160."

Both crews acknowledge the controller's instructions and continue climbing out. As they do, they carry out the checks on the aircraft systems, and ensure that the fire control and weapons systems are at top efficiency. They continue closing with their targets.

Then, from Nighthawk 1, "Contact, 5 port at 20 miles." "Roger," says Seeing Eye, "Your target". The navigator continues giving instructions to the pilot until, "Seeing Eye, Nighthawk 1, splash one CF-100."

"Roger, Nighthawk 1, come starboard 045. You have a bogey bearing 045 for 70 miles." And so it goes, until, Nighthawk has expended all his ammunition. Then it's home to base, with the route being smoothed by expert controlling from both Seeing Eye and Comox approach control.

As the aircraft returns to the line, the pilot calls in and announces that some unserviceabilities exist. Quickly, the maintenance organization swings into action. Within a very few minutes, the snags are cleared, the airplane is refueled and re-armed, and the crew is scrambled again, before they can even go upstairs for a cup of coffee. War is hell.

The squadron did quite well. The kill rate was well above that required and the scramble times were well under those required. Particularly gratifying though, was the support from servicing and repair. All snags were cleared quickly and there were always more serviceable airplanes than were immediately required. Turn-arounds were done in what amounted to record time, and it all took place in one of the worst rainstorms in years. The squadron commander could be forgiven for thinking that his outfit was ready for anything that world conditions might sock to it.

And that's the way it is with 409 squadron, and indeed, with all of NORAD. Constant, ceaseless training for a job that every member of NORAD hopes that he will never have to do. It is not in any sense a glamorous job, or even an exciting job. The long hours spent on alert more than compensate for any excitement that one might derive from flying. And yet, most of the people doing the job wouldn't trade places with any one else in the world. For they know that the job they are doing is an essential one; one that could make the difference between survival and destruction for the North American continent.

When you go to bed at night give a thought to those members of NORAD who will not, that night, go to bed. It is the forces of NORAD that, to some extent, give you the freedom to worry about inflation, and the insomnia brought about thereby. Sleep tight, or something.

VOODOO IDEAL FIGHTER

The CF-101B Voodoo, with which 409 squadron is equipped is ideally suited for its task. With its crew of one pilot and one navigator it is one of the most formidable weapons in the NORAD arsenal.

The Voodoo is not by any stretch of the imagination a new airplane. It has served in the RCAF for eight years, and it will continue to serve for several more.

The airplane is capable of speeds in excess of 1,000 miles per hour, and it can climb to 60,000 feet and beyond. It can fire both conventional and nuclear armament.

Many people have wondered about the necessity for the Voodoo to use nuclear weapons. They feel that, as the airplane has a conventional capability, it should with it and not far Canada with the odium of a nuclear power.

The nuclear capability is essential, however. The role of the

Voodoo is not merely to destroy enemy bombers. The most important role is to destroy enemy bombs, most especially, enemy nuclear bombs.

Conventional armament will not ensure the destruction of a nuclear bomb. Suppose a Voodoo were to intercept an oncoming bomber, and destroy it with a conventional weapon. The bomb carried by the bomber would simply plummet until it reached a preset critical altitude, where it would explode in full nuclear fashion, or it would explode in full nuclear fashion on impact.

Either way it would be messy. By using nuclear weapons, the Voodoo crew can destroy the enemy bomb, and the resulting nuclear explosion would be the relatively small one from the Voodoo armament, which is to be a lot tidier.

But it is not armament alone that makes a good fighter in this day and age. The most destructive weapon in the world would

be of no value if it were to be detonated in the wrong place. The Voodoo is full of electronic gimcrackery which ensures that the weapons will not be wasted.

Electronic countermeasures that will harass both air and ground based radar operators are prominent today, and the Voodoo has a range of features which enable it to counteract these devices.

Communications are most important when the air picture is changing rapidly, and the Voodoo is equipped not only with radios, which are pretty old hat, but with data link, by means of which the computer at the direction centre can "talk" to the airplane, and by means of a link with the auto pilot, fly the airplane toward its target.

The Voodoo squadrons of the Canadian Armed Forces are ready and waiting for any potential aggressor. All the crews know that the airplane is a "can-do" bird.



NORAD CONTROLLERS keep a close watch on the air picture at all times. During exercises, all their actions are monitored, and the battles are re-fought several times. From such evaluations come improvements to the system, such as . . . "next time wear your headset, it's easier to talk to the fighters that way." — Canadian Forces photo

Air Div. picks team

Zweibrücken, West Germany (CFP) — Since May 12, Major Carl J. Mattson, 37, of Rockglen, Sask., and his teammates have been flying their CF-104 Starfighters more than usual.

The intensive training, here at Canada's NATO-assigned 3 wing, is to prepare the jet pilots for the eighth annual air tactical weapons meet of allied forces central Europe May 30-June 13.

Maj. Mattson, son of Mr. and Mrs. C. E. Mattson of Rockglen, and 42 other personnel of Canada's NATO-assigned 1 air division, will leave here May 28 for German air force base Noer-venich, 15 miles south west of Cologne, where the international meet will be held.

Aim of the international competition is to test the degree of training in the strike and attack role of the air forces of the

NATO region. Americans, Canadians and Germans assigned to NATO's fourth allied tactical air force (4 ATAF) will compete as a team against Belgians, British, Dutch and Germans of the second ATAF.

The air division pilots in this meet represent all four of the Starfighter-flying squadrons based in West Germany that Canada has assigned to NATO's strike and attack role.

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A \$1000 Home Acquisition Grant is available as an alternative to the Second Mortgage Loan and may be used for building or purchase of a new home started on or after February 9, 1968.

1. You must be the first occupant of the home for which application is made.
2. You must have lived in British Columbia for 12 months immediately preceding the date of purchase or the date of completion of construction of your new home.
3. Previously received Home-owner Grants will be deducted from the \$1000 grant

Complete and send the following coupon if you wish further information.

Provincial Administrator, Home-owner Assistance,
Room 126, Parliament Buildings,
Victoria, British Columbia

Please send me full information with regard to the
☐ SECOND MORTGAGE
☐ HOME ACQUISITION GRANT
as I have indicated.

Name _____
Address _____

NATO's top guns

LAHR, Germany — Anyone doubting professional ability of Canadian forces pilots should linger longer at the international trophy case in Canada's NATO air division here.

Back in the Sabre and Canuck fighter days, Canadian pilots won

the Guynemeyer trophy for air to air gunnery from 1958 through 1961 and came second in the annual NATO international meet in 1962.

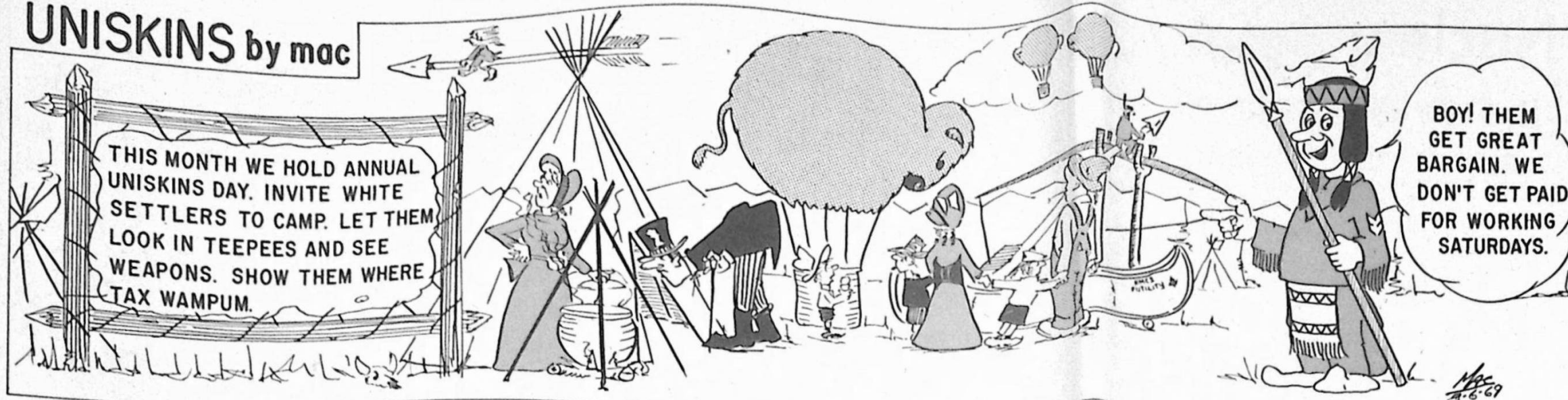
In the strike/attack role with the CF-104 Super Starfighter, a Canadian won the individual

strike pilot award in 1965-66-67.

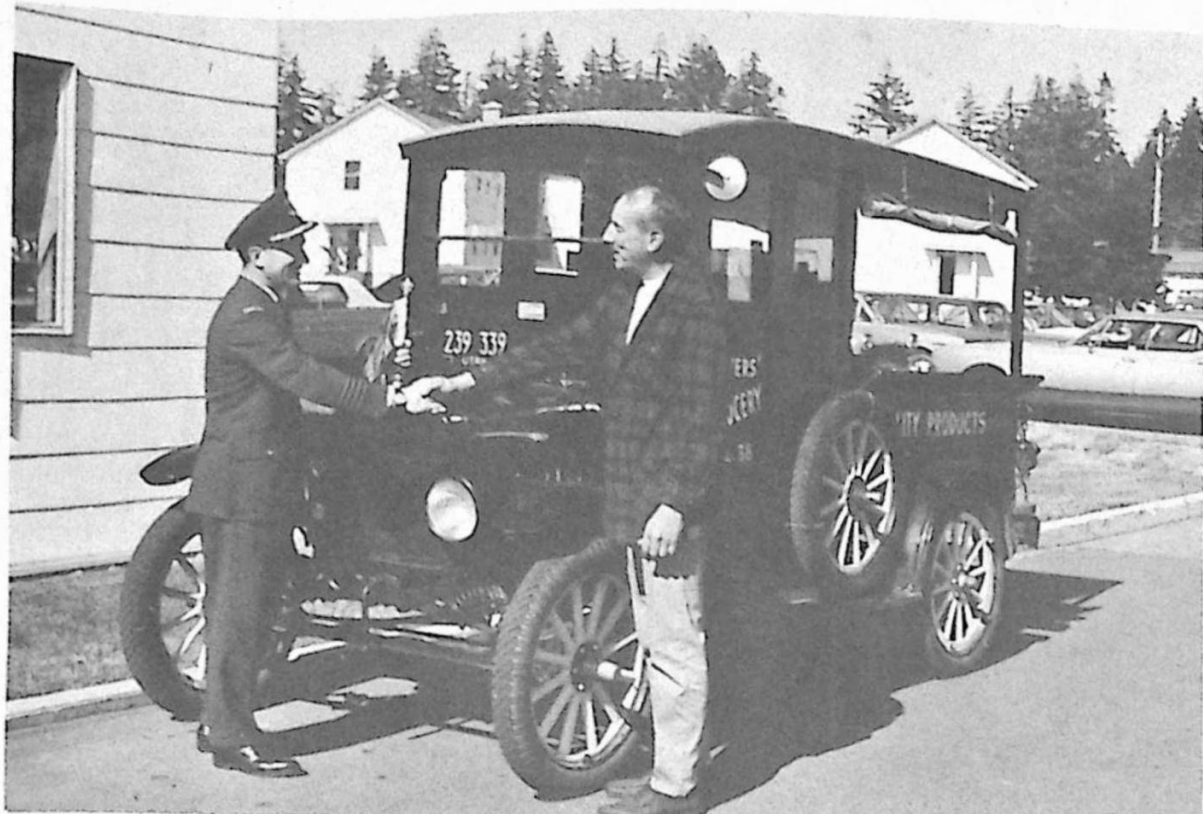
The Broadhurst trophy in this annual allied forces central Europe weapons meet goes to an allied tactical air force (ATAF), not to a single nation, but Canada produced the top national team in 1965 and 1967.

THE GOVERNMENT OF THE
PROVINCE OF BRITISH COLUMBIA
DEPARTMENT OF FINANCE
HON. W. A. C. BENNETT, P.C., Premier and Minister of Finance
G. S. BRYSON, Deputy Minister of Finance

UNISKINS by mac



DEFENCE CUTS HIT CFB Comox



COL. K. C. LETT, Base Commander takes delivery of his new staff car from Col. H. H. Wilson, USAF war surplus officer. Recent government cuts in defence spending shattered Col. Lett's plans for a Jaguar XKE sports car for this year's staff car. The new model, a four cylinder "Integration three" serves three roles, a staff car, ration truck, and physical fitness machine with its built-in hand crank. Performance figures are still on the secret list but speeds exceeding 25 knots are rumoured.

— L. McCaffrey photo

Demons aid in rescue

On June 2 a 407 Argus provided assistance in its secondary role of search and rescue. While engaged in a subex with HMCS Rainbow the aircraft was notified that one of the crew aboard the sub was seriously ill. MarPac was immediately notified and operations arranged to have the patient air evacuated from the sub. Rainbow was approximately one hundred miles off the coast at this time.

The 442 SAR aircraft were not available so it was decided to seek assistance from the United States Coast Guard. The response came in the form of a helicopter and Albatross from the USCG station at Port Angeles, Washington.

The weather in the area was very marginal with fog running to the surface in most spots. While waiting for the rescue aircraft the Demon Argus vectored the sub to clear patch of water. The Argus crew provided the necessary radio link and navigation aid to the approaching helicopter. Complicating the problem of the deteriorating weather the chopper was faced with a strong headwind and managed slightly over ninety miles per hour groundspeed.

The Argus vectored the coast guard helicopter directly to the sub's position where a successful pickup was made. The patient was then flown to Tofino where a waiting 442 Dakota transferred him to the hospital in Victoria.

DISTRESS SIGNAL?



PROTESTANT AND RC CHAPEL COMBINED CONGREGATIONAL PICNIC

SUNDAY — 22 JUNE

at Kin Beach beginning at 12 noon

Bring your lunch. Coffee, ice-cream and soft drinks for the children will be provided.

Please provide your own transportation. In case of inclement weather the picnic will be held in the Base Recreation Centre. There will be a program of races for all ages.

ST. PETER'S ANNUAL GARDEN PARTY

Sat., June 21 — 2-9 p.m.

at St. Peter's Church grounds

Smorgasbord Supper (5:30-7:30).

Adults 1.25, Children 75

spindle was replaced. Which seems to prove the Col's theory that you are never very far from a Model T part.

Reaching Prince Rupert the Crankshaft broke. This time the spare part was in the back of the truck. Unfortunately the replacement chore took so long that the Alaskan leg of the tour had to be cancelled.

Lucky for us, the new return route took Col. Wilson by our door and gave us a look at one of the few remaining Model T's on the road.

The trip from Salt Lake City to Prince Rupert was 2100 miles long and took only seven days travelling time. Average cruising speed was between 25 and 30 miles per hour. Gas consumption was 18 miles per gallon.

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Model "T" takes tour

Heads snapped and neck muscles were strained as many people did a double take when Col. H. H. Wilson rolled up to the Base Gate in his 1917 Model "T" Expresswagon grocery truck and asked for entry to visit the Base Commander.

Unimpressed by either rank or age the commissioner on duty, Sgt. Macarthy made the Colonel back his ancient vehicle up and go to the Guard house for the necessary paper work before he would lift the barrier.

No stranger to Canada Col. Wilson was the first American in the Canadian NORAD system to St. Hubert. It was at St. Hubert where the Col. was bitten by the ancient automobile bug, and he purchased his first Model "T". This was the first

of many deals, now besides his 1929 Cord, he has this fine Expresswagon in its original markings. The truck, incidentally, was used to deliver groceries in his home town of Lanark, Ill.

Col. Wilson is presently stationed at Fort Douglas, near Salt Lake City Utah where he started his grand tour. His original plans called for a leisurely drive to Prince Rupert, then on to Alaska via Ferry then returning home by the Alaskan Highway.

Near Terrace B.C. a front wheel spindle was broken, this just happened to be one of the few spare parts not carried. After some inquiries, it was learned that there was an old trailer made from a Model "T" laying out in the nearby bush. This was quickly located and the broken

PMQ resident awarded scholarship

Miss Margaret Shields, daughter of WO and Mrs. G. F. Shields, PMQ 38, recently received word that she has been awarded the \$500 Fitness and Amateur Sport Scholarship.

This competition is carried out under the Community Projects Branch of the Department of Education. All Grade Twelve students who enter University on a physical education course and who are members of the B.C. Recreation Association are eligible. The PMQ council being a member of the BCRA qualifies all PMQers. Miss Shields plans to attend the University of Victoria for her Bachelor of Education with majors in Physical Education and History. Our Congratulations Miss Shields and good luck!



MARGARET SHIELDS

Chapel Chimes schedule

PROTESTANT CHAPEL
Sunday, June 15 — Morning Worship at 11 a.m. Guests at this service will be the members of Job's Daughters and their parents.
Sunday, June 22 — Service as usual at 11 a.m. Come to Church in your sports clothes, bring the kids and your lunch and proceed directly to the Congregational picnic at Kin Beach, which will begin at 12 noon.



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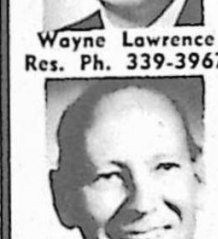
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500	5.00	5.00	5.00	5.00	5.00
1000	10.00	10.00	10.00	10.00	10.00
1500	15.00	15.00	15.00	15.00	15.00
2000	20.00	20.00	20.00	20.00	20.00
3000	30.00	30.00	30.00	30.00	30.00
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Published on alternate Thursdays, with the kind permission of COL. KC Lett, Base Commander, CFB Comox.
Printed in Courtenay by Comox District Free Press.

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In your service

Once again it is Armed Forces Day, the day when Canada's armed forces get an opportunity to show the public through their bases, and explain to them something of the defence role in this era. The turnout here at Comox has always been gratifyingly large, and it is encouraging indeed to see so many people evince an interest in defence matters.

For the past six or seven years, there has been ample reason to take some sort of interest in defence. The furor over unification usurped a considerable share of the national headlines. The White Paper of 1964 created more headlines, the NATO review of 1969 produced more headlines, and the recently announced freeze on defence spending has produced a further harvest of black ink, if such a substance can be harvested. Most Canadians are interested in finding out just what effect all this has had on the armed forces, and our neighbours in the Comox Valley seem to be just a bit more interested than most.

Just what has been the effect. Well, at unit level, unification didn't cause that much of a stir. Those who fixed airplanes before the merger still fix airplanes. Some of them might, of course, be doing it on the Bonaventure, but most of them are still on airfields. Those who drove tanks and charged across muddy fields waving bayonets are still doing just that, and those who went down to the sea in ships are likewise still employed combatting mal de mer. Really, at the squadron or unit level, there has been remarkably little change.

This does not mean that there haven't been some people move from one element to another. 409 Squadron for example, has two navy pilots flying Voodoos, and 442 Squadron has an army pilot whirling around in one of its choppers. A pilot is a pilot and can go from one flying unit to another.

The continuing review of defence policy really hasn't had that much effect either. Most servicemen realize that defence policies can shift over the years and are quite prepared to go along with changes that make the services more responsive to Canada's needs.

The same with the freeze on defence spending. Skyrocketing government expenditures have caused the government to strictly limit the amount that will be spent on defence during the next three years, and while there has been some chagrin at being chosen to be in the front line in the battle against inflation, most servicemen realize that the battle must start somewhere, and many of them are happy that it has at last started. Their pay raises, like everyone else's are swallowed up by inflation.

All this is not to say though that the picture is one of unalloyed joy, happiness and rapture. The servicemen can think as well as anyone else, and he has seen the strength of the services gradually dwindle from 120,000 in 1964 to 98,000 today. He also knows that, should inflation continue at its present rate, as it seems likely to do, and should there be no more money in the defence pot, as there will not be, then the strength will have to dwindle some more. That this dwindling will come about through normal attrition does not really assuage him.

Another thing that the servicemen know is that much of the forces' equipment, at least on the air works side, will be heading for the big hangar in the sky at about the time the freeze ends. The CF-101, the CF-104, the Argus and the Yukon more than sufficiently serve to illustrate the point, and the land and sea elements have the same problem. Much equipment will have to be replaced. What with, and where will the money come from? At this point, the servicemen can only guess.

While he is guessing though, he is enjoying himself. Life in the services is a challenge, and all challenges are, almost by definition, enjoyable. Adapting to an ever-changing role, prepared to go anywhere, and ready to do a fighting job for Canada at any time, the servicemen have a pretty good life.

The hours are sometimes, indeed often, long, the working conditions often poor, and the shop steward is non-existent. But there are compensations. The reward of a tough job well done, the satisfaction of service, and the comradeship of a large organization combine to produce some pretty amazing results. Recent evaluations carried out at CFB Comox show that the servicemen here at least are professionals to the core.

The services have weathered a lot of shocks in the past few years, and in the years to come they are undoubtedly in for some more. The record suggests, though, that they will be able to weather them and still turn in a creditable performance.

On Armed Forces Day 1969, we welcome you to CFB Comox and thank you for your interest in defence. We hope that your attendance here will enable you to participate more fully in the continuing debate over Canada's foreign and defence policies.

LETTERS TO EDITOR DEPT.

Dear Sir:
This is a letter of appreciation to the person who came up with the clever idea of putting a clothes line pole up outside my living room window. Just what I've always wanted - instant ugliness! However I must admit the cement at the base of these poles perfectly matches the decor of the cement tunnels and worm breeders.

These PMQ's (upper end) have only been up for nine or 10 years, so why now all of a sudden? It just goes to prove that in this outfit if you gripe long and hard enough, things

do get done. In this case it took all those years!
A big bouquet of Symlocarbus Foetidus (look THAT up in your Funk and Wagnalls) to this well deserving person.

Mrs. W. McGuire

Dear Sir:
I discovered this definition in a book and thought your readers might get a chuckle out of it if it were stuck in some issue: "Moonlighter - a man who holds day and night jobs so he can drive from one to another in a better car."

I really enjoy your paper - keep

Nuclear safety is no accident

One of the things that troubles some residents of the Comox Valley is the issue of nuclear weapons. CFB Comox, it has been announced, has a nuclear capability, and some of the neighbors are understandably worried. Does this make Comox a prime target area for Russian missiles? Will any weapons at CFB Comox explode and devastate the valley? Let us examine some of these concerns to see if we can't alleviate some of them.

Before we start, let's be clear. It is not the policy of the Canadian government to confirm or deny the presence or absence of nuclear weapons at any specific time. All that can be said of CFB Comox is that it has a nuclear capability. This means that CFB Comox has the facilities and the trained personnel to enable it to handle nuclear weapons should they ever be received.

Nothing in this article should be construed as confirming that nuclear weapons are, in fact, here.

The fear that Comox, because of its nuclear capability, will become a prime target area is groundless. The weapons which are designed for use on the Voodoo cannot reach the territory of any potential enemy. They are short-range, air-to-air weapons only, which pose no threat to any other country. Any military planner, plotting an attack on this continent would worry, about the retaliatory forces in the United States; the SAC bomber squadrons, and the ICBM sites which could devastate his country. He would not concern himself too greatly with fighter squadrons. He would, in allocating his bomber and missile resources, completely disregard such relatively unimportant targets as CFB Comox.

The presence or absence of nuclear weapons makes no difference to the status of CFB Comox as a target in any future war, so those who have been worrying that CFB Comox is a big magnet for thermonuclear bombs can cease worrying. It just isn't so.

But what about accidental detonation of any nuclear weapons that might be stored at CFB Comox? Wouldn't that be just as bad? Well, it probably would be, but it will never happen. And why will it never happen?

It will never happen because nuclear explosions do not result from things going wrong. They only result from things going right. In other words, the weapon must work exactly as designed, or it will not work at all.

Some proof of this can be gained by noting that nuclear weapons have been in service with the USAF for almost a quarter of a century. During that time, there have been accidents involving

nuclear weapons. Most of you will remember the aircraft which crashed in Greenland, and the aircraft which collided over Spain, carrying nuclear weapons. In neither case was there a nuclear explosion. Nor were these the only cases. Since 1945 there have been quite a few incidents, and none of them have resulted in a nuclear yield.

Such a record is not just luck. It is based on, first of all, the fact that nuclear explosions are not caused by things going wrong. But it is also based on the fact that the nuclear safety program is the most aggressive and comprehensive program known to mankind.

The nuclear safety program associated with any weapons system begins when that system is still just a gleam in the designer's eye. Before the system is too far advanced, legions of trained nuclear safety people look it over for possible hazards.

As the system, whatever it is, nears the operational state, an other safety survey is done, and interim checklist procedures for use with the system are evolved. As the units involved become operational, they are visited by nuclear safety teams, and their capabilities to handle the weapons are critically examined. Checklist procedures are confirmed, and the checklists are made mandatory and exclusive. This means that the use of any procedures other than those in the checklist are expressly forbidden. Before this is done, of course, exhaustive trials are done on the checklist procedures to ensure that they are the safest that can be devised.

Once the system is declared operational, and the bases receive a nuclear capability, that should be the end of it right? Wrong. There is no end to nuclear safety. Each nuclear capable base has a full time nuclear safety officer who works directly for the base commander and is empowered to delve into all aspects of nuclear weapons use. Additionally, frequent no-notice inspections are carried out by inspectors from Command and CFHQ to ensure that only the correct procedures are followed at all times.

Whose business is nuclear safety? It is everyone's. The weapons which the Canadian forces are training to use are the most destructive they have ever been capable of using, but a moment's carelessness could wipe out that destructibility and allow an enemy bomber to slip through unscathed.

Nuclear safety is no accident, and no accident is the goal of the nuclear safety program. All the servicemen attached to CFB Comox are in the nuclear safety business so that they may continue to guard you.

Your first Totem Times

This special Armed Forces Day issue of the Totem Times is being distributed to our guests as they enter the base on Armed Forces Day. If you are one of those guests, and you are wondering just what in the world the Totem Times is, anyway, relax. The Totem Times is an unofficial publication of CFB Comox, and it is supported entirely by advertising revenue. Like, it doesn't cost the taxpayer anything.

Any opinions expressed in the paper are those of the writers expressing them, and are not necessarily shared by anybody of any importance in the Department of National Defence. Occasionally, they are emphatically not shared. Readers are cautioned not to take Totem Times stories as official policy statements unless they are expressly stated to be so.

We hope you enjoy your copy of the paper.



... Any more Defence cuts and the next Canadian Forces Day will have to be a "Tag Day."

The soft life

"Servicemen sure have it easy," runs the old refrain. "No taxes, free uniforms, free meals, tax-free booze, and free housing. Why didn't I join the service?"

Well, we can't tell you why you didn't join the service, but we can tell you a thing or two about the marvellous benefits that servicemen are popularly supposed to enjoy.

The myth that servicemen pay no income tax has been around since Attila the Hun, and it is strictly a myth. Servicemen pay income tax at exactly the same rate as anyone else. The only thing that servicemen do not do, in respect of their service pay at any rate, is file a return. Should a serviceman take another job, outside the service, he must then file a return. Under the law laid down by Edgar Benson and his various predecessors, servicemen pay taxes like everyone else, and at the same rate as everyone else. So much for that myth. If you're looking for a tax dodge, the service isn't it.

The free uniforms, on examination, turn out to be not so free after all. The initial issue to airmen is free. After that, the airman is on his own. Should the pants tear, shrink, fall apart or otherwise become unsuitable for further service, the serviceman has the privilege of buying another pair. The only break he gets is that is a cash transaction, so there are no carrying charges, primarily because there is no carrying. No money, no pants.

The free meals just are not free. Servicemen who live in the barracks and eat in the mess pay for it at rates prescribed by the government, which is a phrase I use when I have forgotten just what those rates are. It is sufficient to say that the government is not in the business of providing free room and board to servicemen. The food might be good, but it is anything

but free.

Similarly for the housing. It might come as a shock to some of our more sheltered readers, but the government charges actual cash rent for the houses that it owns. The rates vary with the size of the house, and with its location, but every effort is made to keep the rates competitive for the area. Free housing just doesn't exist, unless you happen to be sleeping in the alert barn for the night. It is not recommended in any tourist manual, however.

The tax-free liquor myth is another myth that has survived through the years, despite the fact that it just isn't true. Some servicemen, serving outside the country on exchange duties where they are expected to entertain a lot, are allotted a certain amount of tax-free liquor. Most Canadians serving overseas do not, however, come close to this definition, and hence earn the privilege of paying full taxes for their liquor, thus participating more fully in our democracy.

Servicemen, like all Canadians, are afflicted by inflation, and are just as concerned as all Canadians about the high cost of living. Like everyone else, they do not get a free ride. The story that the service is a soft, easy life is a fiction.

This is not to say that the servicemen's life is a dull, boring, relentless grind. It isn't. In many respects the servicemen, who is part of a large friendly organization engaged in a common task, has many advantages over his civilian friends. But they are intangible advantages; the advantages of comradeship, travel, and the challenge of doing a difficult job under less than ideal conditions.

The servicemen may have a good life, in all provinces of Canada, but it is not the soft life. It isn't one that he would readily trade, though.

What, no green?

Away back in the bad old days, when unification was just a four-letter word and not an established fact, it was rumoured that the forces would soon be clad in one standard uniform. Soldiers, sailors and airmen would all go on parade in the same shade of green, and no one except perhaps the reviewing officer, who would be given a program, would be able to tell them apart. Our armed forces day visitors will undoubtedly notice that this has not yet happened. What went wrong?

Basically, nothing went wrong. The green uniform is being introduced gradually, one base at a time, and it is not yet CFB Comox's turn to be outfitted with the new uniform. It soon will be, though.

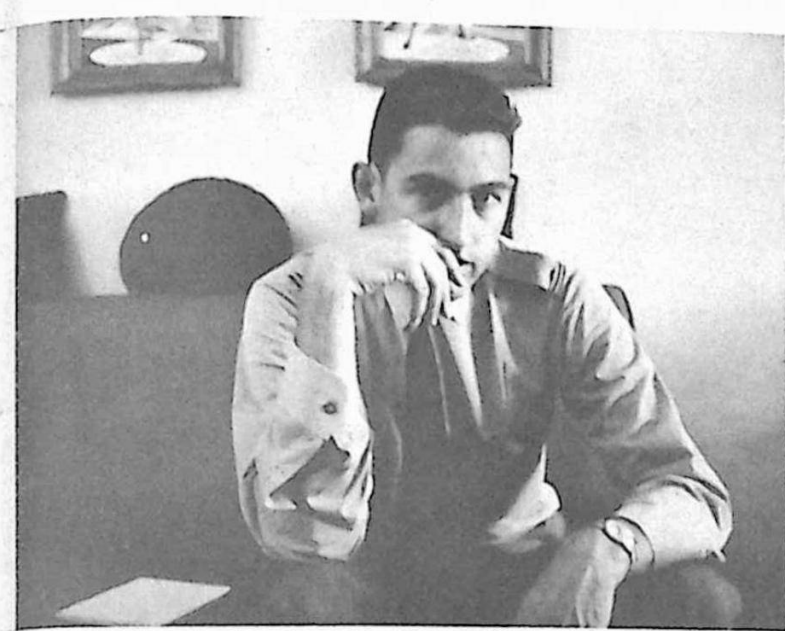
Late this summer, the first shipments of green suits should be delivered to supply, and it is hoped to have all our servicemen equipped by the end of the year.

How has the uniform been received? Basically the servicemen like it. It looks sharp, and it holds a press even after the iron has been lifted off it, which is more than could be said for some of the things it is supposed to replace.

There has, however, been remarkably little opposition to the new uniform, and most servicemen are eagerly anticipating it. There is, to be sure, a certain amount of sadness attached to losing the old uniforms, but there is nothing like the forecast opposition.

Our guests on Armed Forces day will notice that the army types are still clad in pongo brown, the navy in something that looks like a holdover from Nelson's era, and the air force in the usual summer wrinkle catchers. It is to be hoped that they will look closely, because soon, all this will join the Avro Arrow in that big museum in the sky.

Next year, everything will be green. Except, perhaps, the cashbox.



CAPTAIN NOBBY BARTELS, the retiring editor of The Totem Times, who will shortly be leaving the service and returning to university is shown practicing for a sit-in. He says that love-ins are more fun. — Sneak photo

Bartels back to school

For the past year or so, Captain N. J. Bartels, who is shown above masquerading as a lowly balloon, has been the editor of the Totem Times. During that period, he has survived innumerable rockets from CFHQ, uncountable assaults from erstwhile friends here and at various Commands, and a lightning bolt called down upon him by an outraged divine. It has, in short, been a memorable year, which he topped off with this epic "Voyage of Lunatic X", which appeared in the last issue of the Times, and which may make him ultimately the first Canadian on the moon, or such further chunk of inter-galactic real estate as CFHQ might be able to afford to send him to.

He has been a good thing for the paper, but like all good things, his term has come to an end. Nobby will shortly be leaving the service to return to university, and the academic world's gain will be our considerable loss. During his last month or so in the service, Nobby will be training with the army, learning all about the hand-to-hand combat that is such a necessary requirement at today's universities.

He takes with him the appreciation of those who worked with him, and the gratitude of many readers for the pleasure which he brought into their lives. Well done, thou good and faithful servant, or something.

Cornwallis — the first step

(CFP) — The train chugs slowly down the eastern shore of the Bay of Fundy. Sitting within, a young man, hair bouncing on his shoulders, plucks at a guitar while his companion, wearing a high necked purple shirt sings; a girl chews nervously at her fingernails, while the despondent looking youth sitting beside her writes to his girl friend.

In the next coach, a 17-year-old tugs at the sleeve of his new suit as he stares out the window. It had seemed like such an adventure when he returned to the farm and told his folks and friends that he had "joined up" while he had been in Regina. But now as the train jerked to a halt in front of a small station marked Cornwallis, home seemed very far away and he was lonely and a bit scared.

The scene is typical as each week, 150 young men and women from all across Canada and all walks of life arrive at Canadian Forces Base Cornwallis to embark on a career in the Canadian Armed Forces.

Eight training stations were closed following unification of the navy, army and air force and today only two remain open in Canada to introduce recruits to military life.

For those who are French-speaking there is the training base at St. Jean, Que., and all English-speaking come to the Canadian Forces Recruit School at CFB Cornwallis. In addition, all female recruits, English and French-speaking, train at Cornwallis.

If they are apprehensive when they first arrive, recruits soon find little time to be scared or lonely.

The first week is taken up with medical and dental check-ups, haircuts, drawing and marking uniforms, learning to live in close quarters with others and getting to know their way

about the 615 acre base.

In July, 1967, Cornwallis became the basic training centre for all female members of the Canadian Armed Forces and on May 8, 1968 the Canadian Forces Recruit School was established with personnel from all three elements of the Armed Forces instructing all English-speaking recruits regardless of which element they might belong to.

The course at CFRS consists of the preparatory week followed by eight weeks of study and training.

The recruits are given courses in general service knowledge of the Armed Forces, first aid, ground combat training, personal character training and physical and recreational training.

Each training day starts with reveille at 6 a.m., a parade or inspection following breakfast, then nine 40-minute periods throughout the day. Evenings are generally spent in cleaning up the Barrack Block, cleaning and pressing of kit or evening lectures from one of the instructors.

Emphasis is placed on physical conditioning and during the course 78 periods are spent running, swimming, in gymnastics and competitive games as well as conquering an assault course.

Each week a course graduates and is replaced by a new group of raw recruits. Since the program began in May 1968, until the end of February, 1969, more than 2,700 recruits have graduated and advanced to further environmental training at other Canadian Forces Bases and units.

Currently there are nearly 1,200 recruits in training at Cornwallis. In addition there are approximately 1,200 service personnel and dependents and 400 civilians at the base.

FUNGUS FEATURES



442 Sqn. role varied

442 Squadron was originally known as 121 Composite unit. 121 was a wartime unit formed in January 1942 at Dartmouth N.S. Undergoing several designations, it finally merged with 123 Rescue Unit and took up residence at Vancouver's International Airport. In 1964, 121 moved to Comox where it has taken up permanent residence (we hope).

In 1968, the unit again changed its designation and became 442 Transport and Rescue Squadron. 442 was a wartime fighter squadron that saw its first 21 months serving with Western Air Command on operations against the Japanese and the next fifteen months against the Germans, fighting from the Normandy Beaches to the Baltic Coast.

For a brief period after the war the squadron was disbanded, only to be reformed as a Reserve Fighter Squadron. In the following years up until its disbandment in 1964 the squadron used such aircraft as Mustangs, Vampires, Sabres, Explorers and Otters.

In its new dual role of Transport and Rescue, the Squadron employs three types of aircraft.

In the Transport role, transport flight, (known locally as Air Kamikazi) uses the venerable Dakota to provide military transportation of both cargo and passengers along the coast and B.C. and Pacific regions.

The Dakota was originally designed as a commercial airliner and made its first flight on the 18th of December 1935.

After admiring the service the Dakota was giving the USAAF, the RCAF took delivery of its first Dak in 1943. Thus the Dak is the oldest aircraft in service in the Canadian Forces. Incredibly it is older than some of 442's pilots.

Incorporating such unique design features as non flush type rivets and an undercarriage that without the benefit of the hydraulic pump takes three men and a boy four hours to raise, this subsonic marvel is without equal in the aeronautical world. The Dak cruises at about 150 mph, making it a slow, medium ranged light transport that can go just about anywhere. Its safety record is without equal. Many attempts to build a replacement for the old work horse have met with failure.

The backbone of 442's Transport Flight, the Dak also doubles up as a flying ambulance. Its mercy flights have taken it to every corner of the Pacific Search area, from Inuvik NWT, to Tofino.

Search Flight utilizes the CSR 110 Albatross Triphibian. This twin-engine aircraft is capable of landings and take-offs on land, sea or snow and ice. (The latter is not recom-

mended for the faint of heart.) Search flight is charged with finding and, if possible, rescuing lost souls in an area bounded by a vast stretch of the Pacific to the Alberta border and from the international border north to the mouth of the McKenzie river.

A search by the squadron is a gala affair, usually involving all of the personnel in some way. As soon as the call comes in a Searchmaster is appointed. Search headquarters is established at the home unit, if possible. If this is uneconomical the Search headquarters will be set up as close as possible to the search area. Ground crews are flown in and they set up shop as best as local conditions permit. Some of the ground crew are called upon to act as spotters aboard the searching aircraft. Once the search is initiated it is carried on until the object is located or there is no possibility of locating it.

Looking for anything that happens to drop vertically into a B.C. forest makes looking for a needle in a haystack easy. Nothing in the world is as thrilling as flying up and down narrow canyons or along side mountains with the wing tips appearing to brush the trees.

When a search object is located it is sometimes impossible to land an Albatross

Continued on Page 6



UP, UP AND AWAY, and another survivor is on his way to safety as a 442 Squadron makes a hoist rescue through the tree tops. — L. McCaffrey photo

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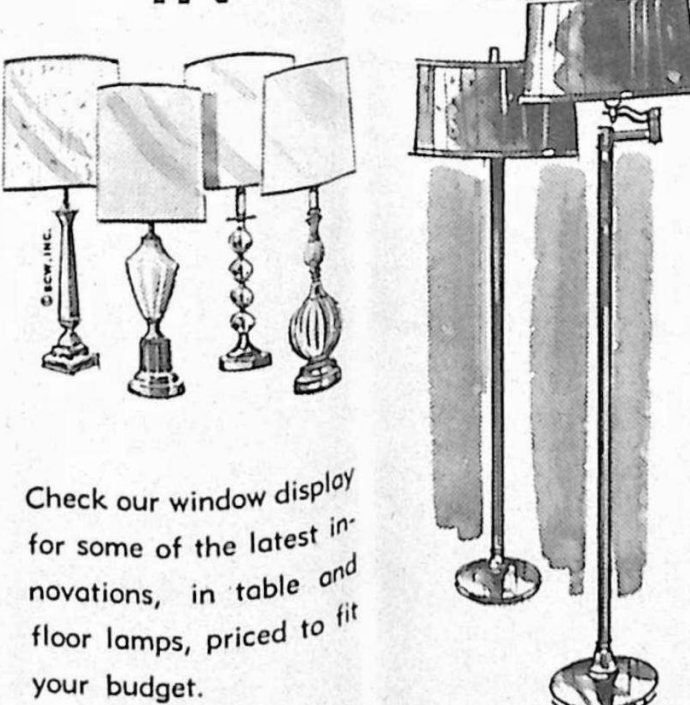
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Merry Mushrooms hold gala Summer Sports Carnival

This year the merry mushrooms entertainment committee under the astute guidance of MWO Gale came up with a new idea for summer fun. Instead of the usual big dance and bash that was held every season, they will hold several sports events over a three week period and wind the whole show up with a small dance and hog wrestle in the Totem Inn Lounge on the 20th of June.

A Salmon Derby is under way at present. It started last Saturday the 7th, and will run until 1800 hrs. on the 20th. The unusual feature of this Derby is that it is open to the wives. (didn't he tell you?) Entry fees are \$1 per person. Rules are simple, Salmon only, weigh in at the Fire Hall or Bates Beach, no gills and no guts. Tickets are at the hangar canteen.

A Golf Tournament will be held at Sunnydale Golf Course (a Subsidiary of 442 Squadron) on Friday the 20th. Sorry girls this is for the boys only. Tee off time is 12:30 to 1 p.m. Entry fees are 50 cents for members and \$2.00 for non members.

A Car Rally, a squadron first, will be held on Sunday the 15th. This is for a man and wife and or girl friend team, kids optional. There will be a single car and teams of three car entries. This is NOT a sports car type rally where time is of the essence. It is many a navigation exercise and scavenger hunt. To enter get your car rally tickets at the canteen and be at the 442 Squadron parking lot at 12:30 p.m. for a briefing. Entries for this event are \$1 per person and 25c extra to enter the team car event.

There is a special trophy for each event and prizes will also be awarded. Naturally only squadron members will be eligible for the squadron trophies.

The dance will be held on Friday the 20th. Cocktails will be between 8 and 9 p.m. will be to be supplied by Music to be supplied by the Reflections, better known as the Holcomb Heroes. The prizes for all events will be presented by the Merry Mushroom himself and later, in a

more serious vien, goodbyes will be said to some of the members who are leaving. Food for this occasion will be a very expensive hip of beef. Dress is casual, men slacks, sports shirts, NO SHORTS. Women, Summer dresses or skirts etc. NO SHORTS. Price is a modest \$2.50 per couple. Sorry — members and their guests only and members of the Order of the Golden Mushroom.

Challenge Issued. The plumbers, including the Chief and Sub-Chief, of 442 Squadron hereby throw down the Gauntlet to the Aircraft drivers, Seeing Eye Dogs and Knob Twiddlers of the same Illustrious Outfit and declare we are the superior Fishermen, Auto Drivers and Golfers. The competitions that will be held up to and including 20 June 69 will be the contests.

From up in my perch

By Seemore



Last week the Squadron Entertainment committee came up with the summer carnival and dance idea. I took this as an evil omen immediately. My name was on the standby spotters list for the weekend and never in the Squadrons history have we planned a party and not have an epidemic of searches breakout. It was unlikely we would break a record like that.

Sure enough, on Saturday, as I sat in my patio patching my old kit bag, replacing some of the rotted stitches that hold my ancient corporal's hooks on my arm band, and chipping some of the corrosion from my C.D. I got a phone call. There's a search on. Report to operations in five minutes.

Instantly my mind programmed the list of excuses I have used in the past. My mouth went into action instantly. "I don't feel well, I don't have my car, I've got to take care of my kids, my uniform is not pressed, I'm busy, I have to..." "Your it chum! Get down here," the voice on the phone interrupted with great authority. Obviously this guy had heard them all so I might as well give up that idea. Reluctantly I made my way to the hangar.

Arriving in operations I found the other three poor souls standing around the operations desk with a bored look on their faces. This is a very important thing for the ground crew — man — who has — to — fly to learn to do. Do not look excited, this is a

dead give away that you're a greenhorn.

Out at the aircraft I gave the pilot a visual physical, making sure that he had no obvious defects like blindness, broken limbs or epilepsy. Next I took inventory of the aircraft itself. Wings each two, check. Engines each two, check. Tail, one vertical and two horizontal, check. Wheels, home or at the golf course, check. Everything seemed in order and I gave the pilot my silent blessings and we took off.

For nine hours I sat in the tail of that pig boat looking at the B.C. real estate at extremely close quarters, while the pilot wheeled the cumbersome machine in and out of the valleys like a world war one Camel pilot chasing the Red Baron. Ever try to eat a plate of peas with a plastic fork in a 4 "g" turn?

For this I received the magnificent sum of \$2 less taxes. That works out to about 15 cents an hour. My little pink body is worth more than 15 cents an hour to me, thank you very much.

Seemore predicts. Major Pulham will be the next mayor of Wallace Gardens.

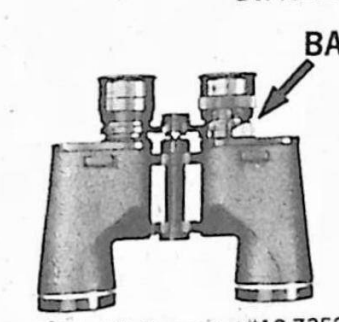
Rumour of the week. The waterbomber outfit at Sproat Lake is getting four Albatrosses.

Mushroomer; The summer carnival will not be cancelled.

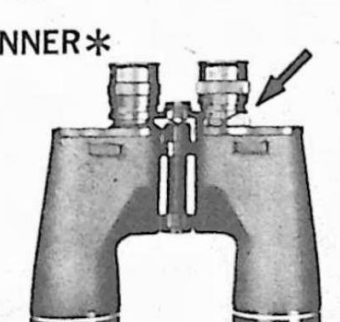
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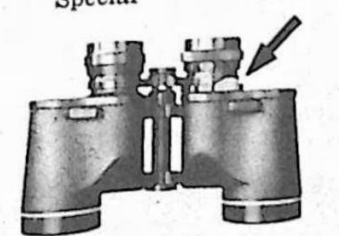


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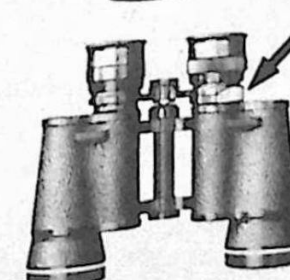
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DEMONS DOING THEIR DUTY



407 Sqn. Argus over the Rockies

HIGHLIGHTS OF 407 (VP) SQN.

The badge of the Squadron is a winged trident (symbolic of air power over the sea) piercing an anchor (representing enemy shipping). It was approved by the late King George VI in March 1943. Its motto, on the badge's scroll, is simple: "To Hold On High". The reference is to the torch of freedom of "In Flanders Fields".

The original 407 "Demon" squadron, which was disbanded in June of 1945, was reactivated on the 1 July 1952, under the authority of 12 Air Defence Group which later became known as No. 5 Air Division. Although the squadron was responsible to 12 Air Defence Group in Vancouver, the Operational and Training policies came directly from Maritime Headquarters in Halifax. It was not until 1954 that the squadron was under full control of Maritime Air Command. The Operational Control again changed hands in 1959 when 407 Squadron came under the command of

CANCOMARPA with headquarters in Esquimalt. The principal task of 407 is the protection of the West Coast of Canada from attack by enemy surface and submarine forces. The secondary duty is that of search and rescue. To these ends a third requirement is apparent; that is, the daily training required of operational crews to attain a maximum efficiency in carrying out ASW (anti-submarine warfare) operations.

Although the RCAF acquired the P2V7 Neptune in March of 1955, they did not arrive on the West Coast until May of 1958. The maximum number of Neptunes on Squadron strength was twelve in 1963. 407 Squadron was the only operational unit using P2V7 aircraft in Canada, although the OTU in Summerside, P.E.I. used them for training purposes. 407 Squadron had no major accidents with the Neptune.

In May 1958, the first Neptune aircraft arrived at 407

Squadron. By 1959 the Squadron had become completely equipped with P2V7's and the last "Lanc" had earned its resting place in Calgary.

In July 1959, 407 Squadron was placed under the control of MARPAC in Victoria for its directives and tactical employment. Now the Commander Pacific had full control of ASW ships and aircraft on the West Coast.

The present state of the Squadron began on 17 May 1968 when the P2V7 Neptunes were replaced by the Canadian built Argus. The Argus is the largest and most fully equipped anti-submarine aircraft operating anywhere in the world. It can carry an 8000 lb. load of mines, depth charges, bombs and torpedoes to a patrol area more than 850 miles from base, search an area of nearly 60,000 square miles and return, with fuel in reserve in case of diversion to an alternate airfield more than 500 miles away.

Maritime force operates on, over and under ocean

(CFP) Canada's 39 commissioned warships consist of an aircraft carrier, 20 destroyers, four submarines, three support and a variety of smaller ships.

There are 9 warships in reserve, activated for specific periods of duty. Half a dozen small vessels are on loan to other government departments.

The 20,000 ton aircraft carrier Bonaventure heads the anti-submarine warfare (ASW) team. She has an angled deck, mirror landing system and steam catapult and carries twin-engine CS2F-3 Tracker aircraft and CHSS-2 Sea King helicopters. The Bonaventure has had a half-life refit to make her fully effective well into the 1970's.

There are 20 helicopter-destroyers (DDHs) and destroyer escorts (DDEs) active in the fleet. Two of the DDHs had a hanger and flight deck included in their initial construction seven others are DDEs converted to DDHs, so they can accommodate the heavy Sea King helicopter. Now, the Restigouche class of seven DDEs is being modernized, ship by ship.

HMCS Ojibwa, first of three Oberon class submarines built in England for Canada, was commissioned in 1965. The second was commissioned HMCS Onondaga in 1967 and HMCS Okanagan joined the fleet in 1968. HMCS Rainbow (ex-USS Argonaut) is a Trench class submarine commissioned in December 1968.

ONE COMMAND: TWO COASTS

In January, 1966, a single headquarters for a recognized maritime command was established at Halifax, with a Pacific sub-command at Esquimalt, B.C. Approximately two-thirds of the maritime air elements are under control of the maritime command. The ASW air arm of maritime command includes five squadrons equipped with long-range Argus aircraft which are land-based; one



P2V5 NEPTUNE — Designed as a twin-engine medium range submarine hunter, the Neptune filled Maritime Command's requirements for many years. It has been retro-fitted with two auxiliary turbo-jets to give an added 'dash' capability and improved 'engine out' performance.

442 SQN.

Continued from page 5

near it so Rescue Flight is called.

Rescue flight is equipped with the CH113 Labrador Helicopter, a twin engine helicopter powered by two GE T 58 Turbine engines. It is ideally suited for its rescue role in British Columbia. It too can land on the land, sea or snow with little effort. When on its primary search mission the Labrador carries two pilots, a flight engineer and two para-rescue personnel. The para Rescue people can get to the victims of a crash in several different ways. They can descend via the aircraft's hoist and return with survivors via the same route, they can come down a rope from the rear door by a system called the Sky Genie (another thing not recommended for the faint of heart) or they may parachute down.

Rescue flight has had the Labrador for four years now. The dicky air and sea rescues they have performed with

their machine in that time are too numerous to mention. The last but not the least of the important squadron roles is that of teacher. This comes under the capable jurisdiction of Boat School.

Boat school trains Forces aircrews the dos and no-nos of operating an Albatross on water, snow and ice, called a "conversion course" the boat school people can convert a good land lubber into a flying anchor clanker in side of seven weeks.

442 Squadron is ever ready, willing and able to search for you or rescue you if you ever need them. If you happen to be travelling inside their Search area, please be careful as they would like to have the weekends off during the summer.

squadron of Tracker aircraft and one squadron of Sea King helicopters, all of which operate from carriers or ashore. Several squadrons of fixed and rotary wing aircraft operate in the support role.

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DEMON DOIN'S

The moment that the flight line crew has been waiting for had finally arrived! The crew that was going to represent the squadron at the first annual ASW competition was to be selected. Last Wed. the CO of the Demons and a board of unbiased section representatives gathered to pick the top squadron crew. This proved to be no small job as the board soon discovered. After carefully going over each crew individually in various categories the selection board arrived at a decision. Capt. Jerry Regher's crew 1 were the winners over the other contestants by one half a point. The Demons offer their congratulations to crew 1 and wish them all the success in the forthcoming competition. It is a foregone conclusion that they will bring home the Admiral O'Brien trophy to Comox.

Now that they have been selected the crew will be busy planning strategy to be employed. There will be many hours of preparatory flying and a few trips to the trainer in Greenwood for the crew. The crew will be faced by an "O" class submarine in the competition. To a lesser qualified crew this could be an almost insurmountable obstacle. The commanders of these subs take immense pride in their ability to evade search aircraft. Unfortunately they will suffer a blow when the Demon Argus zaps on an attack before they realize that there is one in the area.

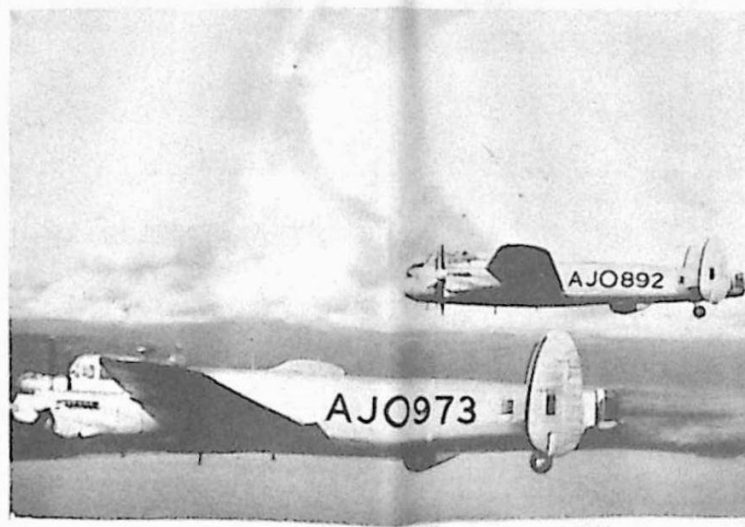
The Demons have finished a successful subex period with HMCS Rainbow. During the whole exercise period the crews were hampered by poor weather. However these adverse conditions did not affect the amount of training gained. Most of the crews were able to complete the planned program with excellent results. The Rainbow is now back in port resting up for future exercises. The sub was forced to retire from the exercise early due to sickness among the crew. One of the crew had to be air evacuated to Victoria by a USCG helicopter. A few days later another of the crew fell sick and the sub was forced to return to port. Capt. Paul Northover

will join the sub on her next assignment. He will be spending a week with the Rainbow during which they intend to visit Portland Oregon. One thing for certain, the flies won't bother him too much when he comes back. For that matter probably no body else will either. It should take about a month for him to lose that fragrant aroma of diesel fuel.

The squadron has now introduced a weekly sports competition between the flying crews. These events have certainly improved or in a few cases reduced the physical fitness of those concerned. The game of the week was the lob ball competition between crew 6 and crew 1. The true sportsmanlike and gentlemanly attitude displayed by the contestants was exceptional

although Gord Speirs found it rather difficult to say "Thank You" when he had his teeth knocked out. Crew 1's star on third base, Cliff Salter, proved once again that the nose is a poor substitute for a ball glove. After eight innings of "bone crushing" action crew 6 went to victory; 34-33. No, they weren't playing football.

In closing, we would like to welcome a couple of new faces to the squadron. Our first Navy pilot arrived in the guise of Lt. Bill Ainslie. Prior to coming to the Demons from MOAT, Bill spent a tour on a tracker squadron. Another first for the squadron in an observer on crew 5. Cpl. RL Lundquist is contact training with the Demons until his course date for the MOAT school comes.



LANCASTER — Used by the Demons from July 1952 until it was superseded by the P2V-5 Neptune.

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Each year 200,000 military passengers and dependents and 40,000,000 pounds of cargo are air transported across Canada and into foreign countries.

Troops and dependents are moved to and from Canada and Europe; soldiers of the Canadian contingent in Cyprus are rotated by air twice a year; supplies are carried to Canadian land and air forces in Europe and to units in such places as Tanzania and Ghana; Air Transport Command does all of these tasks.

The Command's Hercules, Yukon and Buffalo aircraft transport troops and equipment on operational exercises in Canada and to points outside the country.

In March, ATC aircraft flew 1,000 soldiers of 1 Royal Canadian Regiment, London, Ont., to Jamaica for jungle warfare training. The airlift was carried out quickly and smoothly and included the transport of mobile equipment such as jeeps and trucks.

Troops of the 2nd Battalion, Canadian Guards, Petawawa, and their equipment were airlifted to the Gaspé for exercises in support of its role as part of NATO's Allied Command Europe mobile force.

An added task taken on by ATC last year was the air-dropping of vital food and supplies to the British Trans-Arctic Expedition. This expedition consisted of four Englishmen travelling on foot from Alaska to Spitsbergen.

Air Transport Command made four drops last year and is making three this year. A message sent to the Chief of Defence Staff, General J. V. Allard from the leader, Walter Herbert, said "Without your generous support and wholehearted collaboration and skill of the RCAF this achievement would not have been possible. Our achievement is their success."

Air Transport Command also plays an important role in search and rescue operations in Canada. The Command is responsible for the standard of operations and the administration of all search

and rescue units in Canada. This includes providing search and rescue training for these units as well as searchmaster training for flying boat, float plane, and helicopter and ski plane operations.

Last year Canadian Forces airmen rescued 124 persons and in addition carried out 170 mercy flights. These flights ranged from transporting seriously ill patients to delivering a fuel pump to a drifting and endangered pleasure boat.

To carry out its varied tasks, Air Transport Command employs 11 different types of aircraft ranging from helicopters and amphibians to strategic transport aircraft.

Last year the Command received shipment of the Falcon fighter and this 500-mile-per-hour ten seater jet was immediately put into service. It provides fast transportation for senior military and government officials.

Centralized control of the more than 100 aircraft in the ATC fleet is exercised by the Air Transport Operations Centre located in the headquarters of Air Transport Command at CFB Trenton. The operations centre can contact any ATC aircraft regardless of its whereabouts in a matter of a few hours. This allows the commander to divert any flight to any destination should it ever become necessary to do so.

The Commander of Air Transport Command is Major-General A. Chester Hull, who took over the job in March, 1967. A graduate of Royal Military College, General Hull saw wartime service in Europe during World War II as a bomber pilot. Since then he has held administrative positions at Canadian Forces Headquarters as well as senior positions with Air Defence Command and the Air Division.

Mobile Command, comprising Canada's combat ready land and tactical air forces, is celebrating its fourth anniversary this year by marking significant progress in its re-equipment program and the establishment of a functional, ready organization.

New and modern radar detection equipment has been delivered to the 4th Canadian Mechanized Brigade Group committed to the North Atlantic Treaty Organization and based in North Rhine-Westphalia, West Germany. Its artillery regiment last summer received the new M-109 155 mm. self-propelled howitzer, and a training squadron using the new jet Iroquois helicopters has been established within 2 Combat Group based in Petawawa, Ont.

Mobile Command was constituted Oct. 1, 1965, and its headquarters opened in temporary facilities at Longueuil, Que., Oct. 19, 1965 under General Jean-Victor Allard, who, on being appointed chief of the defence staff less than a year later, turned over to the present commander, Lieutenant-General W. A. B. Anderson.

The mission of the command is to provide land and tactical air forces at short notice anywhere in Canada or overseas, and this is being constantly practiced.

For example, Canada's commitment to the northern section of Allied Command Europe (ACE) has been combined with forces of other nations similarly committed for two exercises in Norway, one in 1966 and the second in 1968. In mid-spring of this year, the 2nd Battalion, Canadian Guards, practised this role in the hills and valleys of Quebec's Gaspé.

Lieut.-Gen. Anderson said his command must keep a capability to operate in any unforeseen direction, and that these directions are constantly studied, with plans formulated on a 10-year, five-year and one-year basis.

In addition to the many overseas roles now maintained, Lieut.-Gen. Anderson says his command could field another substantial peacekeeping force overseas "within the limits of the resources we have now".

Getting such a force to its destination would be "fairly instantaneous," he said. "Seven days is our boast".

Such movement would be by air and sea, the latter in co-operation with Maritime Command.

In the first of the ACE exercises in northern Norway, HMCS Provider was called on for sea-going support, carrying supplies and equipment, and for use as a hospital.

Within the Mobile Command organization, but not directly controlled by it in present roles, is the 4th Canadian Mechanized Brigade Group in North Rhine-Westphalia, West Germany, and the United Nations peacekeeping force in Cyprus.

The birth of Mobile Command came following delivery of the White Paper on Defence in 1964, House of Commons in 1964, which outlined the broad task of the Canadian Armed Forces, after the unification of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force.

Studies had indicated that the forces existing at the time did not answer the needs of Canada, and the subsequent re-organization was designed to meet requirements for flexibility, rapid response and mobility, strategic movement.

The broad mission of Mobile Command was broken down into five more definite responsibilities: the immediate deployability; Canada and North America; supply of troops and equipment to the central region

FORCE MOBILE COMMAND

of NATO (4 CMBG in West Germany); maintain in Canada forces for the north and south flanks of NATO, in Norway, and Greece-Turkey; maintain the peace; provide for special mission in Canada and elsewhere.

The command must be able to provide a land force against any menace to Canada; provide a force for NATO to prevent intervention in central Europe or on the flanks; aid in the execution of United Nations mandates in accordance with the Geneva and certain other conventions; maintain a high degree of readiness to provide supplementary aid for peacekeeping duties anywhere in the world; maintain in Canada the necessary structure to provide control, logistics and the organization "to assure an appropriate reaction, rapid and efficient, to the limit to which they are committed".

In addition, forces and material must be available and trained should they be called on to aid the civil powers in Canada.

To best co-ordinate the varied tasks, Mobile Command Headquarters has been organized into three elements; the command group, the co-ordinating staff and the functional staff. Each is sub-divided as necessary.

At the operational level, studies of possible commitments have indicated that the most efficient use of field forces and tactical air units would be to organize into combat groups, which have since been located at Calgary, Alta.; Petawawa, Ont.; Valcartier, Que.; Gagetown, N.B.

All but the Gagetown combat group are to be completely air transportable in C-130 Hercules aircraft, including the equipment of its artillery and light armored regiments.

In Gagetown, the armored unit is equipped with Centurion battle tanks, and the artillery unit has the new M-109 155 mm. self-propelled howitzer. The balance of the group is, however, air transportable.

The combat groups are not operational formations, but a grouping of units for peace-time training and administration. Mobile Command plans call for many and varied tasks, with units of different sizes and composition. Therefore, one force for a particular assignment might employ units from different combat groups, depending on the specific need at the time.

In addition to the standing units within Mobile Command, a specialist unit has been formed — the Canadian Airborne Regiment.

This regiment, located at Edmonton, Alta., and Valcartier, Que., is a parachute-commando force trained along special air service lines, with specialists in arctic and mountain warfare, underwater reconnaissance, pathfinder and other special techniques.

An important feature of Mobile Command made possible by unification of the Canadian Armed Forces is the use of tactical air in direct operations with the land forces.

10 Tactical Air Group, under command of BGEN G. J. J. Edwards, is an integral part of Mobile Command.

The air group components provide artillery observation, reconnaissance, interdiction, and transport of personnel and equipment by helicopter and aircraft.

The resources of the group are distributed across Canada; a squadron of Voyageur heavy helicopters at St. Hubert with a detachment at Edmonton; a training squadron for the Iroquois tactical helicopter at Petawawa; a squadron of fighter-photo reconnaissance T-33 jet aircraft at Rivers, Man. (soon to be equipped with the new, supersonic CF-5); an operational training squadron already equipped with

the CF-5 at Cold Lake, Alta.; a tactical transport squadron of Buffalo transport aircraft at St. Hubert with a detachment at Edmonton. A CF-5 squadron will be located at Bagotville in support of the three eastern combat groups.

Planning and training has taken into consideration another important source of personnel in case of emergency; the Mobile Command Reserve.

This element is composed of selected units of the Militia and Air Reserve across Canada which are trained to provide a backup for the regulars of Mobile Command either as units, sub-units or individuals.

These reservists train at individual armories during the winter months, plus weekend exercises under the direction of Regular instructors. In the summer, they attend camps at Regular establishments to use the new and modern equipment of Mobile Command.

Militiamen have trained with 4 CMBG in West Germany for two years, and an Air Reserve unit recently participated in the NATO exercise for the ACE force in Gaspé.

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The Commander of Air Transport Command is Major-General A. Chester Hull, who took over the job in March, 1967. A graduate of Royal Military College, General Hull saw wartime service in Europe during World War II as a bomber pilot. Since then he has held administrative positions at Canadian Forces Headquarters as well as senior positions with Air Defence Command and the Air Division.

Mobile Command, comprising Canada's combat ready land and tactical air forces, is celebrating its fourth anniversary this year by marking significant progress in its re-equipment program and the establishment of a functional, ready organization.

New and modern radar detection equipment has been delivered to the 4th Canadian Mechanized Brigade Group committed to the North Atlantic Treaty Organization and based in North Rhine-Westphalia, West Germany. Its artillery regiment last summer received the new M-109 155 mm. self-propelled howitzer, and a training squadron using the new jet Iroquois helicopters has been established within 2 Combat Group based in Petawawa, Ont.

Mobile Command was constituted Oct. 1, 1965, and its headquarters opened in temporary facilities at Longueuil, Que., Oct. 19, 1965 under General Jean-Victor Allard, who, on being appointed chief of the defence staff less than a year later, turned over to the present commander, Lieutenant-General W. A. B. Anderson.

The mission of the command is to provide land and tactical air forces at short notice anywhere in Canada or overseas, and this is being constantly practiced.

For example, Canada's commitment to the northern section of Allied Command Europe (ACE) has been combined with forces of other nations similarly committed for two exercises in Norway, one in 1966 and the second in 1968. In mid-spring of this year, the 2nd Battalion, Canadian Guards, practised this role in the hills and valleys of Quebec's Gaspé.

Lieut.-Gen. Anderson said his command must keep a capability to operate in any unforeseen direction, and that these directions are constantly studied, with plans formulated on a 10-year, five-year and one-year basis.

In addition to the many overseas roles now maintained, Lieut.-Gen. Anderson says his command could field another substantial peacekeeping force overseas "within the limits of the resources we have now".

Getting such a force to its destination would be "fairly instantaneous," he said. "Seven days is our boast".

Such movement would be by air and sea, the latter in co-operation with Maritime Command.

In the first of the ACE exercises in northern Norway, HMCS Provider was called on for sea-going support, carrying supplies and equipment, and for use as a hospital.

Within the Mobile Command organization, but not directly controlled by it in present roles, is the 4th Canadian Mechanized Brigade Group in North Rhine-Westphalia, West Germany, and the United Nations peacekeeping force in Cyprus.

The birth of Mobile Command came following delivery of the White Paper on Defence in 1964, House of Commons in 1964, which outlined the broad task of the Canadian Armed Forces, after the unification of the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force.

Studies had indicated that the forces existing at the time did not answer the needs of Canada, and the subsequent re-organization was designed to meet requirements for flexibility, rapid response and mobility, strategic movement.

The broad mission of Mobile Command was broken down into five more definite responsibilities: the immediate deployability; Canada and North America; supply of troops and equipment to the central region

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Joint exercise

A Joint Strategic Air Command and North American Air Defence (NORAD) Command training exercise took place in air space over southern Vancouver Island and the lower mainland in the early morning hours of June 12. Although air routes were planned to avoid metropolitan areas, residents in these areas have heard sonic booms.

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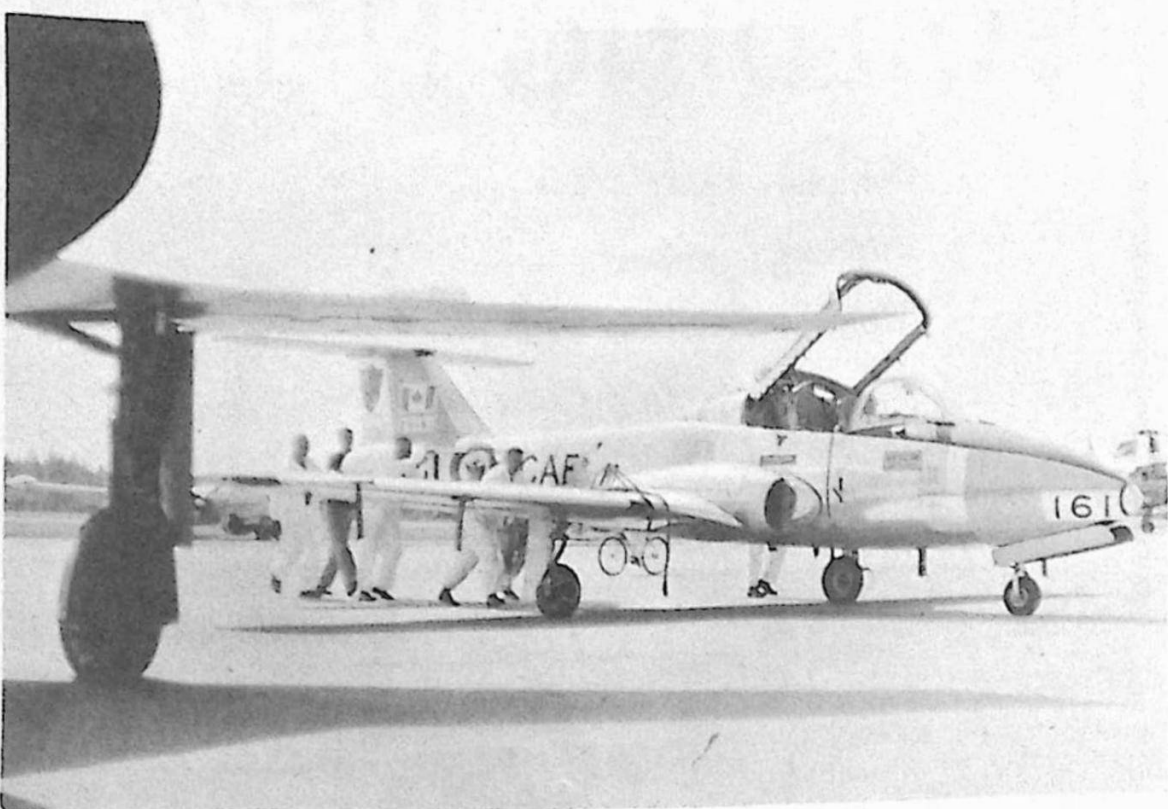
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More about the forces role today

5000 hour mark for 437 group



THE SECRET IS OUT. Starting airplanes is not an occult science, done with punks and blowtorches. These healthy airmen, recent graduates of the Rec Centre's fitness campaign, push the airplane down the runway until it is doing ninety knots, at which point the pilot's efforts on the pedals are sufficient. Training Command has millions of these little beasts.

TRENTON Ont. (CFP) — It sounds like a short time — 5,000 hours — but rack it up in the cabin or on the flight deck of a Yukon. It's quite a feat in any air force!

For 14 members of 437 transport squadron here the 5,000 mark has become a reality. That's about 238 return trips across the Atlantic or 206 days of peering at a maze of instruments, nursing the Yukon's four huge power plants or taking care of a cross-section of excited or bored passengers and a little baby-sitting on the side.

Recently reaching that milestone were: pilot, Maj. W. G. H. Grant; flight engineers; WOs J. G. Brogden, R. J. Kane and R. J. McIntosh; Sgt. A. E. Bainford, D. W. Fisher, E. E. G. Gauthier, D. A. Johnson, N. W. Penn, D. H. Stewart, D. L. Page and L. L. Langard and flight attendants, Cpls. Phyllis Sprowl and Doreen Fawcett.

Paint it brown & change the name

The Canadian forces fly two types of CH-113 helicopter. There are six basic CH-113 machines on search and rescue duties which are called Labrador.

Fully instrumented and equipped with semi-automatic pilot, they carry extra fuel to double range to 400 miles and have flotation tanks for stability on water.

Air transport command headquarters at Trenton, Ont., "owns" these tandem rotor aircraft. Two Labradors are located at each of the bases at Trenton, Comox, B.C., and Summerside, P.E.I.

TRAINING COMMAND

(CFP) — "There never was a good war, or a bad peace," one proverb goes. Another says: "let him who desires peace, prepare for war."

Keystone of the profession, and a major element of the Armed Forces, is a busy, sophisticated organization, Training Command.

It's Canada's biggest campus, sprawling from Halifax to Victoria, with 51 schools and units situated on 21 bases. Its students are the 40,000 sailors, soldiers and airmen who pass through its system in the run of a year, on 700 different courses.

Pulse of the country-wide organization beats at its Winnipeg headquarters, under the guidance of 46-year old Major-General William K. Carr. His headquarters staff of about 300 officers, men and civilian employees administer the organization's 17,000 sailors, soldiers and airmen, or about 18 per cent of the entire Armed Forces. In addition, the Command is geared to handle a load of 10,000 trainees at any one time, for a possible in-house population of 27,000.

The role of Training Command is expressed as (a) the selection and classification of potential servicemen, and (b) the provision of individual training at the basic, elementary and advanced levels in the sea, land and air elements of the Forces.

But no quick, black-magic formula exists whereby trained officers and men can be produced at the least possible cost to meet operational requirements. It requires something more than bringing an individual in off the street and giving him a short haircut.

He -- or she -- must be trained not only in the military sense, but both professionally and technically in any of about 100 basic trades, as well as the many specialties in each of these trades. A similar multiplicity of professional groupings exists insofar as officer training is concerned.

Training researchers say a virtual explosion has taken place in the training business in the past 20 years. This is attributed to strides by educators and behavioral scientists.

Early in the integration-unification game, Command planners adopted a systems-analysis approach to ascertain how to train more men in less time at less cost. What they came up with was something called a Management System for the Control of Training, or MASCOT.

Incorporating the best features of proven, modern methods, officials say the system has a built-in set of connected and interdependent processes.

The studies also gave birth to the principle that future training must be directly related to the job trainees will be expected to perform.

form, or, "performance-oriented training" (POT).

The aim of POT is to produce men capable of actually doing the job called for by job criteria and specifications, no more, no less. This has meant cutting out all extraneous, nice-to-know frills, and concentrating on essential only.

Written examinations, for instance, often tenuously supported by crash-action study, are to get the chop. Tests will become a demonstration of doing, based on a pass/fail - go/no-go basis. The concept recognizes a long-known fact, that knowing and doing are two different things, erent things.

What all this means to a trainee is that down-to-earth tests will apply to all areas of training. At the end of it all he will have clearly-defined skills and capabilities, unadorned by unnecessary knowledge. He will know the objectives he must achieve and what the final tests will be. He can therefore concentrate on acquiring the necessary skills and knowledge to pass the tests.

Other features of POT are that instruction will be more individualized, students proceed at their own pace, and instructors will be able to devote more time to those who want or need it. It all adds up to better motivation, they say, with students more anxious to learn. Suspense and surprise disappear for student and instructor alike. The result will be better teaching, better learning, reduced failure rates, and more effective and cheaper training.

The success of Training Command can be measured only by the standard of product it provides to the users, or operational commands. A related factor is how big a slice of the total-resources pie it needs to achieve the standard they have set.

In any event, they are convinced that to produce a high-standard product, an effective, economical network of basic, technical and professional training establishments is essential, coordinated by a sound and sophisticated control system.

These are the building blocks in Training Command's philosophy which states: "operational commanders should not have their capabilities compromised by having to employ less than fully-trained people; nor should they be saddled with conducting basic, individual training." Adherence to this philosophy, they believe, should enable operational commanders to devote full time to their main roles.

The Command's major bases are Cornwallis, St. Jean, Kingston, Clinton, Borden, Winnipeg, Gimli, Portage la Prairie, Shilo, Rivers, Moose Jaw and Chilly-wack.



THE HALIFAX YACHT and Fishing Club weighs anchor and heads for the spot where the really big ones were reported biting just the other day. The big boat with the flat top is the fleet's gymnasium, where all the sales play cricket and croquet to stay in shape for surviving such rigors as defence cut. — Canadian Forces photo

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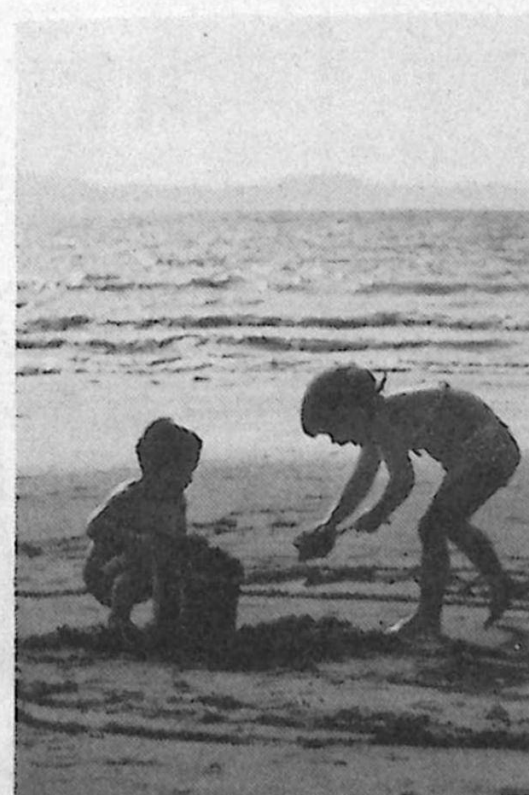
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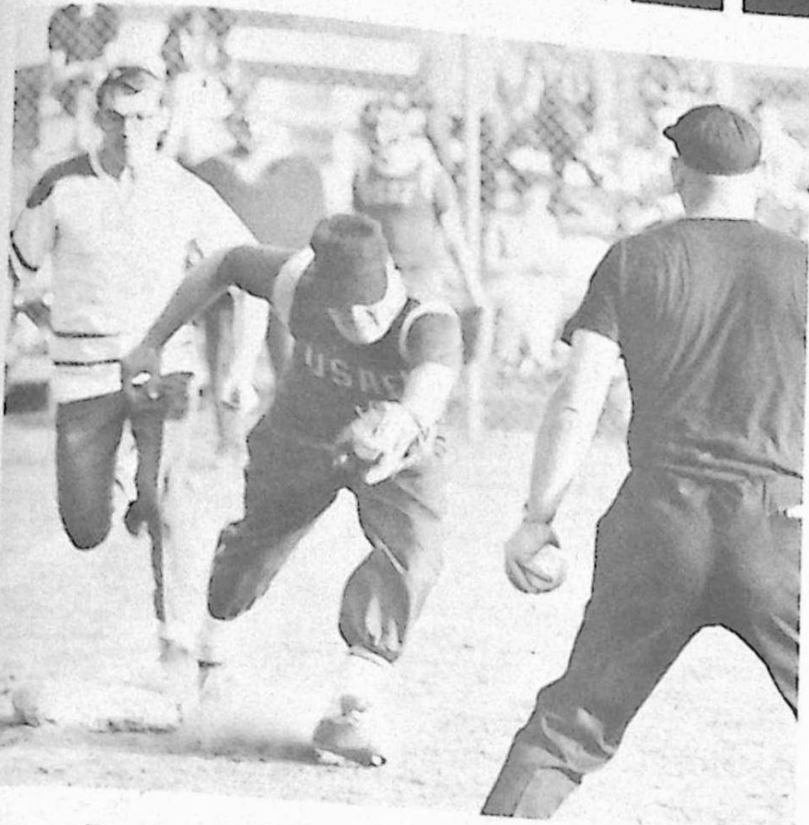


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A KALEIDOSCOPE OF SPORTS

CRB OMOX TOTEM TIMES — Thurs., June 12, 1969 9



Broomball

The intersection Broomball league is active at noon hours during the working week. The Zone 1 Broomball Tournament has been held at the Base Arena for the past three years and our base team won the tournament this season.

Tennis

Tennis is actively engaged in throughout the day just outside the main gate. In the near future it is planned to install lighting so the tennis courts may be used by the avid players after the sun goes down.

Base Arena

The arena is located in the PMQ area and serves the Base Forces personnel, their dependents and many organizations and individuals in the surrounding area of the Comox Valley. The facility accommodates Public Skating, Figure Skating, Minor Hockey, Intersection Hockey, Base Representative Team Hockey, Broomball and we have even been known to have Teen Dances on the ice. The snack bar which is part of the new \$64,000.00 addition to the arena supplies food and refreshments for spectators as well as a good assortment of hockey equipment for hockey players.

Intersection Base Sports

The Badminton season runs 12 months of the year, with maximum participation during the fall and winter season. It is a strong noon-hour sport and provides enjoyment and exercise for both the young and old. Our club which operated two evenings each week in 67-68 participated in local and service competitions and dominated this zone with 8 of the 10 participating at the National Level.

Judo

The CFB Comox Judo Club has been reformed and now has excellent facilities located just inside the main gate at the old Central warehouse.

Base Swimming Pool

The pool is 75 feet long and 35 feet wide, ranging in depth from 3 feet to 9 feet 6 inches and is located at the Recreation Centre.

The program is quite varied and includes most activities which should be included in an aquatic program. Just to mention a few: casual swim periods, Royal Life Saving Instruction, a complete instructional program for dependent children during the summer months, and ladies learn to swim classes. The odd morning one might even see one of the squadrons performing their dingly drill routine.

Skiing

In the fall and winter, Forbidden Plateau has all facilities for a day of skiing enjoyment on the slopes for both the advanced and beginner skiers. "T" Bars and tows to take everyone up the slopes and rental equipment to bring them down. A well equipped ski shop and lodge is available for those who have finished challenging the slopes, or for those who wish for a warm and hearty meal and refreshments.

Curling

The Comox Valley Curling Club is just a short drive outside of Courtenay on the Headquarters Road. It has the distinction of being the sole curling club in the Comox Valley. The club has six sheets of artificial ice and plans are now being made for the provision of a permanent refreshment bar. Memberships are available for men and women and there is a two week period held for beginners. The season normally starts in early October and runs to Easter weekend.

Bowling

Although the face of the alleys has changed many times since the start of the season last fall bowlers are a hearty lot. Workmen with paint brushes, upholstery material and carpenters with hammer and nails did little to stop the flow of the balls. The new automatics are in at last and are a vast improvement.

Hunting and Fishing

World renown for its Tyee and salmon fishing this area is a fisherman's paradise. One only needs to pick up a B.C. brochure to see where the many types of fish can be found. Hunting of deer and elk is common. Service personnel and dependents can spend many happy hours fishing and stalking game. Rods and reels are available on a daily basis from the Recreation Centre and boats with motors are available to members of the Rod and Gun Club on the Base.

Volleyball

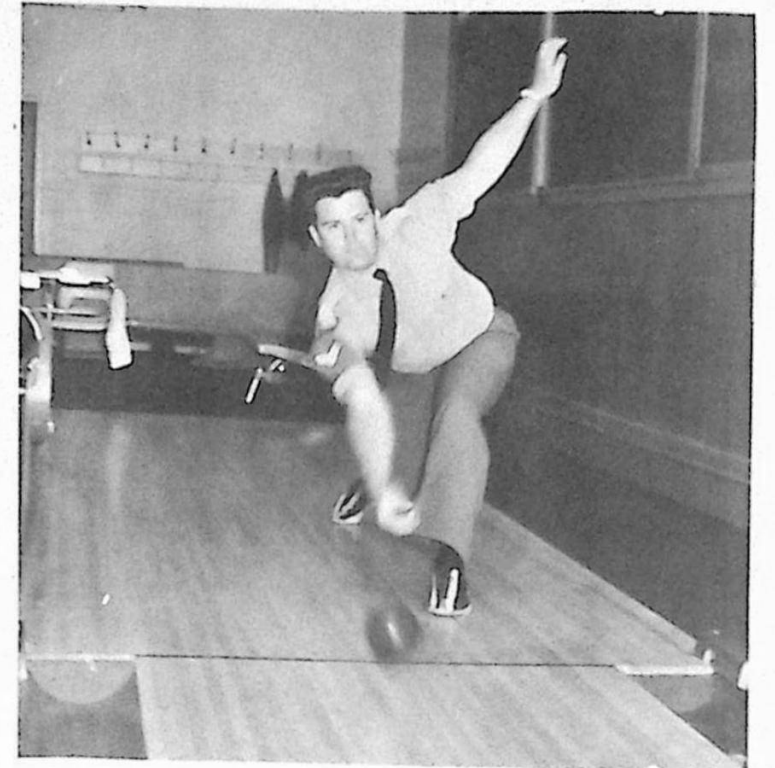
Three distinct classes of play were seen at this Base in the past season. Our Base representative team played only exhibition games in this area from September to February and finished the season by playing in several tournaments in Victoria and Vancouver. They wound up their season in competition with the Navy for a place in the Nationals. Intersection "B" competition had a highly successful and enjoyable season with 14 teams competing once a week. Each team played close to 100 games.

Softball

The two softball diamonds are located adjacent to the track. The intersection league play their regular games and exhibition games are also played there. The base also has a team entered in the Upper Island Fastball League and they play their games at Lewis Park in Courtenay and at Campbell River as well as Cumberland.

Soccer

The Base Soccer team play their home games of the Upper Island Soccer League on the Sports Field located in the centre of the track in the PMQ area. The six aside league play their games on the smaller soccer pitch behind the Totem Inn Annex.

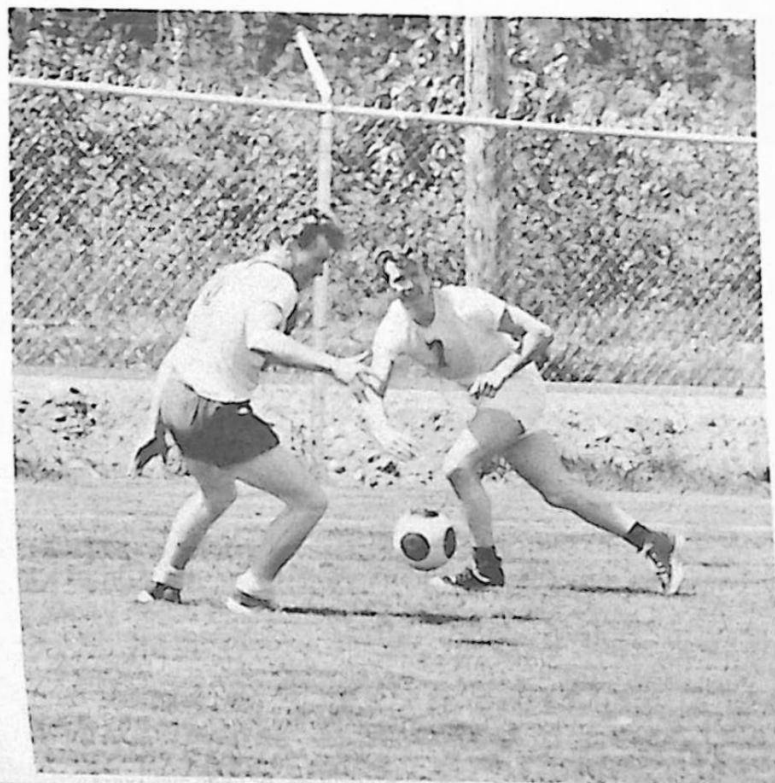


Basketball

No league as such operated in this area during the past season therefore exhibition games were played by the station team, CFB Comox won the Zone 1 championships this year on a thrilling championship match in Victoria.

Weight Training

This is the most used, quietest, unpublicized activity at CFB Comox. It is enjoyed by scores of personnel year round. It is located in the Rec Centre opposite the bowling alleys.



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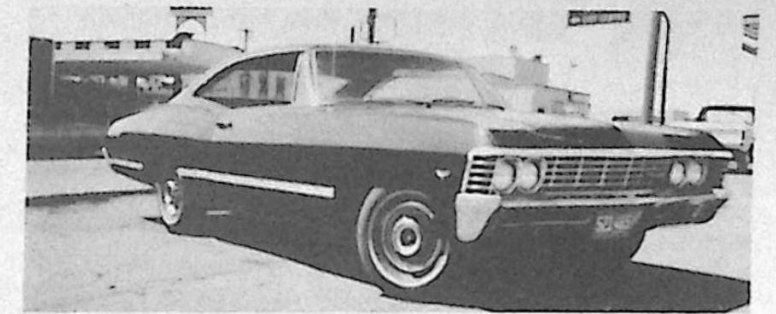
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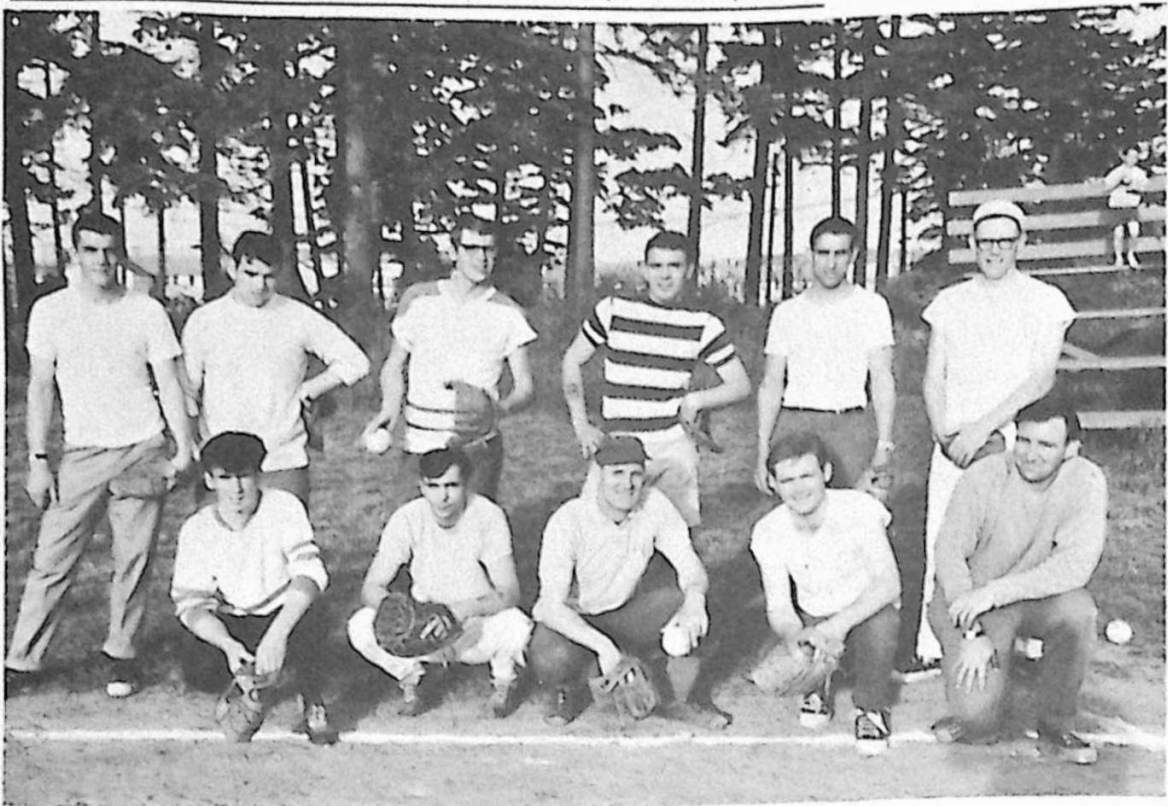
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THE SUPPLY INTERSECTION fastball team. From left to right are, front row, Moth Armstrong, Hair O'Keefe, Siggie Berg, Wheel Ferris, Nose Meade. Back row, Trailer Johns, Loganberry Smith, Eyes Howell, Jailbird Levesque, Timepiece Newman and Dodger Black.

LANGSTON'S LAMENTS

By SEARCH WARRENT

On Thursday afternoon of June 5th, the first softball game between the Yankee Clippers and the Comox Oldsters sorry, Allstars, of SAS maind was played on the sports field. It could also be the last. The line up, and judging by appearances same could have figured prominently, and have been fingered promptly by keen-eyed members of our fuzzy fuzz, was as follows.

Comox Allstars — Captain — Unknown; Bowler — ea 4; Wicket keeper — Speedy OLSEN; 1st Base — Bill Johnson; 2nd Base — E. Boyd; 3rd Base — E. Boyd; CF — Varied;

Yankee Clippers — Captain and Detachment 5 plus U.S. 7th Cavalry.

The remainder of the teams were scattered around the field to pick up any stray scraps of info, papers, balls, etc., that came their way. I didn't bother to list them as I didn't find out who they were to start with, and also because the game itself and all the rules governing its play is unknown to me. In any case, it was a lousy game, but as I was asked to write it up, plus any highlights — highlights, yecchi, here it is for what it's worth. (Real ballplayers can tear off the portion below and deposit in the shredder in CR.)

The first inning was strictly warm up. The Clippers, having first bat, scored ten or twelve runs, I think, with four hits and numerous errors by the Comox you know what. A little offside officiating was also noticeable but only to a keen-eyed scribe like myself. Finally it was three down and it was the turn of the home team.

Inning two was a fiercely competitive inning which ended in three and one quarter minutes with the odd hit — and they were odd, believe me — no runs, and eighty-seven errors. The first inning incidentally lasted twenty-five minutes. Forgot to mention that, sorry.

Inning three was a notable one, if only for a few startling innovations in play to get the Clippers off balance. Someone, as yet undiscovered, substituted a white painted grapefruit for the ball and the unsuspecting bowler threw it to a Yankee Clipper batter — sounds like a breakfast recipe, doesn't it —

who swung mightily, connected splatteringly, and was forced to retire from that inning dripping grapefruit juice and pips. He was almost suspended for complaining to the four Comox umpires who called the third strike on him.

Inning four the Yankee imperialists revealed their true colors by introducing an oversized bat which forced the bowler and wicket keeper to retreat when he swung it around their heads. However, he was hoist by his own petard to speak when he missed a pitch and swung himself off the diamond. The score by this time was, I think, Clippers 30 — Comox undeclared at this time, the time keeper for Comox having had an accident with his abacus. The spectators (four preschoolers) had removed the wires and were playing with the counting balls.

The weather being so hot and the field becoming obscured by dust, it was decided to end the game by the fifth. Comox at bat, the atmosphere is dusty and tense, and the Clippers, realizing they were facing defeat, brought in plan square in an effort to stave off disaster. This play, as yet illegal, is being considered by the Montreal Expos and is devilishly simple. All the infielders are brought in and placed four feet apart around the base line to cover all angles. The score in the fifth was computed roughly as being 40 Clippers, 39 Comox. The Allstars had come up fast. The plan was working for the Clippers when the heavy gun for Comox came up to the plate. This spelt a home run for Comox regardless of Clipper strategy so foul play was indicated. The bowler threw the ball purposely high and the batter swung and missed, coming down heavily on his left leg and twisted it severely resulting in a call for the ambulance to remove the body. Play was stopped and the game was called, ending in a draw after which the players withdrew to indulge in a feed of watermelon after cutting down the bodies of the umpires who had been hanged by the angry crowd of spectators (3). There is talk of a return game in the spring of '72 which promises to be a grudge game. Don't miss it if you can.

BE WATER WISE

Today, the public is exposed to a multitude of messages about the benefits of this product or that service, and many business corporations spend considerable time and effort to discover the best way to "get the message across."

Through a varied program that ranges from beginners' swimming courses to instructor training, the Red Cross covers all aspects of water safety. It is playing a large part in helping to reduce Canada's annual drowning toll by teaching the necessary skills to meet emergency situations. This knowledge, however, will not prevent accidents caused by carelessness. Last year, 212 children under 12 years of age were drowned because they were unsupervised while playing in or near the water.

Adults also can be careless about their own safety. How often have we seen the show-off who is determined to swim across the lake or inlet because he has done it many times before — but forgets that was when he was 20 years younger. Or the party cut-up who thinks it is a big joke to push someone into the swimming pool or off a dock.

Water sports are fun and provide healthy recreation for people of all ages. But the basic safety rules must be observed if the high annual death toll is to be reduced. The Red Cross continues working to get the message across that lives can be saved just by common sense. See that you play your part by using water safety sense at all times.

Local water safety school

Two Water Safety Instructor schools will be held on Vancouver Island — one at Courtenay Memorial Pool, June 16, 18, 20, 23, 25 and 28th and one at Campbell River Centennial Pool, June 17, 19, 21, 26, 27.

Information regarding the school at Courtenay can be obtained by contacting either Mr. Jim Noble, recreation director, Courtenay, B.C. or Mrs. Pauline Pilkington, Aquatic Director, Centennial Pool, Campbell River, for the Campbell River school.

Registration will take place

5:30 p.m. at Courtenay Recreation Centre, June 16, and at 5:30 p.m. at Campbell River City Hall, June 17th. Those attending are requested to bring the exact fee, proof of age, their most recent Red Cross and Royal Life Saving award, notebook, swim suit, and plenty of warm clothing.

A requalification clinic will be held June 22, at Comox Canadian Forces Station. Registration is at 9:30 a.m. and candidates should be prepared to swim.

The Water Safety Instructor school and clinics are part of an expanding program to provide qualified swimming instructors for the many communities sponsoring aquatic programs on Vancouver Island.

ANNOUNCEMENT



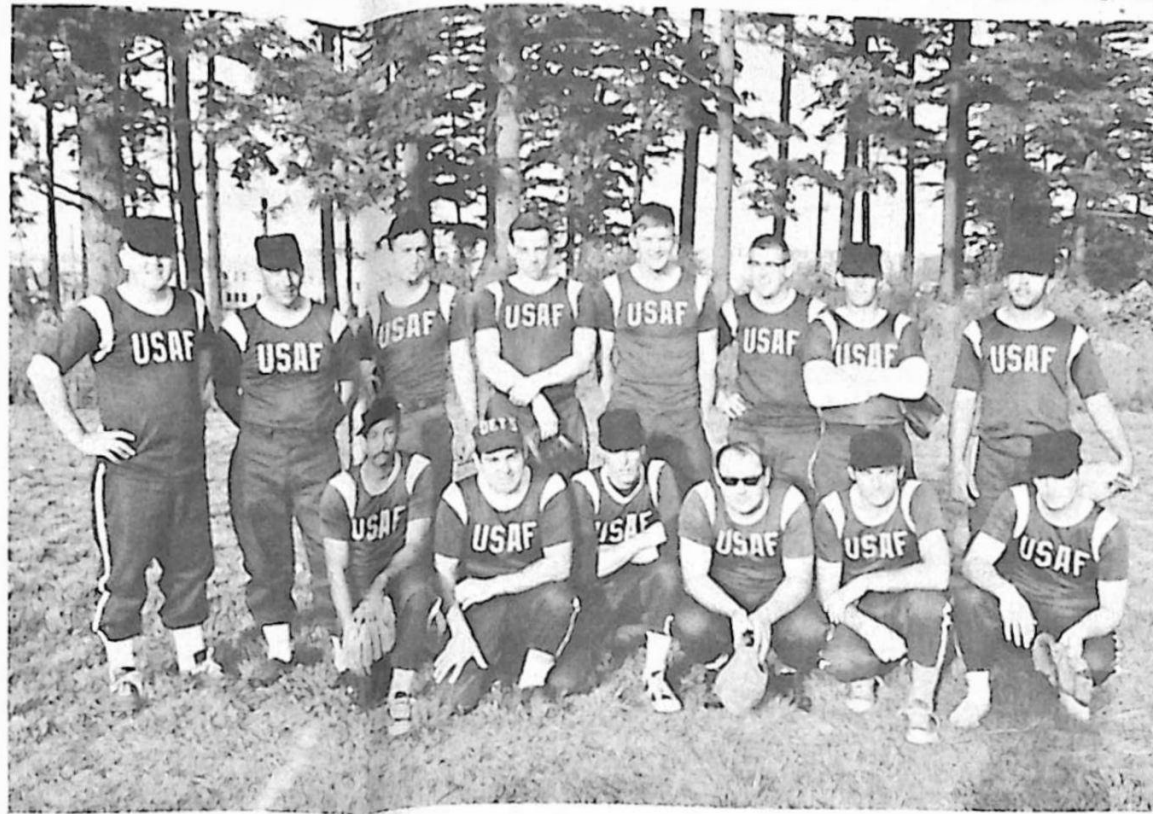
Mrs. Ainslie Langston has been appointed Personal Loans Officer of the Courtenay Branch of the Bank of Montreal.

Zone One Bowling Results

Results of zone one bowling Championships, held at CFB Esquimalt 28 and 29th of May.

Position	Team	Total Pinfall
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First Place	CFB Esquimalt	24084.
Second Place	CFB Comox	23545.
Third Place	CFB Esquimalt	21875.
Fourth Place	CFB Comox	22068.
Fifth Place	CFB Nanaimo	20788.
Sixth Place	CFB Chilliwack	20713.



USAF FASTBALL TEAM, the Det 5. 425 MMS from left to right are, front row, Lenny Marshall, Gerry Walker, Jack Smith, Fred Shaffe, Vic Csewetski, Herman Smith. Back row, Jim Moore, Bud Malugnai, Chuck Stutts, Ken Binzer, Jim Wolford, Tom Barnes, Bill Phillips, and Robbie Robertson.

Rod and Gun Club

The May meeting was held on the 20th. Chuck Cronmiller gave a very interesting talk and showed color slides of many successful bird hunting trips in Alberta and this area.

The Fishing Derby started the 1st of June. Prizes will be given each month for the heaviest Coho and Spring. Trophies will be awarded the end of August for the two best Salmon of the season. Entrance fee is \$1.

Boats and motors may be rented at the Fire Hall. Two 12' aluminum boats with 6 h.p. motors are available for 50 cents an hour or \$5 a day. This includes nets, life jackets and roof rack. Buy your own gas. Meetings are held on the third Tuesday of each month in the Ground Training Lecture Room at 2000 hours. Drop around, meet the members and perhaps swap some tall tales with our keen fishermen or hunters.



SGT. JOHN T. A. DRUMMOND hands over the keys of the Credit Union to the new manager **Mr. E. H. (Rick) Kellow**.

Comox Forces Credit Union

The Directors of the Comox Canadian Forces Credit Union are pleased to announce the appointment of Mr. E. H. Kellow (Rick) as full time manager of the Credit Union.

As our Credit Union has now reached the half million dollars in assets the office will be open Monday to Friday from 10 a.m. to 4 p.m. and one Thursday night only from 7:30 p.m. to 9:30 p.m. We hope that these new

hours will assist all Base personnel and their dependents to conduct their business with us.

The Credit Union would like to once again say thanks to Cpl. Gus Cormier for three years of faithful volunteer service as chairman of the Supervisory Committee and also a vote of thanks to Mrs. Barbara Cormier for her help and faithful service to us over the past three years. We wish Gus and Barb good luck on their tour through Europe.

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Deluxe Padded 8-Piece Floral Group

150 A yardful of summer comfort that's weather resistant, light to carry and has foldable aluminum frames for easy storage. Covers are made of Nylon-Vinyl in new "Summertime" pattern. Four queen size chairs have 1" foam plastic pads and plastic arm caps. The cot has 2 1/2" foam plastic mattresses and adjusts to 5 positions. The 7 1/2-ft. umbrella has full cord lift and self-locking tilt mechanism for 3 positions.

Round 40" table has Nylon-Vinyl cover with 4" fringe. Save on individual pieces or the whole group.

149.00
Sale, 8 pieces

7 1/2' Umbrellas	Sale, each	47.99
40" Umbrella	Sale, each	21.99
Tables	Sale, each	5.99
40" Table Covers	Sale, each	11.99
Padded Chair	Sale, each	37.99
Suncot	Sale, each	

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- 3 1/2" H., 19 1/2" W., 12 1/2" D.

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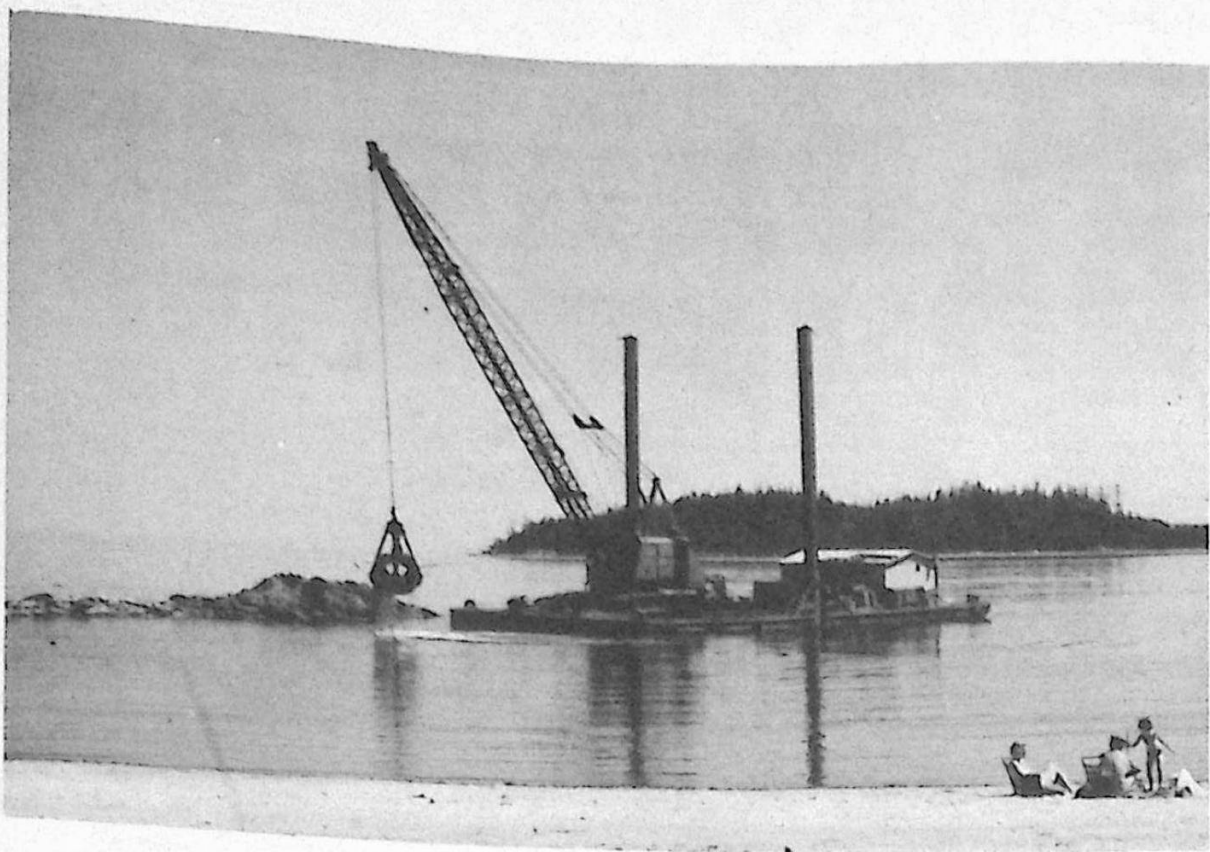
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Improvements to boat ramp

Fishermen on the Base (and that seems to include most of the people) will be pleased to hear that major improvements are being made to boat launching facilities at Air Force Beach.

Many of last summer's volunteers still remember very vividly the back-breaking labor that went into construction of the new ramp, built along the outside of the point at the beach. Although this long ramp worked out very well last year for the usual size boat, and trailer combination, it got knocked about very badly by the

winter storms. It's still being used, but requires some major repairs.

The Rod and Gun Club have been working with Base Administration officials to improve the existing facilities. It has been decided that the older ramp on the inside of the point is better protected and is also more convenient for larger boats.

The Base Non Public Fund has allocated money to cover cost of dredging. The dredge is slated to start work on June 9. This will allow use of the ramp at

approximately a two foot tide or higher. A four foot high retaining wall of rock along the right hand side of the channel to discourage build-up of sand and facilitate clean-out in the Spring.

The Rod and Gun Club have placed marker buoys on all dangerous rocks around the channel entrance and also placed a pair of two by four's at the outer end of the channel.

It is hoped that these changes will make the ramp more useful and eliminate a lot of the problems.

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(Special) — This is the revolutionary grapefruit diet that everyone is suddenly talking about. Literally thousands upon thousands of copies have been passed from hand to hand in factories, plants and offices throughout the U.S. and Canada.

Word of its success has spread like wildfire. Because this is the diet that really works. We have testimonials in our files reporting on the success of this diet. If you follow it exactly, you should lose 10 pounds in 10 days. There will be no weight loss in the first four days.

But you will suddenly drop 5 pounds on the 5th day. Thereafter you will lose one pound a day until the 10th day. Then you will lose 1 1/2 pounds every two days until you get down to your proper weight. Best of all, there will be no hunger pangs. Now revised and enlarged, this new diet plan lets you stuff yourself with foods that were formerly "forbidden," such as big steaks trimmed with fat, roast or fried chicken, rich gravies, mayonnaise, lobster swimming in butter, bacon, fats, sausages and scrambled eggs. You can eat until you are full, until you cannot possibly eat any more. And still lose 10 pounds in the first ten days plus 1 1/2 pounds every two days thereafter until your weight is down to normal. The secret behind this new "quick weight loss" diet is simple. Fat does not form fat. And the grapefruit juice in this new diet acts as a catalyst (the "trigger") to start the fat burning process. You stuff yourself on the permitted food listed in the diet plan, and still lose unsightly fat and excess body fluids. When the fat and blood are gone you will cease to lose weight and your weight will remain constant. A copy of this new and startlingly successful diet plan can be obtained by sending \$2 to GRAPEFRUIT DIET PUBLISHERS, 1213 Premier Way Calgary, Alberta. Money-back guarantee. If after trying the diet plan you have not lost 7 pounds in the first seven days, and 1 1/2 pounds every two days thereafter, simply return the diet plan and your \$2 will be refunded promptly and without argument. Tear out this message as a reminder. Decide now to regain the trim, attractive figure of your youth, while enjoying hearty breakfasts, lunches and dinners.

CANADIAN FORCES BASE COMOX

Base Theatre Schedule

June 1969

Sunday, June 15
SOL MADRID

DAVID McALLUM — STELLA STEVENS
Drama — smuggling of narcotics across the U.S. border.

Friday, June 20
APPALOOSA

MARLON BRANDO — WESTERN

Saturday, June 21 and Sunday, June 22

THE SANDPIPER

ELIZABETH TAYLOR — RICHARD BURTON
RESTRICTED

Admission: Adults \$1.00; Teens 75c; Children 50c

Friday, June 27

FLIPPERS NEW ADVENTURE

LUKE HALPIN — HELEN CHERRY
Family Movie

NOTE: There will be two showings of this movie. First showing will be at 1800 hours, the second showing will be at 2100 hours.

Saturday, June 28 and Sunday, June 29

HELGA

An educational film. Mothers, you should bring your daughter to see this film.

Note: Children must be accompanied by a parent to see this show.

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Officers' Mess Entertainment

June 1969

- 13 — Monster TGIF & Mug Party
- 14 — Armed Forces Day — Cocktails 1630 hrs., BBQ Steak 1900-2100 hrs. Dancing 2100-0100 hrs.
- 15 — Fathers' Day Candlelight Dinner 1900-2030 hrs.
- 19 — COBOC Dining in nite.
- 20 — BBQ Chicken
- 21 — BBQ Steak & Dance, casual dress
- 27 — TGIF Fish & Chips
- 28 — BBQ Steak, No Band

FOR SALE

20-Foot Used 1/4" Hemp Rope — \$175.00

Attached to the rope is a 12-foot moulded birch, fibre-glassed fishing boat. Boat has windshield, steering wheel. Boat is presently resting on good home built trailer, complete with winch. Rope may be purchased separately or with the above attachments.

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the totem inn lounge ENTERTAINMENT

FRIDAY and SATURDAY 13 and 14 JUNE

FLOOR SHOW

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CARY CARNETTE

SPECIAL ALBUQUERQUE HAMBURGER PATE

Admission \$1.50 members \$2

QUESTS

SATURDAY, 21st

the REFLECTIONS

SAT. 28th

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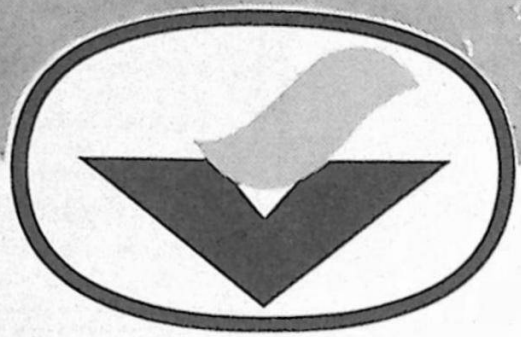
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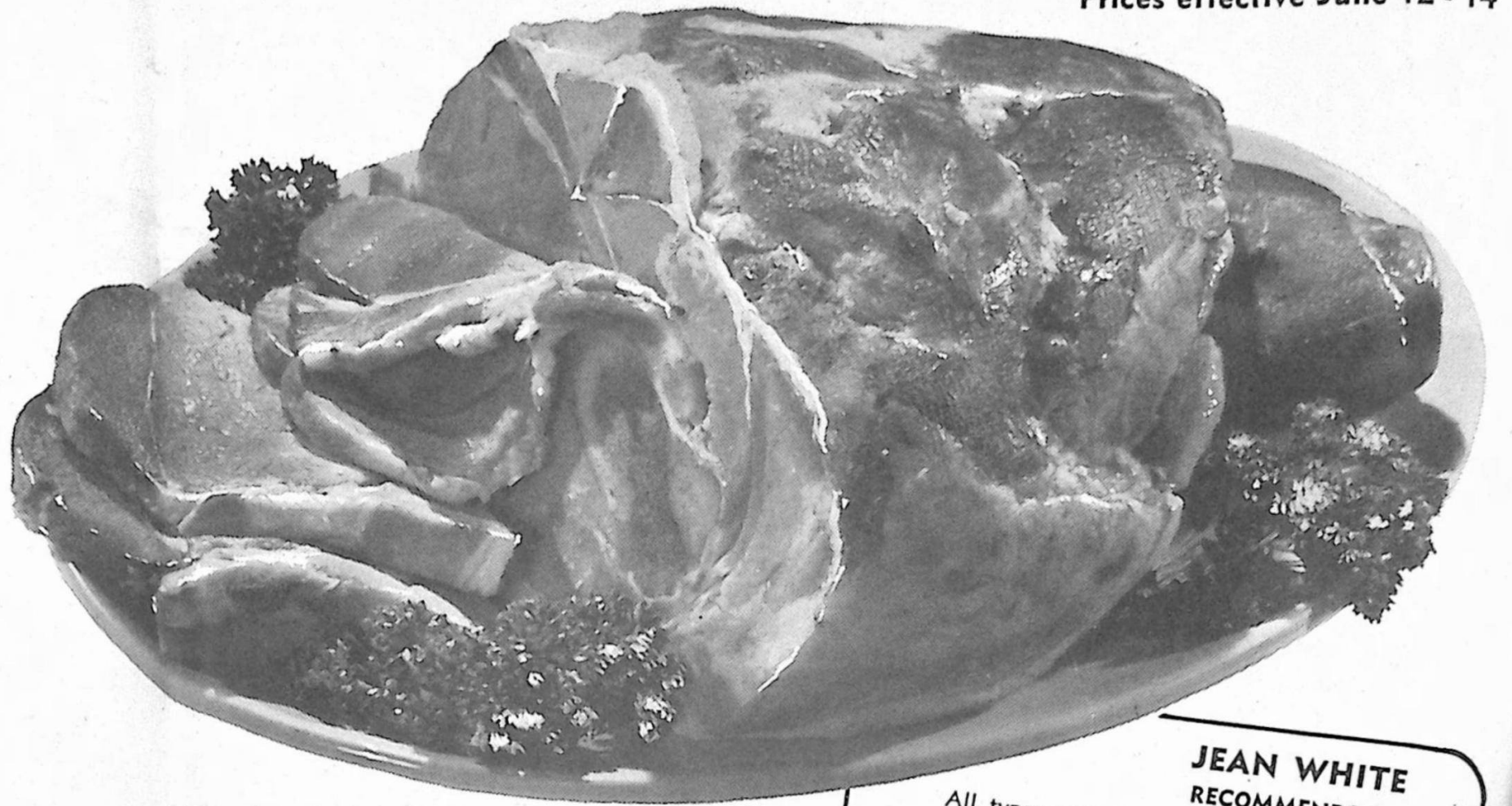
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Whole or
Shank Portion

Delicious served
Hot or Cold

lb. **43^c**



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• GOV'T INSPECTED
• CANADA CHOICE
• CANADA GOOD

lb. **85^c**

Sliced Side Bacon • GOV'T INSPECTED

1 lb. 89^c

Side Bacon • GOV'T INSPECTED

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Wieners • GOV'T INSPECTED • "SWIFT'S"

1 lb. pkg. 59^c

Bologna • GOV'T INSPECTED

By the Piece 1 lb. 39^c

• GOV'T INSPECTED • "RANCH HAND"

Buttered Beef Steakettes 4 2 oz. steaks per pkg. 49^c

• GOV'T INSPECTED • CHOICE GRAIN FED
BOSTON STYLE

PORK BUTTS lb. 65^c

• GOV'T INSPECTED • CHOICE GRAIN FED
BONELESS

LEG 'o PORK lb. 99^c

• GOV'T INSPECTED • CHOICE GRAIN FED
RIB or TENDERLOIN END

PORK LOIN ROAST lb. 79^c

JEAN WHITE RECOMMENDS:

All types of Pork Chops can be served party style in an orange sauce. Add NABOB Seasoned Salt for an extra zip. This easy recipe can be found in the pork section of your SUPER-VALU meat department.

Jean White
HOME ECONOMIST

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