

"What better way to cross Canada than by golf," says Col KC Lett, as he leaves Comox for Kingston. He intends to play the scenic trans-Canada course, which begins at Comox, and ends at Salt Pickle Barrel, Newfoundland. Par for the portion of the course between here and Kingston is 12,250. The ball in the picture is a long-time B.C. resident that has no intention of moving.

—A MacPhoto

Night Hawk's Nest



'Tis summertime, and one can tell it by the huge bunches of pilots and navigators that are gathered in Sardinia, on leave, on TD, or virtually anywhere but the flying or alert schedule. It has been a frustrating time for those whose job it is to change, alter, amend, revise, re-draft, and otherwise obscure the schedules, for, when one has no numbers to juggle, what indeed is one?

The A flight pilot, George Mc-Affer, celebrated his week of leave by only appearing in the barn once, which seems a bit slothful. Dale Northrup, on the other hand, went U/S, and was, for his troubles, promptly banished to the QRA, whence he has yet to escape.

The lack of bodies has worked a hardship on other than those who juggle schedules. Those whose job it is to write clever things about people find that their scope is severely limited when there are no people around to write about. Hence this long, well-padded collection of invention.

Major Mo is still accepting plaudits for the rather unusual flypast that he staged over Lewis Park on Dominion Day. The different formation was the result of "Lewis Park is on that side, no, by god, it's on that side, hey, by george, there it is right there" or something of that nature. At any rate, the lead nav, Doug Munro, was heard to say after the trip, "So that's where Vancouver Island is, I always wondered."

The softball team has had a pretty good streak going lately, what with a couple of games called because of rain and holidays and such. This has allowed such stars as Steve "Statue" Bunyan to escape on leave, and raise the team's chance immensely. Jethro, whose fancy fielding has earned him the name of "Dr. Strange-glove" is replacing the statue, which is another reason why pitchers get ulcers. Manager Ed Goski has been unavailable for comment, and in any event, we probably couldn't print his comments. Speaking of Jethro, as we were a couple of lines back, he has volunteered to lend his services to the CAC, to fill the place of the departed Les Putland, who was chuckling all the way to Lahr.

One can always tell a volunteer by the happy way he smiles. But those fangs do look dangerous. Guy Sullivan has gone to pick up his family, which should ease the strain on T-Bird hours somewhat. He will be moving into the Dodd estate, while the owner is cementing bi-cultural relations in Beyondville. A recent message from the Saint Jean Baptiste Society said, "We don't mind you opposing the official languages bill, but did you have to oppose it with Dodd?"

Pete Armour has gone to Florida, and is even now picking his way through the scorpions, snakes, alligators, enchiladas and other tourist attractions with which the Tyndall section of that state abounds. Providing that a scorpion doesn't get him first, he should return in about three months, knowing everything about the weapons system, which must be a discouraging thought.

Bert Marcotte has managed to weasel out of his management course, which shows that he knows enough about management already. Apparently the only way to pass the course is to talk your way out of it.

Bill Sterne and Don Marion have returned from the Sardinia tour without drowning, which is a nice thing to see. It is hoped that their bank balances will recover from the trip.

Ken Driscoll is still working on his combat-ready training, which is coming along a lot more quickly now that he is allowed to fly. He says that although flying with the ropiest pilots on the squadron terrifies him, it is better than putting up with Clomp-stomp Goski in the simulator.

Bob Olsen has returned from a summer in Bagotville, of all places, and was on the alert schedule almost, but not quite, before anyone knew he was back. No one escapes the galloping grease pencil.

For the social calendar this issue, we shall look ahead rather than back, and remind all Night-hawks of the Hawaiian (or however you spell it) night that will burst upon an unsuspecting public this Saturday evening at the club, which should be newly refurbished after the mess dinner the night before. Let's all attend.

Rumor of the Week: Hugh Fischer was once early for a briefing.



TWO HYPERVENTILATING Nighthawks fall over the side of their airplane after dashing the length of the flight line in response to a scramble order from the SAGE direction centre at McChord AFB, Washington. Their Voodoo, equipped with data-link, can fly a virtual "hands-off" mission, from take-off to touchdown. Now, if they'd just put an elevator up the side, they'd have a really automatic airplane. (USAF Photo)

THE SAGE SUBWAY

NORTH BAY, Ont., (CFP)—While NORAD would never attempt to put the proverbial camel through the eye of a needle — there's a daily ritual at this base which requires almost as much practice and skill.

For it's here that big buses of the Canadian Forces roar down narrow tunnels — clearing the solid rock of the Precambrian Shield by mere inches — carrying Canadian and U.S. defence specialists to their jobs in the underground headquarters of the northern NORAD region.

Although they don't man radar scopes, fly aircraft, or operate SAGE computers, the men who run NORAD's only underground bus line make a vital contribution to the air defence of the North American continent, as they provide access to the subterranean defence centre, PROFESSIONALS.

Driving in the confines of this man-made tunnel is no job for the timid or sufferers of claustrophobia. It is a job for the professional, as one second of inattention could spell disaster.

Fog, loose rock on the road, and other vehicles huddled against the walls in narrow-passing areas, are only a few of the hazards of tunnel driving. But since the first bus entered the 10,000-foot burrow in 1963, NORAD's Canadian forces drivers have carried over two million passengers and travelled some 500,000 tunnel miles — with a safety record that's the envy of surface drivers. (Their professional performance played a major role in the recent award of the air defence command safety trophy to CFB North Bay).

Civil and military leaders, news media representatives, and the thousands of other visiting Canadians and Americans who have travelled down the tunnel, agree there's nothing quite like it. But for the 1,000 NORAD personnel who must travel to work each day in the Hole, it's routine.

After being cleared by security police, they walk down eight flights of steps to the underground bus stop, and watch for the amber lights of the approaching bus. (Amber lights are another safety device — enabling other drivers to readily identify the bus from a distance and pull into a passing cover — buses always have the right-of-way.)

Suddenly a distant roar signals the approach of the bus. Specially modified to carry as many as 70 passengers, these behemoths of the deep operate on a fixed schedule, like any regular surface line.

Then comes the long ride down the narrow passageway, with pas-

sengers instinctively moving away from the windows, as the rock walls whisk by. Perhaps the bus passes another of the giants, which has squeezed into continued on page 5

AUTOMATED AIR DEFENCE

We are all accustomed to hearing Voodoos blast off from Comox, and most of us know that they have something to do with air defence. How do they carry out their mission? Who controls them?

The main control device in NORAD is something known as SAGE, for Semi-Automatic Ground Environment. SAGE is merely a bunch of computers, tied together by a superb communications network, that receive radar data from sites such as Holberg, and present it electronically for intercept directors.

When an unknown track is spotted by the SAGE centre, it alerts a controller, who can, if he cannot identify the track, scramble fighters to investigate.

Once the fighters are aloft, they are controlled by a device called data-link, which sends coded messages to black boxes in the fighter. The black boxes decode the messages and sling them into the auto-pilot, which then drives the airplane in the proper direction, assuming that the computer has digested its electrons properly that day. The same black boxes also tell the



HUNCHED OVER their scopes, two of NORAD's SAGE controllers await the appearance of Night-hawk one, so that they can feed him into the computer, and then let the computer steer him around. The buttons on the console convey such messages as 'Black', 'Cream', 'Sugar', and 'Coffee'. There is even one that says 'Intercept', but no one knows what it is for. Despite technical refinements, controllers still cannot receive Laugh-In on the big round scope. — Canadian Forces photo

nav where to point his radar antenna.

When the crew has identified the unknown aircraft, data-link will drive the airplane home, and the pilot need wake up only

long enough to land it. The navigator, if he is smart, won't wake up at all, until the jolt of the landing. SAGE is such a clever computer that nobody really knows how it works.

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EX-NIGHTHAWK WIN WINGS — Capt. O. Felding, Danish Naval and Air Attaché from Washington D.C. presents wings to Capt. R. Mulvihill. The presentation took place on June 18, 1969, at Canadian Forces Base Moose Jaw, Saskatchewan, and represents the successful completion of flying training on the Tutor and T-33 Jet Aircraft. Capt. Mulvihill was previously a Totem Times Editor and an A1 Navigator with 409 AW(F) Sqn and will be proceeding to CFB Bagotville, Quebec, for training on the CF101 Voodoo Aircraft.

Why are they always flying?

As those who live close to the airport know only too well, 409 Squadron's noisy old Voodoos are forever launching into the wild blue yonder, wakening children, startling dogs, and generally creating havoc with the rest and rehabilitation of all the civilized people hereabouts. Why all this noise? Why are they always flying?

The squadron exists to provide the Commander-in-Chief of NORAD with the maximum possible number of combat-ready airplanes, and combat-ready aircrews and the reason for the perpetual flying lies in that trick phrase, combat-ready.

For the crews, combat readiness means a great deal. The weapons and the fire-control system with which the Voodoo is equipped are complex. Very complex. Managing them is a more difficult task than was managing the fire-control systems of yore, when one merely lobbed hand grenades over the side at an approaching enemy, and hoped

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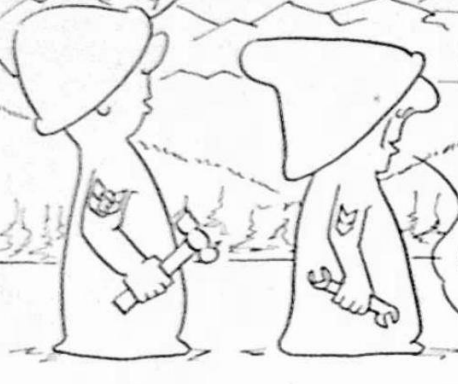
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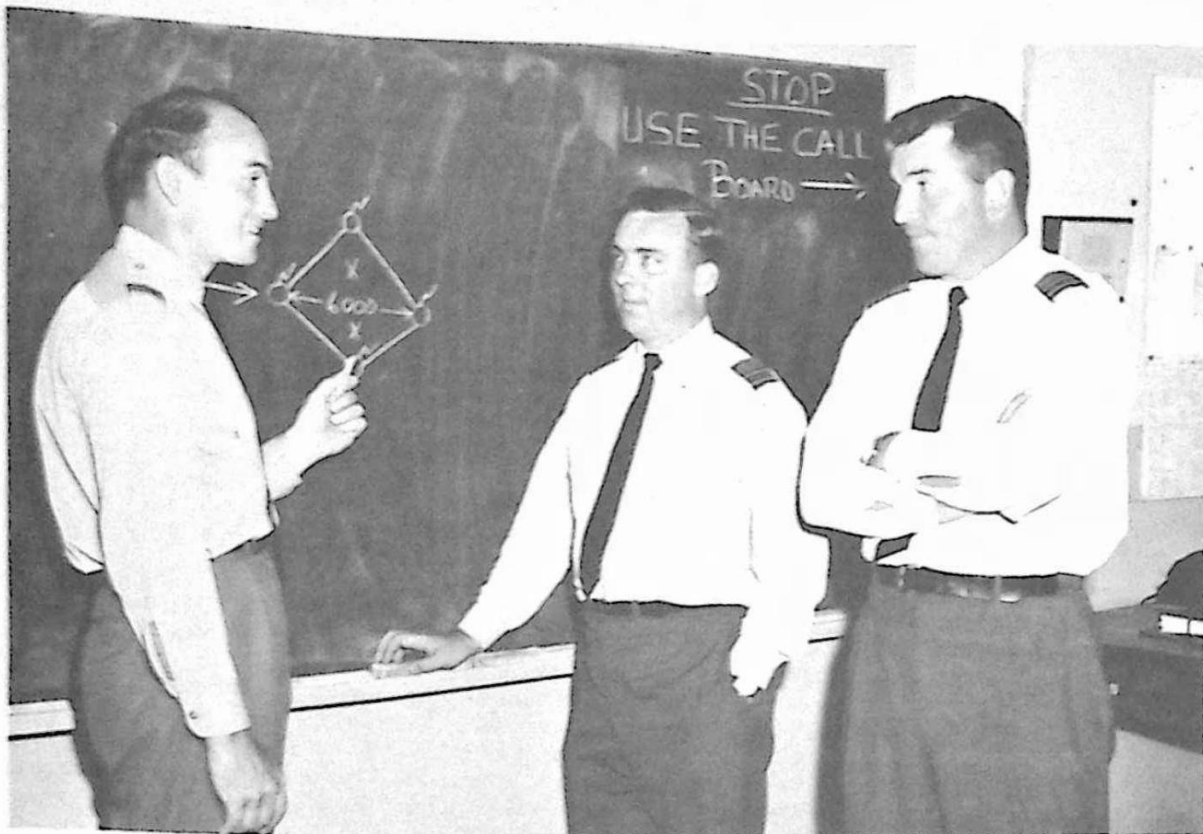
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DEMONS DISCUSS STRATEGY — Capt. Jerry Regher, Captain of the ASW crew that will be representing the 407 Demons in the forthcoming competition, talks over the tactics to be employed with his head navigator, Capt. Tom Lott and the crew TACCO, Capt. Frank Creamer. The Argus crew will be leaving for the east coast competition site on 9 July. While at the competition the crew will be assessed in all phases of maritime operational flying which will include a bombing run under Fincastle rules.

WORRY FOR WHALE-KILLERS

WASHINGTON (CFP) — A British Polaris submarine, HMS Renown, will visit the United States this month for final "shakedown" tests of her two crews and the weapons system, including the firing of Polaris missiles, the U.S. defence department has announced.

HMS Renown and HMS Repulse which made similar visit in March 1968 and March 1969, are now operational and Britain's other Polaris submarine, the Revenge, will follow the Renown as her sea trials are completed.

British Polaris submarines operate from the Clyde submarine base at Faslane, Scotland, and HMS Renown embarked her Polaris A-3 missiles from the Royal naval armament depot at Coulport before leaving the United Kingdom.

The Renown will go to Port Canaveral, part of the Cape Kennedy complex, where she will be berthed for about a month. She has two complete and interchangeable crews, called port and starboard. Both crews will test fire the Polaris missile during the visit.

The starboard crew, under CDR. Kenneth Mills, will operate the submarine from the time she leaves Faslane until after the first missile firing, when the port crew under Cdr. Robin Heath will take over.

After the test firing, HMS Renown will return to Faslane before becoming operational.

MARCOM forces watching Soviet ship

Esquimalt — The Canadian Forces are continuing their surveillance of a Russian naval vessel, the Tajnyr, today (July 7) in the vicinity of the Queen Charlotte Islands.

The ship, which is said by the Russians to be an oceanographic vessel, is being closely watched by the destroyer-escort HMCS Saskatchewan, a ship of the Second Canadian Escort Squadron. Saskatchewan's commanding officer is Cdr. H. Rusk.

The foreign ship has been under surveillance by the Canadian Forces since June 3. It was in Vancouver from Monday, June 30, to Friday, July 4.

Commander Maritime Forces Pacific, Rear-Admiral J. A. Charles, said that the Canadian Forces will continue to accompany the Russian vessel as long as it carries on its activities along our shores. This action is in keeping with the Forces' assigned role of ensuring that Canadian territorial rights are respected.

Rear-Admiral Charles also said that the ship is flying a Russian naval flag and carries Russian navy personnel. He also said that the vessel is anchored nine miles offshore from the Queen Charlotte Islands.

DEMON DOIN'S

After a few short days at home Regher's Raiders are back on the road. They spent a very successful week in the trainer at Greenwood and thoroughly confused the opposition with their unorthodox approach to the ASW game. They really shook them up when a request was put in for a speedier submarine target. It seems that the crew has initiated a system of code words to cut down the amount of intercomm that always seems to reduce the efficiency of any air exercise. They will be leaving for Summerside on Thursday morning to set up for the competition and to have a pre-competition crack at the target. The Demon CO had planned to go down with them but due to a large work load he will not be down until near the end of the competition.

It seems that while down on the east coast the "Raiders" did not confine all their time to did not confine all their time to the trainer. When the aircraft arrived back at home base there was a large selection of booty on board.

The Demon crew showed no discrimination as there were an equal number of items liberated from each of the east coast squadrons. Even the Bluesees from the officers mess seemed to find its way on the Comox-bound Argus. These items have been added to the 407 trophy room display and will maintain a place of honor until they are retrieved by their original owners.

The cocktail party held for the officers of the Demon squadron turned out to be smashing success. Fortunately the weatherman provided full co-operation and the night was most enjoyable. The party got off to a slow start but things soon livened up. Even with a few people away on leave, there was still a good representation from the Demons. The base CO even showed up for a bit of 407 hospitality. The grand event of the night had to be the gathering held at the "Sugar Shack." There was no end to the amount of south and entertaining conversation on display. It seems that if Zorba the Greek had been present he would certainly have found no lack of

dancing partners.

There haven't been too many changes in the personnel on the Demon squadron in the past few weeks. There has been one transfer in to the RO section but the gentleman will not be here until the 8 May next year. With the current housing situation there should be ample time for him to find a location. Two of the Demons will be departing the

fold this week to start the pilot training program. Capt's Jim Stith and Wayne Sled will be going to Borden via the fine CN transportation system. It is not known exactly how they will travel while on the train. There is some argument as to what accommodations they will be entitled to. The CO is negotiating to see

(Continued on page 5)

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Mr. Cor Groenendyke

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Cor has 10 years experience in the automotive field, the past 6 years he has been employed by local area garages. Cor is an expert in the tune-up field.

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Softball and baseball has ended for another season. Many, many thanks to all the coaches, scorekeepers and most of all to the umpires who took a lot of abuse from the spectators.



WINNING TEAM of the Comox Valley Pee Wee girls softball. This team lost all but one game during the season then came up winners during the semi-final and finals. Coaches are Mrs. Carol Theiss and Ron Gooding. A Makowichuck Photo



TIGERS — Coached by Milt Pelley and Marg Shields, Pee Wee boys softball winners for the season. Perpetual trophy was donated by the Totem Inn. A Makowichuck Photo



SWINGERS — Coached by Mr. and Mrs. DeClarke and Mr. Willoughby — This team came up from the bottom into the semi-finals to be the winners of the play-offs. Perpetual trophy was donated by the Totem Inn. A Makowichuck Photo

Childrens' swim classes

Registrations for the August swim classes will be held in the rec centre from 0900 to 1200 hours on Wednesday morning the July 30th. Classes will run from Aug. 4 to Aug. 30 and the age limit will be 7 (seven) years as of Sept. 1. The cost will be \$3.50 per student and paid on registration day. Classes will be held for beginner, junior, intermediate and senior levels. For the month of August there will be a Bronze Medallion course during one of the periods in this session. Registration will be held the same day for this course. To be eligible one must hold the senior swimmer award and be 14 years of age.

PUBLIC INVITED TO CEREMONIAL DIVISIONS

The public is invited to attend ceremonial divisions in HMCS Quadra Sunday, July 20 at 10:15 a.m. Guests will be transported by harbor craft (boats) leave Comox wharf at 9:45 a.m. return to Comox wharf at 11:15 a.m. Transportation will be arranged for those wishing to remain for divine services. Children under 14 years must be accompanied by parents or adults. Sunglasses are advisable.

Guard your credit cards

OTTAWA (CFP) — If your credit card is lost or stolen you can wind up with bills for thousands of dollars within a couple of days. Changing Times, the Kiplinger Magazine, suggests you keep credit cards close at hand. Don't leave them lying around any more than you would ten-dollar bills. Check often to make sure you've still got 'em all. Destroy those you don't want, or need. When you make a buy, make sure you get you card back.

PROCEDURE
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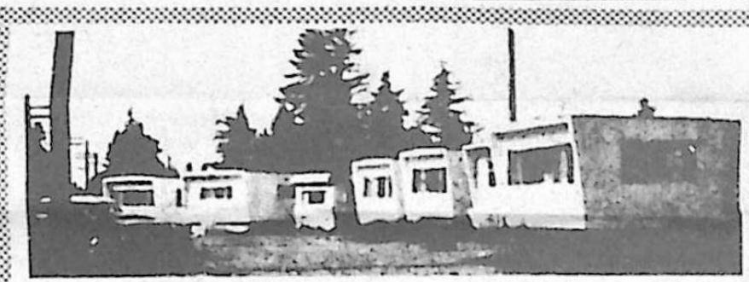
Report any loss immediately to the issuer by wire even if you lose a card over a weekend. By Monday morning you might be liable for a huge bill. All credit card companies require written notification of loss. Until you do notify of loss and sometimes for 24 hours after, you are responsible.

INSURANCE
Consider credit insurance. Some insurance companies offer credit-card forgery insurance along with standard homeowners' policies, sometimes charging a little extra for it. Diners' Club offers a policy covering its own card and so do some others. (Contributed to CFP by D. C. Hodgert, financial counselling administrator for the forces.)

407 CUT BACK

407 CUTS BACK — 407 Squadron, the most efficient group of whalekillers ever to be based at CFB Comox have followed right along with the minister's policy of ever onward, ever smaller, by coming up with this versatile Maritime patrol craft. At first the technical wizards of the squadron were unwilling because of security implications to discuss this feat. "We can't let the other side in on our little secrets," said one. "Quite right," said another, "if they saw all this chaos, they'd attack tomorrow." It seemed that the mystery of how 407 Squadron built this tiny anti-sub bomber would remain locked in the archives forever. But finally, one of them revealed the secret. "Shucks," he said, for they are very gentle people in 407. "Shucks, you just never before saw an Argus after all the ROs and flight lunches have been taken out."

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(Continued from page 5)
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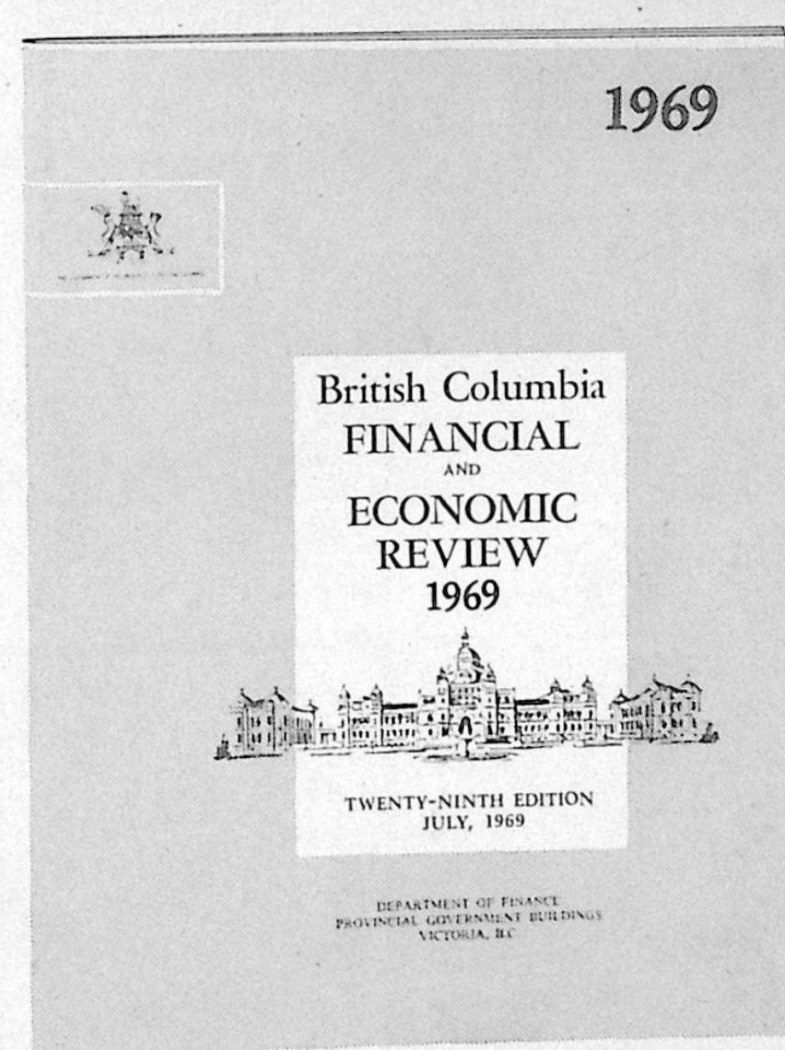
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Joe Hemus's Rod — a hobby for the wealthy.

ROD BENDING

by CAM SHAFT

A hot rod can have many implications and connotations some of which holds considerable significance for the owner, builder and driver. Hot rods, being a form of creation, are an extension of the builders personality; they are also a measure of his ingenuity and skill at working with a variety of materials using both hand and power tools. The best rods are much more than this and reach the level of true art forms in some cases.

That some individuals are becoming aware of this is in evidence by the showing last year of some of these vehicles in the art gallery at Vancouver. The opposite end of the scale of public opinion could be seen last year in the local paper. The title read something like "Youth Dies as Home-Made Car Leaves Highway." The story also included the "expert" opinion that "these lightweight home-made cars are unsafe at highway speeds." Obviously the "expert" has never heard of Newton's laws or such simple formulae as Force equals mass times acceleration. Any hot rod worth its salt incorporates so many more safety features than the average automobile that there is just no comparison. Besides this, the hot rodder's vehicle is generally kept in spotless condition and its mechanical features are known intimately and given constant attention. Is it not reasonable that a labour of thousands of hours and often thousands of dollars would result in a strong feeling of pride? Since I feel my car is typical of the approach taken by the serious builder I would like to mention a few of its features. If I can help to throw a bit of good publicity in the direction of the custom car builder I will have achieved something worthwhile.

Hot rod would be a fairly loose term for my car. To my family it is many things, such as hundreds of miles we drove on Saskatchewan back roads looking for a suitable vehicle to start from. We finally purchased a 1931 Ford Model A pickup. The things we learned about prairie history from some of the old timers

we met were worth much more than the purchase price of the car (\$75). It also is tied up in the hundreds of hours spent ploughing through books, magazines and technical articles getting the background to do a good job. Trips to races, speed shops, upholsterers, and painters are all part of the hobby. Hours spent talking with the pros, the welders, California racers and builders, body men, and dozens of just plain enthusiasts is also involved. Many of these time-consuming activities are still continuing as a necessity (to keep current) and as a pleasure (meeting old friends, making new acquaintances). And of course one of the most interesting aspects is getting people enthused, changing them from skeptics to eager helpers.

Building a car involves learning new skills. Unless you have cubic money, then you must learn to work with the steel, aluminum, glass, fiberglass, plexiglass, wood, rubber, and other materials used in modern rods. This is sometimes very tedious and often very interesting and challenging. For instance, I have been learning gas welding as well as taking a course in bodywork.

Each builder will have a different end product in mind when he starts his project and often plans will be altered during construction. My plans are for a two or three purpose vehicle. It is being built to run in a drag racing class called "6 gas" (drag racing is a safe place to go fast), as a unique street machine and as a restored and customized antique car. It should accelerate better (less passing exposure time), stop faster, look, and feel better than any Big Three car in the area. It will also meet all the safety regulations for both the province of B.C. and the National Hot Rod Association, who are the sanctioning body for racing on Vancouver Island. To meet the criteria mentioned above here are some of the features I am incorporating:

Safety: Roll cage, shoulder harness, fireproof firewall, fire extinguisher, oversize rear

brakes with racing linings, oversize front brakes with racing linings and finned aluminum drums, new wheel cylinders, new tires (140 mph).

New wheel bearings, new steering parts, stronger front spring and new interlining, all suspension bolts grade 8 or better, all suspension bolts locked or lockwired, steering arm magnaflexed rear radius rods.

Driveshaft breakage support hoop, rear axle safety hubs, magnesium wheels, scattershield, strengthened frame, new custom adjustable shock absorbers, watt's linkage type sway bar, hood locks.

Safety glass, engine overspeed control, heat treated radius rod fittings, gas tank location changed.

Speed: 302-inch 475 h.p. blue-printed engine, 4-speed automatic transmission, traction arms, slicks for racing, custom tubing headers, 4.88 differential with positraction, critical engine parts magnafluxed and shot-peened.

Custom Appearance: Top lowered 4", plexiglass roof panel, widened and shortened rear fenders, shortened box, rebuilt firewall, headers in fender wells, hand formed wood dash, custom girages, steering wheel and shifter, custom black naugahide upholstery, pearlescent paint on body, epoxy paint on chassis.

In closing I would like to say that if your teenagers or friends show an interest in creating a custom vehicle, don't discourage them with pessimistic observations. This creative energy if properly guided and channelled (for instance into the local custom car club) can be very rewarding to those associated with the hobby. Few rod builders have time to get involved in many of the problems confronting our young generation.

FEWER U.S. TROOPS IN VIET NAM

MIDWAY ISLAND (CFP) — President Nixon has "decided to order the immediate redeployment from Vietnam of a division equivalent of approximately 25,000 men."

In his comments after sessions with South Vietnam's President Thieu on this Pacific Island of second world war fame earlier this month Mr. Nixon said the redeployment would be completed by the end of August.

More withdrawals are geared to progress of the "training and equipping of South Vietnamese forces, progress in the Paris peace talks and the level of enemy activity."

LIONS' GAME REFEREED BY BOB GREENLAW

Major Bob Greenlaw, Operations Officer 407 Sqn, had the opportunity to officiate as head referee in the B.C. Lions first scrimmage game on Sunday afternoon 29th of June. This pre-season scrimmage was played at UBC Thunderbird Stadium Vancouver before approximately 2800 loyal B.C. Lion supporters. For Major Greenlaw, this game followed a two-day referees clinic under the direction of the B.C. Canadian Football Officials Association. Major Greenlaw's weekend expenses for this trip were covered by the B.C. Lions Football Club.

This Football Referees Clinic was presented by Senior Officials of the Professional Canadian Football League and covered such items as the new rule changes for 1969, interpretation and clarification of football rules and the field positioning of game officials. Major Greenlaw has 15 years experience as a referee

in Canadian Football and is presently active in the Vancouver Island Football League, having actively refereed in Football Officials Associations in Nova Scotia, Ottawa and Manitoba.

Although this B.C. Lion game was much impressed with the early season high calibre of play, the determination of all B.C. Lion players and the effectiveness of the Lions offence, a post-game discussion with Jackie Parker, Lions offensive coach revealed his pre-season satisfaction with his offensive team and high optimism for a successful season in 1969 for the B.C. Lions.

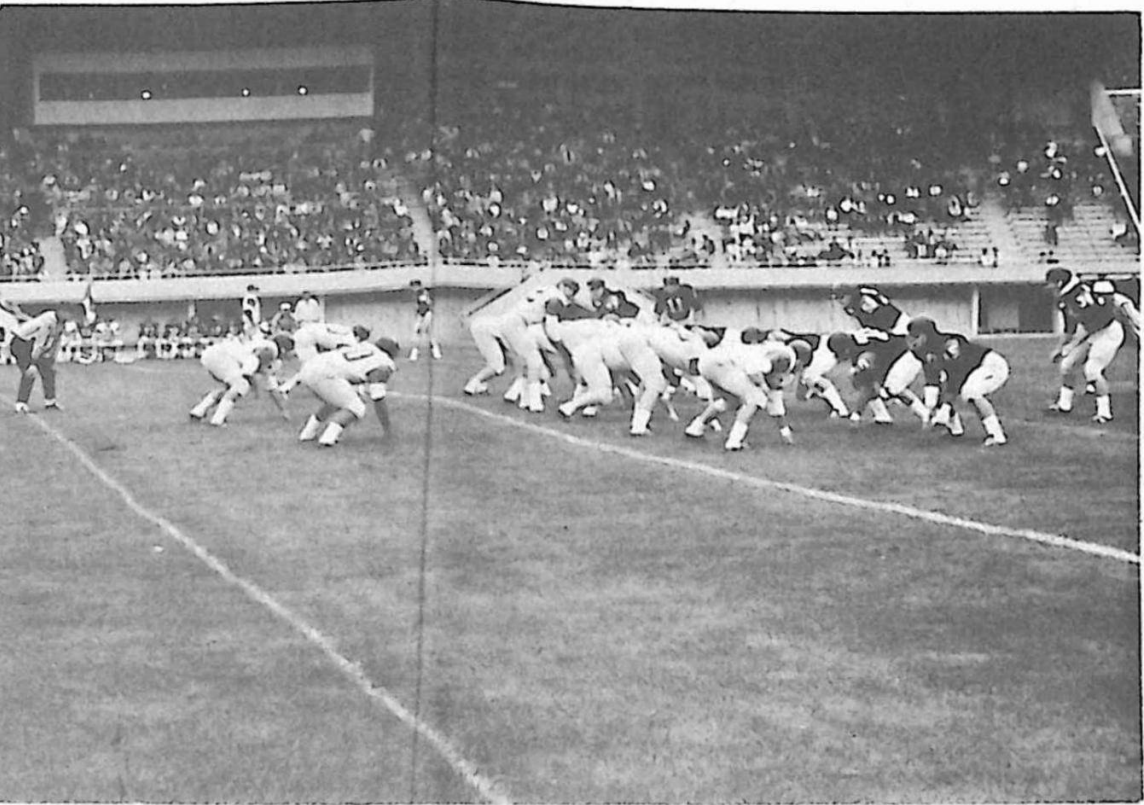
NEED NOHOW

The increased congestion of the waterways requires boat operators to know the rules of the road in collision course and passing situations as well as the necessity for a power boat operator to yield the right of way to sailboats, rowboats and canoes.

The amateur hour for boating has ended now that bigger and more powerful pleasure boats require operator skills considered by commercial sailors to be at least as demanding as those needed by a motorist.

Defences against boating hazards are not difficult to learn and small boat safety regulations are clear and to the point. Safe boating practices increase the operator's sense of security and the pleasure of boat passengers as well as those of other boats and all vacationers.

SAY YOU READ IT IN THE TOTEM TIMES



B.C. LIONS prepare to scrimmage the football at the UBC Thunderbird stadium Vancouver during a scrimmage game on 29th June. The head referee is Major Bob Greenlaw, 407 Sqn Comox.

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Sat. 12 - Sun. 13
NIGHT OF THE GENERALS
P. O'Toole - Omar Sharif

Tues. 15 - Wed. 16
DEADLY AFFAIR
James Mason - Maximilian Schell - Simone Signoret

Thurs. 17
UPPERHAND
George Raft - Gert Froche

Fri. 18
DIARY OF A MAD MAN
also
HORROR CHAMBER
Vincent Price
Nancy Kovack
Pierre Brosseur

Sat. 19
BIG MOUTH
Jerry Lewis - Susan Bay

Sun. 20
A STRANGER IN TOWN
Tony Anthony

Tues. 22
MATCHLESS
Donald Pleasence
Patrick O'Neil

Wed. 23
ROSEMARY'S BABY
Mia Farrow - John Cassavetes - Ruth Gordon

Lett it all hang out

(Continued from page 8)

division, Col. K. C. Lett; C division, Cpl. J. Fleet; D division, Cpl. E. Langlois.

First low net, A division, Cpl. M. Lattimore; B division, Cpl. I. Cook; C division, Cpl. D. C. Wickham; D division, Capt. G. W. Fisher.

First low net Galloway Flight, Maj. P. D. Giles.

Longest drive, Cpl. C. R. Gerber.

Closest topin, Capt. F. Creamer.

Hidden hole, Capt. C. G. Munroe.

Par Out 454 434 443 35
Whittle 455 534 534 38
Par In 454 434 443 35
Whittle 455 435 444 38

Gross Par — 70
Whittle 76 — 11 handicap
Net 65.

"A" DIVISION
In out tti hdep net

F. Creamer 38 35 73 5 68
D. McArthur 40 36 76 4 72
L. Matthews 40 40 80 7 73
Orpen 45 36 81 8 73
R. McBeth 44 40 84 8 76
J. Creamer 38 39 77 8 69
J. Price 40 46 86 10 76

"B" DIVISION
In out tti hdep net

J. Whittle 38 38 76 11 65
K.C. Lett 39 41 80 11 69
G. Johnson 44 40 84 13 71
I. Cook 44 38 82 12 70
P. Pharoah 46 40 86 14 72

V. Ma'chuck* 44 41 85 12 73
R. Salmon 41 45 86 13 73
J. Smythe 44 43 87 14 73
C. Levy 42 44 86 12 74
M. McLeod 46 40 86 11 75
A. Gillis 49 43 92 13 79

"C" DIVISION
In out tti hdep net

J. Scott 40 42 82 16 66
J. Fleet 45 43 88 16 72
J. Hoult 47 43 90 19 71
S. Hodgson 42 47 89 17 72
Wickham 44 44 88 16 72
Giles 45 37 82 - 73
K. Gerber 43 46 89 17 73
J. Loring 45 47 92 19 73
C. Wood 45 49 94 19 75
Thomas 46 50 96 17 79
B. Chagnon 48 49 97 16 81
J. Hillman 53 51 104 19 85
W. Holland 42 48 90 19 71

"D" DIVISION
In out tti hdep net

G. Fisher 42 48 90 21 69
E. Langlois 43 47 90 20 70
I. Grant 46 50 96 22 74
Munroe 48 49 97 22 75
Munroe 54 53 107 - 75
T. Shaw 48 51 99 24 75
R. Barr 54 45 99 24 75
Bowers 49 51 100 24 76
R. Callbeck 51 46 97 - 76
R. Ford 51 46 97 - 76
E. Langlois 49 53 102 - 79
H. Sleigh 49 51 100 20 80
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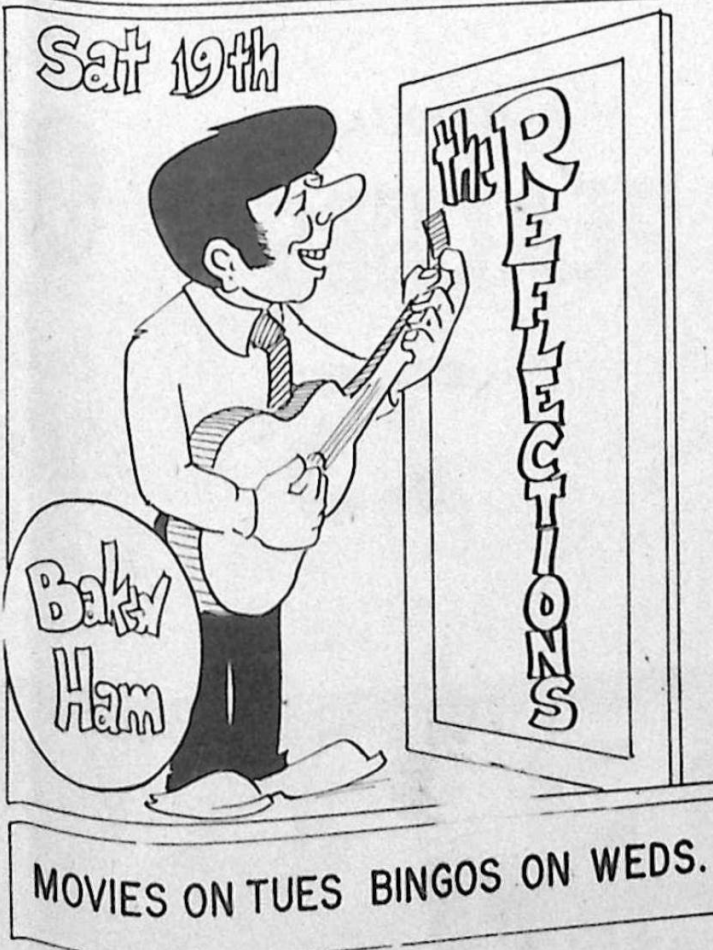
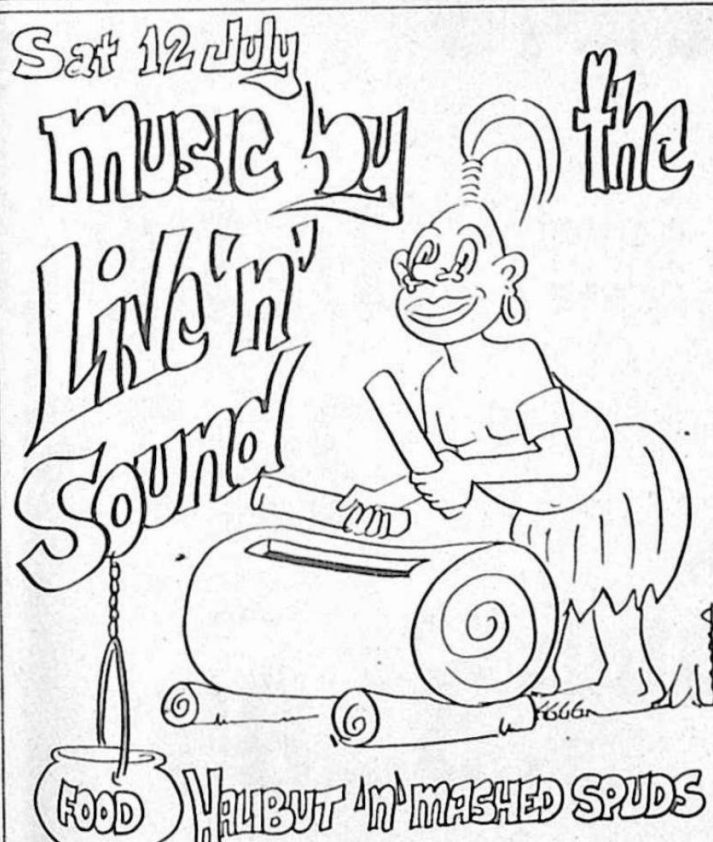
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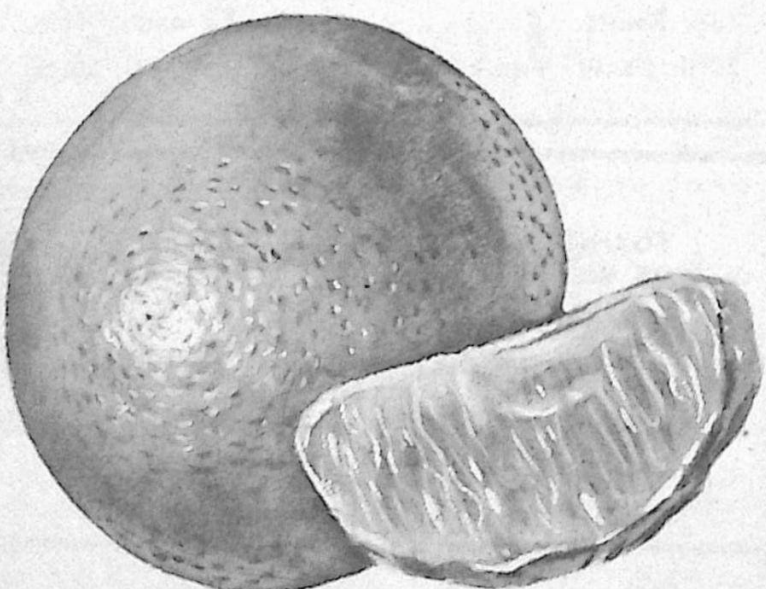
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