



# TOTEM TIMES



You can look Sharp, feel Sharp; but you can't be Sharpe

VOL. 12

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No. 1

## New changes to GSMP plan

Several changes will take place in the GSMP plan effective the first of January, 1970. Involving the benefits payable under the plan, as well as certain administrative procedures.

Effective the first of January 1970 it will no longer be necessary to submit a statement or statements of health in connection with an application for coverage, or increased coverage, which was not submitted within the required 60 day period from the date of eligibility. If an application for coverage is submitted after the standard 60 day waiting period has expired, the eligible dependants to be insured will be subject to a three month waiting period. This waiting period will apply universally, regardless of the state of health of the members dependants. It is stressed that no premiums are required for the months during which no benefits are available. The following example is given. Date of eligibility - 1 Dec. 60 day period expires - 30 Jan. Application received - 15 Feb. Waiting period - 1 Mar. To 31 May Allotment commences - 1 May Coverage commences - 1 June

The waiting period will apply as well in cases where a member files a late application to increase his coverage, either to: (a) add an additional dependant, (b) add the optional hospital benefit, and (c) convert supplementary plan to full benefit plan.

The increase in premiums is to be effective the first of the third month following receipt of the application, with coverage to commence the first day of the fourth month, as in the above example. Pay allotment forms (CF77S) should be completed and held with the members pay accounts and shall be submitted to CFHQ/DPS 7 no earlier than the first day of the month prior to that in which the pay allotment start or increase becomes effective. All applications on or after the first of January are to be processed in accordance with the above procedures. It is important that your GSMP application forms be stamped by the unit orderly room as soon as it is received.

Members with dependants who had restrictions placed on benefits as a result of unacceptable statements of health will have all such restrictions cease on their current termination date, or on the first of April 1970,

whichever is the earlier date. Effective the first of January 1970 the maximum amount payable under option A of the Optional Hospital Benefit of the GSMP is being raised from \$50 to \$550 per day. There will be no change in the premium payable for this benefit.

At present, the costs of services rendered by a chiropractor or a podiatrist are considered to be eligible expenses only where those services have been recom-

ended by a physician. Effective the first of January 1970 referral by a physician will be required only where the member claims more than twenty treatments during any one year.

Effective the first of January 1970 the cost of services rendered by a professional masseur will be considered as eligible expenses under the plan. Claims for such expenses will be subject to the conditions described in Para D (D) concerning referrals by a physician.

## Troops holding Bagotville

QUEBEC, Que., 3 January 1970 -- A small force of crack soldiers are holding the Bagotville airport and surrounding area. The soldiers are from a fictitious enemy power and the situation imagined to trigger a training exercise involving troops of '5e Groupement de Combat' from base Valcartier, near Quebec City. The exercise, code-named 'Nouveau Caribou', will be held over a 200 square-mile area just south of Canadian Forces Base Bagotville, January 6 to 19.

Main participants in the exercise will be the 3rd Battalion, Royal 22e Regiment, which together with supporting elements, will practice their role in the defence of Canada. The topography south of Bagotville is much like the tundra in the Canadian North and for that reason was chosen as the site of the exercise.

With close to one thousand personnel and some one hundred vehicles to be moved between Valcartier and Bagotville, the manoeuvre will also be a test in air mobility for '5e Groupement de Combat'. Even though Bagotville is considerably closer than the Canadian North where the exercise is deemed to take place, the procedures involved airlifting the force over a shorter distance is the same as in a long range operation.

Brigadier-General Roland A. Reid, Commander of '5e Groupement de Combat' will be directing 'Nouveau Caribou' which is the first large scale exercise held by his combat group which began forming about 18 months ago. The manoeuvre will

also be the first test for '433e Escadrille Tactique de Combat' the Bagotville - based squadron recently equipped with CF-5 tactical support fighters. '5e Groupement de Combat' and '433e Escadrille' -- as well as the destroyer Ottawa for the naval element -- were designated and operate as predominantly French-language units in the Canadian Forces.

'433e Escadrille' operates under 10 Tactical Air Group which will also provide a variety of aircraft and helicopters in support of exercise 'Nouveau Caribou'. Long range transport will be provided by Hercules aircraft from Air Transport Command.

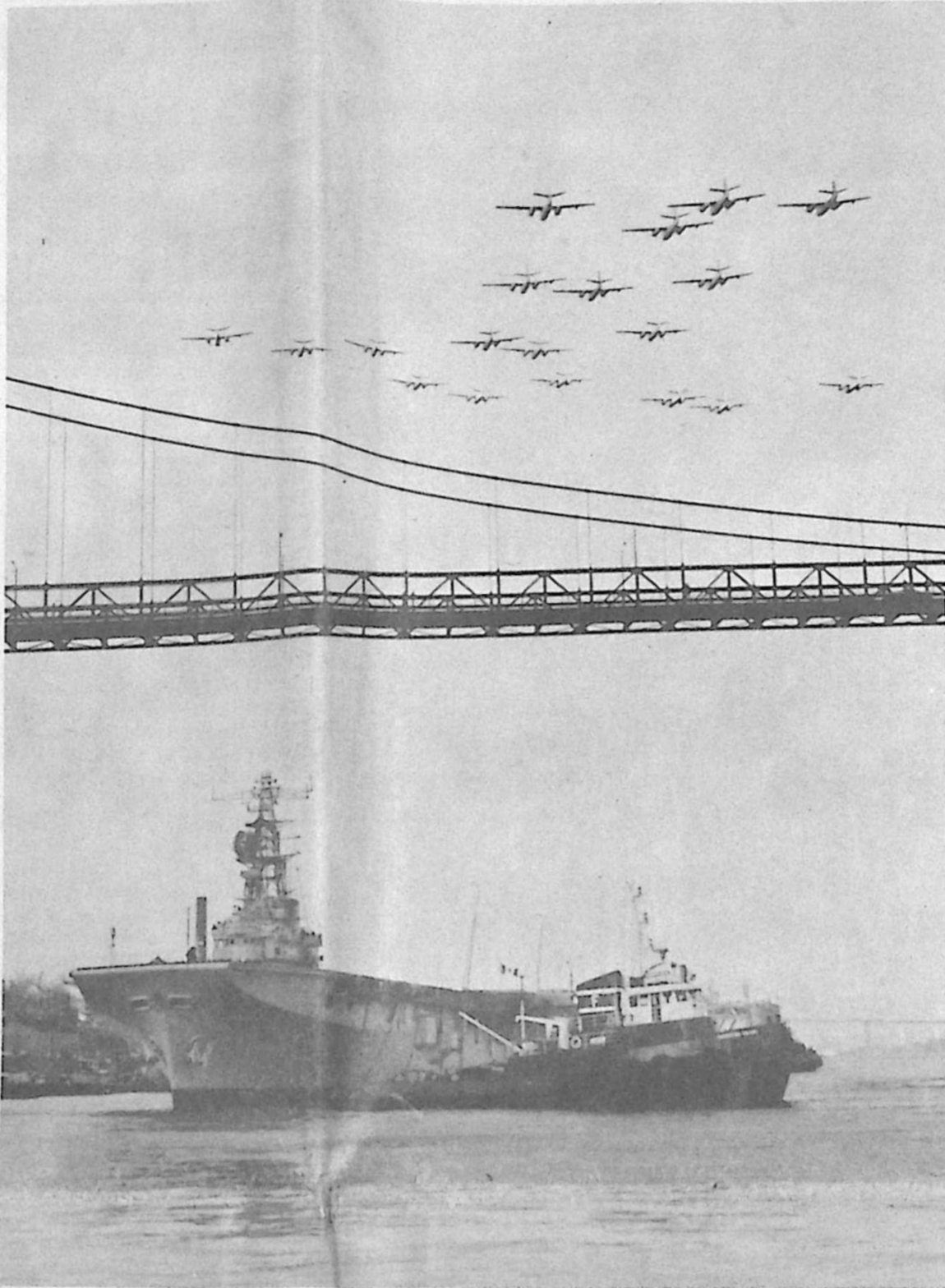
## T.D. on a Ski-Doo?

OTTAWA (CFP) -- Snow shoes are OUT. Ski doos are IN. Treasury Board, that hallowed and venerable institution is keeping right up with the times.

In its circular 1969-181 it has authorized an allowance of up to \$2.80 per hour plus \$2.00 per day for the use of private snowmobiles on government business travel.

Now lets see....Aklavik to Tuktoyaktuk is 100 miles at an average speed of 25 mph that's 411.20 plus \$2.00...hmm...that's about 26 bucks round trip!

With increased activity slated in the North for 1970, don't be surprised if you have to sit down and figure out a travel claim for a snowmobile trip!



A Sol Bernstein Photo  
IN RETALIATION to Israel's recent clandestine acquisition of five gun boats to protect her off-shore drilling rigs and installations Egypt has purchased the ultimate weapon to protect her on-shore pyramids, radar sites, etc. Originally it had been intended as a package deal, however commandos secretly boarded the ship and absconded with all the aircraft, leaving the buyer only the crate.

## Chatham cancels Ol' Joe

COURTESY CHATAIR

It is probable that everyone who has ever done a tour of Orderly Officer, Orderly Sergeant or Orderly Corporal has either actively or passively resented the duty.

Although seldom expressed, the reason for the resentment is both valid and obvious. These duties were a useless imposition when they were introduced a couple of centuries ago and they are even less necessary now.

The principal function of an Orderly Officer, Orderly Sergeant or Orderly Corporal has been to snoopervise other persons' jobs, or worse still, do other persons' jobs for them. A military organization must be in business around the clock. Its personnel should be allocated to carry out essential functions at all hours without gratuitous interference from such persons as Orderly Officers, Orderly Sergeants and Orderly Corporals.

Traditionally, Regimental, Station and Base duties have been a repository for an assortment of nasty little jobs that other people have succeeded in squirming out of doing. The philosophy of such people has ever been -- why do an unpleasant job yourself if you can con or bully some defenceless slob into doing it for you? It is no wonder that duty personnel have always felt themselves victims of a conspiracy which forced them to do other people's work.

In the rare instances where responsible and progressive executives have reduced OO, OS and OC duties to relatively essential tasks, it always became abundantly obvious that there were not enough duties left to let alone three. The one re-been to discontinue these duties entirely but this requires executive courage.

It has been said Armed Forces seem to abandon their courage on the battlefield and that in consolidating and perpetuating ceremonies, traditions and customs to the point where these things become objectives in themselves. No one seems con-

cerned about the fact that many of these traditions and customs are actually serious impediments to intelligent progress. CFB Chatham is perhaps less inhibited than other similar military organizations. It decided to discard the superfluous and traditional jobs of Orderly Officer, Orderly Sergeant and Orderly Corporal. CFB Chatham is frequently low man on the totem pole in such things as new construction, realistic establishments and the issue of green uniforms. Such adversity has taught members of the Base to be self reliant and resourceful. Consequently our teams have made a habit of winning sports events and we have established a long series of "FIRSTS" for the Base. Conditioned by limited resources, it is only normal that Chatham should be the first Base in the Canadian Forces to shed archaic nonsense in the form of Orderly Officer, Orderly Sergeant and Orderly Corporal and establish a more efficient substitute.

Many sections of a Base must function on weekends, holidays and during the "quiet" hours of a normal working day. A few examples are the Police, Fire Station Transport Section, Hospital and Messes. Such sections provide continuous essential services and Base duty personnel have no place in their operations. The single external requirement of these sections is the provision of someone in authority to whom emergencies, unusual incidents and problems may be referred for decisions. CFB Chatham has produced such a person. He is called the Base Duty Officer.

The Base Duty Officer assumes tentative command of the Base during the quiet hours of a normal working day and on holidays and weekends. He does not lock doors, empty ash trays, chase people out of Messes, hoist and haul down flags, check food, sell meal tickets, police the Junior Ranks Mess or do similar jobs. He assumes his duties at the end of the regular working day and he ends them at the beginning of the next working day. He is provided with a suite which contains an office, bedroom and bath. Sections refer matters to

## Hold the line - Budget highlights 1969

1969 was another challenging year for the Canadian Armed Forces. During the year the forces learned that they would have to operate with the same number of dollars which they received in 1968, and that this budget limitation would apply for a further two years. It could only mean one thing: That the strength of the forces would decline, and this was confirmed by defence minister Leo Cadieux who, in statements issued in June and September, outlined the new posture of the anti-inflationary armed forces.

The new configuration was designed to meet the policy outlined by Prime Minister Trudeau in April, when he called for highly-mobile armed forces which would protect Canada's sovereignty, defend the coasts, protect North American airspace, and participate in collective security and peacekeeping arrangements overseas. The overseas participation was, however, to be greatly reduced.

The current strength of approximately 10,000 servicemen overseas will be reduced to about 5,000 men, divided between an interim mechanized land force and three squadrons of CF-104 fighter-bombers. After 1972, these forces will adopt a light airborne role with fighter or reconnaissance aircraft support. Canada's nuclear role in NATO will then be abandoned.

Canada's servicemen will become increasingly familiar with the northland when the sovereignty role outlined during 1969 gets underway. A northern headquarters is to be established at the frozen outpost of Gagetown and will presumably igloo-hop from there to Inuvik when the army's supply of mukluks is equal to the task. January 1970 will see the establishment of two small sub-headquarters staffs at Yellowknife and Whitehorse.

Many of the people in the whale-killer works at CFB Comox are

now fully aware of the government's intention to keep a beady eye on Canada's sovereign rights in the northern section of the country. For some months, 407 Squadron has been shattering the glacial silence at the top of the world while it watched for any-turing untoward on the tundra. Surveillance of the Arctic would increasingly become a larger role of the forces under the policies enunciated in 1969.

Although NORAD, of which Canada is a member, underwent some re-organization, Canada's contribution to it did not change very much. There were hopes that Canada's three Voodoo squadrons would be re-equipped with improved versions of the Voodoo, but at the end of the year these hopes remained unfulfilled.

Internationally, the Canadian forces were busy. Apart from the NATO commitment, Canadian servicemen were to be found in such disparate places as Cyprus, India, Pakistan, Palestine, Vietnam, Laos, Cambodia, Nigeria, Ghana, and Tanzania. Additionally, the Canadian Forces in Canada provided training for servicemen from Malaysia, Jamaica, Zambia, Kenya, Uganda, Singapore and Korea. It was a good year for cementing our relations with the rest of the world.

Summing up the decade, and looking forward to 1970, the CDS General F.R. Sharp said:

"There are cultural, Sociological and technological changes taking place in Canada, and faster than ever before. We must face change, look at it positively, accept it, and change with it. But this makes it much more difficult to predict the future, so we must have that built-in flexibility not only in the art of war, but in our relationship to the nation.

"The big thing is to establish that link between national aims and the military contribution to them."

All personnel of CFB Comox unite in an expression of sympathy for those who lost their loved ones in the recent tragedy in waters around Quadra Island.

## MAYOR THROWS DOWN GAUNTLET



UNTIL RECENTLY, Padre Archer and Mayor Pulham owned the finest pair of 1954 Austin sedans on Vancouver Island. Unfortunately, Padre Archer found an extra twenty dollar bill in his collection plate last summer and purchased a dozen cans of spray paint and painted his half of the set in a color that he constantly refers to as 'Rolls Royce Blue'. "It's not that I'm being materialistic," the padre said in a recent interview, "It's just that I don't want the color to be confused with the now defunct 'Air Force Blue' that Mayor Pulham keeps calling it." When Mayor Pulham heard of the Padre's remarks he threw his gloves on the ground and screamed, "Enough." "Ever since he's had that clunk painted he's been insufferable." "If his car is really that good let him meet me at the Rec Centre and we'll race to the golf course club house, (in third gear of course)." The Totem Times, ever ready to serve, has arranged for the race to be held on Friday, the sixteenth, at three o'clock. Major Ford will be officiating, and the Base staff is cordially invited to witness this great event.

— A Macphoto

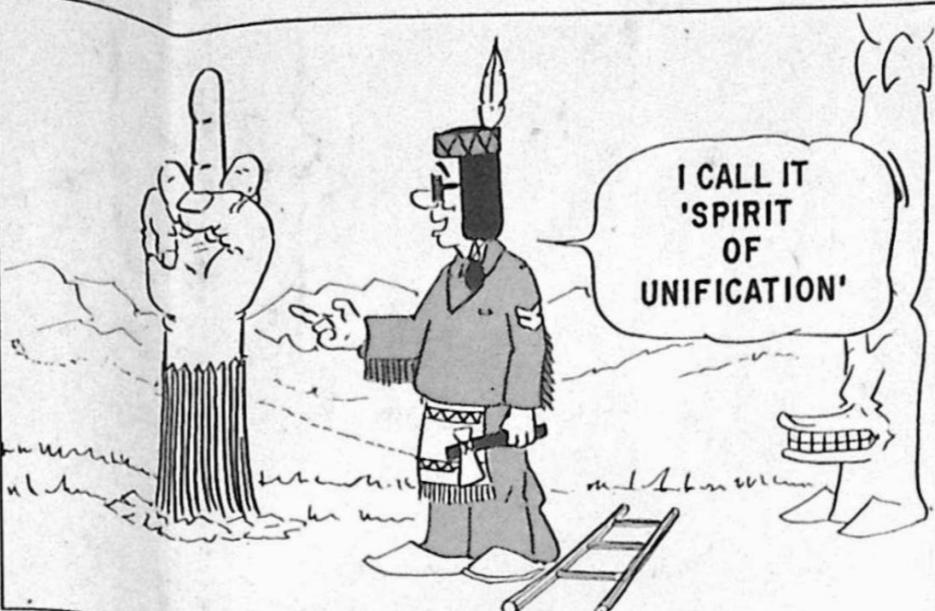


RESULTING FROM a recent summary investigation, CE section was called in to remove COBOC's distillery from Barrack Block 80. Since most of the single officers have now got their living quarters in BB 79, they figured it best to begin their brewing sessions in another area so that they could at least get away from the smell. A spokesman for the venerable society of single guys stated that they were actually just beginning to get ready for the annual fly-in. Since this discovery was made, a request went out to the BPERO to use the swimming pool for a brewing vat for they are expecting such a large number of guests.

— A sneak photo

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# Night Hawk's Nest 409

The festive season has drawn to an inconclusive halt, and it must be deemed a success as no new cases of cirrhosis of the liver have been reported. No new cases of inadvertent pedestrianism have been reported either, which should make the oil companies happy.

In accordance with the recommendations of the Bland Bi commission, the squadron is doing its level best to set up a French-language section on each flight, and Major Marcotte was delegated to be the French-speaking portion of a flight. Unfortunately, it didn't work out, as Marcotte is the only French word he knows, and he has been known to mispronounce that from time to time. At last report he had evaded the issue by escaping to a management course.

Over on B flight, Pete Dunda has been designated as the French-speaking section of the flight. When asked why he made the appointment, Major Mo replied that it was because Pete could speak Lithuanian, Serbo-Croatian, a couple of obscure dialects from the backwoods of Turkey, and no English whatever. Pete has been taking a crash course in French by going around reading the right hand side of all Her Majesty's venerable airplanes.

What will 1970 hold for the Nighthawks? The IIP, depending upon your source is as good as here, or deader than the Arrow which underwent much the same sort of planning. A tac-eval is certain, and it should provide the base with a great deal of entertainment. Another Call-shot is also scheduled, for whatever Call-shots are worth, and the squadron will there be given a chance to display that it is still ADC's finest, or something. As this is being written, changes in the alert posture are being contemplated, and should they occur the opportunities for squadron-together should be virtually unlimited. The re-union scheduled for this summer should assure the LCB of continuing high profits, and guarantee dividends for those individuals fortunate enough to hold stocks in Aspirins Unlimited.

Ernie Poole has acquired the perfect weapon to take down the Q to combat the trombone-

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# 409 YEAR END REVIEW

Another year is tottering off into the archives. 1969 is breathing its last, and it is time for the annual stock-taking, an event for which supply closes almost daily. How went it, Nighthawk-wise? Well, Nighthawk-wise, it was not a great year, but those earmarks of greatness, but those earmarks disappeared on May 29, when a routine formation practice ended in tragedy. Captains John Emon and Laurie Bastie were killed in the accident and it was no longer a great year. Prior to that, things had been good. January and February had been spent sharpening up for Tac-Eval, and when that auspicious event occurred it was strictly anti-climatic. The training that had been gained from the endless series of Cudgel Capers which preceded the Tac-Eval had been of great value, and the squadron and the base dazzled the inspectors with superior footwork.

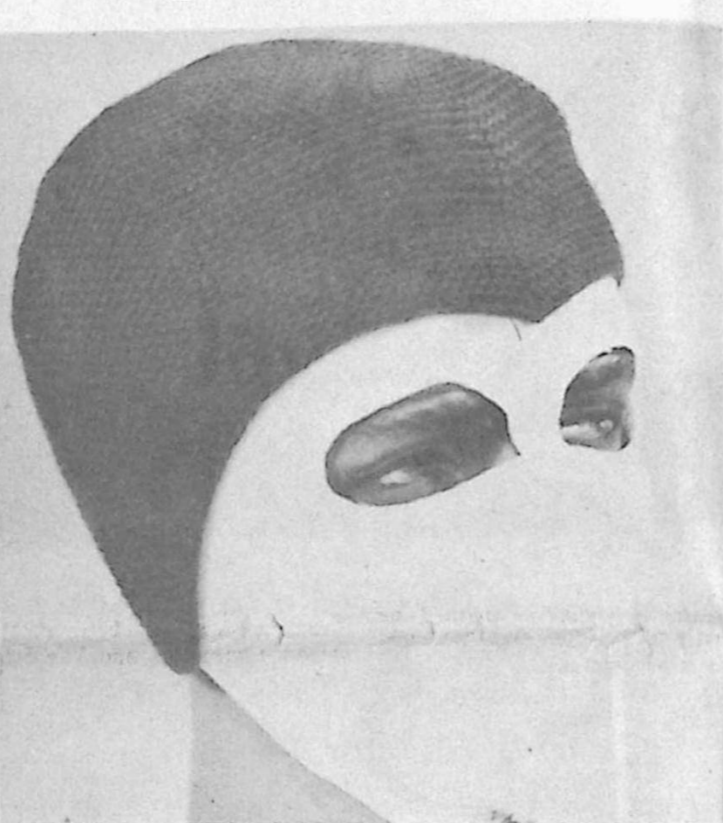
Once the inspection was over, survival training became paramount, and this too was memorable for some. Others wouldn't remember it all, or at least not much of it. The survival training wasn't wasted, however. It came in good stead for the squadron softball team, which stumbled around some 20,000 leagues under the majors, giving positive proof to the old adage that says you can't win them all.

After that, summer was officially declared and half the squadron went on leave, while the other half went to Sardinia. This development did much to further ulcers among those who do the scheduling. God knows why it should have, because it really simplified things. Whoever was here was on alert. What could be simpler?

All too soon summer faded and it was ground school time of year again. It was also red book time of year, which came as quite a shock to many of those who thought they knew it all. The ground school served its purpose though, because by the time the AFCT rolled around most of the crews knew what they were talking about. Then it was the festive season again and the Nighthawks embarked upon a ceaseless round of gaiety designed to turn them into Nighthawks. It worked, too. Throughout the year, old Nighthawks left the nest and new ones, or at least slightly used ones, reported in. The turnover for the year was about average.

The turnover in rumours was slightly above average. All year long the deal for the IIP was on,

# Who's afraid of the Hong Kong 'flu?



SHADES OF the Balaclava. This is what the well-dressed land-man will wear beneath his steel helmet in the future. It's called a cap knit, OG 107 (the OG stands for olive green). The Mors-like mask is also part of the issue. It will eventually replace the Balaclava worn by the troops for many years. The new 'ensemble' will make its appearance during the 1970's. — CFP photo

# 409 SROs Scramble

Where the action is: It may not be the kind of action everybody would like but there's enough activity in a normal day to tire a super athlete, to say nothing of the activity on a flying exercise where everything is done on the double. We normally know what to expect and what our reaction must be but there's always the unexpected, however that's what the game is all about; be prepared for anything. I suppose a lot of people in 409 think that 407 or 442 squadrons would be a real snap with their seemingly leisurely pace; but I'm sure they are under as much pressure as anybody to get the job done. I'm not too familiar with 407 operations but am well aware of the pressures 442 squadrons is subjected to day and night in their searches and normal flying program. Considering the over-all picture, we're all in the same boat; don't rock it. We may be even wearing the same uniform one of these days!

The new crew system which was instituted last summer is beginning to pay off on every day operations, and particularly on exercises. More people are cross-trained on different aspects of squadrons duties, as QRA, A/C servicing, turn-arounds, snag recovery, and even aircraft towing. This will become even more apparent as time goes on and we'll certainly need it. When we see the roster of all the NCO's and qualified tradesmen being released, I shudder to think where we'll end up. You don't replace a 20 year Cpl. with a six month private and expect to get the same results; but that's what's happening and the end result is not hard to visualize. Its like replacing Colonels with Lieutenants. They may be well trained but it's experience that pays off in the long run. The recruiting chase may be fine for the army but it's not the answer for flying supersonic aircraft and maintaining an overall serviceability of 70 per cent including all aircraft inspection. It's still being done because everybody is aware of their responsibilities. The onus now is on the job training which doubles the responsibilities of the qualified tradesmen and crew chief. It looks like a long hard grind for all of us.

# Canadian girl to Viet Nam



Miss Marian Guild, of Winnipeg, has been appointed field director in Viet Nam by Foster Parents Plan. Formerly director of personnel for the Children's Aid Society, in Winnipeg, Miss Guild, 36, will be stationed at Plan's headquarters in war-riddled Saigon, where she will head a program currently caring for the families of some 5,500 children "adopted" by over seas Foster Parents. She succeeds Miss Elizabeth Brown, of Toronto, who has opened Plan work in Australia to find additional help for destitute children in the world's underdeveloped countries.

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Ladies' Slips  
Lace-trimmed, Reg. priced \$1.99 to 2.49  
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Ladies' Panties  
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### Boys' & Girls' Wear

Boys' Ski Jackets  
Wool lined and quilted. Reg. \$10 to \$12.00  
Sale Price — 4.99 to 10.69

Child's Borg Pie Jackets  
Durable 4-5X. Reg. \$5 to \$10.00  
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Corduroy, denim, and wool. Warmly lined. To stock — 1.69 to 3.49

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Boys' Sport Shirts  
Wool, denim, and corduroy. Reg. \$10 to \$12.00  
Sale Price — 1.49 to 1.69

Boys' Cardigans & Pullovers  
Wool, corduroy, and denim. Reg. \$10 to \$12.00  
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Boys' Thermal Shirts and Drawers  
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Men's Fleece Pyjamas  
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Sale Price — 4.49

Men's Dress Socks  
Wool, corduroy, and denim. Reg. \$10 to \$12.00  
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Men's Work Socks  
Wool, corduroy, and denim. Reg. \$10 to \$12.00  
Sale Price — 3.98

Men's Dressing Gowns  
Wool, corduroy, and denim. Reg. \$10 to \$12.00  
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## DEMON DOINS

The festive season has finally drawn to a close. The quivering, shaking masses that are western Canada's answer to the submarine threat are gradually filtering back to work. The colored lights have been put away for another year and that really nice Christmas tree has joined the other skeletons on the junk heap. A mention of a party is liable to get one a punch on the nose. By the end of the month all those trips to the heads with violent attacks of nausea will be forgotten along with those fantastically sincere resolutions made for the new year. Only then will we be able to begin girding our loins for the squadron officers party in early Feb. The lines should be open for person to person calls to HUEY, but we have reason to believe that RALPH will be on leave then.

During the past few days we have reviewed our accomplishments for the past year. We find that all and then a bit more of what was asked by our friends in Mar Pac had been completed satisfactorily. With this in mind they went to a plan calling for even greater efforts from the Demons. The highlights of the early part of the year will be the intended sorties to the land of the Rising Sun. It is planned to send three crews over for a few days with the last crew arriving during Expo 70 festivities. The first representatives of the Demons will be crew 5, departing the Comox Valley in the latter part of Jan. The crew will spend about twelve days on the road before they return home. This initial trip will prove whether the inscrutable orientals can handle the Demons or is it vice versa.

The Christmas drop to Ocean

Station Papa did not prove to be entirely successful this year. Crew 3 flew a trip with the intention of air dropping containers of cheer and other goodies. Unfortunately the weather was not too co-operative and the drop had to be cancelled for the time being. When the Argus arrived at the vessel heavy seas denied the launching of a boat to retrieve the parcels. A return trip had to be postponed due to other squadron commitments. With any luck the ship's company may get to enjoy the goodies in time for Ukrainian Christmas.

The flight line has seen just a few changes in the past few weeks. Capt. Don Chapman has returned from a stay in the hospital and a trip down to the southern states. He had many tales of wonder about Disneyland and Las Vegas which suitably impressed those at Monday morning briefing. Also back to the flight line is Operations reject, Capt. Cliff Fletcher. After three years of working with 407 ASCAC he returns to take up duties as an RO with crew 4. With reference to his past association he has been banned from all Ops briefings for six months in order that he may gain back some form of mental stability.

In closing for this issue the Demons would like to extend a hearty welcome to their new USN exchange officer, LCDR D. A. (Dan) Desko. He has recently completed conversion training at 449 in Greenwood. His duties on squadron will be with the pilots on Reggie's Raiders. Prior to coming to Canada Dan served as Aviation Safety Officer with VP 21. We sincerely hope that he and his family enjoy their stay in Canada and with the Demons.



## Demons wrap up for '69

By RON ELMER  
The New Year started quietly enough until someone decided that a LOOP patrol was needed to Adak. What originally started as a routine LOOP turned into an exercise in Murphy's law, when Crew 5, eight groundcrew under Sgt. Balfour, the Base Commander, the Demon CO departed on 21st January. The sun seekers took off at midnight in 718 and carried out an operational patrol for 16 hours, which means to the uninitiated that the RO's ate all the time, the navigators kept throwing Jerry Fleet out of their bunk and the pilots kept counting their money, again and again and again. Even at this early stage the groundcrew were kept busy enroute repairing malfunctioning equipment. However when the time came to go off task Adak, Shemya, Kodiak, Anchorage and King Salmon all went below limits as fast as the people in the front office could turn toward them. Eventually the flight following agency could not keep pace with all the flight plans being filed by our handsome Turk so they gave up, with the result that the crew was challenged by a not so friendly G.C.I. site to either speak up or set down. When asked "Where?" the magic name of Cold Bay, which is to this day etched on everyone's memory, was suggested. On the approach Maj. Hoover pointed out some high rise erections on the horizon and authoritatively commented "that was where we would stay downtown." All the erections but one turned out subsequently to be tropo scatter antennae, but he was correct in forecasting that we would stay there - and stay - and stay. For a non pilot to comment on the landing would be unfair. Who knows what forces of fatigue and stress were at work after all those hours of counting money? All the writer can say is that he has every sympathy with baby kangaroos whilst confined to the pouch.

After looking around the terminal and seeing no sign of the customary comforts of home the party was relieved to be met by members of 714 A.C. and W. Squadron with whom we were to spend the night - however - there was one fly in the ointment, no baggage allowed. So the bomb doors remained closed and our clean underwear, those that carry same that is, remained in bond. Eleven miles over a well worn goat path later and behold, a poor man's Holberg. The arrival of 30 Canadians overtaxed the accommodation to the extent that the FE's and groundcrew had to spend the night in the gymnasium, sleeping on karate mats. 'Stretch' McNeill even tried a softball for a pillow. Every aspect of living and working goes on under one roof and for the Americans to give up their main source of recreation for a couple of days was a major sacrifice. One cannot speak too highly of these A.C. and W boys who willingly shared every facility they had in order that our stay be more comfortable. The next morning the fun began, as the winds were up to 70 knots and it was suicide for anyone to venture on the wing of the bird to top up the oil. Later with the winds still blowing at 50, refuelling commenced from a 145,000 gallon tank which hadn't been opened for 90 days. Each batch that was pumped into the bird was found to be contaminated with water and had to be drained out. Three thousand gallons were blown away by the wind before someone had the happy idea of by-passing the line connecting the tank to the refuelling point. Whilst the Argus tanks were slowly filled one at a time and tested for water, some brave

souls were up on the wings jiggling 5 gallon oil drums in the teeth of a gale. Jerry Fleet put in much time standing under the wing to catch anyone who slipped. The second night three crew members had to volunteer to move in with Flying Tiger airlines out at the airstrip due to more arrivals at the Dew Line site. John Goodman, Joe Verner and the writer opted to try anything once, and for once volunteering paid dividends, as we ate like kings, and hidden among the freight sheds was the sweetest looking bar. They were also showing a movie that night, a Rudolph Valentino special. Flying Tiger operates the Swing Tail CL-44, cousin to the Argus, so we had a lot in common to talk about. The generosity of Flying Tiger did not extend to loaning us a ground power unit however and we had to lease one for \$50 an hour. Ole money bags Lemm, our duty Shylock, was used to distributing largesse by this time and paid without a murmur. It must be recorded that he refused to pay for a 50 cent map, which proved of inestimable value in leaving Cold Bay. (To keep the record straight, Brother Lemm coughed up when we threatened to inform his girl friend, now wife, that Bob had mentioned that he couldn't make up his mind whether to kiss the dog or her first on return to Comox).

Finally on the evening of the 24th Argus got airborne and headed for the second stage of the LOOP. Hawaii 16 hours later loomed over the horizon and so did the U.S. Customs official with his forms which declare us to be American citizens. In February Maj. Cy Smith and his team wrapped up the 407 Curling championship with a record of four wins and one loss. Hardly stopping to catch his breath he took half the Squadron to Moffett, Calif. for Strikex 1, 1969 which lasted until the 27th. The March winds blew a cheque for \$382 into the waiting hands of Warrant Officer D. T. Hansen, who had developed a classified modification to the MK 43 torp. Suggestions Award Committee thought enough of the idea to fork out an award. Also during March F/L Lynn Winn introduced his Air Commodore boss to the Squadron. An unusual deployment was undertaken by Standards crew captained by Capt. Ken Waterhouse, to the Philippines via Hawaii and Guam. The return home was through Wake and Hawaii. The highlight of THAT trip was the speed with which the crew chickened out of staying downtown overnight. April was mainly taken up with

operational training, both independently and in close co-operation with the Sea element. Many hours were flown, especially by Crew 2 who had been picked to represent the Squadron in the upcoming ASW Competition in July. When Wrotten Reggie took Reggie's Raiders to the Competition on the east coast, in spite of much greasing of the umpire's palm, they were unable to bring home the bacon. August proved to be one of the busiest months so far with crew 6, captained by Capt. Mike Taylor conducting a northern sovereignty flight. On terminating in Yellowknife he found his fuel had been swiped by another Argus from one of those 'other' squadrons, so Mike had to stew in Yellowknife until more lighter fluid could be trucked in.

On August 6th crew 5 took the Federal Fisheries Minister, Mr. Jack Davies, on a tour of the 44 ship Russian fishing fleet which was operating off Tofino. He was concerned that the Russians may be picking up salmon and wished to inspect the catches on deck. Still in August a crew represented Maritime Command at the ever popular Abbotsford Air Show while another Argus took off for Downunder. The Australia Tour has been described in detail only recently in Totem Times so the details will be kept to a minimum. First stop was Midway where 20718 got a fire warning in Number 4 engine. The repair to the offending PRT hood was most professionally handled by Cpls Mort and Friday. Also in Midway Capt. Don Chapman picked up a bed bug which left him bedridden for all four days in Auckland. After paying respects to Number 5 Maritime Squadron in Whenuapai N.Z. and doing an air show Richmond, Edinburgh and Townsville Australia followed. The return leg was via Pago Pago, Hawaii and Comox for a total of 91.6 hours, and the travellers arrived home 3rd September. Next day crew 5 took off on another Adak, Kodiak LOOP Patrol; (surely that crew must hold the squadron record for doing that patrol). Also in this period formal sea survival training was held culminating in live MA1 drops to fellow crews afloat in the Chuck. The most important event in October proved to be a one day "at home" to the news media. All squadron facilities were thrown open to approximately 20 representatives, of Radio, TV and newspapers. Included were armament, repair, maintenance, servicing and briefing sections. After lunch crews 1 and 5 took the visitors on a 'quicky' patrol to demon-

strate tactics and also loitered around the Russian fishing fleet to let the press photogs get some pictures of the large factory ships. On 30th October the squadron was honoured with a visit by Rear Admiral Porter and Colonel Berry.

Ninth, October crew 5, in yet another LOOP patrol to Kodiak and Hawaii this time took along Mr. Glyn Jones, scientific adviser to the Admiral. Glyn, who is no spring chicken, stood up to the rigors of prolonged periods with 30 souls on board and seemed to enjoy his experiences. It was in Hawaii on this particular LOOP that Cpl. Oliver earned every pound of the RO's food he had consumed by diagnosing and repairing an obscure fault in a propeller sync alternator, which had threatened to ground the bird for a few days. A successful run up after left the bird back on schedule and a press-ganged RO Ed Hornby, visibly shaking. (Wouldn't you if you were in the left hand seat?) November found the squadron rotating through Bermuda and getting some valuable sub time on Trainex 1 and 2, 69.

Finally to this month, just announced today Maj. Gustafson has earned the squadron a place in the three finalists to represent Canada in the Fincastle Bombing Competition. Well done sir. December has been unusual in that it generated a lot of SAR activity. First the Harvard which went down somewhere between the Queen Charlottes and Van Isle. Next the Greek freighter which is still making headlines and has just gone to the bottom after pounding herself to pieces off the West Coast. The squadron has had a very full year and a fantastically large turn-over in personnel, prompted by programs to cross train technicians to Observers, RO's and Nav's to pilots and transfers to Air Traffic Control branch. Early in the New Year crew 5, plus a bevy of camp followers are going tourist to Japan and we look forward to adding another chapter to the history of THE DEMONS.

### FORMER C.O. RETIRES



MAJOR J. G. SARGINSON, Senior Staff Officer Personnel, on the staff of Commander, Maritime Forces Pacific, presents Colonel R. S. Turnbull (right) with an Eskimo soapstone carving prior to the Colonel's retirement after more than 30 years service with the Canadian Armed Forces. The presentation, made on behalf of civilian and service personnel, was given at a farewell party recently.

— Canadian Forces Photo

### Cosmo flips changed

OTTAWA (CFP) - Changes have been made in transport command's Ontario-Quebec Cosmopolitan sked runs.

SFs 36 and 37, out of Ottawa to St. Hubert, Que., Trenton, Ont., and North Bay, Ont., Mondays and Fridays have been cut from the command's flight schedule according to Canforgen 218 of Dec. 9. The changes go into effect Dec. 15-19.

The skeds will be replaced by single Cosmo flights: SF-30, Mondays, Ottawa-Trenton via St.

Hubert and SF-31, Fridays, via North Bay to Trenton.

The rescheduling gets the locals to Trenton at 10:30 a.m., on both days to connect with the departure of the westbound Canada-wide SF-2, out of Trenton 11:30 a.m., Mondays and SF-6 Friday morning's westbound Yukon.

The Cosmo's North Bay and St. Hubert stops were only recently included in the schedule. They were formerly Ottawa Falcon skeds.

## New structures for officers

OTTAWA (CFP) --On Jan. the new officer classification structure for the forces becomes effective and will be used as a personnel management tool.

All official correspondence will reflect the new terminology in lieu of the former corps and list branch officer designations.

Along with this new system will come procedural changes in administration, including the updating of service records and changes in personnel occurrence reports.

New CFAOs reflecting these changes will be received by units and commands shortly. CFAO 2-and-3 describes the new officer classification structure while CFAO 15-3 (retirement of officers) updates new classifica-

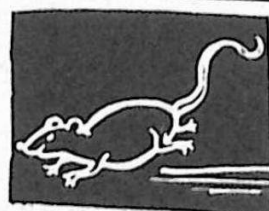
tions within the retirement categories.

Although all officers have been informed of their assignment to a specific classification, if any officer is in doubt as to his classification he is advised to check with his local orderly room.

Special New Year's News Release from the home of the BOPSO:

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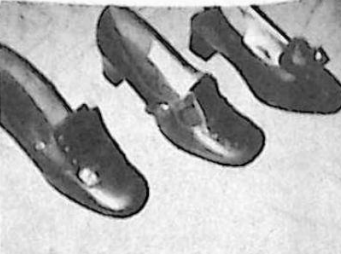
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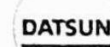


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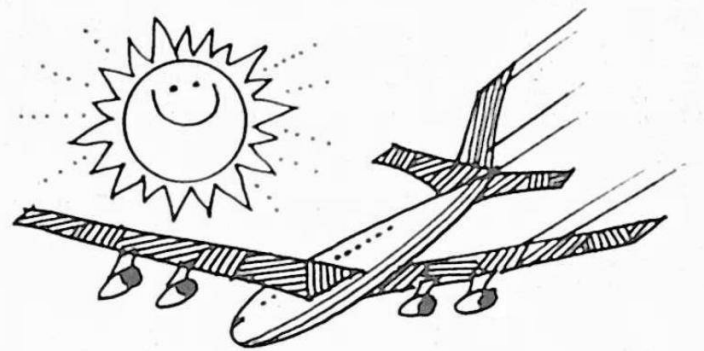
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# FUNGUS FEATURES

by mac



## FAMILIAR HEADLINES

### Air search organized

Three persons missing

by Capt. George Harrow

A Canadian Armed Forces spokesman today announced that a full scale air search has been organized for a Cessna 180 aircraft which is missing on a flight from Kamloops to Calgary via Kelowna.

It is believed that the owner pilot and two other people were on board at the time the aircraft went missing.

Three Albatross aircraft from 442 Transport and Rescue Squadron are based at Kamloops, and a Labrador helicopter will work out of Kelowna.

The last communication with the aircraft was at 4:15 p.m. on the 9th of December, shortly after take-off from the Kamloops Airport.

While the headline and news story above is a fictitious one, similar reports often appear in our newspapers.

Since records have been kept, (during the late 1940's), there have been some 430 air crashes in British Columbia alone!

While many have been located and the victims subsequently rescued, a large number have never been located and the loss of life has been high.

Successful Search and Rescue (SAR) operations when lives are saved, are gratifying events for all concerned; the unsuccessful ones are sad and disappointing, especially when viewed with the knowledge that many should never have occurred in the first place, or that they may have ended successfully had adequate pre-flight planning been carried out, or had the pilot been better prepared for an in-flight emergency, or had the victims been more prepared for survival following the crash.

**ODDS AGAINST SUCCESS HIGH**  
Without delving into the rules and regulations which govern flying in Canada, or into the many technical aspects and complexities of SAR procedures, it is the aim of this article to provide, both to the general public and to the owners and operators of aircraft, a better insight into why there are the number of air searches there are, and why SAR operations are not always successful. In addition, it is hoped that the article will suggest some ways and means of preventing these losses, and improve the odds in favour of those who find themselves thrust into a survival situation following an air crash.

**WHAT CAUSES AIRCRAFT TO CRASH**  
A complete and detailed answer to this question would provide enough material to fill a book. However, a list of a few of the more common causes should provide sufficient food for thought and enable the reader to speculate on the many factors which may combine to cause an aircraft to encounter difficulties, culminating in a crash.

Since all air crashes are investigated as fully as conditions will permit, accident investigation teams have developed scientific methods of determining "cause factors". These can be further classified as primary, secondary, and contributing factors. Any one accident is likely the result of several factors, and is very seldom the result of just one isolated cause.

The more common primary causes are: (a) mechanical failure, (b) human error, or (c) weather conditions beyond the capability of the aircraft or its pilot. In nearly every accident human error plays a very active role.

**COMPLEXITIES OF AIR SEARCHES**

Here again we have a subject too wide in scope to cover in detail, but a few important facts and figures, if considered carefully, should provide the necessary stimulus for anyone to visualize the problems encountered during the air search.

Canada is a vast country consisting of some 300,851,890 square miles with a population of just over 21 million people. It is covered in the most part by dense forests, rugged mountains, millions of lakes and rivers, and huge expanses of barren land which can only be described as wasteland. A close look at the



Labrador 'on the job'

map of the country and a comparison of population to area will soon indicate that only a very small portion can be termed densely populated, the remainder being either sparsely populated or uninhabited.

In that the mountains and terrain of British Columbia have taken their toll of aircraft, and since it contains probably the most difficult search conditions, the following figures will amplify the point being made. British Columbia is larger than the states of Washington, Oregon and California combined encompassing 366,255 square miles. Of this total, 214,000 square miles are classed as forest land, 78,000 square miles are above the timberline, consisting of glaciers, snowfields, and jagged rocky peaks. Lakes cover a further 14,000 square miles which leaves less than 1/2 of 1% of the total area to be designated as urban or populated.

The Yukon portion of the Pacific SAR area totals 297,076 square miles. It has a population of just under 15,000. The ratio of population to area is therefore even less than that of B.C.

When we consider that access to the remote areas of our country is primarily by air, it is not too difficult to visualize the problems which can be encountered when searching for lost aircraft. Now let us combine the number of aircraft, large and small, but excluding the military, which fly to points in and across this massive area.

The latest figures published by the Department of Transport in September 1968 indicate a total of 9,785 aircraft of Canadian Registry. Although exact figures are not available, there are a large number of American and other foreign aircraft which fly to and from or over our land mass.

With these figures in mind, it can be simply stated that: "A very large number of aeroplanes are flying into, out of, and over a huge and unforgiving land mass," and that if and when one of these aircraft meets with an emergency which causes a forced landing or crash, it is immediately transformed from an aeroplane into the proverbial "Needle in a Haystack."

**LET'S IMPROVE THE ODDS FOR SUCCESSFUL SAR**  
Flying in Canada is increasing annually. Exploration of our wilderness areas and the natural resources they contain is vital to our growth as a nation. Transportation of men and supplies, for the foreseeable future at least, will be accomplished by the use of aircraft. This being the case, we can anticipate that the number of air searches will increase. So, unless we improve aircraft, navigational aids, communications, professional ability, search aids and techniques, the toll of lives, and loss of planes will continue to climb.

Many advances in these areas have already been made, but either they have not kept pace with the increased use of the aircraft, or some of the aircraft owners and operators have failed to take full advantage of the lessons which have been learned or made adequate use of the technological advances which have been made. Many safety

## From up in my perch

By SEEMORE  
Last week I unpacked my old kit bag after returning from a most enjoyable winter vacation in the sunny south. It was great to get back from all that heat, solar radiation, smog and swimming and settle back to our wonderful, gloomy overcast, fog and the monsoon season.

Winter vacations are great, but I did miss all the Yule festivities this year. After hearing of all the exciting events related to me by some of the more informed people on the base I summed them up and singled out the event that I most wished I had not missed. The winner was the winter practice session of that great pitching star, Johnny Eupre.

Back to my vacation. You didn't think you would get away without hearing all about that did you? Loading the entire family into the family bucket of bolts we struck out for the road to Disneyland is on a par if not better than the Trans Canada highway. Maximum speeds range from 65 to 70 mph on the highway up to 'not bumping the car in front of you and staying ahead of the car behind you' on the Los Angeles freeway. The only cardinal rule being 'Thou shalt not pass a State Trooper regardless of his speed'. The State Troopers, incidentally, are not all the monsters that they are sometimes made out to be as we saw one Trooper changing a flat tire for a poor girl who, interestingly had the same build as Gina Lolarbrida.

All the jokes about the L.A. Freeway are true. Due to our shrewd navigation, we arrived on it during the 5 o'clock rush-hour and became lost in the shuffle at the Spaghetti interchange and didn't find our lives until about 9 that night.

Finding a place to pitch tent in L.A. is difficult but we managed to spend the night peacefully, (we were exhausted) and cheerfully rose at the crack of dawn the next morning (the kids got us up) and headed for Disneyland. After recovering from the shock of how much I had to pay to get six of us into the place, we

watching the movie that completely encircles you the aircraft banks and everyone in the place loses their balance. Monsanto gives a ride into a microscope where in effect you enter into a snow flake (or did they really shrink us smaller than an atom?) The illusion is so perfect that I wonder. GE's Carousel of Progress features talking manikins that are so realistic that when they ask you a question you answer them.

At one stage I took pictures of the kids with Mickey Mouse himself. I must confess that I did feel a little silly discussing shutter speeds with a five foot mouse.

After two whole days at Disneyland we had to leave. (I'd like to ramble on but space doesn't permit) and headed for the Disneyland for the big kids in Las Vegas. There we joined in the local festivities and took in a show. I always thought a Burlesque show was a light comedy act. (My wife still doesn't believe me). All I can say in print about the show we saw is that it is a good thing that Las Vegas is in the desert or those girls would have caught their death of cold.

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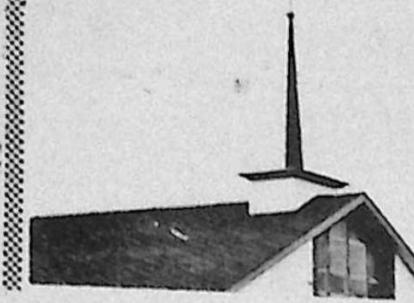
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 Sunday 0900 hrs and 1100 hrs  
 Monday, Tuesday and Wednesday 1630 hrs  
 Thursday and Friday 1930 hrs  
 Saturday 1900 hrs  
**CONFESSIONS:** Saturday evening following Mass at 7 p.m.  
**BAPTISMS AND MARRIAGES:** By appointment  
**CATECHISM:** Every Wednesday 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 use during both masses on Sunday.

**CYO:** 7 p.m. on Sunday evening in the Parish Hall.  
**CWL:** Regular meeting Tuesday, February 3 - first Tuesday in the month at 8 p.m. in the Parish Hall. Mass in the Chapel at 7:30 p.m.

## PROTESTANT CHAPEL

Sunday January 11 - Morning worship at 11 a.m.  
 Sunday School - Children 7 to 14 years meet in the Chapel at 9:30 a.m.  
 - Children 3 to 6 years meet in the PMQ School at 11 a.m.  
 Babies and children under three are cared for by Guild members in the Chapel Nursery each Sunday while parents are at church.



### A POEM FOR THE NEW YEAR "HE WHO SERVES"

He has not served who gathers gold,  
 Nor has he served whose life is told  
 In selfish battles he has won  
 Or deeds of skill that he has done  
 But he has served who now and then  
 Has helped along his fellow men.

The world needs many men today;  
 Red-blooded men along life's way,  
 With cheerful smiles and helping hands  
 And with the faith that understands  
 The beauty of the simple deed,  
 Which serves another's hour of need.

Strong men to stand beside the weak,  
 Kind men to hear others speak,  
 True men to keep our country's laws  
 And guard its honor and its cause;  
 Men who will bravely play life's game  
 Nor ask rewards of gold or fame.

Teach me to do the best I can  
 To help and cheer my fellow man;  
 Teach me to lose my selfish need  
 And glory in the larger deed  
 Which smooths the road and lights the day  
 For all who chance to come my way.

- Edgar A. Guest

## That's show biz

BY NOLA WELLS

Throughout the years, motion pictures made regarding the world of sports, have always been successful at the box office. Whether you are a sports fan or not, this popular theme, usually takes our interest.

In my particular memory book movies like; "Knute Rockne of Notre Dame" starring the wonderful Pat O'Brien, "The Jackie Robinson Story" starring Jackie Robinson himself, and the story of Rocky Graziano called "Somebody Up There Likes Me".

The newest sports film, is the newly released movie about skiing called "Downhill Racer" which stars Robert Redford, who made film history, by holding a small camera in his hand, as he skied merrily down those beautiful slopes.

One man that I have always admired, was Rocky Marciano, who died during the past year in a plane crash. Whenever I listened to a fight on the radio, or read of a sportsman's dinner in the paper, Rocky Marciano was there. A fight didn't seem like a fight, without Marciano giving his personal opinion on who was going to win. He was always an admirer of Cassius Clay (or Mohammed Ali) for his sportsman ship, and quality as a boxer and he was always there at Clay's matches throughout the past years.

Someday they will surely make a film of this man's life. I for one will not miss it. Until they make his life story, we can see him in person in Vancouver on January 20th at 7 p.m. at the Orpheum Theatre.

As the Warner Productions of Miami present Rocky Marciano and Cassius Clay in what might be the super fight of this or any other century. This filmed bout, came about on the insistence of Cassius Clay who became quite angry when a computer stated that Rocky Marciano was the champion of champions in all of ring history. Clay wanted to prove that he was still "The Champ". Remember his screams of a few years back? "I am the greatest", "I am the King" who could ever forget. He doesn't scream as much these days, since he became dethroned from his position as champion, but his ego seems to be as large and in need as of as much "stroking". Marciano took Clay's challenge, and a private bout was arranged without the benefit of spectators. Both Marciano and Clay took their encounters seriously. Rocky went into intensive training and through rigid diet got himself back to approximately the same weight and physical shape he was in during his championship days. Clay did the same. They fought 70 three minute

rounds in two separate fight sessions that lasted for five days of filming. Nobody knows how the fight came out and they won't know either until Tuesday, January 20 when simultaneously in 1,500 theatres throughout the world the Marciano-Clay fight world is screened.

Not even the film crews who worked on the film know who won. They filmed seven possible outcomes - a knockout either way, a TKO a decision either way, a KO a decision either way, or a draw. Whirring all the time throughout filming all the computer, that would be the who indeed was "The Champ". This will be one of the most fantastic sports promotions ever staged! I still remember ever at one of Clay's fights Marciano at one of Clay's fights if he would ever get in the ring with Clay. At that time he said "I would surely like to". It would seem a fitting end to his how seems a fitting end to his fantastic career, as the filming took place just three short weeks before Rocky was killed in a plane crash. He will be truly missed by the sports world, as he is sincerely admired for his respectful way of life both before and after his retirement. It takes courage to simply quit, when you are the Heavyweight champion of the world. There must still have been the challenge in his mind, regarding the person who was slated to try and take the title away from him.

Perhaps, Rocky felt that he never really left the world of boxing, because he was convinced, being asked to attend major fights and report from ringside his personal opinion on the fighters in question. I heard him speak from every major fight Cassius Clay fought, he admired Clay for his professionalism, and ability as an athlete. I remember at the time of Clay's widely publicized comments regarding his abilities as a fighter, Rocky was asked what he thought of a boxer who acted like Clay. He said until Clay proved in the ring that he wasn't as good as he himself was "Yelling", then we had no choice but to believe him.

I wonder if they will make a motion picture on Marciano's life. I surely hope so, for it will certainly be a movie I will make an effort to view. This particular film on his bout with Clay, will unfortunately not be seen as a rerun in movie houses, in news-reels or on TV. Les Wedman from the Vancouver Sun wondered if the film "Self destructs". At any rate this will be the only time that Vancouver residents will be able to see it. The tickets will be selling for \$5.00 each, and to me it would be well worth it. After many years in the ring, as a professional fighter, Rocky



**VIETNAMESE CHILDREN** try out some of the 50 wheelchairs bought with donations from the Group Captain Cole Memorial Fund after their presentation in Saigon last August.

- Canadian Forces Photo

## No shows a No No

**TRENTON (CFP)** - Air Transport command's passenger service bookers here are concerned over the high proportion of no shows on sched flights.

Despite a routine order which is published periodically, the rate of no shows continues to rise. For the un-initiated, no shows are passengers who book seats then miss the flight or stop off at some point in the flight without notifying the nearest air movements office of their plans.

Paragraph six of CFAO 20-20 spells out the procedure for cancelling booked space.

For those who don't comply, dire consequences could be in

March ended his life with this final tribute to his beloved world of boxing.

None of this would have been possible if it hadn't been for Cassius Clay's ego, because he wanted to prove that he was still the champion of champions in all of ring history.

Whatever the results it brought two talented athletes together, in a way that would have been impossible any other way at any other time.

order. Unknown to most people, no shows on duty priority could be charged under section 118 of the national defence act, if they are unable to supply reasonable cause for failure to report.

## Classified Ads

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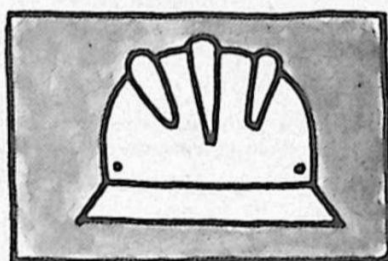
# What to do if you get hurt on the job

## NEW WORKMEN'S COMPENSATION BOARD PROCEDURES

Effective January 1, 1970 the Workmen's Compensation Board will introduce new procedures designed to speed compensation payments to injured workmen covered under the Workmen's Compensation Act, simplify paperwork for workmen, doctors and employers, and reduce administrative expenses associated with the processing of claims.

After that date, here is what will be required:

### THE WORKMAN



- 1 Report to first aid attendant if one is available.
- 2 Get medical aid, if required.
- 3 Notify your employer advising HOW, WHEN and WHERE the injury occurred and the names of any witnesses.
- 4 Send in an application if you lose more than three working days as a result of an injury. You do not need to submit an application in other cases unless the Board asks for it. When the Board receives notice of a "time-loss" injury (more than three working days layoff) from the doctor or employer an application will be mailed to you. An application will also be mailed in other cases where it is felt advisable.

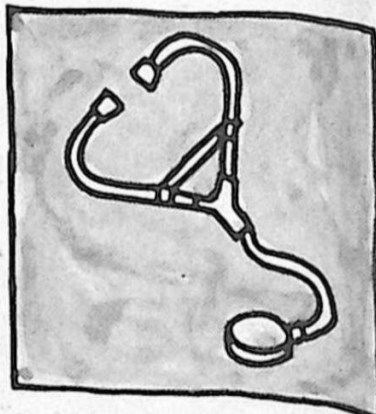
### THE EMPLOYER

- 1 Provide suitable transportation and attention to the injured workman from the scene of the injury to the nearest doctor or hospital for initial treatment, if required.
- 2 Report the injury to the WCB within three days.



### THE DOCTOR

- 1 The new procedures will eliminate the doctor's first report of injury in most cases where a workman will not be disabled for more than three working days.



- 2 In the majority of "no time-loss" cases the doctor's final report and account form along with the employer's report of the injury will contain sufficient information to allow payment of medical aid.

The new procedures will in no way affect the workman's right to compensation and will speed up the processing of claims. By accepting the doctor's or employer's report of a "time loss" injury, in many cases, an initial payment can be made to provide for the necessities of the claimant and his family even before his application is received. It is still important that workmen inform their employers of any injuries that occur.

To ensure further that the workman's rights are completely protected, a claim will also be initiated upon receipt of notification from him. The new methods are expected to streamline procedures for the workmen, doctors, the WCB and the employers of the province who finance the entire cost of workmen's compensation.



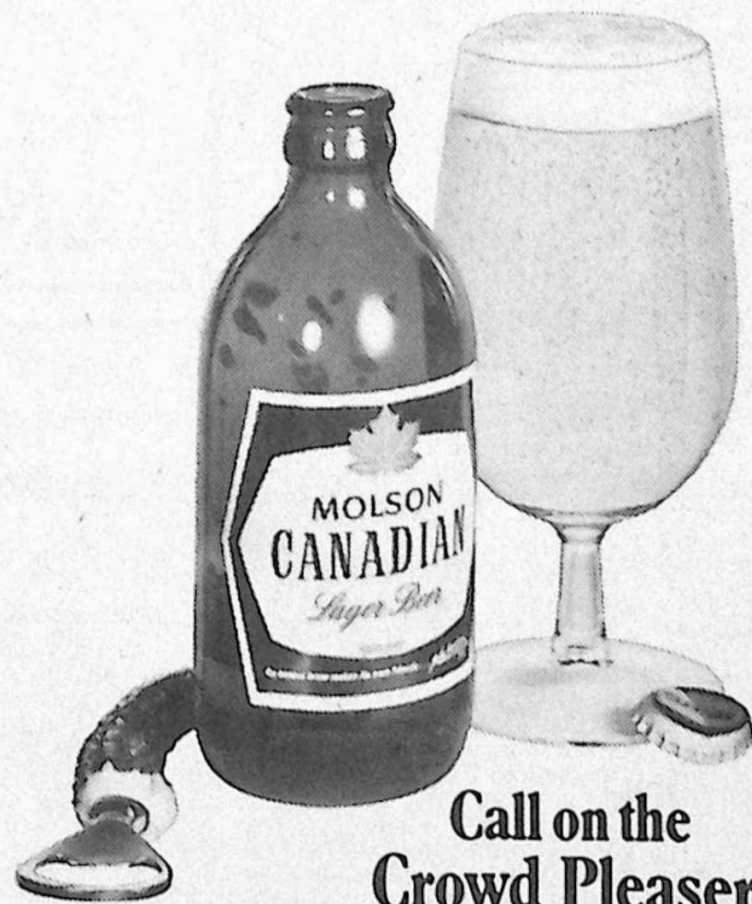
**WORKMEN'S COMPENSATION BOARD** OF BRITISH COLUMBIA

707 West 37th Ave., Vancouver 13, B.C.  
 Phone 266-0211, Telex 04-507765

Cyril White, Q.C., Chairman  
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**CAPT. JIM PELTMAN** (left) an erstwhile RO of 407 Sqn. dons W/C Bryant's old uniform. Jim had put in his memo for pilot training, however, due to an over population of the "higher" trade, it was declined and he was demoted to Sergeant. W/C Bryant deemed it necessary to upgrade Jim to equivalent status as a Captain RO by giving him a set of pilot's wings.

— Base Photo

## Chatham cancels Oh Joe

(Continued from page 1)

authorize transport, he turns on the administrative machinery to action, casualties, crashes, fires and other such emergencies. He does not concern himself with routine details of any kind. He is the Base Commander's personal deputy and acts in this capacity alone. He is free to call upon any or all Base personnel for help in dealing with any incident that arises. He usually calls on the very people who would deal with the matter during normal working hours.

Other Bases are curious to learn how the traditional duties of Orderly Officer Sergeant and Corporal jobs are done under our system. Here are a few examples. Fire and security checks are being done in the three Messes for an extra hour's work by their respective Messes to stay and pick up bottles and glasses, empty ashtrays, open drapes, turn cushions, turn off lights and lock doors. Stewards should always have been detailed to do these jobs. Flags are hoisted and hauled down by Commissionaires. Meal tickets are sold over the bar of the appropriate Mess and they are collected by the messing staff when the meal is received. A number of beds are made up for unannounced, over-

night transients who register at the guardroom, receive a key, and go to bed much the same as they would in a motel. The next morning they receive other accommodation if they are to remain on the Base longer than the one night. Other matters are handled in a similarly brisk, business-like efficient manner.

The Base Duty Officer roster includes all ranks from Warrant Officer to Captain. No officers are excused except Chaplains and Medical Officers. No CWOs, MWOs or WO's are excused except Police and Fire Fighters and then only if they are working on continuous shift duty.

This system has been in effect since last July and this report has been deliberately withheld until now to allow any uncalculated defects to appear. No snags, problems, complaints or loss of efficiency developed except for minor details that were instantly correctable.

CFB Chatham is convinced that we have a good thing going in the Base Duty Officer. We feel that when one man replaces three and all jobs are done more efficiently, we have achieved real progress. Pardon us for bragging, but we are rather proud of another "First" for CFB Chatham.

## FAMILIAR HEADLINES

(Continued from page 5)

Should the aircraft then fail to arrive at destination, this information is available to SAR authorities in instituting and conducting an air search.

The value of any type of a flight plan is decreased if the pilot fails to follow it or if he fails to advise someone if changes become necessary.

If a flight does terminate short of destination as a result of a forced landing or a crash, the first consideration becomes one of survival.

For this reason an adequate survival kit and clothing are a must. The next consideration is one of being found, and energies in excess of those required for survival must be utilized to attract the attention of searchers. Weather permitting, search aircraft will operate day and night, therefore, a fire which produces smoke by day and flame at night will, if seen, be investigated. Flares and other signalling devices should be available for use when search aircraft are seen or heard in the area.

Books on the subject of survival and methods of assisting searchers are available at nominal costs and should be included in the survival kit.

Although there have been several instances of successful "walk-outs", search and rescue officials are still of the opinion that your chances of being found are greater if you remain at or near the crash site. This is not a hard and fast rule because of the many variables which must be considered in deciding to stay or go.

A concerted effort by all concerned will improve the odds for success. ACCIDENTS CAN BE DECREASED

To err is human! However, accidents can be reduced. This has been proven in industry and has been the result of intensive

accident prevention programs. In the interest of brevity, it is sufficient to say that, in the number of lives to be saved and the economic gains to be made, both Government and the Aviation Industry are obligated to institute and enforce flight safety programs. Care must be taken to ensure that the rules and regulations are not so stringent that they discourage or obstruct normal growth of the industry.

**SURVIVAL, SEARCH AND RESCUE**  
Let us not kid ourselves! Accidents will continue to happen. However, this does not need to spell "game over" for those who survive the initial crash. Preparedness supplemented by resourcefulness and common sense can enhance their chances of continuing to survive, being found, and subsequently rescued.

As already stated, the largest obstacle between the survivor of an air crash and ultimate rescue is that of being located. At present, the quickest and surest means of locating crash sites and survivors is by way of an "electronic search". Many devices have been developed which can either be an integral part of an aircraft or a personal piece of equipment. When activated they provide a radio signal. Search aircraft are all equipped with a receiver which picks up the signal converting its location into a bearing enabling the search aircraft to "home" directly to the crash site. Since this is not a visual homing, the search aircraft can operate under weather conditions which would prohibit a visual search.

Equipped with such a device as described above, a small survival kit, and adequate clothing, supplemented by resourcefulness and common sense, the final chapter of any SAR operation is likely to be a happy one.

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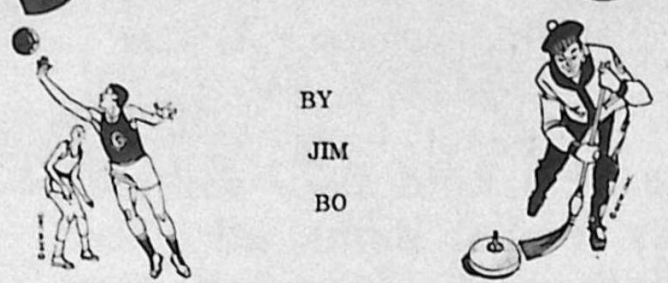
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# SPORTS

BY  
JIM  
BO



## Don't forget the great outdoors

By JOHN MUNRO

A glance at population figures, which reveal the extent of overcrowding in the world, cannot help but make Canadians feel grateful that in this country we have abundant space. We have plains, forests, mountains, rivers and lakes. It is said that we have one-third of all the inland waters on earth.

Yet when reading of those who today follow the routes of the voyageurs with canoe and pack, I cannot help but wonder why such a relative few of us ever get off the beaten tracks. Some people never stray from the heavily populated communities in which they live. Many are travelling across the country, but too often they see our open space only as something which flashes past a speeding car.

It is perhaps only now that we are beginning to realize the great potential of our free time to contribute to the total development of each of us. However, a lot of our citizens seem unable to respond fully to the challenge of more leisure. They are caught in the dilemma of having been brought up in a work-oriented society and yet of finding themselves with an increasing amount of free time.

Their response often is idleness or frenzied efforts at conspicuous expenditure "having a good time". It is as if a great sign was flashing in the sky all over our major cities which said "SMILE" to which they are mechanically responding by smiling, whether they are really enjoying themselves or not.

Well, some Canadian are not content with prepackaged entertainment and spectatorship only. They are leading their own lives and pursuing their own trails. In short, they are getting out and doing.

It is our duty to maximize this opportunity, for Canadians - all Canadians - regardless of their economic means. They must have a chance to become personally and physically active. To see that they do is the responsibility of all social institutions - governments, schools, businesses, industries, labour unions, and the social agencies. But of course all the facilities and programs in the world are wasted if the will to use them does not exist.

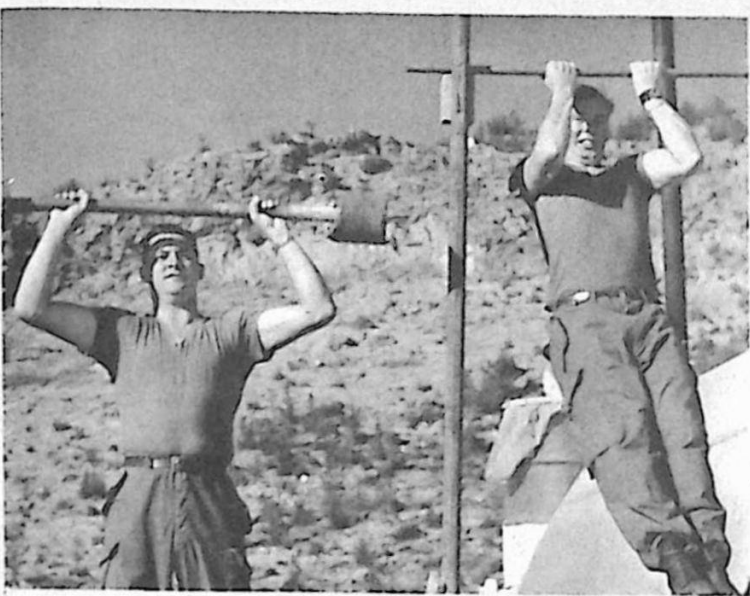
One of the best ways of taking up these opportunities is by using the Great Canadian Outdoors. This does not have to be built or manufactured; it is right there in front of us.

We have a large, bold, exciting, challenging and beautiful country. It has advantages and variety possessed by virtually no other country on earth. It seems to me that our land offers many of our people unparalleled opportunity for physical activity - tests of our skills and hardness. Or it may provide simply a refreshing change from our containerized and computerized 9 to 5 urban society.

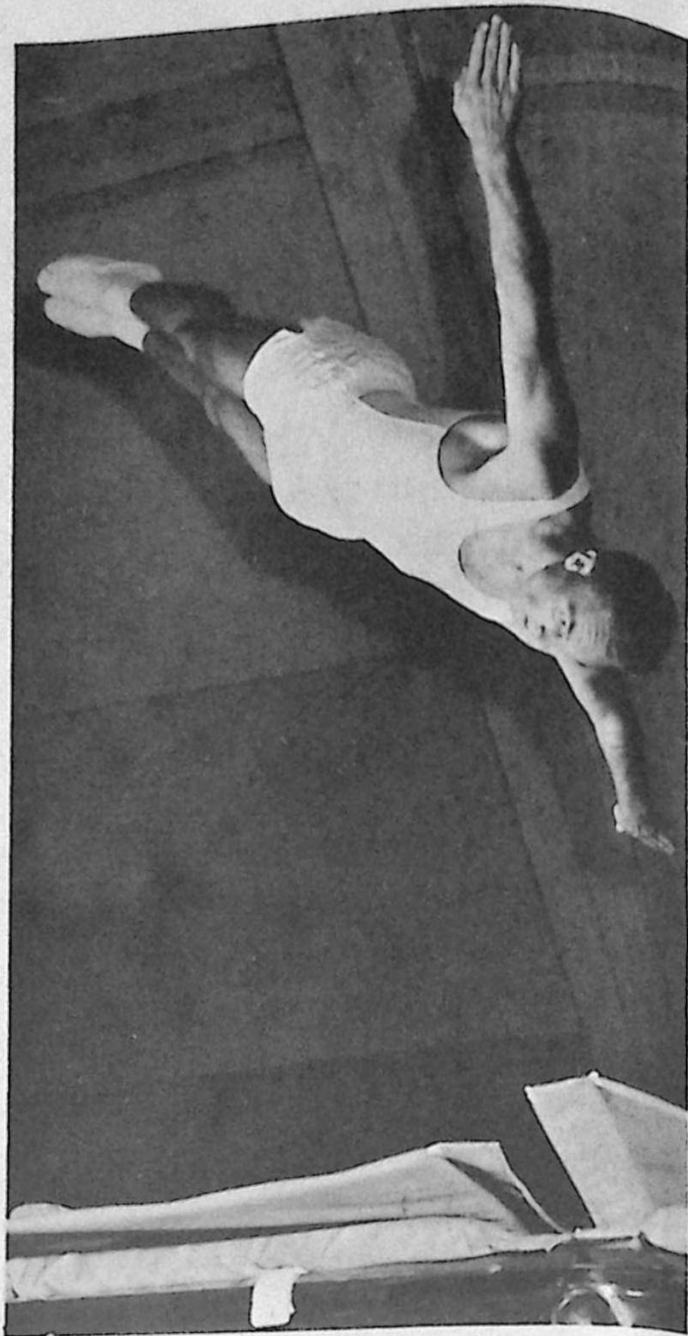
These natural resources are there for us to use - the waterways, the ski slopes, the hiking trails. We must not be too lethargic to seek them out. It may be easier to sit home with our televisions and beers, but once we make the effort we will find that the outdoor type of physical participation provides far more real enjoyment.

It is worth remembering that the maximum use of our personal potential does not come to us. We have to seek it out. The choice is ours.

\* Mr. Munro is national health and welfare minister.



**PT TIME** — Keeping fit at stamper corral in Cyprus's Kyrenia mountains isn't easy, especially at the small Canadian UN observation post. But Cpl. J. R. MacDonald, Glace Bay, N.S., left, and Pte. R. K. Spragg, Port Dover, Ont., get in their jerks and chin-ups during a watch break. They're both members of 2nd Battalion, the Black Watch.



**TOPS ON TRAMP** — Trampoline champ, Sgt. Brian Harrison demonstrates the style that earned him the trampoline championship of the British Army of the Rhine and the British Army title at Aldershot, England, last October. The 31-year-old phys-ed instructor with the Patricia's in Germany bested 30 of the British army's best at the Aldershot finals.

## Minor Hockey League Standings

### MOSQUITO DIVISION

Team	Won	Lost	Tied	Pts.
Doves	7	1	3	17
Ravens	8	3	1	17
Martins	6	3	2	14
Owls	3	5	3	9
Eagles	3	6	2	8
Falcons	2	6	3	7
442 Gulls	2	7	2	6
Top Scorers	G	A	Pts.	
McNeil (D)	15	1	1	16
Scott (G)	9	2	1	11
Kelly (M)	9	1	1	10
Makowichuk (D)	3	7	1	10
Gosselin (E)	4	4	8	8
Willoughby (D)	6	2	8	8

### PEE WEE DIVISION

Team	Won	Lost	Tied	Pts.
Chiefs	8	1	3	19
Apaches	8	2	2	18
Mohawks	5	6	1	11
Braves	5	6	1	11
Iroquois	2	7	3	7
Comanches	2	8	2	6
Top Scorers	G	A	Pts.	
McMullan (A)	15	10	25	
Miller (A)	2	16	18	
Jobson (A)	8	9	17	
Sleigh (B)	11	2	13	
Geneau P. (M)	6	4	10	
Reddin (M)	6	3	9	
Jones, Gord (I)	4	5	9	

### BANTAM DIVISION

Team	Won	Lost	Tied	Pts.
Huskies	8	4	4	19
Dakotas	7	3	4	18
Lions	7	7	0	14
Bruins	5	9	1	11
Colts	5	9	0	10
Top Scorers	G	A	Pts.	
Jones S. (D)	11	10	21	
Derkson (D)	7	12	19	
Miles B. (D)	7	4	11	
Webber (H)	5	4	9	
Campbell (H)	5	4	9	

### MIDGET DIVISION

Team	Won	Lost	Tied	Pts.
Super V's	9	2	1	19
Mustangs	7	4	1	15
Jets	6	5	1	13
Comets	0	11	1	1
Top Scorers	G	A	Pts.	
Leiter (S)	15	9	24	
Mitchell (S)	11	12	23	
Turner (M)	10	8	18	
Davies (S)	2	14	16	
Evans (M)	7	8	15	
Carruthers (S)	12	2	14	

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**CORICIDIN 'D'**  
COLD TABLETS  
12's  
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Spray  
7 oz.  
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**ROBITUSSIN**  
DM Cough Formula  
4 oz.  
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Plain Cough Formula  
4 oz.  
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**THERMOMETER 'ACE'**  
Oral  
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**VITOGEN**  
Multiple Tablets  
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**WAMPOLE'S C-2**  
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pastilles anesthésiques  
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**CEPACOL**  
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**DRISTAN**  
NASAL MIST  
15 cc  
**99¢**

**DRISTAN**  
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COLD & FLU FEVER  
**DRISTAN**  
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Antiseptic  
14 oz.  
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Cough Remedy  
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**VISINE**  
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Sundays are Family Days at the Diner's Island

Businessmen's Lunch SPECIAL DAILY

Steak Sandwich ..... 99¢  
6-oz. Steak ..... 1.49

# On The Blue Line

BY ICE CHIPS

As 1969 drew to a close our Comox Valley Totems were looking forward to 1970 with a great deal of expectation. They closed out the old year by winning three of their last four games and we are all hoping that this will be the trend for 1970.

They are playing in the Pacific Coast Amateur Hockey League against teams from Powell River, Port Alberni and Nanaimo. All of these teams are battling for the Coy Cup which was first put up for competition in 1912; it is awarded each year to the team winning the Intermediate Hockey Championship of British Columbia.

In their first ten games of the season the Totems were only able to come up with one victory and two ties. The Totems were much better than this record would seem to indicate, it was certainly not the lack of desire that was causing them to lose hockey games.

In recent games the Totems have started to get their fair share of the breaks, we have seen the Totems play some real fine hockey and the puck is now going in the net instead of hitting the goal post. A report from league headquarters in Victoria shows that the Totems have got five players in the top ten scorers in the league and they are second as a team in scoring.

The Totems were very fortunate in being able to obtain the services of Bud Dino Mascotto, a rugged defenceman who had played for the Toledo Blades in the Eastern League for a number of years. It took Dino a while to get himself into shape after moving from Toledo to the Comox Valley but he is now in the peak of condition and he is making his presence felt throughout the league.

The Totem Executive started to work long before the season ever got started, they were busy recruiting new players and also lining up the advertisers for our completely new program. At every home game there are free dinners given away to the holder of program lucky numbers. The prizes are donated by Bud's Drive In, Courtenay; Bamboo Inn, Courtenay and Comox and the Marina Hotel in Campbell River. The Totem Hockey Club Executive consists of the following men: President, Bill Moore; General Manager, George Plamper; Coach, John Iwanson; equipment manager, and trainer, Art McKay; Public Relations, Gordon Palmer.

## TOTEMS TIE NANAIMO 5 - 5

Last Saturday night the Totems played their first game of the new year, for a little better than two and a half periods it looked as though the Totems had another victory within their grasp. The Totems were leading 5 to 2 with little more than seven minutes to play, but in those final seven minutes a bewildered Totem team allowed Nanaimo to score three unanswered goals to gain the tie. The teams were tied 2-2 at the end of the first period, the Totem goals were scored by Al Decker, the first unassisted and the second on passes from Ron Berry and Paddy Keefe. The Totems scored the only goal of the second period when Ron Berry scored on passes from Al Decker and Dino Mascotto, this set the stage for a real dandy third period. The first goal of the third period was scored by Dino Mascotto on passes from Ron Berry and Paddy Keefe and then just thirty seconds later Ron Berry scored on passes from Dino Mascotto and Paddy Keefe. This ended the Totem scoring but they had many other chances to score but they couldn't put the puck behind Dave Thien in the Nanaimo goal who stopped some very difficult shots. The Nanaimo goals were scored by Joey Piper, the leagues leading scorer, who had two, Vern Lamurne, Earl Robinson and Don Brown. There were a total of penalties called in the game, six to each team and they were all minors.

The big guns for the Totems were Ron Berry who had two goals and two assists, Al Decker with two goals and one assist, Paddy Keefe with three assists and Dino Mascotto with a goal and two assists. The three stars of the game as selected by Mr. Bill Harris were Al Decker, Joey Piper and Dino Mascotto. The Totems were missing John Iwanson, Jack Roussell and Harold Hardy who are all out of action due to injuries. Jack Hamilton was cut on the face for 11



THE COMOX Valley Totems from left to right, rear row: John Walker, George Palmer, Dino Mascotto, Art McKay, Dick Lee, Don Funk, Gord Palmer, John Iwanson, Jack Hamilton, Harold Hardy, Earnie Lawson, Andy Barns; front row: Pat Keefe, Garry Hill, Bill Stevenson, Brian Bannard, Al Decker and Ron Barry. Missing from the photo are Butch Bujold, Dennis Huisman and Jack Roussell. —A Mac photo

# Sports Round Up

The writer hopes you didn't eat too much of the calorie builders or drink too much of Uncle Al's bad medicine over the festive season but just in case you did here are the standings for the various intersection sports so you will know how hard you have to work to get down to go-factor weight.

**INTERSECTION BASKETBALL**  
USAF 3 wins Nil loss Nil ties, 6 points.  
COMBINES 1 Win 1 Loss 1 Tie, 3 points.

409 1 Win 1 Loss 1 Tie 3 pts.  
407 Nil Wins 3 Losses Nil Ties, Nil points.

**STATION TEAM RECORD ON BASKETBALL**  
To date the base basketball team has played nine games and have won four of them and lost five. We are holding our own

and after all the rich food we expect to win them all from now on. Coming Games Are: Jan. 14, Polyclase Warriors at Rec Centre; Jan. 21, Cruise Motors at Campbell River; Jan. 28, Lightweight Toyotas at Rec Centre. Come out and watch. Cheer us on to victory.

**VOLLEYBALL INTERSECTION**  
The season will start again soon as a matter of fact on Jan. 7 for a league and 8 Jan. for "B" league. Here are the standings up to end of 1969.

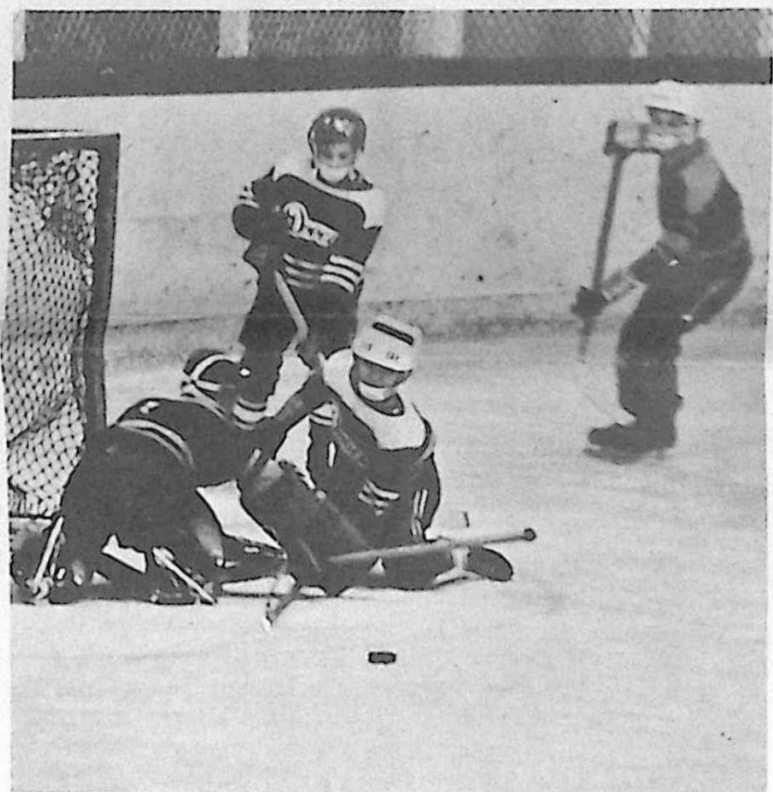
**CURLING:**  
The Base is entered in the Zone One Curling playdowns and the following personnel are now seeking the championship trophy in Ladner so by next issue we should have the results. Our two rinks consist of the following men

Cpl. Bill Balance, Cpl. Dave Wilson, Cpl. Keith Blackmur, Cpl. C. C. Perry, Cpl. Cyril Raskob, Cpl. Harv Herauf, Sgt. Gabe Sehn, Sgt. Jack Price, Good luck boys bring home the trophy. If one of our rinks wins in Ladner they will go to Winnipeg in March for finals. Cpl. Chuck Perry and his rink consisting of Cpl. Price, Cpl. Raskob and Cpl. Herauf have just won a berth in the Island Championships - having been chosen as one of the four of 12 rinks who competed in Campbell River on 2nd, 3rd and 4th of Jan. Nice way to start a New Year.

**ZONE ONE BOWLING:** We have entered two teams in the zone one bowling championship which is being held at CFB Chilliwack this week. We hope our boys bring home the trophy. The two teams are made up of Capt. D. Taylor, Sgt. H. Smith, Cpl. D. Harrison, Cpl. J. Ball, Cpl. K. Ned, Cpl. H. Justus, Cpl. V. Makowichuk, Cpl. A. Hughes, Cpl. R. Peters, Cpl. B. Ooster, Cpl. M. Taillon and one more spare player.

**INTERSECTION HOCKEY**  
No fat boys here, we played all through the festive season and the Courtenay Mustangs suffered a defeat from good old 442 Sqn. Team standings up to 22 Dec. are as follows:  
409 Sqn. 20 points, 9 wins, 2 ties, 2 losses.  
MUSTANGS, 19 points, 8 wins, 3 ties, 3 losses.  
ADMIN., 13 points, 6 wins, 1 tie, 7 losses.  
407, 10 points, 4 wins, 2 ties, 7 losses.  
442, 6 points, 3 wins, 0 ties, 11 losses.

**BASE ZONE ONE REPRESENTATIVE TEAM:**  
The Canadian Forces Zone One Hockey playdowns will be held on this base on 12 to 14 Jan. and our base Rep Team is now warming up to breath fire on MHS Ships, CFB Chilliwack and CFB Esquimalt. The games will be on Monday 12 Jan. at 1300 hours. (Chilliwack vs Esquimalt). Tuesday 13 Jan. at 1300 (Comox vs Ships) and the winner of Monday and Tuesday at 1900 hours on Wednesday 14 Jan. Come out and support your team by cheering us on. The games on Monday and Tuesday are free but the game on Wednesday night will cost 50 cents for adults and 25 cents for children. This will help us to defray the cost of the ice. We need your support.



RAVENS RANDY Paisley makes a save on Andrew Arnold of the Doves (on knees) while Mike Willoughby (beside net) looks for the loose puck. Mike McGuire, the Ravens defenceman skates in to help out. The Doves won 3-0 to tie the Ravens for first place in the Mosquito Division. — Dick Osmond Photo

The schedule for the tournament is as follows: Monday, Jan. 12, 1330 hrs. Chilliwack vs Esquimalt. Tues., Jan. 13, 1330 hrs. Navy Ships vs Comox. Wed., Jan. 14, 1900 hrs. Win Game 1 vs Win Game 2.

stitches so we will hope that it is not too serious. We will look forward to seeing all of these men back in action real soon.  
**COMING GAMES**  
Fri., Jan. 9 - Powell River at Comox Totems  
Sat., Jan. 10 - Comox Totems at Port Alberni  
Sat., Jan. 10 - Nanaimo at Powell River. (This game will be played at Glacier Gardens)  
Thurs., Jan. 22 - Comox Totems at Nanaimo  
Sat., Jan. 24 - Comox Totems at Port Alberni.  
**ZONE TOURNAMENT**  
A number of the Totems are also playing with the team that will represent our Base in the zone finals which will be played at Glacier Gardens from Jan. 12 to 14.

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# Rod and Gun Club news

The December meeting was of special interest to the trophy hunters in the Club. Mr. E. Bundus, a well known local taxidermist, gave a very interesting talk. He discussed the correct methods to use to prepare and preserve trophies in the field to ensure that they reach the taxidermist in the best possible condition. He also brought along a deer head and gave a practical demonstration of how a taxidermist prepares a head for trophy mounting. It was obvious from the number of questions asked by the members that everyone found the demonstration of interest.

An election was held to fill the vacancy of Secretary-treasurer. Frank Hewitt will be the new official.

The next meeting will be held

in the Social Centre on Tuesday January 20th. Plans are being made for the February Social Evening. It is planned to have a dinner dance. All members are requested to attend the Jan meeting to assist in planning the event.

## Attention car buffs

MONCTON, N.B. (CFP) - James Marr of Rural Route #1 near this hub town, has been on a used car quest for years. He's been vainly searching for a 1961 Simca Vedette (V-8), Chambord model. He hears some servicemen returning from Europe just might have one, in "Excellent" condition. Has anyone a deal to make? If so, he'd be pleased to hear from you.

## WINTER SPECIAL

One Only at \$3995.00



17'4" Islander Fibreglass Cruiser, complete with full camper top, sleeperette seats, built in gas tank, storage compartment and 130 H.P. Volvo-Penta Aquamatic unit. Ready to go.

\$800 down. Balance at \$95.00 per month

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## CANADIAN FORCES BASE COMOX

### Base Theatre Schedule JANUARY, 1970

Friday, January 2  
**Stalking Moon**  
Gregory Peck, Eva Marie Saint  
Walt Disney Family Show  
Two Shows - 1830 hours and 2100 hours

Saturday and Sunday, January 3 and 4  
**Thoroughly Modern Millie**  
Julie Andrews, Mary Tyler Moore, Carol Channing  
Musical Comedy.  
Admission: Adults \$1.00; Teens .75; Children .50.

Friday and Saturday, January 9 and 10  
**Hellfighters**  
John Wayne, Katherine Ross  
Action Drama  
Fighting Oil Well Fires

Friday, January 30  
**Atragon**  
ALSO  
**Bloodless**  
Double Horror

Sunday, January 11  
**Deadfall**  
Michael Caine  
RESTRICTED  
Suspense drama

Friday and Saturday, January 16 and 17  
**Dr. Doolittle**  
Rex Harrison, Anthony Newley  
Family type show  
Admission: Adults \$1.00; Teens .75; Children .50.

Sunday, January 18  
**Hang Em High**  
Clint Eastwood, Inger Stevens  
Western

Friday, Saturday, Sunday, January 23, 24 and 25  
**Bandolero**  
Dean Martin, James Stewart, Raquell Welch  
Western  
Admission: Adults \$1.00; Teens .75; Children .50.

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## Totem Inn Lounge

10th DANCE - Golden Knight (Hard Times Dance)

Food: Hot Beef Sandwich.

17th DANCE - Small Craft Warning.

Diane A-Go-Go

Food: Fish - Chips

21st BINGO SPECIAL - Merchandise Bingo

24th DANCE - The Reflections

Food: Chinese.

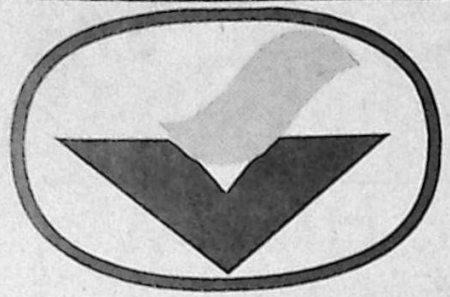
31st DANCE - The Tidesmen.

Food: Italian

BINGO NOW EVERY SUNDAY NIGHT

8:30 p.m., Totem Lounge.

MOVIES EVERY TUESDAY - 8 P.M.



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ALPHA <b>CANNED MILK</b>	6 Tall Tins	89
KRAFT - PARKAY <b>MARGARINE</b>	3 Lb. Print	95
CHELSEA <b>PORK &amp; BEANS</b>	6 14 oz. Tins	79 <sup>c</sup>
DUTCH - ZWAN <b>LUNCHEON MEAT</b>	2 12 oz. Tins	65 <sup>c</sup>
CATELLI <b>MACARONI DINNER</b>	2 11 oz. Pkgs.	39 <sup>c</sup>
MAXWELL HOUSE - INSTANT <b>COFFEE</b>	6 oz. jar	1.21
	10 oz. jar	1.55
JOY <b>LIQUID DETERGENT</b>	32-oz.	65 <sup>c</sup>
TIDE <b>DETERGENT POWDER</b>	King Size	1.70

**CHUCK or ROUND BONE POT ROAST** ..... Lb. **49<sup>c</sup>**  
GOV'T. INSPECTED CANADA CHOICE CANADA GOOD

**CROSS RIB ROAST** ..... Lb. **79<sup>c</sup>**  
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**PRIME RIB STEAKS** ..... Lb. **99<sup>c</sup>**  
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GOV'T INSPECTED - BURNS Vacuum pkg.

**Pizza Puppies** ..... 1-lb. pkg. **59c**  
GOV'T INSPECTED - BURNS Pizza Flavor

**Sausage** ..... 2-lb. pkg. **99c**  
GOV'T INSPECTED - WILTSHIRE - BEEF

**Black Cod** ..... lb. **79c**  
SMOKED ALASKA Pieces

**Cod Fillets** ..... lb. **69c**  
IMPORTED SCOTCH - SMOKED

**Cod Fillets** ..... lb. **49c**  
FRESH

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**Door Mat** ..... each **99<sup>c</sup>**  
14" x 24"

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**Door Mat** ..... each **99<sup>c</sup>**

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BERRYLAND **STRAWBERRIES** ..... 2 15-oz. pkgs. **89c**

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MAZOLA **SALAD OIL** ..... 32-oz. btl. **99c**

FORTUNE **SOLID TUNA** ..... 3 7-oz. tins **1.00**

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SUPER-VALU **TEA BAGS** ..... 90's pkg. **63c**

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NABOB - EXTRACT **Vanilla** ..... 2-oz. Pkgs. **35c**

NABOB - SUNGOLD - ORANGE FLAVOR **Crystals** ..... 2 2-oz. pkgs. **59c**

KARO **Corn Syrup** ..... 20 oz. btl. **43c**

BRUNSWICK **Sardines** ..... 1/2's tin 5 for **49c**

NALLEY'S **Relish** ..... 2 20-oz. jars **65c**

SUPER-VALU **Inst. Coffee** ..... 12 oz. **1.29**

MEN'S WOOL WORK **Work Socks** 3 lb. each **79c**

MEN'S - COLORED **Work Socks** ..... pair **99c**

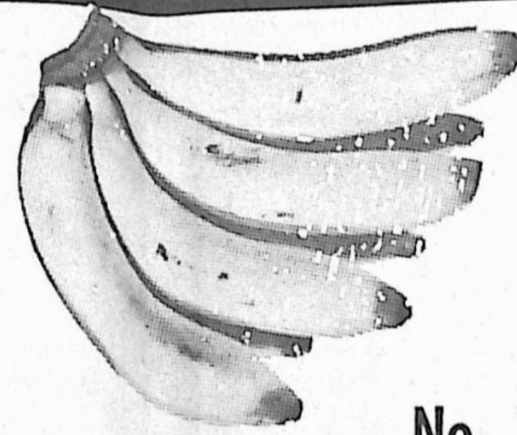
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MOTHER HUBBARD **Raisin Bread** 2 16 oz. loaves **65c**

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