



TOTEM TIMES



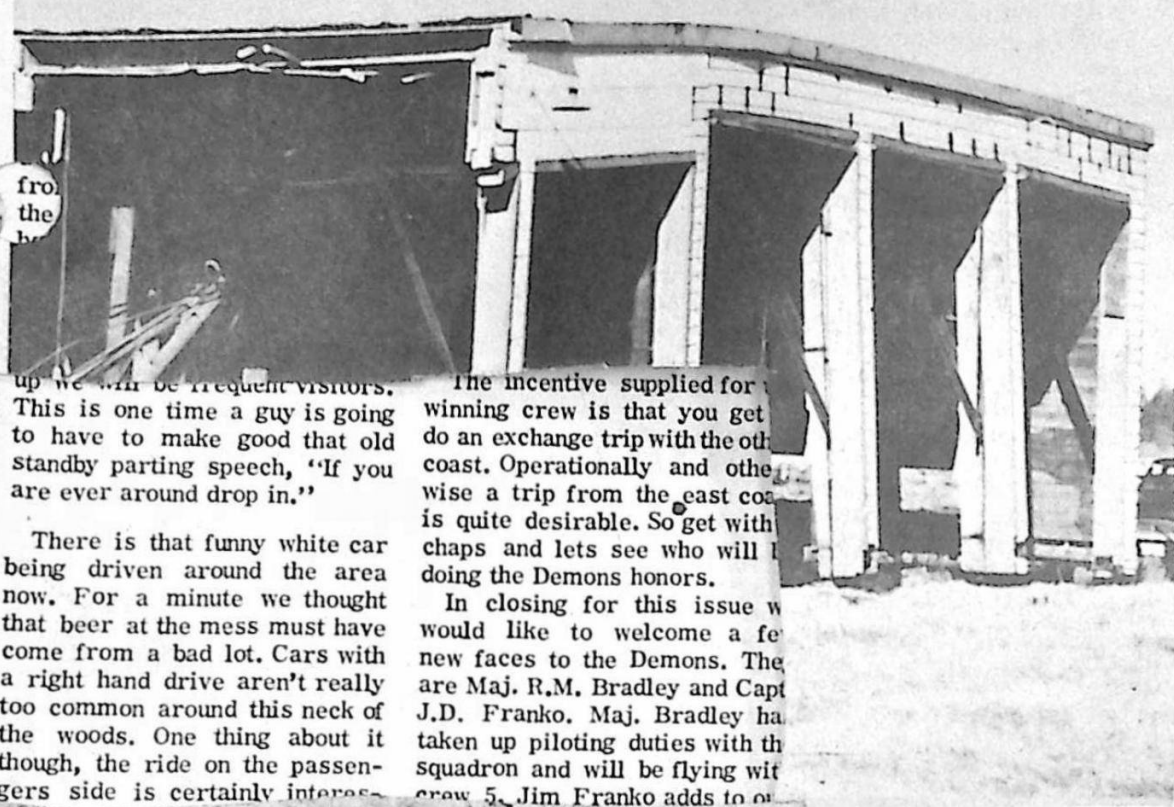
Trudeau says "Grow grass not wheat"

VOL. 12

CFB COMOX, THURSDAY, MARCH 5, 1970

No. 5

Ford had a better idea — A new home for car club



up we will be frequent visitors. This is one time a guy is going to have to make good that old standby parting speech, "If you are ever around drop in."

There is that funny white car being driven around the area now. For a minute we thought that beer at the mess must have come from a bad lot. Cars with a right hand drive aren't really too common around this neck of the woods. One thing about it though, the ride on the passenger side is certainly interesting.

The incentive supplied for winning crew is that you get to do an exchange trip with the other coast. Operationally and otherwise a trip from the east coast is quite desirable. So get with chaps and let's see who will be doing the Demons honors.

In closing for this issue we would like to welcome a few new faces to the Demons. They are Maj. R.M. Bradley and Capt. J.D. Franko. Maj. Bradley has taken up piloting duties with the squadron and will be flying with us. Jim Franko adds to our

Thursday, 26 February was a signal day for motoring enthusiasts at CFB Comox, for it marked the opening of the base's renovated auto hobby shop. It replaced the venerable structure which had originally been used by the army to store its surplus horses after the War of 1812.

The new hobby shop is designed with the customer in mind. It is attractive, eye-catching, and designed for the convenience of the user. It does not, unlike the old one, threaten to collapse upon the do-it-yourself repairmen who avail themselves of the facilities.

At 0900 on the 26th, the staff opened the door, and were almost run over by the acting base commander, Lieutenant Colonel C. W. Steacy, who manoeuvred his monstrous Detroit dinosaur up to the pumps. In a mere trice, the car was surrounded by people; people pumping gas, people cleaning windshields, people checking tires, people polishing sunglasses, and people taking pictures. Flashbulbs popped, pressmen thronged forward for interviews. Throughout it all, the car drank thirstily.

Finally, there was a "glurk". The pump had run dry. The colonel's car had taken all the gas and was still asking for more. Another pump was connected. Still the car drank. Finally, a keen-eyed on-looker said, "Turn your engine off." That did it. Eventually the tank filled, and Colonel Steacy settled back comfortably in the driver's seat, believing that the first tank, as is the custom in the army, would be on the house. In a flash, Major Ford, whose better idea the whole project was, appeared from behind the pumps and demanded payment of \$26.00. "Rats," said the colonel, who had planned to use the money to buy the CF-100 which is growing old over by No. 7 Hangar.



AFTER — 1.3% of the Auto Hobby Shoppe's staff of millions rushes out to greet the first customer at the new improved gas pump. In one minute and fourteen seconds they managed to sell Col Steacy four new tires, eight quarts of oil, Hollywood mufflers and an oh-ooga horn which he will be able to use to introduce his state of the war messages during Cudgel Capers. As a free service, the staff also recharged the batteries in the colonel's shiny gold hat.

CFB Auto Club wishes to thank

CFB Auto Club wishes to thank the following firms for their kind donations for the opening of the new Base Auto Club:

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442 continues SAR Hadgkiss

By CAPT. G.S. HARROW

One of the longest searches in recent years continues as a Ground Search team from 442 T&R Squadron combs the heavily wooded, partially snow covered and rugged terrain of Roderick Island in search of pilot E.J. Hadgkiss of Dawson City and his passenger Miss Katherine Rheame. Mr. Hadgkiss's Harvard aircraft is now known to have crash landed at about the 2500 foot level on Roderick Island on the 10th of November '69 while on a flight from Prince Rupert to Port Hardy.

The Rescue Co-ordination Center in Vancouver was first alerted that the aircraft was missing at 17:12 local time on the 10th of November 1969. Adverse weather conditions existing at the time precluded the launching of a full scale search until early on the morning of the 11th Nov. when Capt. Jake Crawford, Searchmaster, and SAR aircraft and crews were dispatched to the area. Search Headquarters were set up at Sandspit, B.C. and SAR aircraft worked out of Port Hardy, Comox, Prince Rupert and Kamloops.

In all, five Albatross, two Labrador, four Argus, two T33s, three CF101s and two civil aircraft were employed on the search which was continuously hampered by adverse weather, outflow winds and turbulence.

(Continued on Page 5)

3 Wingers plan reunion

OTTAWA (CFP) — Now hear this! Calling all Three Wingers. A reunion open to all ranks is planned for Thanksgiving weekend in Ottawa for those who served at 3 Wing, Zweibrücken between 1953 and 1969.

The reunion will be a mixed function featuring a German-type band, German refreshments and other assorted festivities familiar to all who served at the NATO base.

Information concerning hotel and motel accommodations will be supplied on request. Those interested are urged to contact Master Warrant Officer G. Westwood at 698 Cummings Ave., Ottawa, Ont., or MWO T.W. Scott, 57 Bayswater Ave., Ottawa 3, Ont. using a self-addressed stamped envelope.

Also, the planners are anxious to receive the names of those living in the Ottawa area who wish to provide home accommodation for out-of-towners. Anyone in this category should contact MWO Scott at Ottawa 746-2478.

In addition, the reunion planning staff are looking for volunteers to work on committees.

Anchors to clank on CBC-TV March 14, 21 and 28

Born of political intrigue, nurtured by a handful of dedicated officers and men, this country's sea going branch of our defence force — the Royal Canadian Navy, developed during World War II and beyond, into a small but effective maritime war machine, until today, when it is still considered among the nations of the world to be among the best in the field of anti-submarine warfare.

The story of the Royal Canadian Navy, from its beginning in 1910 through two world wars, the Korean police action and through the years of uneasy peace, will be told in three hour-long documentary telecasts, entitled "The Restless Wave", on CBUT, Saturdays, March 14th, 21st, and 28th at 10:00 p.m. PST.

Nine months in the making, the three documentaries are not statistical reports on the Naval Service but rather a "personalized history" of the RCN told by the men who served and who are serving in its 60 years of contribution to Canada. The programs

have been produced by Frank Williams, a veteran of the RCAF who last year, produced three similar documentaries which recaptured the history of the air service and which were highly successful and well received across the country. Hosts for the current series are three veterans of both the CBC and the Royal Canadian Navy who assisted in producing the three programs. They are Liston McIlhagga, presently Director of Local and Regional Programming at CBC's head office in Ottawa, Bill Herbert, Regional Supervisor of Special Events and Sports for the B.C. region, both of whom retired as members of the Royal Canadian Naval Reserve with the rank of Captain, and Sheridan Nelson a staff announcer at Montreal, who served as a telegraphist during the height of the convoy war at sea from 1941 to 1945.

The first program, on March 14, traces the history of the naval service from 1910 through

to the outbreak of World War II.

The second program recalls how the RCN expanded enormously to 100,000 men through the volunteer reserve and recounts some of the great adventures at sea during W.W. II by our ships and sailors.

The final hour of the three-part series reports the ending of World War II and the heroic deeds of the Canadian fleet during the Korean police action, as told by Rear Admiral J.V. Brock and Captain Andy Collier, plus a look at today's fleet and the role of the RCN in NATO complicated by the loss of HMCS Bonaventure, told by Vice Admiral J. C. O'Brien, Canadian Maritime Commander.

There are 50 veterans of the Naval Service who unfold their story, some tragic, some humorous, as the CBC attempts to tell in a personalized way, the history of our fleet and the men who sailed our men-of-war.

Esquimalt wins V.I. hockey tourney

By DICK OSMOND

The Vancouver Island Midget Hockey Tournament held in Glacier Gardens this past weekend was won by Esquimalt as they downed Port Alberni 4-1 in the final game. Esquimalt will now represent Vancouver Island in the BCAHA Midget Playdowns to be held on the Mainland later this year.

GAME 16: Esquimalt scored in each period of the final game to earn their victory. Dan Qualie on passes from Gord Neilson and Guy Coulter put Esquimalt one up in the opening period. Port Alberni tied it early in the second on a goal by Steve Yesowick from a Martin and Gary Cheatham. Peck tallied the eventual seven seconds before the period ended on a play with Neilson and Wayne Hendry. Esquimalt added two more in the final session as Peck scored his second of the game on passes from Jim Buchanan and Steve Bendall and finally Neilson from Peck and Hendry. Dan Peck was chosen as first star of the game while goaltender Dave Lloyd of Port Alberni was a shoo-in for second as he stopped 54 shots. Gord Neilson was a standout performer throughout the entire tournament and drew third star billing for Esquimalt.

OPENING GAME
Port Alberni 5, Comox 4
A goal by Al Martin with just 30 seconds left carried Port Alberni to a 5-4 victory over the Comox Marina Mercurys. In the opening game, Ranier Todsens with two, Charlie Schall and Bryan Roach with singles completed the Alberni scoring. John Hawkins had two for Comox with singles going to Bob Bean and Randy Brown.

BIGGEST CROWD
GAME 1:
Ron Poole racked up four goals, including the tying and winning markers to carry the Morrisons to a thrilling 7-6 victory over the Comox Marina Mercurys. Kim Bowles, Bud Watt and Jim Wilkinson picked up the other Victoria markers. Scoring for the Mercurys were Derek Kramp, Tom Onno, John Hawkins, Al Carruthers, Lari Mitchell and Randy Brown.

TOP SCORERS
Player Team G Asst Pts
Martin P.A. 4 11 15
Neilson Esq. 5 9 14
Schall P.A. 3 10 13



CHUCK CRONMILLER, Commissioner of the Vancouver Island Midget Hockey League, presents the trophy to Ross Milnthorpe, Captain of the winning Esquimalt team.

Canada returns to jet age

SEATTLE, Wash. (CFP) — A forces aerospace engineering establishment team from base Up-lands has taken delivery of the first of four Boeing 707 jet transports at nearby Boeing Field. Acceptance of the remaining three by the AETE team is expected to be completed by mid-March.

The team, Maj. Glen Personius (USAF exchange officer) and Capt. Walter Dennis, both pilots, Capt. Fred Johns, navigator and WO Roberts Neve, flight engineer, put the big jet through its paces. The team has been here since Feb. 10.

The Government announced Feb. 5 that the 707s would replace Air Transport Command's Yukon fleet, which has been in service since 1961.

Four forces crews and ground personnel have already begun training. Flying here at Boeing Field, the crews receive seven weeks training while ground crews require a month's training.

Three of the four big jets are scheduled to fly to base Trenton, Ont., April 10. The fourth will stay at Boeing to complete

crew training. The 707 can carry 188 passengers and 14,000 pounds of cargo at a cruising speed of 600 mph. The turbo-prop 54,000 pounds of cargo at a cruising speed of 370 mph.

It will be used to operate the four 707s for the Yukon fleet with the phased out of service by 1971.

The aircraft — it also has a jet engine — is also used for inflight fighter and tactical air.

A million Boeing parts, ground support equipment, training, and ground support. The main program in Ottawa behind P. Peter, director of aerospace engineering at Canadian Headquarters.

Totem Deadline
March 16th

Sked flight changes

OTTAWA (CFP) — Minor changes in the forces "sked" flights have been announced by air operational readiness officials here.

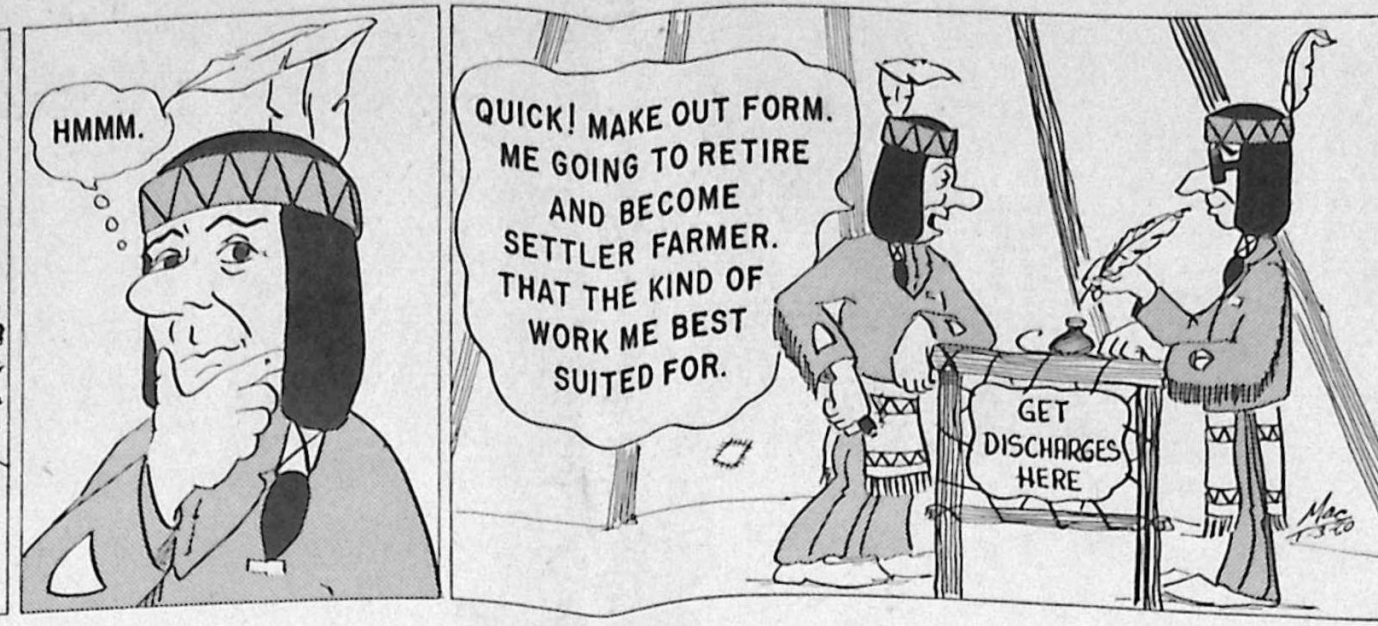
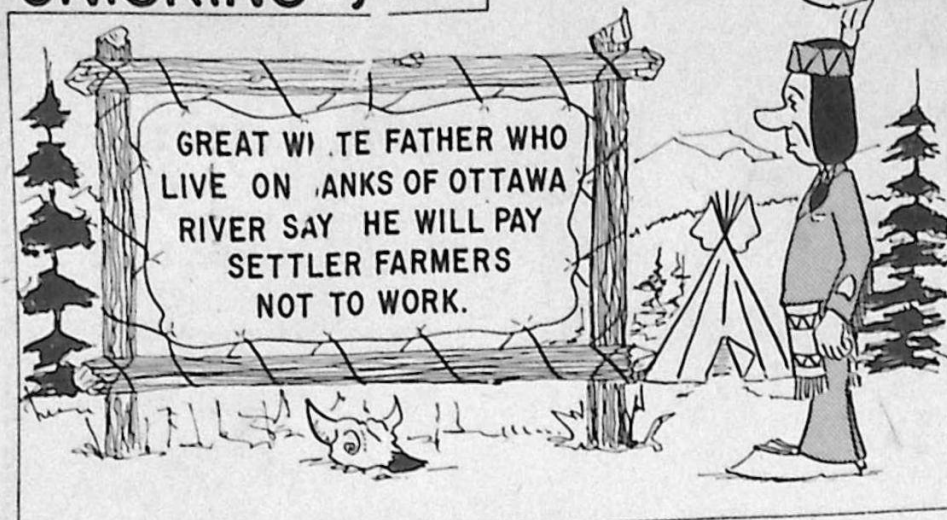
The Monday Ottawa-Washington-Ottawa Falcon run (SF 19/20) will switch to Sundays beginning March 15 according to Canforger 038 of Feb. 23. There is no change in arrival and departure times.

Several Falcon sked runs, suspended several months ago, have now been cancelled. They are: Ottawa-North Bay via Trenton and return to Ottawa (SF 13/14) Fridays; the Wednesday Ottawa-Shearwater, N.S.-Ottawa flight (SF 17/18) and the Ottawa St. Hubert, Que., - Trenton - Ottawa run (SF 25/26) Mondays.



COMMODORE Barnacle O. Darkrum, Distinguished Floating Cross, Unsinkable Medal and Bar, CD, Senior Nautical Chap Afloat, Saskatchewan, will come alive this month on TV screens across the nation as the CBC presents the story of the Canadian Navy. The mountains in the background show that Commodore Darkrum has missed Saskatchewan and is afloat in Lake Chilko, in the coast range. This navigational error was made possible by the introduction to the navigator's sextant of a champagne bubble, when Lawrence Welk played a benefit on their ship, the HMCS Gnat's Tendon, named after one of Saskatchewan's leading metropolises.

UNISKINS by mac



Night Hawk's Nest



The preparations for the biggest event of the Comox spring tourist season, Tac-Eval, continue at a frantic pace, and well they should. Tac-Eval brings into the Comox Valley an unusually large crowd of people fully prepared to participate in the entertainment provided by the base. They are also fully prepared to escape from the snow that is provided by North Bay, and that is why Tac-Eval teams are so large. Last year, most of them just stood around and slowly thawed.

The last of the Cudgel Capers has capered into history and once again the Nighthawks covered themselves with glory, or something. Nothing of any lasting importance was dropped and nothing of any consequence was lost, and it is an unusual war indeed that can make that statement.

One of the nicest features of recent Cudgel Capers has been the demise of Cudgel Stew. It was replaced a couple of weeks ago by Cudgel Crow, and last week by Cudgel Cow. Cudgel Kitchen -- or should that be Kitchen Cudgel? -- certainly did good work. It should, however, be pointed out that after the Cudgel Crow was served, Charley, the pet seagull had disappeared. While we're not really sure that he went into the cooking pot, we notice that the people in the Command post have lately taken to sitting on the patio, waiting for the squadron to feed them crackers.

Now that the good weather is here the squadron's thoughts lightly turn to thoughts of survival training, which is probably the worst news that the park branch has had this year. They'd probably sooner set up another mine in the park as have that lot of survivors back again. In fact, watching this government in action, some progress has been made in planning the excursion. Major Larrison has been named chief trusted agent and he has been on the phone arranging for Indian attacks, avalanches, earthquakes and, most catclysmic of all, a liquor strike.

Pete Dunda's purchase of Dale Northrup's boat has given him a great deal of exercise. He gets this exercise attempting to start the motor, which was built im-

mediately prior to the War of 1812 and was last used to evacuate troops from Dunkirk, where it received a fatal wound. When last seen, Pete was writing away for a course on rowing.

A few of the squadron stalwarts pulled a no-notice tactical on the Ryan swamp extension the other evening and found it suitable for not much of anything. The gringo jeep outdistanced the kraut beetle, but neither of them was able to get as far as Courtenay. One good thing about the current condition of the road is that it doesn't attract too many roadblocks.

Paddy O'Sullivan will soon be leaving his cushy job in the CAC and returning to the QRA, where, according to Don Middleton, he has a whole year to catch up. It seems a shame to take a straight man out of a job like that.

His place will be taken by Lynn Wagar, who is currently employed juggling the squadron books to enable the fund to show a smaller than normal loss and still pay for his mortgage.

Speaking of Lynn Wagar, he finally got away to Sardinia, along with the noted banjo player, Ernie Poole. Uncle Ern had originally planned to go in a T-Bird, figuring that his banjo playing would depress fewer passengers that way, but Lynn, fearful for both his hearing and his sanity, dissuaded him.

The pilots, cunning devils that they are, have done some long-range planning for the pilot-nav hockey game later this month, and invented a course that will get both nav goalkeepers, Paddy O'Sullivan and Bob Merrick out of town for the day. Or perhaps the planning was done by some clever navigators who wanted to rid the team of two such obvious handicaps.

It seems that Guy Sullivan is the new snoring champion of the squadron. Pete Armour spent an evening in the barn, and promptly applied for a set of ear defenders because, as he put it, sleeping in the same building with Guy is like sleeping under a Voodoo that is doing engine starts every four seconds.

Rumour of the Week - 409's new toaster is the pizza machine that was rejected by the mess.

We can't send troops but we can send bands

Two of Canada's most famous military bands will tour Europe this summer.

They are the bands of The Royal Canadian Regiment from London, Ont., and the Princess Patricia's Canadian Light Infantry from Calgary.

For six weeks, between April 14 and June 9, the 59-piece RCR band, directed by Captain J.D. Collins, will play 11 engagements and the 70-string PPCLI band will perform on at least six separate occasions with more playing dates to be scheduled later.

Apart from performances in Germany, the band will play at the Netherlands Liberation celebrations in Amsterdam from May 4-7 before moving into Belgium where it will parade through the city of Ypres May 11 accompanying the 2nd Battalion, PPCLI.

From May 22 to 26 the band will play at the International Music Festival at Mons, attend the 700th anniversary of the City of Ypres on May 31 and wind up its tour June 7 at Ypres for the 50th Anniversary of the founding of Harmonie Royale Ypresienne.

The Patricia's tour from June 19 to July 17, includes playing for the Sunset Ceremony at Northern Army Group headquarters, Monchen-Gladbach, Germany, June 30 and Dominion Day celebrations July 1.

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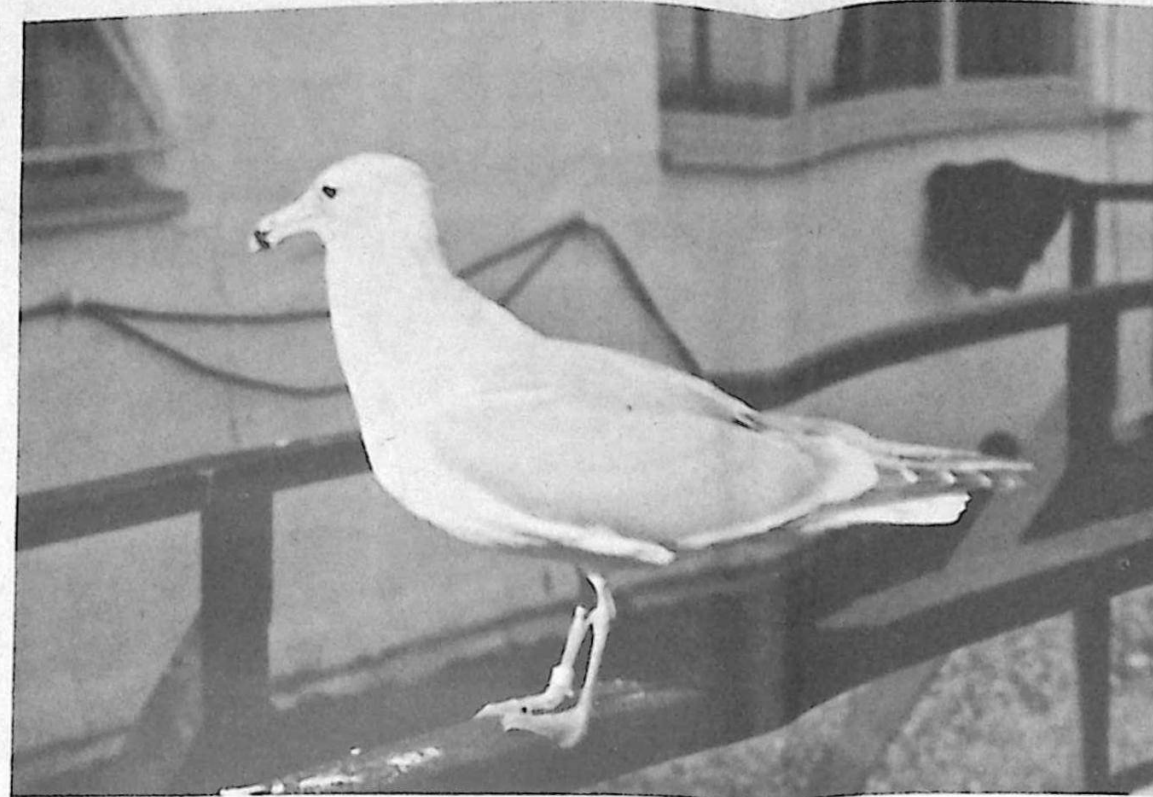
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LOST CHARLEY, 409 Squadron's pet banded sea-gull, shown digesting his breakfast of 800 crackers, is missing. He hasn't been seen since just shortly before lunch during the day of a recent Cudgel Caper, when Roentgen Rooster was served for lunch. A banded leg was later found on a dinner plate. The partially gnawed leg was being taken to Photo Section for comparison photographs, but a starving 407 RO rushed up and grabbed it and wolfed it down. Charlie will fly no more.

SYMMETRICAL PROMOTIONS?

VOODOO NUTS, BOLTS & VOLTS

By MINI BEHIND THE DESK

The Voodoo Maintenance Organization has been steadily preparing for the Annual TACEVAL exercise. The preparation is not solely for TACEVAL, but a general programme of improvements for daily operations that we hope will result in a favourable Tactical Evaluation.

One of the major improvements that has recently been completed is the clean room where aircraft have a hydraulic test bench and an ultra-sonic cleaner. The hydraulic test bench is being put to good use by testing hydraulic components before installation on the aircraft. A recent bad batch of emergency brake valves was discovered by the use of the test bench, saving countless man hours.

The hydraulic test bench is available to anyone on the base for testing hydraulic equipment. Since cleanliness is a major factor of the shop it will of necessity have to be manned by a qualified technician for any testing. MWO Stone at local 384 or 236 can be contacted for the use of this facility.

We seemed to have managed to survive another Cudgel Caper reasonably well. One of the more favourable aspects of which we can give credit to the Messing Staff. Someone must have found a good supply of Roentgen Roosters. It was a pleasant change from the old standby - Cudgel Stew.

Its PER (Performance Evaluation Report), time again. All our NCOs will be matching wits to see who they can get promoted. Its no easy job when we have so many highly qualified men competing for relatively few, if any openings; which brings up another interesting and controversial subject, promotions.

Under unification, as it was proposed, every man would have an equal chance for advancement and promotion; but is this possible when the Senior NCO ratio

was, (and possibly still is), vastly different for the three services? It would be interesting to know what ratio of Senior NCOs in each grade, Sgt. to CWO existed in the three services before unification. The average time in rank would also be a very interesting aspect, and how about an average age for each rank, Cpl. to CWO. The statistics if published would undoubtedly be quite startling.

Its true each service had a different job to do, but would the rank structure establishment for a ship or an Army unit be the same as for a flying unit, not likely. What happens when a high ratio establishment is disbanded and dispersed among other units. The vacancies that should have been filled by senior qualified personnel on the unit may now be filled by junior men promoted against a different establishment. How is this going to affect a man's career? The answer is quite obvious, but the question is: are the men who would have normally been promoted be satisfied to remain Corporals or Sgts for the remainder of their careers? So is it any wonder that large numbers of highly qualified men are requesting retirement or early release when the future looks so bleak.

How is this loss of highly skilled men going to affect our operational commitments? You can't put a man just out of school at Camp Borden in the field and expect the same results as you would from a 15 to 20 year man who has decided to call it quits. On-the-job training requires constant supervision over a long period of time before a man can be sent out to do a job on his own. The length of time to do the job will increase considerably during this training period which appears as it will be with us for a long time.

Under the unification policy, it is assumed that each man can expect to be promoted every five

(Continued on Page 3)

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Northern Guards in place

OTTAWA (CFP) — Northern regional liaison detachments at Whitehorse, Y.T., and Yellowknife, N.W.T., are being staffed by three-man teams serving a two-year period.

The Whitehorse detachment, operational since Feb. 9, assisted by Captain A.F. Ouellette, Royal Canadian Horse Artillery, of Kenora, Ont., and Corporal K.H. Moyes, administrative clerk from Vancouver.

The Yellowknife office, opened Feb. 23 is commanded by Major F.L. Berry, Princess Patricia's Canadian Light Infantry, of Saskatoon. Air force Captain V. R. Howlett, of White Rock, B.C., and Corporal J.M. Ouellette, administrative clerk from Dalhousie, N.B., complete the staff.

The teams will liaise direct with Canadian forces headquarters and commands, as well as the territorial governments on any proposed military activity in the north. They will cooperate with civilian agencies on such matters as assistance to civil authority and liaison regarding the Canadian Rangers and cadet organizations.

TROOPS TROMP THROUGH NORWAY

Exercise Arctic Express began Feb. 25 in north Norway with the fly-in of the first forces from Canada, Italy, The United Kingdom and The United States. By the end of the day nearly sixty aircraft had delivered troops and supplies to several airfields.

Arctic Express is the latest in a series of NATO exercises designed to test procedures for the deployment of the multinational Allied Command Europe (ACE) mobile force.

A 900-man Canadian battalion group, consisting of the 1st Battalion, The Queen's Own Rifles of Canada, and support elements are taking part in the exercise. The troops and vehicles, including armoured personnel carriers, helicopters and snow vehicles, are being airlifted to Norway by Air Transport Command Yukon and Hercules aircraft from bases at Victoria, Calgary, Winnipeg and Ottawa.

During the coming days units of the ACE mobile force will exercise with the Norwegian brigade in north Norway. The "enemy" will be played by a unit of the Norwegian army and British Royal Marines.

The commander northern Norway, Maj. Gen. H.F. Zeiner Gundersen, Norwegian army is conducting the exercise. Commander of the ACE mobile force (land) is Maj. Gen. Alberto Li Gobbi, Italian army.

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DEMON DOINS

With a whirr of turbines three United States Navy P3 Orions departed Comox this past Sunday. Our local Demon bachelors and the other members of COBOC had played host to the visitors for the annual fly in. It was quite a success with people in from all over North America and even one aircraft from the far off island of Hawaii. I am sure that the troops will be a few days recovering from the party.

Things have been extremely quiet around the old barn these past few days. The one event that sort of helped to take the edge off was a mug party for Capt. Ken Merkle. He will be leaving the Demons to take up duties with the MOAT family of Greenwood. Last Friday we had his sendoff and things went as planned. The mug was presented and received with all the squadron mates standing by. There was also energetic support from a couple of the bods who were in from the east coast. Ken leaves the Demons after seven and a half years of service broken only by a short one year at Pagwa. Lots of luck to Ken and his family on their new posting, with all the OFFT time coming up we will be frequent visitors. This is one time a guy is going to have to make good that old standby parting speech, "If you are ever around drop in."

There is that funny white car being driven around the area now. For a minute we thought that beer at the mess must have come from a bad lot. Cars with a right hand drive aren't really too common around this neck of the woods. One thing about it though, the ride on the passengers side is certainly interesting. Door handles on the other cars never looked so close.

That time of year is coming around again. The CO has put out a directive stating that our

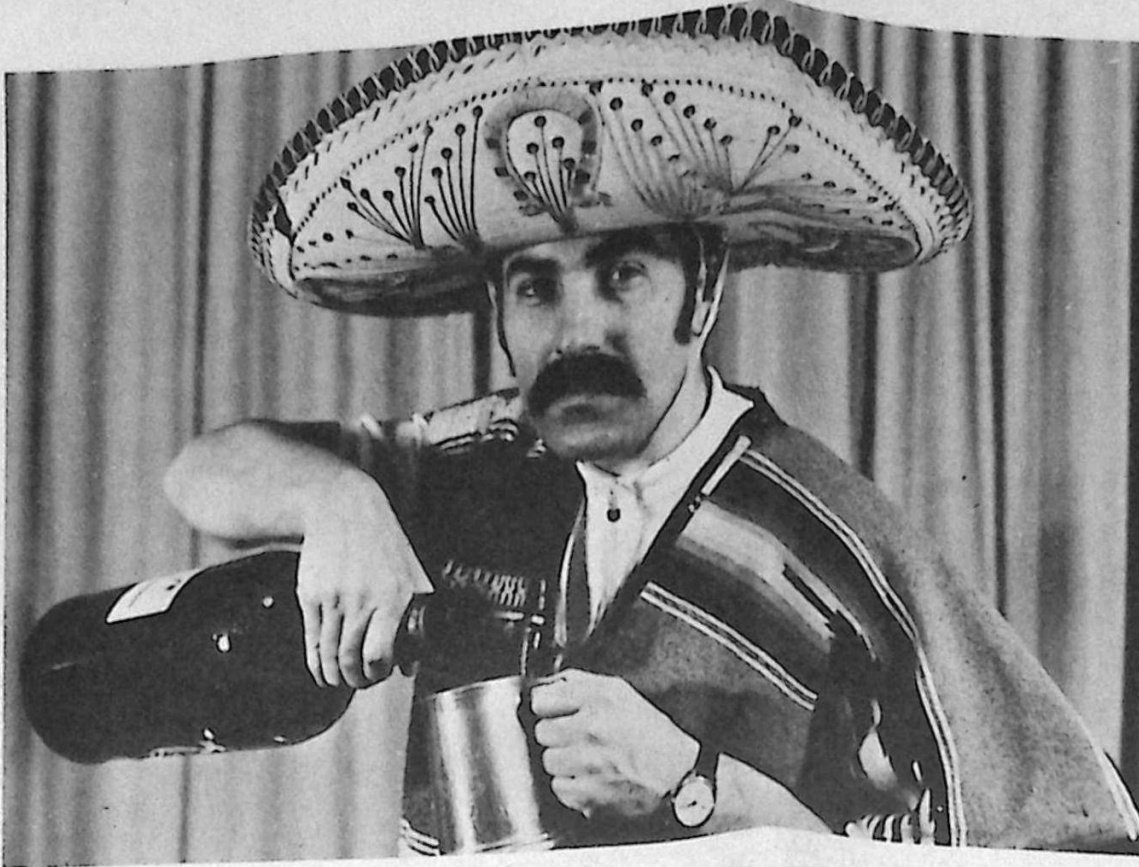
ASW competition crew must be selected by May 1. After our exercise down south we should have a good idea who will represent the squadron.

For those of you who ask, "What ASW competition?" here is the answer. This will be the second annual competition of its kind in Canada where the four Argus squadrons get together and see who knows the system the best. Last year the competition was held at Summerside and the one planned for Sept. this year will be hosted in Greenwood. Each squadron will select its top ASW team and then they will all gather to see who is top dog.

The competition is quite stiff with the crews being run off in the various aspects of our daily training. This includes bombing and exercises against a submarine target. On the east coast this target is normally an "O" class which in itself presents good challenge. Last year the Demons had a little trouble with some of the posed problems but we know what they are looking for this time so we should bring home the Admiral O'Brien trophy.

The incentive supplied for the winning crew is that you get to do an exchange trip with the other coast. Operationally and otherwise a trip from the east coast is quite desirable. So get with it chaps and lets see who will be doing the Demons honors.

In closing for this issue we would like to welcome a few new faces to the Demons. They are Maj. R.M. Bradley and Capt. J.D. Franko. Maj. Bradley has taken up piloting duties with the squadron and will be flying with crew 5. Jim Franko adds to our COBOC membership and will be flying as a Nav with crew six. Welcome to both of you and we hope that you enjoy your stay with the 407 Demons.



"MAN THAT'S COFFEE" says Captain Gonzalo Queipo de Llano y Serra Klien, one of the Coboc Fly-in's many foreign guests, as he samples some of Coboc's famous brew. Coboc brew is a special blend of the famous Tequila beans and the native mountain grown Sasquatch bean. (Poor ol' Mrs. Olson never had it so good). Rumour has it that there soon will be a Mexican exchange officer with 407 Sqdn. — A Macphoto

COBOC CACOPHONY

Well gentlemen, here I am again, feeling a little shaky but nonetheless I will try to give you a run down of the weekend's activities and the more important points of the discussion periods.

The weekend got off to a great start with Beer Call on Friday night, at which there were representatives from the VP Sns, based at Moffett Field and Hawaii, reps from the USAF based at McChord, Portland, Mountain Home and other finer points. The Canadians sent reps from Moose Jaw, Nampaw, Gimli, Winnipeg, Bagotville, Chatham, and Summerside. Some of the highlights of Friday night were things like a certain Major biting the ends of all the ties, Sweet Legs throwing Cluff into the flower pot and trying to turn his tie into a tow rope, Snide Ron trying to convince a certain Flt. Cmdr. that you should be allowed to wear sideburns and mustaches, Lame Loring trying to meet the new nurse and other minor activities such as leg wrestling and elbow bending.

Voodoo Volts

(Continued from Page 2)

or six years providing he works diligently, but what about the men with six to 15 or more years in rank. Surely they have been doing a good job. If they haven't they should have been told about it. Progressive pay is cut off after six years in rank, saying in effect that anybody that doesn't get promoted in that time isn't doing his job. I'll bet 95 per cent of the men with six or more years in rank have never been told of any shortcoming. They have been doing their jobs conscientiously, hoping for some glimmer of recognition like a timely promotion or even a pat on the back for a good show.

I would like to see a review of the rank structure in the NCO ranks so that everybody competes for that rank on the same basis. I must admit we all can't be chiefs but if there is no room in the establishment, the least that should be done is the continuance of progressive pay if the man is doing a good job as 95 per cent of them are.

NICE JOB if you can get it. Twenty-three COBOC members were severely crushed in the rush to get the job of pinning the name tags onto the girls arriving from Vancouver and other centres for the COBOC gala weekend. Among those trampled were four husbands, two bartenders, an orderly officer and a passing photographer who managed to get this shot before he was maimed.

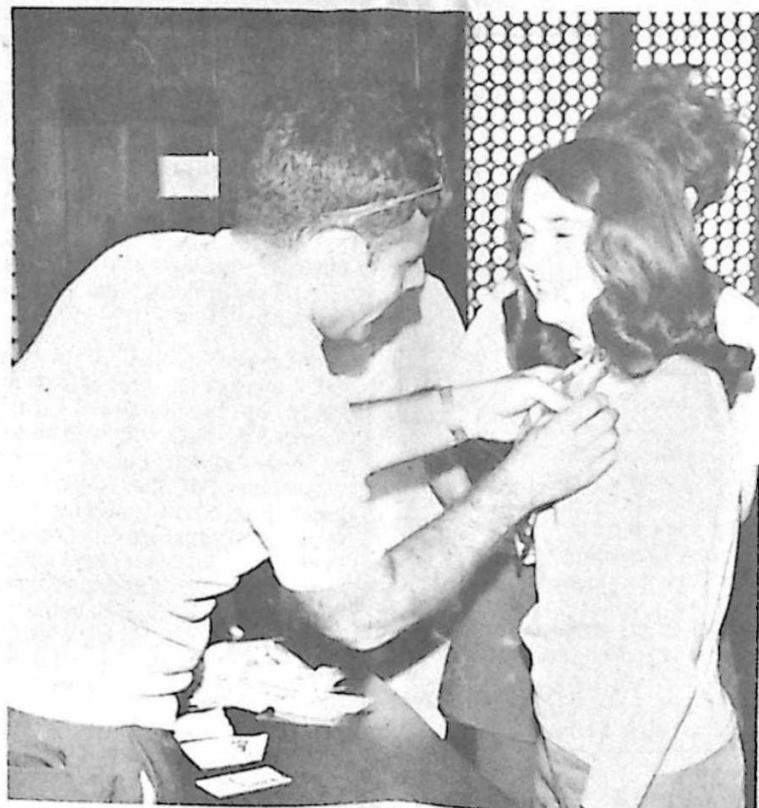
Saturday morning arrived bright and early and Doug Calder found himself trying to figure out why the sun was so bright in the middle of the night as he was navigating the white line on the road to find his way home so he could get to bed early, at least it was early to him. Champagne began to flow like nectar and by eleven o'clock there were many people in great shape to begin the serious business of the convention. The lovely young ladies arrived at the mess around 12:30 and we began to partake of a quiet little hot wine party and take this opportunity to meet and plan the evenings activities with these very beautiful samples of the fair sex. It was also noted that a certain number of baggers arrived in the back bar and there they stood with their tongues hanging out and their eyeballs popping, just having a great look and not able to believe their eyes. Some of them became very brave and actually ventured out into the crowd so that they could be nearer to the action. Even a certain Colonel was noted to have arrived for a general survey of the mess, but we all know that he was there just to check out the price of wine.

Following a good afternoon discussion, the whole party adjourned into the dining room for a small dinner discussion and at this point the chairman

closed the meeting in preparation for the evenings activities. The young female delegates returned to their residence to change and the men continued with some smaller discussions. That evening everyone re-assembled in the mess for a great dance with the music supplied by an excellent band. We were very glad to see that the Mess Executive was being represented by a certain Major, and one or two bagger Captains.

Sunday morning was a very hectic period where many cars had to be turned into shuttle buses to the planes and most of the visitors left after having a very good convention and managing to arrive at some excellent conclusions. The young ladies and the other members of Coboc all went down to the Executive house to finalize the plans for next year's convention and clean up any loose threads from this convention. The final discussion period was adjourned in time for all concerned to catch the ferry that was needed to get home.

Coboc would like to take this opportunity to thank all the people who were involved in the convention at the mess, the serving personnel from 409, 407, and 442 for their time and assistance, and the people at Base Transport for their help. To all these people, a big Thank-You from Coboc.



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HOSPITAL HUMBUG

Unfortunately our good readers have not been brought up to date on hospital happenings for some time now. Please accept my apologies.

We are up to our strength in nurses since the arrival of N/S Edie Laughlin (pronounced "LOCKLIN" and not to be confused with "LAUGH-IN"). Edie hails from Halifax and that brings our total of blueosers up to five. Edie braved the long, cold drive out here in her MG all the way from Clinton with no mishaps. Chalk that one up for female drivers, fellows!

Evidently Edie has started the fad for sports cars because N/S Mado Monahan is now the proud owner of a new MG. Her only disappointment in it so far is the colour - it's not white!

Lt. "Freddie" Douglas was inspector for the last "war" and "Peace" days. She had prepared some pretty good simulated accidents and incidents for us. Her accomplice, Cpl. Doug Eddy simulated four very co-operative casualties and with their assistance proceeded to go all Hollywood in his actions over in the hospital shelter. We never had such a huge audience standing by the door and thinking it was really happening! If Metro-Goldwyn-Meyer had been nearby we would have surely lost at least one medical assistant!

The Comox base hospital put a team in for the CFMS bonspiel held in Winnipeg. This is another first for us, since they usually hold this spiel in Camp Borden and it's too far away. Who was on the team? Maj. Bob Thatcher, Capt. Marj Keenan, Sgt. Ed Velestuck and last but not least, our skip WO Harry Woznow. How about that? We went by Kamikaze Airlines and they proved to be a topnotch, punctual Airlines. The team and their esteemed Kamikaze Krew stopped overnight at Edmonton, had a small (?) party and went on to Winnipeg to come in second in the "B" section of the 'spell. It wasn't until later on in the party following that I finally figured out why we had lost. I had given one of the opponents a "TUM" for his heartburn during the game. How Florence Nightingale can you get? Anyway, each of the team boasted and toasted with a lovely, lettered pewter mug.

Hope to keep you in touch from here on in, troops. In the meantime, get healthy or we'll run out of the proper pills - I know because my job was pharmacist today.

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WHY THESE % (\$*)/G\$...! squadron commanders always have to wait until the last minute before ordering their new license plates is beyond me," says Bob Gibson, 407 Squadron's chief license plate put-terner. "Not only do I have to work until midnight of Feb. 28, but I have to do it in French."



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A new way to the top?

Looking around the service these days, one spies a multitude of elderly captains. There are almost as many elderly captains about as there are elderly corporals. More, in fact, because elderly corporals can retire after 20 years of service, if they are willing to forego their chance of ever acquiring a clasp for their CD, while old captains must soldier faithfully for 25 years, which enables them to get a clasp, which along with a dime, will get them a cup of coffee in the odd restaurant even today, and a pension, which is required if one should aspire to having a cup of coffee in a higher-priced restaurant.

As might be expected, some of the more senior captains are showing signs of losing their boyish faith in the promotion system. "Verily verily," they say unto anyone who will listen, "my days as a captain are long for it has come to pass that I have worked diligently for a succession of hard markers and even though I walk in the shadows of bicentennialism I fear no promotion for a unified minor force is near upon us. Alas, there shall be no recognition of my illustrious service and I shall dwell as a captain for ever and ever, there is no end, Amen."

It seems unfair that such people should not get the recognition that is due them just because the service is shrinking and can't use any more majors. For one thing, there isn't any more gold braid with which to build the new majors' caps, and even if there were, there aren't enough batteries to power them. So, obviously, no more majors can be created. How then, can the elderly captains be made to feel loved and wanted?

The solution is simple. After a certain number of years in rank, an aging but unpromotable captain could be dubbed a master captain. Instead of wearing the standard battery-powered hat worn by all captains, a master captain would have a flasher installed in his hat, to set him off from his callow conferees.

After more years of service he would then be eligible to become a senior master captain. This change in status would be denoted by the addition of a gold star to the rank braid, as well as a few more wrinkles on the forehead. Those who age slowly and do not grow wrinkles would be made to read the new white paper on taxation. They'd soon wrinkle.

After a few more years, the senior master captain would then qualify for the ultimate appointment of chief senior master captain. This extremely venerable state would be marked by the clasp to the CD, a gold maple leaf mounted just above the rank braid, more wrinkles, and bifocals. Really senior chief master captains would even be allowed to carry canes.

Adoption of this system or one like it would not cost the government a great deal apart from the minor expense of gold maple leaves and stars and it would ameliorate much of the dissatisfaction now caused by marking time in one rank in perpetuity. The senior captains would have the recognition they crave, and it wouldn't cost them a penny more in income tax. It is rare indeed that any plan evolved today can make that claim.

The major complaint against the current system is that it allows no advancement. This new one will allow all sorts of advancement at no extra cost. The prestige will be enormous. The pay will be minimal. What other way is there? Let's hear it for chief senior master captains, the new way out for promotion boards that have exhausted all their darts.

Mint me a medal

A great deal of hysteria has been generated by the government's decision to review the orders, awards and decorations that it heaps on servicemen. The aim of the review is to produce, if possible, uniquely Canadian awards for gallantry and service. The new ones would replace the decorations that we copied lock, stock and clasp from the British.

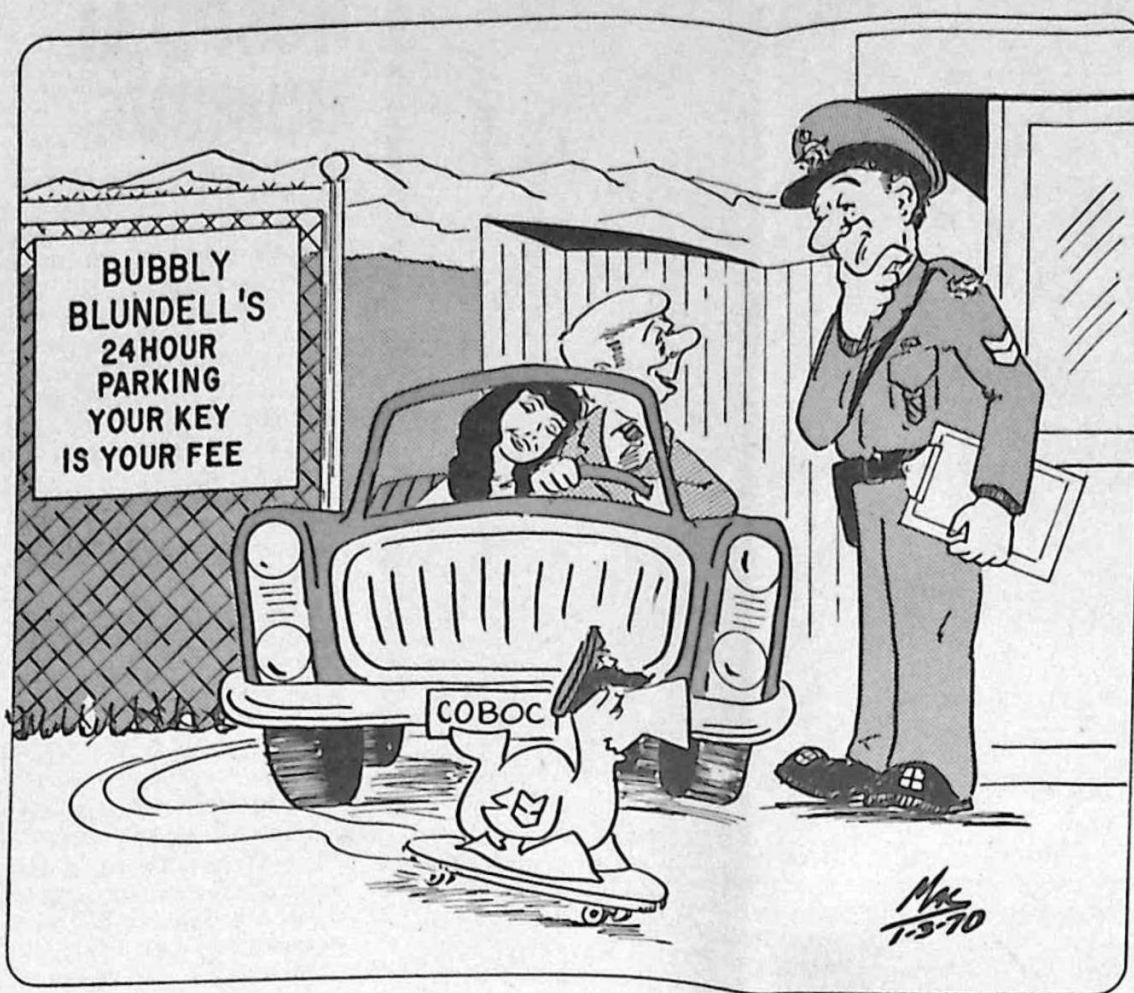
Predictably, this has stirred up a great storm. Most of the storm has been generated by veterans' organizations, whose ranks are full of people who won their decorations in two world wars. They object, and rightly so, to having their awards take second place to any new award dreamed up by any old committee. One can fully understand their concern. When they won their decorations, they were serving Canada, and the decorations were awarded by Canada. The veterans view with disfavor any scheme which might relegate their decorations to the category of "foreign" awards.

Within the service, the reaction has been less heated. The fact that 25 years have elapsed since the last war has had a great deal to do with that. There just aren't that many WW2 ribbons around anymore. Most of them have been pensioned off, or promoted so high that they can't be seen.

The decision to opt for a uniquely Canadian system of decorations is a good one. There is no valid reason why the decorations given by Canada should be the same as those given by Britain. Years ago such a system might have made sense, but no longer. We have discarded our British uniforms — or we will if the green cloth works ever gets into some gear other than low — and we have discarded our British flags. It would then seem reasonable to institute our own system of awards and decorations.

By all means institute a Canadian system of orders and decorations. But in doing so do not cheapen the awards which were won by those who answered the country's call in years past. Their contributions were meaningful to the country and their awards are meaningful to them.

Bring on the new gongs, but don't throw out the old ones. They're Canadian too.



It's all right, Corporals. We're with the COBOC fly-in.

Wouldn't you rather walk

As many of our motorists have noticed, something new has been added at the main gate. On party evenings, the commissioner's force has been augmented by a stalwart member of the military police force who engages home-bound drivers in courteous conversation. In most cases, the ritual is brief. No more than a simple, "Good Evening, how are you tonight?" In other cases, there is somewhat more to it.

A driver might, for example, be asked to open his trunk. If he can climb out of his car, walk around the back (or front, if it is a Volkswagen) and unlatch the trunk without weaving, selecting the wrong key, or trying

to unlock the tail-light, then he is allowed to proceed. If, as happened at another base a few years ago, the driver climbs into the trunk and goes to sleep, there is still more to the ceremony at the gate.

In such a case, the motorist is given his choice of taxi companies to call for him. His keys remain with the courteous military policeman. So does his car. And an incipient road hazard is snuffed out before a life is snuffed out. It is a very good system.

Recent amendments to the Criminal Code show that the government means to significantly reduce the number of impaired drivers on the road. No one can argue with this. The system

instituted at our main gate is designed to assist the government in achieving that aim.

It makes life a little brighter for the drinking driver, it makes life a little brighter for the taxi companies, but it does make a life a little darker for the military policeman who must now convince some motorists that really, things would be better if the motorist became a passenger just this once.

The system has been working well indeed, and that it is working so well is a tribute to our MPs, who do a difficult job with a minimum of fuss and a maximum of tact. To them we say, "Well done."

CANADIANS AT WAR

The gallantry and determination of British Columbians in battle, the fears of Japanese invasion after Pearl Harbor, great homefront triumphs like the Alaska Highway, these are among the stories in a set of books just published by The Reader's Digest Association (Canada) Ltd.

"The Canadians at war: 1939-45" is a two-volume, 688-page record of remarkable achievements — and staggering losses — in the greatest of all world conflicts. In a 96-page companion volume are illustrations and descriptions of navy, army and air force weapons, Canadian and German — and a 16-page diary of key dates and events of World War II.

In the hard-cover volumes of "The Canadians at War: 1939-45" — which include more than 800 photographs — are accounts of the deeds for which 16 Canadians were awarded the Victoria Cross. This highest decoration went to five British Columbians: Lt. Col. C. C. I. Merritt of Vancouver, on the Dieppe raid; Maj. J. K. Mahony of the Westminister Regiment, at the Melita River in Italy; Maj. Charles Ferguson Hoey, a native of Duncan, while with British forces in Burma; Pet. Ernest Alivia 'Smoky' Smith of the Seaford Highlanders, at the Savio River

in Italy, and Lt. Robert Gray of Nelson, a Royal Navy Fleet Air Arm pilot killed in an attack on a Japanese destroyer in the Pacific.

A chapter about the treatment of Japanese Canadians was written for the Digest by Frank Moritsugu, a Toronto journalist. He was a 19-year-old in Vancouver, a helper in his father's landscape gardening business, when the Japanese bombed Pearl Harbor in December 1941.

"I grew up in a climate of racial hatred that discriminated against all Orientals — Chinese, East Indians and Japanese alike," Moritsugu writes. "...When the German war broke out in 1939, we weren't allowed to enlist. Even before Pearl Harbor, the RCMP registered us as Japanese, regardless of whether we were citizens of Canada, and gave us special cards with our photos and thumbprints on them. Here was the formal token of second-class citizenship."

Moritsugu describes British Columbia's "anti-Japanese anger and hysteria" and the evacuation of Japanese nationals from the coast. Soon, he writes, the cabinet "bowed to the B.C. outcry — all of us, citizens or not, were to be evacuated in Canada's first mass expulsion since that of Nova Scotia's Acadians in 1755, what price being Canadian now?"

Moritsugu spent almost 17 months at the Yarm Creek, then went to Kaslo and later to a farm near St. Thomas, Ont. Early in 1945 he and other Nisei were recruited by the Army to serve in the Pacific as interpreters.

"The evacuation," says Moritsugu, "was a nightmare we Japanese Canadians will never forget. . . . But by 1949 the barriers were gone. Even B.C. granted the vote to Orientals." He quotes Judy LaMarsh's statement as secretary of state: "The more we have learned about the wartime treatment of our Japanese Canadians, the more ashamed we have felt as a country." But, says Moritsugu, as Miss LaMarsh pointed out, "it's a subject Canadians don't like to talk about."

"The Canadians at War: 1939-45" contains Stuart Keate's story of the cruiser Uganda, "probably the first ship in history to vote herself out of a war"; an account of the August 1943 landing in Kiska; stories of the Seaford Highlanders, Canadian Scottish and other B.C. Regiment stories of motor torpedo boat skippers like Vancouver's Tommy Ladner, Doug Matland and Cornelius Burke; and a description of wartime Victoria by the late L.S.B. Shapiro.

"Victoria a crowning example of how to withstand the impact of military necessity," Shapiro wrote. "...It takes a city of superlative character to absorb a war and retain its usual calm and composure. Victoria has accomplished this. The secret must lie in its special alchemy of quiet. The rowdiest recruit from the east apparently becomes a soft-spoken simply by breathing the Victoria air. . . ."

"The Canadians at war: 1939-45" has been called the most human and most complete collection of Canadian war stories, a history that pulls no punches and "tells it like it was."

"The Canadians at war: 1939-45" is available from Reader's Digest, 215 Redfern Avenue, Montreal 215, Que. at \$18 plus postage and handling charges.

Both were now concentrating to their limit, but just at the moment the salute was to be given an aircraft on startup backfired. Private and Lieutenant were both taken aback, and their concentration disturbed. When they had regained their composure there was not a soul to be seen. Each looked sadly over his shoulder to see what had happened to the person he was to have saluted, but the big moment was lost. All they could see of each other was a retreating

back. ZULU

D.P. Faulks, Warrant Officer.

PICK IT UP SLOB

Currently, Canada's fastest growing participant sport is the war on pollution. Not a day goes by but that newspaper readers — those of them who still have newspapers to read — are not treated to a long diatribe describing how vast corporations are befouling the atmosphere with some form of pollution or other.

Similarly, the nations televisioners are assailed nightly by the good folk from SPEC who point out at some length how the robber barons of the oil and other industries are rapidly making the environment such that the world's inhabitants will have to live elsewhere.

Magazines too have jumped on the bandwagon, and cover stories on pollution as practiced by large amorphous industries are rapidly replacing cover stories on "The plight of the American Negro" and "Should I give my ten-year old daughter the Pill?"

Everyone, it seems, is talking about pollution. A great many people are even doing something about it. Like creating it. Take a look at your community. Look, for example, out your front window. Notice the empty potato-chip bag that the wind has just swirl-ed past your nose. Note too the old chocolate-bar wrapper that is slowly decomposing into your front lawn.

Now, take a walk around the block. Notice the number of discarded kleenexes, cigarette packages, paper cups and other such symbols of our advanced civilization that lie slowly rotting into mildewed fungus.

Extend your walk to cover one of the roads in the neighborhood. Walk, for instance, along Anderson and notice the discarded soft-drink bottles, the empty beer cans, the time-expired ice cream containers and plastic spoons which are strewn about the countryside in carload lots.

As you walk, you will be inexorably forced to the conclusion that people are indeed doing something about pollution. They are creating it. Perhaps this type of pollution is not as serious as atmospheric or watershed pollution, but the fact that it exists on such a vast scale is an indication that a lot of people just do not give a damn about what sort of environment they live in, and people who do not give a damn about their environment are not likely to do much about cleaning it up.

Will the average man concern himself with a substitute for the motor car to cut down on air pollution when he is too lazy to throw his empty cigarette package into a garbage can? Will he pay higher taxes for better sewage disposal when he will not leave his pop bottles into the garbage? Available evidence would indicate that this possibility is at best remote.

Our world is in a mess, or, more accurately, is a mess. There is not much that the average person can do about the major pollutants which befoul our air and water. He can make a great deal of noise and eventually compel a government to do something about it, but he him-

self is pretty powerless to stop or control slash burning, oil spillage from ruptured tankers and the like.

But there is a field where the average person can make a start. The pollution which infests our highways and byways, our yards and our communities can be removed by the average person, because it is the average person in all his slobbishness who puts it there.

An anti-litter campaign is not a glamorous thing. One does not get to use big words like ecological, or ramble on learnedly about the balance of nature. One just gets to say, "Pick it up, slob."

But rather than pick it up, why put it there in the first place. What earthly reason, apart from sheer laziness, is there for flinging an empty cup from a car window? Why is it such an incredible effort to put an empty cigarette package in the garbage?

The war on pollution can be fought on many fronts. One of the most available fronts is the one which exists in your front yard. And your back yard. And all around you. Don't throw that cigarette package away. Don't scatter those empty bottles along the side of the road. Put them in the garbage.

Make your own contribution to the war on pollution by throwing your trash into the garbage where it belongs, and not into roadside ditches where it doesn't.

We can have a clean, neat, attractive community. Or we can have a squalid eyesore. The choice is yours. Pick it up, slob.

Integrity in news media

As an ardent follower of the news, I am appalled at the lack of responsibility shown by News Media. It has come to the point where I am reluctant to believe anything I see or read.

Today's news centres around the macabre, the unfortunate, the dramatic. The spectacular is printed and broadcast but the humdrum, the everyday events of life are not considered. The public is not interested in Joe Nameless arriving safely from a journey, but let him have an accident and suddenly he is news.

There are stories of false reporting, for as in all other professions, scoundrels exist. I am aware of an incident where a reporter paid for a situation to happen, photographed it and printed a story. Is this responsible?

As a body the News Media are supposed to serve all society, yet they affiliate themselves with political parties. They will champion some cause which represents a minority, and though this is good they are not functioning as they should. All sides of a story should be explored to give a true picture.

For instance, if selected pieces of news were taken from newspapers in the USA, one could build a picture of violence and a suppressed nation. The riots, strikes, murders and student resentment against government which prizes itself as democratic as any. News men are continually complaining that they are hindered in reporting, because all the facts are not presented; yet when given all the facts they select only the sensational for printing or greenlining.

"Freedom of the Press" is the pride of the free world. This is good, except where the press has become too powerful. There are companies which control several interests including TV stations, newspapers, magazines and advertising agencies. This combination is formidable one, power like this in the wrong hands could lead to censorship.

The thoughts of chairman Paul

By HAO HAI

Nearly every man needs a crutch of some kind to lean upon in times of crisis. Some may be seen pacing their office floors, counting beads and mumbling to themselves. Others have decision-making dart boards on their office walls. But not me; I've got a little red book, in which are crystallized the thoughts of our former glorious leader. It has seen me through more than one of the many crises of the integration/unification process.

Take for example the most recent case. Terrible doubt cast me into the deep pit of despair as I read the latest amendment to CFAO 18-9 dealing with the Canadian Forces Decoration. Here, I thought, the hard won fruits of evolution were being eroded for, the new order pointed out, we still have three disparate ways of getting the CD!

The R.C.A.F. (if you'll pardon the heresy of printing that abbreviation) had before integration,

There is the story of a newspaper refusing advertising space to a small company which rivalled the paper's owners in another of their interests. Advertising is the bread and butter of newspapers, almost totally supporting them: on the other hand, companies denied space in which to advertise are at a very definite disadvantage.

Most editorials, TV Broadcasts, radio talks etc., are the opinion of only one man, the writer, yet a great majority of the public consider the words as gospel; therefore a great deal of harm can be done by an irresponsible editor. To combat this, one must try very hard to not only digest news items, but analyse them, discounting propaganda and concentrating on the truth at the core.

ZULU

LETTERS TO THE EDITOR

Dear Readers and H.A.

Simpson: The Military Police in conjunction with the local CMB, accept the humble gratuity extended to us by H.A. Simpson with regard to his unfortunate mishap on the 7th February 1970. There is, however, certain misleading information in Mr. Simpson's letter that we, the bad guys, would like to mention.

Mr. Simpson: In your letter to the Totem Times dated the 19th February 1970, referred to the fact that the Military Police and the RCMP told you to forget the whole thing. Now, you, does this seem reasonable? The truth of the matter was that when questioning your alleged drunken serviceman, we were formed that he had no knowledge of such an incident. His motorcycle was examined and small pieces of green paint were found on the bumper. These particles were next to negligible. The helmet of this alleged hit-and-run was requested to report to the Base Guardhouse, along with his suspect, so that their vehicle could be compared in relation to damage sustained. On this particular occasion the suspect's quite obliging, however, we're missing one 1969 green and in lot #16. Strange! Strike 2. The RCMP Courtesy Agent, which I might add is considered very competent, examined the White Dodge station wagon and informed both the st-

pect and complainant that there was not a sufficient quantity of paint on the bumper to enable a sampling to be taken. The minimum requirement for a paint sample would be a particle approximately the size of a ten cent piece. Strike Two.

In the past it has been the experience of various Police Agencies to receive a report of a hit-and-run accident, only to investigate and find that the suspect is in fact the victim, and the complainant the perpetrator of the offence. Think about it! Investigation into this incident has been carried out to its fullest, short of administering truth serum to our suspect. Perhaps Mr. Simpson would prefer us to use strong arm tactics. "Guilty until proven innocent." Strike Three.

The impression that I derived from reading Mr. Simpson's letter was that he could conduct an investigation into an alleged hit-and-run accident of a much more successful nature than individuals with fat butts. Perhaps, dear readers, we have been reporting our accidents to the wrong authority.

Maligned Investigators

Dear Sir: Congratulations on making us stop and do a little thinking with your slogan in the last issue, Fight Inflation, Don't Pay The Rent Increase. Having paid approximately \$20,450 in PMQ rent since joining the services, I wish

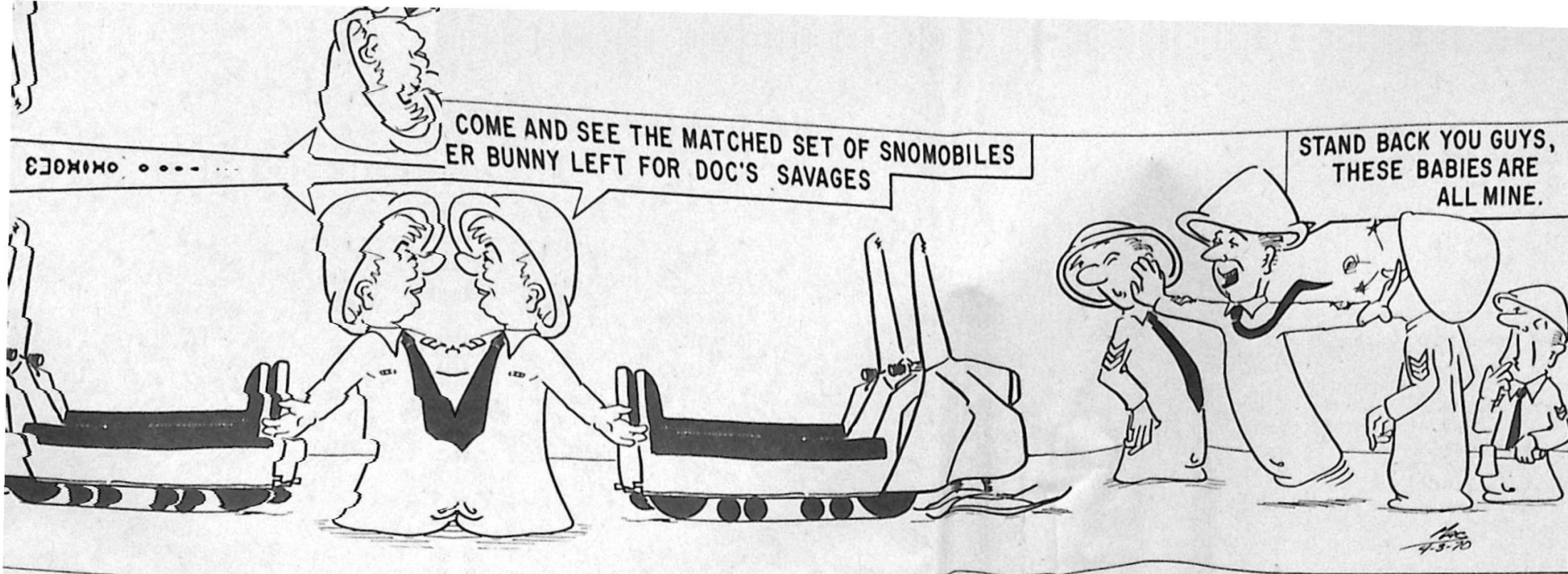
there was some way we could take your advice seriously. Moving downtown certainly doesn't help, although perhaps that is what the Department of National Defence wishes us to do.

Your letter from Sgt. Hi Price brings out the very crux of the matter. What possible justification is there on the part of our government to raise PMQ rents again for the third year in a row, while being very vocal on the subject of bringing in rent controls on civilian-owned housing.

Could you, through contacting the Base Housing Officer, or other member of the Base Administration staff, supply us living in Wallace Gardens with some logical explanation and justification for this forthcoming PMQ rent raise? The published explanation that it is being done to bring our rents into line with civilian rates does not satisfy anyone. Most of our houses are comparatively old, even though very well maintained. Is the extra money going to be used to build more houses? Have the water and electricity rates gone up so suddenly all across Canada? Have maintenance costs increased so greatly?

There are many more serious questions, but so few logical answers. We will be looking forward to some explanations in a forthcoming issue of Totem Times.

A long-time PMQ resident



Eastern coast of the Haida Islands and 100 miles east of the search was suspended. Search Crews and returned home after 409 search hours of 47,315 square miles of waters and rugged

of the missing aircraft did not be determined, the opinion of the Search and the weather which at the time of the flight was the most probable cause of the termination of the search. Heavy snow fall and higher levels concealed wreckage from the SAR

On Sunday the 22nd of Feb., a pilot from Wilderness was on a flight from Prince Rupert to what he believed to be the edge of the Harvard area on a mountain peak on Haida Island. He reported his flight to RCC in Vancouver and on Sunday a 442 Squadron Helicopter, flown by Captain Ed Riley (Col. Payne along with others of the Para Rescue) flew to the area where wreckage was that of the helicopter. However they found that Hadgkiss and his passenger were not in the wreckage. The log left by Hadgkiss indicated that they had miraculously survived the crash without injury and after remaining with the aircraft for 50 days under extremely poor weather conditions had decided to make what survival gear they had and attempt to walk out to the Haida Channel, to the west of their position, where they had been shipping proceeding up the Haida Channel.

In the light of this information it is hoped that by some miracle Hadgkiss and his passenger had survived their 104 day ordeal the RCMP began an extensive search of the rocky coastline of Roderick Island. On

prised of WO Lewis, Sgt. Lemieux and Cpls. Bedard, McLeux, Fogarty, Brown and Gaudin along with two RCMP Officers and two tracking dogs were flown to Port Hardy in a Dakota from where they would proceed by helicopter to the Indian Village of Klemtu. From here they would conduct an intensive search of Roderick Island the crash site.

Under very hazardous conditions caused by deep snows and precipitous cliffs the immediate area was searched without success. Although there are very few clues to aid the searchers they continue to investigate every possible route leading from the crash site to the shore, spurred on by the hope that Hadgkiss and Miss Rheame may still be found alive.



O.K. Let's see you do it with a Bullo.

From up in my perch

By EMORE



This morning I stumbled out of bed and was absently checking my bedroom calendar for any important upcoming dates. The score card looked relatively clean up past the 20th of March. My mind being at rest and feeling assured that I wouldn't miss any appointments with the P.M.B. Cmdr. or the Promotion Board, my eyes wandered to this month's calendar girl. It was none other than Gina Lollabridgida. (The calendar was put out by an Italian spaghetti company). I sure like the way the Italians package their products. With nothing of much greater importance on my mind that morning my thoughts kept drifting back to that Italian calendar, when suddenly it hit me. "An Italian calendar! The rascals had omitted St. Patrick's Day. Hastily I checked my Maureen O'Hara desk calendar (put out by the Paddy's Irish stew and dumplings Co.) and sure enough the great day is nearly upon me.

For a moment I panicked. I hadn't even started this year's guest list for my annual St. Patrick's Day breakfast, let alone

take care of the hundreds of minor details like warning my next door neighbors wife to take cover the day, and buying the refreshments and party favours.

Compiling the guest list is the most difficult task of the year for me. There being only five seats available at this great event it is almost impossible to choose five true and worthy gentlemen from the hundreds that are worthy of this great honor.

The actual system I use in selecting my guest is a secret but I can tell you that it works along the lines of the Canadian Forces promotion system, so if you weren't invited this year you have plenty of reasons why you may have been passed over. To put everyone's minds at ease, I will tell you that by presstime, the list was completed and all the lucky people have been informed. Sorry if you missed it again this year, but if it will make you feel any better the Pope didn't get invited either.

Seemore Predicts: Large portions of the earth will be under darkness for a few minutes during the daylight hours this coming Saturday.

Rumour of the week: The BSMO, Major Ther has discovered a cure for the current flu epidemic. A box of aspirins and an elastic "A.C."



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Formed in 1959 as RCAF training command's contribution to the 50th anniversary of powered flight in Canada, the Red Knight thrilled millions across Canada and the USA with spectacular solo displays of precision aerobatics in a flashing red T-33, and in later years a CL-41 Tutor jet.

A succession of pilots have filled the role of Red Knight over the past 10 years, performing many of the manoeuvres taught to pilot trainees as part of advanced flying training. No decision has been made as to whether or not the Red Knight will perform again in future years.

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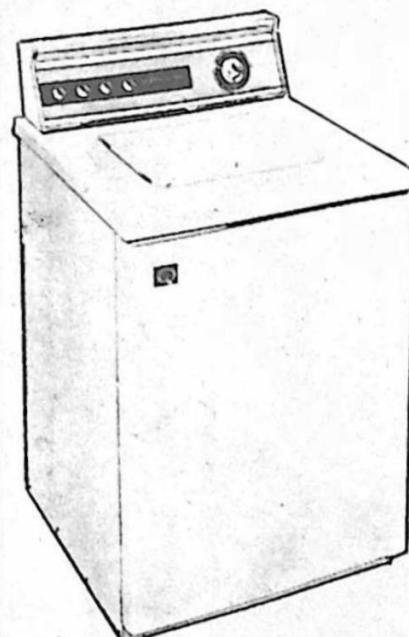
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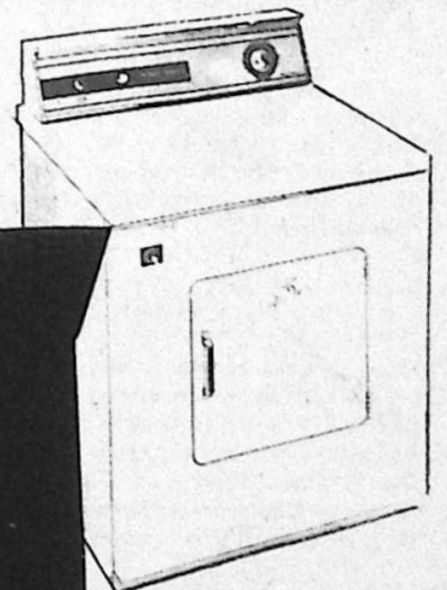
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THE END OF THE AIR SEARCH — The Harvard, Flown by Mr. Hadgkiss and Miss Rheame is shown in this photo. The ground search for Mr. Hadgkiss and Miss Rheame is continuing.

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Chaplain: Rev JG Campbell
Local 274

Holy Mass: Sunday 0900 hrs and 1100 hrs.

Tuesday and Friday - 7:30 p.m.
Wednesday and Thursday - 4:30 p.m.

Saturday - 7 p.m.
Confessions: Saturday evening following mass at 7 p.m.

Baptisms and Marriages: By appointment.

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

Teen-age Group: meets every Thursday evening at 7 p.m. in the Chapel for Choir practice followed by a meeting in the Parish Hall.

Catechism: every Wednesday evening 6:30 to 7:30 p.m. in the PMQ School. Grades 1-8. Pre-School: Kindergarten Cate-

PROTESTANT CHAPEL

Sunday March 8 - Morning Worship at 11 a.m. with Mr. Ian Potts of the Georges P. Vanier School as Guest Speaker.

Sunday March 15 - The sermon during Morning Worship will be replaced by an open discussion on problems relating to the Christian Faith. Come and participate in this question and discussion period.

Confirmation Classes are being held in the Chapel Lounge each Monday evening from 7 to 8 p.m. These classes are for those

chism is held in the Parish Hall every Sunday at 11 a.m. No registration necessary, four years to grade one.

CWL are sponsoring a Bazaar and Spring Tea on March 17 in the PMQ School at 7 to 9 p.m. Donations of handwork or bakery gratefully accepted. Please contact any member of the CWL Committee.

WORLD DAY OF PRAYER - MARCH 6th

The ladies of the parish are reminded of the service to be held at 2 p.m. on Friday at the Comox United Church for Protestant and R.C. ladies. This annual service of prayer is held around the world on the same day. Baby-sitting services will be provided and coffee served following the service. Guest speaker is Mrs. Shilling of Qualicum Beach and the soloist will be Mrs. Baldwin of Comox.

wishing to join the United or Presbyterian Church, and for those who would like to spend an hour a week discussing the fundamentals of the Christian Faith, whether you wish to join the Church or not. Teenagers and adults alike are most welcome.

Ladies Guild will meet on night early this month, on Monday evening, March 16 in the Chapel Lounge at 8 p.m. New members and visitors are welcome to attend.

That's show biz

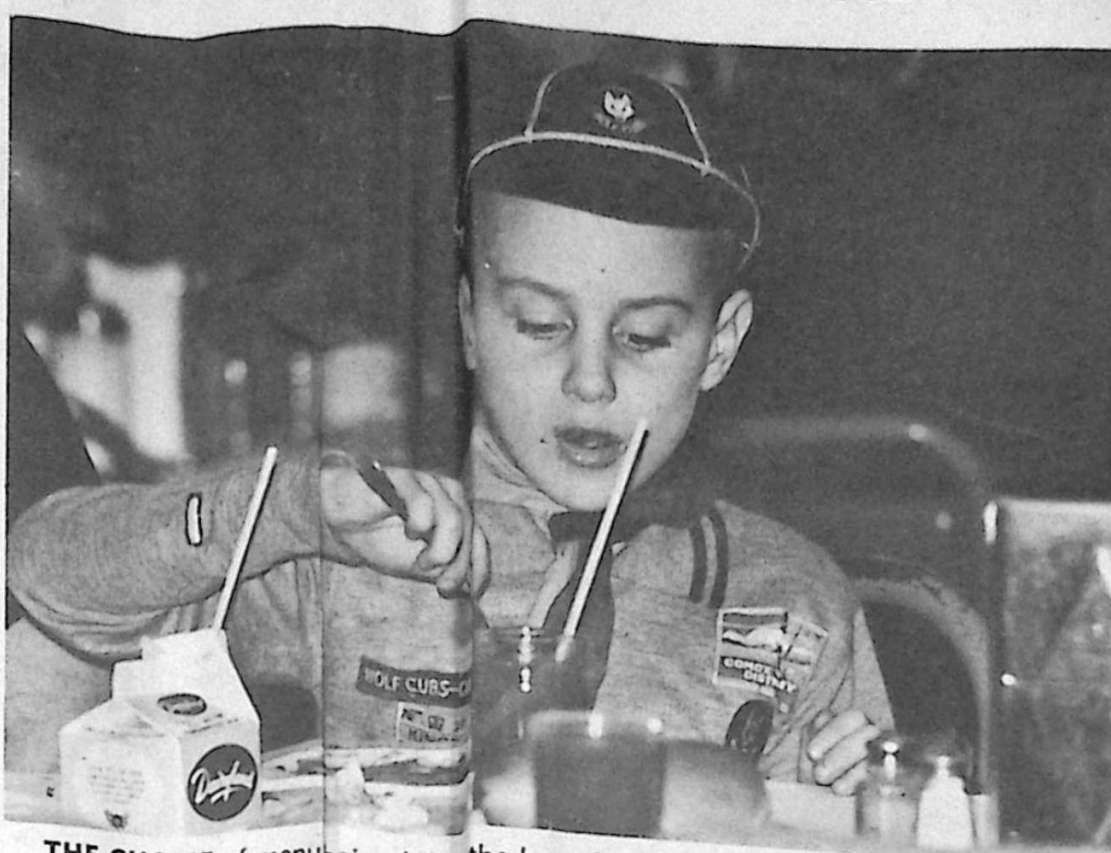
By NOLA WELLS

On Feb. 14th, on Vancouver TV, the fourth annual variety club telethon which raises money in aid of handicapped children, was presented from the Queen Elizabeth Theatre. This 17 hour special had as its guest again this year, Leonard Nimoy, from television's Mission Impossible. Starring with him were Eartha Kitt, and Tige Andrews. \$125,000 was raised, the last \$25,000 being donated by Premier Bennett himself, on behalf of the Province.

Retardation is a familiar illness to us all, in one form or another. Therefore this particular programme was of sincere interest to many residents of B.C., including the Comox Valley. It was pleasant recently to hear of a contribution made to this cause by a former Air Woman, from the RCAF, now the wife of an Airman stationed at CFB Comox. Her name is Ruth Wright, and her husband Don Wright works at the telecom section on the base. Besides being a wife and mother, Ruth is also the secretary to the principal of Comox Elementary School, and she sees many slow learners, borderline retarded and emotionally disturbed children come and go.

She is familiar with the difficult problem of adequately edu-

CUBS, SCOUTS HOLD FATHER AND SON DINNER



THE CHOICE of menu being left to the boys for this year's annual Scouts and Cubs' Father and Son Mess Dinner resulted in a gourmet plate consisting of Hamburger, Chips, ice cream and milk served in the palatial Combined Mess. While the boys dug in, the waitresses waited and the speakers spoke, many fathers had romantic memories, for it was as such as this that prompted many of them to embark on the sea of matrimony. Highlights of the evening included a presentation of a farewell gift to CWO J. Smythe who served the scouts in many capacities during his tour at Comox. The guest speaker, Mr. Dave Patie, Regional Director spoke on what scouts like to do. His speech was followed by several amusing skits by the boys.

children. However, as a mother of a retarded child, who for many years lived in this valley, and attended schools throughout the area, I disagree. Retarded children have to go through many rejections, and cruelty, in their lives, especially if they are to be educated in the normal school system. With the mystery and stigma that is unfortunately still somewhat attached to this illness, the child is the one who suffers. Average citizens can do so much to help these children lead a better life by educating their own children to be kind.

World Day of Prayer

WOMEN'S WORLD DAY OF PRAYER Service for Protestant and Roman Catholic women, will be held at the United Church in Comox on Friday, March 6th at 2 p.m. The theme this year is "Take Courage" and the speaker will be Mrs. Shilling of Qualicum Beach; the soloist

is Mrs. Baldwin of Comox.

Baby sitting facilities will be available in the Church, and coffee will be served following the service. It will be a service well worth attending, and it is hoped as many women from both Protestant and RC congregations as possible will join in with the women from the Comox churches.

fashion that feels good

Soft-as-butter grained, open-back shoe. Smart, dainty strap and heel make it the shoe you'll wear just because it looks so good.

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Record number of applications for village

Over 140 requests for applications have been received from interested 11 year olds from the Malahat-North to attend the International Summer Village in Great Britain from July 20 to August 14 this year. A boy and a girl from the Malahat-North and two from the Malahat-South will form the Canadian Delegation which will attend a month-long camp which 10 other countries of the world. Thirty per cent of the applicants are from the Courtenay-Campbell River area.

The selection of the delegates is a tremendous task. Interested children answered a newspaper ad last month. Then they were sent an application form asking questions about their hobbies, interests, awareness of people and the world about them. To insure impartiality, each application

form is assigned a number and the judges base their choice with no name being used. Twenty semi-finalists are selected and asked to a party where participation of children is observed by the judges and again the children wear their "numbers". From this, the personal interview with the judges takes place and the final selection is made. All expenses for the trip are paid for by the Vancouver Island Chapter of the Children's International Summer Village.

CISV is a path to better world understanding paved by 11 year olds. Sixteen countries are hosting Villages around the world this year, with 40 countries represented. The friendships made by all the children at these camps is an investment in the future of the world.

A lot of people feel that they can do very little to aid retarded

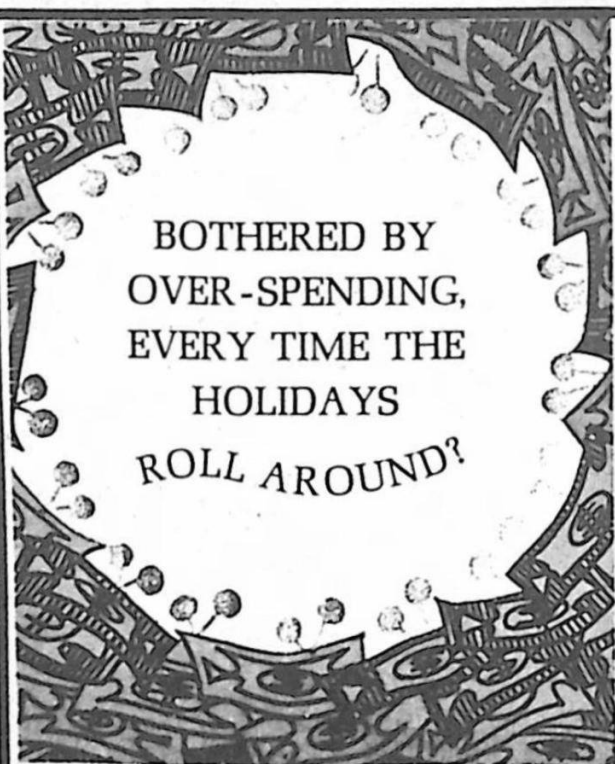


POTTS TO TALK — Mr. Ian Potts, a physics teacher from the Georges P. Vanier School will be speaking in the Protestant Chapel at the 11 a.m. service on Sunday, March 8. He will show pictures of his two months last summer as a team leader with "Crossroads Africa", working in western Ethiopia. Mr. Potts is an enthusiastic member of the Courtenay United Church, and his story of missionary work in Africa is an exciting one to hear.

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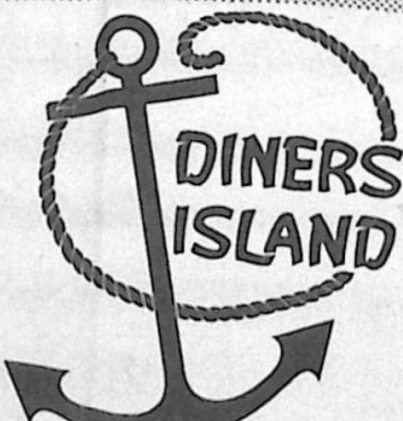
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on Monday through Saturday - 11:30 a.m. to 2 a.m.
Sunday - 11:30 a.m. to 10 p.m.

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Courtenay (Next to the Courtenay Bridge)



COMOX TO BE KING OF THE VALLEY? The recent report in a local newspaper that Comox would soon be bigger than Courtenay has sparked some fierce debate among residents of both communities. Courtenayites were, in fact, enraged and promptly hired their own defence force to keep the intruders from Comox at bay, or in the bay, or something. Shown protecting the Courtenay flat-

lands are the 1st Battalion of the Royal Lowland Trumpeters. It is obvious that the Trumpeters have been plagued with unification, because their heads are mounted on periscopes, and the chain of command from the thinking part to the doing part is unnecessarily long.

— A Macphoto

Consumer news and views

Are you in the market for a new stove? If so, the first thing you must decide is whether you want an electric or a gas unit. Then you must choose between the various brands and features that are available today.

Do you want a free-standing stove, a built-in unit, counter elements with a wall oven, or the type that has an over above and below? These are the questions you must settle before making your purchase.

Take time to compare prices. The price of stoves can vary from store to store as well as from brand to brand.

Besides the initial cost, you might have to consider financing it. The least expensive method of paying of any appliance is to pay cash. If you get a discount, so much the better. If, on the other hand, you plan to buy on credit, check what it will cost to borrow the money (in dollars and cents as well as in per cent of interest) from such sources as banks, credit unions and finance companies and then compare these rates with those being charged by the store.

The majority of free-standing gas and electric models are 30 inches wide but they also come in 24-inch widths. Some smaller ones are also available in the 20 1/2-inch and 22-inch widths. Features such as oven light, oven window, oven timer, minuter and raised edges to prevent spills are generally considered standard equipment nowadays.

The elements, the porcelain drip bowls and the chrome rings should be conveniently removable for easy cleaning.

Automatic oven timers are now commonplace. These allow you to place food in the oven, set it to start at a certain time and leave the house knowing things will be all right in the oven department.

The oven timer is almost universal and can be set to warn you when things are "done".

Warning lights when the elements are on and for oven pre-heating are a necessity.

An appliance outlet is most convenient -- especially when it can be timed so that your coffee can be ready and waiting when you awaken.

Interior oven finishes can be of either porcelain, enamel or stainless steel. Some brands have removable oven doors and wall panels for easier cleaning.

Removable liners of aluminum foil or Teflon-coated side panels can assist in oven cleaning. The disposable foil liners are quite expensive, but can prevent build-up on the oven walls. They have to be replaced from time to time. The Teflon panels offer easy removal of oven grease -- they are removed and washed in the sink. Care must be taken not to scratch the surface coating.

Self-cleaning ovens promise to dominate the market in the next few years. At the moment, a self-cleaning oven costs from \$40 to \$130 more than the conventional style.

The current method of self-cleaning uses temperatures of up to 900 degrees for a two-hour cleaning cycle and requires only the occasional removal of a resulting fine ash. There is a safety lock to prevent opening the oven while it is dangerously hot. It costs from five to nine cents per cycle to clean but this is less than the usual oven-cleaning chemicals.

Many appliance guarantees will use simpler, more straight-forward language in the future but in the meantime find out what the guarantee actually includes. Does it cover the entire product or only parts? For how long is it in force? Who pays the labor charges? Does the guarantee cover delivery and hooking up of the appliance? What charges are you responsible for? Keep your guar-

Big Brother Chapter organized here

There are 20,000 fatherless boys under the age of 18 years in the Province of British Columbia. These thousands of boys without a father need the friendship and guidance of an interested and mature man. Otherwise the odds are stacked against them. The chances are 6 to 1 that they will be school drop-outs and 4 to 1 that they will end up in Juvenile Court when compared to boys who have fathers.

The opportunity is now available, through the Comox-Courtenay Big Brother Chapter, for you to become a Big Brother. Big Brothers are: both single and married men from all walks

of life. Mature men who devote some spare time to a youngster. Carefully chosen volunteers selected because of interest, stability and moral character. Endowed with patience and understanding to work with boys.

The Big Brother Work emphasizes prevention, through its "One Man - One Boy" relationship. The specific objectives are: (1) To prevent juvenile delinquency by providing individual guidance in sound character development to boys who lack wholesome adult male companionship, who show tendency toward delinquency.

(2) To help boys who, being fatherless by reasons of death, divorce, desertion or legal separation, lack the influence of a mature and responsible man to reach their highest physical, mental, emotional, and spiritual development.

(3) To provide men the opportunity to participate in the development of a healthier, happier new generation through volunteer work that helps in their own character growth and development in community leadership.

For further information, and Big Brother application form, you may contact Padre Archer who is the chapter's Air Force representative, or write to P.O. Box 2002, Courtenay, B.C.

Obituary

Patricia Clarke, wife of Cpl. Knobby Clarke (retired) passed away on Feb. 19, 1970 at Port Alice, B.C.



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339-2758



THE MUTUAL LIFE OF CANADA

Paving your way on civvie street

OTTAWA (CFP) - Intend entering the civilian labour market soon?

If so you'd be wise to take advantage of the "civilian employment assistance program."

It's aimed at servicemen being released because of age or medical reasons, and those officers terminating a short service commission.

The federal government's Canada manpower centres across the country are also cooperating by investigating all available employment opportunities wherever personnel intend to retire.

To avail yourself of this offer see your base personnel officer. Through him you may receive counselling in the selection of a "civvy" job best suited to your interests, abilities and experience.

You will be tested to determine your interests and aptitudes relating to training and employment plans.

If necessary you will be given a training course and a career resume will be prepared free of charge for presentation to potential employers.

Widen clients VLA Insurance

OTTAWA (CFP) - Veterans affairs Minister J. E. Dube has announced that the veterans' land act group life insurance plan - loan repayment insurance - now is available to a greater number of disabled veterans with VLA contracts.

Previously many of the seriously-disabled veterans were screened out by the underwriter because of a clause in the policy which provided for premiums to be waived in the event of total disability for a period of at least six months.

Now, the disability benefit has been declared an optional feature of the insurance policy and veterans may now qualify for life insurance without the waiver-of-premium benefit.

Wallace Gardens elections coming up

This notice is intended for all residents of PMQ's in wards 1, 2, 3, 7, and 9. The semi-annual Wallace Garden elections will be held in those wards mentioned during the week of March 9th. The purpose of the elections will be to select one council member from each of these wards.

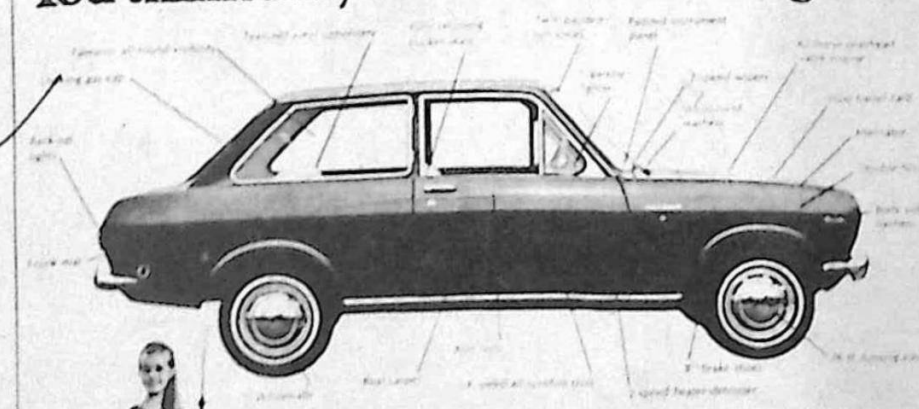
Ballots will be distributed by the present councillors on March 9 and will be picked up the following day. The marked ballots will be returned via sealed box to the PMQ school where they will be counted with Mayor Pulham presiding.

If you are unsure of what duties are required of a councillor and what the council expects to do for you, contact your ward councillor now and he will have a copy of the constitution and bylaws made available.

Dog control

As a result in a recent increase in complaints concerning unlicensed dogs in PMQ's the members of your council would like to bring the following information to your attention. The registration of dogs is outlined in PMQ orders, Base Standing Orders and in a number of PMQ directives issued by the BAdO's office.

You think maybe we left something out?



Only the radio is extra. Go ahead, spend a little.

Check the list. Datsun 1000 has everything -- and then some. It runs like a sports car, rides like a big car, sips gas like a cigarette lighter and wears like a tank.

You can get 100,000 miles between major overhauls, 12,000 between grease jobs, 84 mph and up to 40 miles to the gallon. The

whole neat little package moves out like a jackrabbit, corners on rails and stops on a nickel. And all this goodness comes in a choice of two or four doors, with room for four big people or five skinny ones.

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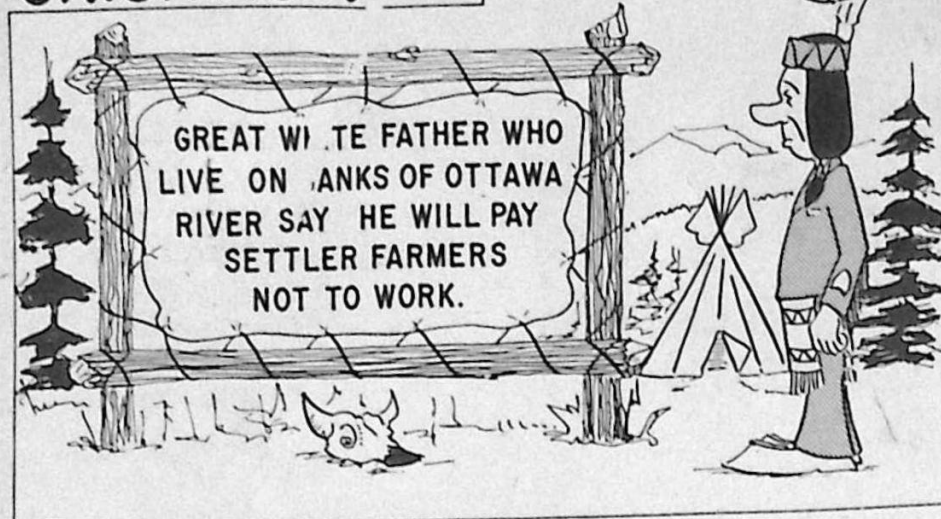
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UNISKINS by mac



Night Hawk's Nest



The preparations for the biggest event of the Comox spring tourist season, Tac-Eval, continue at a frantic pace, and well they should. Tac-Eval brings into the Comox Valley an unusually large crowd of people fully prepared to participate in the entertainment provided by the base. They are also fully prepared to escape from the snow that is provided by North Bay, and that is why Tac-Eval teams are so large. Last year, most of them just stood around and slowly thawed.

The last of the Cudgel Capers has capered into history and once again the Nighthawks covered themselves with glory, or something. Nothing of any lasting importance was dropped and nothing of any consequence was lost, and it is an unusual war indeed that can make that statement.

One of the nicest features of recent Cudgel Capers has been the demise of Cudgel Stew. It was replaced a couple of weeks ago by Cudgel Crow, and last week by Cudgel Cow. Cudgel Kitchen -- or should that be Kitchen Cudgel? -- certainly did good work. It should, however, be pointed out that after the Cudgel Crow was served, Charley, the pet seagull had disappeared. While we're not really sure that he went into the cooking pot, we notice that the people in the Command post have lately taken to sitting on the patio, waiting for the squadron to feed them crackers.

Now that the good weather is here the squadron's thoughts lightly turn to thoughts of survival training, which is probably the worst news that the parks branch has had this year. They'd probably sooner set up another mine in the park as have that lot of survivors back again. In fact, watching this government in action, some progress has been made in planning the excursion. Major Larsson has been named chief trusted agent and he has been on the phone arranging for Indian attacks, avalanches, earthquakes and, most catclysmic of all, a liquor strike.

Pete Dunda's purchase of Dale Northrup's boat has given him a great deal of exercise. He gets this exercise attempting to start the motor, which was built im-

mediately prior to the War of 1812 and was last used to evacuate troops from Dunkirk, where it received a fatal wound. When last seen, Pete was writing away for a course on rowing.

A few of the squadron stalwarts pulled a no-notice tac-eval on the Ryan swamp extension the other evening and found it suitable for not much of anything. The gringo jeep outdistanced the kraut beetle, but neither of them was able to get as far as Courtenay. One good thing about the current condition of the road is that it doesn't attract too many roadblocks.

Paddy O'Sullivan will soon be leaving his cushy job in the CAC and returning to the QRA, where, according to Don Middleton, he has a whole year to catch up. It seems a shame to take a straight man out of a job like that.

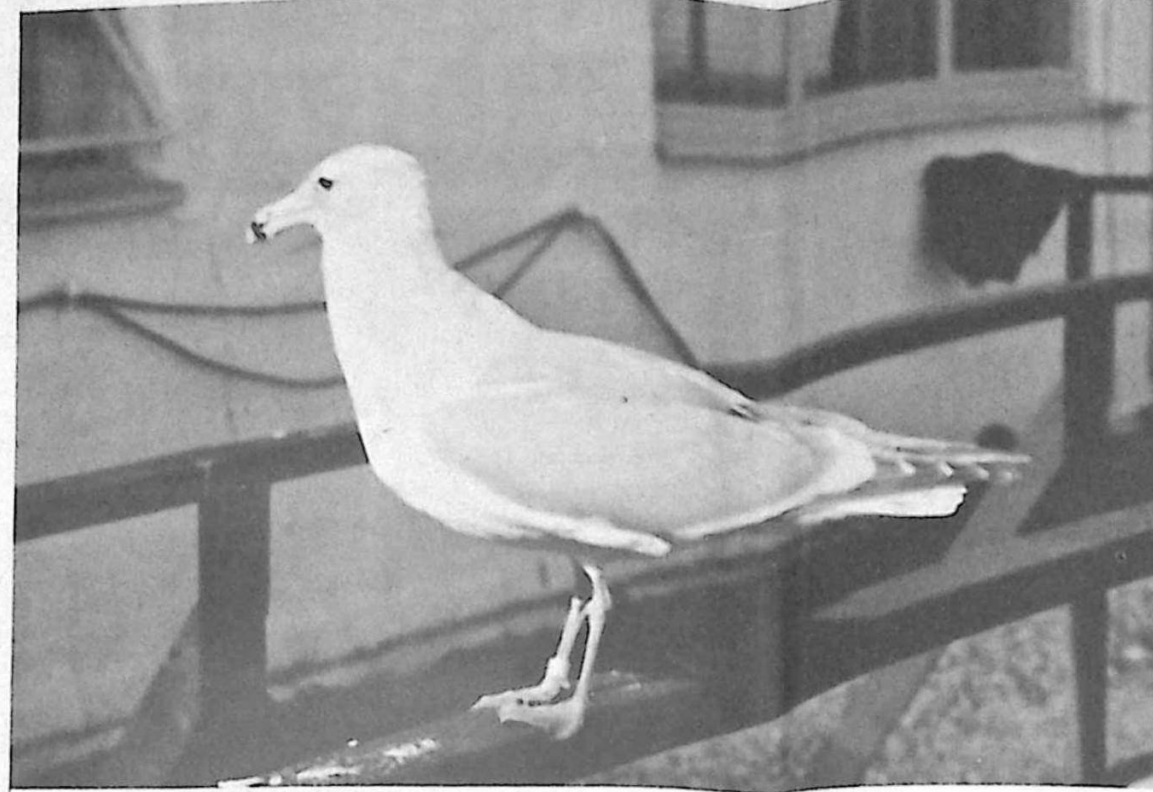
His place will be taken by Lynn Wagar, who is currently employed juggling the squadron books to enable the fund to show a smaller than normal loss and still pay for his mortgage.

Speaking of Lynn Wagar, he finally got away to Sardinia, along with the noted banjo player, Ernie Poole. Uncle Ern had originally planned to go in a T-Bird, figuring that his banjo playing would depress fewer passengers that way, but Lynn, fearful for both his hearing and his sanity, dissuaded him.

The pilots, cunning devils that they are, have done some long-range planning for the pilot-nav hockey game later this month, and invented a course that will get both nav goaltenders, Paddy O'Sullivan and Bob Merrick out of town for the day. Or perhaps the planning was done by some clever navigators who wanted to rid the team of two such obvious handicaps.

It seems that Guy Sullivan is the new snoring champion of the squadron. Pete Armour spent an evening in the barn, and promptly applied for a set of ear defenders because, as he put it, sleeping in the same building with Guy is like sleeping under a Voodoo that is doing engine starts every four seconds.

Rumour of the Week - 409's new toaster is the pizza machine that was rejected by the mess.



LOST CHARLEY, 409 Squadron's pet bonded sea-gull, shown digesting his breakfast of 800 crackers, is missing. He hasn't been seen since just shortly before lunch during the day of a recent Cudgel Caper, when Roentgen Rooster was served for lunch. A bonded leg was later found on a dinner plate. The partially gnawed leg was being taken to Photo Section for comparison photographs, but a starving 407 RO rushed up and grabbed it and wolfed it down. Charlie will fly no more.

SYMMETRICAL PROMOTIONS?

VOODOO NUTS, BOLTS & VOLTS

By MINI BEHIND THE DESK

The Voodoo Maintenance Organization has been steadily preparing for the Annual TACEVAL exercise. The preparation is not solely for TACEVAL, but a general programme of improvements for daily operations that we hope will result in a favourable Tactical Evaluation.

One of the major improvements that has recently been completed is the clean room where aircraft have a hydraulic test bench and an ultra-sonic cleaner. The hydraulic test bench is being put to good use by testing hydraulic components before installation on the aircraft. A recent batch of emergency brake valves was discovered by the use of the test bench, saving countless man hours.

The hydraulic test bench is available to anyone on the base for testing hydraulic equipment. Since cleanliness is a major factor of the shop it will of necessity have to be manned by a qualified technician for any testing. MWO Stone at local 384 or 236 can be contacted for the use of this facility.

We seemed to have managed to survive another Cudgel Caper reasonably well. One of the more favourable aspects of which we can give credit to the Messing Staff. Someone must have found a good supply of Roentgen Roosters. It was a pleasant change from the old standby - Cudgel Stew.

Its PER (Performance Evaluation Report), time again. All our NCOs will be matching wits to see who they can get promoted. Its no easy job when we have so many highly qualified men competing for relatively few, if any openings; which brings up another interesting and controversial subject, promotions.

Under unification, as it was proposed, every man would have an equal chance for advancement and promotion; but is this possible when the Senior NCO ratio

was, (and possibly still is), vastly different for the three services? It would be interesting to know what ratio of Senior NCOs in each grade, Sgt. to CWO existed in the three services before unification. The average time in rank would also be a very interesting aspect, and how about an average age for each rank, Cpl. to CWO. The statistics if published would undoubtedly be quite startling. Its true each service had a different job to do, but would the rank structure establishment for a ship or an Army unit be the same as for a flying unit not likely. What happens when a high ratio establishment is disbanded and dispersed among other units. The vacancies that should have been filled by senior qualified personnel on the unit may now be filled by junior men promoted against a different establishment. How is this going to affect a man's career? The answer is quite obvious, but the question is: are the men who would have normally been promoted be satisfied to remain Corporals or Sgts for the remainder of their careers? So is it any wonder that large numbers of highly qualified men are requesting retirement or early release when the future looks so bleak.

How is this loss of highly skilled men going to affect our operational commitments? You can't put a man just out of school at Camp Borden in the field and expect the same results as you would from a 15 to 20 year man who has decided to call it quits. On-the-job training requires constant supervision over a long period of time before a man can be sent out to do a job on his own. The length of time to do the job will increase considerably during this training period which appears as it will be with us for a long long time.

Under the unification policy, it is assumed that each man can expect to be promoted every five

(Continued on Page 3)

Northern Guards in place

OTTAWA (CFP) - Northern regional liaison detachments at Whitehorse, Y.T., and Yellowknife, N.W.T., are being staffed by three-man teams serving a two-year period.

The Whitehorse detachment, operational since Feb. 9, assisted by Captain A.F. Ouellette, Royal Canadian Horse Artillery, of Kenora, Ont., and Corporal K.H. Moyes, administrative clerk from Vancouver.

The Yellowknife office, opened Feb. 23 is commanded by Major F.L. Berry, Princess Patricia's Canadian Light Infantry, of Saskatoon. Air force Captain V. R. Howlett, of White Rock, B.C., and Corporal J.M. Ouellette, administrative clerk from Dalhousie, N.B., complete the staff.

The teams will liaise direct with Canadian forces headquarters and commands, as well as the territorial governments on any proposed military activity in the north. They will cooperate with civilian agencies on such matters as assistance to civil authority and liaison regarding the Canadian Rangers and cadet organizations.

TROOPS TROMP THROUGH NORWAY

Exercise Arctic Express began Feb. 25 in north Norway with the fly-in of the first forces from Canada, Italy, The United Kingdom and The United States. By the end of the day nearly sixty aircraft had delivered troops and supplies to several airfields.

Arctic Express is the latest in a series of NATO exercises designed to test procedures for the deployment of the multinational Allied Command Europe (ACE) mobile force.

A 900-man Canadian battalion group, consisting of the 1st Battalion, The Queen's Own Rifles of Canada, and support elements are taking part in the exercise. The troops and vehicles, including armoured personnel carriers, helicopters and snow vehicles, are being airlifted to Norway by Air Transport Command Yukon and Hercules aircraft from bases at Victoria, Calgary, Winnipeg and Ottawa.

During the coming days units of the ACE mobile force will exercise with the Norwegian brigade in north Norway. The "enemy" will be played by a unit of the Norwegian army and British Royal Marines.

The commander northern Norway, Maj. Gen. H.F. Zeiner Gundersen, Norwegian army is conducting the exercise. Commander of the ACE mobile force (land) is Maj.-Gen. Alberto Li Gobbi, Italian army.

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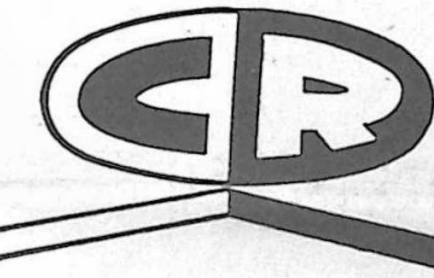
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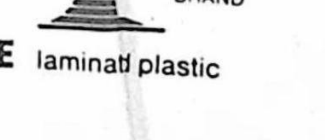
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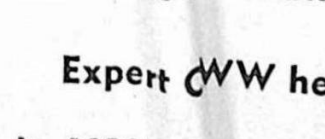
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Two of Canada's most famous military bands will tour Europe this summer.

They are the bands of The Royal Canadian Regiment from London, Ont., and the Princess Patricia's Canadian Light Infantry from Calgary.

For six weeks, between April 14 and June 9, the 59-piece RCR band, directed by Captain J.D. Collins, will play 11 engagements and the 70-string PPCLI band will perform on at least six separate occasions with more playing dates to be scheduled later.

Apart from performances in Germany, the band will play at the Netherlands Liberation celebrations in Amsterdam from May 4-7 before moving into Belgium where it will parade through the city of Ypres May 11 accompanying the 2nd Battalion, PPCLI.

From May 22 to 26 the band will play at the International Music Festival at Mons, attend the 700th anniversary of the City of Virtun on May 31 and wind up its tour June 7 at Ypres for the 50th Anniversary of the founding of Harmonie Royale Ypresiana.

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MINOR HOCKEY

By DICK OSMOND

In the Van Isle Pee Wee Play offs the Glacier Esso Service Dakotas were knocked out of further contention by Powell River as the teams split a pair of games at Glacier Gardens on the weekend. The Mainland Crew won Saturday's game 5-2 while the Dakas won on Sunday 4-3. Powell River won the two game total point series 8-6.

On Saturday Doug Derkson and Billy Miles scored for the Dakas. Mickey McLeod with two, Danny Lucas, Greg Martin and Danny Bourassa picked up the Powell River goals.

In Sunday's game Danny Lucas had a hat trick for Powell River while Ken Tackaberry and Steve Jones each scored a pair for the Dakotas.

In Bantam play, Saanich took both games of a two game total point series from the Comox Legion Wolves by the identical scores of 6-2. The Wolves had eliminated Powell River and Port Alberni to advance to the Island finals against Saanich.

In Saanich on Saturday night the home team outplayed the Wolves to carry off a 6-2 victory and a four goal lead heading into the second game. Scoring for the Wolves were John Gailie and Don Carto. Rick Turcotte and Denis McLean each scored twice for Saanich while Kevin Alexander and Brent Patterson added singles. Derek Watkins and Joey Hebbner combined to make a total of 37 saves for Comox while Kelly Hunter kicked out 18 for Saanich.

At Glacier Gardens on Sunday the Wolves skated hard but were no match for the Lower Island Squad and Saanich won again by the score of 6-2, taking the round 12-4. Saanich scorers were Kevin Alexander, Tom Davies and

Brent Patterson with two goals each. Wayne Calberry tallied the Wolves first goal on a penalty shot early in the second period and then Grant Caudwell finished off the scoring for the locals late in the game. Hunter kicked out 21 shots while Watkins made 36 saves for the Wolves.

EXHIBITION MOSQUITO

Happy's Comanches travelled to Port Alberni on Sunday and scored in each period to defeat the Blackhaws 4-2. Brian Cummings, Paul Giles, Calum Macaulay and Ken Keryluk each tallied once for Haryps while Wayne Loyd and Owen Trumper replied for the Port. Cameron Laroque and Billy Cheetham stopped a total of 14 shots for the home squad while Randy Paisley kicked out 25 for the Comanches.

Revised schedule for the House League March 7 and 8:

SATURDAY MARCH 7 -- 6:00, Falcons (1) vs Eagles (2) Mosquito; 7:00, Mohawks (5) vs Comanches (3), Pee Wee; 8:00, Bruins (1) vs Colts (2), Bantam; 9:00, 442 Gulls (5) vs Martins (3), Mosquito; 10:00, Ravens (1) vs Doves (2), Mosquito; 11:00, Super V's (5) vs Jets (3), Midget Semi-Final; 12:00, Port McNeill (1) vs Braves (2), Pee Wee Exhibition.

SUNDAY MARCH 8 -- 6:00, Colts (1) vs Lions (2), Bantam; 7:00, Port McNeill (3) vs Apaches (5), Pee Wee Exhibition; 8:00, Mustangs (1) vs Comets (2), Midget Semi-Final. There is a limited supply of Comox Valley Minor Hockey Crests available at this time and these can be purchased through the Snack Bar at Glacier Gardens.



WHILE STILL maintaining his position at the bar with hand number one, Captain Jack (old Octopus) Parker shakes the hand of retiring member Cpl. Alf Wagner and simultaneously presents him with a farewell gift.

Rod and Gun Club social evening

February marked a first for the Base Rod and Gun Club. A very successful dinner-dance was held. The dinner was delicious, refreshments plentiful and the dancing continued into the early hours. Two Club members were honored during the evening. Captain J. (Octopus) Parker is seen presenting a farewell gift to Cpl. A (Alf) Wagner. Both Jack and Alf are retiring soon and their staunch club support has been greatly appreciated.

Jim Wolford, one of our USAF members captured the trophy for the best deer rack. Jack Wilson,

our hunting representative and an instructor of the new Hunter Safety Course made the presentation.

Future Club plans include a family beach party and picnic and a fishing derby. From the enthusiasm shown by everyone present at the dance it is evident that there will be another bigger and better evening next year.

The Club Recruiting Unit will be present at all meetings which are held in the Social Centre the third Tuesday of each month. For further information regarding membership and boat rentals contact Cpl. Frank Kato at local 255.

SKATERS TUNE UP

LAHR, Germany (CFP) - Canada's top skaters completed practice sessions in the Arrowhead arena here Feb. 25 before leaving for the world championships at Ljubljana, Yugoslavia, March 2-8.

Brushing up on their routines

were Karen Magnussen, Canada's 1970 senior singles title holder; 1970 men's senior singles champ David McGillivray; runners-up Cathy Lee Irwin and Toller Granton; Canadian skating dance champions Mary Church and Dave Sutton, and figure skating pairs Sandra and Val Bezic.

COMOX VALLEY MINOR HOCKEY STANDINGS

Standings as of 1 March

| Team | GP | W | T | L | Pts | GF | GA |
|---------|----|----|---|----|-----|----|----|
| Doves | 16 | 8 | 5 | 3 | 21 | 49 | 32 |
| Martins | 16 | 9 | 3 | 4 | 21 | 38 | 33 |
| Ravens | 17 | 10 | 1 | 6 | 21 | 33 | 26 |
| Owls | 17 | 6 | 5 | 6 | 17 | 28 | 28 |
| Eagles | 16 | 5 | 4 | 7 | 14 | 32 | 36 |
| Falcons | 16 | 5 | 4 | 7 | 14 | 36 | 35 |
| Gulls | 16 | 2 | 2 | 12 | 6 | 20 | 45 |

| Player | GP | A | Pts |
|-------------|----|----|-----|
| McNeill (D) | 22 | 3 | 25 |
| Jepson (F) | 10 | 10 | 20 |
| Kelly (M) | 14 | 4 | 18 |
| Miller (F) | 12 | 6 | 18 |

| Team | GP | W | T | L | Pts | GF | GA |
|-----------|----|----|---|----|-----|----|----|
| Apaches | 17 | 11 | 4 | 2 | 26 | 51 | 22 |
| Chiefs | 17 | 9 | 2 | 3 | 23 | 46 | 28 |
| Mohawks | 17 | 8 | 2 | 7 | 18 | 41 | 32 |
| Braves | 17 | 8 | 2 | 7 | 18 | 34 | 42 |
| Iroquois | 18 | 6 | 3 | 9 | 15 | 34 | 47 |
| Comanches | 18 | 3 | 4 | 11 | 10 | 30 | 48 |

| Player | GP | A | Pts |
|--------------|----|----|-----|
| McMullan (A) | 16 | 10 | 26 |
| Miller (A) | 5 | 16 | 21 |
| Jobson (A) | 9 | 10 | 19 |

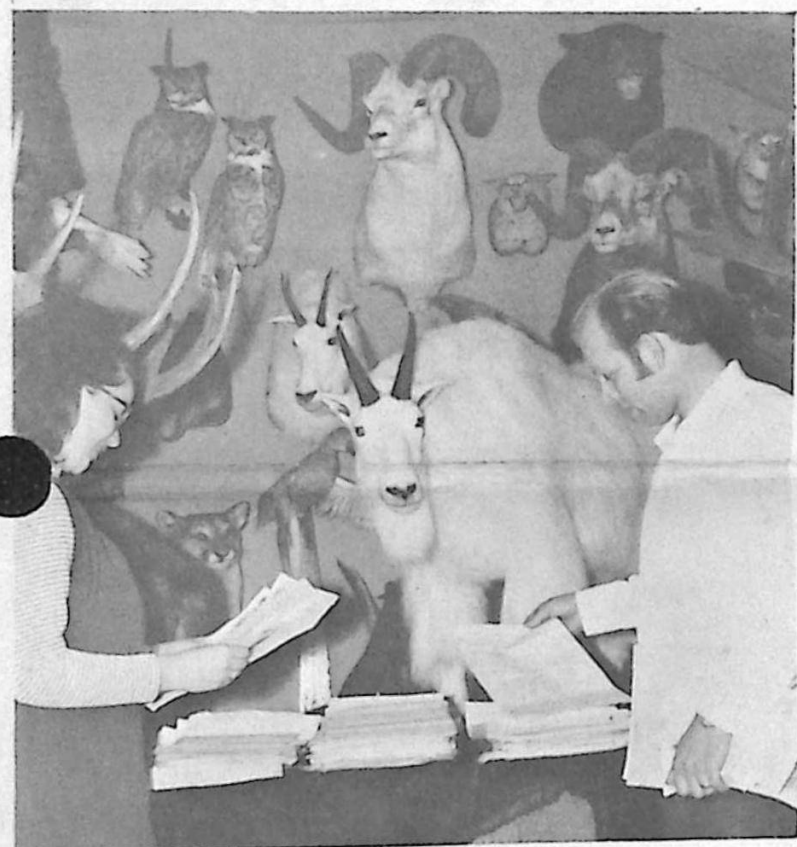
| Team | GP | W | T | L | Pts | GF | GA |
|---------|----|----|---|----|-----|----|----|
| Dakotas | 21 | 12 | 4 | 5 | 28 | 56 | 34 |
| Huskies | 23 | 11 | 5 | 7 | 27 | 60 | 40 |
| Lions | 22 | 12 | 0 | 10 | 24 | 49 | 43 |
| Bruins | 21 | 7 | 1 | 13 | 15 | 33 | 47 |
| Colts | 22 | 6 | 2 | 14 | 14 | 35 | 54 |

| Player | GP | A | Pts |
|--------------|----|----|-----|
| Derkson (D) | 14 | 15 | 29 |
| Jones (D) | 13 | 13 | 26 |
| Miles B. (D) | 8 | 3 | 16 |

| Team | GP | W | T | L | Pts | GF | GA |
|----------|----|----|---|----|-----|----|----|
| Supers | 18 | 13 | 1 | 4 | 27 | 81 | 59 |
| Mustangs | 18 | 19 | 1 | 7 | 21 | 68 | 49 |
| Jets | 18 | 8 | 3 | 7 | 19 | 51 | 63 |
| Comets | 18 | 1 | 3 | 14 | 5 | 36 | 68 |

| Player | GP | A | Pts |
|---------------|----|----|-----|
| Mitchell (S) | 16 | 18 | 34 |
| Leiter (S) | 19 | 14 | 33 |
| Turner (M) | 14 | 14 | 28 |
| Caruthers (S) | 18 | 9 | 27 |
| Evans (M) | 10 | 14 | 24 |

BIG GAME PETITION WELL SUPPORTED



Mr. and Mrs. Earl Carlson are receiving stacks of returned petitions at Wildlife Taxidermy Studios of Vernon. The petitions which were only circulated on the average of 2 weeks, have so far attracted over 5,000 supporters, with most signers specifying from one to sixty years hunting experience.

The 1970 Big Game Management Petition is asking for more discreet game management in B.C. because of the rapid depletion of game in hunting areas of the province. The brief asks for closure of the widespread open seasons on female and antlerless game in B.C. and that either sex open seasons only be allowed on a controlled basis where only specific locations in the province warrant open either sex seasons. The brief also asks for a game restoration program in releasing new stock in depleted areas, and the protection of wildlife habitat through controlled cattle grazing, and the setting aside of specific game law enforcement with predator control where necessary is also recommended.

The brief attracted support from nearly every area of B.C. with the strongest support coming from sportsmen living in game areas which they believe have become depleted by present game management policies of widespread either sex seasons, generous bag limits and lack of law enforcement.

In spite of the fact that officials of the Federation of Sports Clubs in B.C. support present game management policies, the majority of sport club members who were privately contacted, were in support of the principles as set out in the petition.

Sportsmen hope that in our frantic search for the dollar and so called "progress" that we will not destroy our natural resources in B.C. which is the very reason for living in this Beautiful Province. It is hoped that after the B.C. Government is presented with the Big Game Brief, that the Fish and Wildlife Branch will institute game management policies which will insure the upcoming generation of Sportsmen their rightful heritage of a flourishing wildlife resource.

March Entertainment for the

Totem Lounge

SAT. 7th, DANCE, The Midnight Ramblers Western Band and Western Dress
Food: Hip of Beef
EAT. 14th St. Patrick's Dance
The Reflections
Food: Irish Stew
SUN. 15th, Special Merchandise and Sportsmen's Bingo.
WED. 18th, Monte Carlo Night at the ANNEX (Casual Dress)
SAT. 28th, Bingo Dance
The Tidemen
Bingo 8 - 10, 15 games (Steak & Bottle)
Dancing 10 - 2 a.m.
Food: Fish and Chips

Following is a list of movies for The Lounge in March:
Mar. 10 - "BANDOLERO"
James Stewart, Dean Martin, Raquel Welch
Mar. 17 - "FANTASTIC VOYAGE"
Stephen Boyd, Raquel Welch
Mar. 24 - "PRUDENCE AND THE PILL"
Deborah Kerr, David Niven
Mar. 31 - "DETECTIVE"
Frank Sinatra, Lee Remick

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Juniors - \$15.00

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PROFESSIONAL: Herb Thompson

CANADIAN FORCES BASE COMOX

Base Theatre Schedule March 1970

Friday, 6
TORTURE GARDEN
Peter Cushing, Jack Palance

Saturday, 7
FRAULEIN DOKTOR
Susie Kendall, James Booth

Sunday, 8
THE RAGE
Glenn Ford, Stella Stevens

Friday, Saturday, Sunday, 13, 14, 15
WHERE EAGLES DARE
Richard Burton, Clint Eastwood

Adm.: Adults \$1.00, Teens 75c, Children 50c
Friday, Saturday, 20, 21
SPEEDWAY

Adm.: Adults \$1.00, Teens 75c, Children 50c
Sunday, 22
DIVORCE AMERICAN STYLE

Dick Van Dyke, Debbie Reynolds
Friday, 27
COMEDY OF TERRORS

HAUNTED PALACE
Saturday, 28
JOURNEY TO THE BEGINNING OF TIME

(Family Show)
Sunday, 29
ANYONE CAN PLAY

Verna Lisi, Ursula Andress
MATINEES
Saturday 7 - HEY THERE IT'S YOGI BEAR

Saturday, 14 - SAIL A CROOKED SHIP
Saturday, 21 - DUEL ON THE MISSISSIPPI

Saturday, 28 - MY DOG BUDDY
Adults \$1.00 - Teens 75c - Children 50c
Evening performances commence at 2000 hours
Matinee performances commence at 1400 hours
Matinee admittance fee is 25c per child

Comox OFFICERS' MESS ENTERTAINMENT

MARCH, 1970

T.G.I.F. Hours - 1630 - 1800

Saturday, 7 March
Monte Carlo Night

Sunday, 8 March
Family Night Dinner

Wednesday, 11 March
Officers' Wives Club

Friday, 13 March
Mess Dinner

Saturday, 14 March
St. Patrick's Dance

Friday, 20 March
T.G.I.F. Curried Beef and Rice

Saturday, 21 March
Dance 2130

Sunday, 22 March
Candlelight Dinner

Thursday, 26 March
Monster T.G.I.T. Hip of Beef

Friday, 27 March
Good Friday, Closed

Monday, 30 March
Easter Monday

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