



TOTEM TIMES



Lieutenants Feel the Raiser's Edge

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Airborne GCI Controls Nighthawks

Quite often, fishermen with sharp eyesight or good binoculars spot Voodoos at the end of contrails far out over the Pacific Ocean. How do they get there? Who controls them? What sort of nonsense is this anyway? The Pacific is for the exclusive use of 407, the gallant gourmet and flight lunch organization. What are these kerosene kiddie kars doing out there?

It all began a few years back when air defence commanders noted that bombers could stand a few hundred miles off-shore and lob air-to-surface missiles at the North American continent. Such activity could take place well beyond the range of shore-based radar, and it meant that Canadian and American cities could come under attack without anyone being the wiser. At least, not until the bombs hit, when some sharp soul would undoubtedly deduce what was happening. To plug this hole in the defence, the EC-121 was contrived. And

just what is an EC-121? It is a Super-Constellation, from which the plush, have been removed, and the bar, have been installed. The whole mess looks a trifle ungainly, but it works, and it enables NORAD region commanders to keep an eye on what is going on out over the ocean.

And so, the EC-121 lumbers along over the ocean, keeping a beady eye on airborne objects returning nose-cones. But what else does it do? It has the capability of controlling fighters, just as do ground-based radar sites. To be able to do such a thing when needed, the controllers on board the EC-121 must practice constantly. And this brings us back to our first question: What are those Voodoos doing miles out over the Pacific?

Under the control of one of the EC-121s, the Voodoos are practicing interceptions, just as they would if they were working with their usual control agency at McChord. While the work is roughly the same for the Voodoo crews, it is quite different for the controllers, who must contend with spotter radio contact, a moving platform, and the fatigue that comes from being airborne for extended periods in a noisy, vibrating airframe. Ask any Argus aircrew.

This week's proposed visit to Comox by an EC-121 and its crew would have been an opportunity for some of the Nighthawks to go aboard the airplane and see for themselves the problems encountered in working an airborne control agency. It would also have been an opportunity for those who couldn't go aboard the Comie to brief the day's work personally with the controller, something which doesn't always happen. For the controllers, it would have been a chance to have a first-hand look at some of the problems which beset interceptor aircrews when they are separated from their nests by large bodies of water. Unfortunately, operational considerations dictated that the visit be postponed until a later date.

The EC-121 is a most impressive piece of gear. It looks a trifle ungainly. (Trifle, hell; it looks as though it was designed by a committee of computers). But, unlike something that was designed by a committee, it works, and it works well. It has a range and endurance second only to the hundred-eyed, two-hundred-limbed Argus of Canadian mythology. It has more radars, radios and other electronic equipment than you can shake a hydro bill at. And, it has reliability. The grand old Connie lumbers along shooting out sparks and electrons day after day, keeping their electronic eyes on the seaward approaches to the continent. Along with them go the Voodoos from 409 Squadron looking nervously at all that water. At least it's a good excuse for a survival course in Sardinia.

For Regular Force personnel the increases vary with rank and occupation. A recruit undergoing basic training will receive an additional \$15 per month. Increases in the basic rates for corporal range from \$14 per month in lowest skilled trades to \$31 per month in the highest. Progressively larger increases have been awarded to the more senior non-commissioned officer ranks. Pay for a captain with two years in rank will be increased by \$35 per month. A major with eight years in rank will receive \$63 more per month. The basic rate for lieutenant-colonel is raised by \$57 per month.

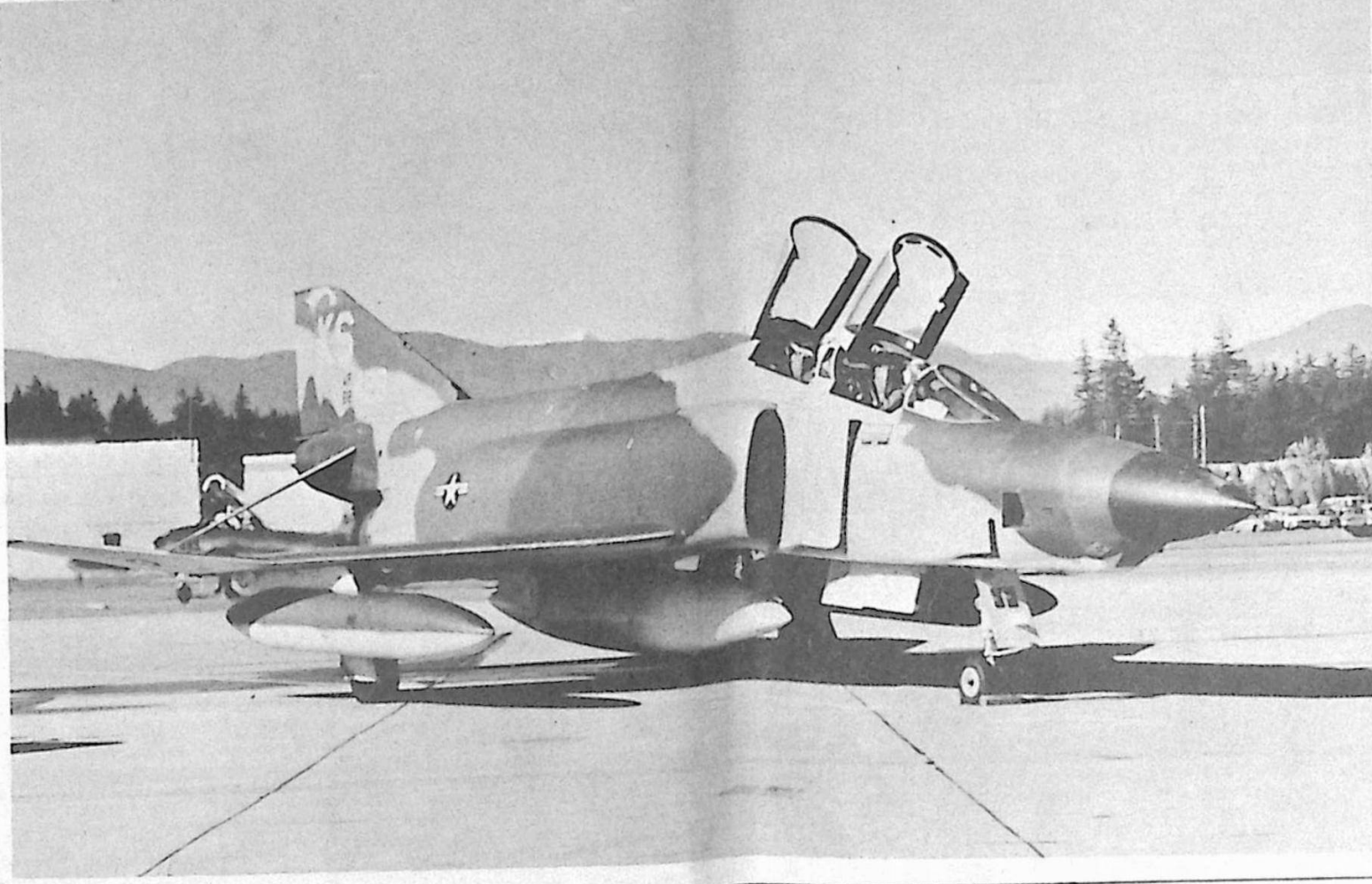
As part of the revised pay structure, all personnel are now eligible to receive incentive pay increments on an annual basis. Previously, most officers received these increments every two years while all other personnel received them annually.

The increases result from studies carried out by a joint Treasury Board-Department of National Defence Advisory Group set up last December.



"FILL 'ER UP, wipe the windscreen, check the oil, water, battery, tires and here's my credit card," says General Sharp to the change attendant of our fly-in service station Cd. Nichols.

— A Macphoto



Duke Making Award Tour

OTTAWA (CFP) -- The Duke of Edinburgh will launch a 15-day, 11-city private tour of Canada on Oct. 16.

He will visit 20 schools, cadet corps and youth sports training centers in support of the Duke of Edinburgh's award scheme.

Cities to be visited include Saint John, N.B.; Ville St. Laurent, Que.; Ottawa, Kingston, Peterborough, Toronto and London, Ont.; Calgary, Cranbrook, B.C.; Vancouver and Victoria.

Major - General George Kitching, national co-ordinator of the awards scheme in Canada, will accompany Prince Phillip throughout the visit involving more than 50 public appearances.

During the tour, Prince Phillip will see and chat with most of the 4,500 boys and girls involved in the Canadian scheme. He will also present gold award certificates and badges to youths who have attained the top qualifications standards.

Prince Phillip is flying an Andover aircraft of the Queen's flight.

The award scheme was initiated in Britain in 1956 by Prince Phillip and was introduced into Canada in 1963. It is a program of activities designed to encourage young people between the ages of 14 and 20 to make the best possible use of their leisure time.

Demons Meet the Press

On Thursday, 16 Oct. 407 (VP) Squadron were host to members of the press. The group, totalling 18, represented all the various aspects of the news media on Canada's West Coast. By following a program a full day in length they were introduced first hand to the type of operations that face the Demons on a daily basis.

The tour began by having two Demon Argus dispatched to provide transportation for the press who came from Victoria and Vancouver. The group was then returned to CFB Comox where they received a briefing by the Commanding Officer of 407, Lt. Col. J.S. Middleton. While on the ground they were given a tour of the facilities available to the Squadron. These included the servicing, engine and armament bays.

The members of the press then attended briefing with two Demon crews. This was the prelude to the main item of interest for the day. It was at this stage that they embarked on an operational Argus flight.

The flight was of three hours duration during which they were able to directly observe the team work and expertise required for actual ASW operations. They were given demonstrations of the techniques used in everyday crew flights. The trip was programmed to operate in the Squamish training area off the west coast of Vancouver Island. While on the patrol the members of the press were able to converse with the crew members and to actually operate some of the equipment.

The main event of the trip was a chance to enjoy a CFB Comox box lunch. The station flight feeding section really outdid their normally fine contribution to the health and dietary condition of the aircrews.

A very fast and furious day came to an end with the return of the press to their various embarkation points. It is truly felt that although they had a limited look at Demon operation, some insight into the role of the Squadron and CFB Comox was gained.

Marshmallow Madness

As Canadians at home celebrated Thanksgiving last week-end soldiers serving with Canada's NATO Brigade were on the move from their home forts in northwest Germany to begin their final and most realistic large-scale manoeuvres of the year.

The exercise, code named "Marshmallow", takes place 13 to 24 October over a wide area of north central Germany near the historic cities of Munster and Hameln.

The Canadians are cast in their favorite role of the "bad guys" and as part of the enemy force will be on the offensive throughout the exercise. Canadian Brigade commander Brig. Gen. J.C. Gardner, Regina, who commands the entire "enemy" force, has a formidable mixture of NATO troops under his direction.

In addition to his own 5,000 man brigade, General Gardner will direct two German Army units, the 194th Panzer Battalion and a reconnaissance company of the 7th Panzer Grenadier Division, plus the 15th Parachute Battalion, a British territorial volunteer reserve unit specially brought over from England for the exercise.

The "enemy" will also have air support from 403 Squadron, flying Iroquois helicopters and 429 Squadron, flying Buffalo aircraft. Both squadrons are part of 10 Tactical Air Group with headquarters at Canadian Forces Base St. Hubert, P.Q., and have arrived from Canada to participate in exercise "Marshmallow". In addition, fighter ground attack and reconnaissance support will be provided

by aircraft from 2nd Allied Tactical Air Force.

Commanded by Brig. R.L.C. Bixio, the defending force will be composed of light, mobile armored units supported by battalions of all arms drawn from 1 (British) Corps, part of the British Army of the Rhine. Exercise controller and chief umpire for exercise "Marshmallow" will be Brig. J.K.J. Douglas-Wether, chief of staff, Headquarters 1 (British) Corps.

Movies for kiddies

Honorable Mayor Pullham announced today that the PMQ council has made arrangements for free movies for the children and teenagers set on Halloween this year. This practice is becoming an annual event" the Mayor said in an exclusive interview, "it helps keep the kids out of mischief and the councillors and I get a chance to see some free movie and cartoons. A guys got to get something out of this job."

There will be two showings, the first for the six to 12 year olds will be "The Birds Do It", starring Soupy Sales and Tab Hunter, will start at 6:30. The second show starts at 9:00 and is for the teenagers. This will be a horror show called "The Angler". Both shows will have a three stooges show and two cartoons. It is rumoured that free candy bars will all be given out.

PHANTOMS VISIT COMOX

Last week, two F-4 Phantoms visited CFB Comox. The two aircraft, which are based at Mountain Home down in the sunny south, were on a routine training trip. Their stop at Comox was to determine its suitability as an alternate airfield for diverted Phantoms.

The checkout, however, was not done entirely by the airplanes. The crews, hosted by the chief Nighthawk himself, embarked upon a whirlwind tour of base and region amenities. The tour so unnerved the chief Nighthawk that on the following day he was unable to participate in the March for Misery staged by his squadron. It seems that he was keeping time to a different drummer; one who was playing a tom-tom inside his head. There is, mercifully, no record of how the Phantom crews felt about the whole thing. Suffice it to say that they invited some of the squadron stalwarts down to Mountain Home this weekend for a severe attack of massive retaliation.

KNOCKWOOD TO THE RESCUE

Meanwhile, back at the airpatch, the Phantoms, or one of them at least, were ailing. The lead Phantom had developed a hardening of the hydraulic arteries that rendered it hors de combat or even flight, and how as it going to become healthy? The Canadian Armed Forces have no Phantom planes, unless one counts the tankers that are supposed to refuel the F-5's consequently they have no experts on Phantoms. But they do have Cpl. Knockwood, who is normally employed applying first aid to injured Voodoos. Using a great deal of skill and cunning, Cpl. Knockwood was able to restore the Phantom to health, and the airplane was last seen friskily cavorting through the air, with two little green men in it.

It left behind a bunch of green-with-envy aircrew, who had hoped that the two Phantoms were the first two in a re-equipment program for 409.

MOTEF Man Amid Ocean Trials

ABOARD HMCS BONAVENTURE (CFP) -- Looking for trouble in order to avoid it -- a likely motto for the man from MOTEF.

The "man" is Col. L.H. Keelan, an air type, and MOTEF is the maritime operational test and evaluation force.

MOTEF tests new equipment supplied to maritime command under operational conditions. Analysis then enables experts to evaluate new or modified equipment before it is accepted for general use. This saves time and money.

Col. Keelan, a Winnipegger who took over MOTEF in July, is aboard this aircraft carrier to observe sea and air operations on the North Atlantic. The Bonnie, seven destroyers and the operational support ship Provider are exercising in the eastern Atlantic with ships of other NATO countries. The colonel also plans to visit the British test and evaluation organization to compare notes before returning home.

Assisting him ashore is a staff of 17 at MOTEF headquarters in the maritime warfare school at Halifax, and another 40 at maritime proving and evaluation unit, in Summerside.

Guidelines for the MOTEF approach to a challenge?

Does the equipment do the job for which it was designed?

Is it reliable in its operational environment?

Does it improve operational effectiveness?

What are the best methods of operating and maintaining it?

Of the more than 70 projects tackled by MOTEF, the biggest and most challenging is the test program being conducted aboard the Terra Nova, one of the destroyers escorting Bonaventure.

It includes an improved variable depth sonar giving Terra Nova greater underwater detection and tracking capability without limiting her speed or maneuverability. This is linked to a new, vastly superior, computerized control system. Fire power has been increased by the addition of an anti-submarine rocket weapon aimed and fired by the new computer system.

The Terra Nova also has a new mast designed to prevent interference in her forest of more than 40 radio and radar antennae, and a new kingpost to improve her capability for transferring supplies from support ships.

SUGGESTION AWARDS PAID BY NICHOLS



COL. G. H. NICHOLS performed the pleasant task of handing out some well earned cash last week. Receiving cheques are; (from left to right) Cpl. R. A. Abbors, Cpl. J. E. Munn, Col. Nichols (who didn't get one), Cpl. C. R. Masson, Cpl. R. J. Fennell and Sgt. R. M. Track. These gentlemen will soon be seen driving about the base in spanking new Cadillacs purchased with their cheques and recent back pay from the pay raise.

— Base photo

Night Hawk's Nest



The pay raise that was announced last week certainly overburdened the phone lines, what with all the wealthy captains and sergeants phoning their stockbrokers, and all the impoverished balloons phoning their friendly loan sharks. The announcement of the pay adjustments came just in time to ensure that Dilbert Dielwart will spend the next three years barely above the poverty level. It seems that Henry bought himself a car, and while he hasn't told anyone where he bought it, the dealer shouldn't be that hard to find. It's that dealership which has been closed for the past week because the entire staff has been out celebrating. Henry might not have got more money than he expected, but the dealer did.

The sartorial star of the March to Misery which was staged on the runway last week just had to be Ankles Kinney, who in a fit of preparedness had brought along one pair of gym shorts, one gym sweater, and no running shoes. Consequently, he went rambling down the runway in his gym costume and his winter flying boots, a combination so remarkable that it caused a passing Argus to backfire.

It was not the speediest march that has ever been staged down the runway. The Rec Centre staff which had turned out equipped with the latest in stop-watches and electronic timing devices soon packed them in and began using the only timing instrument that really mattered; a calendar.

The fancy Brave that assailed the squadron recently was more of a fancy fiasco, producing as it did only a great deal of training in sitting around, something which our hardened Q veterans get quite enough of. These exercises are supposed to be for battle staff training, but how the battle staff gets any training when there are so few targets in the system defies all understanding.

Perhaps keeping two crews on battle stations for over an hour is something that requires a great deal of training. It requires a great deal of fortitude, because having to listen to Hugh Fischer say, "(*&@!\$!%&?)" and all those other navy terms is hard on one's ears, no matter how long the phone line is, and no matter how great the subsequent attenuation is. Navy talk, apparently, does not attenuate.

Fred and Helen Williams are anxiously scanning the inbound flight plans, hoping for the arrival of the stork that is to bring them a squalling little income tax exemption. Within a couple of weeks, Fred will be a daddy, if your mind can accept such a thing. This week should see the arrival at Comox of an EC-121, which is sort of an airborne GCI site. By the time this column is bewitching readers, the big bird should have been and gone. If all goes as planned, the 121 should land here Thursday A.M., pick up a few of the more courageous Nighthawks, and lumber out over the ocean for a day's controlling.

The remaining Nighthawks will, airplanes willing, spend the day being controlled by their confreres. Following all this aerial gaiety, a study session will be held in a suitably quiet location. Pete Dundas, Tats Sakamoto and Bert Marcotte are currently preparing a memorable trophy for the event, and the thinking columnist will crib most if not all of it for next issue's column so he won't have to write so much humbug.

The Phantoms which visited last week proved to be a big hit with the squadron, and Brodie Templeton wasted most of a morning trying to find some roundels to paste on them. While he couldn't find any roundels, he almost had most of the bills of sale for the airplanes forged. Pete Armour has returned from Tyndall just in time to watch Gary Liddard and Brodie Templeton stumble their way through the new tactics package.

Foreign Officers Tour CFB

Senior naval officers from ten countries toured Canadian defence installations October 3 to 10 as part of a United States Navy Supply Management course. Arrived in Montreal on Oct. 3, course members visited the Canadian Forces Supply Depot at Ville La Salle and the College Militaire Royale de St. Jean. On October 6 the group arrived in Ottawa where they were welcomed by Maj.-Gen. E.D. Armour, deputy chief of logistics and attended briefing on the Canadian Forces supply system.

While in Ottawa, they also visited Canadian Forces Base Rockcliffe and toured the aeronautical museum.

The visitors flew to Halifax October 8 where they were met by the Commander Maritime Command, Vice-Admiral J.C. O'Brien.

Actually, the lectures are pretty good, but some of the questions show that some of the people never did come to terms with the old tactics package. Why bother learning something that will be superseded eventually?

The new quick release boxes, which were out here on a trial basis, have returned whence they came and no one particularly mourns their demise. It's too bad that the ingenuity which went into them couldn't instead have been applied to some form of riser release, combined with a tree-lowering device. Variations on an old theme, apparently, pass for improvements these days.

Ed Goski has embarked upon his pilot training, and even now is attempting to master the last of a vanishing breed, as the cross-training program has been scuttled. The reason it has been scuttled is that the authorities heard that Paddy O'Sullivan had applied for pilot training, and Training Command was in no shape to take him on. Besides, if O'Sullivan left CAC, Sgt. Lewis might have to come in two days a week, and as he says, "I'll make any reasonable sacrifice to get rid of O'Sullivan, but working two days a week isn't reasonable."

The Sakamotos have finally been reunited with their furniture after a separation of months and months. Actually, it's a clever plot on the part of the moving company, which figures, "If we keep it for a long time, they won't remember what they had, and then they can't say we lost it."

Another nomad, Tom Murray has also found a place to pitch his tent, or tents. After searching for a lengthy period, he was able to find suitable accommodation for his brood down at Union Bay. To save driving home, he plans to eject over the homestead on his last sortie each day. On Friday nights, many of us might be well advised to adopt such a practice.

And lastly, there has been no sign of a new car in either the Sterne or the Morrison driveways. However, a junk dealer went by their parking spots the other day, and it was only with difficulty that he was dissuaded from hauling their heaps away. Thought of the Week: Fight Poverty: Take a Balloon to Lunch.

Triple Talent Tracker Team

ABOARD HMCS BONAVENTURE (CFP) -- John Pratt, who helped to produce the wartime Navy Show, once wrote a song called "You'll Get Used to It" which turned out to be a big hit with servicemen everywhere. It was an apt song title in its day and might be applied today in this age of integration and unification of the Canadian Armed Forces.

Like, would you believe, a soldier flying an airplane off an aircraft carrier? And that's not all. This soldier's the copilot, the pilot himself is an air force type and the air crew operators are sailors. No kidding. This is really happening aboard the Canadian aircraft carrier Bonaventure.

But, like the man said, "You'll get used to it!"

The hybrid crew assigned to Tracker squadron VS 880 aboard the Bonaventure has a crew commander, Capt. Walter Svenson, 29, of Rosemary, Alta; co-pilot Capt. Donald Chambers, 33, of Toronto; senior ASW systems operator, Leading Seaman Hans Baak, 27, of Scotland, Ont.; and junior operator, Ldg. Sea, Ray Baakey, 29, of Vancouver.

Capt. Svenson got his wings after graduating from the regular officer training plan. He then spent three years flying in Argus long range patrol planes of maritime command. Two years ago he responded to a call for volunteers to qualify as Tracker pilots. He spent a year as co-pilot in Trackers before becoming a crew commander this year.

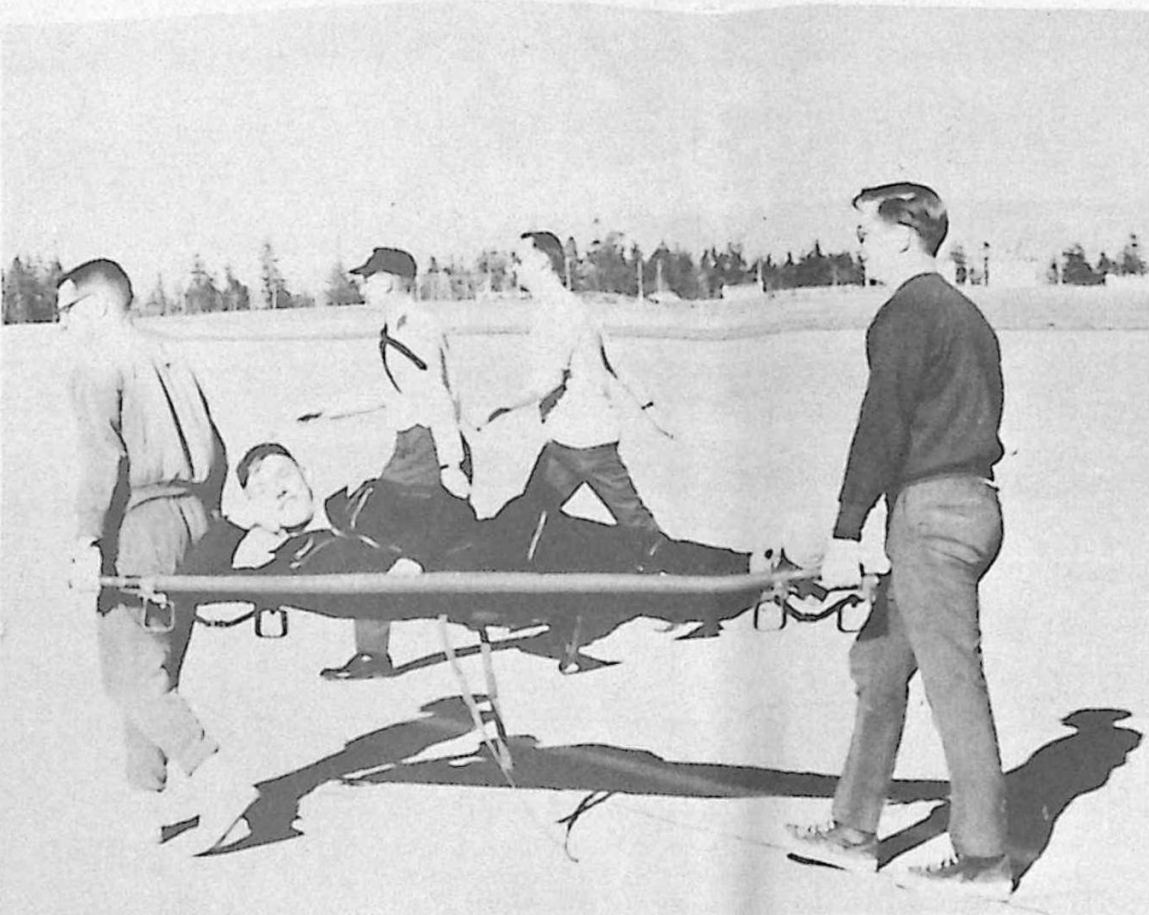
Capt. Chambers got basic training in both fixed wing aircraft and helicopters with the army service corps. He was serving as second-in-command of a transport company at base Petawawa, Ont. When he was asked whether he would be interested in flying Trackers from an aircraft carrier.

"I couldn't imagine anything further removed from what I was doing," he said, "I was intrigued with the idea, and naturally agreed." The Bonaventure is the first ship Capt. Chambers has sailed in "except for ferry rides in Toronto harbour".



YOU WOULDN'T LAUGH so hard if it was your shoes says Demon Driver Middleton as he returns that ill-fated eagle to its noble nest in Nighthawk Haven. The exulted eagle was returned to 409 Sqn. after a hasty trip to Greenwood by 407 Demons who risked life and limb to rescue the poor bird from the hands of Big Bad Buffalo Squadron.

— Base photo



LT. HENRY DIELWART shows a classic reaction when informed of the fantastic pay increases for balloons. So deflated is he that these two 97-pound weaklings have no difficulty hefting him during 409's recent walkathon.

— A Macphoto

Coboc Cacophony

BEWARE, all you young lieutenant bachelors for the day of so-called judgement has descended upon you and the decision passed is that you are no longer worth your former salary, and possibly the next decision to be made is that lieutenants are no longer needed and one will automatically go to the rank of captain. When the new so called "Mid-cycle Pay Increases and Revisions" was put out on Friday it was noted that the rank of Lieutenant was no longer of any value and consequently why not knock the bottom out of their salary. This little point was achieved with the sloppiness of an amateur butcher attaching a side of beef. Out of the clear blue sky, with the cost of living increasing daily, the powers to be saw it fitting to cut the salary from \$724 to \$628 basic for navy, and down to \$650 for pilots. But do not despair, there is a little point called "Human Rights, Rights of the Human, Habeas Corpus, Invested Rights", or something like that which states a person's salary can not be lowered if a new "REVISION" comes into effect but, there is also another point that says with "special orders from her Majesty your contract becomes void and you will accept the new contract terms without

question", this is translated to mean that if they want to change your status once more in any fashion that they can do so as well as lowering your salary. Now, granted, you will not have your salary lowered, but then on the other hand, if you look at the message you will note that officers commissioned after October 1st, 1968, will not receive their first pay raise that they have been looking forward to, but will have to wait till 1971 when they will receive a glorious increase of around \$24 and at which time the cost of living will have more than tripled itself by that point. Those lieutenants that have just received their first pay raise will receive a lovely raise of approximately \$10 in 1971. Now you may ask why is this so and why must I wait till 1971 to get a lousy \$24 bucks. Well, it seems that the lieutenants' salary is so high now in contrast to the new scale that it won't be till 1971 that the new "Band Wagon" catches up with you.

This is just a quick example of the new pay scale and what the government is doing in order to encourage young officers to make a career of the military. Remember, if you have an education come and serve your country like a true patriotic ci-

tizen and we will make your life very rewarding. You have all seen the signs that display this idea, so don't be dishearted, remember, you are serving your country like you should and you are supposedly being rewarded in an equal fashion. Possibly one should start working in accordance to their salary at which time not a damn thing would get done around here.

Coboc will be losing three of their members who are off to the OTU for their long and hard training period. We hope to see the smiling faces of Stu, Ian, and Lance around our mess again once they have finished their hard work, and have had their first pay raise to put up with the young ladies at Bagotville. Good luck to the three of you and hurry back to good old Comox as soon as you can.

Is there any truth to the rumour that a certain man driving a blue MG, who lives in quarters, is burning his candle at both ends, and that there will soon be wedding bells playing in order to snuff out the flame on one end. And, it has also been noted that Flying Phil is sure travelling to Vancouver quite often in order to partake of the coastal life. I wonder what the big attraction is over

(Continued on page 3)

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Safeguarding Safeguard

WASHINGTON (CFP) -- The Pentagon is sweetening the Safeguard budget so research and development won't grind to a halt, says the U.S. defence department.

Congressional decision on the anti-missile defence program

hasn't yet been reached. Western Electric is doing the R & D, and the extension of \$55 millions will carry the project as far as Nov. 3. The extension is part of a one-year \$249,649,444 supplemental contract for Western's R & D.



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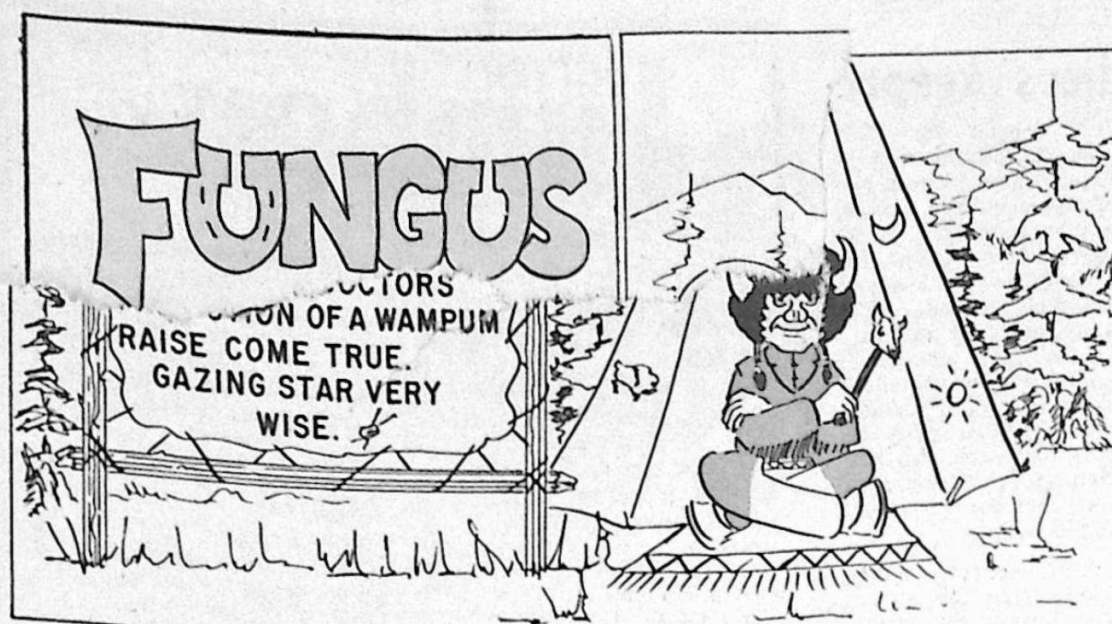
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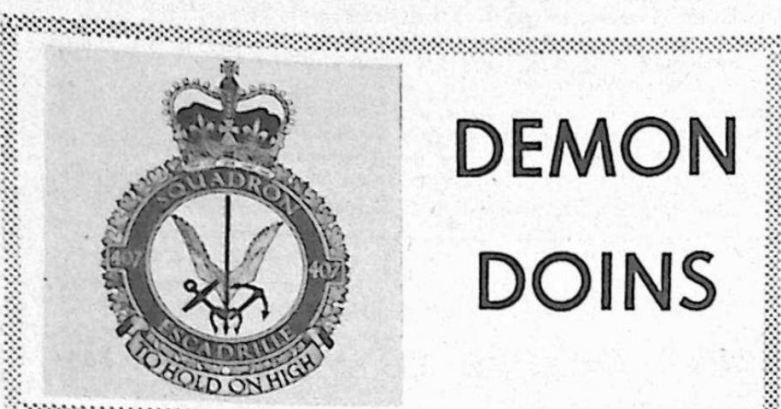


ME FIND OLD PAY SCALE. IT SHOW THAT WITH NEW RAISE ME MAKE TWICE AS MUCH WAMPUM AS ME DID TEN WINTERS AGO.

THAT PROGRESS!

BUT AFTER ME PAY ALL MY BILLS ME TWICE AS BROKE.

THAT PROGRESS?



DEMON DOINS

For the past two weeks, Demons and wives have had the difficult task of bidding farewell to two squadron stalwarts and their families, who are returning to their respective homelands on completion of their exchange tour with 407.

A mug party and two cocktail parties were held, one sponsored by the gentlemen themselves and one by the squadron, giving them ample opportunity to say their goodbyes. Presentations were made on behalf of 407 by Lt. Col. Middleton to F/L Lyn Winn and Lt. Cmdr. Bill Delaney.

Lyn and Bev will be returning with youngest Jeremy to "Down Under" after over two years association with the Demons. Bill and Shirley head for that area of California called Oakland, not too far from Beautiful Downtown Burbank.

Both officers will now have to take a formal course on their own services' rank structures so they don't make the mistake of

calling four strippers "Colonels."

Lt. Cmdr. Delaney and F/L Winn and their families contributed greatly to the squadron, not only in the line of duty but also in social life. They have both proven to be worthy emissaries of the countries they represent.

It is not easy to say goodbye however Demons and their families offer "Bon Voyage" and every success for the future. We hope they will take with them as fond memories of 407, Comox and Canada as we have of them.

Crew Five arrived back from Alaska and Hawaii just in time to assist crew One in hosting the members of the B.C. Press and Radio. This visit was to display to these representatives the role of the Argus in defence of Canada's Pacific approaches. The visit included a short but typical Argus patrol, and briefings by Col. Nichols and Lt. Col. Middleton.

Other Demons honored at the mug party were potential pilots John (phtd) Tanchak, Bill Moir, Jim Stith and Gord Kruger. They are heading off to that beautiful well known wasteland of Moose Jaw to hop on their "teeter Tutors."

News has it that Phyling Phil



SQUADRON COMMANDER, Lt. Col. J. S. Middleton greets exchange officers F/L Lyn Winn and Lt. Cmdr. (Major) Bill Delaney upon completion of their last flight aboard the Argus aircraft as crew. F/L Winn will be returning to No. 10 Sqn. at Adelaide, Australia to fly the Orion P-3 and Lt. Cmdr. Delaney will be joining the ship's strength of the U.S.S. Midway.

Clack received his preference posting to Greenwood. Also departing are Captains Griffith, Lemm and Snider to begin their brainwashing ceremonies at CFB Borden Pilot Training School.

Doug MacArthur and his Jaguar are both resting comfortably, unfortunately both were victims of whiplash, after stopping for a school bus. Sometimes it just doesn't pay to obey the law. It is understood that John Caragher will pick flowers during daylight hours from now on. It

Cacophony

(Continued from page 2)

there and whether or not we will see her at the fly-in this

was rumoured that he is trying out for the latest Hollywood production and he's in the "cast".

Bill Delaney and his mouldy men from ASCAC wandered off into the bush for a weekend at Sandpit however there may be more to come about that in the next edition. 'Til then - don't take any wooden Nichols.

year. Someone who lives in an A-frame down on the bay sure was entertaining on Sunday night in lieu of the Sugar Shack. Some Party.

In closing it has been suggested that Coboc run a raffle and all proceeds will go to Lame Loring so that he can buy himself a new pickup which he can quickly wrap around the nearest telephone post, or maybe even change his usual tactics and wrap it around some innocent tree.



DEMON RETIRES FROM SERVICE — On his retirement from active service Sgt. Fred Doonan was presented a squadron plaque by Lt. Col. J. S. Middleton, Commanding Officer of 407 (Demon) Sqn., CFB Comox. Sgt. Doonan leaves the CAF after almost 23 years service. He initially joined the air force in May 1942 and served successively at RCAF Stations Weyburn, Clareholm, Vancouver, Comox and Greenwood. After the end of World War II Sgt. Doonan was discharged from the service for a few years. He then re-enlisted in the RCAF in June 1951. Prior to arriving at Comox in 1958 he served at stations Whitehorse and Clareholm. Sgt. Doonan has served with the 407 Demons longer in continuous service than any Sgt. on current strength. Upon retiring he will remain in the area at his residence on Marsden Road.

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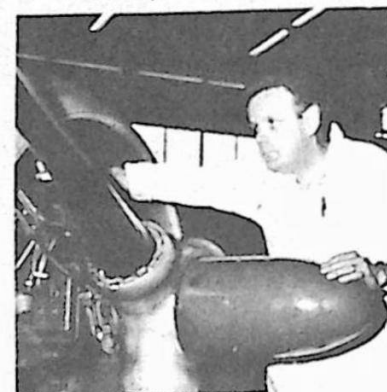
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Good Show



Cpl. D.D. Ferguson

Col. G.H. Nichols, base commander of CFB Comox, presented a Good Show award to Cpl. D.D. Ferguson of 407 Maritime Patrol Squadron. Cpl. Ferguson received his Good Show for discovering a fuel leak while performing an inspection during a deployment. The citation said, "This leak, at the junction of a fuel nozzle and its flexible feed-line was far beyond the limits of a normal check. Furthermore, Cpl. Ferguson discovered this condition during the hours of darkness."

"Cpl. Ferguson demonstrated a commendable alertness and integrity in uncovering a serious hazard which could have resulted in a major engine fire."

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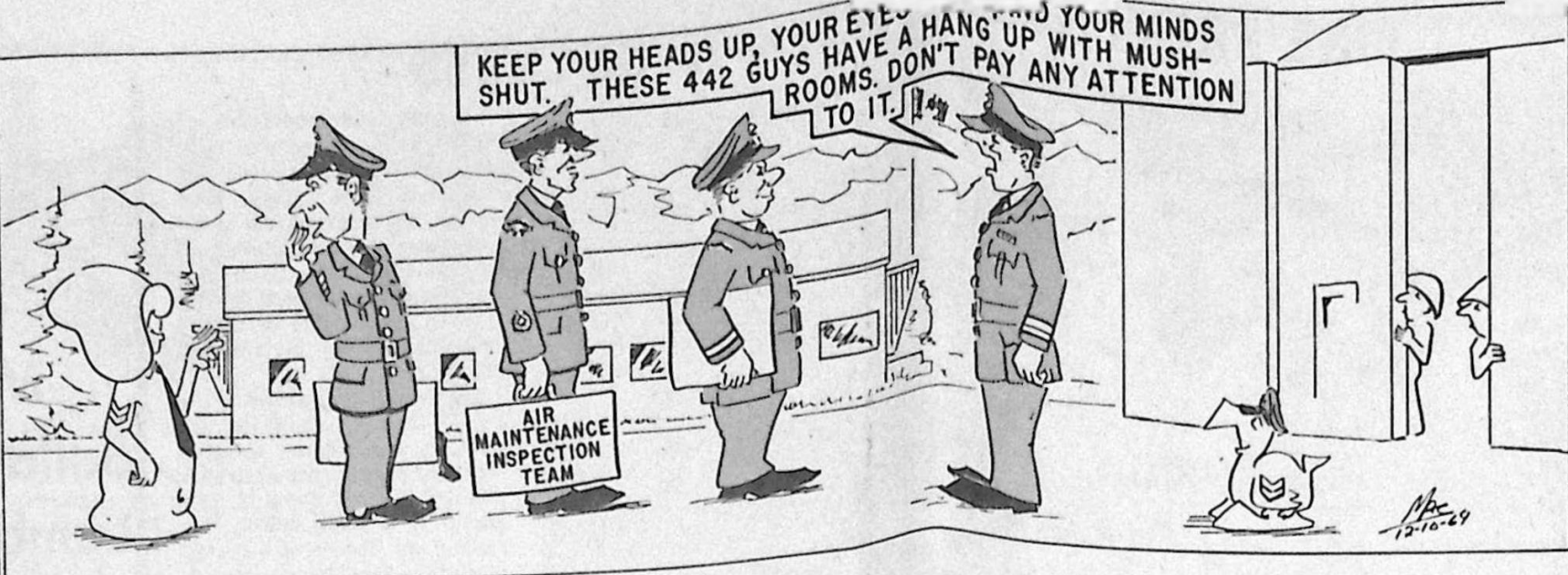
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FUNGUS FEATURES

by mac



FROM UP IN MY PERCH

By SEEMORE
Last week my age caught up with me. My oldest son joined the Air Cadets. When he came home with his uniform I solemnly promised myself not to interfere and let him get it ready for his first parade. I watched him with silent chagrin take a quick wipe at his polishable cap badge and buttons (remember them?) with a damp rag, try to put the cap badge on with Jiffy Sew and put a double crease in his trousers, blue serge. But when he asked for some lighter fluid to shine his new shoes I put my foot down. One of his instructors told him to use lighter fluid. (What are they trying to do to the kids these days?)

My son mulled my vetoing of the lighter fluid for a while then asked if he could wear my parade shoes to his first parade since we both have the same sized feet. This sent me scurrying to my old kit bag for the basic ingredients for my forth coming lecture on "How an airman gets ready for parade."

With mutual respect we extracted Great grand pappy's old button stick from the depths of the bag, then misty-eyed I gave a thorough demonstration on its care and use. Next, I gave him the secrets of the old spit and polish parade type shoe polish job followed by the soap in the crease of the pants trick. In no time at all I had him ready. With paternal pride I watched him march down the road to the base (I refused to give him a ride) with his hands in his pockets. "Just think" I said to myself "next year he'll be a corporal just like me". "Yeah" myself answered "and the year after that he'll be a bloody Sergeant and out rank me".

Rumour of the week. Mafia heads are holding a secret meeting in Sandpit. Runner up for rumour of the week. Lieutenants are overjoyed with their pay raise. Mushroomer. 442 Squadron is to be re-equipped with Cansos.

Survival in the Sea

GOOSE SPIT. Last week this naval stronghold became the base of operations for a different type of marine venture. An advance guard of instructors from the Survival School at CFB Edmonton spent the week setting up a sea survival course that will utilize the naval facilities here.

Thirteen survival instructors attended classes designed to standardize their instruction and update them on the latest methods and techniques for survival in the water. Supervising the task was Major R. G. Connick, CO of the Survival School, with his assistant, Capt. L. E. Sprout, Senior Instructor for the School.

The sea survival part of the course will last one week, and each course will consist of 30 quivering trainees, all hoping to survive. Featured will be a

mad dash and splash from the top of a tower, assisted by a boat only when necessary, then another dunking in the briny from a gallow-type affair mounted on the poopdeck of the Survival School's vessel. Of course the craft is moving at six knots at the time, so the floundering "survivor" at the end of his line resembles nothing so much as a juicy navigator being trolled for sharks.

The peg-legged Captain was asked the purpose of a long plank that extends well over the side of the ship. The good Captain carefully adjusted his eye-patch, thoughtfully jingled the pieces of eight in his pocket, and declined to comment. The well-worn handbook that peeped from his other pocket was titled Keelhauling Made Easy.

This reporter is still thanking his lucky stars that the courses of 30, which begin 28 Oct. 69, and occur once every three weeks thereafter, will look first to Training Command as their major source for furnishing the necessary "volunteers".

New boss at RCC



Major E. Gordon Bissell, 45, a former RAF pilot and member of the RCAF since 1951, has been appointed commanding officer of the Canadian Forces Pacific Area Rescue Co-ordination Centre (RCC), Vancouver. He succeeds Major F. J. Steven, who has held the position since April 1969. Before coming here Major Bissell was Air Traffic Control Officer at CFS Goose Bay, Labrador.

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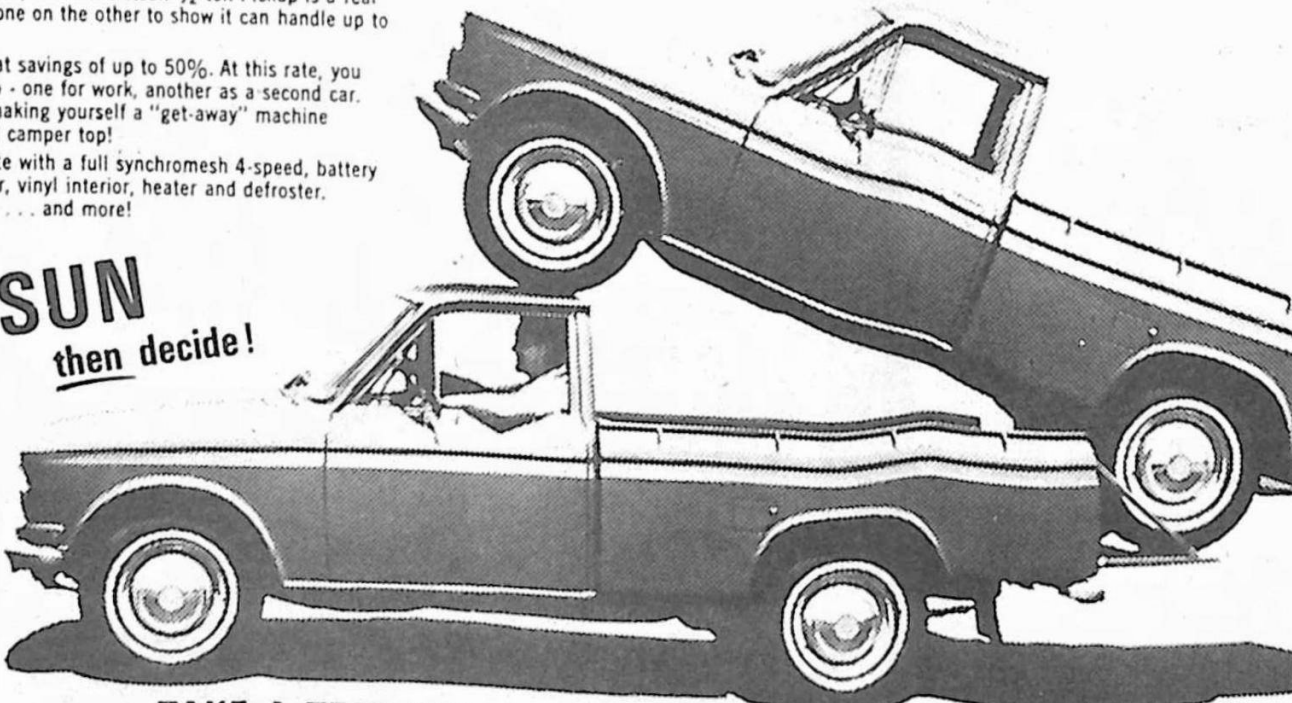
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Xmas Deadlines

OTTAWA (CFP) -- October 10 was the deadline for parcels and newspapers to reach Canadian servicemen by Christmas if they're serving in the Near, Middle or Far East, or Tanzania.

Parcel deadline for Ghana is Oct. 20. For Britain, continent of Europe and Cyprus, the deadline is Nov. 28.

Oct. 14 was the deadline for ordinary letters to Tanzania, Near, Middle and Far East. The airmail dates are all early in December.

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1 - 1969 Beaumont, 2-door H.T.

2 - 1969 Firebirds, 2-dr. H.T., 6 and 8

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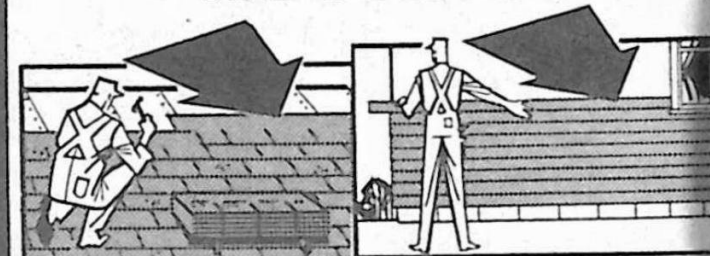
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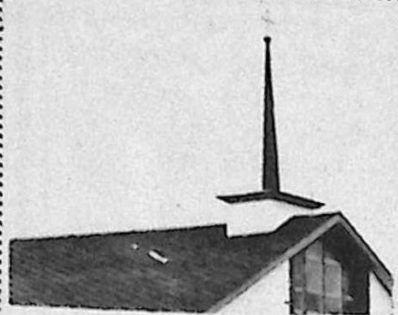
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Chapel Chimes

PROTESTANT CHAPEL

Worship Services are held each Sunday at 11 a.m. We will have this Sunday as our guests the women of the local Order of the Eastern Star. The Sacrament of Baptism will be observed during the service. Parents wishing to have children baptized at this or subsequent services are asked to phone the Chaplain's office.

Ladies Guild will meet in the Chapel Lounge on Tuesday Oct. 21 at 8 p.m. New members and visitors are welcome. Planning is well underway for the Fall Bazaar to be held in the PMQ School on Nov. 15.

Sunday School classes began at the beginning of October and attendance has been well over 200 each Sunday. The children 7-14 years old meet in the Chapel at 9:30 a.m. Children 3-6 years old meet in the PMQ School at 11 a.m. Babies and children under three are cared for by Guild members in the Chapel Nursery each Sunday while parents are at church.

RC CHAPEL

Our Lady of the Sacred Heart Chapel, CFB Comox, Chaplain Rev. JG Campbell - local 274. Mass Times

Sunday - 0900 hrs and 1100 hrs Monday, Tuesday and Wednesday - 1615 hrs Thursday and Friday - 1930 hrs Saturday - 1900 hrs Confessions: Saturday evening following mass at 7 p.m.

Baptisms and Marriages: By appointment.

Catechism: Every Wednesday evening at 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. Sunday in the Parish Hall.

Cry-Room - Available in the Chapel for both masses, on Sunday.

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

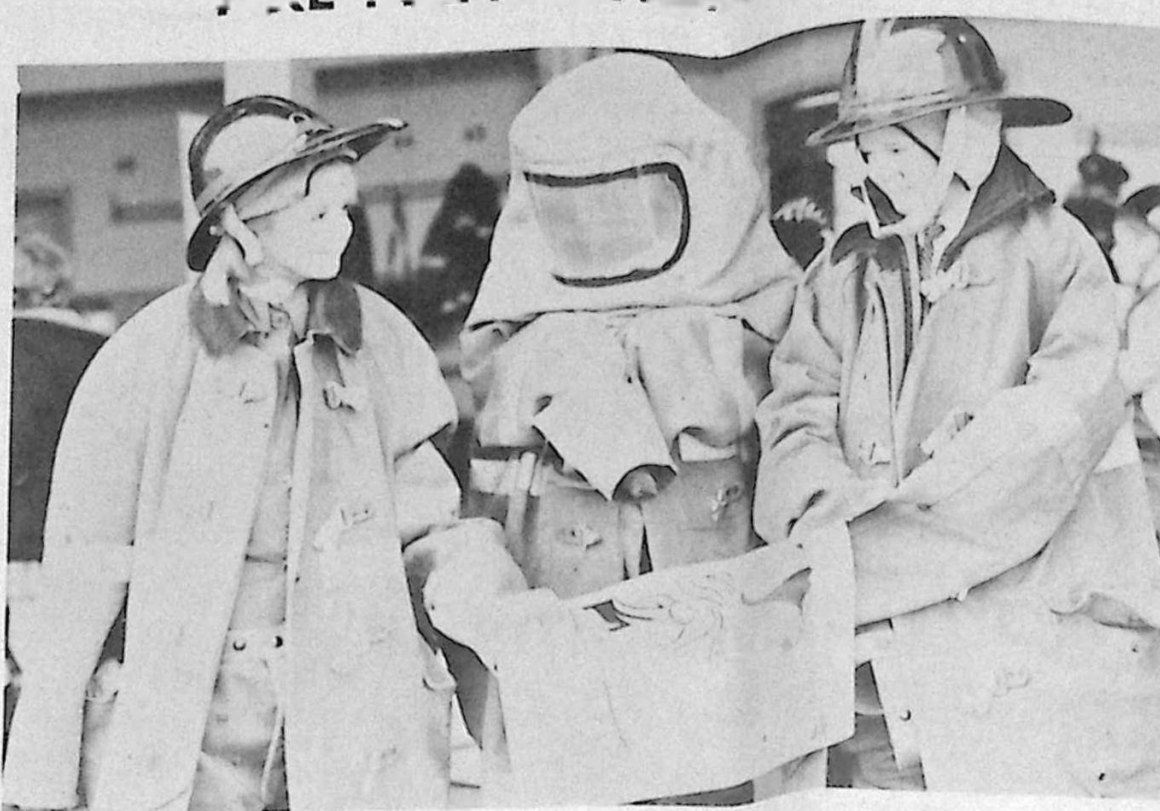
CWL: Regular meeting first Tuesday of the month at 8 p.m. in the Parish Hall. Mass at 7:30 p.m. in the Chapel.

St. Joseph's Sunday Missal and Children's Sunday Missal (illustrated) available at the Chaplain's office in the headquarters Building.

CWL Meeting - Our Lady of the Airways Council, CFB Comox

The regular meeting of the CWL, CFB Comox, Lazo was held October 7 in the Parish Hall. Babs McGuire, president chaired the meeting. Elena Tighe read a report on the highlights of the CWL National Convention held recently in Victoria and attended by Mrs. McGuire and Mrs. Tighe.

Dr. H. Miller of Courtenay was guest speaker, and spoke of his tour of duty on the Island Santa Lucia in the Caribbean. The Ladies were also privileged to view slides of the people and living conditions in the village of Denery. Mrs. Geneau thanked Dr. Miller on behalf of the CWL.



HIGHLIGHT of the fire hall tour was when the kids were allowed to try on some of the firemen's protective gear. Showing what the well dressed fire fighter should wear are (from left to right): Louise Henn, David Boyce and Jimmy Cum-ming. — A Mac Photo

Over 500 grade school students and 14 cubs visited our Base Fire Hall during fire prevention week last week. They were treated to the grand tour of the establishment and allowed to clamber all over the fire trucks. Then they were lectured on what to do in case of fire or if they found themselves in a smoke filled room.

A demonstration on how to use a fire alarm box was given. The kiddies must have absorbed every detail of the demonstration as on Wednesday some of them turned in a false alarm, thus ruining any chance of a perfect record for Fire Prevention week.

Save Money

You don't have to put money away to save money, you can save one third of the cost of skating for you and your dependents simply by buying books of skating tickets from the cashier on duty during public skating. Only servicemen are entitled to buy these books and you get \$3 worth of tickets for only \$2. **BUY NOW SAVE NOW.**

Why Are There No Men?

Why do we need a Ladies Auxiliary? There are several reasons, but a few of the more important ones are; to help the group committee by raising funds; to act as a go between between the mothers and the group committee and to enjoy a friendly cup of coffee with the other women after our monthly meetings.

How is the money raised? Just about anything we dream up can be used as a selling device, such as bake sales, cook-books and draws. However, the major source of income is our twice yearly rag drive. Rags to riches is true when we make wiper cloths and sell them for up to 25 cents per pound.

Please help us help the boys in PMQ's by having your clean rags (preferably cotton) ready for pickup by the cubs and scouts on Monday, Oct. 27.

The money we collect for our endeavours helps us provide neckerchiefs for both the boys and the leaders, books to provide them with more knowledge of the out of doors, proficiency badges and maybe even a new tent, to enable the boys to get out on weekend expeditions. Success or failure can make the difference of a boy being able to attend a jamboree and/or camporee, an experience of a lifetime in itself.

Who can be a member of the Auxiliary? Sorry dad, not you, but all mothers of a cub, scout or Venturer or ladies who are just plain interested in helping the boys help themselves.

Our meetings are held the last Monday of every month in the Scout Hall at 8:30 p.m.

Please remember to have your clean rags ready for pick up on the 29 October. We also need some mothers to help in cutting up the rags that night, so come on Mom, GIVE US A HAND.

Foster Parents Workshop Here Oct. 25

The Comox Valley Foster Parents Association will hold a workshop at George Vanier High School, Saturday, Oct. 25. Registration is at 9:30 a.m. and all interested are invited to attend.

Mrs. Nan Walmsley District Supervisor for the Victoria area, will give the Theme address "Building Together".

Lunch will be served at 12:00 a.m. There will be group discussions in the afternoon. Anyone wishing to attend or further information phone 335-2872.

Hallowe'en For UNICEF

Why carry a Unicef box?

By their nature children are inquisitive, they constantly ask questions. From the answers they get, from the examples they are shown will grow their attitudes in later life.

Actually our education programs are trying to teach our children to respect their neighbors, their friends.

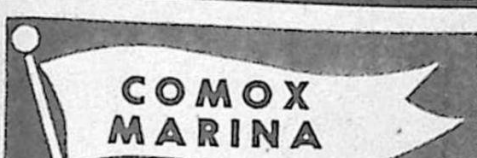
We profess that all within our society must be given equal opportunity and we contemplate happily the tolerant and free world we live in. Can we in all good conscience though, draw a geographical line and say to our children - "It's just North American children we are worried about. Let other countries look after their own?"

On Hallowe'en night if your

son carries a Unicef box he will feel that he is part of a society that he cannot ignore. If he understands this as a child he will reach manhood, without effort, ready to make the

world a better place to live. Is not that a good reason to carry a Unicef box on Hallowe'en night?

This year 59 students from the grade three rooms will be canvassing the PMQ area.



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Officers Mess Schedule

October 1969

Friday 17 - Monster TGIF

Saturday 18 - Roaring Twenties (Casual Dress)

Sunday 19 - Candlelight Dinner

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That's Show Biz

By NOLA WELLS

In a few weeks an American television network will take you on a tour of Disneyland. Tune in if you possibly can, it will be a tour you won't forget.

I have had many beautiful experiences in my life, times that have been extremely moving.

However last fall in a suburb of Los Angeles called Anaheim, I was moved beyond belief by a magic kingdom called "Disneyland". I knew through the lovely trip down to California that this would be a great experience for the kids. I knew of the supposed thrills one received when they entered this land of fantasy, but I was not in any way prepared for the experience that was to come.

You enter Disneyland as an adult holding the kiddies hands, happy that they are going to be entertained. But when you pass through that gate, you forget completely about the hard world you live in, you are in another world...the Wonderful World of Disney, with all the excitement and adventure and glamour that this world offers.

You're not prepared for it, just like we are not always prepared for a beautiful sunset shimmering with all its beauty over a peaceful lake, however, it enfolds you upon your entrance and for a short while you try to fight it, feeling foolish as only adults can. But before you know it you are lost, like a child in the Adventures of Tom Sawyer. Emotions that have been somewhat suppressed, during the hard struggle to maturity, burst out like water from a dam, and they take over your whole being, until you are full of excitement and wonder in this Fantasyland.

You walk down Main Street as Walt Disney knew it in his childhood, with the old theatres and candy shops, and the penny arcades. You hop on an old trolley car, with the open sides, and as it takes you into this marvellous land, you hum to the music of a band playing in the town park. Every employee is in costume of the latest fashions worn at the turn of the century, and they look so real and natural that you have to remind yourself that you're living in the late 60's and not 1900. Comic features of Pluto and Mickey Mouse plus Yogi Bear, are prancing down the street hugging the little children with great love. Around the corner you turn and before your very eyes, is Disneyland in all its splendor.

Adventureland with its jungle trips, Swiss Family Robinson Tree House, and Tom Sawyer's Island. Fantasyland where you enter into the world of Alice in Wonderland, Casey Jones, and Snow White and The Seven Dwarfs, through the magnificent Sleeping Beauty's Castle, with its real moat!

Frontierland with Davy Crockett, Daniel Boone plus Indians and Cavalry men taking you back to the Old West.

Tomorrow land with the splen-

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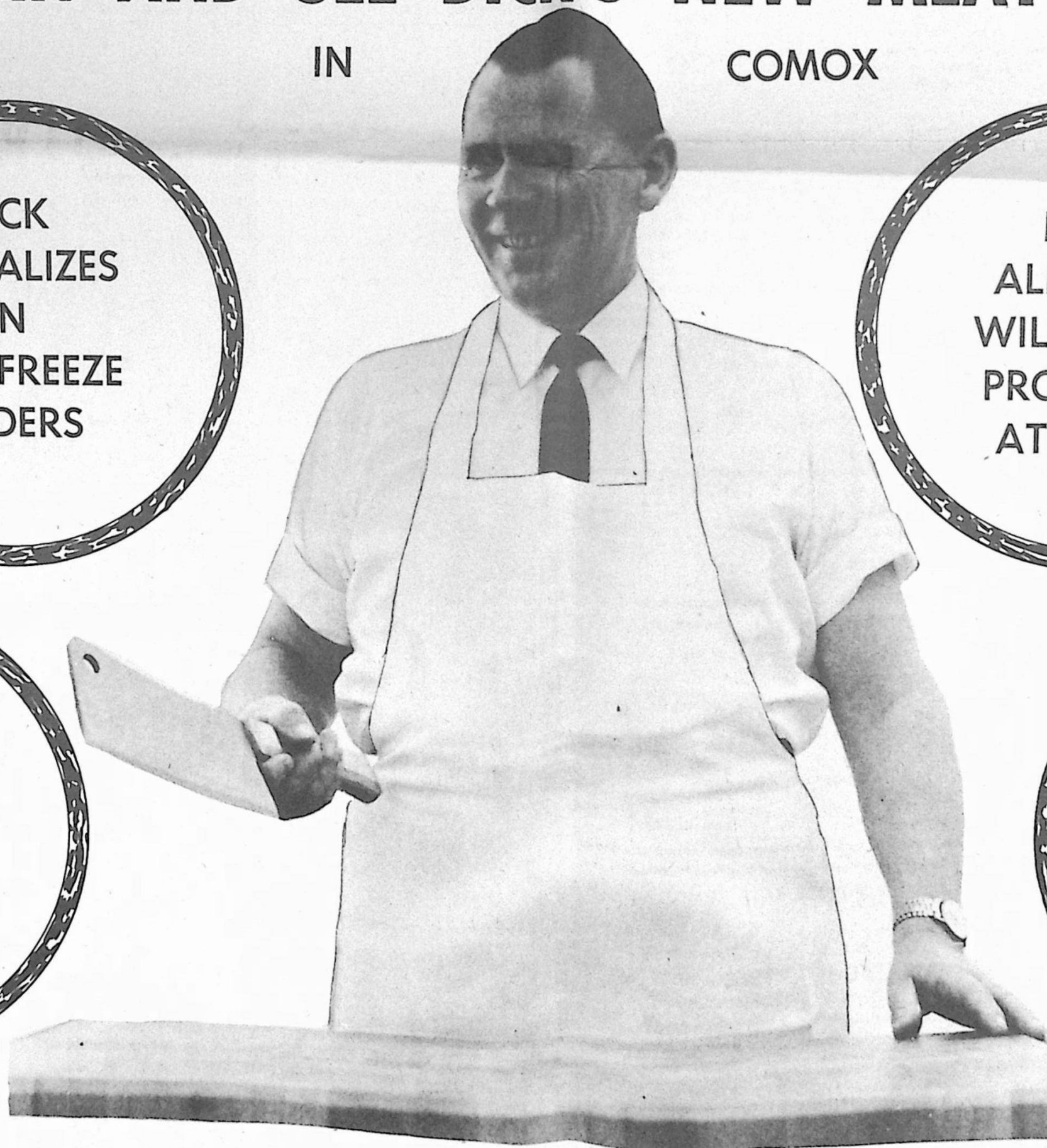
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SPORTS



BY
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BO



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— MONTH

Conservation vs Prosperity

Is conservation of our resources getting shoved aside for prosperity? That seems to be the question plaguing residents of beautiful British Columbia more frequently these days. Education aimed toward the necessity of conservation of our natural resources have alarmed a large number of citizens. With an increasing amount of leisure time to spend, more and more people are taking to the great outdoors. The lure of distant snow-capped peaks, crisp mountain streams, and lush alpine meadows attracts thousands yearly. Lonely, rugged stretches of beach draw still more thousands. With the vast expanses of unspoiled majestic splendour which is British Columbia, everyone would agree we are very fortunate indeed. We would then agree, probably with growing alarm, that these vast expanses are fast feeling the pressure of civilization, more precisely — industry. Industry includes such giants as mining, lumbering, manufacturing, and increasingly so, recreation and tourism.

Mining, lumbering, and construction must go on to maintain and perhaps raise our standards of prosperity. Great slash areas, gouged mountains, and denuded slopes are the price of prosperity. Poisoned waters, air, and soils are more prices. Polluted beaches covered with deadhead logs and stray trash! Slop from mills, factories, and sewage systems foul up our waterways and make living hazards of them. This is the price also. Some price! At the present rate that the price of prosperity keeps rising, the thought of the price 20 years from now staggers the imagination. We can always rationalize and figure "What the heck, I'll be retired by then so let the younger generation look after it."

There have been attempts at certain measures of conservation in the past, and at the present time pressure from the general public has shown signs of improving the situation somewhat. But alas, it fumbles on and on like a political football that becomes deflated between general and by-elections. We may come to the day when that football is completely defunct, possibly from poison air, and then it will be too late. Looking elsewhere we learn bitter lessons. The ravished mid-eastern states show us what uncontrolled mining can do. The sewer beaches of parts of the California coast give us an insight into foolish waste disposal. The poisoned waters of the great lakes further dramatize the grave problem involved. Smog of Los Angeles and San Francisco, now household terms of reference, point to the drastic implications of air pollution. Frankly, one can look almost anywhere and see some form of deterioration. Now stop and think of our own Beautiful British Columbia. It is surprising the number of similar symptoms that are becoming apparent!

If practiced from the first and continuously afterward, conservation is nothing more than management of resources. For example if an area is logged off, it should be the responsibility of the company doing the logging, to replant the area for future generations. Similarly, mining wastes should be disposed of in a manner to safeguard against pollution. The same goes for factories, pulp mills, city sewer systems, etc. . . . It will be much cheaper in the long run. Looking at it even more positively, conservation of our resources would maintain our high level of prosperity for a much longer period of time. Just think! Maybe in the next hundred years we will be able to sell real "Pure B.C. Air."

One conservation effort which seems to be making the most significant steps forward is that of the Fish and Game Commission of B.C. Although there are many improvements still needed, the general picture of fish and game management has improved tremendously over the years. Here may be a possible solution to other areas of conservation. The fees taken yearly for permits to hunt and fish, and tags for the various species are used to improve even more the services of wildlife management. All this coupled with the efforts of concerned individual conservationists tend to point the way for the rest of us. Regulations devised for the fish and game department and rigorously enforced by them, play a major role in their over-all management picture.

Perhaps from this, other industries could take the hint before it is too late. Then perhaps we can save our Beautiful British Columbia and truly be proud of it. Has conservation started too late? Time alone will tell.

WHY TRAVEL?



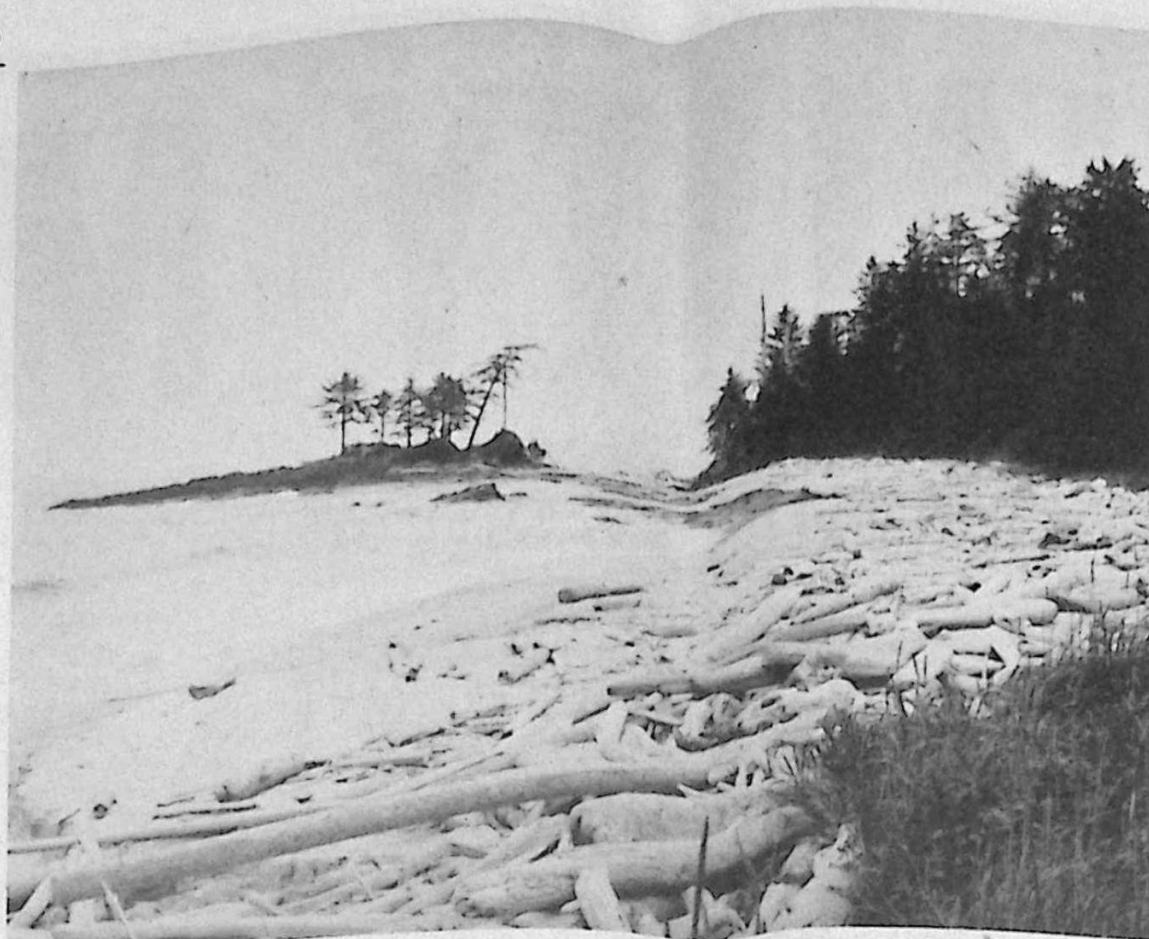
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WEST COAST WILDERNESS like this is contained in proposed Cape Scott park on northwesterly tip of Vancouver Island. An additional 576 acres, free of all encumbrances and described as "highly desirable" for parks purposes, has come under Parks Branch control in exchange arranged with logging company that gave the company timber cutting rights only to two parts of Strathcona Provincial Park that have low park value.

Proposed Cape Scott Park

British Columbians have gained 576 acres of property, free of all encumbrances and representing what parks planners call "excellent parks potential," in the Cape Scott area of Vancouver Island.

The property, which is inside the boundaries of the proposed 38,000-acre Cape Scott Park, comes into the hands of the Provincial Government as a result of an agreement with a logging company that gives the company the rights only to remove timber from 5,260 acres in two parts of Strathcona Provincial Park which are assessed by Parks Branch specialists to be of comparatively low park potential.

Announcement of the agreement was made today by the Hon. W.K. Kiernan, Minister of Recreation and Conservation.

"This action was taken following recommendations by the Parks Branch that certain pockets of timber in Strathcona Provincial Park might be considered negotiable in obtaining for public recreation purposes the highly desirable coastal property at Cape Scott," Mr. Kiernan said. "This is part of a five-year program to develop an over-all national and provincial parks system on Vancouver Island which will include Cape Scott, Gold Lake, Long Beach and other areas."

The agreement was made with Raven Lumber Ltd., of Campbell River, who exchanged property they owned in the Cape Scott area for the timber cutting rights.

The areas involved in 561,179-acre Strathcona Provincial Park

are in the extreme north-east of the park in parts of the drainage areas of Ranald, Greenstone and Nikie Creeks, consisting of 2,025 acres, and in the Gretchen Creek area in the extreme southern edge of the park, consisting of 3,235 acres.

Mr. Kiernan emphasized that the exchange involved the rights to remove timber only from the two relatively small areas of the park and that no land was lost to the public.

"In addition," the Minister said, "Raven Lumber Company has agreed to pay the going rates of stumpage for the timber felled."

Parks director R.H. Ahrens said that the agreement involves seven parcels of property at Cape Scott ranging in area from about six acres to 168 acres.

He was enthusiastic about the progress towards the establishment of a park at Cape Scott that he felt the agreement represented.

Mr. Ahrens said the proposed Cape Scott park is typical of west coast scenery, includes good fishing streams, and an ecology that demonstrates the effects of the sea on vegetation at various distances from the coast. In addition, the area is an important resting place for waterfowl on the North American flyway. Sea lions live on offshore rocks.

The proposed park includes all

CFB COMOX GOLF TOURNEY

WHEN? Saturday, 18 October
WHERE? Comox and Sunnydale golf clubs
(Play at your home course and come to Comox Golf Club right after for beer, burgers and prizes)

WHAT? Pro-AM best ball four ball. Full handicap. Maximum handicap 24.
HOW (MUCH)? \$1.00 Entry Fee (If you are not a member of either club you will have to pay green fees also.)

PRIZES: Balls for winners. Special prizes for most originally(?) dressed golfer plus others such as closest to pin etc. Draw will be made Thursday, 16 October at 1330 hours. Entries accepted at tee, but if possible to help plan food and make draw up.

Give your name and entry fee to:
Capt. Creamer F. Cpl. Makowichuk, V., Safety
Capt. Creamer J. Systems.
Sgt. Cowley, 407 OR Cpl. Matthews, L., Clothing Stores.

CANADIAN FORCES BASE COMOX

Base Theatre Schedule OCTOBER, 1969

Friday, Sunday Matinee, October 17 and 19

BLACKBEARDS GHOST

SUSAN PLESHETTE - PETER USTINOV - DEAN JONES
Plus Scrooge McDuck and Money
WALT DISNEY show for the whole family. Evening prices will be in effect for Sunday matinee.

Saturday, Sunday, October 18, 19

THE BIBLE

STEPHEN BOYD - PETER O'TOOLE - GEORGE SCOTT
Religious show. Minimum admission set by the company. Adults \$1.00
Teens 75c - Children 50c

Friday, Sunday Matinee, October 24 and 26

The One and Only Genuine, Original Family Band

BUDDY EBSEN - WALTER BRENNAN - JANET BLAIR
Plus Three Little Pigs
WALT DISNEY show for the whole family. Evening prices will be in effect for Sunday Matinee.

Attention boaters

The Annual Piloting and Small Boat Operation Course run by the Cape Lazo Power Boat Squadron commences on the 16th October at 7:30 p.m. in Room 501 George Vanier School. Registration may be made any evening at the office at Vanier School. Course fee is \$25 for one person and \$37.50 for husband and wife. You will receive a kit containing Garth Griffiths' "Boating in Canada", charts and the Canadian Power Squadron's Students Notes.

More than 400 lakes, which otherwise would produce little or no fishing, are regularly stocked with young trout in B.C.

Stardust

1st. Hwy. - Williams Beach Rd.
337-5033 or C.R. 287-3812

Show Time - 8:00 p.m.
Friday, Saturday, Sunday
October 17, 18, 19



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October 24, 25, 26

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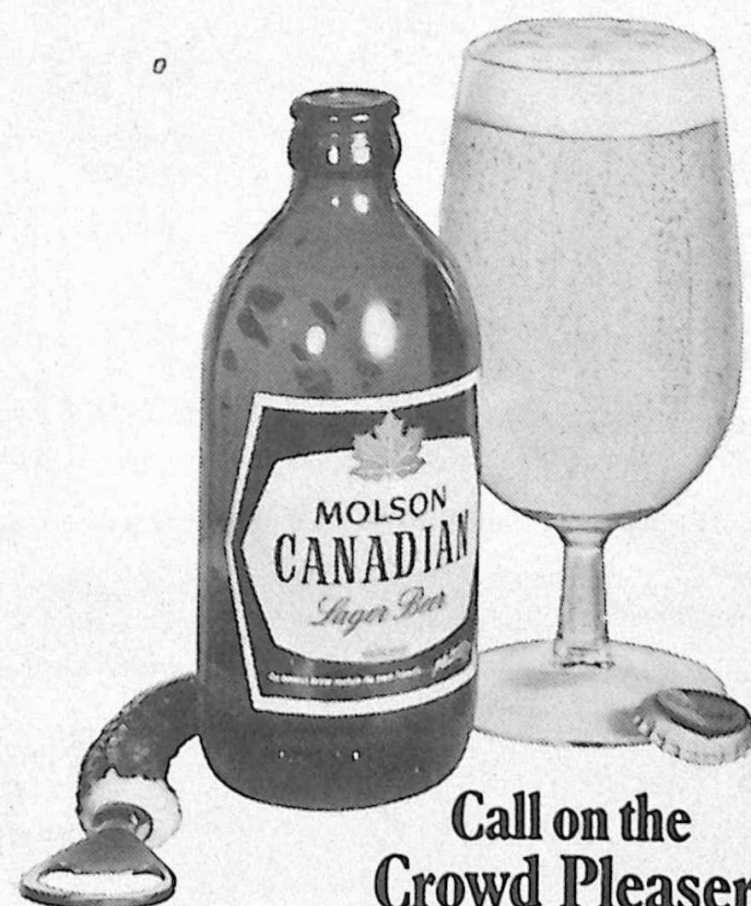
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SUMMER ACTIVITIES END - FALL SEASON STARTS



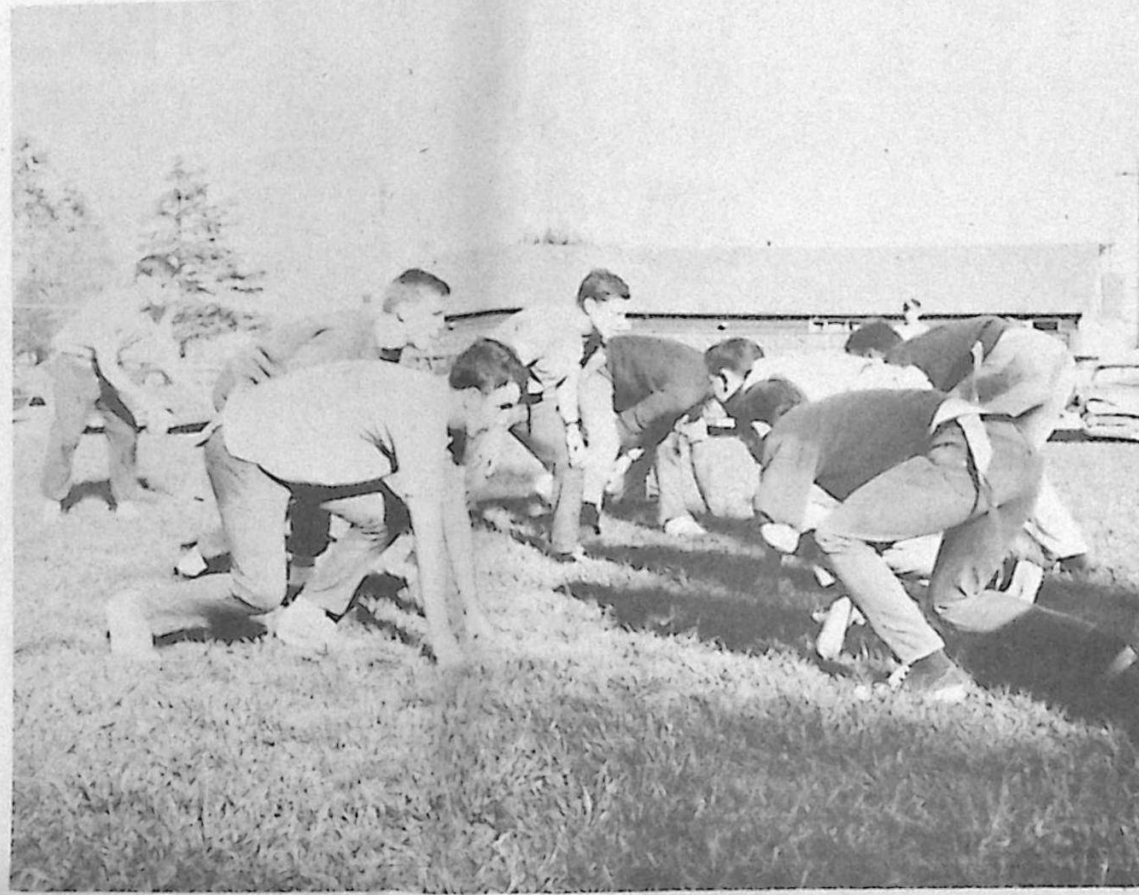
ONE of the most participated in sports during the summer was golf. Big Frank Creamer of 407 Sqn. won the wrap-up low gross tournament with a score of 66. Next closest came in with a 77.



INTERSECTION SOFTBALL participation during the summer months gave spectators thrills with the occasional spill with 407 coming up the decisive victors in hard fought matches. A high calibre of sportsmanship was displayed. Cpl. Jack Tomkins accepts trophy from Col. Nichols.



SIX-A-SIDE SOCCER started in mid May and went on till mid August. 407 Armament finally overpowered their arch-rivals 407 Aircrew in the second overtime period of the last game in the finals to take the championship. Cpl. Brian Uddenburg receives the symbolic trophy for supremacy in the sport from Base Commander.



KILL! KILL! was the cry as a few stalwarts line up for a crucial play. What the photographer missed was the total collapse of both sides on "Hike." In an attempt to raise interest in flag football several 407 types took to the field last Sunday and proceeded to destroy the image of football. It did raise some interest though as several cars stopped to find out what they were doing. Col. Middleton refereed the contest with an iron fist.

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Activities

The above mentioned sports are just a few that enabled personnel to make the most out of the summer months. Some others include badminton, swimming, base soccer and softball, and track and field events. A hearty thanks to the participants in summer sports this year and let's make it even better next summer.

Now is the time to limber up for the coming fall season. A mixed team of officers started off this last Tuesday game with the Vanier High School winning by one touch-down. Perhaps there could be some inter-mess competition. Basketball, both intersection and station start soon, as does volleyball, bowling, etc. A complete schedule for the use of the gymnasium and pool are available in the Recreation office. Hockey gets off to its season activities shortly, so get out and support your Totems. All in all, it appears that the fall season could shape up to be one of the best in years for sports here at Comox. Keep up the interest, it pays off in the end.

Some transmitters were implanted in fish in Kentucky Lake in 1968 so the movements of the fish could be studied by Fish and Wildlife Branch

CLASSIFIED ADS

FOR SALE: 14 Ft. Boat, trailer and motor. Phone 339-3947.

LADIES required to sell Watkins products in PMQ area. Phone 334-2553.

FOR SALE: Hoover floor polisher. Quantity of Barbie dolls and clothes. Guide uniform, small size. Phone 339-3947.

FOR SALE: 12 Chord autoharp - Reasonable price. Phone 339-2578, PMQ 93A.

FOR SALE: Two like new snow tires - 7.35 x 14 - Tubeless blackwalls with wheels. Price \$40. Phone 339-3345 evenings.

WANTED TO BUY: One pair boy's skates - size six in good condition. PMQ 93A - Phone 339-2578.

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2000 hours
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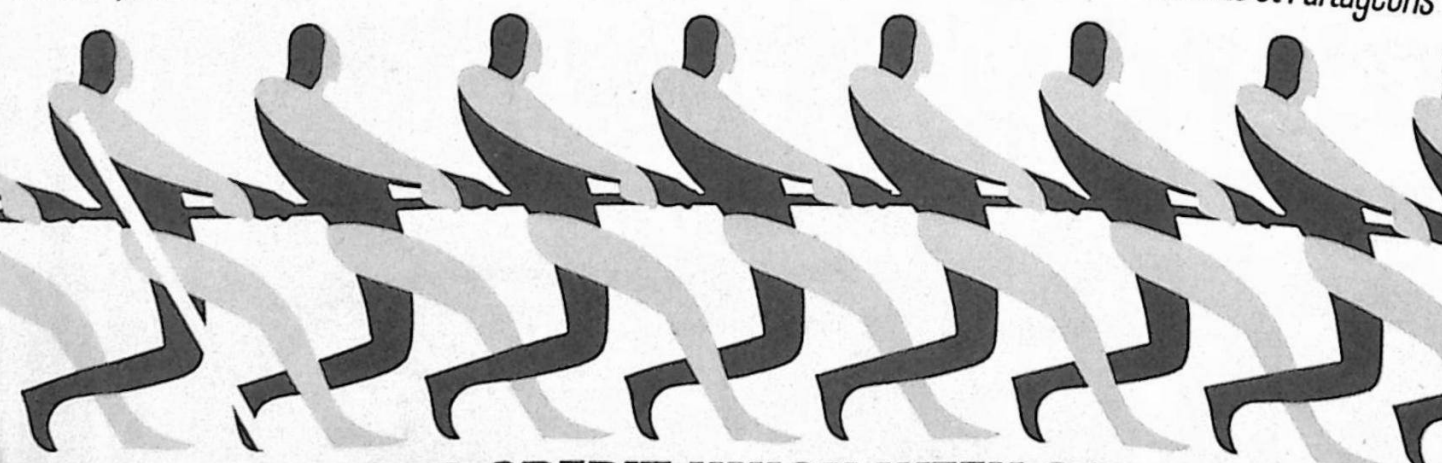
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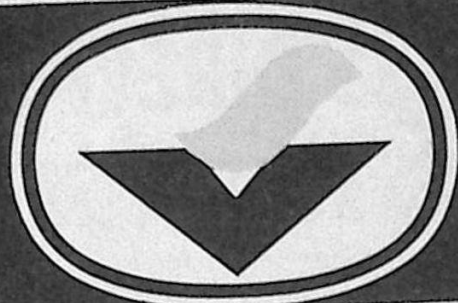
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