



TOTEM TIMES



Economy Note - 20% Off F5 Is F4

Vol. 10

CFB COMOX, THURSDAY, JULY 24, 1969

No. 14

Col. Nichols takes command of CFB Comox

Pomp and pageantry as Command changes

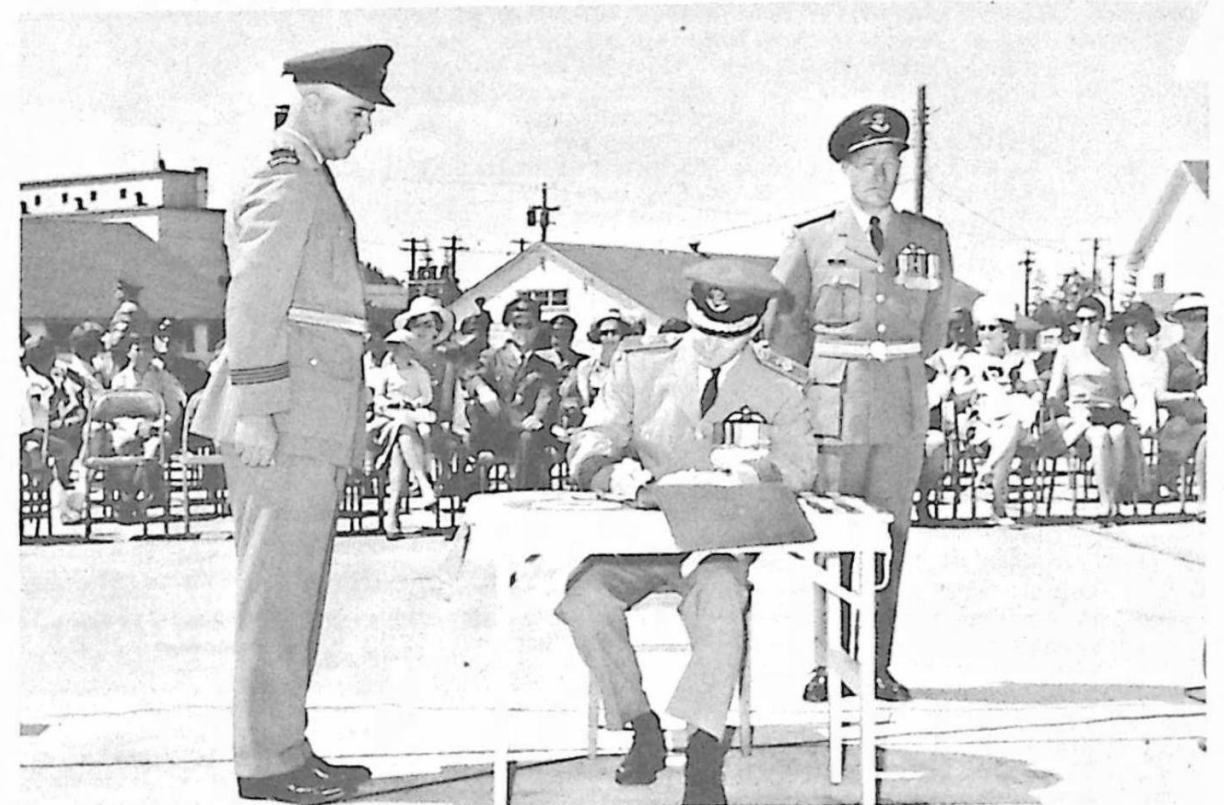
Command of CFB Comox passed from Col. K. C. Lett to Col. G. H. Nichols during an impressive ceremony at the base on Thursday, July 17. A parade-square full of people watched from a respectful distance as the two colonels signed the documents which changed the command.

Promptly at 1400 hrs., because colonels are always prompt, Col. Lett took command of the parade, and led it in a colorful march past which featured everybody going the same way the same day. Midway through the march, all those participating threw a snappy "eyes-right" to the reviewing officer, the new base commander, Col. Nichols. Music for this inspired bit of choreography was provided by the Naden band, which did a superb job of keeping everyone in step, no easy feat in these days of motor-cars and generally reduced fitness.

As the two colonels proceeded to the dais to sign the documents, the Merry Mushroom formation from 442 squadron droned (and whop-whopped) overhead in a gala bit of aerial derring-do. The mushrooms were followed by 4 Argus engines in more-or-less close formation, and this in turn was followed by 4 Voodoos neatly assembled in one air mass.

In his farewell address, Col. Lett thanked all those who had supported him during his tour in office, and called for them to extend the same support to Col. Nichols. Col. Nichols in his speech outlined his personal and professional reasons for being so pleased at his transfer to Comox.

The speeches over, Col. Nichols then assumed command of the parade as well as the base, and he led it in a flawless advance in review order, following which all the tired marchers went out and soaked their feet.



WITH A TEAR IN HIS EYE, Col. K. C. Lett watches as Col. G. H. Nichols assumes command of CFB Comox. Keeping a beady eye on proceedings is the BPO, Capt M. R. Cloutier, who has learned that you can never trust a colonel to sign things in the right places. (Base Photo)

NEW ESSAY CONTEST
Details on Page 4)

IS VANCOUVER ISLAND YOUR NEW HOME?

By BARRY BROADFOOT

If Vancouver Island should split from Canada and sail away and drop anchor in the Pacific it would only be a few weeks before the cruise ships and sea-going ferries and jetliners would be as busy as ever.

At the risk of sounding ridiculous, Vancouver Island is the kind of place which vacationers will travel any distance to visit.

The reason? It has everything. Take some dictation, Miss Dawson:

If big cities are your thing, it has Victoria, with one great hotel, dripping with tradition and a history of service. The Empress, naturally. And several other fine hotels and many motels, many recently built, modern as tomorrow but each with that special bit of individuality. And fine restaurants, including one on an old ship. Americans love that. So do Canadians. And night spots, and discotheques. Yes, Victoria swings. And the Parliament Buildings, if you want to watch politicians at play; and there's the Ye Olde English bit which everybody smiles at, but it is undeniably there. And Beacon Hill Park and its flowers, and the view of the snow-mantled Olympic Range across the blue blue Strait of Juan de Fuca. Am I getting too poetic, Miss Dawson? You've seen them too? And I'm right? Thank you, Miss Dawson.

And Bastion Square with its smart boutiques, and the Maritime Museum and the new Provincial Centennial Museum. You could spend a day in these two. Want to know about early British Columbia? Well, it's all there. Take the waterfront drive out around Oak Bay, or the road to Point No Point and watch the combers pound in from Asia.

Feel like landing a big salmon? Well, a small one then? Drive out the Island Highway and stop off at Mill Bay and rent a boat and tackle and try for a big one. Be patient, though. Give it two or three hours. Or drive on to Cowichan Bay. There's dandy fishing there, too. In fact, all this pinpointing of the best spots is futile because you can find good-to-great fishing anywhere on the Island. After all, the Pacific Ocean surrounds the thing.

If you're in the Chemainus area any afternoon, do drop in at the MacMillan Bloedel sawmill there. It's one of the largest in the world, and the things they do to a log you just wouldn't believe. They'll be glad to take you on an escorted tour, and ex-

plain it. Or stop in at Bare Point nearby and the engineers at the British Columbia Hydro gas turbine generating station will show you how they make 100,000 kilowatts.

We forgot Duncan. Go back three squares (that's south) and ask your way to Koksilah and ask to see the Indians spinning the wool and then knitting those wonderful Cowichan sweaters. They don't come cheap, but they're the best travel buy you'll find anywhere. Wonderful conversation pieces, too.

While you're there, try some fly fishing in the Cowichan River. If you strike out there, just say you're practising for some of the many other rivers farther up the Island.

Now, drive on north and turn off at the sign pointing to the Cowichan Valley Forest Museum. It's worth a good visit, and the children will love the old machines, lovingly cared for. This country was built on logging and lumber, and this is the place to see how it was in the old days.

Then back to the Trans-Canada Highway, and drive on to Nanaimo, once a Hudson's Bay post in the wild days. Its main attraction is the Bastion, a long fort-like tower and it's a museum too. Nanaimo calls itself the "Hub City" and that it is, the main centre for the upper Island. Plenty of good accommodation and restaurants. A fine place to spend the night.

Visit the Indian war canoe and totem poles in Georgia Park, and take a 10-minute ferry ride Newcastle Island and stroll through the tall timber.

What's that, Miss Dawson? Oh yes, if you're visiting in winter there's good skiing in the mountains just a few miles away. There's also fine winter sport further north at the Forbidden Plateau, just west of Courtenay. But more about that area later. We're off to Port Alberni and fabulous Long Beach.

Port Alberni. Turn west at Parksville after a 22-mile drive through lovely country, and then 29 miles on excellent road past Cameron Lake. Stop at Cathedral Grove in MacMillan Park and marvel at how big Douglas firs can grow in the rain forest. Stay a day at Alberni, population about 20,000 and then it's up-anchored for Long Beach. The road after Sproat Lake is rough gravel, but if you take it slow and easy, Long Beach will be worth every bump. The curving beach is about 11 miles long,

sand so wide and hard-packed that patrol bombers landed on it during the war. The beach is one of the Island's main beauty spots, and you can dig clams, trap crabs in the shallows near the kelp beds, or just walk for miles. If you're lucky — some people are — you might find one of those big glass balls which break free from Japanese fishing nets and drift across the Pacific.

Good camping here too, and hotels in the fishing villages of Tofino and Ucluelet. It's another world, a part of Canada that is only becoming popular now; soon to become a national park.

Back to the main highway at Parksville, and north through Qualicum Beach, boating, fishing swimming, sunning, a perfect playground for children. Same goes for Qualicum Bay, and Bowser, and Deep Bay, Fanny Bay, Royston, Cumberland, which is an historic coal mining town, and then Courtenay. Drive into the Forbidden Plateau, high in the mountains. It too is another world, and hardly touched yet.

Anywhere along this coast, don't be afraid of being caught without a place to lay your head at night. Every town and village has plenty of good motels and tenting parks, and there is always room. None of this hustle and bustle business either. Quiet nights, fresh sea air, and wood fires crackling on the beaches with hot dogs and hamburgers. Oysters. Millions of them. Cook yourself some Oysters Rockefeller, right on the burning coals. De-lit-clous!

Next, Campbell River. You've been living in a cave all your life if you don't know what this busy town is noted for. That's right, Miss Dawson, Fishing. Salmon fishing. Big salmon. The mighty tye. The record is 77 pounds. Don't hope for that, but if you land one over 30 pounds, you've got yourself a tye, and that's something to talk about for a year.

This is truly a sportsman's smorgasbord. Get a map of the area from the tourist centre and spread it out. Lakes everywhere. And good roads, forest access roads and trails to all of them. When you've caught your salmon, try for trout, or just go hiking. You can't miss either way. Walking is good for the soul.

If you missed the sawmill tour at Chemainus, then try the Elk Falls Pulp and Paper Mill visit. Tours daily in summer at 2:00 p.m. Free too. Making paper is fascinating, but noisy. Wow!

BASE EVALUATES NEW AIRPLANE



Blue Angels visit Comox

There have long been complaints that all the planning for the forces is done in dry directorates somewhere in the steamy dungeons of CFHQ, where people are so far out of touch with reality that they still believe that airplanes have top and bottom wings. But this isn't really so. A lot of planning is done at base — sometimes very base — level.

For instance, there has been a need in the Canadian Forces for a new airplane. One that could be used as an interceptor for a

while; then used to drop bombs on blighters; then used to hurl harpoons at whales; then used to freight planes to out-of-the-way messes; and then used to transport some VIP to some trouble spot in a hurry. Nothing currently in the inventory will do all these things, although the DAK comes close.

This has troubled the great minds on the squadron, who believe that new airplanes are the very staff of life, and that the more purposes they have, the

better the life, or something. Anyhow, they have done something about it.

The F-4 Phantom has all the attributes required for greatness. It does interceptions, drops bombs, can be modified to hurl harpoons, and will even carry planes. Equipped with a plush leather chair, it will even carry a VIP, which is another term for a navigator. All this was proved by the evaluation which was carried out by a squadron full of drooling aircrew when the

Blue Angels landed at Comox a couple of weeks ago, en route from Alaska to Chicago.

Attempts were made to swap five Voodoos for five Phantoms, and when these were not accepted, 12 Voodoos were offered, along with five T-Birds and a couple of CF-100s. This offer wasn't accepted either, and a rapid pooling of finances was tried in an attempt to buy an F-4. There is, however, a limit to what you can buy with 38 cents, and a Phantom is outside that limit.

Despite the lack of success at buying, borrowing, swapping or stealing a Phantom, the members of 409 squadron are convinced that this is the airplane for them. It might not get one to the moon, but then, the tourist facilities up there aren't all that good anyway.

The Phantom will get one to a lot of interesting places on earth, though, and what better way to travel, apart, of course, from Kamikazi Airlines champagne service. (A Mac Photo)

WORD'S SLOWEST AIRPLANE

In the navy, tradition dies hard. And nothing dies harder than the tradition that says a ship must look like a ship. Most navy pilots, if that is not a contradiction in terms, call their airplanes ships, just as they call walls bulkheads and floors decks and all that other incomprehensible aquatic gobbledegoose. And, none of their ships (air) ever looked like any of their ships (boat). Needless to say, this caused heartaches and woe.

But now, relief is at hand. A very clever designer has come up with a ship (air) that looks like a ship (boat). To do so, however, he had to make some compromises with aerodynamics. The wings are vestigial.

The propellers are at the back, where they are churning around in all that disturbed airflow. The fuselage you wouldn't believe. Amazingly enough, the thing flies. Looking not unlike a bumbebee designed by a committee, the new airplane works. Alongside (another nautical term) is a picture to prove it. The navy's new CF-400 in full flight.

With its 62 knots speed, it doesn't pose much of a threat to a bomber fleet, unless that bomber fleet is composed of Avro 504s, but it is ideal for navy pilots, who are well versed in seamanship. And seamanship, as everyone knows, is airmanship at 20 knots.



Night Hawk's Nest



For some time now, authorities on this sort of thing have been harping on defensive driving. Now, the reason for this emphasis has become clear. Henry is taking driving lessons, which ought to be as powerful an argument as can ever be mustered for selling your car, putting it up on blocks, or dismantling it and hiding it in the basement. He started the lessons last week, and while there have been no reports of suicides among driving instructors, officials are reportedly concerned at the large number of teachers switching to safer jobs, such as being shot out of cannons. Anyhow, don't be alarmed if you see some large object proceeding erratically down the highway toward you; it's only Henry.

Harry Redden has left the brotherhood of COBOC and entered into the bonds of holy matrimony with some sweet young thing who deserved a better fate. Returning wedding guests state that it was a most impressive ceremony, and that the competition when Harry threw away his little black book was very intense. Dale Northrup eventually caught it, but he had to do some fancy footwork to beat out Major Mo.

The rapidly-thinning ranks of the single men have been bolstered by the arrival from Bagotville of Phil Schreiner, a new grimey who chose to come by T-bird with Doug Stuart, rather than coming by train. That is no way to get a reputation for making sound decisions. Welcome aboard, and may your stay be pleasant.

The Sardinia shuttle is still going on, and great gaggles of crews are either there or in transit. Next weekend a few crews and airplanes will deploy to Colorado Springs, and the schedulers will be powerless men indeed, having nothing or no one to schedule.

Rhiney Koehn, who uses Comox as a forwarding address while he is either skiing in the Alps or sleeping at Staff School, will be returning to Actionland this week, and taking over as editor of the Totem Times, if Dale will let him out of the Q. Now that Rhiney has had the benefit of Charn School, he should be ideally suited for writing soporific editorials.

It was with a great sense of pride that the members watched the colonel of the regiment proudly leading the handing-over parade, and never once going the wrong way or getting out of step. Had it not been for the squadron commander of number one squadron, heaven only knows where the parade would have ended up.

Ed Goski has finally been given a date for his pilot training, and with a little luck he might sometime get a date for having the cast taken off his leg. Otherwise, he will be doomed to be forever a Bugsmasher pilot, but he will sure be able to handle the beast in a crosswind.

Don Elphick has been selected to be the squadron ambassador to Charn School from September through December, and he is going to have to start learning two-syllable words, which heretofore have been the exclusive preserve of navigators.

Although the United States has been very busy sending men to the moon, it hasn't been too busy to send one to Canada. The new exchange nav, Pete Dunda, arrived this week and is in the process of being Canadianized. Welcome to Actionland; we hope you enjoy your stay.

The strongest indication that recruiting will be cut back was the announcement this week that Bob Olsen and Fred Williams would represent the squadron, and the service at the PNE this year. Hardly jammy at all.

Recently, the squadron has been flying aircraft support for the 442 group and gripe group which has stranded an Albert at Whitehorse. At last report, there had been no request to airlift a propeller, but George McAffer is working on some way of doing it. It might even make the old T-Bird a bit faster.

The manager of the ball club has not been issuing any communiques lately, which normally means disaster, at best. Normally, when the team wins, that fact is emblazoned on the slides during the morning, afternoon, evening, and any other briefing that might occur in the course of a day. Of late, silence. 'Tis an ill-omen indeed.

Rumour of the Week: Doug Munro is a people.

BAMEO HOLDS FISHING DERBY



"HOT DOGS FOR DOG FISH" was the cry of Sgt. Elmo Munro down at Air Force Beach during the BAMEO's Fishing Derby last Friday, July 18th. Trading was brisk, and Sgt. Munro was able to unload 43 pounds of war surplus hot dogs unto the unsuspecting fishermen. The dogfish that were taken in barter were flogged to the Combined mess and later served as a rare Japanese dish during the week-end festivities.

—(A MacPhoto)

Mackowichuck takes prize

Thinking the new Base Commander wouldn't notice, the best part of 409 Squadron took the day off last Friday and headed for the salt chuck to participate in the Bameos fishing derby. The number of craft launched at Air Force beach that day could only be rivalled by Drake's Armada. With the capable organization of CWO Zelnor, WO Daynes and Sgt. Munroe an all out attack on the local fish was launched with no holds barred. By 1500 hours more than 20 salmon had been landed and weighed in. Not being restricted to species a large variety of fish found themselves on the beach.

Winners of the events were as follows: largest coho - 5 3/4 pounds, Cpl. Makowichuk. Largest spring - a 3 pounder by Cpl. Justice. Largest rock cod - 5 1/2 pounds by Cpl. Cummings. Largest dog fish - 10 1/4 pounds by Cpl. Jacques. Largest male kelp - Sgt. Allan. Strangest fish a 3 pound flounder by Tech/Sgt. Dyle (USAF) longest boat launch - Cpl. Poth.

After the contents of a large cold garbage tin had been emptied everyone went home quite happy.

Cigarette consumption dropping

OTTAWA — The peaking of Canadians' per capita cigarette consumption in 1966 and its drop since that year was reported July 15 by Health Minister, John Munro. Per capita annual consumption of manufactured plus hand rolled cigarettes per person 15 years of age and over decreased from 3,961 in 1966 to 3,755 in 1968, a drop of 5 per cent.

Mr. Munro pointed out that published figures frequently show only the total production or sales without relation to population changes. The figures released today are related to numbers of persons in Canada 15 years of age and over as well as to the whole population. Therefore their downward trends since 1966 are more indicative of what is

happening than figures of total sales. Figures per person 15 years of age and over are considered to be the most realistic since they refer to the age group in which the majority of smokers are found.

"We hope the downward trends will continue and ultimately be reflected in decreases in premature deaths from heart attacks, lung cancer and chronic bronchitis and emphysema", Mr. Munro said. "Already, however, there are many persons who are enjoying life more since they have cut down or cut out cigarettes."

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BLOOD DONORS HONORED — Nursing Sister M. Keelan presents Red Cross blood donor certificates to Sergeant W. Abel, and Cpl. L. Fredericks. The certificates were presented in recognition of donations of greater than twenty pints. (DND Photo)

Where to send your bonds

OTTAWA (CFP) — Posted? Better add this to your list of reminders — for moving or it'll take a long time for your payroll-bought, 1968-69 Canada Savings Bonds to catch up with you.

Forward your change of mail address to:

Securities Deposit Division
Department of Supply and Services,
Room 145, East Block
Parliament Buildings
Ottawa 4, Ont.

This warning comes from R.S. Goss, chief of that division. Apparently they're having a tough time talking everybody into cutting them in on changes of address in the forces.

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Thousands of visitors to British Columbia see our province as one of the greatest scenic and recreational areas on earth. And those visitors are absolutely right. From the sandy beaches of Vancouver Island to the rugged grandeur of the Rogers Pass, there's boundless opportunity for exciting holiday travel. This year, plan to see more of British Columbia — and see what holidays are all about.

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DEPARTMENT OF TRAVEL INDUSTRY
Hon. W. K. Kiernan, Minister
R. B. Worley, Deputy Minister

UNISKINS by mac



DEMON DOINS

Here at 407 Sqn. we are about half way through our summer leave schedule and the remaining members of the squadron show no signs of wilting under the pressures of operating during the nice weather. At this moment crews one and three are taking advantage of beautiful B.C., while two, four, five and six have the responsibility of protecting Canada's Pacific shoreline. Oh yes, don't forget Standards, Ops, and Asac!

Back from the east coast and glad of it are: Lieutenants Dave Mosher, Jim Anderson, Fred Robinson, Andy Stephaniuk, Ron Schneider, and John McDonald. These chaps were transferred to 407 some time ago but were then shipped out to beautiful downtown Greenwood for a four month course in the finer points of killing whales. Contrary to popular opinion, CFB Greenwood Nova Scotia is the home of the Maritime Operational Aircrew Training unit, and not a development cleverly conceived by Ottawa to establish regional economic parity. Welcome back fellows, the merchants in apple land hated to see you go.

Another welcome addition to the squadron is Captain Don Robinson who also forsook his foothold in the Annapolis Valley in favor of Comox. Having spent about 14 years learning all there is to know about the Radio Officers trade, Don then spent six months in Winnipeg and four more months at MOAT learning all there is to know about the Navigation trade and comes to us as an LR Nav. Congratulations and don't take any wooden fixes.

Jerry Regehr and his Raiders have just returned from the ASW competition at Summerside, P.E.I. Unfortunately they didn't bring back the O'Brien Trophy but they certainly left the east coasters with some favorable impressions of 407 Squadron operations. Rumor has it that next year we'll be sending Standards and Asac to the competition. Naturally they won't do any flying, however, with any luck they'll talk their way into winning the trophy.

Captains Stith, Kruger, Petticlerc, Moir, Tanchak and Sled have left the Squadron in favor of pilot training. Providing they don't starve first, they'll be putting their RO training to good use by rigging up a galley in the back of their Chipmunks. Although it might get a bit dicey flying without an instructor, at least they won't get hungry.

Mugs were recently presented to Majors Chuck Smith and Earl Smith who were transferred because two Majors with the same name and trade confused things too much. Major Chuck Smith requested two years leave with pay. This they weren't able to grant but they gave him the next best thing; a recruiting position in Regina. After seeing that Major Earl Smith requested an exchange tour in Bermuda, so he got transferred to the DEW Line. Oh well, win some, lose some.

Next month, Goose Spit should take on all appearances of Normandy beach on D-Day. No less than 21 people are expected to report in and replace the sods and bods going pilot training, being released, etc. Standard procedures for a transfer to Comox are: Report in, rent a home, buy a boat, take leave and disappear.

And now for our reader's enjoyment we offer some choice tidbits at the expense of ops, asac and standards.

Captain Baz Pharoah is about to violate the Apollo astronauts for their poor communications procedures. While improper radio checks, using first names over the intercom and joking over the airways may be good enough for Mission Control, asac is much more particular. Stick to your guns Baz.

And finally, Major Dunbar's influence is reaching out quite a long way. To Standard's delight, the Astronauts stepped out of their spacecraft wearing regulation flying boots. But they didn't have their "dickies," sir!



COBOC GOES BLUB - Completely successful at everything else, members of Coboc decided to join the Royal Order of the Golden Plug by entering the 3rd annual Nanaimo to Vancouver bathtub race. With a bright orange fibreglass tub entered by Coboc and a motor supplied by Comox Marine, Lt. Don Wickens is shown here crashing through the waves around Nanaimo harbour. Luck wasn't with Coboc that day. While sitting in about 20th to 25th place, Capt. Nobby Bartels took over tubbing duties to give Don a brief rest. It was brief alright as two minutes later Don was back in the water pulling Nobby and the tub out of the drink. Oh well, try again next year fellas! (Bartels Photo)

PYGMY EXCHANGE

More than 1,500 English and French speaking cadets are participating in an interprovincial exchange program in Canada this summer.

The program, based on a similar exchange conducted during Centennial Year, is designed to give English and French speaking cadets an opportunity to intermingle during their regular summer camp courses, which are

taking place during July and August.

About 455 army cadets from Quebec were flown to Aldershot, N.S., Vernon, B.C. or London, Ont., for two weeks of courses, while a similar number of cadets from these provinces attend army camp in Valcartier, Que.

Quebec air cadets normally attend camp at Bagotville, Que., but this year 270 flew to Green-

wood, N.S., Trenton, Ontario or Penhold, Alta. Their places at Bagotville are filled by air cadets from outside Quebec.

As there is no sea cadet camp in Quebec, cadets from that province take their summer training at Cornwallis, N.S. This summer, in addition, 72 of the Que-

bec group will be flown to Comox, B.C., for their training.

In general, cadet courses include leadership, citizenship, and trades training in either a land, sea, or air environment. Cadets

on exchange will, in addition, tour the area around their camp.

2nd annual Totem Times Soap Box Derby

Place: Spruce Street (PMQ's)

Date: August 23 (Alt. Aug. 24)

Time: 10:00 hrs.

GENERAL RULES:

1. Go-carts must be built entirely by driver and crewman.
2. Size limit on wheels — max. 16 in.
3. Max. length — 6 ft.
4. Steering-wheel and brakes necessary.
5. Crash helmets to be worn (supplied by council).
6. Safety check to be carried out by parent or guardian.
7. Age limit — 6 yrs. to 15 yrs.

NOTE: All entries must be submitted by Aug. 18, 1969. Application forms to be forwarded to ward councillor.

APPLICATION SOAP BOX DERBY

Driver's Name age

Crewman's Name age

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| \$200 | \$3.90 | \$4.80 | \$5.70 | \$6.60 | \$7.50 |
| \$300 | \$5.85 | \$7.20 | \$8.55 | \$9.90 | \$11.25 |
| \$400 | \$7.80 | \$9.60 | \$11.40 | \$13.20 | \$15.00 |
| \$500 | \$9.75 | \$12.00 | \$14.25 | \$16.50 | \$18.75 |
| \$600 | \$11.70 | \$14.40 | \$17.10 | \$19.80 | \$22.50 |
| \$700 | \$13.65 | \$16.80 | \$19.95 | \$23.10 | \$26.25 |
| \$800 | \$15.60 | \$19.20 | \$22.80 | \$26.40 | \$30.00 |
| \$900 | \$17.55 | \$21.60 | \$25.65 | \$29.70 | \$33.75 |
| \$1000 | \$19.50 | \$24.00 | \$28.50 | \$33.00 | \$37.50 |

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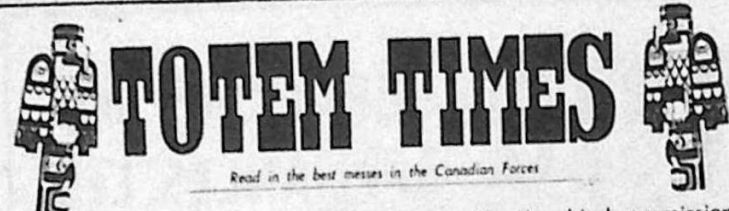
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Editor retires ... again

For the third, and, hopefully, last time, Capt. Bob Merrick slides out of the editor's chair and hands it over to Captain Rhiney Koehn. Although Bob will still be contributing empty editorials, pious flapdoodle and assorted nonsense to the paper, he won't have to put the damn thing out.

That chore, or however much off it he will be unable to foist off onto good old Seemore, will be handled by Rhiney, who comes to the job fresh from the hallowed halls of Charm School, where all traces of wit and originality have been faithfully banished from his writing.

Welcome to the new editor. It's time you got back.

Hot and cold running pongos

SENNELAGER, Germany (CFP) — No soldier will say who contributes the most to a military exercise but there's little doubt who gives the greatest satisfaction to the greatest number of men in the brigade group deployed here.

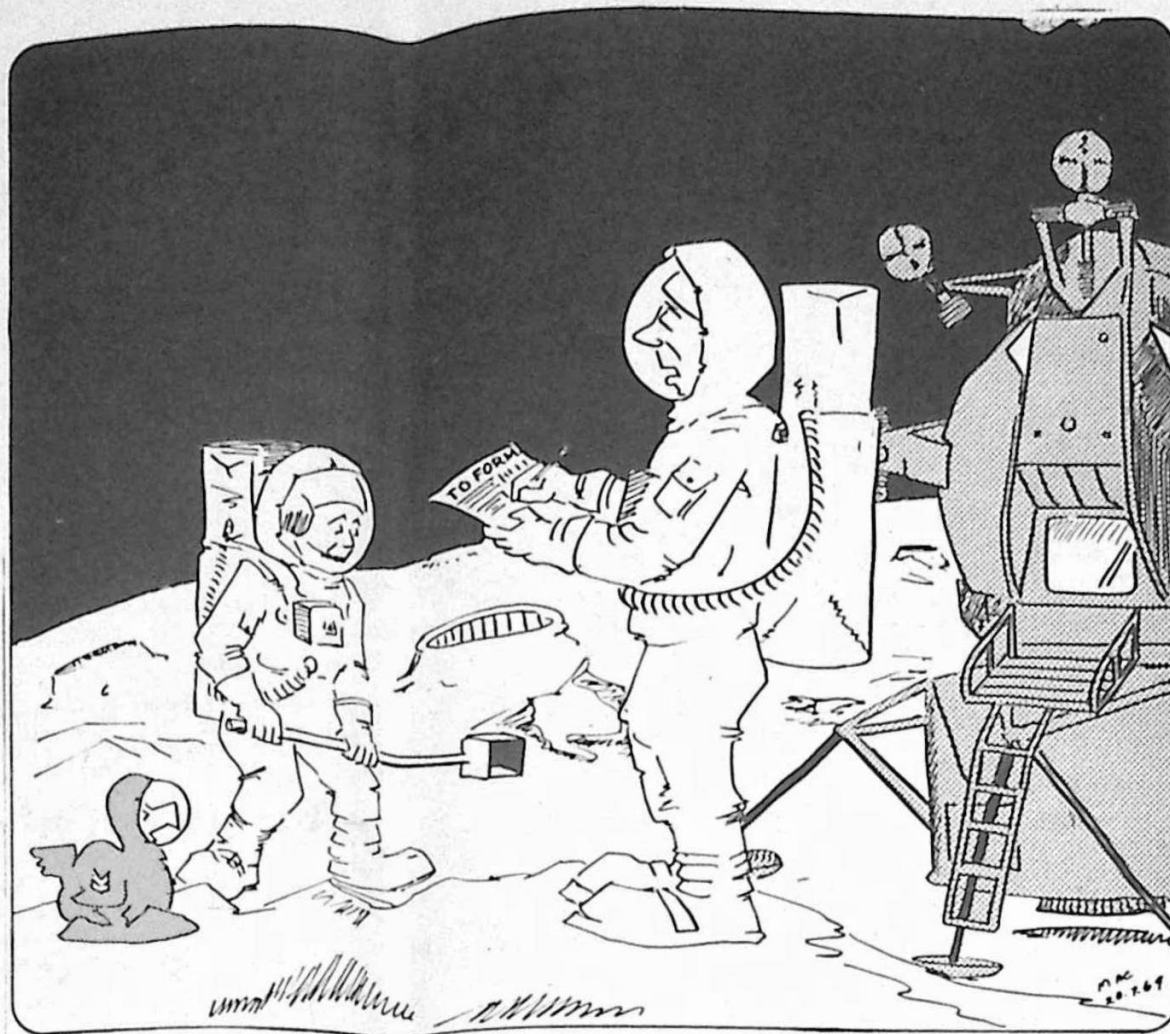
It's a tiny part of a sub-unit of the service battalion. The bath section of the supply platoon is the miracle-worker. The sections parlay some canvas, boards, piping and three pumper engines into the biggest boost the troops can get. Says Corporal Reynier Sequin, "I've soaked in the tub at home and in Montreal's Queen Elizabeth but the hot showers in this camp are the most."

Drawing the most praise from his service battalion officers is Cpl. Jack Carroll. The short and husky NCO is a born mechanic, they say. He's kept the shower unit in constant operation under almost impossible conditions. In the past four weeks, it has lost just half-an-hour of operating time due to mechanical failure.

On their biggest day 1,500 soldiers had showers in the 34 by 17 foot marquee tent fitted with 24 shower heads. Water came from a nearby stream at a 2,400-gallon per hour rate, and the kerosene fuel heating system "got awfully tired sometimes" and it's here that Cpl. Carroll shone in keeping the engines going.

The bath section could bathe the entire brigade once every two days if a steady stream of customers were available.

Officers of the service battalion note the even greater role the bath section would play if a nuclear strike took place. First steps toward recovery from radiation contamination is a bath, say the medical men and, in warfare, the bath component would be greatly enlarged.



... Rations and quarters not available

MAGAZINE GYPS RETURN

OTTAWA (CFP) The ducks and geese are back, and so are other birds now that spring has settled over the land.

Flocking on the nation's doorsteps with the good weather, are the magazine peddlers. Some of them spell g-y-p, so be on your guard.

Under the guise of carrying out a survey, trying to get votes for some vague sort of campaign, or collecting names on a list to get so many points toward a trip to Europe, these birds will stop at nothing to get your bucks.

Producing a ballot in a vote-getting venture, one of the species

will attempt to get your signature on it. Don't touch it — it could be an order slip for a three-year subscription to a magazine or periodical.

When you reply that you buy your magazines from a news stand, which can cost anywhere from 25 to 75 cents per copy, he claims that he can sell them for 10 cents a copy.

It's deceiving, though, because he wants you to sign for, say, 100 copies of a magazine published weekly. That's a two-year subscription.

He'll make out a bill for 10 cents a week for a year, which

is \$5.20. You sign the order blank, give him the \$5.20 and that's supposed to be that.

If the subscription is more than \$5.20 and it is, the company will bill you some months later for the balance. Once you have signed it's difficult to stop the subscription.

An address to write to if you do have trouble arising out of a questionable magazine deal is: Canadian Central Registry of Subscription Representatives, 55 York Street, Toronto, Ont.

(Contributed by D. C. Hodgert, financial counselling administrator for the forces.)

The magnificent voyage

Yesterday's dream is today's reality. Man has taken his first, halting steps off the planet earth. The incredible odyssey of Armstrong Aldrin and Collins will be remembered for as long as the odyssey of the Pinta, the Nina and the Santa Maria, which set out to find a new world almost five hundred years ago.

The voyage of Apollo 11 is truly one of the milestones of mankind. For centuries, man has gazed at the heavens, and wondered. What is up there? Is there life up there?

The exploratory urge is as old as mankind itself. For every horizon, there has always been someone who wanted to go beyond it. For every hill there has always been someone who wanted to climb it. For every unknown risk, there has always been someone willing to face it.

The first faltering footsteps on the moon are but preludes to an avalanche of them. The voyage to the moon is but a prelude to other voyages to other bodies. The space program will continue.

It is easy to decry the vast spending necessary for man to gain a foothold in the unfriendly environment of space. There are many things here on earth for which that money might well be spent. But man has never been content to stand still; never been content to rest without finding out what is on the other side of the horizon. So it will be now, just as it was when Isabella was chastised for staking some grubby sailor on an unbelievable expedition to, of all places, India, when everyone knew that the expedition would sail right off the edge of the world.

Those sailors, sailing off into the unknown were the forerunners of Neil Armstrong, Buzz Aldrin and Mike Collins, who also sailed off into the unknown, albeit an unknown that was a little better researched.

As the voyage reached its climax, and Armstrong descended from the Eagle to the surface of the moon, he was watched by more people than had ever watched any single event on earth, which was a sort of minor miracle in itself. People around the world could sit in their living rooms, or gather in the theatres, and public squares to watch man's first steps on the moon's surface as they were being taken. They could hear for themselves the comments of the astronauts as they were uttered. Truly incredible. The global village is rapidly becoming the universal village.

The voyage of Apollo 11 will be remembered throughout history. As man follows his destiny to explore, to progress, and to carry on over the next horizon, people will still look back at the magnificent voyage of Apollo 11, which first set man free from his age-old home.

Apollo 11 was truly a magnificent voyage.

Better service for school marks

British Columbia Grade XII students who wrote regular June Department of Education examinations have now had their results mailed, it was announced by Hon. Donald L. Broders, Minister of Education. Grade XIII Departmental Examination results and Grade XII Scholarship Examination results will be released approximately one week later.

"This year, all Grade XII Academic-Technical Program students therefore will have copies of their final transcripts considerably earlier than has been possible in the previous years," the Minister continued. Mr. Broders noted that early release of results provided students with added opportunity for career planning, especially if post-secondary education was being considered. Furthermore, this

year students will automatically receive an extra three copies of their transcripts in order that several alternatives may be pursued immediately.

This year's earlier release of results was effected by major modifications in administrative procedures relative to Departmental Examinations, and particularly by the use of computers in preparing student transcripts. These same innovations will permit regular Grade XII Departmental Examinations to be held twice annually in January and June hereafter, rather than in June only.

In June, 1969, some 19,200 regular Grade XII Departmental examinations were written. This year there were some 19,572 students enrolled on the Academic-Technical program and 12,253 students completed graduation requirements.



NEW GAME IN PMQ PLAYGROUND — The PMQ Council ever attempting to keep children's games meaningful, and helpful to fitting the child for life in today's cruel world have recently introduced a new game for the children to play. Each player is outfitted with a sword, and told to chop away... at the defence budget. — (A. MacPhoto)

Pesticides poisonous

Depending on the nature of the pesticide and the wisdom with which it is used, pesticides can be both a necessity and a threat.

Pesticides are used to protect agricultural and forest products from damage and destruction; for the protection of human and animal health; and for control of unwanted insect and plant life to create a more pleasant living environment.

But chemical pesticides are poisonous!

The use of pesticides is accompanied by potential actual and dangers. They can create residue problems for humans, destroy or deplete desired plant and animal life and change the biological balance in undesirable ways.

Within the next few weeks, you may have occasion to use a pesticide. This could be an aerosol spray bomb for flies or mosquitoes; a dust to prevent mildew or leafspot on roses; a

weed killer for your garden; a dandelion killer for your lawn. Whatever you use, Consumers' Association of Canada would like to remind you that these chemicals must be handled carefully and sensibly. Many are poisonous not only to insects but to human beings as well.

When selecting a pesticide for a particular problem, first consider whether or not the problem is big enough to warrant the use of dangerous chemicals. If you decide it is, then go to your garden supply store or farm equipment dealer for advice on which chemical will best suit your needs. If the sales clerk is not able to advise you, then ask for someone in the store who can provide you with the proper information.

Try to choose the least toxic chemical that will be effective. Allethrin, pyrethrin or rotenone

may be able to do the job effectively and are less toxic than the organo-phosphate parathion and the chlorinated hydrocarbons dieldrin, chlordane, lindane or DDT.

Some of the insecticides in a pressurized can may contain one or the other of the less toxic chemicals mentioned but these too must be used with care. Observe all cautions, directions and restrictions given on the label and never spray with an aerosol pressurized can near an open flame or when you or a friend are smoking.

Before using a pesticide, read the label carefully in order to make sure you are using the right chemical and that you understand how to use it, where not to use it, and what protection you will need when using it.

Measure all amounts carefully — too much may be harmful, too little ineffective. Never use regular household utensils

for measuring pesticides. Rather, keep specially marked ones and store them with the spray material in a locked container out of the reach of children.

Dusts and water sprays are safer than liquid concentrates and oil solutions. The latter require special precautions. Take great care to avoid spraying them on the skin and keep them away from face and eyes. Wear gloves and other protective clothing and avoid inhaling dust or sprays. If any pesticide is spilled on the skin, wash at once with soap and water.

Canada Department of Agriculture regulates the registration and labelling of pesticide chemicals but the final responsibility for safety rests with you — the user.

If you have any questions about pesticides, labelling and use, write "Pesticides", Consumers' Association of Canada, 100 Gloucester St., Ottawa 4.

Saving is fine ... somewhere else

It is not an easy time to be a defence planner.

As everyone knows, the Canadian Forces have been placed on a severely limited budget. Expenditures will be held at \$1.8 billion dollars each year for the next three years or heads will roll. Canadian fighting men, if they are in the front lines nowhere else, are in the front lines in the battle against inflation.

This certainly creates problems, and one can visualize the meeting of the force's ways and means committee as it attempts to do this year's job with next year's resources, a form of magic that has gained greatly in popularity in the past few years.

"Well, gentlemen," says the chairman, "we are compelled to regroup — again. But it shouldn't be too difficult. Preliminary studies show that we have some redundancies. And once we are rid of them, we just might be able to make the end of the year and the end of the money occur at roughly the same time."

Using the flow charts and critical paths beloved of top management, the chairman demonstrates his plan. "All we have to do, chaps, is close CFB Gopher Gulley, pull the Batwing Squadron out of CFB Roachnest, and abandon CFB Pumpkin Stem. I calculate that this will not affect our operational posture, and the saving will enable us to get us in good with parliament, because the three MPs in whose constituencies these bases are have all lately made speeches deploring the waste and extravagance of defence spending." So saying, the chairman, with stars in his eyes, left to await the acclaim that he was sure would follow.

And acclaim, or something, was not long in arriving. People who, the day before had been unalterably opposed to defence spending now looked upon it as the linchpin in the economy. Delegations that had been protesting the cuts that militarists in their midst were now protesting the cuts that would take the defence installations from their midst. The hue and cry was tremendous, and at the height of it, the chairman was named air attaché to Cambridge Bay and points north, with instructions to communicate with CFHQ annually, if at all.

And so it goes. If a person in Newfoundland, for instance, is urging cuts in defence spending, he means cuts in defence in Comox. Similarly, a Vancouver Island speaker urging cuts in defence spending wants them made in Baffinland. Such inconsistencies make the job of defence planning somewhat more difficult than it might be.

There are, however, greater disadvantages to all this than the accelerated growth of some planner's ulcer. The greatest danger is that military spending will come to be looked upon primarily for its social impact, and only secondarily for its military significance. Such a thing could, over the years, mean a great deal of irrelevance in the Canadian Forces structure.

Ideally, the defence budget should be spent for defence purposes, and if military considerations dictate that some bases should be closed, then they should be closed. To attempt to bolster a sagging local economy by continuing the operation of a redundant base makes no sense militarily, and no sense sociologically. There are far better ways of helping depressed areas than by maintaining obsolete military bases in the middle of them.

The defence budget is just about the largest non-statutory expense that the country has, and it is a very inviting target for an economy axe. But no one wants the axe to fall anywhere near them, which is rather a pity.

For the end of a defence base is not the end of the world. One can point, for instance, to Centralia, which has converted its phased-out RCAF station to a thriving industrial park. The disaster that was predicted when the air force pulled out never materialized. Instead, the local economy progressed on its own. So it can be with other areas.

Defence costs in this highly technical era are in themselves astronomical, and they don't really need some sociological help to get them into orbit. Defence spending should be done for defence purposes.

Or we'll never have that 10c surplus at the end of the year.

Downstairs dining

NORTH BAY, Ont. (CFP) — You won't find pheasant under glass or crepe Suzette on the menu, but when it comes to a unique atmosphere northern NORAD region's subterranean cafeteria here is unequalled.

To reach this out-of-the-way dining spot you have to travel up a steep hill, journey more than a mile down an access tunnel, pass through an entrance guarded by a 19-ton door, and climb to the top floor of a three-storey steel building.

Dubbed the Mountain Inn by its military patrons, the cavern dining hall is one of the support facilities in the \$51 million NORAD defence fortress deep within the Laurentian mountain range.

It caters only to the Canadian and United States personnel who man the vital space age electronic systems of the northern NORAD region and its 41st division. Its customers man the only underground SAGE (semi-automatic ground environment) control centre in the North American air defence command (NORAD), the joint Canadian-U.S. defence force. It is from here that the region commander, Canadian Maj.-Gen. Maurice Lipton, and his battle staff, directs air defence operations for two million square miles of Canadian and U.S. territory.

FINE FARE

While the dining hall doesn't offer the exquisite dishes provided in such places as Hollywood's Brown Derby, its regular fare of four main courses and a buffet spread of 32 different food items, garnished to perfection, make it a far cry from the military mess halls of the past. Top this off with a variety of fresh fruit, eight or 10 desserts, and there's no reason the most critical of gourmets should not

be pleased.

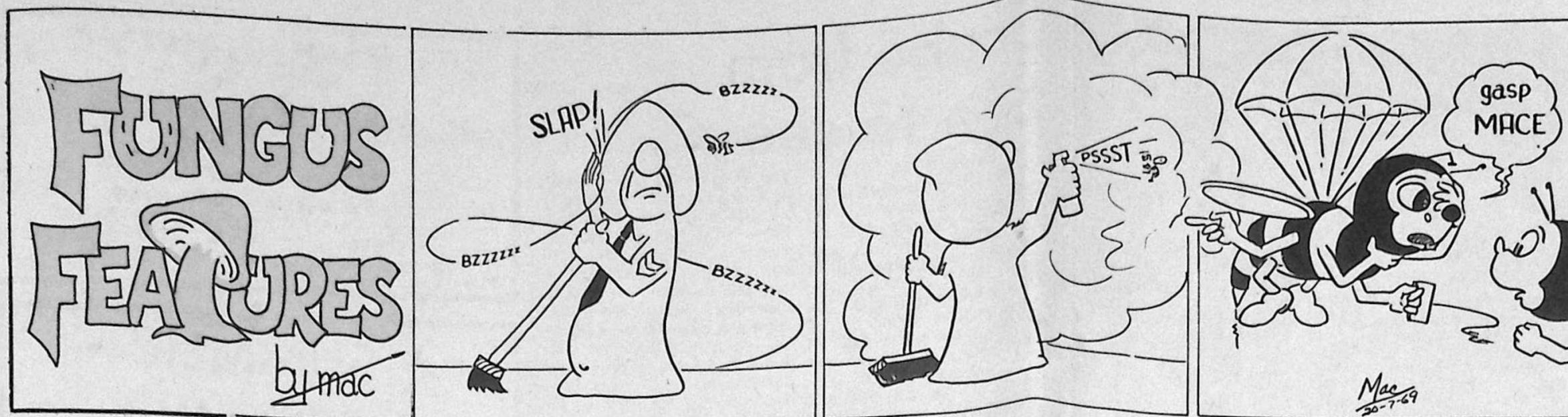
"The 'cavern chefs' do not specialize in a particular dish, but strive for excellence in all the different food served," says Corporal Clayton G. Krausar, non-commissioned officer-in-charge. "We do receive more favorable compliments on our hot dinner rolls than any other food item served," he adds. The rolls are baked fresh before each meal.

Flowers and white table cloths create a pleasing effect in the underground dining area, while brightly-colored paintings decorate the windowless walls. The decor helps create the illusion of dining at a restaurant with a good view of the out-of-doors.

The mountain Inn diners receive the added bonus of free entertainment while enjoying their meals. This is provided by "Pete," the dining hall's myna bird mascot who does a perfect imitation of a ringing telephone followed by almost ceaseless chatter. Pete has spent more than a year on his cavern perch and was recently made an honorary member of the Brotherhood of Underground Mushroomers, an unofficial club for personnel who have logged more than 1,800 hours in the Hole.

While air defence is a 24-hour per day job for the underground defence centre, shifts are arranged so that the dining hall is only required to serve two meals at noon and in the evening. It is open around the clock, however, when additional personnel are recalled for region and NORAD exercises, conducted to check the reliability of the air defence systems.

The dining hall can feed about 500 per meal and has emergency rations for an extended period of time, should it become necessary to close off the cave from the outside.



From up in my perch

By Seemore

This week, just before I opened the ol' kit bag I paused to recount the exciting events of the past two weeks. First, there was the handing over parade. I couldn't but admire the Base Warrant Officers' perseverance as he tried to put the pongo type sharpness into our Pigeonfoot practice parades. Only an Air Force type BWO could know that at the eleventh hour, that is only when the Base Commander himself steps onto the parade square, do the Airmen really start looking their best. The practice parades would have made the Detroit riots look orderly by comparison, but as the troops came past the dais on the real march past the observer could see the ranks come ruler straight, the step unifi and hundreds of stomach muscles tighten. Such a miraculous sight would have warmed the heart of even my first drill Sgt. Personally I don't think the cue cards secretly held in the Flight Commanders' left hands, nor the clever red arrows, dots and dashes painted inconspicuously on the tarmac had anything to do with it. It was the airmen's inherent love for the parade that was responsible.

Next there was the unannounced arrival of the Blue Angels. This brought out almost as many shutterbugs as Armed Forces Day. Unfortunately, these jet celebrities did not put on an airshow for us, but there was a noticeable increase in sharpness in the jet set after they had left. And how about the exciting news that the Ryan Road extension tenders have been given out? If they ever get that road built in our time it will cut the average Airmen's (excuse me) Canadian Forces Man at Comox gas bill in half. This will also help reduce the pollution problem.

Then there was the announcement of the Surprise B.C. Election. The Nanaimo to Vancouver bathtub race captured everyone's attention, too, along with half the plumbing in B.C. Anyone who would drive a motor driven porcelain lined, body soaker across thirty miles of salt chuck in my opinion needs psychiatric help.

One more little item that caught my attention in the last week was the little TD trip those chaps had on the moon. I know writers all over the world will be editorializing this little news item to death in the next few weeks so I intend to leave it alone and just think about it, but I would like to point out that I am not one of those who are running around impressing their friends with statements like "Boy, I sure would have liked to be there" or "If only I could get a chance to go to the moon like that." No sir, not me. Not even under full sedation could they get me on top of one of those rockets. I'll admit it, I'm a full fledged chicken pigeon.

In my humble opinion one of the most startling sights of the whole moon shot program was the unimpressed manner in which the younger generation accepted the fact. When I said to my kids "See, just like in Buck Rogers" they said "Buck who?" My youngest couldn't see how a moon shot program could pre-empt Disneyland on Sunday night.

Now that the first man has been on the moon and they set many firsts, I can't help wondering who

will be the owner of the first kit bag on the moon.

Seemore predicts: In flight prayers along with the in flight lunches on board the Albatross flights. These will be supplied by the Flight Padre who is soon to be assigned as part of the Albatross aircrews.

Rumour of the Week: Maritime Command will soon adopt Navy ranks.

Runner up for rumour of the Week: Mobile command may soon be re-equipped with converted barrage balloons as long ranged carriers.

Mushroomer: The 442 squadron entertainment committee has come up with a new policy. Minor functions like golf tournaments, fishing derbies, and car rallies will occur more frequently. Major events like Spring flings, fall balls and hog wrestles will be held as per usual. At present the committee is planning a fishing derby and car rally. Watch for details that will soon appear like magic on the hanger walls. One of the big items in short supply are organizers for these bashes. Volunteers (if any) should see Warrant Officer Sweetland in the squadron tube tapping emporium.

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"STOP PUFFING and get in step" calls Warrant Officer George (snuffy) Tillitson as he marches alongside his flight during the recent parade practice. Prior to his enlistment in the RCAF Warrant Officer Tillitson was an Instrument Technician aboard the old dirigible the von Hindenberg. During that stage of his career he was an avid smoker, burning about four and a half packs a day while performing his inflight duties. Somehow, just after the last flight of the Hindenberg Warrant Officer lost both his job and his taste for the weed. Now in his new position as MSRO for 442 squadron his favorite pastime is chewing snuff and knocking off flies in the Log Control room.

NEW AVGAS & FIREWATER

WASHINGTON (CFP) — The U.S. Army is studying liquefied natural gas for aircraft to increase performance, safety and maintenance standards. Cryogenic fuel with liquid temperatures as low as minus 260 degrees F is under study to replace general purpose (JP) fuel in turbopropellers.

Meanwhile tests have been pro-

misling on "light water" to suppress petrol fires while rescuing people.

The foaming water has a six per cent prefluorinated chemical solution. If 25 gallons are sprayed from a light helicopter a 20 to 40 foot path for rescuers opens for up to three minutes in fires where 500 gallons of avgas or JP spills.

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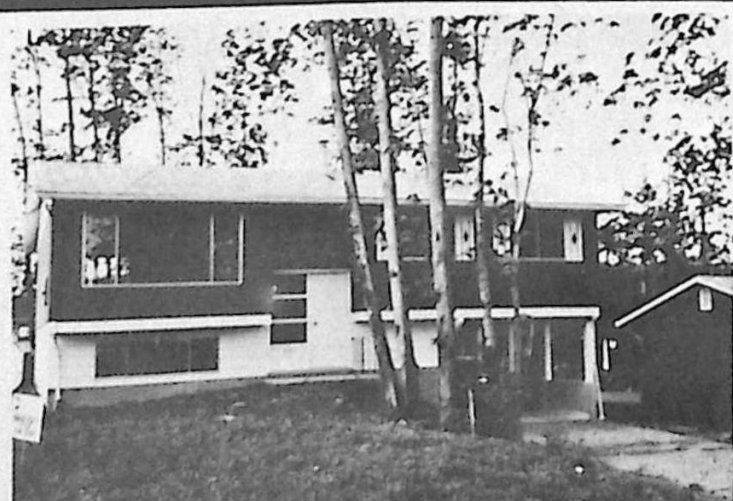
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Wallace Gardens summer program

by JOAN MAKOWICHUCK
The summer program is running very smoothly. Every morning from Monday to Friday at the PMQ School there is arts and crafts, stories and games for the children between the ages of four and seven years.

The co-ordinator for these events is Mrs. Sandy Goobie, the senior leaders are Jo Coffey, Dave Winters and Darlene Leather. The junior leaders (who by the way donate their time) are Leslie Bowers, Carol Makowichuck and Mark Makowichuck.

To date, the average turnout has been 85 children every morning, which is a record for this age group.

In the next issue of the Totem Times we hope there will be pictures of our children in the eight years and up age group.

Many thanks to all the parents who have taken time out to compliment the leaders and myself.

Registration day

A Registration Day for all New Arrivals in the PMQ and DOT areas of all pupils from Kindergarten to Grade Seven inclusive will be held in the Comox Airport School Auditorium on Monday 18th August from 0900 to 1100 hours.

Parents must bring their child's report and any other records received from the last school.

A list of school supplies required will be available at this time.

School will commence for the fall term at 1030 hours on Tuesday, September 2, 1969.

Pupils entering Grade VII are required to pay a rental fee of \$4.50 for their textbooks during the first week of school.

Grade 1 to VII attend from 0845 to 1145 hours and from 1255 to 1500 hours regularly from September 3. Note the difference in time for the first day, Sept. 2, KINDERGARTEN.

Those pupils being registered for Kindergarten must be 5 years of age on or before Dec. 31, 1969. Birth Certificates are required.

Please bring along for the Nurse any record of immunization which has been given. Children will not be examined at this time.

Kindergarten pupils, accompanied by a parent, will attend school on Tuesday, September 2 for roll call only. The pupils whose birthday falls between January and July will attend the first day between 1030 hours and 1115 hours. Those whose birthday falls between August and December will attend the first day between 1115 hours and 1200 noon. Parents will be advised at this time of the hours their child will attend classes.

Morning Classes are from 0900 hours to 1130 hours. Afternoon classes are from 1300 hours to 1530 hours. GRADES 1 - 7

Present pupils will line up outside the classroom they attended last year, at 1030 hours.

New pupils please report to the office at 1030 hours.

Registration of Other Pupils
New pupils entering Grades 8, 9 and 10, will attend the Comox Junior Secondary School, Robb Road, Comox. Registration for these pupils will be held at Comox Junior Secondary School on Friday Aug. 22 from 0900 hours to 1200 noon and Monday, Aug. 25 from 0900 hours to 1200 hours.

Grade 8 students entering Comox Junior Secondary School who have been Grade 7 students at Airport Elementary, Brooklyn Elementary, Village Park Elementary or Comox Elementary, do not have to register.

Students entering Grades 11, 12 and 13 will attend the Georges P. Vanier Senior Secondary School, Headquarters Road, Courtenay. Registration for new pupils will be held on Aug. 4, 5 and 6 from 7:00 p.m. to 10:00 p.m.

With regard to buses for Junior and Senior Secondary pupils, please watch the paper for details.

Another Quadra open house

Because of the splendid response of the Public to the invitation to attend Ceremonial Divisions and tour HMCS Quadra it is intended to hold another Open House, Sunday, August 3. Guests will be taken aboard Harbor Craft at the Comox Wharf at 9:30 a.m. After viewing Ceremonial Divisions and attending the Interdenominational Church Service a Buffet Luncheon will be provided at a nominal cost of \$1.00 for Adults and .50 for children under 12 years of age. After Luncheon Guests will be escorted on conducted Tours of the Ship and then taken aboard Harbour Craft to observe the Inter-Divisional Sea Cadet Regatta. Guests will be returned to Comox wharf at approximately 2:30 p.m. Children under 12 years of age must be accompanied by parents or adults. Sun-glasses are advisable.



WINNER of this month's Totem Times Suggestion Award was Mrs. Sandy Goobie, who discovered still another use for the Totem Times, the drying of newly-dyed toy pirate beards. The beards were the last of the preparations for "Pirate Day" held last Friday morning. —(A MacPhoto)



WHEN THE CABLE VISION packed up and the Captain Kangaroo program went fuzzy many of our young fry discovered that Darlene Leather's outdoor story times are very interesting. —(A MacPhoto)



"THE NEXT GUY that sticks his bubble gum on the ball gets thrown out of the game", explains Mark Makowichuck during the morning Dodge ball game. —(A MacPhoto)

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Scuba from Sea to see

by BUBBLES DE L'AIR
Apollo 11 has conquered the void of space, but what of the void below the surface of the water. Many years ago, man dove into the briny liquid to search for food and jewels. Many a man has lost his life in this perilous jungle of waving sea forms and animal life, but how much do we really know about this strange environment.

Just last week yours truly went for his first excursion into the deep dark depths (well maybe four or five feet down) of the clear Pacific waters of Walkiki beach. This was an enlightening adventure for even though I had had on SCUBA tanks before in fresh water, this kick at just snorkling in such clear waters was fantastic.

SCUBA (or for the uninformed, self-contained underwater breathing apparatus) is the latest "thing." It has become a sport that has had ever increasing popularity like skiing and surfing. In Canada, the Association of Canadian Underwater Councils, a federation representing most diving clubs claims 6,000 members across the country. However, facts show that for every member who registers there are fifteen who do not thus giving a diving population in the neighborhood of 90,000 Canadians who have experienced the delights of strapping a tank on their backs and pretending that they are fish.

The first step to becoming a diver is to contact a recognized diving club or to phone the local YMCA. (The Courtenay CRA is presently running a course). A few branches permit diving clubs to use their pools several times a week as underwater training grounds in courses sponsored by local scuba clubs. Before enrolling, it's best to make sure that the course offers a certificate from the YMCA or the National Association of Underwater Instructors; it's the equivalent of a driver's licence and although it is not yet mandatory to have one before you dive, it's advisable. Most courses last 18 weeks providing instruction classes are held once a week.

Scuba is a group activity. Unless you have a friend who's an experienced diver, it's best to hook up with one of the local clubs which organize local jaunts to nearby lakes or oceans.

The basic equipment will cost

you at least \$400. This includes a scuba tank for about \$175, a regulator about \$80-\$160, fins, mask and snorkel about \$25, essential in Canadian waters, a custom fitted wet suit \$135. The wet suit is much like a set of underwater thermal underwear. After the initial shock of plunging into a frigid lake your body heats up the thin layer of water inside the suit to the point where you can dive comfortably for hours in water that swimmers would avoid.

As your skill increases, you'll probably decide to specialize. Some divers become fanatic underwater photographers. Other experienced divers become quasi-scholars. They study and classify marine life, research new diving techniques or add a few footnotes to Canadian history by exploring submerged wrecks. Some even perform nuts and bolts job. That is little enterprises that may help their normal jobs.

For those who become hooked, diving can become an obsessive way of life. But even for those who never graduate past the submarine sightseeing stage it's one of the most seductive sports imaginable. For information on clubs near you phone the YMCA or write the Association of Canadian Underwater Councils, P.O. Box 1303, Winnipeg, Man.

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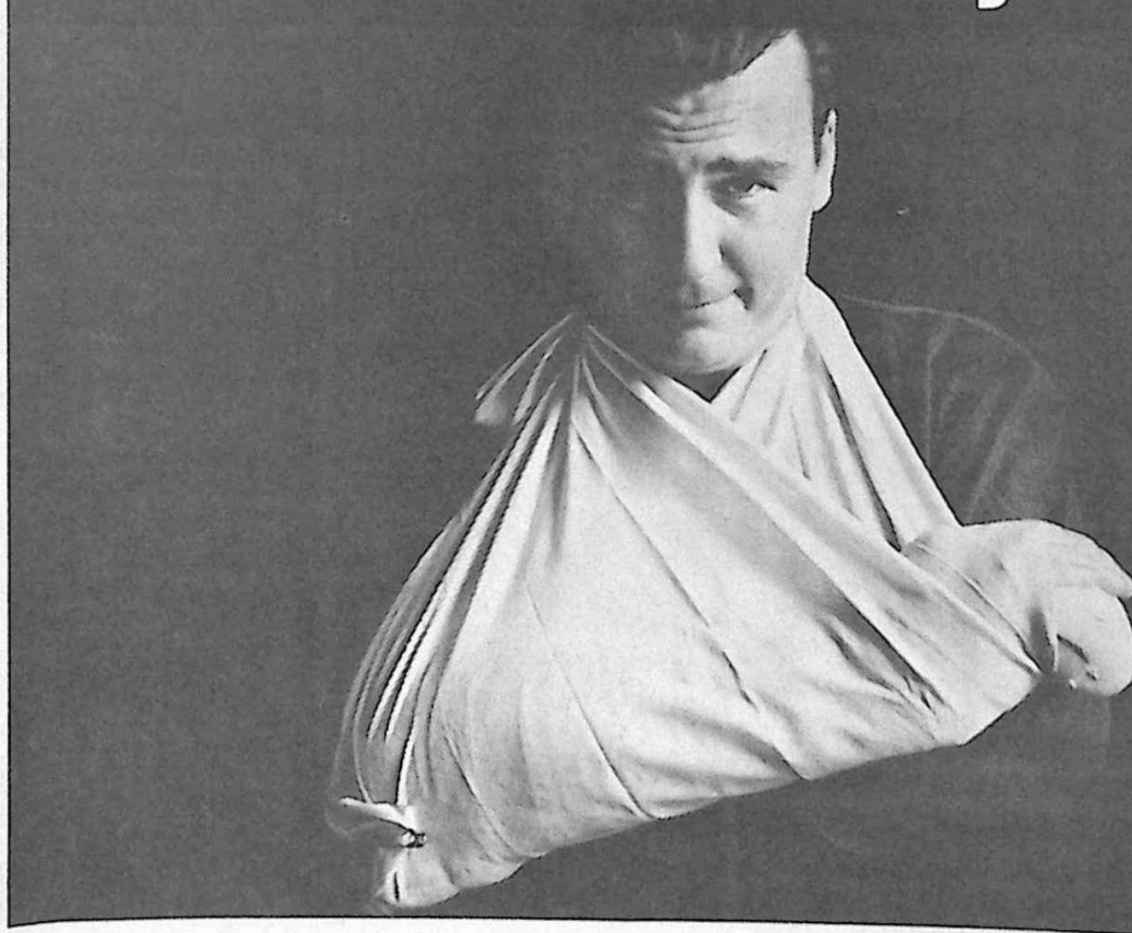
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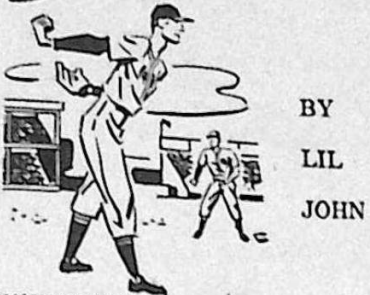
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WORKMEN'S COMPENSATION BOARD OF BRITISH COLUMBIA
CYRIL WHITE Chairman

SPORTS



BY
LIL
JOHN

Fisherman's facts

FISHERIES
COHO SALMON-BANNING OF
OPERATION IN STRAIT OF
GEORGIA

Mr. T. C. Douglas (Nanaimo-Cowichan-The Islands). Mr. Speaker, may I ask the Minister of Fisheries and Forestry whether he intends to ban fishing for coho salmon in the Straits of Georgia to commercial fisherman during July and August?

Hon. Jack Davis (Minister of Fisheries and Forestry): This matter is under active consideration because of the concurrent demand by the sports fishermen, but I am not prepared at this moment to say what decision will ultimately be made.

Mr. Douglas (Nanaimo-Cowichan-The Islands): Is the minister considering applying any such closure to the sports fishermen or is it to be applied only to commercial fishermen?

Mr. Davis: Consideration will be given to both sides and to the claims of both parties.

DOG FISH-DISCUSSIONS
BETWEEN CANADIAN AND
JAPANESE OFFICIALS

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker I wish to

direct a question to the Minister of Fisheries and Forestry. Has the minister any report to make on his recent visit to British Columbia and especially on his proposal that the Japanese be permitted to harvest dogfish in British Columbia waters to protect our salmon from this predator?

Hon. Jack Davis (Minister of Fisheries and Forestry): The visitors from Japan are men from the technical level. They were not prepared to discuss policy

but we have some hope we can develop a trade with the Japanese in this surplus fish.

Mr. James A. McGrath (St. John's East): In view of the interest taken in this matter by the hon. member for Burnaby-Seymour, would the minister consider changing the name of this species from the bighorned dogfish to the Burnaby cod?

Son hon. Members: Oh, oh.



SURPRISE! Amiable Black Doug MacArthur accepts trophy emblematic of golfing supremacy in zone one Championships held recently at CFB, Chilliwack. Doug was one of thirteen participating members from CFB Comox. —(CAF Photo)



CAPTS DOUG MacARTHUR and Frank Creamer of 407 Squadron representing CFB Comox, join members of zone one team to compete in the DND national Golf Championship to be held in Ottawa this week. —(CAF Photo)

Red Cross Boat Tips

According to Red Cross statistics 78 of last year's drowning in British Columbia involved power boats. To help curb these fatalities Red Cross recommends ten boating safety tips for boat-ers:

1. Buy a boat suitable for the use you want to make of it. Make sure it is large enough for the number of passengers you plan on carrying, and that it will handle the horsepower you wish to use.

2. The rules of the road apply to boats as well. The drinking driver is just as dangerous on water as he is on land.

3. Equip your boat with government-approved safety equipment; a life jacket for each person on board (see that each life jacket fits the person for whom it is intended, and that it is worn at all times); two oars or paddles; bailer or manual water pump; red distress flares; tool kit; first aid kit; fire extinguisher; and an anchor on 50 feet of line.

4. Carry and use the correct lights at night.

5. Before starting out, leave your "float plan" with the safety officer of your boat club or with a friend. They should be instructed to inform the search and rescue organization if you have not returned by a stated time.

6. Never smoke while refuelling.

7. Put your passengers ashore while refuelling.

8. Check the weather reports before setting out and continue to keep in touch with weather developments through your AM and FM radio.

9. Always wear a lifejacket in choppy waters and at night.

10. If upset call for help and hang on to the boat until help arrives unless the boat is drifting into danger or the water is extremely cold.

FOOLISHNESS

Recklessness covers the "buzzing" of other craft and shores by power boat operators, a practice which has taken the edge off holiday enjoyment for many vacationers. It is also illegal. Another reckless but common practice is night power boat operations without the required operating lights.

Overloading can be anticipated when you see a car carrying five adults and a car-top 12-foot boat. Everybody will get into that boat when it is launched and it will be dangerously over-loaded.

Unseaworthy craft include over-powered boats and those with rotting hulls being sailed for "just one more season".

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Ruth Gordon

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Sat. 26

Shirley Jones
Red Buttons
Gig Young
Carolyn Jones

TICKLISH AFFAIR

Sun. 27

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Tues. 29, Wed. 30

Dick Van Dyke
Debbie Reynolds

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Comedy

Thurs. 31

Susan Hayward
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HONEYPOT
Murder Mystery

Van Isle hockey ref school

Mr. J. J. Iannarelli, Manager of the Esquimalt Sports Centre, announces the formation of the Vancouver Island Hockey Referee's Summer School to be directed by Mr. Malcolm Ashford who is currently under contract with the National Hockey League. Malcolm, a local resident, has been refereeing professionally since the age of 19 and has been refereeing minor leagues since the age of 13.

Referee School will be held from July 14 to 19, 1969 at the Esquimalt Sports Centre. A full

program of events is scheduled including refereeing actual games.

Those interested can be assured of a packed program with living accommodation available by the Sports Centre. Fees are \$30.00 for the week, plus \$20.00 Board and Room if required.

Enquiries should be directed to the Manager, Esquimalt Sports Centre, 1151 Esquimalt Road, Victoria, B.C. Entry forms will be available at the Sports Centre. Boys and men of all ages eligible.

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July 22 — 1330 hrs - 407 Officers vs CE & ME
1430 hrs. - 407 Arm vs 442

July 24 — 1330 hrs - 407 Arm vs 442
1430 hrs - 407 Officers vs CE & ME

If third game is necessary, it is to be played on 29th July.

FINAL — Best 2 out of 3 games

Aug. 5 — 1330 hrs — Winners of above

Aug. 7 — 1330 hrs — Winners of above

If third game is necessary, it is to be played on 12 Aug.

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