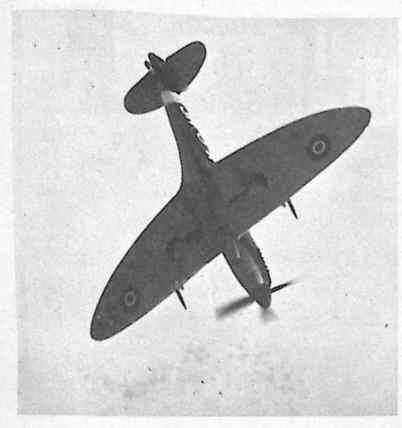


Have a Manhatten on Ice and Get Oiled

CFB COMOX, THURSDAY, SEPTEMBER 18, 1969

BATTLE OF BRITAIN **BAPTISES RCAF**



"SPITFIRE"

Photo by Jim Tremblay

LONDON (CFP) -- Winston tain was over, the RCAF had come Churchill named it the Battle of Britain.

Twenty-nine years ago, the attention of the world was focussed on the British skies. Europe had crumpled under the

onslaught of the German war machine and now that machine was poised to strike the final blow at

The British appeared defeated. The army had been badly mauled in Europe and lost most of its equipment during its historic retreat from the beaches of Dunkirk.

The navy was ready, but to defend the islands in the confined waters of the English Channel in the presence of German air superiority would be costly and perhaps futile.

The immediate safety and the hope for a successful reoccupation of the continent would depend to a very large extent on the ability of RAF fighter command to maintain control of the skies over Britain and the channel.

History has recorded how a few airmen met this challenge, and fighting against staggering odds, handed the Nazi war machine its first major defeat.

The Battle of Britain has a special significance in Canadian military history -- it was the baptism by fire for the Royal Canadian Air Force.

Canadian flyers had distinguished themselves with the Royal Flying Corps and the Royal Naval Air service during the first world war and near the end of that war the Royal Canadian Naval Air Services had been formed.

Canadians had served with the RAF since the beginning of the second world war but the RCAF had never fired a shot in anger. By the time the Battle of Bri-

including infantrymen of the 2nd

Battalion, Canadian Guards, with

supporting vehicles and artillery

will begin moving from Canadian

Forces Base Petawawa to CFB

Uplands Friday afternoon en-

route to the NATO exercise

"Green Express" in Denmark.

cles will depart Petawawa for

Uplands every two hours from

2 p.m. Friday until Thursday

afternoon of next week. The con-

voy will take Highway 17 from

Petawawa to Carp, then highway

7 to Baseline Road, Riverside

From Ottawa, Canadian

Forces Hercules and Yukon long-

range transport aircraft will fly

the battalion group and equipment

including four helicopters, to

Denmark, Commanded by Lt .-

Col. G.R. Cheriton 38, of Hami-

Iton, the Canadian contingent will

Drive to Uplands.

Groups of two or three vehi-

All "Go" on

Green Express

Nearly one thousand soldiers join other units of Allied Com-

of age. RCAF flyers had shot down 30 enemy aircraft, claimed eight more as probables and damaged 35 others. And the infant service had recorded its

There were three RCAF squadrons in Britain during the No. 110 and No. 112 were army support squadrons and were not included in this phase of the

first battle casualties.

No. 1 (fighter) squadron arrived at Liverpool on June 20, 1940, when the situation looked most grim. Squadron members underwent final training and the squadron was declared operational on Aug. 17.

In the meantime, the Luftwaffe had been attempting to destroy the British air defence system with a series of raids on coastal shipping, harbours and air defence installations.

Squadron scrambles that failed to make contact in the first nine days of operations left the Canadian squadron still hungry for first blood. On the 10th day. they made contact and scored their first victories, and suffered their first loss.

The Luftwaffe was attacking London on a regular basis by this time and the Canadian squadrom intercepted 25-30 Dornier 215s on one of these raids Aug. 26. In the fight that followed. the Canadians knocked down four bombers. While shooting down one of the German aircraft F/O R.L. Edwards was shot down in an enemy cross fire and became the first RCAF flyer to be killed in combat.

No. 1 squadron remained in the battle for 53 days. Its losses during that time were three pilots killed, 10 wounded and 16

(Continued on page 2)

mand Europe's Mobile Force

from Italy, Luxembourg, the

United Kingdom, the United States

and Denmark for a five-day land

leaves Uplands at 9 p.m. Sat-

urday September II, with an ad-

vance party headed by Major

J.D. McElroy, second-in-com-

mand of the 2nd Battalion, The

to CFB Uplands by air September

The Canadian troops return

About 200 Air Transport Com-

mand ground crew at Uplands,

Goose Bay, and in Denmark will

The movement of the various

ACE Mobile Force units,

equipped and prepared for

battle, to Denmark in a matter

of days, is a crucial phase of

The first of almost 100 flights

exercise September 20-24.

Canadian Guards,

27 to October 4.

support the airlift.

the exercise.

FANCY FAKERS FOR FANCY BRAVES

For a couple of days last week, the flight line at CFB Comox was crowded with about a dozen USAF B-57s, which were here as targets for exercise Fancy Braves Special, a special evaluation of the 25th NORAD division. The agency to which 409 Squadron is operationally responsi-

The B-57, or Canberra as it is known in its English accent, is the USAF's equivalent to the CF-100s of 414 Squadron. No longer proud real bombers. The B-57s are especially equipped to carry out the role of an attacking bomber force. The mission of these aircraft is to test the air defence forces of the North American continent to find out where they are weakest. Such constant probing gives NORAD commanders valuable assistance in improving the defence system. The B-57s, like the CF-100s,

have many ways of baffling air defence radars, and air defence Chaff, which has been used since the second world war, conists of tiny bits of aluminum foil, which reflect radar energy back to the transmitting radar and group of chaff floating through the air looks, to a radar, like a great group of airplanes, and when the real target is one of both airborne and ground-based about 100 targets, the result can radars. be confusion.

114 days of the battle. Of these, radar is with noise jamming, fence system, the B-57s are

interceptors. One of the simplest and this the B-57s are admirably equipped with some more On the first day, the division's ways is with the use of chaff. equipped to provide. Noise jam- elaborate equipment which direction centre ran the war. ming requires a transmitter that makes people think that there are On the second day, the diviis capable of transmitting on the targets where there are none, sion's back-up interception consame frequency as the fighter and so forth. The aircraft is trol centre ran the war. Both radar. When the transmitter fires truly a most remarkable train- forms of control got a thorough up, it produces a big zap across ing aid, and NORAD makes full show up as targets. A great the radar scope, and the target use of it. is effectively hidden therein. The B-57s again like the CF- use of the B-57? By staging 57s used all their electronic 100s, are capable of jamming exercises such as last week's wizardry to foil the control cap-

In addition to these fairly basic Another method of destroying methods of spreading panic and as T-33s, CF-101s, and F-106s the effectiveness of air defence confusion throughout the air de-

How does NORAD make full pair of Fancy Brave Specials. In those exercises, the B-57s joined with other targets, such

workout from the large faker

During the exercise, the Bability, and to outfox the cunning wizards in the fighters. While the B-57s were attempting to create as much confusion as possible, the faker commander o simulate a massive attack possible, the faker commander winst 25th NORAD division, tried to sneak his supersonic

and the F-106s, through the dazzled defences. At the same time, he sent his T-Birds through lowlevel. It was a well organized

And, it was a well organized defence. From Comox, as well as from other bases, fighters zorched into the smog and slash to seek out and destroy marauding ersatz bombers. At this writing, the evaluation of the exercise is still in progress, with commanders congratulating themselves on the things that went right, and correcting the

bombers, played by the CF-101s things that went wrong. On such stuff is a stronger air defence system built.

CFB Comox was instrumental in the exercise, and its personnel were subjected to a greater workload than they would have in an actual war, because they had to refuel all those targets, a service that would not be extended in war time.

Exercise Fancy Brave Special imposed a great workload on all sections at CFB Comox, and as usual, all sections responded with the extra effort that has become

We're Doing

unusual happen in the Canadian Armed Forces today?

finding out at Canadian Forces Display Toronto, Vancouver, and Exposition des Forces Canadlennes Quebec.

Ottawa operations centre pounds out teletype news of armed forces activities throughout the day to captivated audiences at the three displays. More than 40,000 straining faces have tensed with the drama of an air-sea rescue unfolding, or gaped with amazement at the extent of Canada's world-wide commitments, since the first display opened in Toronto Aug. 14.

Here's what the public heard on a random Saturday, August 30 - the long weekend.

Two Canadian officers with the Nigeria UN observer team were carrying out an investigation in the disputed town of Onitsha. The observer team, at the invitation of the Nigerian government, is investigating Nigerian treatment of Biafran prisoners of war and refugees.

HMCS Protecteur was being commissioned at 3:00 p.m. in Saint John, N.B. The 22,000-ton operational support ship formed part of the largest contract ever awarded a Canadian shipbuilder by the department of national

A Comox Argus long-range patrol aircraft was operating from Pago-Pago in the Samoa Island chain, Pacific, and in Greenwood Argus, returning from Arctic patrol, had been delayed in Churchill by weather.

A Hercules resupply flight for forces units abroad left Kuala Lumpur, Malaysia, in the early morning for New Delhi. Canadian UN observers were on duty along the Kashmir/Pakistanbor-

Air defence command reported it was running unscheduled scrambles for its alert aircraft throughout the day. The first report of a Cessna

182 with four persons aboard caught in thunderstorms and hail 15 miles west of Kenora, came into the Winnipeg search and rescue centre. The pilot's last transmission was, "Descending. Have small clearing in sight. Will attempt to land." Two hours later, the first rescue aircraft lifted off for a night search. A second followed at dawn, and a helicopter an hour later.

One mobile command Buffalo

OTTAWA (CFP) - Anything aircraft from St. Hubert was on route to Gander and Shannon, Ireland, with NATO supplies, and Rather a lot, Canadians are another, destined for Arctic duties, was on route to Winnipeg and Edmonton.

An unknown appeared in the North Americanair defence command surveillance system, but it turned out to be a stray Italian DC-8 airliner, NORAD was also tracking a new Soviet satellite, launched that morning. The 2nd Canadian Guards had

at Meaford, Ont., and the 160man contingent was heading back to Petawawa in 35 vehicles. Members of the 1st Battalion, Royal 22nd Regiment, who took

wrapped up a deployment mission

part in the Cardiff Tattoo in Wales, were departing there for Germany.

Four rescue aircraft (pararescue equipped) were sweeping the area of the downed Cessna 182; two additional Otters from Winnipeg were preparing to join them. The weather in the search area had cleared.

On the west coast, a Beaver float equipped aircraft with five aboard was overdue on a flight from Lake Tahtsa (35 miles south of Kitlmat, B.C.). An Albatross from 442 squadron subsequently located the wreckage of the aircraft on a heavily wooded hillside. The Albatross crew reported no sign of life for the time being.

In Cyprus, the Canadian contingent of the UN command reported patrols in progress in the Kyrenia district. No unusual incidents.

A Canadian forces para-rescue team had jumped into the area of the Beaver aircraft crash. The 442 squadron Albatross circling overhead reported aircraft badly burned out, with only one wing

General Jean Victor Allard, chief of the defence staff, departed Ottawa in a special Falcon jet flight for Saint John, N.B. The Protecteur commissioning would be the last official function for the retiring general.

A Labrador rescue helicopter had been dispatched from Summerside to Chandler in the Gaspe peninsula, on a mercy flight. The aircraft picked up a 22-year old man who fell from a 25-foot pole and suffered severe head injuries. The Labrador was flying him to Halifax hospital. The Cessna 182 forced down in the Kenora area, had been found by Winnipeg search and rescue aircraft near Sunset

(Continued on page 2)

Fungus Fortitude Forges Forward

With the end of the fishing season in sight, the hunting season in full swing and the advent of the annual monsoon season another season is under full steam, the "Search Season."

This is the time of the year when, for some unknown reason the number of strayed and lost souls in British Columbia's hinterland hits an annual high. In the last ten days the following events have disrupted the normally hectic life of the Merry Mushrooms.

On Monday, the 8th, the squairon was alerted by the Rescue Co-ordination center to prepare Para Rescue team to proceed Active Pass and investigate in overturned boat. Captained Captain T. Huisman, Albaross 9301 took off, located the pat and landed nearby. The crew experienced great difficulty in andling the aircraft in the water tue to strong currents and five toot waves. Investigating the werturned boat via scuba gear hey found no one in the vicinity ind prepared to take off. It was soon evident that this manoeuvre would prove to be too exciting within the confines of the pass.

A nearby B.C. Ferry enroute to Iswassen was contacted, and requested to do a one hundred and eighty degree turn and come back to where the Albatross was bouncing in the water. Doing so, the ferry did another one eighty and led the foundering Albert out to the open waters of the Straits. Following in the calmer waters of the ferry's wake the crew noticed that the stern of the ferry was riding about three feet deeper in the water, the cause of which was that all the passengers were lined up on the 'taff rail and watching them. Reaching open water, 9301 again took advantage of the ferry's wake and

made a successful take off.

On Wednesday, the 10th, SAR Bonter was initiated. The object of this search was a Cessna 336 "Skymaster" flown by a Mr. Bonter and was carrying two passengers. The Cessna had left Campbell River at 12:10 a.m. and was bound for Vancouver and Kamloops. Early morning on the 11th, Albatross 9301, captained by Captain Deacon began a track crawl along the known flight plans route. Late in the afternoon a seat cushion was sighted in the water. The aircraft made a water landing, retrieved the cushion and identified it as one from the missing Cessna. The search was terminated and turned over to the RCMP missing persons bureau.

On Thursday, the 11th, SAR Meyer was initiated. The object of the search was a Piper Cub on floats, otherwise known as a PA 11. The aircraft with two persons on board was overdue at Camano, B.C. The standby aircraft took off and spent 5 hours last leg of their trip. and 15 minutes on search before

SAR Meyer also had its be-ginning on the 1lth. A Cessna 170B on floats had run into bad weather between Fort St. Johns and Fort Nelson. Becoming confused and running short of fuel the pilot, Mr. Muir, set down on a lake. Unfortunately he had no idea where he was. He immediately sent out an SOS. By some quirk of fate, or by some idiosyncrasy of radio, his SOS was received by a MATs aircraft flying at

on to RCC at Vancouver. As luck would have it, Captain Durant and his crew were returning from a training mission in 9305 and were in the area at the time. They were immediately diverted to search duties. After a comparatively short search. Mr. Muir's aircraft was located on Tommy Lake.

40,000 feet. The distress call

was relayed to Edmonton, then

the missing Piper was reported

launched an inflatable boat, paddled ashore, picked the two men up and took them to Fort Nelson, where they remained overnight. The next morning the men were returned to Tommy Lake with enough fuel to continue on the

On Saturday, the 13th, the squadron received a call to search the Campbell River to Gold River road for a missing Volkswagen Camper. The Labrador 10404, flown by Captain Winters conducted an extensive but unsuccessful search. The search was then handed over to the RCMP. Sunday the 14th, a lone Catho-

lic priest flying a home built Jodel aircraft from Wills to Valemon, B.C., a 100 mile trip, went missing. Called SAR Sarges, search headquarters under Captain Morris were set up in Prince George.

Approximately 40 of the squadrons personnel are involved, along with 3 Albatross and a Helicopter. Assisting in the search are several civilian aircraft. On Wednesday morning one of these aircraft with two men aboard crashed about five miles from Barkerville. Although both men received injuries they managed to

Landing on the lake the crew walk into Barkerville where they are being treated.

During all this activity, the Squadron was called upon to look for an overdue Hiller helicopter out of Watson Lake and due in at Fort St. John. Just before the squadron dispatched one of its few remaining aircraft, it was advised that the missing helicopter had shown up at Moscow. (Idaho, that is.) The helicopter had managed the entire trip using fuel from its company's private fuel caches. The search alarm was attributed to lack of communication.

During this period, the squadron also undertook 4 Airevacs. The latest, on Wednesday, caught the squadron very short of aircraft. A woman was critically ill in Ocean Falls. RCC arranged for a Canadian Coast Guard Helicopter to take her and the medical team to Port Hardy where they were transfered to an awaiting Squadron Dakota and flown to Vancouver late last night.

At the time of writing all aircraft are airborn, even 9306, the only aircraft left at home. Its about six inches off the floor sitting on jacks, looking for all the world like the wall flower that wasn't invited to the dance.



"HONEST, COPPER I'M CLEAN" says off track betting suspect 'Murph the Turf' one of the tracks' crack security men Cpl. Betteridge, at a recent racing event in Wallace Gardens. "No expense has been spared to keep the big syndicates out of the Wallace Gardens gambling facilities" said Mayor Pulham in an interview last week, "we want all the take for ourselves."



manaanananananany

Comox Canadian Forces Credit Union

Nighthawks Nest

it will only run on Italian bat-

teries, or on an extension cord

Mice have been reported in

the QRA, and ADC's finest lost no time in getting after them.

Accompanying the mouse traps

were some fairly explicit in-

structions for their use, includ-

ing the suggestion that walnuts

be used as bait. This prompted

the DAO of the day, Guy Sulli-

van, to rebel. Said Guy, "As

a fairly senior captain, I get

get walnuts?" Anyhow, the num-

has been small. In fact, the only

thing caught so far has been Fred

Williams, who has occasionally

been called a rat, but never a

the other day was the BFoodsO

herself, Diane St. Laurent, who

joined the troops for lunch. Un-

fortunately, she forgot to bring

the wine steward along, so the

candlelight luncheon lost some of

its sparkle, but it was an aus-

medical benefits, has found a

new way of hooking his emergency

oxygen bottle directly to his nose,

thereby by-passing the machin-

ery so beloved by safety equip-

ment techs. Stu's method does

have a tendency to rearrange

one's nose, but it does give

Rotund Robert Thatcher a chance

to practice his plastic surgery.

indeed to end the column without

mentioning the stalwart efforts

of Don Marion, who kept the col-

umn going while the regular cor-

respondent was drowning in the

Mediterranean, or at various

bars adjacent thereto. Merci

beaucoup, as we say in the Can-

Rumour of the Week: John

Children need milk to grow on. With every

glass they get extra

vitamins, minerals and

proteins for health and

strength!

is GOOD ...and GOOD FOR YOU!

Fraser Valley Milk Producers

Clark and Erwin Sippert are

fighting over the survival course.

adian Forces these days.

The loser gets it.

And finally, it would be poor

Stu Baines, who is out to get

picious occasion anyway.

A welcome addition to the QRA

made of spaghetti.

Countdown to Tac-Eval and various other higher headquarters harrassments have occupied the Nighthawks these past couple of weeks, and will continue to occupy them for the next few months. A ground school programme has been instituted to smarten up our dumb-dumbs, and an examination programme has been instituted to show that they require it. That part of it, at least, has been successful.

But it has not been all tedious plodding away at books. Farfrom it. Many exciting exercises have taken place since the last column assailed unwary readers. Only last week, three thrillers burst upon the squadron, and, to paraphrase Churchill (Ebenezer Churchill, the sage of Swayback, Saskatchewan), "never were so many called in by so few to do so little." Why sit around home watching TV, when you can do it just as well in the squadron, and watch all those targets take off to boot?

Safari Chapin, the terror of wildlife on several continents and a few oceans managed to his money's worth out of his free bag himself a deer this year, at a cost, were he he to buy it at a butcher shop, only slightly less than that of gold. The fowling piece employed by the intrepid Chapin was none other than his trusty 1969 400 calibre Buick, which does an impressive job indeed on a deer. Harry's impressive Rack rate followed hard on the heels of some impassioned oratory by the colonel of the regiment, which proves either that Harry sleeps through lectures, or the colonel does not write inspiring speeches.

The influx of new cars on the squadron has left Majors Sterne and Morrison as the possessors of the oldest chunks of rolling stock in the parking lot. Both of them, apparently, are going to hang onto their cars until the vehicles become, are antiques, a hallowed state that they might already have reached. Major Mo says that as supervisor of flying he is too busy to haunt used car lots, while Major Sterne says that only pilots can afford new or any other kind of cars,

Bill Bland, the boy adj, has bought himself a new chariot, which ought to answer your questions about why the squadron fund assessment is so high. What with Bill and his new car, and Lynn with his new house, we are lucky to be getting off so lightly.

The past couple of weeks have seen another influx of new, or at least slightly used, Nighthawks into the nest. Tom Murray, his wife Laura, and their eight children have taken over the entire bottom floor of the Port Augusta motel. Norm Henning and his wife Doreen are currently house-hunting which is a perilous occupation in these days of soaring NHA interest rates. Welcome aboard, and may your stay in Actionland be the most enjoyable experience of your life, or something.

Hugh Fischer's golf game has deteriorated to the point where he is now listing his formidable opponent, Doug Stuart, as a dependant. It's not that Stu is that good a golfer, it's just that HMCS Fischer has a tendency to flub the odd shot, Of course, with Doug Munro for a partner, one can't expect to win a great deal. In fact, one can't expect to win

Major Morrison has found a new way to clear the briefing room. Monday morning bright and early, he walked into the met briefing and asked for volunteers for the winter survival course. As late as Wednesday afternoon, he was still looking for his flight.

George McAffer has had some trouble with his new electric blue sports jacket that has been causing so much snow blindness around the mess. Apparenently

AN "AI" IS A THREE TOED SLOTH

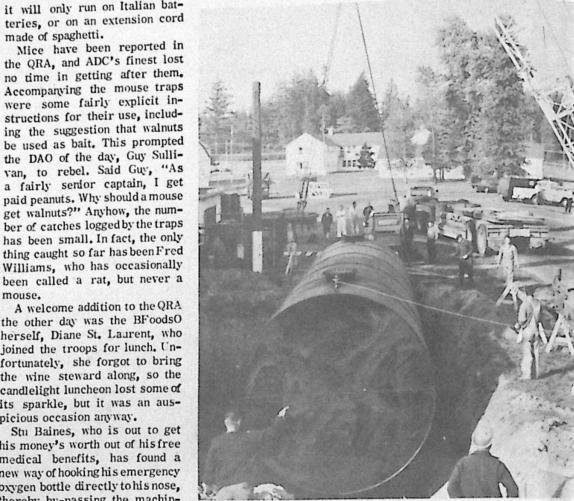
FORCES FIRST



Another Canadian Forces based bathyscape is launched at CFB Comox. ian contractor.

- A Macphoto

ANOTHER CANADIAN



. The first land The vessel, designed for use by sea element personnel who suffer from hydraphobia was launched for buried) next to our luxurious steam plant. The launching was cheered by thousands of onlooking C.E. Section personnel who took the entire day off to witness the historic event. Hole, dirt piles and tire tracks courtesy of a civil-

We're Doing Our Thing

The four passengers were alive, pilot suffering from a broken jaw and one passenger from cuts. A helicopter was on route to the site to pick them up. In their final report for the day,

air defence command, training command, and maritime command operation rooms stated all quiet except for duty person-nel, alert squadrons and ships. Most of the fleet was in Halifax or Victoria after a month's stren-

yous operations on both coasts. A late report from Into-China indicated that Canadian members of the international commission for security and control were on duty in Phnom Penh, Cam-Vientiane, Laos; and Saigon, Vietnam.

A rescue helicopter at the Toronto international air show had been dispatched to Sudbury to help evacuate the crew of a single engine aircraft which crashed in muskeg near Raphoe, float plane, had established there remove the dead to base camp.

flight was in progress. An Albatross was on route to Tofino, B.C., to pick up a 49-year-old man with head injuries.

And that wound up the armed forces' news on a long-weekend Saturday. Similar and usually longer presentations were given by briefings throughout the day to the Canadian public at the Quebec City display which was the last to close running until

The displays are the brainchild of the directorate of exhibitions and displays in Ottawa.

Midget returns from Camp

Richard Kramp who has starred for the two past seasons at centre ice for the Comox Midgets of the Vancouver Island League, has returned home from a very successful hockey camp at Toronto, Ontario and is at present attending the Victoria Cougar Jr. "A" Tryouts in Victoria. We know the people of the Comox Valley wish him all the luck in his endeavor to reach the big times in hockey.

Battle of Britain

Continued from page 1 aircraft lost.

Before the squadron was relieved Oct. 8, King George VI

If you are considering the AUTO - CLUB

CHECK YOUR LOCAL

Continued from page 1

The Vancouver rescue centre reported that the para-rescue team which jumped onto the hillside crash site of the Beaver were no survivors in the crash. Attempts were being made to

Also out of Vancouver, a mercy

presented Distinguished Flying Crosses to S/L E.A. MacNab, F/L G.R. McGregor and F/O B.D. Russel. Each had scored at least four victories.

Before the war ended the RCAF had grown into the fourth largest allied air force, with just over 200,000 personnel and 88 operational squadrons. But it was No. 1 squadron who had the distinction of being the first to fight. (Written for CFP by Capt (A) Ted Bowman, former editor of the Greenwood Argus

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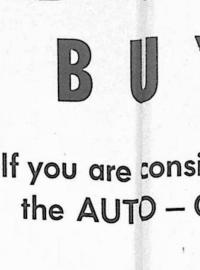


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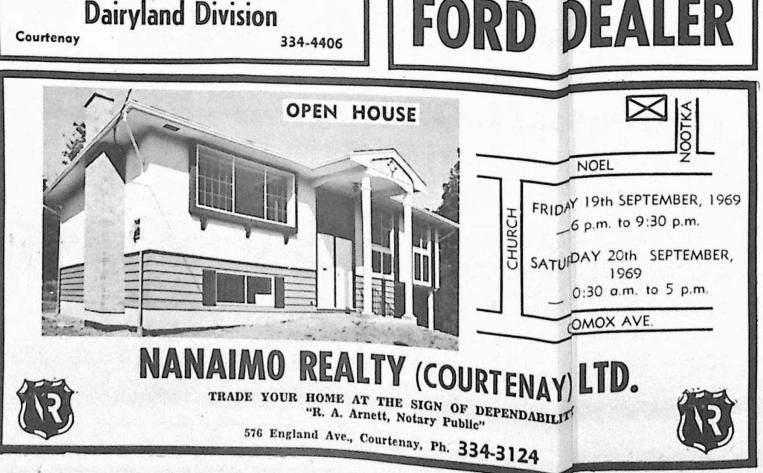


VISIT SUNNY

SARDINIA -

SWIM CAPITAL

OF THE WORLD



DEMONS DOWN UNDER DEMON DOINS

by CAPT. RON ELMER

Auckland resident remained friendly to the last, despite Major Hoover's attempt at "Assault and Battery by Automobile" outside the front entrance to the Inter-Continental when he tore the trousers completely off a resident with the front fender. Actually the pedestrian was completely in the wrong. The day before the detachment was due to depart for Sydney, New South Wales, the base commander of the nearby RNZAF base at Whenuapei requested a static display so a hurried A and B check was done on the airplane and a minimum crew flew it to Henuapei where a TV cameraman filmed the arrival and demonstration. It was through this cameramans generosity that an extra 100 feet of film was shot for mailing to CBC-TV. Major Dunbars airborn performance brought a standing ovation from the crowd and a floating ovation from every box tied down with less than one inch rope. The most interest was shown by the technical personnel of Number five Maritime Squadron who operate Avions in the ASW role. A large SEATO ASW exercise was in the process of winding up and there were British, Australian and U.S. Forces present as well as an Australian O boat and the USS Segundo. The Canadians were invited to join these participants on a trip to the famous Rotorua Thermal Geysers. Everyone agreed that this tour is a must for any visitor to New Zealand.

Hiring cars turned out to be an adventure in itself as Al Currie was not used to driving on the left hand side of the road. Keith Hiley, Dave Currie, Ed McNeil and Jerry Deverell would take turns at sitting in the suicide seat and ended up insisting that Al do three left turns instead of a right turn. On Saturday the Argus left Auckland and after a refueling stop at Christchurch, Sydney was reached early Saturday evening only to find that no accommodation had been arranged, for the Air Force personnel that is. As usual the navy had looked after its own and our two fish head passengers were through customs and off the base in 15 minutes. The Customs officials took the inordinate interest in our larder and almost had apoplexy on discovering that we had not dumped our canned hams, luncheon meats before arrival. Only after prolonged persuasion did the rations officer, Capt.

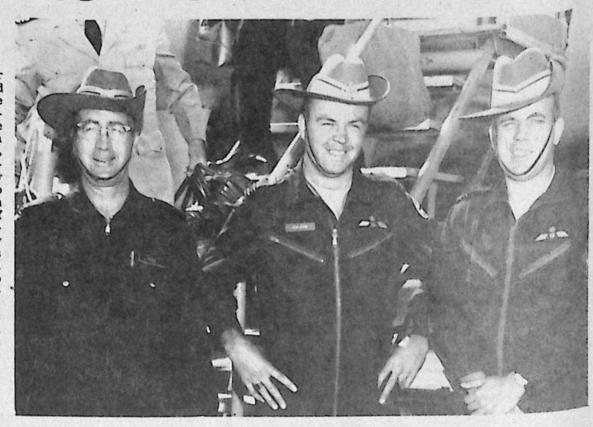
Dave Currie convince the official that we were not planning on selling our "hoof and mouth

ridden" meat to the natives. The two hour bus ride into Sydney from Richmond seemed an eternity. Eventually enough rooms were found among four motels in the Kings Cross area, which is a cross between Piccadilly and Soho.

Last Act For Allard

Last official act of retiring CDS, Gen. Jean V. Allard, was as guest of honor at commission-ing of the operational support ship Protecteur Aug. 30 at Saint John, N. B. Mrs. Allard who sponsored the 564 foot ship at the June christening also attended. The 22,100-ton Protecteur, under Capt. P. R. Hinton, after her workups will join the fleet in Halifax. Sister ship Preserver will commission early next year at Saint John. The original operational support ship, HMCS Provider, has been in commission on the east coast for six years. (CFP). " for six years.

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THREE SMILING MEMBERS of the Demon squadron sport new flying hats that were received from the RAAF. They are (I-r) Sgt. J. Price, Capt. D.H. Currie, and Capt. G.K. Hiley.

Trackers Track Manhatten



TRACKER AIRCRAFT of anti-submarine squadren 880 at Shearwater, N.S., have deployed to high ARCTIC to carry out ice reconnaissance for supertanker. Manhatten as she attempts to negotiate northwest passage just below Queen Elizabeth archipelago. If passage works, vast oil finds on north Alaskan slope can be brought to U.S. eastern seaboard refineries cheapest by supertankers. (CFP)

Bug your Orderly Room

OTTAWA (CFP) - The aerospace defence of North America, provided by NORAD, is the key note topic in the September issue

of Sentinel. Then, looking backwards, Sentinel honours the "few" - for the first time - by looking at a new memorial to the airmen who won the air battle over Britain in 1940. The memorial is a film, three years in the making, colour, wide screen, which promises with its 40 minutes of air battles to be the most exciting aviation movie yet put on film. The pre-

miere is scheduled for Sept. 15. Sentinel takes a behind-thescenes look at the production which, in its search for authenticity, demanded the formation of the world's 37th largest air force, with an inventory of vintage aircraft of both German and British design. And it is these that tangle in air battle for the second time in "The Battle of

From the activities of the land element, Sentinel has selected an impressive array of pictures from two firepower demonstrations held at Petawawa last summer. And on the east coast, it

Sharp to DEW Line with Comox, winnipeg, and Namao all rights for second leaving the

adian tour Sept. 5.

But Lt.-Gen. F.R. Sharp is acting in his current capacity as deputy commander-in-chief of NORAD and is visiting sites on the distant early warning (DEW) line in the high north.

His stopovers are to refresh his first-hand knowledge of current DEW line operations and the ballistic missile early warning system (BMEWS), as well as renewing his "feel" for the Canadian north.

Gen Sharp is flying in a Canadian forces Cosmopolitan aircraft to Winnipeg Sept. 5 and will visit station Beausejour. The balance of the weekend is at base Cold Lake. He reaches Resolute on the 8th and next day is at Thule for the BMEWS portion of his tour. The tour carries on to Cambridge Bay on the

takes a look at the diversified and far-ranging responsibilities of the Queen's Harbour Master.

COLORADO SPRINGS, Colo. 9th with a side trip to the auxi- side. (CFP) -- The man who soon will liary site at Byron Bay in a head up the Canadian Armed Federal Electric light aircraft. Forces began a week-long Can- A brief stop-over at Churchill preceds his arrival in Ottawa

on the 11th. He is promoted to full general and appointed chief of the defence staff Sept. 15.



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periods coming up. Crew 6 and

assorted guests from operations

heading the trainex flying pro-

gram which will eventually include all of the flight line

crews. Crew 1 have decided to give up their trip to Bermuda

just so they could go to good old

Greenwood to pick up a little

trainer time. After all who wants

to ride a silly motor bike around sandy beaches for two weeks?

Last week saw the departure

of another Demon to the training

mill. Capt. Wayne Envik left to

start the Navigator cross train-

ing program in Winnipeg. He

decided that the winters were

too damp on the Island. Wayne

has been on the squadron since

early Jan. 1963. During that time

he was employed as a flight line

lead RO and for the past few years

as a controller in operations. We

expect to see him back again in

a year and a half as a fledgling

Demon banner to the other

side of the world came back

with many wondrous tales. These

are being related to our readers

in the form of three articles

In closing remember that this

accompanied by photos.

engineers meeting.

The crew that carried the

line Nav.

favorite song.

The past few weeks have found time break the mess members the Demon aircrew hard at work were treated to an impromptu in the clear the past few weeks have found time break the mess members were treated to an impromptu in the classroom. Delaney's Bullies are entertaining their somewhat captive audiences with lectures on the various phases of the ASW science. Providing a helping hand are a few of the flightline crew who have been asked to donate their valuable time and knowledge. At the end of the course the RO's and Nav's even get to write an exam just to prove that they weren treally sleeping during all the lectures. In keeping with the trends that have been established by those engaged in the field of higher scholastic attainment, there is a movement a foot to overthrow the present hiarchy. A mass protest demonstration is planned for Friday night in the bar. There the instructors will be forced to listen to verbally slurred critiques on the course and their personal abilities.

The cocktail party held last Saturday night proved to be another "smashing" success. Many thanks to Crew 5 who organized the gathering. Once again attendance was high from the squadron, After placing a few cocktails under their belts the Demons and their fraus were treated to a night of dancing and dining. The band kept up a good stomping pace that even had some of the more ancient members of the fold out on the floor. One of the highlights of the night was a mug party for Capt. Al Currie who is depart-ing for duties at CFHQ. He received his mug from the Demon CO and was treated to a resounding rendition of the famous airforce sipping song. Now the is the week of the pilots and wives can appreciate why a fellow has to attend TGIF on a regular basis. How else could one build up enough endurance to receive a mug without falling

When the band took a half

Trenton takes "Jump-in"

WINNIPEG - Para-rescue airmen from five Canadian Forces' bases across the country met in annual competition last week at nearby Lyncrest Air port,

about 15 miles southeast of here. From Monday to Friday (Sept. 8-12) the parachutists vied with each other in team jumps and supply drops on fixed targets. The parachute descents were made from twin engine Dakota aircraft and H-21 helicopters at althudes from 1200 to 2000 feet. side, Trenton, Winnipeg, Comox and the Survival School at Namao. epresenting Comox Cpls. Sonny Fulbrook and Harold Gabriel. Final standings were tieing for second, leaving the third place clear for Summer-

Commander Thomas J. Keefe, Jr., U.S.N., of Washington. D.C.. has joined the staff of the Commander Maritime Forces Sled. After much pleading and Pacific at Esquimalt as Senior "enticing" he was brought to the stage where he gave a heart Staff Officer Combat Readiness. Cmdr. Keefe, a submarine specialist served in Washington The Demons are on the move again with the east coast training before taking up his present appointment. He and Mrs. Keefe their daughters Alyson, Michele, will leave Wed, for a two week stay in Bermuda. They are Lauren, Shannon Lee, and son Brian are making their home at 1737 Rockland Avenue, Victoria.



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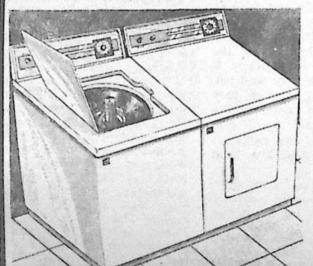
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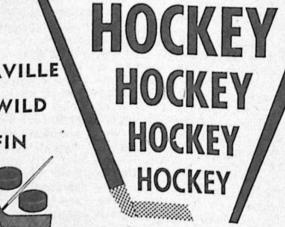
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National Servant or Citizen?

Since the beginning of time, the men who have joined military organizations have resigned themselves to giving up many of the amenities that accrue to civilians as a matter of course. Their reasons for giving up a possible cozy and sedentary existence for an uncertain and peripatetic service career are many and varied. Some do so for adventure, some out of patriotism and national pride, and still others for the high standard of personal discipline that is demanded of them. Whatever the reason, these men are joined together in a common aim; they form a brotherhood which has sworn to uphold a way of life and to defend their nation to the last drop of blood.

The requirement for military service is recognized by virtually every country in the world, even Canada. Our Service does not exist for its own sake, or for the sake of any area or province, depressed or otherwise. It exists as an arm of the Canadian government, to be used to assist all of Canada to approximate her aims. The men of our Service are nationals ;their loyalty is to Canada, not to any single part of Canada. These men are well travelled throughout Canada; they know her strengths and failings, her garden spots and her dust bowls. They are more aware of her successes and of her problems than the vast majority of civilians could possibly be. Their allegiance is to the whole of Canada. They know that their raison d'etre is the service and well being of the entire country, and yet, by virtue of their carrying out their primary function, they are spread from coast to coast with little choice in the matter. Often, because of the moves that are forced upon them, they find themselves in very limiting and parochial environments, subject to different provincial laws and tax structures.

Consider a few of the disadvantages of constantly moving from one province to another throughout a service career. There are new schools in which to try to fit the children. There are new car licences and new driver's licences to apply for and buy. There are different tax structures. There are house-hunting problems which often result in the Serviceman having to buy a house that he can't afford because nothing acceptable is available for rent. If he does have to buy, he can seldom qualify for a home-owner's grant because he has not been a resident of the province for at least a year. If he goes to the Maritimes, he can be subject to a poll tax. In almost every province, he comes under a different hospital or medical scheme-he must apply for the new plan and cancel the old one at the appropriate time to make sure he is not double-paying, but still covered by insurance. His car insurance rates become exhorbitant in some province. He is given no concessions and no advantages in his move from one place to another.

Since our Servicemen are servants of Canada they should be granted the rights and privileges of citizens of the nation as a whole. Since the Service is responsible to the government in Ottawa, let that government be responsible for and administrate for the Service. Let Servicemen be granted as much relief as possible from the bureaucratic provincial restrictions which classify most of them as non-residents until it is time to collect all the different forms of tax revenue. Let the Serviceman be entitled to register his car with, and receive his driver's licence from, Ottawa. Let us recognize our body of Servicemen as a cohesive, co-operative, and unified group which works together in the common defence of Canada. Why not grant our Servicemen the status of Citizens of The Nation, not a special status really, but one more in keeping with their function and enabling them to carry it out better. Perhaps such national recognition of a national commitment would help to raise morale in the Service, and bring a return of that esprit de corps which so often seems to be missing at our present parochial locations.

Oh Fickle Policy

It is a fact of life that nothing remains constant. Of course, most of us are so progressive-minded that we don't want things to remain constant, except, that is, things like our security and other benefits and advantages that we have now. Naturally, the changes that we are most aware of are those that do affect us directly, particularly those policy revisions which seem to be continually eroding the few benefits we have left. Now we all knew that policy changes are necessary to progress in our fast-changing world, however, not all policy changes contribute to that progress. It seems that if a change is indicated, the appropriate people to be approached for a solution would be those who are to be most affected by the proposed change. If it is a change affecting the pay structure of junior NCOs. then a cross-sampling of junior NCOs should be sounded out to find out whether the proposed solution is, in effect, the best one. Further, it is extremely unfair to hold a serviceman to a contract which he has signed if the terms of that contract are constantly in a state of flux. The serviceman has no union to fight for him or help to protect his interests; he is dependent on the benevolence of a patriarchal system which, he hopes, will always be fair-

A policy change has just been made which will affect all former RCAF career personnel who remain in the present Service past 1 Feb. 70. Honorary lifetime mess membership will no longer be possible for retiring career

The privileges extended to honorary mess members have been extravagant. They consisted of using the mess facilities during normal hours of operation, observing all the rules, of course, and attending only those mess functions where sufficient space was available and advance reservations had been made.

It hardly seems right that after contributing to building funds, renovation funds, modern furniture and fixtures for a host of different messes over a period of thirty years, a retiring member would no longer have any right to visit those premises.

Satallite Name Game

comments.

OTTAWA - "Dear Sir: "I am enclosing a design for a stamp to commemorate the launching of the domestic communications satellite to be sent up in 1971. If the postal rate changes, the postal rate should be changed on the stamp. I would be please to have your

> Yours truly, James B. Whyte, Age eleven".

Among the more than 20,000 entries to the national competition to pick a name for Canada's domestic communications satellite, the letter from James Whyte of Toronto (55 Gillespie Ave.) stands out as one of the most imaginative. And while he did not actually propose a name for the satellite his stamp design of northern Canada with a satellite hovering above it carries the marginal note: "In this area the name of the satellite should be painted."

With a fortnight left to go before the October 1st deadline of the satellie name competition sponsored by Communications Minister Eric Kierans, entries are still pouring into Ottawa, either by personal letters or on the official, postage paid and pre-addressed, blue, entry forms which are available at post offices.

The winner of the competition will receive an expense-paid trip, for two, to watch the satellite launching which is due to take place late in 1971 from Cape Kennedy , Florida. The favored entry will be chosen by a distinguished panel of judges including Prof. Marshall McLuhan, director of the Center of Culture and Technology at the University of Toronto, Mr. Leonard Cohen, poet, novelist and singer, and Gratien Gelinas, playright, producer and actor and founder of Montreal's Comedie Canadienne.

To date Quebec leads in the number of entries, followed closely by Ontario. Both provinces have managed to almost fill a packing case of neatlystacked entries. Entries, however, have come from points as distant as Whitehorse, N.W.T. and Harbour Main, Nfld. Among suggestions which are in the running for the prize are: "Rendez-vous", "Voyageur", "Canuck (or Kanuk)", "Adanac", "Kanata", "Aquarius". All these, as well as dozens of others, fit the competition ground rules of a name that is distinctively Canadian, or which chance to pick up surplus service is virtually the same in English and French or which is of Indian or Eskimo origin.

At the time he announced the competition, which is the first of its kind attempted by a Federal Government department, Mr. Kierans explained that its aim was "to give the public a chance to participate, in which I admit is only a small way, in this project by choosing the name themselves rather than having it chosen for them by officials and politicians here in Ottawa". Noting that schools and universities are now resuming, Mr. Kierans expressed the hope that many young Canadians would take advantage of the last few weeks of the competition to submit their entries.

The communications satellite is planned to go into operation early in 1972, providing Canada with the first domestic communications satellite system of its kind in the world. The system itself will be owned and operated by Telesat Canada Corporation which came formally into being on September 1st with the appointment of Mr. David Golden as President.

The satellite, built and designed in Canada, will cover all Canada, north, south, east and west, in both French and English. It will be able to carry six television channels or as many as 3,600 telephone circuits.

This means that the people of the North will have reliable voice and TV contact with the rest of Canada for the first time in their history. It also means that it will be eventually possible to transmit French or English television to any part of Canada.

Shares in the new corporation will be divided into the three blocs: one will go to the Federal Government, a second third will be sold to private telecommunications companies, and the remainder will be made available to the public.

There goes Col. Nichols, you have everything don't you, Sir?"



Honest Warrent, I've got a pimple right on the tip of my ear

Oh bring Back my Bonney to me

the sonorous tones of the CBC, that HMCS Bonaventure would be decommissioned at the end of this year. No sooner had the electrons in TV tubes across the nation quit quivering, than Mayor Tom Campbell of Vancouver offered to buy the Bonny for the magnificent sum of \$1.00 (Canadian), which just might be the best offer that DND is liable to get for it.

One can, of course, understand Campbell's reasons for wanting the ship. By merely anchoring it sideways in the First Narrows, and extending the flight deck slightly, he will have his new First Narrows crossing without having to pry the money out of Premier Bennett. Additionally, people stalled in traffic on the Bonnybridge will be able to nip downstairs for a drink, or play pingpong, or even watch a movie extolling the virtues of the Good Life. (Not to be confused with the High Life, which casts an entirely different type of glow. The foregoing line was not written or published by the Liquor Control Board of British Columbia.)

It is refreshing indeed to be municipalities jumping at the For one thing, it could material there is no other kind, these as our chef. He further stated couver harbour, though.

Last week it was announced, in days - balance his budget. The entry would read; gained, \$1.00. Lost, a \$13,000,000 expense, which is just the sort of expense we could stand to lose.

> Other possibilities leap to mind. For instance, this release from Mayor Clem Bindertwine of Harness Haven, Saskatchewan, which says "I have today cabled the Minister of National Defence offering to buy an Argus for the princely sum of \$1.00 (Canadian) which we hope to borrow from the Canadian Development Corporation. You might ask, "What does Harness Haven need with an Argus, particularly when there is no airport or whatever those things are called, near-

' My fellow citizens, there is a good reason for Harness Haven having its own Argus, and that purpose is not to store wheat either, although we might bid a dollar on a Hercules for that. No. my people, we need the Argus because Harness Haven has long needed a good restaurant, and that is all the service uses the well have one.

that although his department would pay to have the Argus delivered by truck to Harness Haven, he wasn't going to get stuck for the freight bill for shipping any RO around the countryside."

'So fellow citizens, I ask you all to look forward with me to the day when Harness Haven will have its own gourmet restaurant, with Hot Dogs proudly painted on one side, and Chien Chauds on the other."

Once the full line of DND goodies is unveiled to the public, other communities will undoubtedly lash out with offers to buy. Saskatchewan, for example, just might buy the Department of National Defence, figuring that any outfit that could get rid of that many servicemen in that short a space of time without a war could probably get rid of a lot of wheat without a famine. Prince Edward Island would probably bid on a squadron of airplanes, just so Summerside wouldn't feel left

Nobody however, would be able to match Vancouver's mobile airairplane for, so we might as port, which will have a variety of uses. Undoubtedly, they will put 'In his reply to me, the minis- the B.C. Lions on it, take it out ter stated that not only could we to the mid-Pacific, and sink it. have an Argus, we could also have It wouldn't make much difference help a hardpressed comptroller- Captain Chuck Roast, a 407 RO, to the Lions. Sure improve Van-

How to Grow Money

THE IMPELLING REASON IS PERFORMANCE

In the previous article which appeared in the Totem Times, the statement was made that the most dramatic development in recent years in financial circles was the acceptance of mutual funds as an investment vehicle by people in all walks of life. The principle underlying reason for this acceptance has been un-doubtedly the desire of individuals and institutions to protect the purchasing power of their savings or capital while at the savings or capital willing tax same time minimizing tax liability where possible. operations of mutual funds in general confers these benefits in a very material way partly as a result of the way in which they were structured, but even more importantly in the manner in which they are able to produce superior investment results. Mention was also made of the variety of classifications of dif-

ferent types of funds. One gentleman prominent in financial circles has been quoted as saying "Mutual Funds may not be everything, but they are far far ahead of whatever else comes helpful at this time to spell out seven major classifications follows: bearing in mind that sometimes in making analysis it is difficult to differentiate between say, groups three and four. A fund which might be placed in group four might have similar characteristics to funds ingroup three so that this is not a rigid classification, merely a general indication of the category into which various funds may well fall. The seven major classifi-

cations are as follows: Group One is growth funds which subdivide into diversified common stocks; semi diversified; performance funds; specialized industry funds; area funds, specialized insurance funds.

Group Two is Canadian and/or International securities i.e. growth funds.

Group Three is growth with income which subdivides into diversified common stocks; flexibly diversified.

Group Four is income with growth subdividing into diversified common stocks and flexibly diversified.

Group Five is growth, income and stability (Balanced funds): Sub-dividing into growth-income, stability, income-growth stability, stability-income, growth.

Group Six are income funds (flexibly diversified). Group Seven are bond and preferred stock funds; stability-

income,

In making any reasonable performance comparison, it is necessary to have some kind

of a yardstick of measurement.

income-stability, in-

The most commonly accepted yardstick of this nature is the Dow-Jones Industrial Average and as we go on this will be the unit of measurement that we apply to the various groups in specific years. It should be recognized that not all years are good years as one can easily see from examining the growth rings in a cut tree, so, you have good years, you have mediocre years, you have adverse years. For the purposes of the illustration, we will take the year 1967 which was agoodyear and the year 1968 which was a mediocre year. It would be premature to include figures for 1969 as we are still some months away from final figures, however, on balance 1969 would be classed as an adverse year. In 1968, which was a mediocre

Average adjusted for dividends paid showed a gain of plus 7.3% The average performance of all mutual funds that year (that is U.S. funds) was plus 17.2% These authoritative figures pretty well explode the argument that mutual funds in general do not do better than the market second.' It would perhaps be averages. The group by group averages for that year are as 1968

Group

Group

Group

Group

Group

Group

Group

year, the Dow-Jones Industrial

plus 17.9% One plus 23.9% Two plus 14% Three plus 20.3% Four plus 14.6% Five plus 20.1% Six plus 12,2% Seven Now lets take a look at 1967

which could be classified as a good year. The Dow-Jones Industrial Average for 1967 adjusted for dividends paid was plus 18.3%. The average for all mutual funds that year, again in U.S. funds, was plus Now the averages by group.

1967 plus 44.7% plus 31.7% One Group Two Group plus 27.5% Three Group plus 22.8% Group Four plus 21,3% Five Group plus 22.6% plus 12.7% Group Six Group Seven

figures quoted above are for U.S. funds since at the present time statistical records of Canadian funds are not as complete as they might be. This is a matter that time will cure, meanwhile we can get some information of value from the Financial Post Survey of Mutual Funds published annually and certain special services that are available in most any good distributor's office. In the next article we will be dealing with the technical approach vestment Management in the Market Place.

Help! I'm Being Nibbled

No matter how hard I try, I find that I cannot keep my economic outflow to the level of my inflow. On analyzing the factors, I have found that the situation is even more bleak than I had thought. During the last two years the money mice have nibbled so many holes in my pay cheque that it resembles nothing so much as a chunk of Swiss cheese. In that time, inflation has increased the cost of living by about seven per cent; my pension contribution has increased by more than eight per cent; my income tax has increased by more than 15 per cent; the price of stamps has risen by more than 16 per cent, but then, I don't feel much like writing letters any more; the cost of maintaining my perpetual bank loan has climbed fifty per cent; the rental of my mail box and the cost of my passport have both increased one hundred per cent, but I can't afford to travel, and I've been thinking of changing my address to General Delivery. To sort of round off the time period, and to help to negate any salutory effect of a pending pay revision, the cost of medical insurance for my family has just increased by well over one hundred per cent. If that doesn't bring a tear to your eye, remember that bottle of wine and that case of beer that I was going to buy to help take my mind off my straitened financial situation? Well, that's just gone to pay the extra month's prepayment in advance for the new medical insurance scheme. I'm trying to find some consolation in the fact that after October first I will be able to visit a Chiropractor to find out why my shoulders are sagging and my posterior dragging, and then drop in on a

and harder in return for less and I guess everyone is looking forward to the coming pay revision-I hesitate to call it a raise, It seems that a fantastic number of our most highly qualified technicians are seriously job hunting. Will the revision be of sufficient size to dull the lure of jobs which offer not only much higher pay, but fringe benefits as well? Will those of us who are left continue to be nibbled by higher rents and higher priced groceries? I don't see any way to avoid - eeeek, here comes another one.

psychiatrist to see if he can tell

Letters to the Editor Dear Sir (Cher Monsieur) Life has undoubtedly become

more complex for us grizzled old warntossers and flight sarns, if I may resurrect a long-dead term. I am referring to the superabundance of gold braid which adorns the hats of even the lowliest of balloons under his many and envious friends. this new-fangled scheme of things.

Years ago, when we were living in what used to be called the air force, only one man on the base merited gold fripperies on his chapeau. He ran the base, or station as it was then quaintly known. When one was approached by a portly citizen in goldencrusted hat, one knew that the end of the world was at hand. There was no question about whether it merited a salute, a salaam, or a casual wave. One knew immediately that there, but for the grace of god, went god.

But now, good grief. Now, when one sees some portly citizen dripping gold all over anywhere, it is just as likely to be some junior balloon who has been in the air for - oops, service all week and thinks it's just great.

Surely all this garish splendour is sadly misplaced. Is there not the chance that if we keep on glorifying these minor cogs, that they will soon come to look upon themselves as big wheels? What is the point of having a gold hat if everyone has a gold hat? Who will know, anymore, who is running things around the unit?

Another drawback is that all

this gold braid reflecting sunlight all over the place will quintuple the incidence of snowblindness in the service, with a subsequent me why a man would work harder increase in the amount our medical service will have to spend on glasses or white canes. Therefore, cher redacteur, I

would implore you to use your vast influence with CFHQ to roll back this flood tide of gold braid that is threatening to engulf us. Failing that, kindly lobby for a wedge cap (Non-gold-plated) that these lesser luminaries in the military hierarchy can wear when they don't want to be mistaken for the doorman of some none-toochoosy hotel.

Rusty MacHinery

We received this letter recently from a recent Comoxer, Sgt. Ted Williams, late of the Base movements section. Ted, Lucked in, or by some means wangled a transfer to Prague, this spring. We thought that his letter would be of interest to

Dear Seemore:

Greetings from Prague, Czechoslovakia one of the oldest and most beautiful cities in Central Europe.

Our trip over was rather uneventful with stopovers made at Belleville and Ottawa to visit with our relatives. I won't mention weather conditions while on leave as you would only profess that it could not surpass that of the Comox Valley. (Incidentally, I won't argue with you on that point). Our only major catastrophe while airborne enroute was a bad case of airsickness by Cindy. She holds all firsts in that department and now has experienced every kind of motion sickness except horseback riding. We had a little difficulty adjusting to the time change as we advanced five hours. We will get them back when we return to

On our arrival at Lahr we were met by some friends we had made previously in Bagotville "la belle Province". They drove us to their home near Rastatt where we were their guests for the next 24 hours. Rastatt was where I had ordered our car delivered so that day was spent making final arrangements (money was what they seemed to be looking for) for insurance, tourist plates, etc.

On Tuesday 20 Jul we bagan our journey to Prague. It was rather difficult trying to read maps and learn the characteristics of a Volkswagen at the Smith and Bill Ballance for the

autobahn in a windstorm or you will experience Vertical Takeoff. We stayed overnight in a small German town and enjoyed their hospitality and food. I must add I am sure that after eating a few meals on the economy here our children will eat what we put in front of them on our return to Canada. Some of the delicacies I haven't got names for so can't tell you what they (?) were.

We were up at 6:30 a.m. on Wednesday intent on reaching Prague in time for lunch. Unfortunately we somehow got on

the wrong road and arrived some distance downstream of the border crossing we should have utilized. In any event this did not dampen our enthusiasm to press on toward our goal. It took some considerable time to convince the border guard that we were desireable aliens. It is pretty hard to convince one who does not speak your language that just because you have a Canadian passport, a German car, a tourist plate, an International Drivers licence, a Czech visa, a blonde wife and children (not unlike the characteristics of the Germans) and you are a member of the Military Forces of a foreign country, that you should not be turned

Once admitted we proceeded down a cobblestone road that could not be recommended to anyone with weak kidneys. Eventually after passing through many small towns (and finally reaching some hard-topped roads) we arrived in Prague. That presented another problem - how to get to the Canadian Embassy. We had been told before we left Canada the telephone number of the Embassy but unfortunately no one told us that the telephones here would not accept a Canadian dime. At is rather embarrasing to have \$2000.00 in travellers cheques and step up to a telesame time this being my first phone booth that has never heard of dollars). We consulted our good friend the city map and instruction they gave me on the headed in the direction (we hoped) 1VW). Incidentally, never go 80 of the Embassy. My "navigator" Rusty MacHinery 1989. Helden Warntosser (Ret'd) mph with a VW on a German spotted the Canadian flag flying

(thank you L.B. Pearson for the large Maple Leaf) down a side street (on a flagpole of course). So we drove around the block and we were "home".

The next twelve days were spent in a Hotel here. It was, I must say, a very nice hotel and we enjoyed the change of pace. I spent those 12 days double-bunking with my predecessor and he showed me all around the city and the places of interest to the family.

We are fairly well settled in now. We live in the downstairs apartment of a house and have a lovely back yard. We still do not have al the food that we require but our first order should be in from Denmark this afternoon. With friends to beg and borrow from we have managed to survive.

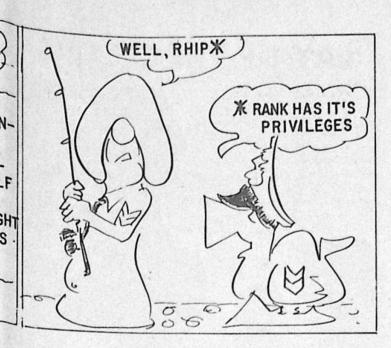
The life here in a Diplomatic Post is considerably different to that to which we are accustomed in Canada but we are enjoying it immensely. There are numerous cocktail parties and informal buffet suppers hosted by Diplomatic personnel from other countries at which you are expected to attend but I must reiterate that we are enjoying it. I can honestly say that we love Prague. The people have been very good to us helping us in any way possible. I might add that in case you might think we are living a life of luxury that we are not. It is quite demanding to try to cope with local problems when you do not speak the language. I must also say that in my six weeks here I can forsee that the Canadian taxpayer gets his money's worth as I am busy every day with administrative duties. I am fortunate in having a very pleasant superior and since there are only two of us you can well realize that it is most important that the relationship be amicable.

Give our best to all the neighbors. We felt we made some fine friends in Comox and we are beginning now to realize how much we miss them.

> Yours truly, Ted Williams.



YEAH, BUT THE SALMON WERE WELL THE GRUNION RUN WASN'T TOO BAD THIS YEAR PATHETIC. HOW ABOUT THE TON? TOOK AN 8 FOOT PRAM AND A RUSTY HOOK HALF WAY TO POWELL RIVER AND BROUGHT IN FOURTY POUNDS OF COHOP



From up in my perch

Seniority can also be a drag.

For instance, I have never

visited a legion in Canada

where every Vet in the place didn't out rank me by at least two ranks. In one club in Van-

couver there is an old duffer

who added another rank to

himself for my benefit every

time I visited the place. Unfor-

tunately for him I was posted

to Comox just before he became

Belleville who explained the futility of it all. The old gent lived in the old folks home just

outside of the city, and on special

occasions we would drive out

and take him to the legion for a

beer. This old fellow was the

oldest Vet I have ever met. He had been on a corporals guard

for Queen Victoria when she visi-

ted Africa during the Boer war.

used to dress up in an old high-

lander uniform that had four

sergeant majors stripes on the

One day I was driving him to the club when the subject of

seniority came up. He said that

it used to bug him no end to sit

in a service club and have some

old vet come in and call him

'Sonny!' For years he lived

for the day when he would be

the oldest and most senior man

veteran in the club, and

in the place. "Now" he said with a smirk "I'm the oldest and most

nobody dares to call me 'Sonny'

anymore." "Funny thing though"

he added with a sigh "I just don't

As we sat there that after-

noon, someone brought their

hundred year old great, great

grandfather in for a beer. With a wink he sat the grand dad down

beside my friend and we retired

would happen. The oldest gent took a sip of beer, filled his pipe then fumbled for a match. We held our breath. Finally the old-

est gent turned to my friend and said "Gotta match, Sonny?"

following Thursday.

the end of October.

We buried my old friend the

Rumour of the Week: All 407 Squadron RO's can expect to

be cleared off of CFB Comox by

Runner up for the Rumour of the Week: New car prices are

expected to drop by as much as

nine and a half per cent this year.

rumour "Our rusty Albatrosses

are to be replaced by the end of

the year" might just come true.

The rumour has already returned

to its originator, (me) from

Mushroomer: 442s favorite

to the side lines to see what

senior

give a damn now."

On extra special occasions he

I met one old gentleman in

Brigadier.

by SEEMORE / Last week I finally painted over my regimental number and painted on my new SIN number on my ol' kit bag. I had waited patiently for the "powers that be" to give up this SIN jazz and return to the old system. My waiting has been futile, the SIN system is here to stay.

Under the old system it was easy to spot a mans length of service at a glance. Remember when the six digit numbers began to make an appearance? The clerks had a great time asking the youngsters for their numbers, then getting a six digit job they would look up at their victim and sneer "I just want your regi-mental number buddy, not the combination to your tool box."

Wasn't it great to sport a five digit number? Only to be put down by a four digit number holder who was put down by a three digit numbered 'original'? The lowest number I ever met was in the low 240s. That number commanded great respect and belonged to a frustrated old Flight Sergeant who had all but given up and had succumbed to waiting for his pension.

Seniority has always been the last carrot dangled in front of the serviceman to keep him going in peacetime. From before the Trojans the serviceman has always wanted to be the most Even during Custers senior. last stand seniority counted for something. As the battle raged on and the senior personnel around the General were being knocked down like flies by the Irate Indians, the junior men automatically became the senior men and took their places beside their General.

The battle raged on all day and at last there was only the General left. Visibility was getting poor from the smoke and dust. The astute General decided to regroup and count his forces. He called for his corporals and asked the first one to appear before him, how many men were left. "Just you, me and six or seven privates Sir" the old corporal replied.

Realizing that all but one of his good corporals, the backbone of his command had been annihilated, the panic stricken General made one last, desperate and hasty decision to try and save the day. He looked the old corporal in the eye and said "I guess that makes you the senior corporal, corporal" Thus the term "Senior Corporal" was born. At this point, history tells us that a demented Indian chief ran Custer through with a rusty lance, thus terminating a very colourful military career.

Before the startled senior corporal could appreciate what a in history had been niche carved for him, one of Sitting Bulls pet chiefs sneaked up from behind and zapped him dead with one swift blow. That chiefs name, incidently was Chief Hell Yeller. Ottawa.

FISH FALTER AT FUNGUS FISH-IN

derby held by 442 Squadrons crack entertainment committee was marred only by a chronic lack of fish. In all, eighteen salmon and one trout were brought in for weighing. The Among the remaining privates derby was managed by the squadconfusion reigned supreme. rons two recognized experts Only one decision was reached. known as the Bobsie Twins, They made themselves all cor-"Vern" and "Hognose" Brown. porals. The rest of the battle

> Sgt. McCully took the top hardware with a 24 lb. 4 oz. Spring; Capt. Suddall took second with 15 lb. 4 oz. and Cpl. McDonnald came in third with a 14 pound 8 oz. Spring. A scandal was avoided when the rumour that the winning fish all bore a "Portugese Joes' brand proved to be unfounded and started by The Jealous Cpl. Trenholm.

> Cpl. John Sheppard took the prize for the first and only trout. (If only we had known).

Hidden weight prizes were awarded in the following order and to avoid embarrassment the weights will be kept secret. First Capt. Charland; second, Cpl. Nygren; third Cpl. Symes; fourth Cpl. W. H. Brown; fifth Cpl. Adams; sixth Cpl. Trenholme; and seventh Capt. Stoddart.

The draw prizes were won by Cpl. Fisk, WO White, Sgt. Jones (who whined until they drew his name) Cpl. Fatt and Capt.

Prize for the most fish caught was won by Cpl. Ted Munn who dragged in six salmon during the derby. (I wonder how he does it). The award for 'Salmon conser-

vationist of the year' went to good ol' Seemore who hasn't caught a salmon all year. The entertainment committee

plans to hold another great car rally just as soon as they can con Cpl. Munden into running one for them.



"O.K. HOGNOSE, first I'll draw your name, then you draw mine," says the 442 Fungus Fish-in's co-host Cpl. Vern Brown to the other co-host Cpl. Brown. The lack of co-operation by the fish forced this two-man committee to draw names for the remaining prizes at the gala fish-in windup in the Totem Inn last Friday.

A clean hangar is no place for a mushroom - spread a little fod today

I wish to thank everyone in the Comox constituency who supported me in the election. My success was your success.



To everyone living in this constituency may I say that as your elected member of the Provincial Legislative Assembly, it is my job to represent you all no matter who you voted for.

I look torward to your inquiries oftering my services wherever needed.

Again - Thank you,

— DAN CAMPBELL

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Chapel Chimes

Chapel. CFB Comox Local 274.

MASS TIMES Sunday 0900 hrs. and 1100 hrs. Monday, Tuesday and Wednesday Thursday and Friday 1930 hrs.

Saturday CONFESSIONS: Saturday following Mass at 7 p.m. Sunday before Masses BAPTISMS AND MARRIAGES:

By Appointment. CATECHISM: Every Wednesday evening 6:30 p.m. to 7:30 p.m. in the PMQ School Grades

Pre-School Kindergarten Catechism at 11 a.m. in the Parish Hall.

CYO: Meeting 7 p.m. every which will ta Sunday evening in the Parish Hall. press Hotel. CWL: Regular meeting first Tuesday of the month at 8 p.m. in the Parish Hall. Mass at 7:30 p.m. in the Chapel.

PROTESTANT CHAPEL

SUNDAY, Sept. 21 - Morning Worship at 11 a.m. will include the Battle of Britain Church Parade. Following this Special Service the members of the Ladies Guild will serve coffee and donuts in the lounge to help members of the congregation get acquainted with one another. SUNDAY, Sept. 28: Morning Worship and Holy Communion (Anglican) at 11 a.m. The Sacrament of Baptism will be observed during this service. Parents wishing to have babies baptized should contact Padre Archer as soon as pos-

38 from 2 to 3 p.m. Registration orms have been left at each this week with the Recreation news bulletin. Classes will begin on Sunday Oct. 5. The 3 to 6 year old children meet in the PMQ School each Sunday at 11 a.m.. The 7-14 year olds meet in the Chapel each Sunday at 9:30 a.m. Teachers are urgently required. If you wish to help, please phone Padre Archer at 339-3931. JUNIOR CHOIR: Practices in the Chapel every Thursday at 6 for children who have reached their 9th birthday, or older. Choir director is Mr. Walter Yeomans of Comox, who will give excellent musical training to your children.

MISSION BAND: This activity of pre-school children meets in

CAPT. GERRY DEVERELLE'S two youngsters greet their dad on his arrival back home after an absence

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Our Lady of the Sacred Heart the Chapel Annex every Wednesday from 1 to 2 p.m. under the leadership of Mrs. Vi Keller. Chaplain: Rev. J. G. Campbell- Mrs. Keller needs an assistant who will take charge when she cannot be present. If you wish to help her, please call her at 339-3428.

> 49th Annual National Convention of the Catholic Women's League of Canada.

> The 49th Annual National Convention of The Catholic Women's League of Canada is being held in Victoria, B.C. from Sept. 15th to 20th, 1969. The National President. Mrs. Valentine Fabris of Winnipeg will chair the sessions, which will take place at the Em-

Theme of the Convention is "THROUGH HELP, HOPE," A Theme Day will be held, during which workshops on Communications and Leadership will assist member in endeavouring to discover the role of the Christian conscience in bringing hope to people in poverty. While cognizant of the terrible problems of poverty existing in Canada, the convention theme is directed more widely to the problems of poverty in developing countries. In keeping with the idea of "help" bring "hope", a Hunger Luncheon will be held, the proceeds of which will be given to the Canadian Catholic Organization for Development and Peace.

Highlight of the Convention is to be a new social action study SUNDAY SCHOOL REGISTRA- program presented by the Social TION: PMQ School, Sunday Sept. Action Convener, Mrs. J.J. Matthews of Toronto.

> * CWL Meeting - CFB Comox.

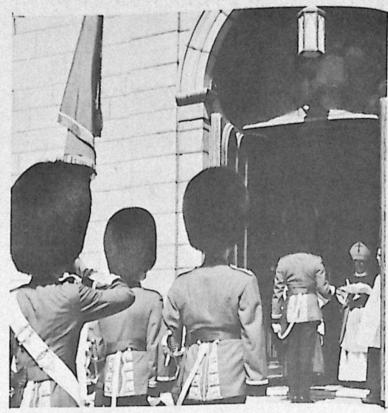
Mrs. J.W. McGuire presided at the first meeting of the season, on Sept. 2nd, held in the parish hall of Our Lady of the Sacred Heart, CFB Comox.

Two new members were welcomed, Mrs. Nellie Corbin and Mrs. Donna Miller.

A motion was passed to send two delegates to the CWL National Convention to be held in Victoria Sept. 15 - Sept. 20.

Father Jim Campbell, spiritual Director, gave a brief address stressing the importance of Catachetics.





LAY UP COLORS - Old regimental colours of the 2nd battalion, Canadian Guards, are laid up in Ottawa's Notre Dame Basilica. Ready to accept them is Archbishop J. A. Plourde. The 1st battalion of the guards did same thing at Ottawa's Christ Church Cathedral the following Sunday, August 31. The changing the guard ceremony on Parliament Hill was cancelled on those days for the laying up ceremonies. Included in the pageantry were detachments of the Governor General's Foot Guards of Ottawa and Canadian Grenadier Guards of Montreal, militiamen who've been helping this summer with the changing of guard attraction on the Hill. (CFP).

Safety Rules for

National Health and Welfare, John Munro, today gave further information relating to the studies made by his Department on Color TV hazards.

Mr. Munro had earlier reported that about 10 per cent of color TV sets tested in the recent ers": survey by the Radiation Protection Division were found to emit radiation somewhat in excess of the accepted manufacturing standard. Examples of such sets had been found among all popular makes, the largest number being among the models purchased before 1967. The causes are complex and are attributed partly to component design and partly to

The Minister repeated that in the opinion of his Department, these radiation-emitting sets respect accorded many other household appliances. The radiation was observed only at the back, bottom or sides of the sets not in the normal viewing posiand this, coupled with

inherent in the accepted standard, made the health hazard extremely small. However, to give more definite assurance of hazard-free viewing, the Department is suggesting the following "Safety Rules for Color TV View-

1. Do not attempt your own servicing; consult your authorized repairman.

2. On his next servicing call, ask the repairman to check the voltage regulating circuits and radiation shielding as specified by the manufacturer.

3. Cultivate good viewing habits; do not regularly sit closer than 4- 6 feet from the set and do not allow children to lie with legs extended beneath the set while viewing.

4. Place all color TV sets the wall; do not locate immediately to the side or back.

These simple rules will assure safety even in cases where radiation emission is somewhat in excess of the accepted manufacturing standard,

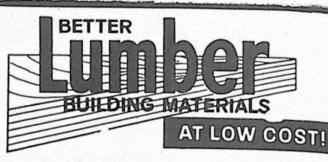


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Unveil Model of RCAF Memorial Sept. 28

fence minister Cadieux will officiate at Battle of Britain ceremonies here Sept. 28 and will unveil a model of what the RCAF memorial will look like when completed within a few years.

The RCAF memorial appeal is a \$3 million project on which serving and former airmen have been working for a couple of years. The successful design, won by Victor Prus of Montreal in a two-stage architectural competition, has been kept under wraps.

Trenton, the home if not the birthplace of Canadian military aviation, postponed its Battle of Britain observance to the 28th to ensure the defence minister himself could do the unveiling.

A galaxy of current and retired senior air officers will be on hand. They've been invited to a mess dinner at Trenton on

the night of the 27th. Aviation had a major role in the development of Canada. The RCAF memorial is intended to honor the efforts of Canada's airmen in the RFC, the RAF's earliest years, the extinct Cana-

Lili's Daughter

Canadian Newshen

Lahr, West Germany (CFP) -

If there is one song that is still

remembered from the Second World War, that song is Lili

But unlike the songs of the

first world war, the song Lili

Marlene was sung by soldiers

made famous by a singer, whose name was also Lili-Lili

Anderson. After the war Lili

Anderson's daughter Carmen-

Litta emigrated to Canada,

married and became a repor-

ter for the Winnipeg Free Press.

Now, in her new capacity as a

Canadian citizen and newspaper

reporter, Carmen-Litta Magnus is touring Canada's air division

and brigade areas to interview

wives of Canadian servicemen.

Mrs. Magnus plans to visit her

mother, the lady whose song is

well remembered by thousands

of Canadian servicemen.

While in northern Germany

It began in Germany and was

on both sides.

TRENTON, Ont. (CFP) - De- dian air service, the RCAF, the Canadian armed forces and it will continue honoring their achievements in Canada's future.

ARCHITECT Victor Prus is a Polish-born veteran of the RAF. He flew Mosquito bombers in the 2nd tactical air force in the second world war. He came to Canada in the early 50s and with his wife, Maria, who also is an architect, works in Montreal as Victor Prus, Architects and Urbanists. They've designed national award

winning works. His air memorial structure. the lines of which make the eyes sweep slowly skyward, will be set in a 35-acre DND parkland to the west of the airfield adjacent to number 2 highway and the Bay of Quinte. It is hoped the project will be completed by late 1971 or early 1972.

The complex of spaces will be of varying concrete textures and will have its focal point in a laser beam pointed to the stars as its memorial flame. There are some 40,000 square feet of working area within the dramatic complex for chapels, community acti-vities, a hall capable of handling 400 delegates to conventions such as those of the RCAF Association, and various archival arrangements.

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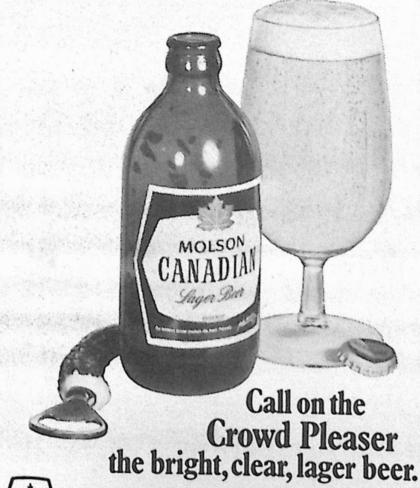
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AROUND AND AROUND by Roe D. Runner

Why is it that people especially aircrew who are believed to be the travellers of the uncharted skies have so much trouble following instructions like left turn here and right turn there? Just because they must turn their vehicle at a specific mileage and use a two decimal time base.

At any rate, (which is really the speed that many travelled at) at 1230 hrs. the trumpets were sounded, the gong was rung and all those hardy souls so interested, jammed themselves like sardines in a can into the games room area of the Officers' Mess to hear a concise disclosure given by the rally master on how many mistakes there were in the instructions. Questions were asked and answered, watches were synchronized and twenty minutes later, car one left the starting line in a cloud of dust, spitting fire and the tires burning three inches into the pavement, with his sails at half mast, Navy Lt. Bill Ainslie and his wife Jean perused the rally instructions and all Jean could say was "You've got to be kidding" which was of course an erroneous statement for I could not possibly be pregnant. At any rate that was the last we saw of them. Bill, you've got to learn that you don't follow cars especially into their own driveways!

Minute by minute, cars of all types and description left the starting line to wend their way through the unknown voids throughout the countryside and match their driving skill amongst one another.

By twenty after one, all the competitors had left. Some people had computers, others had varying degrees of writing utensils to help figure out the problems. Most anybody who had children, brought them along and it seemed to average out to about two children per car and at least half of them were below the age of five. So to those of you who didn't enter because of the kids, just doesn't hold water, (admittedly realize that sometimes they don't either). Shortly after all had departed,

yours truly decided to make a tour of the checkpoints to see how everyone was doing. First, we dropped in on ol' Bearcat, Ken Wright at checkpoint one. Almost everyone had passed through there except for a couple of individuals by the name of Ainslie and a certain Lt. Col. I can understand the Navy getting lost on land but where oh where did the light Colonel go?

Since all was running smoothly here, I headed off to see Gentle-man Jim Loring and Inge Van Kraanen at checkpoint two. I have seen people mixed up before but I'm sure that this took the cake. Ever seen about 20 cars come to the same intersection of roads all at about the same time and then all turn different ways. That's about the way it was.

For those of you who didn't make it all the way around, there was a total of ten checkpoints with four of them being double and two singles. No time like the present to thank the people who helped me out manning these points, for without them, it would have been impossible to run this event. A tip of the hat to Ken Wright, Jim Loring and Inge, Ron Elmer, Murray and Linda MacDonald and Mary Davis also to Hugh Lines who was instrumental in the setting up of the rally.

How does a rally get set up? Well to be quite frank, it's frustrating. Primarily, you sit down with a set of maps of the local area and try to decide on a routing. Due to the fact that there are few good paved roads on the island the rally master is beset with his first problem. How can he use a good portion of these roads which have been used in previous rallies in a different way. If he reverses the routing will he wind up with good connecting roads? It must be kept to a reasonable amount of time and mileage. Usually 75 to 90 miles and of two and a half

to three and a half hours duration. Now comes the trial running. First of all you drive the proposed routing marking down every mileage at every turn, stop sign, yield sign, intersection of roads, etc. This usually requires a full day driving yet you only drive a total of about 125 miles.

COMOX



STU BAINES and his wife pause in their rally car to hand over their card at Check Point Three during the car rally last week end. Check Point Three by this time was manned by Gentleman Jim Loring and Inge Van Kraanen in their replacement type check point truck.

Say for example you have a total of 100 miles of routing and want to cut it down to seventy five. First of all you have to consider the fact that the rally should pass near or through Comox, Courtenay and Cumberland for certain portions of the scavenge hunt require you to pick up items at home.

However you also have to take into consideration that it will be a Saturday and that you would prefer not to route traffic through Courtenay. How do you do it? Well, dear readers you just try and soon the solution appears.

Say you have completed this initial part, well now you have to go out and run the route again and try to find questions to have the competitors answer. The purpose of these questions is that act as a route control. That is to say, if they get off the route they cannot answer the questions. As well as lookfor questions, you are checking the mileage to make sure it is correct, plus the instructions. Now the real fun begins. You amass all this matogether and begin to sort it into a logical sequence. First all the instructions are written down then all of the mileages for the first ten miles. This is most important for you need at least ten miles in which to check your odometer against the pace car's. Then you start moving the mileages apart, so that a mileage may appear at instruction 20 and another would not appear until instruction 30 however all the turning points must be easy to follow without

Car No.

1 Anslie

2 Wickens

3 Lamothe

Matthews

Lamothe

4 Drysdale Goodman

5 Baines

7 Goski

8 Clark

9 Mosher

10 Tippett

11 Moberly

12 Wilson

13 Millar Millar

Moberly

Wilson

14 Marcotte

15 Procter

16 Steacy

17 Berg

Steacy

Klein

18 Robinson

19 McCauly

Robinson

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Finally you begin to get into the last stages. You set an average speed in accordance to road conditions and posted mileage speeds, making sure that you are always at least ten per cent below the posted legal speed. Then you type it up on reproduc-ing paper and have someone who has never seen the route run it. If there are any mistakes, you can correct them before they go to press. After its printed you just wait for the day of the rally and hope to hell you've done it

correctly The competitors began to return to the mess at approximately 1600 with all their goodies, rang-ing from a cancelled five cent stamp to a pussy willow. Now there is the job of checking all the time cards to assess any points for time early or late at the checkpoints plus the scavenger hunt items plus the questionnaire. As you can see to win. Well, maybe we'll get a in the table below all the points few more next spring, until are tabulated for a total the lowest number of points is obviously the winner. In this rally, Stu Baines and his wife managed to complete the rally in the best time and had zero points assessed for both the questionnair and the scavenge. Our "down south" friends Lynn and Bev Winn managed to clinch second place with an outstanding effort for their first rally. Third place was won by Don Wickens and Doug Mathews. There was actually a tie for third however the deciding point was at the tenth checkpoint.

Later that evening during the

ral av less lal

1 2 3 4 5 6 7 8 9 10 8 6 8 8 8

13 4 2 2 5 4 5 2 3 3 43 1 1 45

3 20 20 20 2 7 0 2 9 99 7 7 113

5 20 20 10 0 3 2 0 20 96 1 1 98

3 2 3 3 2 4 2 0 5 36 0 0 36

0 4 5 6 0 5 2 5 10 37 2 1 40

20 3 0 3 15 2 9 11 0 20 92 6 0 98

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RALLY RESULTS

20 -4 - D N F

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Authorized Mercury

and Mercruiser

the use of a mileage indicator. 407 cocktail party and dance the prizes were presented by Lt. Col. John Middleton, CO 407. First prize was \$35.00 in merchandise at the Canex plus two engraved dash plaques suitably enscribed, second prize was \$20.00 in merchandise plus two plaques, and third prize \$10.00 and two plaques. As per usual it seems as if the senior officers delight in coming in last. This year it was our BOps O Lt. Col. Steacy and family. He was duly accredited with giving one of the finer performance. finer performances of the day. For his efforts, he received the "Booby" prize, a styrofoam bust

plus a toy dump truck. Personally I can say that all those who entered had a lot of good fun it is a major disappointment to myself that only eight per cent of the total mess membership bothers to support such an event for it was your money that you stood a chance to win. Well, maybe we'll get a then . . . Cheers.

40% of the people who throw rocks get "stoned"

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Courtenay

Coboc Cacaphony

Well dear readers, that old stalwart Loring has done it again. Returning from his check point on the car rally last Saturday afternoon via the Back road, he had an argument with a telephone pole and lost. Fortunately no one was injured. By the way, if anyone is looking for a used telephone pole.....Speaking of poles, rumor has it that the world wide traveller Masher MacDonald has trouble navigating around European lamp poles while watching girls strolling by. Especially in Denmark where he rquired stitches after one of above mentioned poles jumped right out at him. The remarkable thing was that the girl that he was Watching felt sorry for him and took him in to look after him. I dare say that if any well meaning bachelor tried that here the girls would roar their heads off laughing. The secret is out at last, Bob (alias Deerslayer) Lemm has made the fatal plunge toward matrimony. Jane is sporting a neat looking sparkler on her ring finger these days. It almost matches the sparkle in her eyes. A lot of people have been wondering when the new "Sugar Shack" would be ready for the continuous super good

parties. If all goes well, the occupants will be moving in lock, stock, and bar by the first week in October. Undoubtadly there will be a "Shack" warming shortly after if not sooner. Ex-Sugar Shacker, Cobocer, Knobby Bartels has been observed in Vancouver socializing in his usual fashion, pub to pub. Anyone trying to contact him while in the big city can do so at either the Ritz, Devonshire, Blue Boy, Fraser Arms, etc... Another well known Ex-Cobocer Al Cooper sends a shakey "Hi" from foggy London, England. It seems that the pubs there are almost no match for an experienced Coboc trained drinker. Last Saturday an attempt was made by the members of Coboc to meet some of the new school-teachers in the area, with limited success. Undaunted, plans for another meeting are in the mill. We welcome back two single types, Jean Peticlure and Al Fenske from the far eastern reaches of Canada. One certain nurse on staff at Comox has been noted to be much happier in her work. No mean jokes now guys! Al is now in the process of tracking down the scoundrel who mentioned his name in a possible future engagement. CHEERS!!

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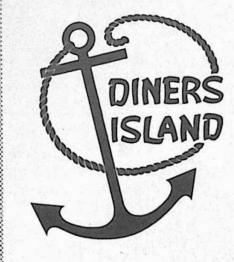
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The MP's staged a good come back in the latter part of the season to win the opportunity of playing in the finals. In closing it comes to light that Norm Haney will not be around next Valley Curling Club at a recent year, as he is leaving the service. He will be sorely missed following programme for the by all, not only on 407, but forthcoming Winter Curling Seaalso on the station softball team. Good Luck in your new endeavours Norm!

in the finals.

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Trophies properly cared for in the field will give you a Life Long momento of the hunt. A few simple steps as listed below will do this for you.

GAME HEADS - Never cut the throat as this will show when the head is mounted. Be sure to cut the cape long enough to include the brisket. Make incisions to enable you to remove the neck (along the back of neck, not along the throat) then salt well,

eyes, mouth, bullet holes, etc., with dry cotton and pack with lots of newspapers, never wrap in plastic.

HIDES FOR RUGS - An animal should be skinned out completely. Open the ears, by skinning and turning inside out, also open nose and lips and remove as much fat and meat as possible, off the entire hide, then salt it down well. A salted hide may be transported damp without danger if it is kept cool.

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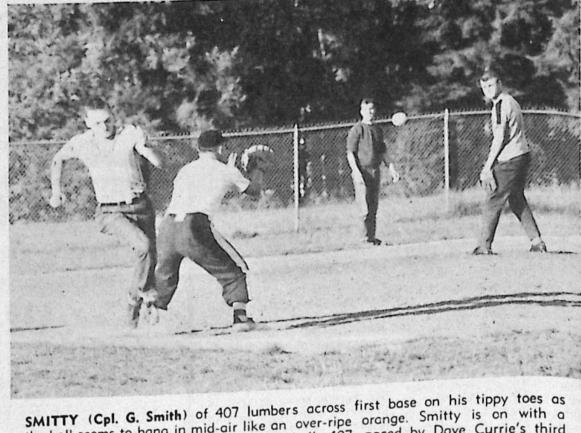
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the ball seems to hang in mid-air like an over-ripe orange. Smitty is on with a base hit in final game of intersection softball. 407, paced by Dave Currie's third inning 3-run homer, became intersection champs for seventh time in eight years.

The executive of the Comox meeting, have decided on the son. All members and newcomers are invited to participate. Information on the leagues and events outline can be obtained from the members noted:

1. Free Pot Luck Supper -For all ladies interested in Curling combined with a curling meeting Sept. 29 at 7 p.m. at

2. Opening Bonspeil - Curling for the 1969-70 season will commence on the weekend of the 11 Oct. with the Opening Get Acquainted Thanksgiving Mixed Bonspeil - Phone the Bonspeil Chairman Art Meyers at 334-

Free Ice-Time - Free ice-time, instruction for newcomers, and practice for the experienced will be available on the 18th and 19th Oct. Drop into BIRDS - Plug nostrils, ears, the Club and deliver a few rocks for fun Saturday and Sunday afternoon and Sunday evening.

Hangover League for men on Sundays will be a repeat of last year. This very popular league is under the direction of Eric Chayko and cost only \$25.00 for whole season. Phone Eric at 334-4240 and get your name in early this year or you may be too late. Recommended for shift workers and men who have trouble getting mobile on Sunday

5. Ladies Afternoon League -For the ladies, this league enjoys its curling on Tuesday and Thursday afternoons at 1 p.m. It is for grandmothers, mothers, single women, married women, divorced women, widows, women of all ages, all sizes and all shapes. For the retired, the

ASCOR STUDIO Assembly A306 power supply. Four lights, 200 w/sec each, \$400.00. Braun F80, \$100.00. Braun hobby auto. 2 flashheads, \$100.00. Maniyaflex C2 \$90.00. All in mint condition. Write P.O. Box 449, Greenwood, Kings County, N.S.

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as housewives, bankers wives, loggers wives, dentists wives, servicemen's wives, your wife, my wife, everybody's wife and nobody's wife, who care; it is a very enjoyable league for all ladies. New curlers are very welcome. A babysitting service is available at the club at a small nominal charge. For additional information and registration contact Eileen Orpin at 339-4020 or Lorraine Watkinson at 334-2135. Fees for the whole season are only \$45.00. Which works out to about \$1.25 for a two hour game. A pleasant way to spend two afternoons a week and meet new friends.

6. Ladies Evening League -For the ladies with little time on their hands during the day this league curls Mondays at 7 p.m. and Wednesdays at 9 p.m. It costs \$50.00 for the season and means a nite out from the Housewives and teachers particularly enjoy this league as well the charming ladies of the Comox Valley. If you are a newcomer to curling or to the area here's your chance to make new friends as well as enjoy a wonderful sport. Enquiries and registration may be made by phoning Eileen Orpin at 339-4020 or Lorraine Watkinson at 334-2135.

7. Men's League - For the experienced and the inexperienced alike. This year it is planned by the committee to have the selected skips thrown into a hat and draw their names one at a time allotting each skip a number. These numbers will represent the order in which the skips will choose their seconds and posted on a blackboard. The first skip to select a third will be last to select a second, etc. For leads the committee may decide to redraw the skips in order to establish a fairer method of sel-

working, the unemployed, as well ection. This is one way of establishing a well balanced league. Another way that is being tossed around is the "Player Auction". whereby the selected skips are allotted a total of 100 points to bid for each member of their rink. For example, if a skip bids 75 points for his thrid then he has only 25 points left to bid for his front end. This makes a very interesting pre-warmup for the curling season and creates a lot of interest, however, no matter how it is done we cannot help but have a well balanced league and people on each rink should be compatible. The games for this league are played during the evenings from Mondays to Thursdays. Dues are \$60.00 for the season. Contact Jack Yorke at 338-8100 or Art Meyers at 334-2850. 8. Mixed League - The most

popular league of all. Last year this league was full and a lot of family and away from the house. | people missed the boat by not registering early. To help alleviate this situation the club is as the working woman. Come expanding the league to 36 rinks out and enjoy yourself with from 24. Draws will take place Sunday afternoons at 3 p.m. and Sunday evenings at 7 p.m. and 9 p.m. This league costs only \$15.00 per person for the entire season. Pick up a rink and submit your names to Jack Parker at 339-3894 or Art Meyers at 339-2760 who are the directors of the league. Family rinks of mothers, fathers, sons and daughters are welcome. This is an excellent chance for newcomers to meet friends and learn the game. Experience is not required, Curling in this league is a very pleasant way to spend Sunday afternoons and evenings.

9. Note - The curling club came out \$400.00 in the black leads, from the list of curlers last year, however some money raising projects that were held last year could not be held this year and your support is urgently required. This is the season for the slight increase infees over last season.

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Many Hockey referees are needed for the forthcoming season for all divisions. The Children's Minor League especially needs interested fathers who will come out and help. Anyone interested please contact Referee-in-

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All volunteers are welcome, and a school clinic will be held early in the season.

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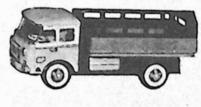
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BIG BAT — Taking hefty cut at ball during the forces softball championship at base Borden is Van Doo hurler, Cpl. Don Davidson. He was named top pitcher of the week-long championships at Borden August 21-27, helping his team, the Soest-based 1 R22eR (zone nine) to the forces-wide crown.

Ball Crown Leaves Country

the Royal 22nd Regiment, returned to their station at Werl, Germany, last week taking with them the forces 1969 ball crown.

The Van Doo nine, representing zone nine, lost only two of their eight contests in the week-long round robin tournament played here Aug. 21-26. They dropped a 2-1 decision to Borden hosts and were trounced

7-2 by Halifax. (zone two), Bagotville, Que., four) and Comox, B.C. (zone one) had identical 5-3 win/loss 12 safeties.

Softballers from 1st battalion, records. Their standing in the tournament was decided on total runs for and against.

> The big day for the Van Doo winners was Aug. 24. In a double header they trounced the Chatham nine 7-3 and in an evening contest behind Pte. Pierre Lessard's eight hitter, defeated Comox 11-4.

Van Doo Cpl. Don Davidson took pitching honours during the tour-It was a four-way tie for second nament. In the hickory departspot. Bases Cold Lake, Alta., ment Rockcliffe's Pte. Jack Seath hit safely 13 times and (zone six), Rockcliffe, Ont., (zone Van Doo Corporals B. Oliver and Bernard Therien each had

as they continuously broke

through the ranks of the station

team and Comox goal tender Dick

Griffith was hard pressed to keep

the score to 5-1, as he made some brilliant stops. Esqui-

malt's centre forward was par-

ticularly outstanding with 4 of

the teams goals to his credit.

The lone Comox goal came from

the educated toe of "Jee Whiz"

Prasad in the dying stages of the

game. The zone one champions

now go to Greenwood N.S. for

the DND National Championships.

Oh well, for the station team,

Next year fellas!!"

sudden death final was played between CFB Esquimalt and CFB Comox at Lewis Park in Courtenay. These were the only two teams entered for the zone playoff. To Comox it was sudden death as the navy element completely dominated play in the first half to the tune of 3-0, and then coasted to a 5-1 decision in the second half. Except for an occasional flash of life, the Comox team lacked the desire to win and this, coupled with the apparent disorganization, defeated them. At least there is the consolation that, "There's always next year." Unless there is more "There's always next interest shown next year, that's all there will be then too. With

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things a bit softer for anyone in it But that doesn't mean the Re nault 10 isn't hard where it counts As Foreign Car Guide reported: "After 13,000 miles of brutal road testing, the Renault 10 shows little



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The 106 points they piled up was 29 points better than their nearest rival, Eastern Ontario's Zone 4 team.

The Brigade's softball team the forces softball championship

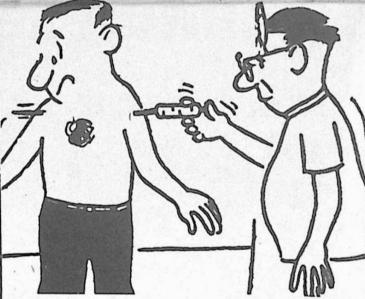
cool temperatures and stiff bree-zes. The weather kept attendance at a minimum.

Command champions, and winners of the Kerr Trophy were Mobile Command with 206 points. Second, with 71, was training Command, 34; CFHQ 12, and from the "Van Doos" also took Air Transport Command four points.



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Friday Sept. 26

Saturday, Sept. 27

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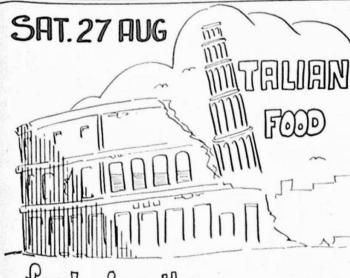
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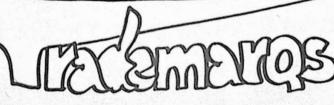
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Blended Grapefruit Orange 48-0Z. 790 TINS

Margarine 11-1.B. 01 **BONUS • WHOLE**

YORK @ FROZEN 2 10-0Z. 69¢ Broccoli YORK . FROZEN . WHOLE Green Beans 2 10-0z. 79¢ YORK @ FROZEN @ PIC-A-PAC Vegetables Raspberries ... 2 15-0Z. 89¢

Jelly Powder Jello All Flavors 4 3-0Z. 43¢ Cereal QUAKER MUFFETS Cake Mixes DUNCAN HINES

• Coconut • Pineapple • Cherry
• Swiss Choc • Devils Food • White PKG. 47¢ Asparagus Cuts CHELSEA CHOICE . Liquid Cleaner AJAX 16-0Z. BTL. 45¢ Cleanser AJAX GIANT 39° REG. 2 FOR 45° Detergent Powder GIANT 91° Windex BLUE MIST 59¢ WINDOW CLEANER 49¢ **Cooked Meat** ● Beef ● Ham ● Turkey 23-OZ. 79¢ Corned Beef Pastrami **B.C. GROWN**

● GOV'T. INSPECTED ● "LAND O' FROST" ● SMOKED

CRISPY FRESH

OKANAGAN • MacINTOSH GRADE New Crop!

LOCAL No. 2 • "ECONOMY" •

COURTENAY AND COMOX

PRICES EFFECTIVE Sept. 17th to 20th BETTER - SAVE MORE!

