



TOTEM TIMES



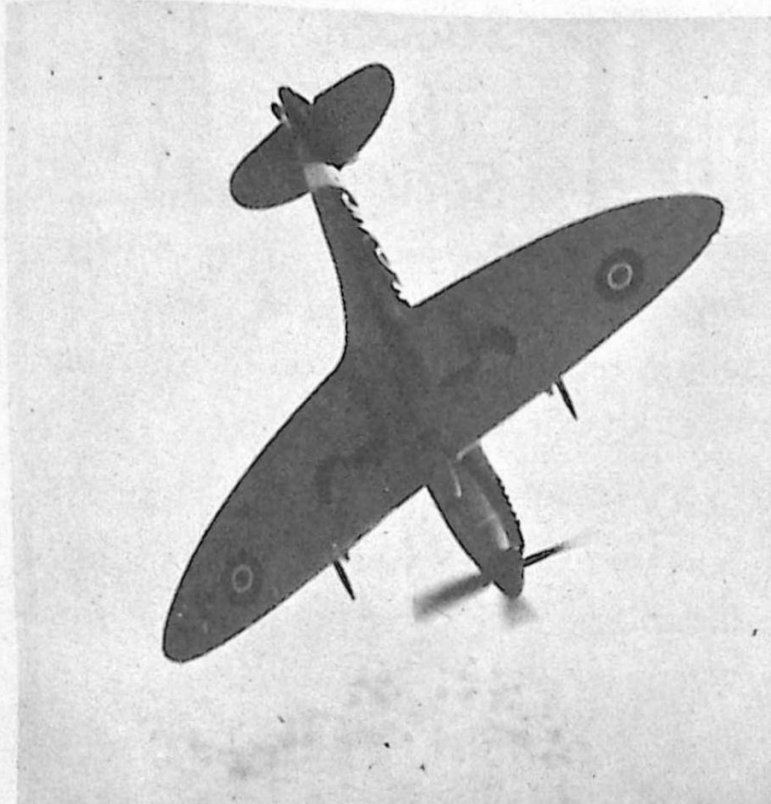
Have a Manhattan on Ice and Get Oiled

Vol. 10

CFB COMOX, THURSDAY, SEPTEMBER 18, 1969

No. 18

BATTLE OF BRITAIN BAPTISES RCAF



"SPITFIRE"

Photo by Jim Tremblay

LONDON (CFP) -- Winston 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 Britain.

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 Brit-

tain was over, the RCAF had come 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 first battle casualties.

There were three RCAF squadrons in Britain during the 114 days of the battle. Of these, No. 110 and No. 112 were army support squadrons and were not included in this phase of the war.

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 squadron 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 aircraft destroyed.

(Continued on page 2)

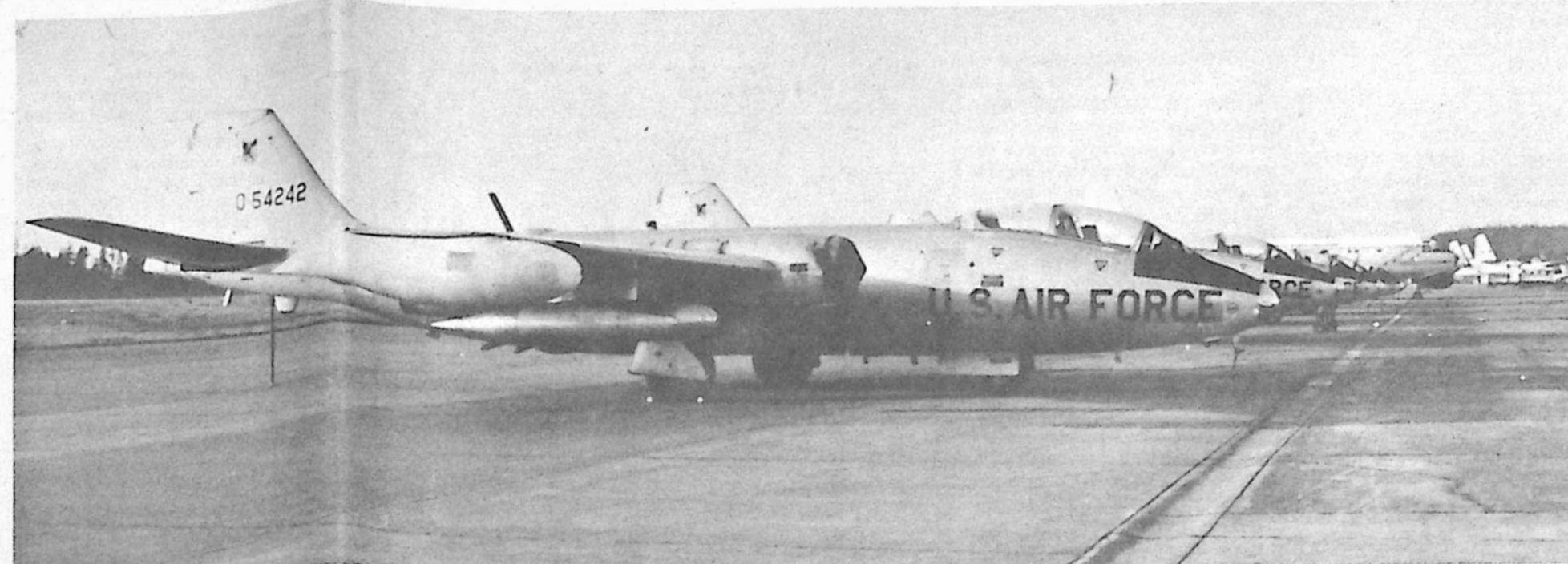
FANCY FAKERS FOR FANCY BRAVES

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 responsible.

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 interceptors. One of the simplest ways is with the use of chaff. Chaff, which has been used since the second world war, consists of tiny bits of aluminum foil, which reflect radar energy back to the transmitting radar and show up as targets. A great 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 about 100 targets, the result can be confusion.

Another method of destroying the effectiveness of air defence radar is with noise jamming,



and this the B-57s are admirably equipped to provide. Noise jamming requires a transmitter that is capable of transmitting on the same frequency as the fighter radar. When the transmitter fires up, it produces a big zap across the radar scope, and the target is effectively hidden therein.

The B-57s again like the CF-100s, are capable of jamming both airborne and ground-based radars.

In addition to these fairly basic methods of spreading panic and confusion throughout the air defence system, the B-57s are

equipped with some more elaborate equipment which makes people think that there are targets where there are none, and so forth. The aircraft is truly a most remarkable training aid, and NORAD makes full use of it.

How does NORAD make full use of the B-57? By staging exercises such as last week's pair of Fancy Brave Specials. In those exercises, the B-57s joined with other targets, such as T-33s, CF-101s, and F-106s to simulate a massive attack against 25th NORAD division.

On the first day, the division's direction centre ran the war. On the second day, the division's back-up interception control centre ran the war. Both forms of control got a thorough workout from the large faker force.

During the exercise, the B-57s used all their electronic wizardry to foil the control capability, 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 tried to sneak his supersonic

bombers, played by the CF-101s and the F-106s, through the dazzled defences. At the same time, he sent his T-Birds through low-level. It was a well organized attack.

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

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 traditional here over the years.

We're Doing Our Thing

OTTAWA (CFP) -- Anything unusual happen in the Canadian Armed Forces today?

Rather a lot, Canadians are finding out at Canadian Forces Display Toronto, Vancouver, and Exposition des Forces Canadiennes 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 Protector 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 defence.

A Comox Argus long-range patrol aircraft was operating from Pago-Pago in the Samoa Island chain, Pacific, and in Greenwood Argus, 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/Pakistan border.

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

aircraft from St. Hubert was on route to Gander and Shannon, Ireland, with NATO supplies, and another, destined for Arctic duties, was on route to Winnipeg and Edmonton.

An unknown appeared in the North American air 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 wrapped up a deployment mission at Meaford, Ont., and the 160-man contingent was heading back to Petawawa in 35 vehicles.

Members of the 1st Battalion, Royal 22nd Regiment, who took part in the Cardiff Tattoo in Wales, were departing there for Germany.

Four rescue aircraft (para-rescue 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 Kitimat, 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. 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 left.

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

A Labrador rescue helicopter had been dispatched from Summerside to Chandler in the Gaspé 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 squadron was alerted by the Rescue Co-ordination center to prepare a Para Rescue team to proceed to Active Pass and investigate an overturned boat. Captained by Captain T. Huisman, Albatross 9301 took off, located the boat and landed nearby. The crew experienced great difficulty in handling the aircraft in the water due to strong currents and five foot waves. Investigating the overturned boat via scuba gear they found no one in the vicinity and 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 Swassen 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 Albatross 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 and 15 minutes on search before the missing Piper was reported "safe".

SAR Meyer also had its beginning on the 11th. 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 MAT's aircraft flying at 40,000 feet. The distress call was relayed to Edmonton, then 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.

Landing on the lake the crew 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 last leg of their trip.

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 Catholic priest flying a home built Jodel aircraft from Wills to Valmon, 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

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 Alirevacs. 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 transferred to an awaiting Squadron Dakota and flown to Vancouver late last night.

At the time of writing all aircraft are airborne, 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."

— A Macphoto

All "Go" on Green Express

Nearly one thousand soldiers 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 enroute to the NATO exercise "Green Express" in Denmark.

Groups of two or three vehicles will depart Petawawa for Uplands every two hours from 2 p.m. Friday until Thursday afternoon of next week. The convoy will take Highway 17 from Petawawa to Carp, then highway 7 to Baseline Road, Riverside Drive to Uplands.

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 Hamilton, the Canadian contingent will

Join other units of Allied Command Europe's Mobile Force from Italy, Luxembourg, the United Kingdom, the United States and Denmark for a five-day land exercise September 20-24.

The first of almost 100 flights leaves Uplands at 9 p.m. Saturday September 11, with an advance party headed by Major J.D. McElroy, second-in-command of the 2nd Battalion, The Canadian Guards.

The Canadian troops return to CFB Uplands by air September 27 to October 4.

About 200 Air Transport Command ground crew at Uplands, Goose Bay, and in Denmark will support the airlift.

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 exercise.

UNISKINS by mac



Nighthawks Nest

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. Far from 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 bag himself a deer this year, at a cost, were 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 ad, 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 at all.

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

it will only run on Italian batteries, or on an extension cord made of spaghetti.

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 instructions for their use, including the suggestion that walnuts be used as bait. This prompted the DAO of the day, Guy Sullivan, to rebel. Said Guy, "As a fairly senior captain, I get paid peanuts. Why should a mouse get walnuts?" Anyhow, the number of catches logged by the traps 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 mouse.

A welcome addition to the QRA the other day was the BFoodsO herself, Diane St. Laurent, who joined the troops for lunch. Unfortunately, she forgot to bring the wine steward along, so the candlelight luncheon lost some of its sparkle, but it was an auspicious occasion anyway.

Stu Baines, who is out to get his money's worth out of his free medical benefits, has found a new way of hooking his emergency oxygen bottle directly to his nose, thereby by-passing the machinery so beloved by safety equipment 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.

And finally, it would be poor indeed to end the column without mentioning the stalwart efforts of Don Marion, who kept the column going while the regular correspondent was drowning in the Mediterranean, or at various bars adjacent thereto. Merci beaucoup, as we say in the Canadian Forces these days.

Rumour of the Week: John Clark and Erwin Sippert are fighting over the survival course. The loser gets it.

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— A Macphoto

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We're Doing Our Thing

Continued from page 1

Bay. 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 personnel, alert squadrons and ships. Most of the fleet was in Halifax or Victoria after a month's strenuous 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, Cambodia, 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, Ont.

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

The Vancouver rescue centre reported that the para-rescue team which jumped onto the hillside crash site of the Beaver float plane, had established there were no survivors in the crash. Attempts were being made to remove the dead to base camp.

Also out of Vancouver, a mercy 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 Sept. 7.

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

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 CFB by Capt (A) Ted Bowman, former editor of the Greenwood Argus)

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DEMONS DOWN UNDER

Part 2
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 Whenuapai 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 cameraman's generosity that an extra 100 feet of film was shot for mailing to CBC-TV. Major Dunbars airborne 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 McNeill 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 ham, 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 commissioning of the operational support ship Protector 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 Protector, 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).

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

Trackers Track Manhattan



TRACKER AIRCRAFT of anti-submarine squadron 880 at Shearwater, N.S. have deployed to high ARCTIC to carry out ice reconnaissance for supertanker Manhattan 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 premiere is scheduled for Sept. 15.

Sentinel takes a behind-the-scenes 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 Britain."

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

COLORADO SPRINGS, Colo. (CFP) -- The man who soon will head up the Canadian Armed Forces began a week-long Canadian 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.

9th with a side trip to the auxiliary site at Byron Bay in a Federal Electric light aircraft. A brief stop-over at Churchill precedes 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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DEMON DOINS

The past few weeks have found the Demon aircrew hard at work 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't really 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 afoot to overthrow the present hierarchy. 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 departing 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 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 flat?

When the band took a half

time break the mess members were treated to an impromptu performance by the one and only Wayne "Please Release Me" Sled. After much pleading and "enticing" he was brought to the stage where he gave a heart rendering rendition of everyone's favorite song.

The Demons are on the move again with the east coast training periods coming up. Crew 6 and assorted guests from operations will leave Wed. for a two week stay in Bermuda. They are heading the trainex flying program 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 training 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 line Nav.

The crew that carried the 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 accompanied by photos.

In closing remember that this is the week of the pilots and engineers meeting.

U'ALL TO MARPAC

Commander Thomas J. Keefe, Jr., U.S.N., of Washington, D.C., has joined the staff of the Commander Maritime Forces Pacific at Esquimalt as Senior Staff Officer Combat Readiness. Cmdr. Keefe, a submarine specialist served in Washington before taking up his present appointment. He and Mrs. Keefe, their daughters Alyson, Michele, Lauren, Shannon Lee, and son Brian are making their home at 1737 Rockland Avenue, Victoria, (CFP).



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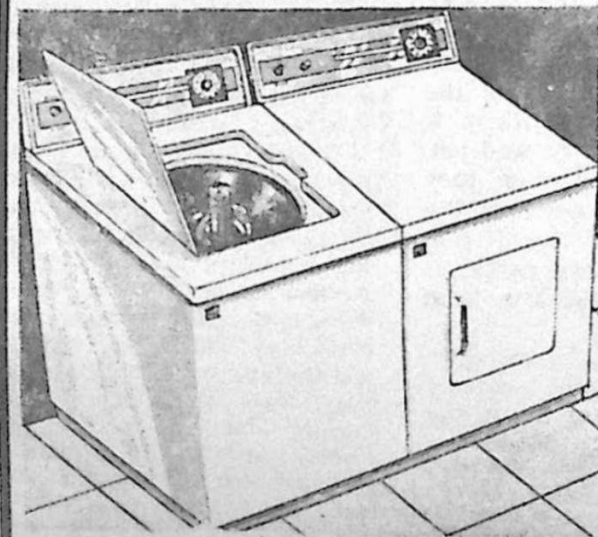
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SATURDAY

FUNGUS FEATURES

by mac

WELL THE GRUNION RUN WASN'T TOO BAD THIS YEAR

YEAH, BUT THE SALMON WERE PATHETIC.

HOW ABOUT THE MAJOR FROM TREN-
TON? TOOK AN 8
FOOT PRAM AND A
RUSTY HOOK HALF
WAY TO POWELL
RIVER AND BROUGHT
IN FOURTY POUNDS
OF COHO?

WELL, RHIP*

* RANK HAS IT'S
PRIVILEGES

From up in my perch

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 regimental 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 senior. Even during Custers 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 the General.

The battle raged on all day and at last there was a General and a few men 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 niche in history had been carved for him, one of Sitting Bulls pet chiefs sneaked up from behind and zapped him dead with one swift blow. That chiefs name, incidentally was Chief Hell Yeller.

Among the remaining privates confusion reigned supreme. Only one decision was reached. They made themselves all corporals. The rest of the battle is history.

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 Vancouver there is an old duffer who added another rank to himself for my benefit every time I visited the place. Unfortunately for him I was posted to Comox just before he became a Brigadier.

I met one old gentleman in 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 visited Africa during the Boer war. On extra special occasions he used to dress up in an old highlander uniform that had four sergeant majors stripes on the sleeve.

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 in the place. "Now" he said with a smirk "I'm the oldest and most senior veteran in the club, and nobody dares to call me 'Sonny' anymore." "Funny thing though," he added with a sigh "I just don't give a damn now."

As we sat there that afternoon, 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 to the side lines to see what would happen. The oldest gent took a sip of beer, filled his pipe then fumbled for a match. We held our breath. Finally the oldest gent turned to my friend and said "Gotta match, Sonny?"

We buried my old friend the following Thursday. Rumour of the Week: All 407 Squadron RO's can expect to be cleared off of CFB Comox by the end of October. 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. Mushroomer: 442s favorite 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 Ottawa.

FISH FALTER AT FUNGUS FISH-IN

The recent month long fishing 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 derby was managed by the squadrons two recognized experts known as the Bobbie Twins, "Vern" and "Hognose" Brown.

Sgt. McCully took the top hardware with a 24 lb. 4 oz. Spring; Capt. Suddall took second with 15 lb. 4 oz. and Cpl. McDonald 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. Trenholm; 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. Winter.

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 conservationist of the year" went to good ol' Seemore who hasn't caught a salmon all year.

The entertainment committee plans to hold another great 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 Macphoto

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3 - Wear as a coat in mild weather.
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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 forward to your inquiries offering my services wherever needed.

Again - Thank you,

— DAN CAMPBELL

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Sunday 0900 hrs. and 1100 hrs.
Monday, Tuesday and Wednesday
1615 hrs.

Thursday and Friday 1930 hrs.
Saturday 1900 hrs.

CONFESIONS:
Saturday following Mass at 7 p.m.

Sunday before Masses
BAPTISMS AND MARRIAGES:

By Appointment.
CATECHISM: Every Wednes-

day evening 6:30 p.m. to 7:30
p.m. in the PMQ School Grades
One to Eight.

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

CYO: Meeting 7 p.m. every
Sunday evening in the Parish Hall.

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 Par-

ade. 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 possi-

ble.
SUNDAY SCHOOL REGISTRATION:

PMQ School, Sunday Sept.
28 from 2 to 3 p.m. Registration

forms have been left at each
PMQ this week with the Re-

creation 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. Tea-

chers 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
p.m. for children who have

reached their 9th birthday, or
older. Choir director is Mr.

Walter Yeomans of Comox, who
will give excellent musical train-

ing to your children.
MISSION BAND: This activity of

pre-school children meets in

the Chapel Annex every Wednes-
day from 1 to 2 p.m. under the
leadership of Mrs. Vi Keller.
Mrs. Keller needs an assist-

ant 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 Con-

vention of The Catholic Women's
League of Canada is being held

in Victoria, B.C. from Sept. 15th
to 20th, 1969. The National Presi-

dent, Mrs. Valentine Fabris of
Winnipeg will chair the sessions,

which will take place at the Em-

press Hotel.

Theme of the Convention is

"THROUGH HELP, HOPE." A

Theme Day will be held, during
which workshops on Communi-

cations and Leadership will as-

sist member in endeavouring to
discover the role of the Chris-

tian conscience in bringing hope
to people in poverty. While cog-

nizant 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 Devel-

opment and Peace.

Highlight of the Convention is

to be a new social action study
program presented by the Social

Action Convener, Mrs. J.J. Mat-

thews 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 wel-

comed, Mrs. Nellie Corbin and
Mrs. Donna Miller.

A motion was passed to send
two delegates to the CWL National

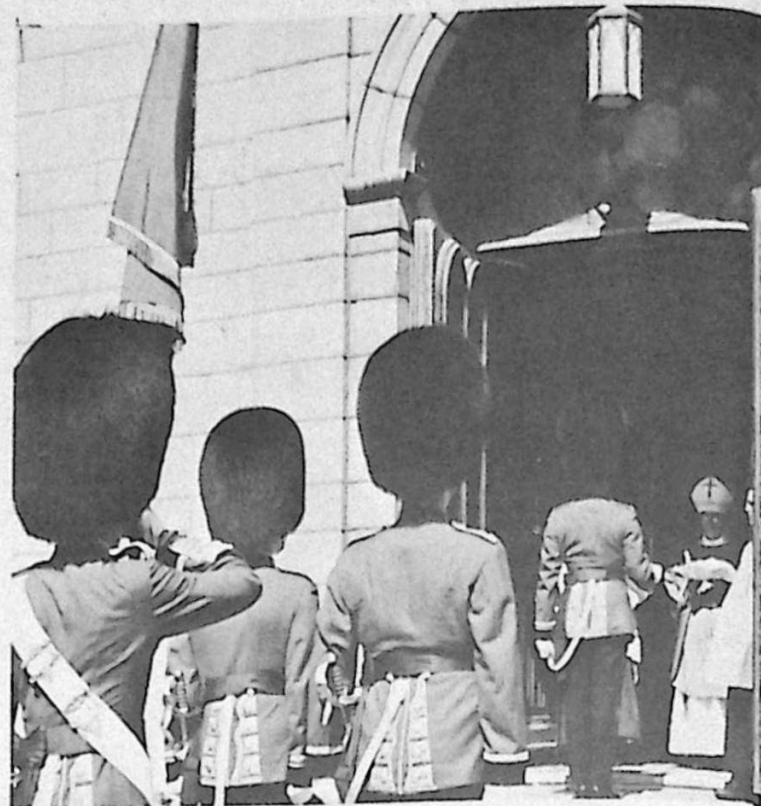
Convention to be held in Victoria
Sept. 15 - Sept. 20.

Father Jim Campbell, spiri-

tual Director, gave a brief
address stressing the impor-

tance of Catechetics.

LAY UP THE COLORS



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 some 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 Colour TV Users

OTTAWA — The Minister of 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

survey by the Radiation Protec-

tion Division were found to

emit radiation somewhat in

excess of the accepted manu-

facturing 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 com-

ponent design and partly to

servicing.

The Minister repeated that, in

the opinion of his Department,

these radiation-emitting sets

are not a significant health hazard

if given the usual degree of

respect accorded many other

household appliances. The radia-

tion was observed only at the

back, bottom or sides of the sets

not in the normal viewing posi-

tion and this, coupled with

the very large safety margin
inherent in the accepted stan-

dard, made the health hazard

extremely small. However, to

give more definite assurance of

hazard-free viewing, the Depart-

ment is suggesting the following

"Safety Rules for Color TV View-

ers":

1. Do not attempt your own

servicing; consult your author-

ized 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 ha-

bits; 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

against the wall; do not locate

chairs immediately adjacent

to the side or back.

These simple rules will

assure safety even in cases

where radiation emission is

somewhat in excess of the ac-

cepted manufacturing standard.

Unveil Model of RCAF Memorial Sept. 28

TRENTON, Ont. (CFP) — De-

fence minister Cadieux will of-

ficiate at Battle of Britain cere-

monies 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 com-

petition, has been kept under

wraps.

Trenton, the home of not the

birthplace of Canadian military

aviation, postponed its Battle

of Britain observance to the

28th to ensure the defence min-

ister 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-

dian air service, the RCAF, the

Canadian armed forces and it will

continue honoring their achieve-

ments 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 ad-

ja-cent 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 activi-

ties, a hall capable of handling

400 delegates to conventions

such as those of the RCAF As-

sociation, and various archival

arrangements.

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

Marlene.

But unlike the songs of the

first world war, the song Lili

Marlene was sung by soldiers

on both sides.

It began in Germany and was

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.

While in northern Germany

Mrs. Magnus plans to visit her

mother, the lady whose song is

well remembered by thousands

of Canadian servicemen.



CAPT. GERRY DEVERELLE'S two youngsters greet their dad on his arrival back home after an absence of thirty days in Kangaroo Land.

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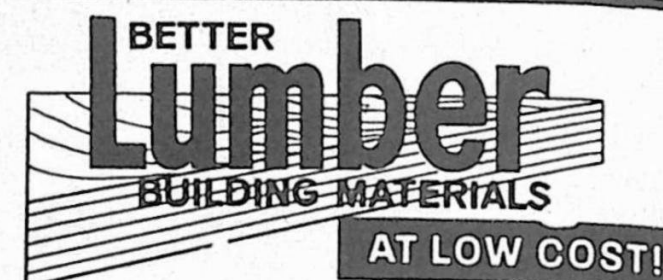


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the bright, clear, lager beer.



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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. Really!

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 Gentleman 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 Marv 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.



STU BAINES and his wife pause in their rally car to hand over their card at Check Point Three during the car rally last weekend. 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 scavenger 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 they act as a route control. That is to say, if they get off the route they cannot answer the questions. As well as looking for questions, you are checking the mileage to make sure it is correct, plus the instructions. Now the real fun begins. You amass all this material together 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 cars. 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

the use of a mileage indicator.

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 reproducing 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, ranging 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 in the table below all the points 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 questionnaire and the scavenger. 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

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 inscribed, second prize was \$20.00 in merchandise plus \$10.00 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 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 few more next spring, until then... Cheers.

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

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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 required 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. Undoubtedly 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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INTERSECTION SOFTBALL

For the seventh time in eight years, the 407 softball team powered itself to a decisive victory in the intersection finals. They defeated a gallant MP's team. Although 407 won the best of five series 3-0 with scores of 7-5, 8-4, and 8-1, they were all hard fought contests and at any time bar a few breaks, they could have gone either way. Norm Haney was once again called upon for some fine pitching and this coupled with his general handling of the team, proved too much for the opposition. For instance stalwart Dave Currie was placed at the bottom of the batting order because of his lack of hits in the first two games. Feeling the pressure, Dave sparked his team with a three run homer in the last game that seemed to make the final outcome pretty obvious to anyone. From then on it was clear sailing. Good fellowship showed throughout the game and after there were refreshments laid on at the Totem Inn Annex for all participants. In the regular season, except for one game lost by default, 407 was undefeated. They won the quarter finals 2-1 in a best of three series. Then on the merit of their top standing they were granted a by and finally met the MP's in the finals.

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 year, as he is leaving the service. He will be sorely missed by all, not only on 407, but also on the station softball team. Good Luck in your new endeavors Norm!

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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 brislet. Make incisions to enable you to remove the neck (along the back of neck, not along the throat) then salt well.

BIRDS - Plug nostrils, ears, 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.

Ship hides in burlap bags, wooden box, or some other ventilated container, do not use plastic bags if there is any danger of being subject to heat or sunlight.

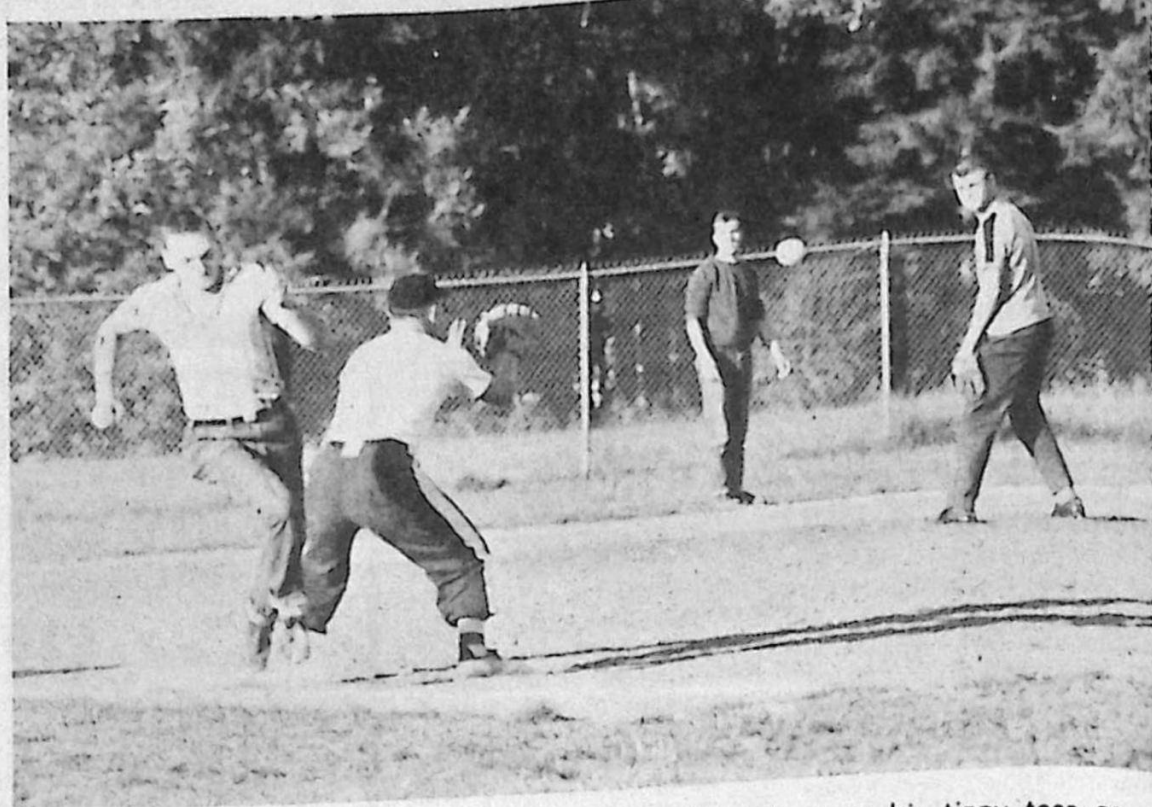
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SMITTY (Cpl. G. Smith) of 407 lumbers across first base on his tippy toes as the ball seems to hang in mid-air like an over-ripe orange. Smitty is on with a base hit in final game of intersection softball. 407, paced by Dave Currie's third inning 3-run homer, became intersection champs for seventh time in eight years. — A Macphoto

CURLING SOON!

The executive of the Comox Valley Curling Club at a recent meeting, have decided on the following programme for the forthcoming Winter Curling Season. 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 the Club.

2. Opening Bonspiel - Curling for the 1969-70 season will commence on the weekend of the 11 Oct. with the Opening Get Acquainted Thanksgiving Mixed Bonspiel - Phone the Bonspiel Chairman Art Meyers at 334-2850.

3. 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 the Club and deliver a few rocks for fun Saturday and Sunday afternoon and Sunday evening.

4. Hangover League - The 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 the 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 mornings.

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

working, the unemployed, as well 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 nice out from the family and away from the house. Housewives and teachers particularly enjoy this league as well as the working woman. Come on out and enjoy yourself with 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 leads, from the list of curlers 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 selection.

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 third 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 people missed the boat by not registering early. To help alleviate this situation the club is expanding the league to 36 rinks 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 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 in fees over last season.



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500	\$8.33	\$10.00	\$13.33	\$16.67	\$20.00	\$25.00	\$33.33	\$50.00	\$83.33	\$166.67	\$500.00	\$500.00
1000	\$16.67	\$20.00	\$26.67	\$33.33	\$40.00	\$50.00	\$66.67	\$100.00	\$166.67	\$333.33	\$1000.00	\$1000.00
1500	\$25.00	\$30.00	\$40.00	\$50.00	\$60.00	\$75.00	\$100.00	\$150.00	\$250.00	\$500.00	\$1500.00	\$1500.00
2000	\$33.33	\$40.00	\$53.33	\$66.67	\$80.00	\$100.00	\$133.33	\$200.00	\$333.33	\$666.67	\$2000.00	\$2000.00
2500	\$41.67	\$50.00	\$66.67	\$83.33	\$100.00	\$125.00	\$166.67	\$250.00	\$416.67	\$833.33	\$2500.00	\$2500.00
3000	\$50.00	\$60.00	\$80.00	\$100.00	\$120.00	\$150.00	\$200.00	\$300.00	\$500.00	\$1000.00	\$3000.00	\$3000.00
3500	\$58.33	\$70.00	\$93.33	\$116.67	\$140.00	\$175.00	\$233.33	\$350.00	\$583.33	\$1166.67	\$3500.00	\$3500.00
4000	\$66.67	\$80.00	\$106.67	\$133.33	\$160.00	\$200.00	\$266.67	\$400.00	\$666.67	\$1333.33	\$4000.00	\$4000.00
4500	\$75.00	\$90.00	\$120.00	\$150.00	\$180.00	\$225.00	\$300.00	\$450.00	\$750.00	\$1500.00	\$4500.00	\$4500.00
5000	\$83.33	\$100.00	\$133.33	\$166.67	\$200.00	\$250.00	\$333.33	\$500.00	\$833.33	\$1666.67	\$5000.00	\$5000.00

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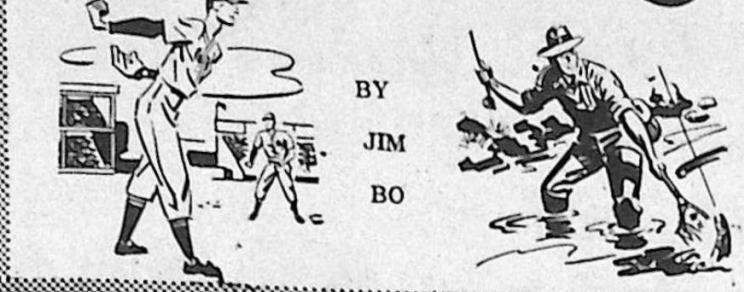
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SPORTS



Canada's Brigade do it again

This time they overpowered their Canada-side mates in almost every event of the 3rd National Forces Track and Field Meet held at CFB Uplands, Sept. 11 and 12.

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 from the "Van Doo's" also took the forces softball championship

earlier this summer at CFB Borden.

Records tumbled in spite of the cool temperatures and stiff breezes. 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 Air Transport Command four points.



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.

—(photo CAF)

Ball Crown Leaves Country

Softballers from 1st battalion, the Royal 22nd Regiment, returned to their station at Werl, Germany, last week taking with them the forces 1969 ball crown.

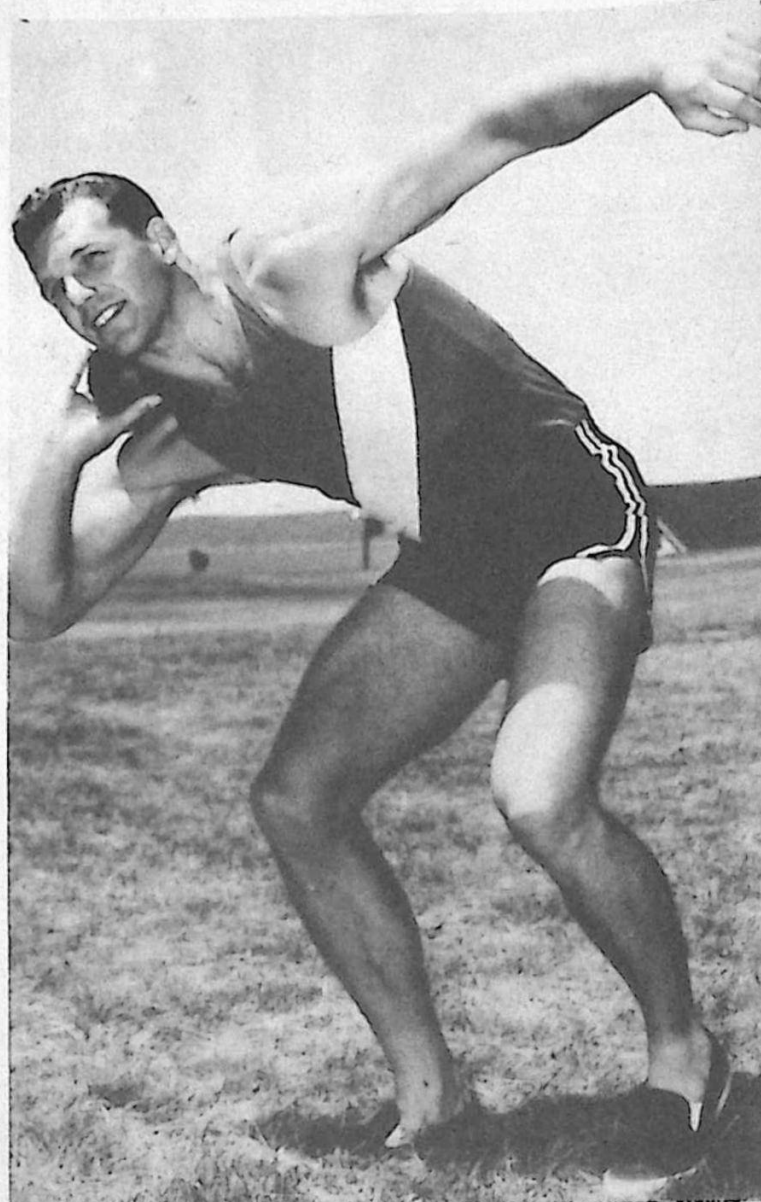
The Van Doo nine, representing zone nine, lost only two of their eight contests in the week-long round robin tournament played here Aug. 21-26. They dropped a 2-1 decision to Borden hosts and were trounced 7-2 by Halifax.

It was a four-way tie for second spot. Bases Cold Lake, Alta., (zone two), Bagotville, Que., (zone six), Rockcliffe, Ont., (zone four) and Comox, B.C., (zone one) had identical 5-3 win/loss

records. Their standing in the tournament was decided on total runs for and against.

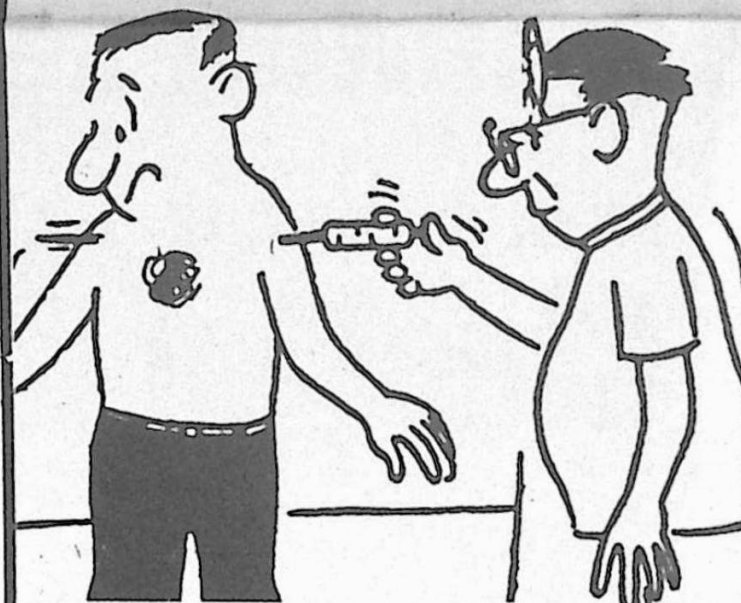
The big day for the Van Doo winners was Aug. 24. In a double header they trounced the Chatham nine 7-3 and in an evening contest behind Pte. Pierre Lessard's eight hitter, defeated Comox 11-4.

Van Doo Cpl. Don Davidson took pitching honours during the tournament. In the hickory department Rockcliffe's Pte. Jack Seath hit safely 13 times and Van Doo Corporals B. Oliver and Bernard Therien each had 12 safeties.



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CANADIAN FORCES BASE COMOX Base Theatre Schedule September 1969

Friday, Saturday, Sunday - Sept. 19, 20, 21

FOR LOVE OF IVY

Sidney Portier - Abbey Lincoln

Friday Sept. 26

**A MINUTE TO PRAY,
A SECOND TO DIE**

Robert Ryan - Alex Cord

Saturday, Sept. 27

ONLY WHEN I LAUF

David Hemmings - Richard Attenborough

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Thurs. Fri. Sat. Sept. 18-20

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MGM presents

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Edward Lewis Production of

the fixer

Also

Sophia Loren

GHOSTS, ITALIAN STYLE

Color

Mon. Tues. Wed. Sept. 22-24

SAVAGE HELL BREAKS LOOSE!

THE RIDE TO HANGMAN'S TREE

TECHNICOLOR - A UNIVERSAL PICTURE

Also - Charlton Heston

"COUNTERPOINT"

Thurs. Fri. Sat. - Sept. 25-27

J. Stewart - Dean Martin

"BANDOLERO" and

"COME SPY WITH ME"

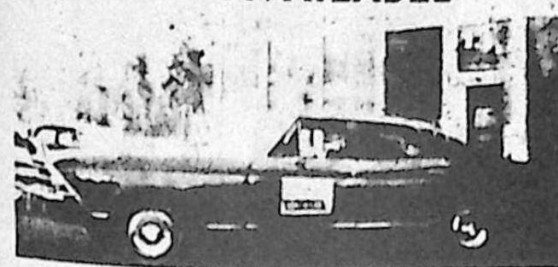
Mon.-Wed., Sept. 29, 30, Oct 1

Gene Kelly

"BRIGADOON" and

"THE GREAT WALTZ"

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Officers Mess Schedule

September 1969

Friday 19 - Monster TGIF

Saturday 20 - Open

Friday 26 - Seafood TGIF

Saturday 27 - Fall Formal
Reservations Friday, Sept. 19

Every Monday

Jugs of Beer \$1.00

the totem inn lounge
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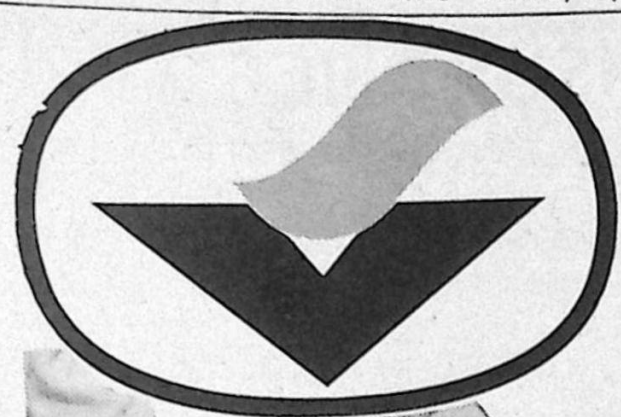
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Mix or Match ... 2-LB. POLYS

YORK • FROZEN

Broccoli 10-OZ. PKGS. **2 69¢**

YORK • FROZEN • WHOLE

Green Beans 10-OZ. PKGS. **2 79¢**

YORK • FROZEN • PIC-A-PAC

Vegetables 3-LB. PKG. **89¢**

YORK • FROZEN

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