



TOTEM TIMES

Support your M.P.'s - commit crime off the base

VOL. 10

CFB COMOX, THURSDAY, NOVEMBER 13, 1969

No. 22



THE MOTOR VESSEL "Black Duck" speeds home after a day in the straights playing fun and games with the new Sea Survival School based at Goose Spit.

Seen above, the crew is making a snappy eighteen knots, which was just fast enough for them to make "beer call". —A Macphoto

25 DISTRESS CALLS

The busy Duck of Goose Spit

Chief Warrant Officer D. Fullerton and his staff of nine Forces and eight civilian personnel have not found time hanging heavily on their hands during the last twelve months. Since the first of November 1968 they have taken from the water or from various boats some 28 souls who would have otherwise come to grief and towed in 10 boats of assorted sizes while answering the 25 distress calls that have been sounded in their area during that period.

Equipped with three 40-foot crashboats, the Black Duck, the

Heron and the recently acquired Flamingo the crews work on a 24 hour a day basis. Responding to calls from the Rescue Coordination Centre in Vancouver, the RCMP and the control tower they find themselves out in the chuck in all types of weather.

In addition to their primary role of plucking lost souls from the deep, they perform numerous other duties and services such as towing targets for the whale killers on the Texada bombing range, (a pastime not recommended for the faint of heart) and

assisting in the 407 sea survival training program.

The Sea Cadets take much of their efforts. The Marine Section holds an inventory of some 74 vessels for the Cadets and are responsible for both the hull and engine maintenance. Whenever the cadets are on the water there is a crash boat standing by. Recently, a sudden gust of wind overturned five of the boats at the same time, putting the marine boys through their paces gathering up the soaked cadets and towing their boats in to shore.

The arrival of the Canadian Forces Sea Survival School at the 'Spit' has placed an additional load on the section since they are called upon to supply surface support and safety vessels for each course.

All of this, and the only way you can get yourself or any freight to Goose Spit is via CWO Fullerton's Tug and Barge system. If you do have occasion to call upon the Marine sections services we are sure you will find them to be a courteous and good natured bunch of chaps who seem to take pleasure in going out of their way to help you.



THE ABOVE WARRANT OFFICERS and Sgts, accompanied by their wives, attended a Mess Dinner in the Warrant Officers' and Sgts Mess, CFB Comox on Friday, 7th November, 1969. The dinner was in honor of their retirement from the Canadian Armed Forces after many years of faithful service. Reading from left to right with years service in brackets are CWO "Jerry" and Muriel Sagadore (28), WO Jim and Jean Allen (21), WO "Ken" and Eleanor Clarke

(24), Sgt Fred and Kay Doonan (23), Sgt "Bill" and Lillian Yates (28), MWO "Smokey" and Betty, Pegden (33), Sgt "Nels" and "Sandy" Goobie (20), Sgt Bill and May McIntyre (28), Sgt "Tiny" and Kathleen Harris (21), WO Frank and Betty Coffey (16), WO "Don" and "Josie" Lyons (24), CWO "Jock" and Connie Smyth (30). As usual the Warrant Officers have the Sgts hemmed in but it still remains a mystery how the lone MWO got in the center. —Base Photo

296 YEARS OF SERVICE

On 7 November, 1969, approximately 200 people gathered at the Warrant Officers and Sgts Mess, CFB Comox to say Bon Voyage and Auf Wiedersehen to 21 retiring members. Unfortunately only 12 of those retiring could be present. Those not able to attend with years of service in brackets are, WO "Jake" Langston (23), MWO G.E. Hibernson (17), MWO S. Haslam (21), WO "Cliff" Daynes (23), Sgt. K.W. Hilliard (20), WO K. B. Lightbody (23), Sgt. "Len" Goertzen (N/A), WO "Pete"

Stasiuk (21 1/2), and WO R.F. Macaulay. Guests of honor and participating in the presentations were Col. G.H. Nichols, Commanding Officer, CFB Comox, LCOL. J.S. Middleton, CO, 407 Sqn., and LCOL RN Smith BTSO. A resume of the career of each retiring member was eloquently delivered by MWO Keith Wadsworth, the Mess President. All of those retiring, except WO Don Lyons, are of the Air Element. However, Don being a member of the Land Element

assured the committee that he and his wife were well looked after and had an enjoyable time.

For anyone who may be interested, retiring members attending the dinner, informed your reporter they plan to settle in the following places, Jock Smyth, Comox, B.C.; Jerry Sagadore, Little River, B.C.; "Smokey" Pegden, Scarborough, Ont.; Ken Clarke, Vancouver, B.C.; Don Lyons, Royston, B.C.; (at present); Jim Allen, Vancouver, B.C.; Fred Doonan, Courtenay, B.C.;

Tiny Harris, Vancouver, B.C.; Bill Yates Comox, B.C.; Nels Goobie Vancouver, B.C.; Bill McIntyre, Mission, B.C.; and Frank Coffey to Vancouver, B.C. In closing I would like to use a sentence from a congratulatory message received from CANDEFRAD ARMSTRONG. Quote, "May their endeavours in civilian life be justly rewarding." End of quote. Although a wife's definition of a husband on retirement may be, twice as much man on half the salary, may you all have a long and healthy life.

Chief talks dollars and cents

OTTAWA (CFP) — Just how much does the Canadian military contribute to the Canadian economy?

Gen. F.R. Sharp devoted much of his speech to this aspect at the annual dinner in Ottawa Oct. 28 of the Canadian Industrial Preparedness Association.

However the chief of the defence staff at the same time stressed that he wasn't advocating the forces "be trained and equipped at the expense of military expertise."

In spin-offs benefiting industry—particularly aviation, shipbuilding, electronics and automotive—he described how some were originally established to supply the military, became self sufficient in the private sector,

than competed successfully on the international scene. This was true especially of manufacturers of aircraft, simulators and navigation equipment. If the military requirement hadn't created the basic demand, it had established facilities "widening the technical ability of the industry."

Canadian forces "contributed to many inventions, in fields ranging from portable housing and food processing, to navigational aids and space technology...an input to our economy of many millions of dollars in the last decade or so."

Release every year into the civilian economy of people trained in management and many other techniques and skills, trades and professions. Trained pilots released from service are absorbed by airlines.

"We have built airports and mapped the nation—led shipping into the north—and opened the arctic to travel."

"We have saved millions...by helping to control floods and forest fires, and we have saved many lives with our search and rescue organization."

"Helped sell, for Canadian industry, hundreds of millions of dollars' worth of military equipment to other nations."

Recent "frontier" projects: road survey and construction in B.C. for Indian affairs department; demolition of a four-span steel bridge at request of N.B. — to build for Indian affairs and northern development a 360 foot, three span, steel bridge in Yukon.

Forty per cent or over \$600,000,000 annually pours back into private sector of the economy for purchase of equipment, food, clothing, research and development, construction, utilities and weapons.

The other 60 per cent pays "some 90,000 military personnel, supported by some 30,000 civilians, together with our reserve personnel and cadets. Of course, practically all of this money is absorbed into the economy in consumables."

Many bases "are medium-sized communities which engage in most of the normal activity of a small city, and are integrated into the local economy".

Here's gen on Christmas flips

OTTAWA (CFP) — Eleven special Yukon and Hercules flips have been scheduled to coincide as closely as possible with the forces yuletide leave periods according to Canforger 194 of Oct. 28.

Here's the dope: Yukon special 5048 leaves Trenton Dec. 22 for Victoria via Shearwater, Fredericton, Trenton, Winnipeg, Edmonton and Vancouver. It returns during Dec. 24-24 with stops at the same bases.

The same schedule applies to specials 5050, '52 and '54 making the run Dec. 27-29, Dec. 29-31 and Jan. 3-5, respectively.

Yukon special 5049 leaves Trenton Dec. 22 for Comox via Winnipeg, Edmonton and Vancouver. It leaves Comox early on Dec. 23 for the east coast with stopovers at Vancouver, Edmonton, Winnipeg, Trenton, Fredericton, and Shearwater. It returns to Trenton early on Dec. 24.

Specials 5051, '53 and '55 follow the same route on Dec. 27-29, Dec. 29-31 and Jan. 3-5 respectively. Hercules specials 6484, '85 '86 and '87 will travel between Ottawa, Downsview, Winnipeg and return Dec. 22-23, Dec. 27-28, Dec. 29-30 and Jan. 3-4 respectively.

CHECK NOW

Better check with your orderly room or base transportation office for more details. The commanders of each command CFHQ are responsible for doling out seat allotments to units in their area or command.

There's a \$1 charge per passenger for each flight leg on which a meal is served. The money will be collected when you board the aircraft by the air movements people. Don't expect change for big bills so have the right amount ready.

For those without "wheels", transportation at destination will be provided to the nearest national defence or civilian facility where you can make your own transportation arrangements onward.

Drag net for fish

The RCMP have advised that the annual custom of setting up Christmas roadblocks is starting earlier this year. In fact, it has already begun. These roadblocks will be set up approximately two or three times a week in random locations and during both day and night conditions. The declared purpose of the roadblocks is primarily to check the condition of the drivers, although the condition of the vehicles will also be checked, as will car registrations, driver's licences, and pink insurance cards. The going rate for driving with an out-of-province driver's licence is \$25, so if you've been meaning to get a B.C. licence, perhaps now is the time.

Very little evidence of driver drinking will be tolerated, so if you have to drink, don't drive — if not out of consideration for the other drivers, then at least in consideration for the poor roadblock cop who may have to smell your breath.

Forces aid kidney transplant

MOOSE JAW, Sask. (CFP) — A kidney flown from Salt Lake City, Utah, by a Canadian forces jet trainer, was successfully transplanted into a 12-year-old boy at University Hospital, Saskatoon, October 28.

The two Toronto pilots, Capt. Laurie Hingworth, and Lt. Larry Currie, based at Moose Jaw, completed the 1,500-mile round trip in four hours and 17 minutes. Doctors had given the boy only 10 hours to live.

A computer in Toronto located the nearest available kidney in Salt Lake City, and the forces were asked to make the flight.

Two T-33 trainers, one as back-up, took off at midnight Oct. 28. The operation was completed by 9 a.m. the same day.

At that time, the boy was reported to be in good condition, and responding to treatment.

Safeguard Sites In United States

WASHINGTON (CFP) — Tentative sites have been selected in the Grand Forks area of North Dakota and the Great Falls area of Montana for safeguard ABM facilities.

The U.S. Army won't take final action to acquire the land until Congress passes the fiscal year 1970 defense appropriation act.

Facilities include a perimeter acquisition radar, a missile site radar with associated Spartan and Sprint missiles, two remote Sprint missile launching sites and some support facilities. The tentative areas are about 60 miles northwest of each city.



THE OLDEST VETERAN present at the Remembrance Day parade in Courtenay was Mr. James Mathers, 91 years old. Mr. Mathers served in the 1914-18 war and wears the Canada Medal, the Kings Medal, the Victory Medal and a Croix de Guerre presented to him by the King of Belgium for conspicuous bravery. —A Macphoto

Can we forget?

On November 11 Canadians - fewer of them all the time - once again gathered at the nation's war memorials to honour the more than 100,000 men and women who gave their lives in the two world wars and Korea.

Twenty-four years have passed since the last world conflict and the number of war veterans in active service is growing smaller each year. The new breed of serviceman has never known total war and its terrible destruction yet he must do his utmost to prevent such a holocaust from happening again.

The serviceman's role in peacetime is not an easy one - people have short memories and the horrors of war are soon pushed from thought.

What some people fail to realize is that although we are not at war, the armed forces must maintain proficiency in their deadly art and to do this must simulate wartime situations as nearly as possible. Frequently

these simulations are only too real and men die. The Kootenay disaster is a recent example - the men who perished did so serving their country and can be remembered as if they died in an outright war.

With the jet age making the world smaller each day and with the proliferation of nuclear weapons and resultant tensions, perhaps on this Remembrance Day it would be fitting for each of us to say: "WE CANNOT AFFORD TO FORGET."

Series begins new season

The Totem Times is proud to announce that the popular series "The Fort Discourage Laugh-In" or as it is commonly known "Hansard Highlights" extracts from the House of Commons debates, begins a new season on page four of this issue.

TOP CADET RECEIVES AWARD



ON THURSDAY, the 13 Nov., Captain Geoff Richards Memorial Trophy was presented to WO2 L. R. Rose of 386 (Courtenay) Air Cadet Squadron by Lt. Col. F. Hammond, C.O. 409 Sqn. This award is given annually to the top cadet from British Columbia on the Senior Leaders Course held each summer at College Militaire Royale. Captain Richards is remembered for his long and faithful service to the B.C. Air Cadet League. WO2 Rose joined the cadet movement in September 66. Since then he has shown himself to be superior in his endeavors. In the summer of 1968 he was top cadet on the Technical Training Course held at CFB Borden. This year he was the best cadet from B.C. and the second best from all of Canada on the senior leaders' course at CMR. WO2 Rose is now a student at G. P. Vanier Senior Secondary School in Courtenay. —Base Photo



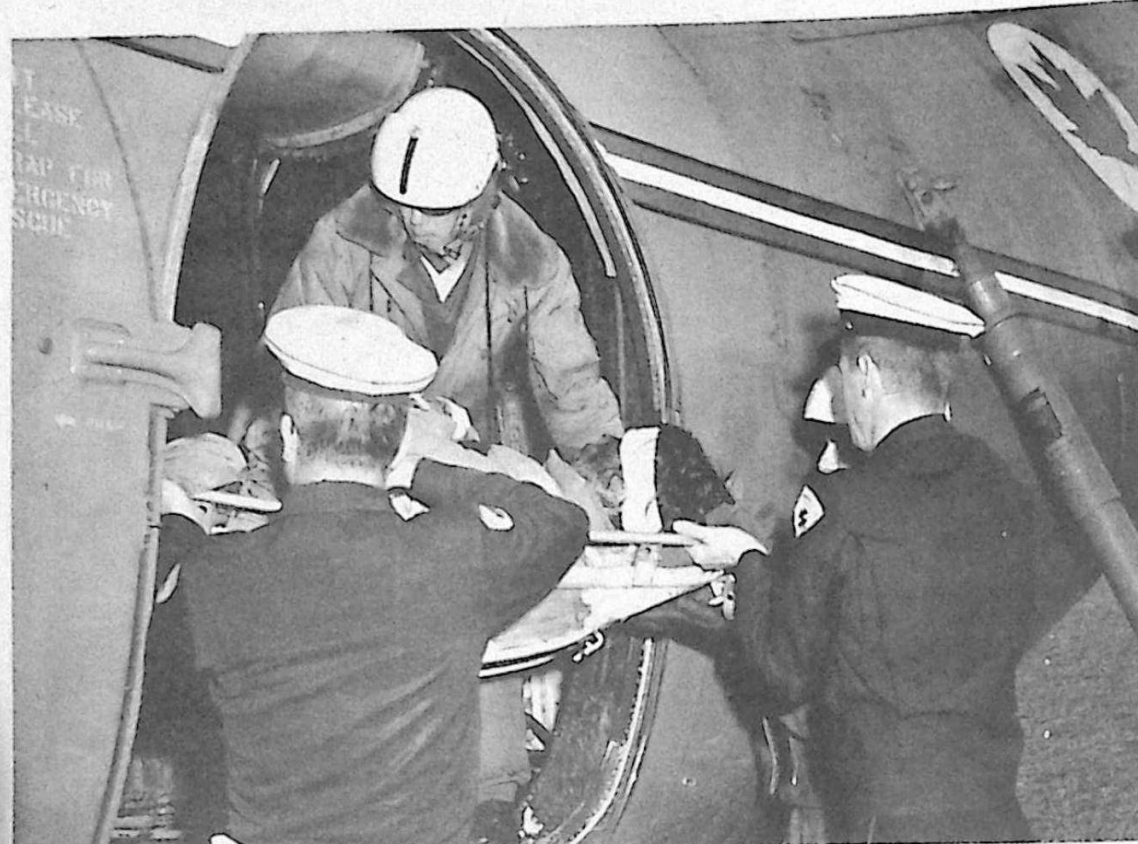
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MERCY FLIGHT — Crewman helps unload injured mountain-climber from rescue helicopter to waiting ambulance attendants. Canadian Armed Forces search and rescue units have averaged four mercy flights a week so far in 1969.

Search and Rescue has Its busiest year

Canadian armed forces search and rescue units across Canada are on the way to their busiest year since they were formed in 1947.

To the end of October, Rescue Co-ordination centres in Halifax, Trenton, Ont., Winnipeg and Vancouver have recorded over 2,000 incidents, an increase of 16 per cent over all of 1968.

The rise in search and rescue activity is due partially to the steady increase in aircraft and pleasure boat ownership by Canadians. This year more than 6,200 private aircraft and three-quarters of a million private boats are registered in Canada.

While many search and rescue incidents were of a routine nature, the 21 military aircraft on primary rescue duties have also been involved in some major aircraft searches and sea rescues.

In the Norman Wells area on the Mackenzie River, rescue aircraft searched 72,575 square miles from June 13 to 28 and logged 415 flying hours before finding the wreckage of a commercial helicopter. That incident accounts for about one-fifth of all flying time on searches so far this year.

One light aircraft was rescued in the air. Flying from Shearwater, N.S., to Fredericton, N.B., the pilot became lost in dense fog. A four-engine Argus patrol aircraft picked up the plane on radar, and a rescue helicopter led the pilot visually to a safe landing at Moncton, N.B.

Most incidents, however, occurred on water. A 28-foot lobsterboat, was sighted disabled about a mile from St. Croix, Newfoundland, and drifting onto the shoreline. Bitter weather and driving winds kept lifeboats at a distance. A para-rescue airman was lowered into the boat by hoist, from a helicopter and the fishermen were lifted into the helicopter and flown home to Port Lorne.

Rescuing professional and amateur adventurers in the north and in parklands kept

rescue units busy again this year. A helicopter from Comox, B.C. plucked two boys from a cliffside near Enderby, B.C. in early August and the same week an airman lowered himself by hoist to rescue a young girl who had fallen out of reach into some rocks while hiking with her parents near Qualicum, B.C. In Eastern Canada four exhausted hikers were airlifted from Nicholson's Island, a scant five miles from Picton, Ont. And a Trenton search aircraft spotted a father and son team, lost in an Ontario provincial park at the height of rattlesnake season, and directed a ground party to them.

Mercy flights or airlifts for emergency medical cases continued at about the same frequency as in previous years. So far in 1969 rescue units across Canada have averaged four mercy flights a week, the greatest number in the outport region of Newfoundland where small settlements are accessible only by sea or air.

Although the number of aircraft searches increased this year, total search hours decreased, due partially to electronic locating devices carried by some aircraft.

While crash position indicators are not mandatory for light aircraft in Canada, their value is reflected in decreased searching time. In 1962, for example, search aircraft expended 1,600 hours during 38 days to find a light aircraft crash site in the Northwest Territories. This April another light aircraft lost in the same region, but equipped with a crash position indicator, was found in 72 hours.

One supply officer that I know personally, and so shall remain nameless, has provided himself with some 'on the job training' during his after-duty hours. One of his off-duty jobs is part time politician and the other, more on the professional level is 'an amateur undertaker.'

Now amateur undertaking in this day and age is not exactly lucrative, but after all, when one is training for a retirement job, money isn't everything. Besides, being a Supply Officer affords plenty of opportunities to make a few bucks on the side by such sidelines as selling staff cars, gas, and scotch tape. In the interest of his on the job training this enterprising gentleman has had to take any type of

From up in my perch

By Seemore

Last week I was about to dig down in the ol' kit bag when I noticed to my dismay several more old, tired senior NCOs retiring. Not that I really mind seeing old senior NCOs retiring, after all they make vacancies in the upper ranks by doing so, what really bothers me is seeing old friends bite the dust without so much as firing a shot. What are these old warriors going to do on civvy street?

Many of them are aircraft technicians with many years in the hangars behind them. They, (if they shrewdly tell potential employers they have just terminated a stretch in the provincial pen and not say anything about 25 years or more of service with only two or three promotions) will be able to obtain positions as maintenance engineers or in plain English, janitors.

But what of the officers? What of the pilots, NCOs, R.O.s and Supply Officers? These gentlemen have been living in the lap of luxury whilst performing solely military duties. Being accustomed to higher living, they will have to find employment near, if not at the professional level.

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job that has come his way, the latest of which was burying a cat, three days after it's demise, at midnight during a full moon.

Nobody can object to a fellow trying to improve himself, but when his self improvement infringes on the livelihood of others some one must come to the fore and object. What will happen to chaps like Padre Archer if every Tom, Dick, or Ken is allowed to muscle in on their stick?

Seemore's Tip of the Month:

Cosmos Heads for Mid-East

OTTAWA (CFP) — A Cosmo-politan transport starts recording another forces first as it leaves nearby base Uplands Nov. 5 on the first leg of a 5,430 mile hop to sunny Rome.

It's the first long range mission ever attempted by the forces with this medium-range transport plane, according to 412 squadron at Uplands.

The Cosmo will make refuelling stops at Gander, Nfld.; Gatwick, England, and Lahr, Germany, before arriving in the Italian City, Nov. 7.

Object of the exercise is to place a smaller, more economical aircraft at the disposal of external affairs minister Mitchell Sharp, after he reaches

Do not lend books about Rabbis to Protestant Padres.

Rumour of the Month: The price of beer will be reduced by 25 cents in the Totem Inn during the dry season of January and February, 1970.

Runner up for Rumour of the Month: The BP Serv O does not get his orders from Sicily.

Mushroomer: Marv Gould has been appointed 'standby' for Rudolph on Santa Claus' Christmas Ride this year.

Rome by commercial aircraft Nov. 9. Mr. Sharp will use the Cosmo to visit Iran, Egypt and Israel during an eight-day tour of the Middle East.

Lt. Col. C.R. Hallowell, squadron CO, suggested to his superiors that it would be more economical to use the Cosmo instead of a big, trans-Atlantic Yukon for the Middle East tour. The colonel is a veteran "leap-frogger" himself, having ferried Sabres and T-33s to Europe back in the 1950s. He will be the plane's first officer.

The Cosmo returns to Ottawa Nov. 18, via Lahr, Prestwick, Scotland; Keflavik, Iceland, and Gander.

Announcement to British Columbia Employers

During the past year, the Workmen's Compensation Board has conducted analyses into every major phase of its operation aimed at streamlining internal administrative practices in view of the industrial growth of British Columbia. The purpose of one of these studies has been to simplify and improve employer assessment procedures. As a result of this latter study, effective January 1, 1970, a totally new method of collecting assessments will be introduced. The new procedure represents a dramatic departure from past practice and the procedures of other Boards throughout Canada. The new system represents a significant step towards simplifying employer reporting requirements and streamlining administration.

ASSESSMENTS ON ACTUAL PAYROLL
Under the new system, the Board will collect assessments based on actual payroll rather than payroll estimates. Employers will be requested to advise the Board periodically of their payroll and calculate their assessment due. The period of remittance will depend on the type of industry coverage held. This approach, while radically new to compensation boards, is certainly familiar to employers. It parallels the operation of many other collecting agencies, including the collection of provincial Social Services tax.

The new system is based on two key concepts: remittance of self-calculated assessments by employers and a billing capability to deal with non-remittance transactions.

EMPLOYERS CALCULATE AMOUNT
Under the new system, employers will be asked to calculate their assessment at the end of each period based on their actual payroll expended. To simplify calculation, the Board will send to the employer each period, a remittance notice. This notice will indicate assessment rates and previous payments. The employer has only to enter his payroll amount and multiply this by the given rate. The resulting amount represents the assessment due which is to be remitted to the Board.

Any transactions other than the periodic remittances will be handled through a billing procedure. This would apply to collection of penalties, confirmation of audits, etc.

The cycle of remittance notices will be either quarterly or annual, depending on the type of industry coverage held. The Board has attempted

to divide employers into two categories to minimize the number of transactions. Many employers who are assessed by the Board once per year now will be in industry types which require only annual collection. Generally, employers involved in existing "multiple call" procedures now will fall into the quarterly remittance cycle.

Major advantages to the employer are elimination of the necessity to estimate payroll for future periods and payment of assessments after the period rather than in advance. This method of assessment based on actual payroll is of particular benefit to employers who are subject to seasonal payroll fluctuations. Equally important is the streamlining the new procedures will have on the Board's internal operations.

LABOUR CONTRACTORS MUST REGISTER
Another change, in conjunction with this new assessment procedure, applies to labour contractors who employ their own crews. In past years labour contractors were often treated as workmen of the person who supplied the materials and had the work done. In future such contractors will be looked upon as employers in their own right and required to remit assessments with respect to their employees. If you are such an employer and are not registered with the Workmen's Compensation Board please contact the Board and complete registration before the end of the year.

This brief outline will provide employers with some insight into the new assessment procedures which we will follow as we step into the seventies. Very shortly, the Board will be sending to each registered employer, a 1970 assessment procedures bulletin which will provide more details. The Board officials to meet with individual employers, employer groups, members of the legal and accounting professions and other interested parties to elaborate on the new procedures.

DETAILED INSTRUCTIONS IN JANUARY
Detailed instructions will accompany the first remittance notice to be mailed to employers in January. The Board looks forward to your co-operation during the implementation of this new system.

New claims procedures relating to workers' compensation doctors will be announced shortly in efforts to simplify and improve methods.

WORKMEN'S COMPENSATION
707 West 37th Avenue, Vancouver 13, B.C. Telephone 266-0211
Cyril White, Q.C., Chairman Hector Wright, Commissioner

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ODE TO 442

I've saved a place on my office wall

For the squadron crest that I recall

You promised to send me 'way last spring

Just to keep a guy remembering

The pleasant days in 442

I certainly envy all of you.

So get with it fellows and send my plaque

Send it by air mail (or even by Dab)

Then I'll point to it proudly

I may even boast

Of the wonderful years that I spent on the coast.

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DEMON DOINS

Now that the season for frolic and fun is fast approaching, we find that the Demons are being drawn closer to home. In fact this week we can see all the crews back. After ten and a half months of battling with various foes in all parts of the world the Demons have returned to do battle on the home front. The foe is encountered once each week, normally across a breakfast - dinner table on Saturday morning - afternoon, depending on the success of the previous night's sortie. With this in mind the Demons are able to prepare both physically and psychologically for the great annual East-West confrontation coming at the end of the month. What other than the Grey Cup! Seeds of doubt are being sown and tempers lie unabated as Demons choose sides. With this in mind the squadron fund has decided to take advantage of the old cliché, "put your money where your mouth is." This year the pool on the Grey Cup proves to be the best. Yet, apart from the fact that the individual winner benefits, the squadron fund also receives a portion of the loot. This is not such a bad investment considering that the money that the fund gets is returned to the squadron members in the form of parties and sporting events. So even if you don't win on the game you still receive a return on your contribution. The pool board has been around the sections for the past few days and the spaces are getting filled. There are still a large number of blank spots to be had for a nominal fee. The prize money is listed on the board so you can see what is in store before you buy in. The integrity of the drawing is guaranteed so that all have an equal chance.

Also there is another program out to aid the squadron fund. Again this gives each member a good chance to receive profit on a small weekly contribution. This involves a pool on the game of the week, to be run on a year round basis. The membership on the first pool has been held to one hundred and will be increased for subsequent games depending on the support received. There are lists up in all the sections so that those interested may indicate their desire

to join. Remember, the success of these fund raising ideas depends on your support.

The annual Halloween party was well attended by the Demon officers. The CO came dressed as himself and won a prize along with Denny Tretlak who came costumed up as a poor man's Zorro.

The party gave the Demons a chance to do some serious training for the forthcoming Oktoberfest.

With most of the Demon navigators being tired of the trips to places with sunnier climates the squadron was faced with a small problem when asked to supply a body to 429 Squadron in Namao. It seems that the buffalo people were planning a trip down to Jamaica and really didn't know if they could find the way. This problem was solved with the return of Capt. Sinc Ash from the confines of the station golf course. Since the station's SE-CRET project has been discovered there was no need to have someone replace the trees and rocks every night.

Speaking of navigators, the Demons have sent two of their stalwarts to Winnipeg for the cross training program. Al Kohl departed last week and Ed Swift will be leaving for the big city sometime this coming week. If any more of the RO's depart from the squadron we may soon be down to only seven per crew. This will undoubtedly alleviate some of the pressure on the flight feeding section. The Demons have lost one of their much needed pilots in the form of Phil Clark who has gone to the Test Flight in Greenwood.

In closing for this issue we would like to extend a heartfelt welcome to Flying Officer Ray Ruming and his wife Robyn on their arrival to the area. Ray is the RAAF exchange officer on the Demon squadron. He has taken up piloting duties with Crew 1 where Ken Norman plans to show him the finer points of Argus handling. We sincerely hope that the Ruming's will enjoy their tour with 407 and the stay in Canada.

Demon classified: Enhance your CF 255, take one of Maj. Osborne's cats home. For further info contact the 407 Flt. Commander's office Local 404.

AFCT tests 409

Last week, 409 Squadron was tested by a no-notice Alert Force Capability Test. The results of the test showed that 409 Squadron was satisfactorily fulfilling its alert commitments.

What is an Alert Force Capability Test, and how does it work? What it is basically is a test of a percentage of the aircraft and aircrews actually on alert at the time of the inspecting team's arrival. What happens is that a couple of visiting T-Birds arrive and disgorge their crews. The crews run happily up to 409 CAC, and say, "Surprise, surprise, who have you got in the alert barn, along with what airplanes?"

Once the team has the list of crews and airplanes, it then decides how many of them will be flown, and which crews from the alert roster will fly them. In this instance, they selected Major Bert Marcotte and Captain Guy Sullivan to launch in one of the Voodoos, and Captain Dale Northrup and Captain Bob Merrick to launch in another. But first, there was the small formality of a written exam. The exam covered all aspects of CF-101 operation, and the required pass mark was 75 per cent. It posed no obstacle.

With the exam out of the way, the airborne part of the test rocketed into the air. It was relatively simple. The Voodoo is widely advertised as having a three-pass capability. Could these two Voodoos, which minutes ago formed part of the alert force, get three successful firing passes on airborne targets? As it turned out, they could. Once that had been demonstrated, the inspection was over.

What did it all prove? It proved that the aircraft and aircrews that were holding the alert commitment could do the job that CINC NORAD was counting on them to do. Why is such an inspection valuable? Because it is no-notice, which means that no one really knows when it is liable to come. The spectre of failing such a test prevents any squadron commander or any BAMEO from ever using the QRA as a good place to stash his hangar queens while the rest of the fleet got on with the flying program.

The alert force is the squadron's primary reason for existence. It must be ready to do its job at any time. An occasional AFCT ensures that no one loses sight of this.

Night Hawk's Nest 409



It has indeed been an eventful two weeks for the Nighthawks and the hard-working members of the base who support them. It started out with a no-notice AFCT, done by the Grey Fox and his assorted minions from North Bay, carried on with a CI and ADCHQs, and ended -- at least memory ended -- with a rollicking Christmas party that was one of the best possible beginnings for the Christmas drinking season.

The AFCT went swimmingly, and the crews in the barn even managed to look surprised when the Grey Fox and his group (sounds like a rock music outfit) appeared. The exam results were well above those required for success, and the airplanes functioned as their designers intended. People are still wondering what went right.

The AFCT had no sooner faded into history than the CI was upon us. Another cunning little inspector produced yet another exam, and the crews were forced to scurry to murky corners of their memories to sort out all the answers, which they did in fine style. The exercise the following day got them out of the hangar and into the fresh air for quite a while, which came as a shock to those who think that air is meant to be smoky.

After all this, it was only natural for the Nighthawks to unwind with a party, and Don Marion and his gaggle made it possible for them to really unwind. The scheduling of two hours of cocktails prior to dinner had a lot to do with unwinding people as well, but Don and his crew are to be congratulated for a truly magnificent effort.

Clomp - Stomp Goski, the would-be pilot was back for the weekend, and from all accounts is excelling at his pilot course. He has decided that he will not be skiing this winter, a decision which shows so much brainpower that one suspects that he might be too smart to be a pilot.

Rhiney Koehn, the OC of Ghost Flight, is back in Comox between TD trips. His next stint of TD has not been announced as yet,

but he will undoubtedly be going somewhere soon. He has it all planned that he appears, writes one or two controversial editorials, then disappears before the rockets return.

A Flight couldn't stand John Clark's incessant talking any more than B flight could, so they returned him with thanks. In return, they took the taciturn Hugh Fischer, who was so surprised by the move that he was speechless for at least a micro-second, which is some sort of record.

Another pilot has arrived to lighten the load in the QRA. Mike Pollard has escaped from Beyondville and is currently undergoing combat-ready training. Welcome aboard, and may you and Phyllis both enjoy your stay in the Comox Valley.

Vern Barker, who traded in his hand control for a throttle has been paroled from training command and will be flying T-Birds here for a while before attending the Voodoo course. Also coming to the Rushton-Taylor T-Bird kingdom is Dave McNair, another reformed nav who sold his soul for an extra \$50 monthly, and Don Leonard who comes to us straight from the pipe-line. Welcome aboard guys. It's better to be a target here than almost anywhere else or so goes the Gospel according to Rushton.

Aspiring Nighthawk Grant Clements was also here for the weekend, but he must return to Beyondville to serve the unexpired portion of his sentence. Grant will be returning in December, when he will join the stalwarts of A flight.

Harry Chapin was going to get in shape for playing hockey by walking to work every day, but then he thought better of it. As Harry puts it, "Who needs to get in shape to sit out match misconducts anyhow." Actually, even with Motor-mouths Chapin and Fischer talking their way into extended rest periods, the team is doing quite well. Stonewall O'Sullivan's acrobatics as he makes futile attempts to avoid being struck by the puck are something to behold, and the rest of the team is giving him first-

HISTORIC HORNBY

Natural history buffs who live in this area will be interested to know that a little book has been compiled on the history and times of Hornby Island. This 63 page book includes geographical background, the discovery and exploration of the island, and a rather quaint discourse on the many and varied early inhabitants of the island. The illustrations show many of the pioneer settlers and depict many aspects of the transition from past to present. A series of droll anecdotes bespeaks a way of life that is gone forever.

An interesting and definitive book on local lore, Historic Hornby Island is priced at \$2.50 and may be obtained by mail from Mrs. M. Corrigan, P.O. Box 315, Courtenay, B.C. A copy of the book may be seen at the office of the Totem Times.

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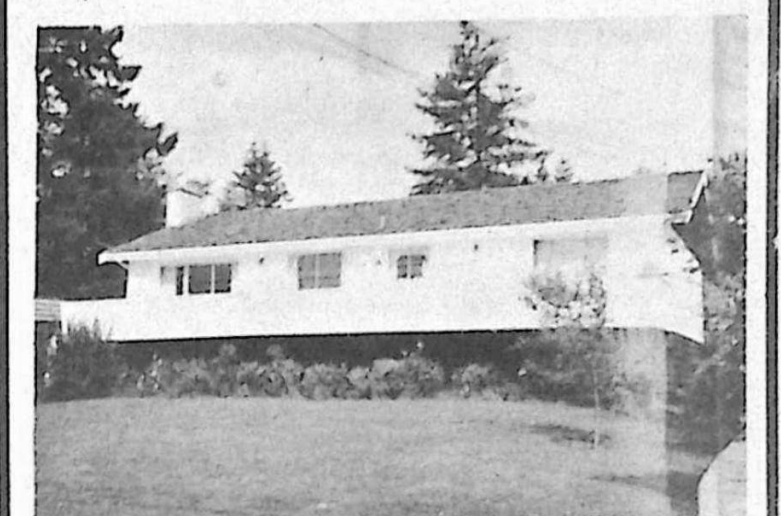
Another pilots vs naves hockey fiasco will be along to give the medical people something to do, and further details of this entertainment gala will be carried in the next issue of the paper. Also on the drawing board is a squadron bonspiel and details of that will be announced as soon as Pete Armour thinks them up.

Rumour of the Week: Edgar Benson thinks we're rich.



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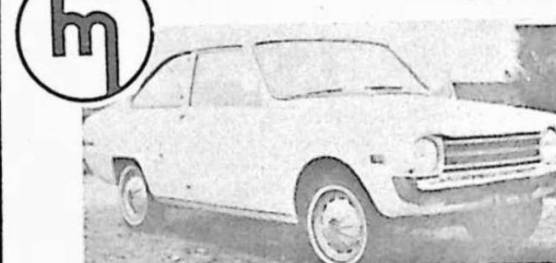
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COBOC CACOPHONY

CACOPHONY - exactly what does that word mean? Well, according to the more advanced critic on the English language and definitions of the same, that being none other than our honourable colleague, Mr. Oxford, the word "cacophony" means "ill sound (cf. EUPHONY) or discord (lit. and fig.) Now, don't you think that that is one hell of a name for an article. But, never despair. The other night, on Walter Cronkite, the Vice-President of the U.S.A. even used the very same word in one of his speeches. So, if the VP of the US can use the word, well....I guess it will be all right to continue using it for the name of this article. Coboc would like to take this opportunity to extend a hearty welcome to a new member of the clan. This young man is none other than Capt. Dave McNair. If you have been wondering who the tall, young pilot from 409 Sqn. who has been wandering around the mess since Thursday well it is none other than Dave.

Dave gave up the career of AI with 416 Sqn. in Chatham and underwent pilot training, and the necessary surgery. Upon completion of his training, he was posted to 409 Sqn. where he is now flying T-33 targets and waiting for an OTU date in order to get his final settling down orders. Dave is a graduate of the University of Manitoba, and has had the fortune (that is if you hail from Manitoba) of spending approximately six of his seven years in the airforce in the great, wide, cold, plain, barren, and womanless country of Winnipeg, or close to there, some place called Gimli. Anyways, a cheerful welcome to Coboc, Dave, and we all know that you will do your best to hold on to the fine tradition around the mess of all Coboc members, that is that they are all nothing more than great luses, with a few who do a better job of this than others, but all do contribute their share to the coffers of the mess fund.

You may have noticed the orange Cyclone that has been barreling around the base since Monday, well it belongs to none other than that new member of our organization, Don Leonard, a new graduated pilot from Gimli, and former Edmontonian. Coboc would like to take this opportunity to welcome him to the gang, so Don, welcome to the

big brotherhood, once again the Nighthawk's get another luse. For those of you who don't keep tabs on activities around the mess, here is some great news. The new Sugar Shack is now being occupied by four of our more notorious bachelors, and we won't take time to go into the history of how they achieved their notoriety as there is not enough room in this article, or the whole newspaper for that matter. But anyways, the four members who have moved into the Shack are none other than the great drinker, who spends an awful lot of time in the stiff horizontal position, Mr. Sled. Accompanying him are the Toad, Flying Phil, and Frobisher Joe. Now that Toad has moved to the Sugar Shack, will the tall stool in the bar here be moved down to the little house so that Toad will have his own personal Toad -- down there with him.

The house is very large and rumor has it that it has eight bedrooms and many other fine points. Just when will there be a party there, well you can rest assured that the four of those chaps will do their best to get the party scene rolling as quickly as possible. The first party should be a real bang-up affair, so all you bachelors do your best to get to the party and bring a little something to keep you company besides a large size bottle.

After all, the house is being supplied and hospitality only goes so far, one must be reasonable about these things. If you have any beer bottles that you don't want be sure to hand them over to the Sugar Shack so that the heavy, portable bar can be repaired, as it seems to have suffered a little disorder due to the transportation problems and storage over these last few months. After all, that bar must get back into action.

For those of you that remember Robbie Dunlop, well the overland correspondent reports that it is not true that he is getting married, but he does report some sad news. Apparently on some dark night, some little lassie managed to convince Jean Pierre Paquette that he should marry her, and the poor guy went and did just that. Now he is what is commonly known as a "happily married man" with no more problems and only a joyous future to look forward to. Well, somehow that doesn't seem to be just right, not sure what is wrong with this theory of "happily married man" maybe that refers to all the phone calls that start pouring into the mess on TGIF nights after about 4:45 p.m. Anyways, Coboc drinks a toast to all you "happily married men" and wants you to know that we are "green with envy" over your new found fortune and FREEDOM!!!

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Let's remember

It's Remembrance Day again. Another holiday. What will we do this year? Steadily, inexorably, the percentage of those who remember vividly the mud, blood and horror of Vimy, the Somme, Passchendaele, Ypres, Dunkirk, Sicily, Normandy and other such places declines. The personal memories fade, and we are left with a name, Remembrance Day.

But how many remember? Those who were there, those who suffered under the apallingly inept generalship of the British general staff in World War One will never forget the misery and the horror of it all. They will never forget the courage and the sacrifice of those who perished by the thousands in the worst bloodbath the world has ever known.

Those who fought in the Second World War, and in Korea similarly harbour memories of all too many comrades who never came back; who never lived on to accomplish all that they might have.

Each year, those who were spared look back and remember those who were snuffed out. But each year, they grow fewer. In time, there will be none left to remember. And then what?

Will the day become just another holiday? Will the purpose of the day be forgotten in the rush to get on with holiday pursuits? Saddening though it is, it is possible.

Within the past ten years there has been in Canada a turning away from things military. It has been so long since Canada has been faced with any threat that couldn't be dealt with by the United States that the necessity for a military structure seems small indeed. Why not spend the money on other things?

Such thinking gains strength each year, and each year Remembrance Day is less able to weaken it.

But, it did happen. People did go out and fight and die for King and country, and to preserve some ideals of individual freedoms, ideals of honest elections and such things. No one has seriously threatened our rights to these things lately, so we suspect that no one ever will. Life is wonderful, or at least just, and it will remain that way.

But will it? And that is one of the values of Remembrance Day. For us to remember that the freedoms we take as God-given rights occasionally have to be defended. And to remember that there were those who did defend them, and defend them with their lives.

Remembrance Day is for all of us to pause and think for a while. Our society is imperfect, but we are free to improve it. We can dissent all we want, complain all we want and present, to the rest of the world, a petty, bickering and disunited front. But just let someone threaten our right to be petty, to bicker, and to be disunited. We can look back and remember what happened the last times our way of life was threatened, and we can look back with pride. Will our descendants be able to do the same thing?

What's new? Very little

Any segment of the Canadian aircraft industry that was still hoping for substantial orders from the Canadian Government for military aircraft must have shed a great tear when it received its copy of this month's Canadian Aviation which contained an article describing Canada's current and planned military spending. The story was written by W/C John Gellner, RCAF (Ret'd), who painted a chillingly bleak picture of the future, both for the Canadian aircraft industry, and the air element of the Canadian armed forces.

His opening paragraph sets the tone when he says, "The best that can be said for the new defence policy, enunciated in successive statements by Prime Minister Trudeau (On April 3rd) and by Defence Minister Cadieux (on June 23rd and September 19th), is that it is now clear how much money - or rather, how little money - will be available."

W/C Gellner then shows that over the next three years there will be available a maximum amount of \$750 million for the purchase of new equipment for the Armed Forces. Not all of this will be spent for aviation equipment. He then quotes the controller of the Canadian Forces, Lieut. Gen. M. E. Pollard, who said, in an address to the Air Industries Association, "If we use a 5% inflationary figure, which does not seem unreasonable, and a personnel benefit figure of 5%, which is well below the level being obtained in other areas of government, it can easily be shown that our position in 1973 is apt to be worse rather than better than at present."

What are we apt to get in the way of new equipment? As nearly as Gellner can see, very little. It is his opinion that ADC will continue to use its Bomarcas and Voodoos for the foreseeable future, although his crystal ball envisions that the Voodoo squadrons will be re-equipped with the IIP version of the interceptor. While he makes an excellent case for more Canadian participation in the Airborne Warning and Control System, he cannot see that Canada will, at least in the next three years, spend much more than time on the idea.

W/C Gellner's view of what the future holds for Maritime Command is not much more encouraging. He states that the Argus will reach the end of its life in 1973, and while the Orion and the Nimrod are under study as replacements for the venerable flight bench carrier, no money has currently been allocated to buy anything. Much the same holds true in the case of the Trackers, which since the demise of the Bonaventure, will be reduced to patrolling coastal waters adjacent to Tracker bases.

Speaking of Transport Command, W/C Gellner says, "Considering the government's plans for ATC, Canadian military operations certainly will not be characterized by lightning speed." As he points out, the Yukon strength will be cut by two-thirds, and no replacement is anywhere near in sight. Our ability to move substantial numbers of troops across vast distances will be further reduced from today's level. Consequently our concept of global mobility will remain a glimmer on the planning board.

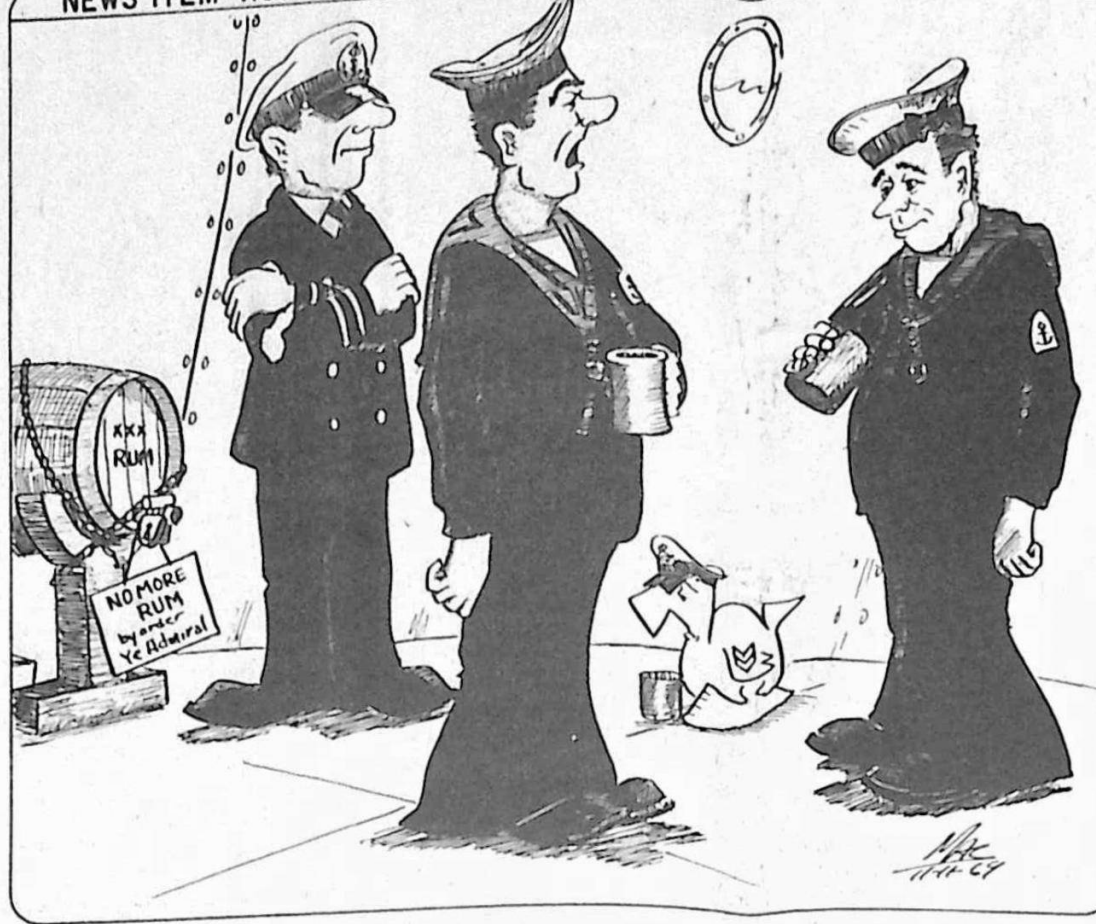
New aircraft for Training and Mobile Commands also seem, by Gellner's analysis, to be over the horizon. As he sums it up, "Not a very encouraging prospect. In fact, barely enough procurement in some fields to stave off obsolescence."

None of this is calculated to raise the morale of the Canadian aircraft industry, which could use a few orders to keep the wheels of industry turning. But if it doesn't do much for the morale of the industry, what must it do for the morale of the forces, which must continue to guard the country with equipment that is speeding along the road to obsolescence? How much longer can the forces maintain the interest of the people who must fly and maintain equipment that should have been phased out years ago? The decisions of what new equipment to buy, and how much of it to buy are largely political, but the problems raised by having these decisions long delayed are very much military.

Any armed force is only as good as its morale, and while morale is not totally dependant upon equipment, it is hard to be cheerful when compelled to do a difficult task with unsuitable equipment, or with no equipment at all.

Some very difficult decisions will have to be made very soon if the Canadian Armed Forces are to continue as a credible military organization. If the decisions are too long delayed, there may be no trouble at all in reducing the strength to 80,000. The trick will be to keep it that high.

NEWS ITEM: ROYAL NAVY CANCELS RUM RATION



I tell ya mate, hits the beginning of the end. Next they'll be makin' the Capt'n a Colonel and the rest of us bloody corporals!

HANSARD HIGHLIGHTS

October 22, 1969, Page 11689
CANADIAN ARMY-ISSUE OF NEW UNIFORMS

Question No. 2,654 - Mr. Marshall:

1. When is it expected that issue of the new Canadian Army uniform will be made?

2. What will be the estimated cost of the new uniforms?

3. What is the value of present stocks of Army, Navy and Air Force uniforms and accessories on hand, in (a) Ordnance Stores (b) anywhere else?

4. With the cutbacks in strength of the Canadian Forces is it intended to decrease the orders for new uniforms with regard to economy?

5. How is it intended to dispose of present stocks of Army, Navy and Air Force uniforms and accessories after delivery of the new uniforms?

6. When is it expected that the issue of new uniforms will be made to the Reserve Forces?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): 1. and 2. See reply to Question No. 994, Hansard page 4307, dated January 15, 1969.

3. \$6,000,000.

4. Yes.

5. By phasing the issue program over a 3 year period, present stocks will be reduced through normal usage. Stocks remaining on completion of the issue of the new uniforms to members of the Regular Forces, will be used by the Reserves, until they in turn are converted to the new uniform, and by the Cadet organizations. Any surplus beyond these requirements will be issued to the Emergency Supply Planning Branch of the Department of Supply and Services, for the Canada Emergency Measures Organization or National Health and Welfare for future emergencies, or will be declared surplus to Crown Assets Disposal Corporation.

6. No firm date has been established and issue will not commence until after completion of the Regular Force issue program.

October 22, 1969, Page 11695
NATIONAL DEFENCE-GOODS SOLD AT CANEX STORES

Question No. 2,682 - Mr. McCleave:

1. What is the policy of the

Department of National Defence regarding the variety of goods sold at Canex stores?

2. Has the Department received complaints from civilian retailers and, if so, what is the nature of complaints?

3. What happens to any surplus realized by Canex stores?

Mr. D. W. Groos (Parliamentary Secretary to the Minister of National Defence): 1. The policy is to ensure that a Base Exchange will offer for resale the range of goods and services necessary to meet the needs of its patrons.

2. Yes. Prior to 1968, the three services operated their own resale activities. Subsequent to unification, CANEX was the name chosen for the consolidated non-public fund resale outlets of the Canadian Forces, and a number of merchants and operators of services located near some of the military bases thought a new activity was being introduced which would be harmful to their own particular business. When it was explained that this was not so, apprehensions prompting these complaints appeared to be dispelled.

3. Any profits realized are used to provide social, recreational and welfare benefits to the military community.

October 22, 1969, Page 11697
NATIONAL DEFENCE-ORDER FOR OFFICERS' UNIFORMS

Question No. 2,691 - Mr. Hees:

1. Was there an order placed in recent weeks for 14,000 or more officers' uniforms for the Department of National Defence?

2. If so, what was the name of the company which received the order?

3. Was the order placed after tenders had been called?

4. If so, what were the other firms or companies that were asked to tender on this order?

5. If the order was awarded without a call for tender, what was the reason?

Hon. James Richardson (Minister of Supply and Services): In so far as Department of Supply and Services is concerned: 1. No. 2. to 5. Not applicable.

October 22, 1969, Pages 11700 and 11701.

LOCKHEED L-1011 -

CONTRACTS AWARDED TO CANADIAN FIRMS

Question No. 2,701 - Mr. Coates:

1. How many contracts have been awarded to Canadian firms who work on the Lockheed L-1011 and what was the amount of each of the contracts awarded to Canadian firms?

2. Was Enamel and Heating Products Limited considered by the government for any of the contracts awarded firms in Canada and, if so, for what reason has any not received any of the work involved on this aircraft?

Hon. Jean-Luc Pepin (Minister of Industry, Trade and Commerce): 1 and 2. The Department of Industry, Trade and Commerce has provided the Lockheed Aircraft Company with advice, guidance and assistance on the placement of contracts with Canadian firms for the Lockheed L-1011; however, the ultimate selection of Canadian sub-contractors and the awarding of contracts is the responsibility of the aircraft company itself.

The total number and value of all contracts is not known at this stage. However, the initial value of major contracts awarded to date is estimated at approximately \$58 million.

October 22, 1969, Page 11702
ACTIVITIES OF SOVIET VESSEL "TAMJYR"

Question No. 2,708 - Mr. Anderson:

1. Has the Department of External Affairs recently been in touch with the Soviet Embassy concerning the activities of the Soviet vessel Tajmyr?

(Continued on page 6)

?

The following message was received on the base last week: SUBJECT: MSG Address REF: A. My air 1234 02345Z B. Your OPS 04 234545Z C. FMCHQ Trg. 2222 243453Z Sep

Believe reference A referred to in Ref B in error and probable Ref C should have referred to Ref C. Ref C may have been info in error.

LETTERS TO THE EDITOR

Dear Sir:
Let me congratulate you on your October 30th edition of your normally inane rag. For once in your life you came up with an interesting article, one that would interest the majority of the base personnel, i.e. the technicians. Too long have you let your editorial policy be dictated by desk jockies, pilots, and what's worse R.O.s.

I must confess I would have missed the fine article completely if I had not been using your paper to train my new St. Bernard puppy. Just as I was about to spread page seven out on the floor I saw that wonderful photograph of our new RADCON Antenna. I immediately delved into the fascinating contents of the technical paper entitled: "RADCON gets new thing".

Thing indeed, you probably wouldn't know a turnable Magnetron from a hydrogen tetrode Thyatron D.C. resonant charging modulator, but lets have more of the same.

Sgt. C. E. Inoceram. (Payfield?)

P.S. I suggest you beg Mr. H. H. Kirkpatrick to become your technical writer.

Sir:

I would like to take advantage of your letters to the editor column to express my hope that I never find myself or my loved ones in a life or death situation that necessitates calling the Base for assistance.

I'm sure that if the telephone

inventor, Dr. A.G. Bell were aware of the time it takes the average caller to get an answer on the Base Switchboard he would rollover in his grave.

Signed Distressed.
Eds Note: Distressed, Have you tried smoke signals?

Dear Sir:
I would like, through the medium of your widely read paper, to thank the personnel of Comox Orderly Room and Accounts Section for the help given me at the last moment before leaving the service, and thanks to the staffs at CFHQ involved in settling pension and insurance problems faced by the newly retired. Without that help I feel sure everyone returning to civilian life would be in a helluva mess.

Moving claims, and mine was a dandy, were settled without fuss, pension statements, earnings statements, GSMIP and Insurance were settled so smoothly it was hard to believe such help came from the service from which I retired. While in the service I too was full of moans about ORs and Accounts and beefs about CFHQ, now as a civilian I can appreciate what was done for me free of charge and for nothing. Thanks to all.

Perhaps a word of advice to those about to retire. Make sure you fully understand what the OR and Accounts tell you before

leaving the base, there are time limits attached to certain things you must do. Miss the time and you are out of luck. Keep all paperwork given you regarding your pay and allowances and your pay correspondence received afterwards. Income Tax gives you a heck of a belt and takes quite a large slice of the pension so be prepared for a shock. Would you believe 20 per cent?

Your publication is read with interest up here not only by me but by many others, Hungarians, Ukrainians, Poles, Greeks, French and Russians. They ogled at the pictures of salmon derby winners, dogfish and grunion catches. It makes very interesting reading up here but does not compare with the fish we catch up here. My best fish we catch up here, the last till date, and probably the last till next year as the lake is frozen over, was a 35 pound lake trout caught on 10 pound test. Karl the German lad caught a 33 pounder and a couple more in the same range. All from the same troll in the sunshine down trolling louts do. Seven like you lazy small ones. But I pounders are the walks along the Puntledge and Oyster Rivers the Puntledge along the Trent and the ambles along the Trent looking for steelhead.

Must put on my parka and mukluks and get out and earn a crust. Anyone up in the Sawmill Bay area, say Hi to... drop in and see me at Port Radium N.W.T.

Statement on Liefcort

1. The Canadian Arthritis and Rheumatism Society has been unable to make any comment on the preparation called Liefcort because the matter has been before the Courts. Dr. R.E. Liefmann who has been distributing the preparation has now been found guilty on 15 charges brought by the Food and Drug Department.

2. The drugs in Liefcort are not new or different. Doctors have been using them safely in medicine for many years, but they recognize the need for careful control of such drugs only in conditions likely to benefit and at the correct dosage.

3. Liefcort is sold in quantities of up to three bottles with varying coloured caps and with no detail as to the content. Each of the three preparations, on repeated chemical analyses by reliable laboratories, contains large amounts of prednisone, a potent cortisone-type hormone (cortico-steroid), and two of the three also contain potent sex hormones, testosterone and oestradiol.

4. The dose of prednisone is many times the usual dose used by physicians. This predictably, will relieve pain and inflammation within hours and create a sense of well-being. This dosage, however, is dangerous when used for more than brief periods. Its unsupervised and uncontrolled use lends itself to very serious and at times uncontrollable side-effects. These include perforation of ulcers, internal bleeding, diabetes, lack of resistance to infection, weakening of skeleton and fractures, and the loss of normal resistance to the stresses of surgery or accident. These serious problems may not appear for months.

5. Testosterone, in excessive amounts, can masculinize females, cause uterine bleeding, increase the growth rate of certain cancers, and cause jaundice. Past studies have shown that it has no beneficial effect in arthritis. In the past, testosterone like drugs have been added to prednisone therapy without advantage being obtained.

6. Oestradiol, in excessive amounts, can cause abnormal uterine bleeding, and increase the growth rate of certain cancers. It has been tried in the past in the treatment of arthritis and found to be ineffective with or without prednisone.

This statement is being issued to alert the public about the dangers of this preparation.

Base passes C. I.

The annual Capability Inspection (CI) of CFB Comox which took place last week went off without a hitch. The inspection, which is designed to test CFB Comox's capability to handle nuclear weapons, should it ever acquire them, found no flaws in the base's plans.

For a base with a nuclear capability, a CI is a very important hurdle. Experts from Command and CFHQ, as well as observers from the USAF come on board and spend a week digging exhaustively into all the procedures that have been established by the base to enable it to store, use and safeguard nuclear weapons should such weapons ever be issued.

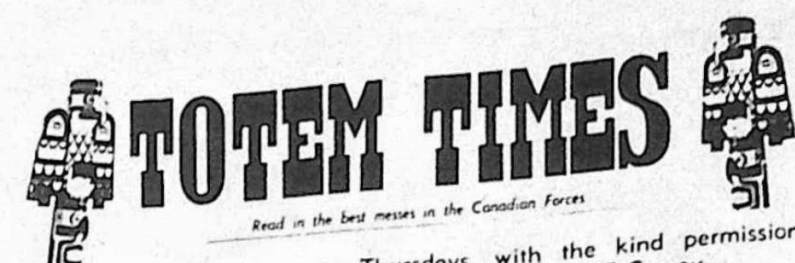
Almost everyone on base and 409 strength is in some way concerned with the CI, because almost everyone on base and 409 strength would be concerned with nuclear weapons. Because of this all sections are checked to determine that the procedures they have adopted are in accordance with all pertinent regulations, of which there are zillions.

Administrative sections carry a great deal of responsibility keeping the records straight, and their procedures must be impeccable. Military police bear a heavy responsibility for providing adequate security, and their procedures in this vitally important aspect must also be beyond reproach. Base transport has critical responsibilities which must be met. And so it goes. Everyone is in some way concerned.

It is the same way on the flight line. All trades are affected, and all trades must demonstrate their abilities to perform their jobs in flawless fashion. Armourers load and download aircraft. Aircrew must write exams before they are allowed near the airplanes. Everyone is tested to ensure that his knowledge of his job is letter, or at least syllable-perfect.

Well, you say, what is so surprising about that? People are doing the damned job every day. Why shouldn't they know what they are doing? And, it is a good point. But what about the parts of the job that aren't done every day? Are they allowed to set a lesser standard on that? Not likely.

Take, for instance, the nuclear accident response. It cannot be practiced every day, or even every week, but it must be done quite as well as everything else. An imitation nuclear accident response is part of every CI,



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Inquiries may be directed to Cpl. McCaffrey at Local 377.

The private pilot

MASS MURDERER OR MENACE

Instant death hovers in the skies over the nation's largest airports in the form of the private aircraft. He is there with the official consent of the government. He can kill at a moments notice yet he will not go to prison for murder. The next time this sinister pilot strikes, the chances are he will be flying a private aircraft. In 1968, in the U.S. there were 38 midair collisions all involving at least one private aircraft. In another 1128 reported near misses the overwhelming preponderance of these brushes with death involved private planes. What of the near misses that were not reported?

Why is it that the FAA and DOT allow these potential murderers to fly the skies? These traffic police of the sky still allow small private planes to cut into commercial traffic flight patterns even though they are not properly equipped to do so. Would you allow a student of first year medicine to perform a major operation, or allow cyclists the use of busy freeways with full rights to take over the traffic lanes?

Today, with the airline transportation business at an all time high and private aviation mushrooming, pilots live in constant fear of the airborne fender scrapings that can take life in a flash. Both the commercial carrier and the private aviator realize that there are solutions to the problem but both insist that the governing bodies are unwilling to take corrective steps.

Here in Canada the situation is not that critical, however if steps are not soon taken by the DOT, the situation as exists in the U.S. will soon be upon us.

The most timid moves by the FAA to limit the use of major airports has brought storms of protest from the Aircraft Owners and Pilots Assn. an effective, heavily financed lobby of private flyers. Although AOPA has a large financial backing and huge membership, many private airplanes are not equipped to meet the dangers of the sky. It is also beyond contention that many private pilots lack the skill and training to navigate safely in the precise and orderly traffic around the large airports. How many of you have flown the airways and had "center" radar call up and say "Target at 2 o'clock, slow moving, south east bound, no indication of altitude," and you are IFR.

While military and commercial pilots strive to keep up their proficiency - they would lose their jobs if they didn't - many weekend pilots are unaware of new regulations and procedures. It may be one thing to know how to fly but it isn't enough, for in today's environment you must also know the ever changing rules for flying in a terminal airspace.

One of the most important items missing from the cockpit of the private aircraft is the transponder. This little black box, by transmitting a strong clear signal gives air controllers on the ground at least a chance to fit you in to the ever increasing traffic snarl. Often is the case that unskilled privateers cannot or carelessly use their radios and fail to communicate with the ground controllers.

The next problem is the drunken driver. Not only is he a menace in a car on the ground, he is twice the problem in the sky. Pointedly, autopsies performed on pilots in 692 fatal private plane crashes in 1968 in the U.S. as many as 200 had been drinking and officials state that the cause of 45 was definitely alcohol.

The Magnificent Menace

Too often these days, due to the fact that loans are relatively easier to obtain than ten years ago, people can obtain just enough money to purchase an "airworthy" machine. They go to their local flying club, spend approximately \$450 and graduate with their private pilot's licence, after a meagre thirty five hours of anything but intensive flying. This individual then decides to go on a weekend jolly, taking his wife and maybe his children if his aircraft is large enough for a trip to the interior of B.C. On board he takes his necessary road maps, a servicable although somewhat cantankerous two-way radio, no survivor, and just enough fuel. Probably, after a brief inspection of his craft, and no briefing from the met section, and no flight plan filed and passed to DOT center, away he goes into the wild blue.

The winds become tricky, his fuel becomes less, the clouds and weather deteriorate to such an extent that he has to pay so much attention to his flying of the aircraft that he can no longer navigate properly. His radio decides what happens? Some neighbour wonders why the couple have not returned after a week away and decides to enquire about their whereabouts. Nobody knows! Now the spend thousands of dollars and many hours of flying to even know where the haystack is at all.

Surely the government will eventually pass some sort of legislation to have these type of pilots under control but until they do the public will have to bear the expense Private Pilot!

and the inspectors are as adept in picking holes in that as they are in picking holes in anything else.

Picking holes in things is not, however, the inspectors only function. While they do look for flaws, they also look for good points; points that can profitably be adopted by other bases elsewhere. Good ideas, they feel, should be shared.

Once the inspectors have finished their inspecting, they complete a written report detailing what they saw, what they felt

could perhaps have been done other ways, and what they saw that they liked well enough to take to other bases. From these debriefing sessions, other ideas are born, and improvements to the system result.

The nuclear capability has the potential of giving the Canadian Armed Forces its greatest firepower ever. Much of our defence is planned around that capability. It must work if it is ever called upon. CIs are just another tool used by the base commander to ensure that they will work,

UNISKINS by mac

TELL WAR STORIES....COUNT SCALPS....REFIGHT OLD BATTLES....DRINK MUCH FOAMING WATER AND SHOOT MANY BULLS



TRAINING VEHICLE for the Base Transport sections' Defensive Driving course is this nine-ton "Rammer Eight". Equipped with 50 and 30 calibre machine guns and riding on tracks the "Rammer" is ideally suited for the quitting time traffic jam normally held at the Lewis Park traffic lights at 16.30 hours, weekdays. The special armour plating 'kid proof' finish on the vehicle's exterior makes it a most desirable family car for PMQ residents. — CFB photo

Base Transport Offers Defensive Driving Course

A defensive driving course, consisting of eight, 40-minute lecture and film sessions will be offered service, civilian and dependent personnel by the Base Transport section. The course will run from Monday to Friday, December first to the fifth.

The instructors training is approved by the Canadian Highway Safety Council. The Course material was developed by the National Safety Council in the United States. It is based on more than 50 years experience in accident prevention in fields ranging from coal mining to truck driving.

While most of the material evolved from experience gained in the motor transportation industry, additional concepts have come from various areas of industrial safety. For example, the standard accident prevention formula was developed by safety engineers in factories and plants. Under a licensing agreement,

the National Safety Council has granted exclusive Canadian rights to the course to the Canadian Highway Safety Council. The course stresses good driving results from a combination of knowledge, skills and attitudes. It includes knowing the rules of the road, the characteristics of your car, your own limitations, and those of the other drivers. It also involves skill in handling your automobile in a variety of driving situations.

Safe driving requires the adoption of a special attitude toward operating a motor vehicle. This is known as "defensive driving."

The defensive driver is not timid or over cautious, but he is determined to take every reasonable precaution to prevent traffic mishaps, over and above what the law requires him to do. The course offers the opportunity to learn what is involved

in driving defensively, why and how various types of motor vehicle accidents occur, and what it takes to prevent them. The students will be provided with a standard of driving excellence that you can use to evaluate and improve their own driving.

What emerges is a point of view toward operating a motor vehicle that is designed to give a practical insight into the problems of driving and the ability to see predictable and controllable patterns in traffic situations.

There is no charge for the course and everyone over the age of 16 is encouraged to take advantage of this opportunity to improve their driving habits. Interested personnel may contact the Base Transport Safety Office at local 363.

Three overseas units zapped

LAHR, West Germany (CFP) Three of the six Canadian Starfighter squadrons in West Germany will be deactivated by July 1, 1970. The 430 Silver Falcon squadron at Lahr deactivates May 1 and, at Baden-Soellingen, 442 Tomahawk and 427 Lion squadrons deactivate July 1.

Defence Minister Cadieux announced Sept. 19 that Canada was cutting its six NATO starfighter squadrons down to three. Those remaining will be reorgan-

ized into No. 1 Canadian Air Group, responsive operationally to NATO's 4th allied tactical air force.

Of those remaining in NATO, 421 Red Indian now at Baden-Soellingen and 441 Silver Fox at Lahr will have the NATO strike role and 439 Tiger at Lahr will be reconnaissance.

However, how the three squadrons ultimately will be disposed on the two bases remains to be decided.

Happy birthday
Elaine

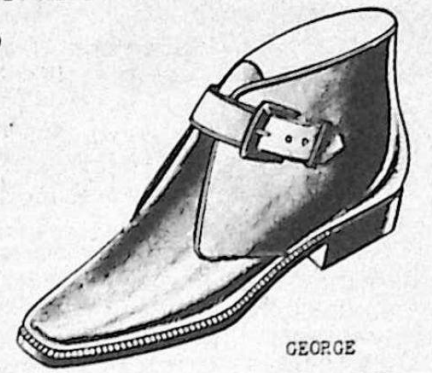
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1817 Beaufort Comox - By the Launching Ramp

New Squirrel Cage

A 27,127,000 dollar contract has been awarded Louis Donolo Inc. of Montreal to build a twin towered, 20 storey office building for NDHQ in Central Ottawa.

Caveman retires

NORTH BAY, Ont. (CFP) - Master Corporal P.E.G. (Gabe) Carriere, last of the four original "cavemen" here, has retired after 20 years of service.

Gabe was assigned in 1961 to the underground complex of northern NORAD regional Hq. Brig.-Gen. W. N. Garton presented him recently with a certificate of appreciation.

He's retiring to Ottawa with the wife and five kiddies.

Metz reunion

OTTAWA (CFP) - Well over 300 former Metz types turned out Nov. 1 for the fifth annual reunion of air division officers and wives here at Uplands. It was by far the biggest crowd yet.

Notables attending this year were Air Marshall Hugh Campbell, the air division's first AOC at the Chateau de Mercy-Les-Metz, and Maj.-Gen. R. J. Lane who commanded the air division at the time of the move from France to Lahr, Germany in April, 1967.

A committee drawn from those who attended this year's thrash has already held its first meeting to lay plans for next year's party. They are giving top priority to adding more of a Metz flavour to the party scene and to giving those present a chance to participate in activities other than chin wagging with long lost friends.



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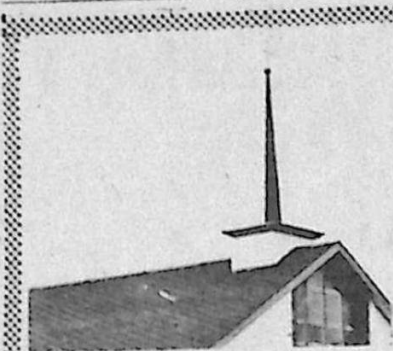
ANNIVERSARY

GIFT SALE

TUESDAY NOV. 18th

to

SATURDAY NOV. 22nd



Chapel Chimes

THE RC CHAPEL
Our Lady of the Sacred Heart:
Chaplain: Rev. J.G. Campbell -
Local 274

MASS TIMES:
Sunday - 0900 hrs and 1100 hrs
Monday, Tuesday and Wednesday - 1630 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

CWL - CFB Comox - The regular monthly meeting of the CWL Our Lady of the Airways Council was held on November 4th in the Parish Hall. Future projects were discussed including a clothing drive and book drive for the Northern B.C. Missions and a

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. Sunday in the Parish Hall. No registration necessary.

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

CYO: Meeting at 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 in the Chapel at 7:30 p.m.

day of entertainment during the Yuletide season for shut-ins. Motions were passed to contribute monies to educate seminarians in Ecuador and Canada. An invitation was received by the CWL, St. John the Baptist Church, Comox to attend their Bazaar and tea to be held November 29th.

REMEMBRANCE DAY PRAYER

By FATHER J. G. CAMPBELL

"O Lord our Father, today at reverent attention, we salute all those who in devotion's fullest measure gave their youthful lives in actual conflict in the service of their country, in the defence of peace, justice and freedom, and who have since that time passed on to their eternal reward. Inspired with deep love for their country they accepted the task of protecting for all the citizens, those rights which came from you and you alone. Laid to rest in the hallowed ground and in the depths of the sea, which their bodies will forever make sacred, now they possess everlasting peace.

In gratitude for all those who paid the price of victory, we ask your guidance, as we dedicate ourselves to that cause for which they gave their last whole measure of devotion. Keep us humble in victory, make us wise in the presence of great problems and strong and brave in the face of danger. Teach us to show by word and deed the same zealous interest in practicing and furthering those Christian principles upon which our country is founded and for which these brave men gave their lives.

Let the memory of their devotion ever be an example to us that we, being faithful unto death, may with them some day receive the crown of life through our Lord Jesus Christ who lives and reigns with you in the unity of the Holy Spirit. God, world without end. AMEN.

This beautiful prayer has been recited year after year on the occasion of November 11, Remembrance Day.

Frequently, people question the tradition of observing Remembrance Day after all these years. I believe it would be

unfortunate indeed if we should ever cease to recall those men and women who underwent loneliness, fear, suffering, injury and even death in serving their country and the principles and freedom in which they believed. They served to assure that future generations would not be denied their God-given rights and freedom.

We remember those who were abandoned to the inhospitable seas, brought down from the air or injured in land combat; but especially we remember those who paid for our freedom with their lives.

On November 11, we indirectly remember the sacrifices of the parents, husbands, wives, children and loved ones who remained at home and in their own way suffered along with those from whom they were separated.

Our prayers and remembrance observances serve to thank them for their sacrifices and to thank God who inspired their nobility.

But everything we say or do on this day will be less than a hollow shell if we ourselves have ceased to value these God-given rights - freedom of conscience, freedom of expression, freedom from want and all the other freedoms. They would have lived in sacrifice and died in vain if we do not have the desire and the effective will to give these rights to every Canadian and to every man, woman, and child in the world. We must make this desire a real obsession - a real driving force in our lives. In doing so we will truly be honoring these men and women.

Let us pray that society will not forget their debt to those veterans who are with us, many who still bear the effect of their sacrifices.

is expected that their parents will attend this service with them.

Nursery facilities for babies are available in the rooms at the side of the Chapel every Sunday from 11 to 12 a.m. This service is provided by members of the Ladies Guild.

PROTESTANT CHAPEL

Sunday, Nov. 16 - Morning Worship as usual at 11 a.m.

Sunday, Nov. 23 - Family Sunday in the Chapel, with the children of the 9:30 a.m. Sunday School attending Church at 11 a.m. rather than Sunday School. It

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22nd The Reflections. Food - Fish & Chips.

29th BINGO - TURKEY & BOTTLE. 8 - 10. DANCE: Small Craft Warning. 10 - 2. Food - Italian.

Movie every Tuesday - 8:00 p.m.

Bingos ever Wednesday - 8:30 p.m.

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WOMEN FROM COURTENAY, Comox, Cumberland and Hornby Island attended the Annual Communion Breakfast held in the Sergeants' Mess, CFB Comox on November 2nd. The main topic of Father Rudden's talk was the influence of the Saints on modern day living. From l. to r. Mrs. Duncan, Cumberland CWL; Mrs. Sirois, co-convenor, Mrs. McGuire, president CWL, CFB Comox, Father James Campbell, Base Chaplain, Father Peter Rudden, Guest Speaker, Mrs. Hazlett, Comox, Mrs. Brodie Courtenay.

Come to the Fair Hansard

by DORIS FARMER TONKIN

The Courtenay and District Historical Society is sponsoring an Arts and Crafts Fair and Tea to be held in the Native Sons Hall, Courtenay, on Saturday, November 29th.

This will give the residents of the community a unique opportunity to meet the many talented people of the area and to view their work.

Artists and craftsmen are cordially invited to display any type of handwork from paintings to candles for sale at a moderate commission, or for exhibition only. Price is to be set and marked plainly by the owner, and articles for display only should be marked as such.

Anyone who has not been contacted but has work to show, may call Mrs. R.A. Mitchell 334-3818 or Mrs. F.S. Tonkin 334-2256 for particulars.

There will be a display of antique toys, stamp and other collections, and varied attractions including tickets on an item of Christmas cheer. A Christmas tree will decorate the scene and there will be Christmas carols. Something for everyone.

A local writer and her out-of-town collaborator will be present to autograph their newly published book.

A baby sitting service will be provided by competent young women. Mothers who wish to shop in town may check their small ones for a small hourly charge.

Admission tickets include tea and the chance at a door prize. Several prominent ladies have kindly consented to pour. Coffee will be served in the evening.

The Fair will run from 1:30 to 9:30. It will be a place to meet your friends and to make new ones. To see, admire, and perchance to purchase original Christmas gifts. Do come, won't you? The Museum Expansion Fund will benefit.

CLASSIFIED ADS

FOR SALE: Refrigerator - 8 cu. ft., Chrome Kitchen suite and five chairs, 2 electric heaters, picnic table, dress model size 14-18. Contact by phone - 339-3641.

FOR SALE: Doll carriage, good condition, \$9. Jump-up chair (Like high chair without a tray.) Child's sleigh. Phone 339-2211, loc. 305.

FOR SALE: Barbie doll clothes all styles from bathing suits to evening gowns. Each 50 cents. PMQ 54, Phone - 339-2881.

FOR SALE: 1 cub shirt, 1 scout shirt, 2 batons and orange skirts - \$2 each.

Mrs. Cummings - 339-2509.

WANTED: Dark room equipment, particularly an enlarger. Please write box 1524 Courtenay.

BOOKS WANTED: Hard cover, paper back, pocket, National Geographic - whatever you have. Please don't throw them out. The Beaufort Association for Retarded Children can use them in their Fund Raising Projects. Posted? Moving? Or just cleaning things out? Please contact Capt. R. Davy at local 383 for pick-up. Thank you.

(Continued from page 4)

2. Has this vessel been challenged in recent week by Canadian Armed Forces vessels about her intentions on the B.C. Coast?

3. Has this vessel refused to answer such requests for information?

4. Was this vessel boarded by Canadian Government officials in Vancouver Harbour?

5. For how long has this vessel been under surveillance by Canadian Armed Forces units?

Mr. Yves Forest (Parliamentary Secretary to the President of the Privy Council): I am informed by the Department of the Secretary of State for External Affairs and the Department of National Defence as follows:

1. No.

2. No. The Soviet vessel Tajmyr conducted all operations outside the limits of Canadian territorial waters.

3. Not applicable.

4. Yes. All foreign vessels entering a Canadian port are subject to inspection by Customs and Immigration officials. In addition Department of Transport Radio Inspectors board foreign vessels upon request. In those cases where a diplomatic request for permission to visit a Canadian port has been received on behalf of a naval-associated ship, and has been approved, an officer of the Canadian Forces also goes on board.

5. Since June 1, 1969.

Coin Club Reactivates

The Courtenay Coin Club is being re-activated, and an invitation is extended to all CFB Comox personnel and their dependents to attend the next meeting at 7:30 p.m., 19 Nov. 69.

The meeting will be held in the CRA Hall in Courtenay. If you are a collector of coins, tokens, medals, banknotes; either advanced or novice, you are urged to attend. The new Club executive has planned an interesting program for the coming season. Plan now to attend! For further information please contact Derek Davison: 336-2326 or Bob Gardner at 338-8079.

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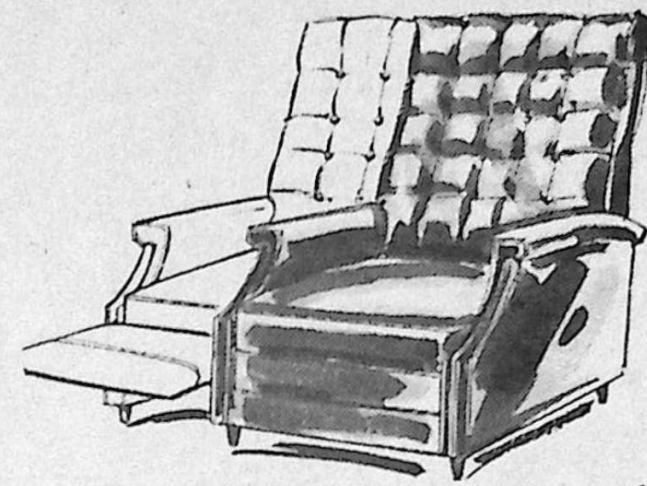
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SPORTS



BY
JIM
BO



BASE SKI CLUB

You often hear people say, "I'll take quality, not quantity". A Base Ski Club is in the process of being formed to promote both. All Service personnel and dependents are invited to leave their names, as being interested in forming a ski club, at local 304.

The idea is to promote good skiing with a maximum of members at a minimum cost. Already we have a certified instructor who will be only too happy to keep those nasty trees and rocks from jumping into your path, and in general, keep you on the straight and narrow. All personnel, professional, amateur, or those with their insurance paid up are surely welcome; because we'll take "quality and quantity".

There will be a general meeting on Thursday, Nov. 20, at 1000 hrs. in 407 Aircrew Training Room on the second floor of hangar No. 7. A slate of officers will be elected and membership will be taken. If you can't come please send your name or phone local 304.

WINTER SPORTS SCHEDULE

GLACIER GARDENS PUBLIC SKATING TIMES FOR NOVEMBER
Tuesday Evenings - 1930 - 2100 hrs.
Saturday Afternoons - 1400 - 1545 hrs.
Sunday Afternoons - 1400 - 1545 hrs.

BASE SWIMMING POOL SCHEDULE FOR NOVEMBER TO FEBRUARY

Monday to Friday - 0900 - 1000 hrs. - Hydrotherapy.
Monday to Friday - 1100 - 1200 hrs. - Servicemen's Swimming Instructional Classes.
Monday to Friday - 1200 - 1300 hrs. - Aquatic Training.

INTER-SECTION HOCKEY

Nov. 17 1900 - Mustangs vs 409
2100 - Admin vs 407
Nov. 19 1900 - 442 vs 407
2100 - Admin vs 409
Nov. 24 1900 - Admin vs Mustangs
2100 - 409 vs 442
Nov. 26 - 1900 - 409 vs 407
2100 - 442 vs Mustangs

INTER-SECTION BROOMBALL

Nov. 17 1100 - 407 UN vs 407 Off
1200 - 442 vs MP
Nov. 18 1100 - 442 vs 407 Tele
1200 - Supply vs 407 I&E
Nov. 19 1100 - 407 UN vs MP
1200 - 407 I&E vs 407 Tele
Nov. 20 1100 - Supply vs 407 Off
1200 - 407 I&E vs 407 UN
Nov. 25 - 1100 - MP vs 407 Tele
1200 - 407 Off vs 442
Nov. 26 1100 - MP vs Supply
1200 - 407 Tele vs 407 UN
Nov. 27 1100 - 407 Off vs 407 I&E

B.C. Radar Sqn. wins swim trophy



LIEUT. COL. LORNE S. DEYELL of Edgerton, Alberta, receives his certificate from Sgt. Jack Cook of St. Mary's, Ontario, Station Warrant Officer, for having completed 12 miles in the Air Defence Command sponsored 100-hour swim. Lieutenant Colonel Deyell is commanding officer of Canadian Forces Station Holberg, which amassed a total of 761 miles to capture the crown from their closest rivals at Senneterre, Quebec. Station Holberg is the westernmost of a chain of Canadian radar squadrons serving Norad through their headquarters in North Bay, Ontario.

ROD AND GUN CLUB

The Rod and Gun Club held its last meeting on the 21st of October in the Social Centre. J.B. MacDonald was presented with the Coho Trophy for the best fish caught during the summer Fishing Derby. At the November meeting Chuck Cronmiller will receive his trophy for the largest Tye caught in the contest.

Although the Club has a large membership the turnout at the meetings is often small. The members of the Committee discussed ideas for promoting interest in the Club and several ideas will be tried in the near future. Several members have volunteered to serve on the Com-

mittee for 1970. Frank Kato will be the new President, J.B. MacDonald will be our Fishing Representative and Jack Wilson will serve for another year as Hunting Member.

The next meeting will be held in the Social Centre Tuesday, Nov. 18th. Some very interesting Travel and Hunting Slides will be shown by the members.

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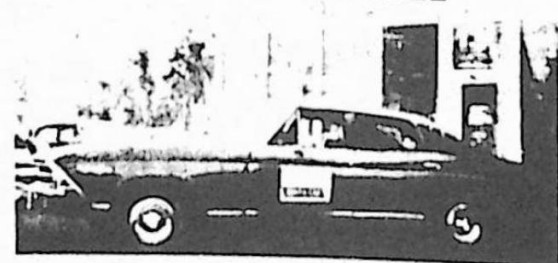
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SATURDAY, 15 NOVEMBER

October Fest - German food - German band from Victoria - FREE beer - Commencing 2000 hrs. - \$3 per couple, regular members - \$4 per couple, guests and honorary members - Reservations by 1500 hrs. November 14.

FRIDAY, 21 NOVEMBER

Mess Dinner.

THURSDAY, 30 NOVEMBER

Grey Cup Day - hot rum - hot dogs - 2 colored TV sets - casual dress - 1000 hrs. - Candlelight Dinner 1900 - 2030 hrs. - \$5 per couple - Reservations by 1500 hrs. November 29.

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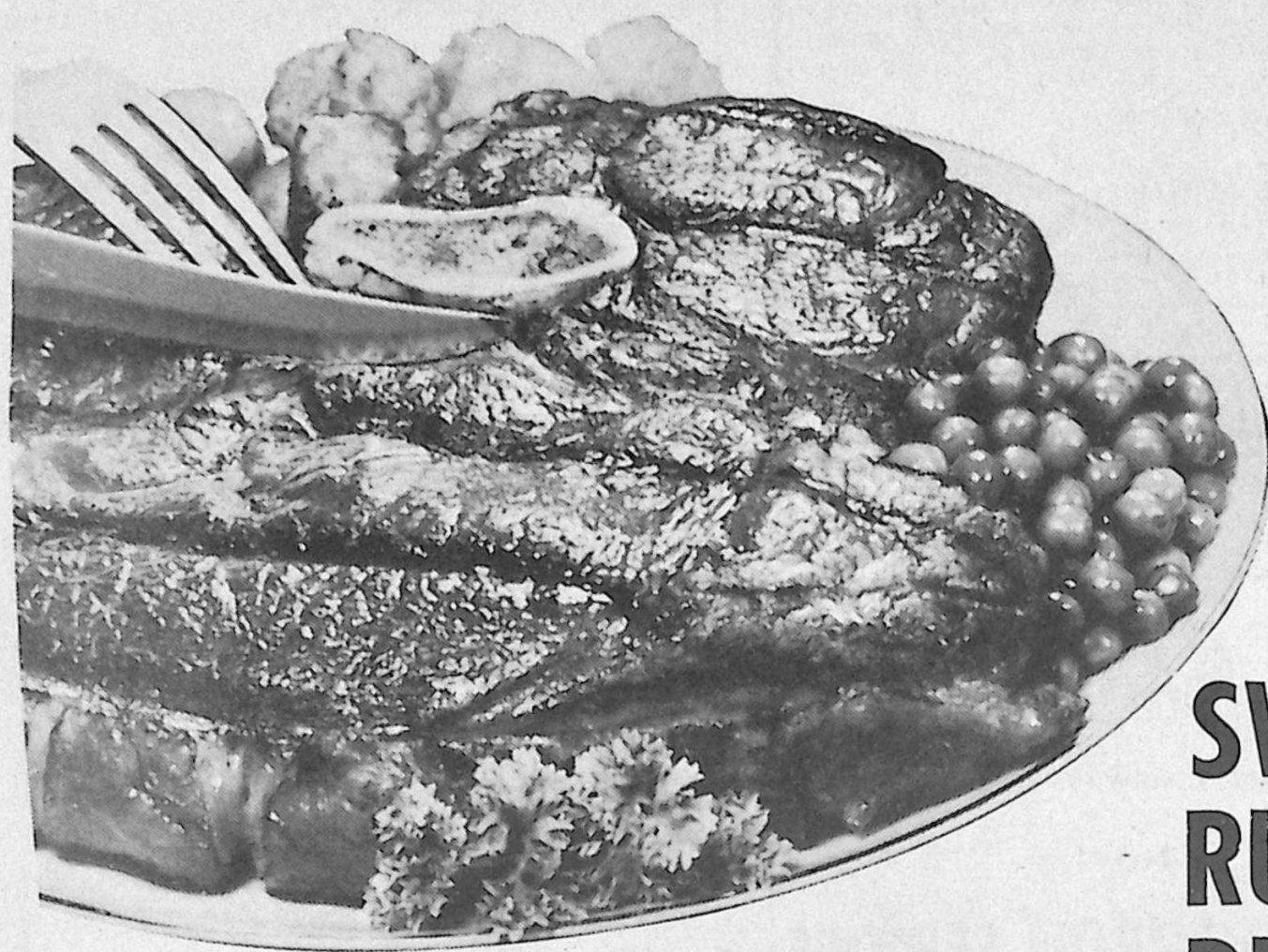
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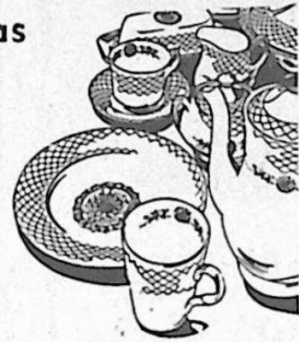
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