



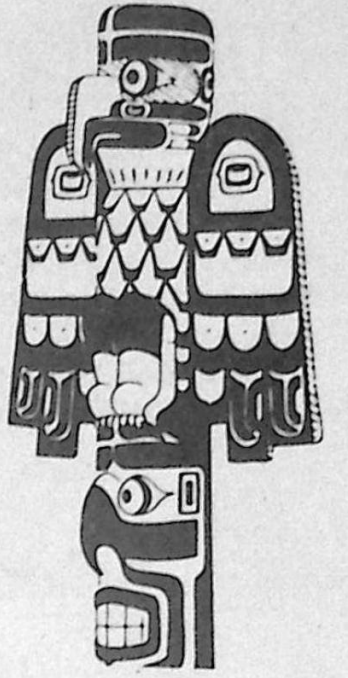
# TOTEM TIMES

Aren't you glad you're Irish? Don't you wish everyone was?

VOL. 12

CFB COMOX, THURSDAY, MARCH 19, 1970

No. 6



## Base tested — Found ready

### Operational air defence inspection successful

The Tactical Evaluation, the greatest entertainment special of the air defence year, played at CFB Comox this week. It was a great success. Tac-Eval is one of the best methods that the commander of ADC has to ensure that his air defence units are indeed capable of fulfilling their operational commitments.

The exercise began on Monday when the team arrived in one of Air Transport Command's luxurious Hercules. This one was even fitted with seats. Once the team stumbled out of the crates in which they had been stowed, they began a briefing, which let the base and squadron people know just what was to be expected during the exercise. That done, they repaired to local golf courses to flex muscles that had lain dormant since snowblanketed their home bases of Ottawa and North Bay some seven or eight months ago.

On the following day, the evaluation commenced. One of the prime worries of air defence commanders is how fast their units can respond to a surprise attack. How long does it take to get all the lovely shining airplanes towed out of the barn and loaded with rockets, bombs and other 1st of July noisemakers? The way to find out is to try it, so this is what the team asked the base to do.

Meanwhile, the inspectors stood about in groups and bunches, frowning at their checklists as they ensured that every-

thing was not only done, but done correctly. One gets no marks for speed if one drops a weapon. So, check-lists are mandatory for everyone working anywhere near an airplane.

Another important aspect of the air defence, or any defence system is security. It does little good to have the world's finest weapon system if itinerant saboteurs can wander in unimpeded and render it useless. The MPs are a very important part of the air defence system and their performance during all this is very closely watched by yet another gaggle of inspectors.

Aircraft maintenance and servicing is another area that is under very close scrutiny. According to the gospel as laid down by ADC, there is but one way of keeping a Voodoo in good health. A clutch of technical inspectors is on hand to ensure that the Voodoo medicine man prescribe only the right prescriptions for ailing airplanes.

Not all the inspectors were standing about in the sunshine, however. Some of them found their way up to the squadron where they reviewed training records, commented on the sunshine to which they were so unaccustomed, and finally, administered an exam. The squadron's green school program paid dividends right there.

While this was going on, other evaluators were testing the base's capability to contain a

(Continued on Page 6)



PASSENGERS TAKING service flights aboard the Canadian Forces new 707s will be pleasantly surprised when they board the aircraft for the first time. Unlike the Hercules and several other of Transport Command's luxurious aircraft, the 707 will be fitted with seats. In the picture above 437 Sqn. Trans. Tech., Cpl. Ria Adanac welcomes Master Corporal Jack Handel and his family into the first class passenger compartment reserved for Master Corporals, Pilots and their dependents on SF 101. (Boeing Photo)

## New Boeing jetliner nears service

The last of four Boeing 707 jetliners has been delivered to the Canadian Armed Forces. The versatile airplanes, originally built for commercial airline use, will serve as troop and staff transports, military cargo carriers and later as aerial refuelers.

The four 707-320C Intercontinental jets are at Renton Field, Washington, for painting and minor modification of instruments and other items. Final flyaway to Canada will be in April.

Built as convertible airplanes, the four have a 7 x 11-foot cargo door in the left forward fuselage, and in a few hours can be changed from a passenger interior to an all cargo interior complete with cargo handling system. Any of today's military or civilian cargo pallets can be handled. The airplane also can be used for aeromedical evacuation.

Inflight refueling capability for deployment of short range fighter and tactical aircraft will be added later.

Wing-tip pods containing a hinged boom and trailing hose and drogue are now in final design at Boeing. The company demonstrated such pods on its company-owned 707-320C to both Canadian and US Military forces last fall with inflight hookups to various types of fighters. Wing tank fuel

would be fed to fighters through the pods. Boeing, one of the pioneers in the aerial refueling field, is the world's leading producer of larger tanker aircraft.

Also included in the purchase are two "staff compartment" kits, each of which can be used to convert part of the forward section of an airplane to a staff work area.

Each of these kits includes eight first class seats, two work tables and two sofas which can be made into berths. This kit can be installed or removed in a short time.

The airplanes' convertibility to many different missions was a prime factor in the decision to buy, according to the Canadian Forces. The planes will replace turbo-prop Yukon aircraft.

A firm contract for the four planes was signed February 14, in Ottawa. The Canadian Government first announced the \$55.9 million (Canadian) order February 3. The price includes spares, ground support equipment, training, spare engines and ground maintenance support.

The 707s can be operated at twice the productivity rate of the Yukons because of their greater load carrying capability, higher speed and high degree of reliability.

As a Canadian Military transport, the 707 will be able to carry

up to 191 troops plus 10,000 pounds of military cargo about 4,500 miles nonstop. The airline versions of this airplane carry between 140 and 165 passengers in various combinations of economy and first class accommodations. Recently, however, the 707-320C has been certified to carry 215 passengers in an all-economy arrangement. Maximum ferry range of the 707 is more than 7,000 miles. As a cargo plane, it can carry more than 90,000 pounds more than 3,000 miles, or lesser amounts longer distances.

Ground and air crews have entered their third week of school at Boeing. One of the 707s will be used by the air crews for flight training at Boeing Field, Seattle, beginning the last week in March. Air crews will have completed five weeks of ground school and two weeks in simulator training. More than 300 ground crew and maintenance men will stage through two to three weeks' training on airframe systems and electrical systems, and some administrative personnel will have a one-week short course in understanding the airplane.

Lt. Col. Hugh Kerr, representing the Director, Aerospace Engineering Systems, Canadian Forces representative to oversee modifications, contract changes and act as liaison.

## PMQ RENTS RISE

Canadian Forces Headquarters have announced that the entire structure of charges for occupying DND married quarters has been reviewed in accordance with the policy established in 1968, requiring a review to be conducted every two years. A new scale of charges for married quarters has been approved by the Minister of National Defence, and Treasury Board to take effect April 1, 1970.

Basically, PMQ charges are determined by the weighted national average of market rental equivalents, as appraised by Central Mortgage and Housing Corporation. A maximum rent will be attained over the transitional period 1 Apr. 70 to 31 Mar. 72, and will depend on a newly established monthly charge for the particular type of married quarters occupied, and a maximum charge according to the rank of the occupant, whichever is lower. Charges for utilities are included in the new rent.

The increase in monthly rental charges to be applied on 1 Apr. 70 shall not exceed \$15.00 per month. Any remaining increase would be applied on 1 Apr. 71.

Some highlights of the new policy are as follows: (1) rent increases do not apply to low cost housing in Tyee Park; (2) charges for a member moving into married quarters subsequent

to 31 Mar. 70 will be at the rate prescribed for his rank, or the established monthly charge, whichever is lower; (3) if a member occupying married quarters is promoted, a rental increase will be applied, effective the date of promotion, except that the established monthly charge for the PMQ may not be exceeded;

and (4) the charge for married quarters shall not exceed 25 percent of the gross monthly pay of a member, subject to upward adjustment when pay is increased for any reason.

An information circular and WRO entry will be promulgated shortly to advise everyone of details.

## Mausoleum briefing

All servicemen, their dependents, retired servicemen and interested civilians will get an opportunity to learn about the proposed Hall of Aviation History/RCF Memorial which is to be built at CFB Trenton. The opportunity will knock on 31 March and 1 April four times a day in the base theatre. Briefing times are 0915, 1045, 1330 and 1515 both days.

The briefing team, which consists of Major K. A. T. Harper, who was an air traffic controller at CFB Comox until a couple of years ago, and MWO L. Tavnier, will bring with them a model of the proposed memorial and several sketches so that those attending the briefing will be able to see exactly what is planned. Each briefing will last for about 40 minutes, and will be followed by a question period. Perhaps the most important part of the briefing will be the explanation of the financing of

the memorial. It is currently estimated that the total cost of the memorial will be \$3,600,000. All of this must be raised through contributions from interested people. This presupposes an awful lot of interest.

According to a brochure published by the Memorial committee, no public money will be spent on the Memorial, but the Department of National Defence has agreed to take over the maintenance of the site once the Memorial is built. Additionally, the Department has ceded 35 acres of land to the Memorial so that a fitting park may be created around the monument.

In the Hall of History, the visitor will be able to identify individual squadrons and units. There will be a unique book of remembrance. The exhibits will be constantly changed so that those going for repeat visits will

(Continued on Page 7)



"WE'LL BE SORRY," say the members of the Tac-Eval team, as they untangle themselves from the luxurious seats in the posh executive transport, "we'll be sorry to see the comfortable Hercules replaced by the Spartan 707 depicted elsewhere on this page." Efficiency experts at CFHQ are currently looking into the containerization of personnel to speed loading of the Herky bird.

—A Mac photo

### TARGETS FOR TAC EVAL

## The useful enemy

What is one of the most important ingredients in a war? Something to fight against; an attacking force or enemy is urgently required if the thing is to work at all. In a Tac-Eval which is a sort of simulated war, there is a need for a simulated enemy, and this need is filled by 414 (EW) Squadron which is based at Uplands, Ont.

414 Squadron is equipped with the CF-100, an aircraft that for many years was the front-line of defence for Canadian airspace, doing much the same job that the Voodoo is doing now.

The CF-100s flown by 414 Squadron are greatly changed from the CF-100s that used to guard against intruders. Now, the CF-100 is an ECM (for Electronic Countermeasure) Intruder, testing the defences of the North American continent.

The radars that enabled the CF-100 to seek out and destroy enemy bombers have been removed, as have the rocket pods and armament computers. They have been replaced with sophisticated electronic equipment that enables the ECM operators (called Ravens) to effectively jam airborne and ground-based radars, and UHF voice transmissions. The addition of two chaff dispensers enables the raven to add dozens of targets to the air mass. This tends to confuse the aircraft.

The rocket pods that were removed from the wings have been replaced by two tip-tanks. These, coupled with an auxiliary tank in the fuselage, give the

ECM-equipped CF-100 an endurance of approximately five hours, sufficient time to numb even the hardest butt.

During the Tac-Eval, the CF-100s are employed solely against the airborne radars. They launch from Comox and proceed to their assigned target areas under the direction of 25th NORAD region, at McChord AFB, Tacoma, Wash. Upon arrival at their initial point, they commence their target run. During their run, they are in constant contact with a controller known as the fakes monitor, who tells the crews what is going on. This enables them to plan their ECM and evasive action for the greatest effect.

The tactics employed by 414 Squadron aircrews are those most likely to be employed by any attacking force. A great deal of planning goes into the target routes for Tac-Evals to ensure

that all aspects of the defence operation are thoroughly tested. For other types of NORAD exercises, the battle against airborne radars is but a small part of 414 Squadron's role. The equipment carried in the CF-100 enables the raven to jam the ground-radars which control the fighters. A gaggle of CF-100s jamming radar sites can produce a very interesting air battle indeed, and can induce a state of near-hysteria among battle commanders whose view of the air picture has suddenly gone "Zot."

The air defence network can only be kept up to date by continued, realistic testing. The CF-100s of 414 (EW) Squadron exist to provide the testing, and they exist to provide the training which fighter squadrons need to keep them combat-ready. They are a most useful enemy indeed, and best of all, they don't shoot back.

## Controllers part of Tac Eval

"Boom, boom, zorch," says the Voodoo, and it is gone. But as it disappears from sight here at CFB Comox, it appears on the scopes of intercept directors at the control centre of 25th NORAD region at McChord AFB, Tacoma, Wash. When it appears on the scope, the intercept director picks up his microphone and says, "Nighthawk One, this is Seeing Eye, radar contact." Another intercept mission is underway.

During this week's Tactical Evaluation of 409 Squadron and CFB Comox, the teamwork between the squadron and the control centre will be exceptionally close. No fighter squadron can be better than its control centre, and much of the success of the Tac-Eval depends on the efforts of the ground controllers at region headquarters. The controllers must position the fighters so that the fighters'

radar can pick up the incoming attackers, and they must do it quickly for it is quite possible that the intruders will be simulated to be armed with air-to-surface missiles which can be launched several hundred miles from their target. But as the controllers move to meet this threat, they must ensure that they keep sufficient reserves for subsequent waves of targets.

As the exercise progresses, the Tac-Eval team feeds simulated battle damage into the picture. Controllers are denied access to this or that communications facility. Eventually, they are simulated to be out of the picture altogether, and the fighters are left on their own.

But not really. Tac-Eval is only an exercise. Other airplanes are using the airspace. The controllers must at all times ensure that all exercise aircraft, targets and fighters, are kept well clear of any other airborne traffic. Airline passengers are not enamored with sudden, close-up views of either CF-100s or CF-101s. Therefore, the controllers ensure that they never get them.

The relationship between an interceptor squadron and its controllers is always close, but it is especially so during Tac-Eval week. The controllers take elaborate pains to make their set-ups just a little better than usual, just as they would do if it was the real thing. The controlling team plays a vital part in Tac-Evals. The base and the squadron might get all the glory, but some of the credit belongs to the control agency which got the fighters and the targets in the same air mass most of the time.

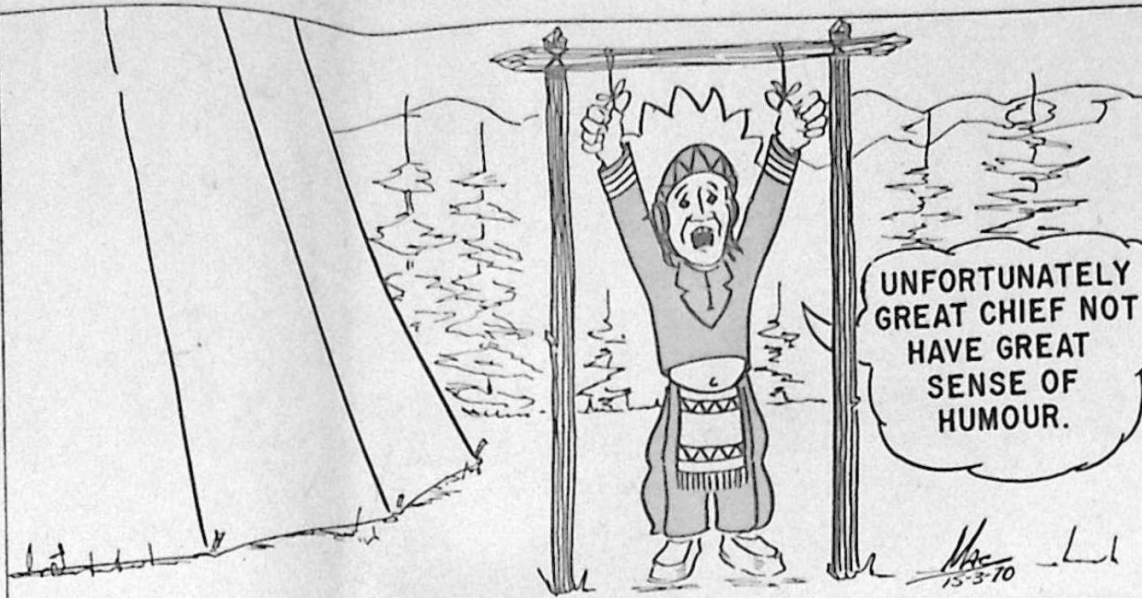


"AND IF General Lipton here had thought to pay the light bill, this scope would be lit up," says Captain John Marshall to Governor-General Roland Michener. The three men are examining a SAGE controller's scope, similar to the ones used at McChord AFB to control 409 Nighthawks during Tac-Evals and normal daily training.



## UNISKINS by mag

HI THERE, ME LITTLE CHIEF DEMENTED DINOSAUR. ME INVENTOR OF THE MASTER CORPORAL. ACTUALLY I DID IT AS A JOKE. NOW ME TAKE NEW PLAN TO GREAT CHIEF.



## NIGHTHAWK'S NEST

What could be more appropriate on St. Patrick's Day at the escadrille than to have St. Pat and his approximately 3,000 henchmen show up for a wee spot of Tac-Eval. Whether their purpose was to exercise the squadron or to exorcise the snakes was never quite clear, but it was fun trying to sort out the difference. Included among the visiting gaggle were such notable Nighthawk alumni as the Grey Fox himself, Fearless Fisherman Brittain, Par-buster Sherman, and genial man-about-town Mike Marsh. The golf courses and fishing streams, so we understand, have also undergone a fast ORI and been found satisfactory.

On the same day, the regiment extended a sincere welcome home to world travellers Ernie Poole and Lynn Wagar, whose account of their odyssey betwixt here and Sardinia would warm the hearts of any AMU operator. Phineas Fogg, apparently, had it much easier when he orbited the world in 80 days, as he had no AMUs to contend with.

This weekend the squadron is throwing a quiet little post-Tac-Eval dinner that should be one of the highlights of the winter social season. The survivors of this will gather in the arena next Monday for the annual pilot-nav

hockey game, which will be the highlight of the spring social season.

The squadron has gone to great expense for the shiny match. Included on the nav team are such stars of yesteryear as Steamboat Sterne, who uses his ankles for skate blades; Dropout Dunda, who figures that skates come with training wheels; and Krusher Kinney, the man who invented the hook-slide into centre, or any other patch of ice that he happened to be standing on.

The pilots have their own threats. Who can forget Skittering Skinner, the man who invented the 45 degree list? Or Reverse Hammond, who thought up the brilliant strategy of putting his socks on backwards so that opposing defencemen would not know which way he was going? Truly, the game promises to be a clash of titans.

At half-time the wives will compete in a broomball game, and this too is a rare entertainment spectacular. No one is allowed to miss this evening.

For Captain and Mrs. Twig, it will be the last hockey and broomball game for quite a while. For about three years, to be exact, because Gary has been transferred to Craig AFB, Ala., where he will spend the next three years teaching young you-alls

the finer points of herding air-planes around the sky.

It will also be the last hockey game for the Bland's, as Bill has been transferred to AETE at Ottawa, where he will be able to skate to work every day except for July and August.

Erwin the Nomad Sippert is moving again, which is what he does instead of paying rent. The landlords must be getting craftier though, as we notice that Erwin has had to grow a moustache as a disguise. Erwin is moving into Ed Goski's house, as Ed is heading for pilot training and an eventual slot on an Argus squadron.

Chatterbox Clark will be moving into CAC, which ought to make for some pretty quiet briefings. He is alleged to have a voice, but no one can recall having heard it lately.

And finally, the squadron owes Gy Sullivan and Doug Munro a vote of thanks for their superb ground school program which enabled the squadron to pass the Tac-Eval exam with a 95 per cent average. It just goes to prove that there must be something to this learning while you sleep theory after all.

Rumour of the Week: Callshot has been cancelled.

AN ODE TO WHITEY

Through the air the puck did soar Whitey knew he's made a score "That goal don't count," the referee called Poor Whitey blanched, and then he bawled.



THIS MOST unwar like looking vessel is the Pride of the Nanoose Bay home fleet. It is 172 feet long and is capable of firing several calibers of torpedoes and also of retrieving lost floaters, sinkers and stray Sonobuoys. — A Macphoto

## Sensed subs. - sank same

"Never had weather like this before they built that underwater testing range at Ranch Point" or "It's a secret ICBM base" are typical examples of the kind of rumours that are bound to circulate when the general public doesn't know the facts. To combat such rumors, Major Ed Alexander, C.O. of the Canadian Forces Underwater Testing Range at Ranch Point on Nanoose Bay, invited members of the press to tour the range. Using a little skull-duggery the Totem Times managed to get itself invited too.

At Ranch Point there is a small concrete hangar-like building that houses a work shop, miscellaneous coke machines and a commissioner whose main purpose in life is to discourage visitors. Today, however, we were welcomed with open arms, given a pass and met by the Range Officer, Captain John Fyfe.

Along side the wharf were several unwarlike ships of different shapes and sizes. One was a 185-foot torpedo firing craft that certainly didn't look like a torpedo boat at all. Closer examination revealed, however, that there were indeed several torpedo tubes sticking out from various parts of the ship. Also there were several deep diving devices on board. There was a 72-foot torpedo retrieving ship and a smaller retriever that had a ramp in its stern that made it look as though it was built for taking whales aboard. (Maybe the Sea Element boys are doing a little moonlighting).

As we waited for the rest of the press party to arrive we watched the small retriever unload some torpedoes that had already been fired onto the wharf. Captain Fyfe explained that these would now go to the workshop to be cleaned and returned to service. New torpedoes just arrived from the factory were being loaded onto the firing ship and we were assured of two things. One, these torpedoes do not have warheads on them until they go into service, and two, we would be able to witness some firings that afternoon.

When the last of the press

party arrived we boarded an Air Force Type crash boat and went to the main part or nerve center of the range, which is the Computer centre located on Winchelsea Island.

The testing range, which is located just off the island is ideally suited for its purpose. It is an underwater trench roughly 1400 feet deep and is two miles wide by 14 miles long. It is close to a city, good harbour and is in territorial waters. Therefore, it is out of sight of the prying eyes of foreign fishing trawlers and submarines.

In 1965 when the joint Canadian and US 10-year agreement was made, work began on the range. During the first year of activities two underwater sensing towers were installed just off the original base on Belenah Island. The following year the remaining dozen towers were installed and connected by cable to the computer center on Winchelsea Island. This was no casual diving feat. Dropping the mammoth towers in the water and getting them to settle exactly where they were supposed to settle was a marine accomplishment of the first

magnitude. Once the underwater network was completed it was theoretically possible to throw a cold fish overboard on the range and tell exactly what depth and where it was at any given moment.

As we watched an actual test of a torpedo we wondered if any submarine crew would ever be allowed to watch the same performance. While our minds boggled at the thought of anyone deliberately boarding a ship that was known to be deliberately sunk several times during a cruise, we could not help wonder if the performance going on at that moment wouldn't scare hell out of any under-water sailor.

Captain Fyfe led us to a vertical version of a Link Trainer course plotter and explained that roughly one out of four torpedoes produced in the U.S. and in use by both the American and Canadian armed forces was chosen to come to Nanoose Bay and be fired on the range. The purpose of the firing was to monitor the performance of current production models. In every case all Torpedoes were either satis-

Continued on page 3

## The Red Knight

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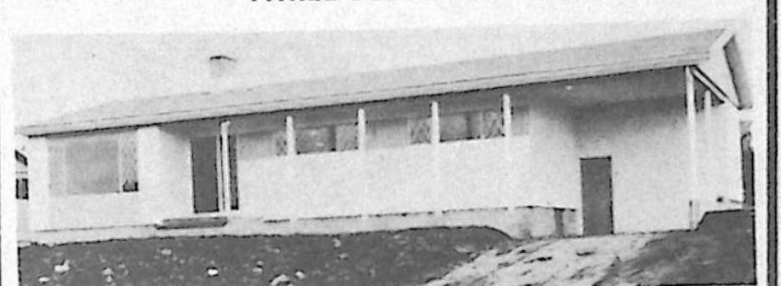
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## DEMON DOINS

Maj. Dunbar's travelling ASW show has returned to Comox. After nine days and in some cases longer the aircrews and ground support team came back for a well deserved rest. It was certainly a change to have something other than chili for dinner. The three aircrews returned last Tuesday and the ground team came a few days later. The first major Demon exercise of the 70's had been completed. Again the expertise of the squadron shone forth as we flew a very effective mission against an aggressor submerged force. This year we did not score any kills on surface forces but that was due mainly to the fact that the umpire wouldn't allow us to go down. It seems that our reputation for a fast solution to an ASW problem preceded us. In appreciation for our efforts the Demon detachment received a commendation and job well done from RADM Gillette, the commander of the surface forces involved.

Now that all the birds are home to roost for a few weeks we are faced without our old nemesis Tac Eval. Fortunately for this year the Demons are tied up with other operations so our player part is in a minor role. Even so we will have a chance to sample some of the culinary delights put out by the station food services personnel. One can only wonder at what pleasant delight will await us as we gather in our cosy but smelly shelters. Will it be Cudgel Stew or southern fried Rooster? Whatever it may be it will certainly beat the bread and butter skit of times past.

With the up and coming visit by Adm Porter the BCPO will undoubtedly receive a number of grievances from the cleaners in seven hangar. The Demon CO has decreed that the meeting place of the aircrews and the groundcrews shall be spotless for the annual inspection. He will come around later on in the week to ensure that old flying socks and broken wrenches have

found an unobtrusive resting place that not even an Admiral could find.

The Admiral's inspection will come to pass on the first Friday in April. His visit will coincide with the Demon Drill Competition. For those of you who wonder what the DDC is we will go briefly over the rules. It is not an annual or even semi-annual event because the competition date is decided by a whim. Once the whim has been initiated those who are left without any annual leave become the players in the event. The contestants will march for the Admiral and if he can contain himself a winner will be chosen. For those of you who glory in the pomp and pageantry of a military parade this will be one day you will not want to miss.

In the past weeks we have seen a number of our people getting ready to leave the squadron. Last Friday saw a trio of Demons at the mess dinner. Maj. Hoover and Capt's Parker and Enson were wished farewell by the base commander and brother officers. Maj. Hoover has left the Demons already and the others will leave in the near future.

At the monster TGIF scheduled for March 26 we will be passing mags to five of the departing Demons. They are Capt's Petclere, Parker, Lemm, Enson and Fisher. Let's make a point of making this one event that we won't miss.

Congratulations to WO W.J. Sommen on his recent promotion. It goes to show that the flight engineers are not really completely forgotten, only sometimes. With the little gem about impending promotions to the Maj. rank prepare for a night at the mess after the list comes out. Who knows they may have a career plan for Naves and ROs yet. Speaking of career plans don't forget that the career managers will be in the local area next week. So get your sob stories ready and try for that really good posting.



"EAT YOUR HEARTS OUT" Cheers C. E. Workman, Mr. Joe Milburn as he waves his hat in a friendly gesture to our poor suffering countrymen in Eastern Canada. Mr. Milburn was among the first of his team to drive his lawn mower onto the grass and begin this years grass cutting mowathon.

## Exec-O retires

On his retirement from active service Maj. H. C. (Ted) Hoover attended a mess dinner given in his honor. Maj. Hoover leaves the CAF after twenty-seven years of service.

He initially joined the RCAF in June of 1941 with the exalted rank of AC2. After completing flight training he became a Sgt. pilot. As the war progressed he became a commissioned F/L instructor in Bomber Command. During the course of events he won the DFC with Bar and was mentioned in dispatches.

At the end of the war he left the service to attend the school of chemistry at the University of Sask. In 1947 he joined the RAF as a pilot. He again became an instructor in Bomber Command and flew Lincoln, Balliol, Prentice, Harvard and

Meteor aircraft. In 1952 he re-joined the RCAF where he began his career as an instructor on Harvard's. His positions with the FTS and FIS took him to Gimli and Moose Jaw. From the flying schools he travelled to the RU in Toronto for a three year stay. Having made his mark in the recruiting organization he was next transferred to the SO Recruiting in AFHQ.

Maj. Hoover came to Comox in April 1964 where he took up piloting duties once again. This time with the practice flight on 121KU Sqn. After a short year and a half which included a promotion to S/L he came to his job as ExO of 407 (VP) Squadron. In this capacity he served until retirement. Maj. Hoover and his family hope to settle in the Prince Rupert area.

## Sensed sub.

(Continued from page 2) factory in all parameters of where there were faults, the faults were rectified and the torpedo put into service.

During a test firing Captain Fyfe turned his computer on and activated the fourteen sensing towers. Next he located the firing ship and the target ship on the plotter. The target ship then lowered an electronic underwater target. Then the firing ship fired the torpedo. As soon as the fire order was heard, the plotter began to move with eerie certainty. As we watched, one pen began to record the torpedo's depth, which quickly ran to 400 feet. The other pen recorded the course. The torpedo did a complete circle as soon as it left the ship, then sensing the target, made a bee-line for it. Captain Fyfe allowed the torpedo to run about a mile then ordered the target ship to turn the target off. As soon as this was done the torpedo began an immediate search for the lost target and made a 360 degree turn. Captain Fyfe explained that now the torpedo was asking itself several questions and giving itself intelligent answers. After losing the



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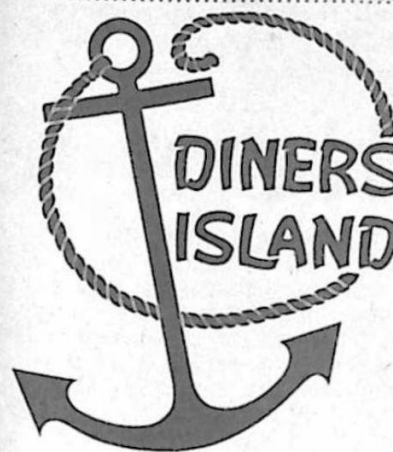
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## 407 drops 90 years in 90 days

By CWO BOB PARKER

With the retirement of Capt "Jack" Parker, CWO "Sag" Sagadore and MWO "Smokey" Pegden this squadron's loss amounts to over 90 years of aircraft technical experience. A cross of the careers of these three honourable gentlemen indicates all were early World War II volunteers, all went through the AC2 "standard" entry routine, all suffered the pangs of the old "C", "B" and "A" group oral and practical trade tests, all served as Junior and Senior NCOs and all attained the mighty height of "Wartossers".

CAPTAIN PARKER, worked so hard at "WEE" flight in Edmonton, then struggled through the Korean Problem with 426 "T" Sqn. at McChord AFB, then lent a hand with the engineering at Claresholm on Post war flying training with such diligence that the "head-shed" in Ottawa finally granted him the Queens Commission in 1957. After this elevation to the "flat hat group" he was posted to 407 to take charge of the aircraft servicing line, thence he moved to Maritime Command HQ to help engineer solutions to the Argus problems only to return to the Comox Valley to finish off his career as AMCRO and "technical brain" to the Sqn. Sr. Technical Officer.

MWO PEGDEN, enlisted as soon as Hitler picked up the Cudgel, Smokey fought the war both in Canada and overseas. When he had the war in Europe well under control he came home to energize such maintenance organizations as RCAF Chat-



CAPTAIN J. G. PARKER  
407 Sqn. AMCRO



CWO M. G. SAGADORE  
CWO i/c 407 Servicing line



MWO P. PEGDEN  
MWO 407 Repair line

ham, Halifax and Maritime Command Dakota flight and finally out to Comox to patch up Nepetunes and clean up the Argus problem.

CWO SAGADORE, spent the war years mainly as an AID inspector trying to teach the civvie population to build war-

time aircraft that would stay together and fly right. Post war he held out in Repair Depots, Air Division, Greenwood and finally to Comox and the Comox Valley.

The departure of these good friends will make a "fair scar" across the face of 407 Technical

sections but it is the sincere hope of all 407 crews that each will go forth into the "civvie" world and achieve the enjoyment and happiness they so rightly deserve.



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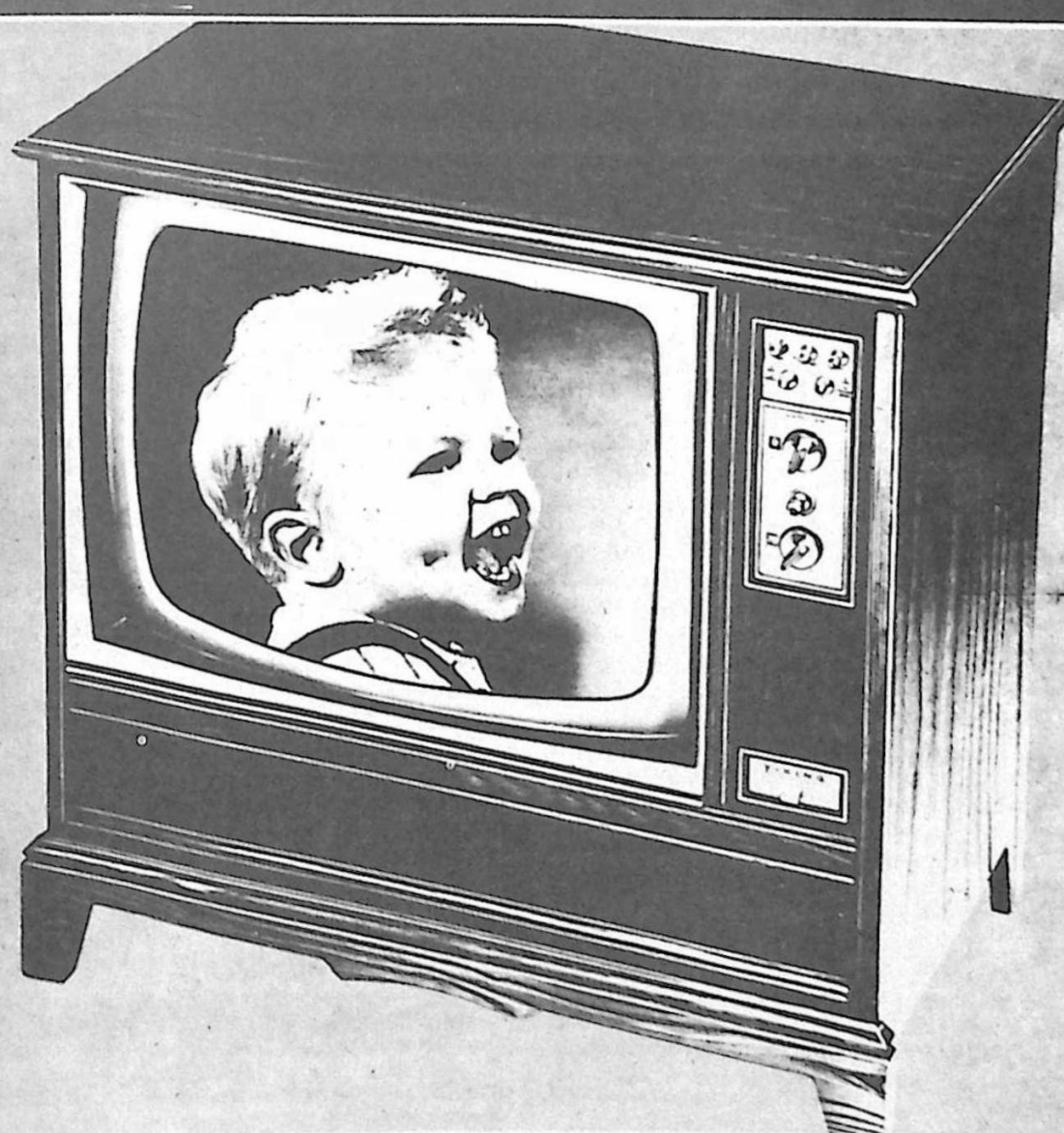


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## UNISKINS by mac

HI THERE, ME LITTLE CHIEF DEMENTED DINOSAUR. ME INVENTOR OF THE MASTER CORPORAL. ACTUALLY I DID IT AS A JOKE. NOW ME TAKE NEW PLAN TO GREAT CHIEF.



Sorry Captain, this is all that's left. The tourists from Eastern Canada have eaten everything in the place. They even cleaned out the Cudgel Stew.

## Write me an epitaph

Every man strives in some way for immortality. Since the beginning of time he has wanted sons to keep his name alive. He has written books and built monuments to ensure that he is remembered when his span of years is ended. This wish is essentially selfish, and uniquely human.

Organizations are perhaps more often immortalized than individuals, this by creating foundations or institutions which carry a particular name. There is a movement in Canada now to build a memorial to the RCAF, that force which lost the id of its identity at midnight on 31 Jan. '68. It was not killed in a great and glorious battle. It was not killed defending to the death the Canadian nation. It was killed by the slash of a pen, and it yielded up the ghost without a murmur. It died before its forty-fourth birthday, and its quiet demise was entirely out of keeping with its boisterous and glorious life. And now a tombstone is to be erected to try to recapture the vibrant spirit that once belonged to the RCAF.

As every action has an equal and opposite reaction, so every effort and every movement meets with resistance in a variety of forms. The promoters of The Hall of Canadian Aviation History and RCAF Memorial have their supporters and their critics. Unfortunately for the project the critics seem to greatly outnumber the supporters, but then it is always so much easier to tear down than to build up, to criticize and point out imperfections rather than to note the overall merit.

Is Canada really the only developed country without an Air Force? There are those who argue that the Canadian Air Force is not dead and that a memorial to a living organization would be an incongruity. They argue that an administrative change effected by a stroke of a pen could no more change the Air Force than a new green uniform could change the light blue colour of an airman's soul.

There are some who argue that no matter how often the promoters of the edifice describe it as a living memorial, it will still more closely resemble a tombstone than a living thing. These people say that the \$3,600,000 could more usefully be spent on a scholarship fund for education, or a "burns" hospital for servicemen, or an orphanage for the orphans of servicemen. Of course, we already have scholarship funds, hospitals, and orphanages; we do not have an RCAF memorial.

There are many who oppose the selection of Trenton as the site for the RCAF memorial. They argue that since the RCAF was a Canadian organization, the tribute to its memory should be erected at Ottawa. Also, since Rockcliffe already has the Air Museum, the RCAF Memorial would be a fitting addition at that site. Also, that location would have allowed a soaring structure that would more adequately typify the vibrant, living spirit once possessed by the RCAF. It would certainly seem that more visitors might be expected at an Ottawa site than at Trenton. But then who's to say that a memorial is made more glorious by longer lines of visitors at its entrance?

The most overwhelming impression that one gets from discussing the memorial with the rank and file of the air element is one of monumental indifference. Among those few who are not entirely indifferent, the opponents are far more vociferous than the proponents.

Perhaps the staunchest supporters of the project are the airman who fought in two World Wars and the Korean War, as well as those who were later successful in the peacetime RCAF. Certainly these are the people who have the most legitimate claim to glory and the building of a memorial would enhance and draw attention to that glory. It is a selfish ambition, but certainly an understandable and human one.

As for the apathetic airman, it is up to the promoters of the project to sell them on the idea of an RCAF memorial. Define the aims in more down-to-earth, tangible form. Relate the advantages to the needs and desires of all airman, past and present. Nebulous terms and high flown phrases will seldom be enough to get a pragmatic airman to reach into his pocket for a donation. Who needs it? And why? Is it enough to say we all need it — to preserve an important part of our heritage? We were the RCAF. Never let it be said that we lived in emptiness or that we died in vain.

One thing is certain — that the RCAF Memorial cannot be built unless there is a great deal of co-operation from a great many people. There are not enough surviving heroes to bear the full cost of it. When memorial funds are solicited, each man will have to make his own decision, and those who do not assist toward the creation will have no right to worship at the shrine.

Perhaps a few thousands of years from now, when archaeologists are probing the ruins to determine the purpose of the ancient structure, they will open the crypt and discover a tightly wrapped and mummified object — the captured spirit of the airman — a little dusty, perhaps, but almost as good as new.

## 409 says thank you

During the past week, 409 Squadron and CFB Comox has undergone the annual Tactical Evaluation. The evaluation is the biggest exercise of the year for the air defence works.

Inevitably, the preparations for the exercise have meant a great deal of hard work for many people not directly connected with 409 Squadron. Many people have worked a great deal of overtime so that the evaluation might be a success.

To all of those who contributed so much to make the evaluation a success, 409 Squadron says a heartfelt, "Thank You." It might not be as spendable as overtime pay, but it's sincere.

## Letters to the Editor

Honorable Editor:

Are reading with great interest story in recent issue "Totem Times" which say Bonnie look bonnie for visit by CDS.

Can explain please? Why paint like new just before you junk old junk? Paint wrong shade for glorious life. And now a tombstone is to be erected to try to recapture the vibrant spirit that once belonged to the RCAF.

Yours Inscrutably,  
Peking Tom

Dear Sir:

Suggested reply to letter to editor of your last issue concerning proposed PMQ rental increase:

While the Base Housing Officer is sympathetic to the views expressed by the PMQ resident in his letter to the editor, the policy governing the charges for married quarters was established in 1965. The policy requires review, and adjustment if warranted, of the scale of charges to be effective 1 April 1970; and again at intervals of two years thereafter.

The policy whereby the monthly charge for occupancy of married quarters are determined is based on an appraisal review of the monthly market rentals of married quarters conducted by Central Mortgage and Housing Corporation; and a survey of the national average value of services. CFHQ has evaluated the CMHC reports, and national average rental charges have been established for all types of married quarters based on the current appraisal market values.

Since no further details or instructions have been received to date from CFHQ, it is assumed that the DND submission to increase PMQ rental charges effective 1 April 1970 is still under consideration by the Treasury Board.

A. D. Lockhart  
Capt. BHOUSO 212

Dear Sir:

It was of course with interest that I read a letter in your last issue, raising some questions about the medical care provided at CFB Comox. Also, if I understand correctly, the writer felt that since he paid the same rate as a civilian for his Health Insurance, why could he not take advantage of Civilian Medical Care. The answer to the latter is I understand from Base Administration is, that effective 1 May rates will be lower for Military Personnel as regards their Family Medical Insurance. I will deal therefore solely with the medical care provided at this base. The writer of the last letter to the editor, if my interpretations were correct, was chagrined because he was seen at Sick Parade by medical personnel who were not M.D.s and who were not wearing Air Force uniforms. In the following I will attempt to explain why this is so not only at CFB Comox but many other areas of the Canadian Forces and not only for the writer of the recent letter but for all personnel on this base who have been examined and treated by Nurses and Medical Assistants. I feel it also behooves me to establish that in so being examined and treated you as members of the Canadian Forces collectively receive a higher standard of medical care.

In order to answer the above posed questions adequately I feel we must first establish the function of the hospital and its personnel on this base. The hospital's primary role must be the support of the operational role carried out by the Squadrons on the base, which in turn contributes to the Operational Role of the Canadian Forces. This of course generates the next question. How can the hospital best provide this support role with the resources it has?

The hospital is made up of Medical Assistants, Specialist Technicians, Nurses, Pharmacist and Medical Officers with a supporting Orderly Room staff. Their jobs in the support role are many, only one of which is the maintenance of the more immediate health needs through Sick Parade. The Base Surgeon's task, therefore, as far as Sick Parade is concerned, is to make the best use of the talents and the training of his personnel in order that patients seen on Sick Parade are dealt with quickly and efficiently but with the highest standard of medical care possible within his resources. It would, however, be foolish of the Base Surgeon as a Manager of the Treatment Team to place such priority on minor injuries, colds, sore throats and minor aches and pains that he would compromise other important support roles, i.e. Crash Response, Nuclear Accident Response, Emergency Defence Procedures, Flight Surgeon Response, Air Evacuation. Routine medical examinations, public health etc.

Once the priority of Sick Parade is established within the overall support role of the Hospital, priorities must be established within Sick Parade in order to place the most amount of time and concentration on patients who need that type of attention most.

Once again, it would be a foolish physician who efficiently told 20 patients with "colds" that he could not cure them while in the meantime the man in the waiting room ruptured his appendix. How do you avoid this type of situation when on Monday a.m. there are forty people on Sick Parade and two M.O.s to see them. Fortunately in the Canadian Forces Medical Services there are highly trained and motivated personnel whose specific duties are laid down both by the Surgeon General and their Training Syllabus are to screen Sick Parade. They observe and describe, look for signs and symptoms and most important discern normal from abnormal. In other words they are extensions of the Medical Officer, sorting the more serious from the less serious, treating the less serious under the supervision of a Medical Officer, i.e. the MO must sign the prescription, and in the more serious eliciting information for the Medical Officer so that he may more quickly and efficiently arrive at a Regimen of Treatment.

The practice of screening at CFB Comox was instituted in January of this year. This was because personnel were posted to this base who had the background and experience to carry out this duty. The benefits are obvious.

1) Sick Parade assumes the priority it should on an Operational Base.

2) The Medical Officer has more time to concentrate on the illnesses which require that concentration.

3) The Medical Assistant screening Sick Parade acquires the valuable and continuing experience of exercising judgement under supervision which is so important when he is placed in a situation of independent duty whether it be on board ship or a radar site, or on the battle field. This exercising of judgement of the Medical Assistant high standard of competence becomes very important to all servicemen if they also are stationed in an area where their only medical care is a Medical Assistant.

In concluding I hope that I have given some insight as to our philosophy of operation at the Base Hospital and why I feel it is advantageous to have a screening procedure. I have not dealt with the aspects of Army Medals, Navy Medals etc. as we in the Canadian Forces Medical Services have been integrated for a very long time (Jan. 1959). I am far more interested in the competence and ability of the man than I am in the color of his uniform.

R. F. Thatcher  
Major Base Surgeon

Dear Sir:-

As the eve of my departure back to the mainland, (I prefer to say "Mainland", rather than CFB Cold Lake), draws nearer, I can't help but reminisce over the past three years that was my life here in Comox.

One of the first objective statements I overheard upon arriving here was that, "there's nothing to do, i.e. no girls, no where to go, etc." Three years later, I find myself quite despondent and reluctant to leave.

After gleaning all factors that have contributed to my enjoyable stay here, I can safely say that the major one has been my association with the people I have met here, both Service and Non-Service. It is to you all that I take this opportunity to say "thank you", and wish you all the best in your future endeavours.

Good-bye and God Bless.  
Jay Elton.

SIR:-

Can the Military Police not be trusted to handle money?

Why must we spend 15 minutes or more getting to the Guardhouse and filling in automobile registration papers, then waste at least 10 minutes getting to the BX where we obtain the decals?

In the interest of efficiency, would it not be more realistic to have the MP's hand out the decals and relieve us of our 30 cents?

Perhaps the people who run the system could think about this.

E.D. Standish,  
WO

Dear Sir:-

With regard to your feature of the demise of the Auto Club (some refer to it as the grand opening of the new Service Station) and Canex in general, I was under the impression this organization was for the benefit of service personnel. You no longer have facilities to change your own tires (it will cost 75 cents a tire) no oil changes or grease jobs can be carried out on Service Station facilities by other than employees and only after paying those. Perhaps your reporters could search out the inside story on the great savings we are getting from Canex like the mark up on gasoline (2 1/2 cents a gallon) making several downtown stations cheaper. Station Chilliwack can sell their gasoline at 45 cents per gallon for number one grade. That makes transportation cost five cents a gallon for a hundred miles.

The opening was sure great, the poor swabs that work at the place didn't get a chance to pump the first tank, imports more proficient, were used. What would they have used had they over filled an eraser? However, the place is well managed. It has two full time civilian managers to oversee the huge operation.

Canex bulletins recently issued told servicemen to cease forthwith using Canex prices as a bargaining lever in local stores. When we get the one saying don't use the local prices in Canex? There is one case I know of that the Corporal did barter with Canex because of a local sale on a large furniture piece. The order was supposedly sent in but he was later informed of its cancellation due to lack of merchandise. He subsequently went to Vancouver to the wholesale outlet for the manufacturer. Here he discovered not only was his model in full production but also that it had never been out of stock.

What was the holdup Canex, not enough profit? After Canex comes the poor serviceman. Maybe we should try the Dodge boys, they may have a better idea.

Name withheld to protect the Guilty.

Dear Sir:

The CDS stated in a letter to the Totem Times that the service policy of keeping the contents of an individual's PER a deep dark secret will not change. So be it.

Let us then adopt a policy whereby a person can review his career and career potential every so often; once every five years would suffice. He should then be given an honest appraisal of his strengths, his weaknesses and his opportunities for further advancement.

As it stands at the present time the vast majority of Service personnel are lulled by false hopes and overactive imaginations into thinking that they are progressing, or are about to progress in a most acceptable and rewarding fashion. This euphoric state of mind is brought on for the most part by assessors who fall into two broad categories: those who never tell their subordinates anything, and those who consider a few mouthed platitudes as adequate counseling.

Many apologies to those supervisors with the wisdom and the guts to assess fairly and counsel honestly.

The benefits of informing an individual of how his career is progressing should be self-evident. Conjecture and wishful thinking are eliminated. Faults can be corrected and good points can be strengthened. The ambitious soul with limited potential in the Service can seek other employment instead of frustrating himself, and the 'It's all pensionable time' type can contemplate C.R.A.

K. D. Munro Captain

Dear Sir:

I read your paper with interest, particularly when it is the only reading material at hand. Although generally I think your judgment and taste are superb, I think you could improve your planning at Tac Eval time. I have just spent four hours in a musty old fallout shelter while simulated roentgens were falling outside, and had to simulate reading material to keep my mind engaged. Now, if you had been thinking clearly about a week ago, you could have produced your rag a few days earlier and guaranteed a massive captive readership — at least for four hours or so. How about shaping up for next year, and giving us all a break?

## Haven't got a thing to wear

The latest issue of WROs announced, with suitable fanfare, that CFB Comox would switch over to summer uniforms effective May 4, 1970. For some people, this will pose a considerable problem. Why is this?

It is because last year, when summer was officially declared over and everyone was ordered back into blues, many people discarded their old summer uniforms, which had finally worn out. They discarded them on the strength of the policy which said that CFB Comox would be issued with green uniforms in September 1969. Even when that date was slipped to December, then to February, and then to March, these people felt no pangs of impending disaster. The new uniforms would certainly be here by the time summer uniforms became de rigueur again, so what was the problem?

Well, the problem was a fast switch in policy. Instead of being near the top of the list for green suits, CFB Comox was unceremoniously set back for a year or so. Suddenly, those airman who had been relying on having green uniforms for this summer were caught with their pants down, or in the garbage dump, or somewhere.

Their problem is now what to wear this summer. The unctuous advice coming from CFHQ is that personnel shall maintain their kits in such fashion as to enable them to appear properly dressed at any place at any time. This is followed by statements that clothing allowances are figured into pay scales and that no hardship should be wreaked, and etc and so forth.

All of this is small consolation to the airman who may have to buy a new uniform this summer, and wear it for only this summer. When he discarded his time expired summer suit, the policy was that he would have a new uniform in time for the summer. Now, the policy is changed and the airman is faced with additional and needless expense.

A number of solutions to this problem suggest themselves almost automatically. The first is that CFHQ could authorize the sale of the current #6 uniform at greatly reduced prices. There must be many of these uniforms still decorating supply depots across the nation, awaiting their eventual handover to Crown Assets Disposal and there is no reason why they cannot be made available to servicemen for, say, one third or one half the price.

A second solution is that airman who no longer have presentable #6 uniforms be allowed to order the new green uniforms from supply. This might further unhinge the schedule which has been set for base changeovers, but the schedule has been revised so often now that a few more changes won't really matter.

The third solution which could be employed during this interim period is that people who do not have an acceptable summer uniform be allowed to wear civilian clothes of an acceptable standard to work. Such a policy has been in effect at CFHQ for years, and it could be used as a short-term expedient at bases.

For officers, of course, the problem does not exist. Officers can order their green uniforms from Canex, collect their conversion grant, and a mere six or eight months later, take delivery of their new uniform. It is all very fast and efficient.

But the airman who last fall discarded his summer uniform has a very definite problem, and that problem is not of his making. He is being put to additional expense by faulty planning, and that shouldn't be. Some consideration must be given to solving this problem soon, so that on May 4 he won't be standing in front of his closet, complaining that he "he hasn't got a thing to wear."

## Hansard highlights

Friday, March 6, 1970. Page 4467

PROPOSED RENT INCREASE FOR PERMANENT MARRIED QUARTERS

Hon. Marcel Lambert (Edmonton West): Mr. Speaker, I wish to direct a question to the Minister of National Defence. In keeping with other government agencies and departments that have withdrawn projected increases in fees, rentals, and so forth, is the Department of National Defence considering the withdrawal of the proposed rental increase for permanent married quarters, projected for April 1 next?

Hon. Leo Cadieux (Minister of National Defence): Mr. Speaker, we have delayed actually implementing a decision that had been taken some time ago on the advice of the Treasury Board. We are trying to comply with some kind of national average in this case. I think the decision to increase the rent was taken before January 1, and the roll-back applies to decisions taken on or after January 1.

Mr. Lambert (Edmonton West): A supplementary question. Perhaps the minister can reconcile his statement with the government's decision to withdraw the airlines ticket tax which was originally announced in the last budget —

Mr. Speaker: Order, please. I would not think this is a proper question. The hon. member for Oxford.

Monday, March 9, 1970. Page 4517

SEARCH AND RESCUE — DISTRESS AIR INCIDENTS Question No. 1,208 — Mr. Korchnski:

1/ In each of the past two years, how many planes have made forced landings?

2/ Of this number, how many have been lost where searches have been conducted?

3/ What is the total estimated cost of the searches that were involved?

4/ In what provinces or territories were these searches conducted?

Hon. Leo Cadieux (Minister of National Defence): 1 and 2. Forced landings are defined as aircraft landings which for any reason occur away from planned

## Canadian council for fair taxation

The Canadian Council for Fair Taxation now has members throughout British Columbia and applications for membership are arriving daily at the Council's Vancouver office.

"Public response to our campaign has been tremendous and most encouraging," says Cam Carmichael, Membership Manager for British Columbia. "It is obvious from the number of enquiries we receive that there is widespread concern over the White Paper tax proposals."

A chapter of the Council has been established in Victoria and it is anticipated that other chapters will be formed in the near future. Well-attended public meetings in Campbell River, Powell River, Sechart and Chilliwack have been followed by a large number of membership applications. A public meeting is to be held shortly in Hope and similar arrangements are being made for other B.C. centres.

The Council plans a public rally for Vancouver as soon as it is possible to secure proper publicity. It is expected that Mr. John Bulloch of Toronto, General Secretary of the Council, will attend the meeting which will be along the lines of the successful Toronto rally attended by 3,000 taxpayers early in February. In the meantime, Mr. Carmichael has been addressing a number of business, professional and trade groups in the Greater Vancouver area.

In addition to speaking directly to taxpayers, the council is urging all citizens concerned by the implications of the government's tax reform proposals to write their Members of Parliament. "We believe that this will be most effective in making our elected representatives aware of how widespread is the opposition to the government's tax proposals," Mr. Carmichael says.

As well as his duties in British Columbia, Mr. Carmichael is assisting in organization of the Council's activities in Calgary and Edmonton. In the Yukon, a group of interested citizens in Whitehorse is actively enlisting the support of persons and organizations who oppose the White Paper.

The Council's activities now extend across Canada and offices have been opened in most major centres. Mr. Bulloch, who visited Vancouver in January, addressed a meeting in Regina last week.

The Council has been granted a one month extension, to April 1, in the time allowed to prepare a brief to be sent to the Parliamentary Committee set up to study the White Paper's implications. A convention is to be held in Toronto in May at which time a permanent board of directors will be elected. (Pro Tem director of the Council for British Columbia is Mr. Ian DesBrisay, Comptroller of Great Pacific Management Ltd., Vancouver).

The Canadian Council for Fair Taxation is a non-profit, non-political organization. Financial support is derived entirely from membership fees which are \$25 for an individual (or \$10 for an associate, non-voting member) and for business firms are scaled upwards from \$25, depending on the number of employees in the firm. An individual employed by a member company and who supports the Council's objectives may become a non-voting supporting member at no cost. There is no one individual or company which could be described as a "Main Backer". The largest amount received by the Council to date from any one source is \$2,000.

For further information contact:

Cam Carmichael,  
Canadian Council for Fair Taxation,  
#105 - 691 Thurlow Street,  
Vancouver 5, B.C.  
Tel. - 688-1346.

or stated destination of the flight. They frequently occur without loss or damage to the aircraft or significant action by control authorities. No reports are made on these unless an accident occurs. The Department of National Defence records all incidents involving the use of Search and Rescue facilities but no statistics are available differentiating the specific causes of the incidents. In 1968 and 1969 respectively, there were 138 and 133 Distress Air Incidents requiring Search and Rescue action.

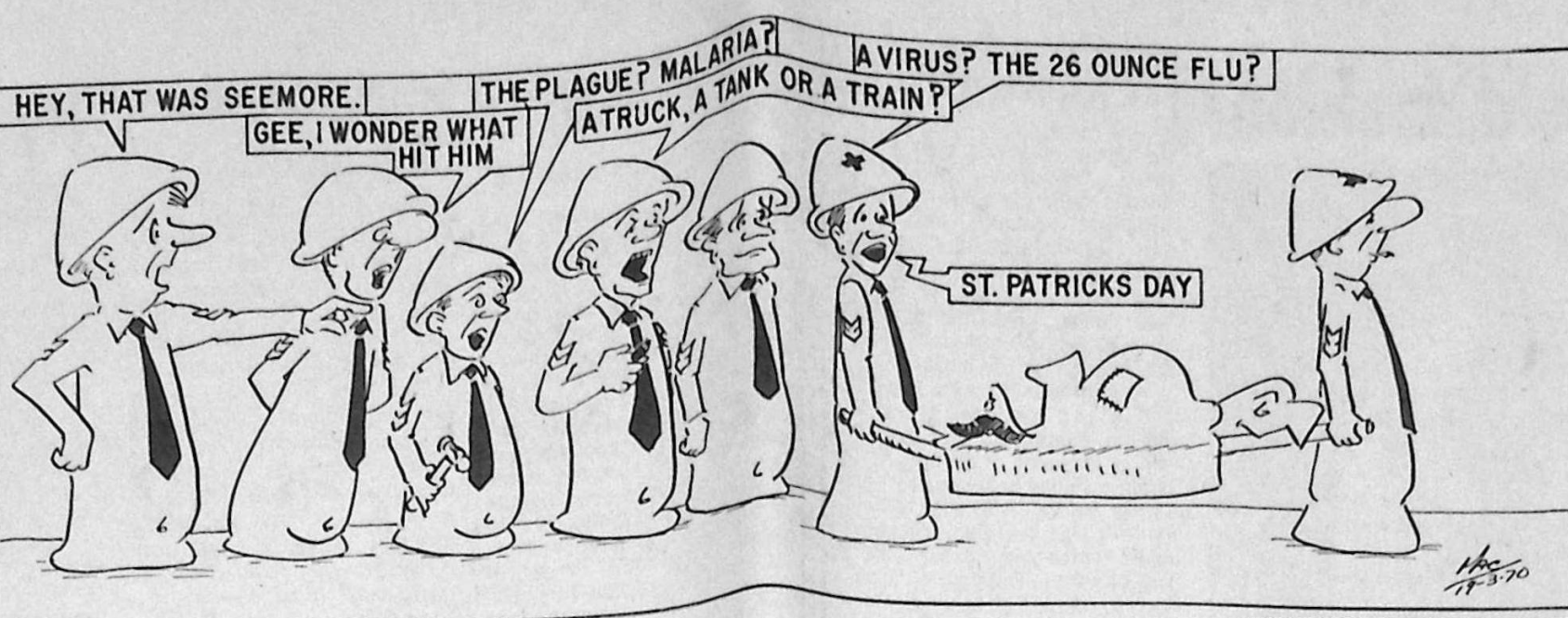
3. As Order-in-Council P.C. 1962-13/653, dated 2 May, 1962, stipulates no fee will be charged for humanitarian assistance specifically search and rescue. No record of costs of individual searches is maintained. However, an estimate, based on percentage of total cost in 1968 and 1969, is approximately \$4.8 million annually respectively.

4. There were Distress Incidents, Involving Search and Rescue action, in several provinces and territories.



# FUNGUS FEATURES

by Mac



## Aircraft hijacked by 442 Sqn. lands in Dallas

In a corner of a hangar at LTV Aerospace Corporation plant lie the wrecked remains of an OS2U Kingfisher. It is one of three known remaining planes left of 1,225 built by Vought in World War II for Navy scout and observation work.

The plane crashed on Calvert Island, 300 miles north of Vancouver, British Columbia, in 1944. It lay on the snow-covered island until 1963 when the Royal Canadian Air Force airlifted it out for the Air Museum of Canada in Calgary, Alberta.

The USS North Carolina Battleship Commission procured the plane from the Canadians and trucked it to Wilmington, N.C. in 1969. The Commission wanted to display the OS2U on the ship's fantail since the battleship carried two Kingfishers through World War II.

The next to last step in the Kingfisher's long history came in February this year when a Navy C-118 transport from Naval Air Station, Dallas, flew it back to Dallas.

The Navy transport arrived in Wilmington at dark. After nearly four hours of work under auto headlights, the pilots, crew and Air Force men stationed at the airport there, had loaded the fuselage, main float, left wing and other parts into the transport. On arrival in Dallas at 2 a.m. on a Sunday morning, the plane was unloaded by a crew of Vought personnel.

Reserve pilots of the Navy plane were Cdr. C. O. Shorb of Irving, a Braniff pilot, and Cdr. I. W. Janssen of Denton, an American Airlines pilot. Both are members of VR-701 squadron at the Naval Air Station, Vought Aeronautics Division. President Forbes Mann is asking the Company's Quarter Century Club members to spearhead restoration of the plane to display condition. Many of them had worked on Kingfisher production back in early days of the war. As the Kingfisher arrived in Dallas, it lacks a right wing, wing floats and instrument panel. The rest of the plane, which has attracted considerable interest in the transport hangar since its arrival is battered and twisted. After restoration, the plane will be returned to the battleship for permanent display.

The plane was believed to have been on a ferry flight to the Aleutians in Alaska when it crashed on Calvert Island. Fate of the Navy pilot is not known. Souvenir hunters stripped parts from the plane during the 20 years it lay on the island but it was sufficiently intact for the Air Museum to become interested.

The Canadian government set up the salvage operation by the Search and Rescue Squadron, based at Comox, to fly helicopters to the crash site and airlift the plane out to Port Hardy on the mainland coast. Another RCAF Squadron flew the plane to Calgary in a C-130.

After months of negotiations, the North Carolina Commission obtained the plane and through the Navy asked Vought to rebuild it, using a non-operational display engine obtained from Pratt and Whitney Aircraft. Although the Kingfisher had endured the elements for two decades, its aluminum parts were surprisingly uncorroded.

Only two other Kingfisher planes are known to exist today. One belongs to the Smithsonian Institution's Air Museum and is displayed on the fantail of the battleship Massachusetts. A second

cond OS2U originally a wheeled version, was found in Mazatlan, Mexico, by the Battleship Alabama Commission.

It was reconstructed into a float plane and is exhibited today on the battleship in Mobile, Ala., harbor.

The Vought company built for the Navy 54 OS2U-1s, 158 OS2U-2s and 1,006 OS2U-3 versions. Production ceased in 1943 after a number had been delivered by the Navy to the Fleet Air Arm of the Royal Navy for war service. The Kingfisher, a two-place scout and observation aircraft, was catapulted from battleships, cruisers and even a few destroyers to spot gunfire and rescue downed planes in war areas at sea.

Several noteworthy rescues were made by Kingfishers. In one, seven pilots were picked up by a Kingfisher in the Truk area. Two men clung to each wing, and three to the fuselage as it taxied for six hours on the water until the submarine Tang rescued them and sank the battered little float plane.

Another rescue which brought fame to the Kingfisher took place in the Ellice Islands area when a plane with Capt. Eddie Rickenbacker on board was lost at sea.

Continued on page 6



OS2U-2 KINGFISHER which won fame as an observation and rescue plane during WW II. Wrecked plane being reconstructed by Vought Aeronautics will approximate appearance of this aircraft although it will not be flyable. Finished plane will be returned to Wilmington, N.C. for placement on the fantail of the battleship North Carolina, which is on permanent display there as a memorial.

## From up in my perch

by SEEMORE

Just had a phone call from my old buddy Claude Menard who informed me that they had just had a daughter. After the usual congratulations I learned that this was their sixth child and that it was a girl. "That makes three boys and three girls," he said in a rather tired voice. "I guess we'll call her 'Onyx'." "Onyx," I repeated rather startled, "What kind of a name is that?" "Well, she's like a jewel to us and she sure was 'Onyxpected,'" he chuckled.

We discussed the problems of fatherhood for awhile and touched on a few of the problems fathers have while their wives are living it up in the lap of luxury in the maternity ward. We agreed that it's not so tough when the older kids are in their teens and can handle most of the routine chores. After I hung up the phone I reflected on some of the adventures I had in my battles with the stork. Aside from the fact that becoming a father is a recognized neurotic experience, there are other problems that begin to mount up on the father after the first child is born. The main problem being what to do with the first child while the mother is having the second. The problem compounds itself by the square root as the family increases in size.

If you are fortunate enough to be based in an area that is thick with relatives your problem is solved. But woe unto him that is in the wrong end of the country. In the case of my second born I merely took my first over to good ol' Auntie Blanche and left her on the door step. In the case of my third born that was a different story. Auntie Blanche had taken a job and I was it.

At the time I was working on a special Air Force Day project for a Squadron Leader. As Air Force Day drew near the project was behind schedule but my wife was not. The baby was calculated to arrive sometime near Air Force Day so you can see I had

many things on my mind. In order to complete the project on time I was obliged to work later and later each night. In fact on the Friday before the big day I started work at eight in the morning and didn't leave until six the next morning. I had to drive about 10 miles home so I got there about six thirty. I had a beer and stretched out on the chesterfield. At seven fifteen the wife answered the phone. It was the S/L and he insisted that the wife wake me up. "Hello," I snarled, "Come on Seemore, we haven't got all day you know." "Right Sir," I replied pleasantly, and crashed the phone back into its cradle.

As I started out the door Lucybird told me that her Uncle and Aunt would be taking her out to see Air Force Day. "Fine," I mumbled, "See you there." Everything turned out fine. The project was finished with about two minutes to spare. Later in the afternoon I met Lucybird, her Aunt and Uncle just before they started for home. I said to my wife that I would like to go for a beer with the boys before coming home. "Fine," she said, "but don't be too late. I think tonight is the night I'll be going out too." I mumbled something and headed for the Wets. I slumped into a chair and let the fatigue of the past few weeks begin to creep in on my body. I was just starting my second beer

when it hit me that the wife meant she would be going to have the baby that night. "Good Gawd," I said, dropped my beer and flew out the door. I arrived home breathless to find the wife calmly sitting on the porch waiting for me. "It's time to go," she said and I had to throw up. I bundled the two kids into the back seat of the car, gingerly helped Lucybird into the front seat, and very carefully floored the throttle and headed for the hospital I was supporting at that time. After four and a half hours of filling in forms I finally got the wife admitted. Then the next problem of finding an emergency sitter had to be solved. I was still thrashing about looking for some kindly soul to take the kids off my hands (preferably for free) when I got a phone call from the hospital telling me I had just had a son. I threw up again. (I think I would have to throw up if I had to go on T.D. to Royston). I finally found a sitter, went to the hospital, did the usual things like promising myself never again, went home, extracted an oath of loyalty from my new sitter and collapsed into bed.

At six thirty sharp the next morning I was awakened with calls of "Daddy" etc. It didn't take long to discover that they meant business so I reluctantly raised my fatigue racked body



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## Sarn'ts Warntossers hold fashion show

On Saturday the 14 of March the wives and mess members were treated to a Spring fashion show sponsored by Lavers Department Store of Courtenay. The show was directed and produced by Mr. Darryl Hearden.

A total of 39 different styles were displayed featuring the latest new look in beach, sports, casual and evening attire.

The male escorts and models were recruited from among the regular members of the mess. The luck of the draw going to WO Dick Chapman, Sgt. Bud Wilson and Sgt. Darcy Ouellette.

The female models were volunteers from the Sr. NCO's wives club and additional models were flown in at the last moment from the store.

The commentary was suitably handled by Mrs. Madeline (Play-it-cool) Blythe and Mr. Pat (Hay man) Patterson, an announcer with the Radio Station CFCF. Ladies hair styles by Alfredda.

One of the highlights of the evening was the "Top Hat Review" featuring local hidden talent disguised as CWO Mel (Vigiles) Petch, Sgt. Al (Wobles) Gray and Sgt. Jack (Twinkle Toes) Jarvis, who gayly cavorted around the floor whistling the Col. Boogie march. Make up artists were Mrs. Joan (Paint me red) Barlow and Mrs. Joan (Sponge Dry) Woodman.

Following the show the floor was cleared and dance music was supplied by the Trendstyles. Later southern fried chicken was served.



**STRONG MEN** gasped, ladies grew faint and one elderly Chief Warntosser went into Cardiac arrest as pretty Lavers model Mrs. Georgia Inrig displayed this stunning two piece swim suit. As soon as the swim suit display came on 55% of the husbands were dispatched for refreshments. (A.D.M. Photo\*)  
\*Dirty old man

## FROM UP ON MY PERCH

Continued from page 5

the phone rang. It was my beloved Squadron Leader who wanted me to come to work. "But it's Sunday sir, and I can't get a sitter at this hour of the morning," I whined. "Bring the kids with you," he ordered. I was seriously considering mutiny as I loaded the kids into the car and headed for the hangar.

Having been promised by a two and a half year old girl and a fifteen month old boy that they would stay out of trouble in the hangar I soon became engrossed in my work. A couple of hours later I was startled to hear an adult voice behind me asking, "Does this belong to you?" There, dangling from a warntosser's vice like grip was my number one son. "Ya, where did you find him?" I asked, fearful of the answer. "Oh, he was climbing into a Bug Smasher three hangers down the line," the warntosser sneered. "Well thanks warnt!" I said sheepishly "do the same for you some day". As soon as he was out of sight I started looking for my number one daughter. After a short search I found her mopping up oil spots with her dress behind a Dakota.

We got home that night about 5:20. I cleaned and fed the kids, got the sitter and tore off to the hospital. I spent the next couple of hours assuring the new mother that everything was just fine, then reluctantly returned to my Castle. I was no sooner in the door when the sitter began to lecture me on how to feed my kids a proper diet. Seems that cheese and onion sandwiches followed by ice cream are a 'no, no' for anyone under the age of 21.

The next day was wash day. I carefully sorted the laundry into the appropriate piles, plugged the machine in and started to work. For a while everything seemed to be going right for a change, when the draining pump on the washer became clogged and I had to empty the tub manually. From here on in things got steadily worse. The sheets fell off the clothes line into the radish patch, everything I cooked was burnt, and I had the only kid in Canada who could miss his diapers completely. One disaster followed another until the day before the wife was to come home from the hospital. On that day I fed the kids very carefully, and cleaned the house, kids and car from top to bottom. By eight thirty in the evening I had everything in sight ship shape. I made myself a sandwich, pulled my favorite chair up in front of the boob tube, kissed the kids goodnight for the last time, opened a beer and sat down, put my feet up and gave a great sigh of relief. The house was wonderfully quiet except that the toilet was running. This was a common occurrence in that house and all that was required was to raise the tank lid, reach in and give a little doodad a rap with your hand. I sat pondering the problem, reluctant to get up but not being able to stand the annoying noise. At last I rose and padded into the bathroom, raised the lid and gave the

## Sr. N.C.O. wives Club meets

The Senior N.C.O.'s Wives Club held their regular monthly meeting in the Mess lounge on March 9. New members were Jean Snyder, and Melba Kruschel. Guests were Ella Chaig-non, Joan Fields and Gloria Dunn.

The slate of new club officers are President, Bobbie Laroche; vice-president Irene Price; secretary, Elena Tighe; treasurer, Barbara Johnston; entertainment, Fran McNaughton assisted by Kay Mitchell; membership, Jean Schriener; sick committee, Mona Collier; food Lean Crumpton.

Mrs. Alfredda Walsh of the "Nu-Look" gave an interesting speech on "The Scientific Approach to Beauty".

Lucky winners of cosmetics were Barbara Johnston, Bobbie Laroche, Elena Tighe, Irene Ouellette and Hilda Peterson. The door prize went to Barbara Johnston. The raffle on a casserole was won by Bunny Sontag.

## Fly school to Portage

The Primary Flying School at Canadian Forces Base Borden, Ont., will be transferred to CFB Portage, Man., this spring as part of the restructuring of the forces announced last September by Defence Minister Leo Cadieux.

The move from Borden will eliminate forces' flying training in the heavy air traffic density region of Toronto and will consolidate all armed forces flying training in Western Canada. Other more advanced instruction is carried out at Moose Jaw, Sask., and Gimli, Man., as well as at Portage itself.

Approximately ninety personnel composing the staff of the Primary Flying School, together with twenty Chipmunk training aircraft, will be involved in the move to Portage. They are scheduled to arrive at the Manitoba base in June. The school will re-commence instruction this summer and will train 235 student pilots each year.

The Primary Flying School, which provides initial flying training to all ARMED Forces pilots, has been located at Borden since September, 1966.

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## AIR DEFENCE

(Continued from Page 1)

nuclear accident. This is one of the most critical areas of the inspection and those taking part in it were monitored very closely.

When all this was completed, Tuesday was relegated to history and many people wended their way home to rest up for the big events of Wednesday. Wednesday began early. Not as early as some expected, but early enough.

The groundcrew had all the airplanes on the line, and after the usual run of briefings, the simulated war was underway. Airplanes scrambled. Zillions of airplanes scrambled. Inevitably, they came back, and the scene on the flight line was poetry in motion as the groundcrew turned airplanes around, cleared snags in record time, and kept the millions of tiny roentgens from piling up as insurmountable obstacles in front of the airplanes.

At the other end of the flight line, the Royal Threatening Air Force was launching its simulated bombers at an almost unprecedented clip. One Clunk after another was hurled into the unsuspecting sky, toward the equally unsuspecting AI operator cowering in the back seat of each Voodoo.

Often they clashed, and the sound of their cutting, hacking and slashing could be heard throughout the land. Chaff was dispensed in carpet widths. Buzzer was given out in carload lots. Loud and long were the wail and lamentations of the fighter crews as they sought to vanquish the Royal Threatening Air Force. Eventually, the tumult and the shouting died, and the captains and even the balloons were able to depart for a more salubrious climate. The threat had been met and vanquished. The good guys always win.

But all was not yet quiet on the air patch. The Voodoo medicine men were left surveying their air fleet, some of which had become a bit worse for wear. With efficiency and dispatch, these ailing birds were restored to serviceability, and the whole thing was officially declared over. The groundcrew were finally allowed to go home.

And that's how it was during the Tac-Eval. It showed that, among other things, the Canadian Armed Forces still have an air element that can do its job under almost any circumstances, and do it well. It also showed that the groundcrew are still a highly motivated lot of professionals who take great pride in doing their jobs well. In these days of labour unrest, our managers are some of the luckiest people in the world. Think about it.

Class B parks are primarily for the protection of natural attractions but other resource use is permitted, provided it does not unduly impair recreational values.

## Hijacked aircraft

Continued from page 5

A Kingfisher pilot from the battleship Pennsylvania spotted and rescued Capt. W. T. Cherry, pilot of the Rickenbacker plane.

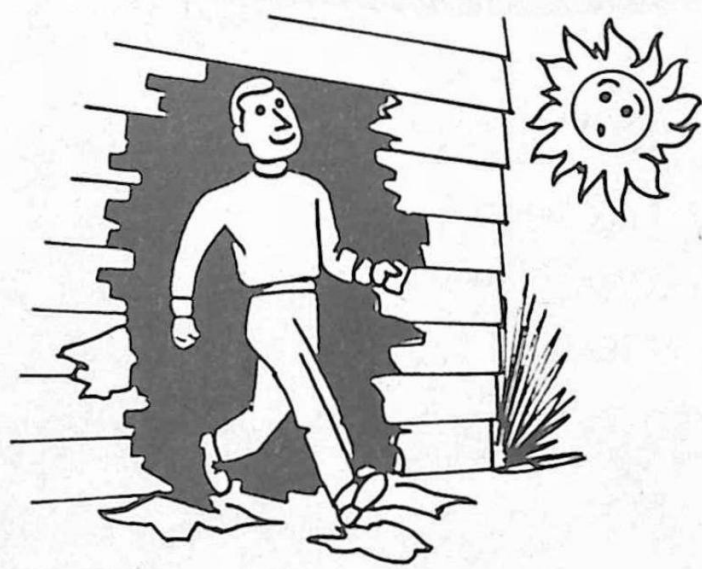
The next day, Nov. 12, 1942, "The Bug", with Lt. W. F. Eadie at the controls, found Rickenbacker and two companions in another raft. With one man loaded into the rear cockpit and Rickenbacker and the other man lashed to the wings, Eadie taxied 40 miles over the Pacific to the nearest base, a hazardous undertaking for even a sturdily-built Kingfisher.

The Battleship North Carolina is moored today in a quay built in Cape Fear river in the heart of Wilmington. Built in the early days of World War II, the North Carolina earned 12 battle stars for her part in almost every major naval engagement or invasion of World War II, including Guadalcanal, Gilbert and Marshalls, New Guinea, Marianas, Leyte, Luzon, Iwo Jima, Okinawa and bombardment of the Japanese mainland.

During the latter campaign,

the North Carolina's Kingfisher pilots rescued fliers downed during strikes on the main Japanese island of Honshu. One OS2U landed in Tokyo Bay. In efforts to pull the downed pilot from the water, the Kingfisher pilot was thrown from the plane into the rough water. The scout plane ran wildly around the bay until destroyed by machine gun fire. Another Kingfisher pilot, who had witnessed the incident, landed and rescued the two soaked aviators, while under constant machine gun fire from Japanese planes.

The battleship is the third Navy ship to bear the name. The first was a 74-gun sailing ship of 1820. The second North Carolina was an armored cruiser which mounted four 10-inch guns. It was aboard this ship back on November 5, 1915, that the first Navy plane was catapulted from ship. LCdr. H. C. Mustin, naval aviator No. 11, piloted the AB-2 Model F flying boat for this launch, to make aviation history.



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Let the sun really shine this summer. Plan a home improvement project at your credit union now.

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OTTAWA (CFP) - Before servicemen dash out to their local tailors to order a new uniform, they should pause to reflect on what it will cost them.

According to Canforgen 029 of Feb. 5 issued by the directorate of supply management servicemen may obtain uniforms before the scheduled free issue if they so desire but they will have to do so at their own expense. In other words, if a serviceman buys a new uniform prematurely he will not receive a cash reimbursement but will receive the normal issue when his base is converted. In such a case he will wind up with two uniform kits and a wounded wallet.

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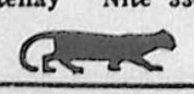


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## Chapel Chimes

**PALM SUNDAY** — Worship at 11 a.m. with Sunday School as usual.

**GOOD FRIDAY** — Divine worship and Holy Communion at 11 a.m.

**EASTER** — Divine Worship at 11 a.m., with special Easter music sung by both Junior and Senior Choirs. Nursery facilities will be available for babies and small children, through the kindness of the Ladies Guild.

**SUNDAY SCHOOLS** — There will be no Sunday School on Easter Sunday. The senior Sunday School which meets in the Chapel at 9:30 will hold classes on the Sunday after Easter. Mrs. Mathew's 11 a.m. Sunday School will not be held until April 12. The Lenten Boxes for the children in Japan should be returned by the children after Easter.

**CONFIRMATION CLASSES** for Anglican children or adults will begin immediately if there is enough interest. Please phone Padre Archer for more information. Children should be 12 years of age or older.

**RC CHAPEL:** Our Lady of the Sacred Heart.

**PALM Sunday Masses** — 9 a.m. and 11 a.m.

**Tuesday Mass** — 7:30 p.m.

**Wednesday Mass** — 7:30 p.m.

**Thursday Mass** — 7:30 p.m.

**Friday Mass** — 3 p.m.

**Saturday VIGIL Services** — 8 p.m.

**EASTER SUNDAY Masses** — 9 a.m. and 11 a.m.

**CONFESSIONS:**

**Thursday 26 March** — 3 to 4 p.m.

**Friday - 27 March** — 4 to 5:30 p.m.

**Chaplain: Major (Rev.) James G. Campbell**

**Phone: 339-2211 Local 274**

## Hospital humbug

Hello again from the house of health. One tired but sharp-looking, green-clad officer arrived on sick parade on Monday morning to introduce himself as our wandering MO who finished his "Flight Surgeon's Course" a few weeks ago. Dr. Bruce Lowden was welcomed back and almost had to be shown where his office was and still is, after all his trouble with his unfaithful jeep. It looks like he's going to settle down and stay with us for a few months anyway. The other two MO's were waiting for you with baited breath, Bruce - preteritilized that is, so that you won't catch the current Comox flubbug! Our bluenosers have been briefing Dr. Ron Casselman about their province since he has recently been posted to HMCS Stadacona. He's getting more and more excited about this anticipated move, even though I'm sure that he's not going to like leaving this banana belt.

WO Woznow was having his office painted this week and among a few picture frames that had been temporarily taken off the walls, I found a framed diploma donated by the "Russo-Canadian Council of General Deblity," which read as follows -- "This is to certify that Leading Sadist H. Woznow, being sound of limb and wind has completed and withstood 1 1/2 years of Brainwashing, Muscle Bending, Electrocutation, and Elocution at the Department of Physical Medicine, HMCS Naden. He is recommended to all who need First Aid, Last Aid, Foreign Aid or Band Aids and is highly qualified in all techniques required for the rapid deterioration of the human body".

So you see, dear readers, you never can tell the depth of the well by the length of the handle on the pump. Keep healthy and happy, troops until next "Times".

## Arts and Crafts Show

Dear Members and Friends, We are delighted to announce another sensational first for the Comox Valley. This is a pleasant way and a means of raising the much needed money to continue the Summer School of the Arts and an exciting afternoon and evening of rare delight. First a treat for your eyes -- the beautifully designed pottery of Heinz Laffin and Wain Ngan. These men are known throughout Canada for their work. Laffin who taught in the Vancouver Art School has had his work purchased by the Canadian Government for a travelling exhibit "Ceramics 69". Ngan has exhibited widely and won first prize in a 1969 Canada wide exhibition. His next show is in the Victoria Art Gallery in April. Their beautiful pieces will be for sale but we will be requesting that the new owners leave their purchases for the day's display. Chris Tom and Robert Phillips also excellent potters from Hornby Island will show and sell their work. These people have kindly donated a percentage of the sales to the Summer School.

Now our delight for your ears -- you will be privileged to hear the premier performance of the Comox Valley Chamber Music Group. These local musicians have been rehearsing with pleasure and enthusiasm for sometime and are now proud to share their music with you. There's still more! The Hornby Island Weavers will give a fascinating demonstration of carding, spinning and weaving and they too hope to have some products for sale.

And that's not all -- while you relax in these delights and enjoy a display of children's art selected by Mr. D. Davies we plan to

## MAUSOLEUM

(Continued from Page 1) never be able to say, "I was here before."

One of the more visible features of the Memorial will be an eternal laser beam, pointing skyward, (and dismembering passing airplanes?) that will serve as a symbol of the call to service that motivated so many of our country's air pioneers.

The appearance of the briefing team here at CFB Comox will be the best opportunity you will ever have to learn about this unique memorial and its financial arrangements. There will undoubtedly be many questions that you will want to ask. Plan now to attend one of the briefings.

The place is the base theatre. The dates are 31 March and 1 April. The times are 0915, 1045, 1130 and 1515. The topic is the RCAF Memorial. If you are interested in the Memorial, attend and criticize. Maybe the team can change your mind. On the other hand, maybe you can change their mind. That might be worth a try.



**17 YEAR OLD** Rick Kramp of the Nanaimo Buckaneers smiles as he displays his armload of gleaming hardware. While playing center for the Nanaimo team Rick won a trophy as the top scorer in the league and a trophy as the most popular player. The small trophy is a "keeper" for the most popular player award. The Buckaneers are in the Junior "B" league and are presently in the Island Playoffs. — A Macphoto

## Base Credit Union holds annual meeting

Members of the Base Credit Union gathered in the Base Theatre on the evening of the 25th of February, to hear how their financial institution was making out during these troubled monetary times, and to elect new board members. The news they heard that night was all good.

During the president's report, Mr. D.P. Faulks said: "It is with pleasure that I make this report to you on our Credit Union activities for 1969. This has been a good year - marked by growth controlled spending and improved conditions for operation. Our total assets have increased from \$430,377.20 at the end of 1968 to \$602,208.97 at the end of 1969. Our membership has also increased by 336 during this past year."

A further favourable step of progress was made when we were able to offer our members Term Deposits at 8%.

In the Managers report Mr. Rick Kellow said, "This year we

graduated from a part time to full time operation. This year, like those preceding, has been one of rapid but orderly growth and I am confident when you examine the financial report you will be satisfied with the operation of your Credit Union and justifiably proud of our accomplishments."

The main event of the evening was the election which was carried out with the following results. For the Board of Directors WG Allsopp was elected as President, WD Hind as 1st Vice G Kines as 2nd vice and DP Faulks as Secretary, WH Hicks and RW McClelland were re-elected, while AC Ravenda, KL Siddon and RE Monahan were elected as new members on the Board of Directors. On the supervisory Committee A Mitchell was re-elected and HJ Smith and JF Daniels were elected as new members. On the Credit Committee GR Gooding, WC Harris and HR Wright were all re-elected.

## That's show biz

By NOLA WELLS

This has been quite a week for me, with the flu, dull rainy weather, and a cranky four year old. By the time Friday the 13 came around I was in need of some kind of "lift" and Georges P. Vanier auditorium proved to be the right place to go. The occasion was "The Secret Life of Walter Mitty" a musical presented by the Co-Val Choristers on March 13 and March 14. Another two performances will be presented this Friday and Saturday evenings, March 20 and 21 at 8 p.m. Tickets can be bought at the door, all proceeds going to the new Art Centre planned for Courtenay.

As usual the Co-Val Choristers did a tremendous job of entertaining. The music was bright and bubbly, and you found yourself still humming it days afterwards. The blending of song and drama was done with skill and ease, a credit not only to the talented players, but also to their able director Beryl Regier.

Besides the musical part of this play, "Walter Mitty" tells an interesting and moving story, one that we all can identify with to some degree. Walter, played by Don Bowen, is brow beaten at work by his boss, and at home by his nagging wife Agnes, played by Beverly Caron. He is full of frustration when he realizes that he has reached his 40th birthday and has not achieved anything of dramatic importance since he left college.

However, Walter has a fantastic skill for escaping "hard to accept" realities in his life. He just loses himself in colorfully constructed fantasies, where he can become "The Hero" being shot in front of a firing squad, or performing an important task from the field of medicine. The way the Co-Val Choristers take the audience in and out of Walter's imagination, is to be greatly admired. When a fantasy was coming up, the stage would darken and the series of set changes would go on before the audience. I personally enjoyed this, because it gave me a new insight into the efforts made by the crew and cast members, to change scenery. Efforts that are normally concealed by a stage curtain. The work involved changing scenery for "Walter Mitty" was indeed great, because Walter had many fantasies, each requiring a set change.

while WH Saunders and WD Tillack were elected as new members. The evening closed off with an attendance draw for \$25 which was won by Mr. Greenshill, there were five additional draws for \$5.00 each.

I thought everyone in this play did a tremendous job of entertaining. In my mind there weren't any particular stars, because each performer sparkled in their individual roles, and perhaps that's why "Walter Mitty" was so good.

Don Bowen was perfectly cast as "Walter" not only because of his "Don Knotts" appearance, but also his mannerisms and his ability to get the audience's sympathy and compassion. His singing was good and his eyes were bright and full of humor as Walter flitted from fantasy to fantasy, boosting his deflated ego.

Beverly Caron was terrific as Walter's yappy nagging wife Agnes, and she proved that a shrewish wife doesn't always have to look like a "battleship" she is an attractive blonde, with a lovely singing voice, and what I believe to be an admirable acting ability. It's a credit to this ability as an actress the way she had the audience detesting her sharp treatment of Walter. Sharon Woodrow was bright and

witty as Willa De Wisp an ambitious show girl bent on making Walter stand up and be a man. She appeared completely relaxed in her role, making the audience feel the same. Her attractiveness and confidence on stage, made Willa a memorable character in the play.

Gall Limber, playing a "Marie Wilson" type party girl, equipped with an enchanting lisp, and a provocative wiggle, had the audience completely in stitches.

One of Walter's fantasies involves a scene where three show girls do a strip tease much to his pleasure, in Harry's Bar. I was quite intrigued with the manner that this act was performed, it was done with taste and a professionalism that might have surprised even these particular performers themselves.

If you haven't seen "The Secret Life of Walter Mitty" yet, be sure to catch it this weekend. It's charm, and with it is a charming and cleverly constructed play, and a credit to the talented personalities from the Comox Valley.



Continues till Saturday, March 21st

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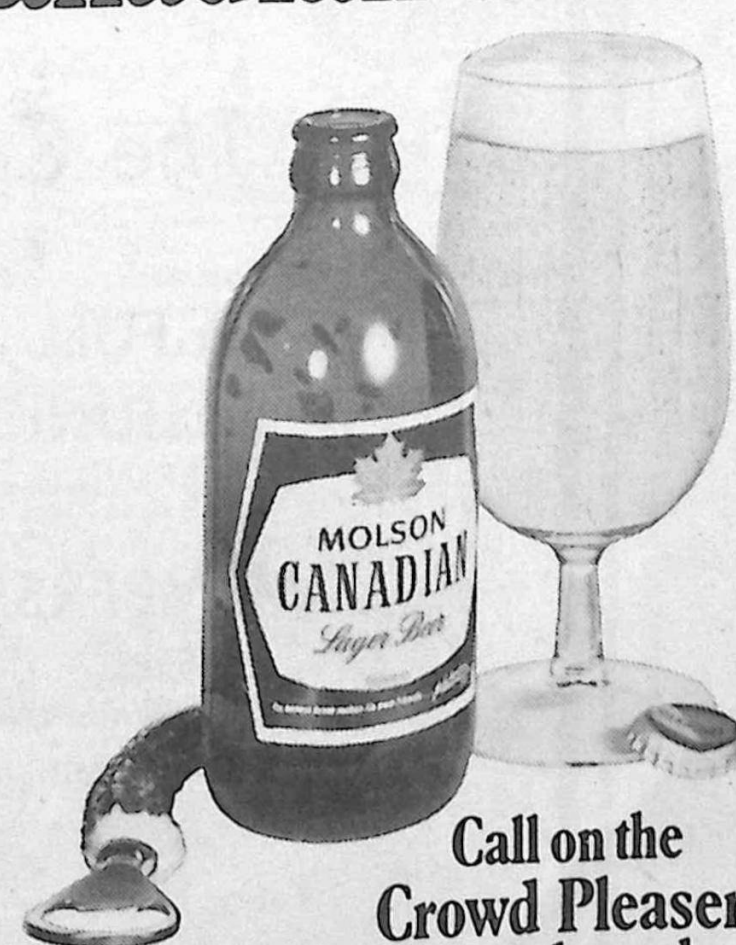
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# SPORTS

BY  
JIM  
BO

## Minor Hockey League Standings

MOSQUITO									
Doves	GP	W	T	L	Pts.	GF	GA		
Ravens	18	9	5	4	23	50	35		
Martins	18	10	1	7	21	33	27		
Owls	18	9	3	6	21	38	39		
Falcons	18	7	5	6	19	31	28		
Eagles	18	6	5	7	17	43	38		
Gulls	18	5	5	8	15	35	42		
	18	4	2	12	10	25	45		

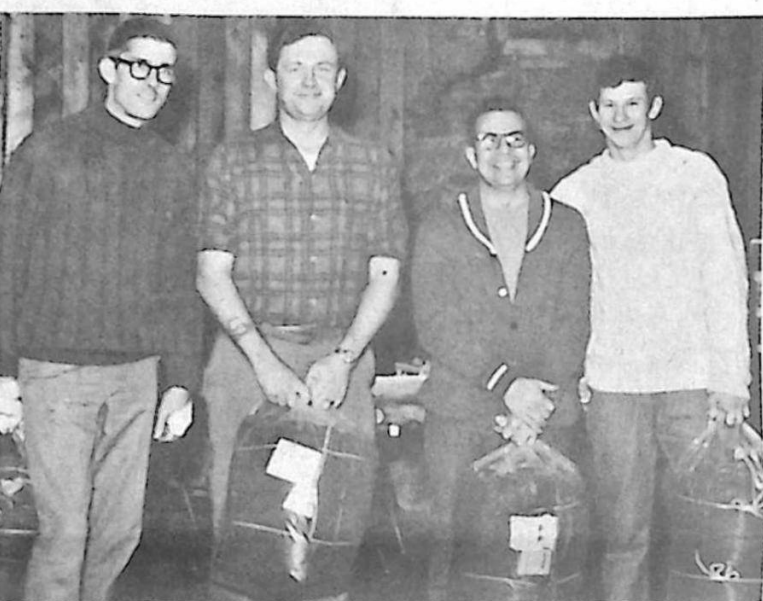
PEE WEE									
Apaches	GP	W	T	L	Pts.	GF	GA		
Chiefs	19	13	4	2	30	62	29		
Mohawks	19	10	5	4	25	50	29		
Braves	19	9	2	7	20	43	38		
Iroquois	19	6	3	10	15	34	44		
Comanches	19	4	6	9	14	31	50		
	19	3	4	12	10	32	52		

BANTAM									
Huskies	GP	W	T	L	Pts.	GF	GA		
Dakotas	24	12	5	7	29	63	42		
Lions	24	12	4	8	28	56	34		
Bruins	24	13	0	11	26	52	46		
Colts	24	8	2	14	18	37	51		
	24	6	3	15	14	36	56		

MIDGET									
Supers	GP	W	T	L	Pts.	GF	GA		
Mustangs	18	13	1	4	27	81	59		
Jets	18	10	1	7	21	68	48		
Comets	18	8	3	7	19	51	53		
	18	1	3	14	5	36	68		



FOUR PARTICIPANTS in the recent Jr. Ranks Club Bonspiel who really got bagged. Clutching their prizes are from left to right, smiling into the eye of the camera, Chuck Stiven, Al Hughes, Chuck Perry and Jack Rouselle.

## Junior ranks club endurance test

On the 6 and 7th of March, the Junior Ranks Club held their second annual Totem Inn Bonspiel. This was a 24 hour, around the clock bonspiel which was, in the latter stages referred to by many of the participants as the endurance test of the year.

At 1800 hours, Friday the 6th of March, 12 of the 32 rinks competing in the 3 events took to the ice for the first draw. Play continued around the clock until the final winners were decided at 1700 hours on Saturday the seventh. As the smoke and the haze of

battle cleared, the Chuck Perry rink emerged as the winner of the first event after a hard fought contest with Marty Frasers rink. The 3rd and 4th place winners were the rinks of Ross Henderson and Clay Goodman.

In the second event the Narin Suttie rink won out over the Jay Elton rink, with the Don Perrier and Harvey Herauf rinks taking the 3rd and 4th place prizes.

The third event was won by the Gus Pamason rink with Ray Carons rink in second place. Leo Cashman and Bill Torchus rinks were 3rd and 4th.



CPLs. LORNE WILSON and Les Bond of the Motor Transport section conduct warm weather trials on the Para Rescue Sections new skidoos. WO Doc Savage and his crew are busily planning trailers for the

machines to be made by the base workshops in the hopes of some long T.D. trips planned for next winter. It is interesting to note that recent amendments to CFAOS have made T.D. rates applicable to Skidoos. — A Macphoto

## Commercial hockey league

Campbell River take strange hold on Commercial league championship as they defeated West Coast 7-2 in the second game of a best of five series. Campbell River won the first game when they smashed West Coast 15-4 on Thursday night.

The big gun for the Argos' was Bob Millar as he scored three goals and assisted on two other goals. West Coast had their chances but failed to take advantage of them. Craig Bale in goal for the losers had another brilliant game as he made save on what looked like sure goals.

The series goes again on Thursday night at seven and if Campbell River wins Commercial Hockey will be over for another year.

Commercial Hockey banquet tickets are still on sale, but will close on March 18 for players and fans.

## RMC plays USAF

KINGSTON, Ont. (CFP) — The hockey Redmen from Royal Military College will travel to Colorado Springs, Colo. March 14, to play the United States Air Force Academy Hockey club. It will be the first of what may become an annual match between the two colleges.

If approved, the game would alternate, yearly, between Kingston and Colorado Springs, complementing the RMC-West Point series. It would give the Redmen one home and one away game each year against U. S. military college teams.

The Redmen hosted the West Pointers March 7, in Kingston during a week of rifle and pistol competitions, a debate and parade.

RMC cadet teams have been scrimmaging with West Point pucksters since 1923 and are out this year to break a three game losing streak.

## West Point beats RMC

KINGSTON (CFP) — An action-packed hockey game which ended in a 3 to 2 win for the American visitors was the high point of the annual West Point Royal Military College Weekend held at Kingston, Ont.

Over a hundred and twenty-five cadets of the United States Military Academy West Point, New York arrived at Kingston by bus on Friday afternoon, March 6 to participate in the weekend activities.

Sandwiched between a Friday night stag immediately after arrival and a formal cadet ball which lasted to the small hours of Sunday morning, cadet teams from RMC and West Point spent Saturday competing in hockey, debating, rifle and pistol shooting.

RMC cadets Hughes Lacombe of Sherbrooke, P.Q. and Chris Ford of Winnipeg, Man. bested a West Point duo in a tie -- (until this year RMC and USMA were tied with nine wins apiece).

But the rest of the day belonged to the grey-clad visitors from West Point. They defeated the Military College Rifle Team to win the Indian War Trophy which was first awarded in 1965 and retained ownership of the NORAD trophy which they have held since the pistol competition was inaugurated in 1954.

Although the Royal Military College Redmen zapped in two goals by the start of the second period to lead 2-0 the hockey

game passed into the hands of the West Point Black Knights. A big factor in the American win was excellent goal-keeping; RMC made 45 shots on goal during the game compared to 23 made by West Point.

Following the evening hockey game in Kingston's Community Memorial Arena trophies were presented to the winners of the day's events by Adolph Schmidt, the United States Ambassador to Canada.

## Sports aid culture

YELLOWKNIFE — The importance of sport to a nation's culture was stressed by Health and Welfare Minister John Monro in presenting medals here at the First Arctic Winter Games.

Mr. Monro believed the Games were a prime example of how barriers become common challenges and common victories. He saw special value in combining better known sports events with traditional Indian and Eskimo games.

The Minister lauded the influence of sports in building children's lives. "It is largely

though games," he said, "that children learn acceptable social rules, fair play, honest competition, team work and pulling together for a common goal. It is on the basis of these common goals that our cooperative societies continue to exist."

Mr. Monro declared, "Our best sportsmen are our best citizens" who not only have learned the rules but how to apply them in life.

The design of the medals is based on the "ulu", a knife used extensively by Eskimos for cutting up whales.

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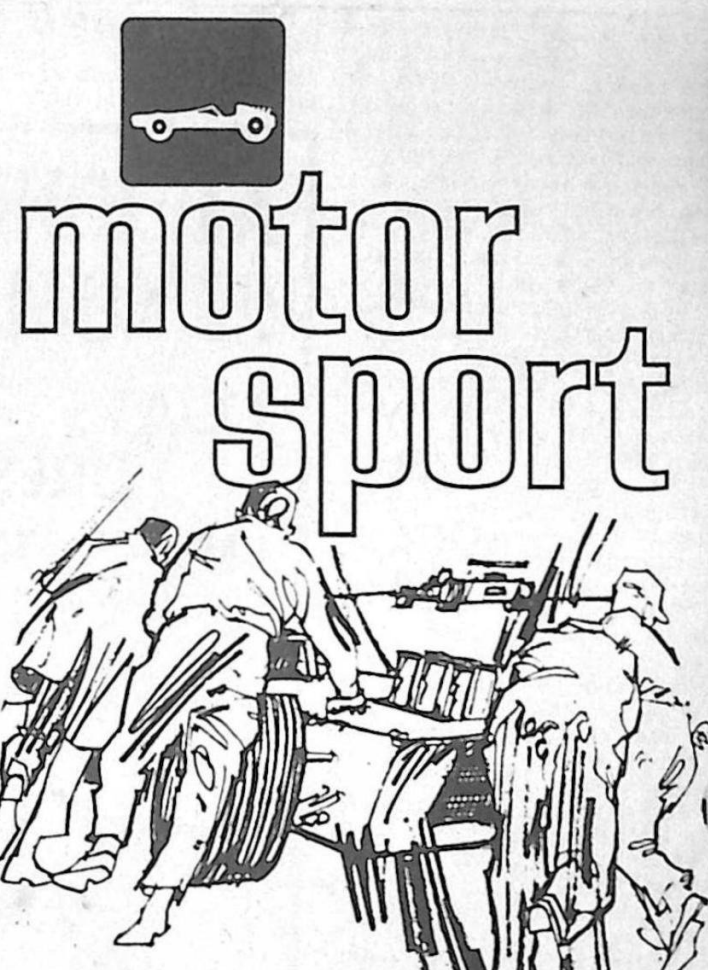
March Entertainment  
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## Totem Lounge

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Bingo 8 - 10, 15 games (Steak & Bottle)  
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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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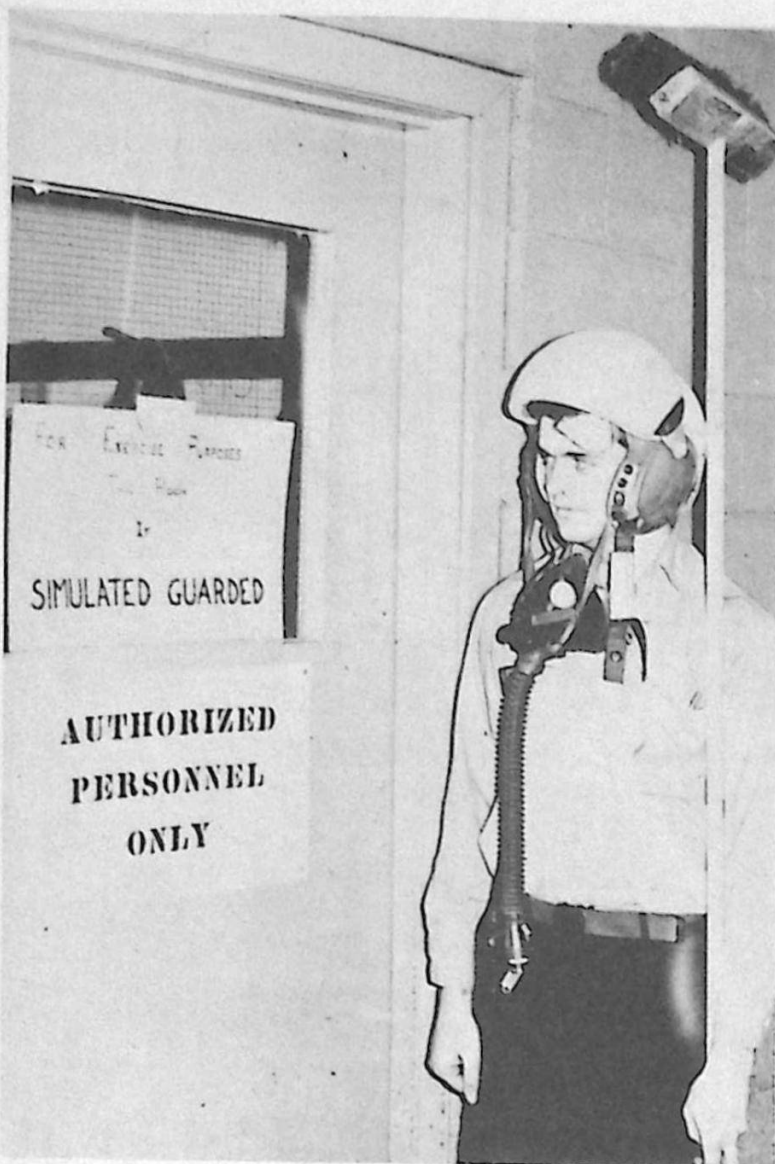
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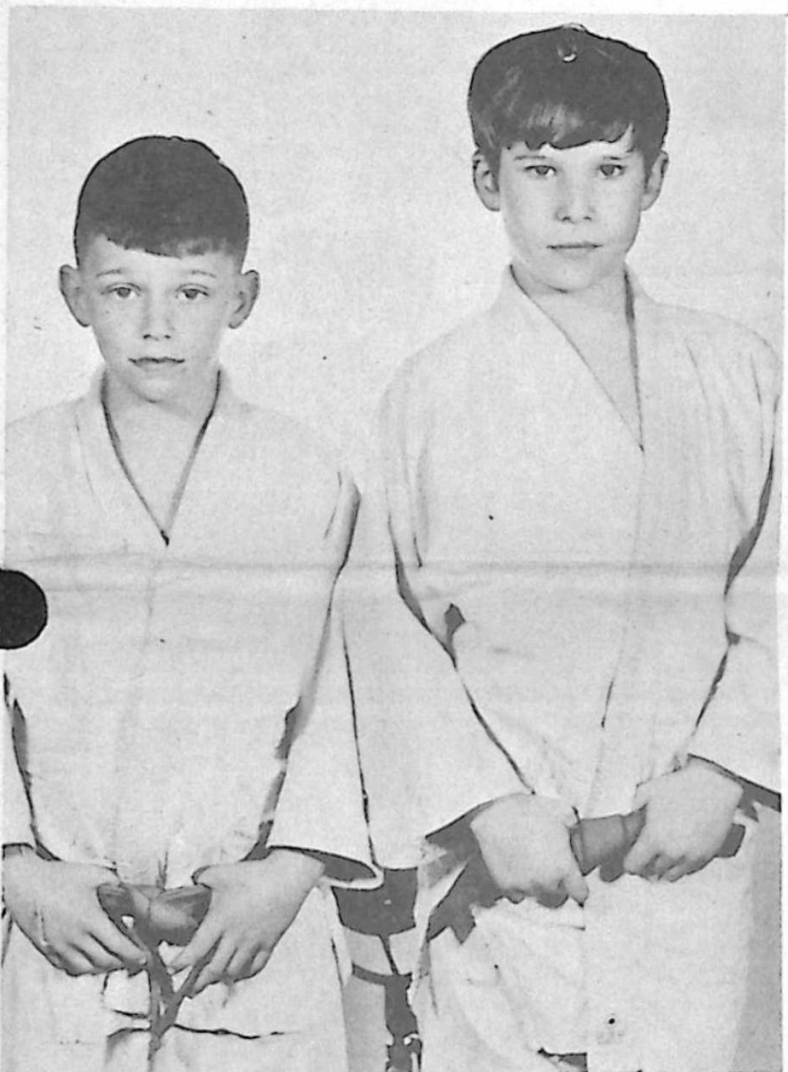
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**LANCE-BOMBARDIER** John R. Simulated looks approvingly at the sign he had his advertising agency make. L/Bdr. Simulated, who operates his guard agency during Cudgel Capers and Tac-Evals is armed with the new CF-230, an interceptor that has just been purchased from the Royal Wilt Air Forces. It's hack rate on enemy Bats is said to be phenomenal.  
—A Mac photo



**STATION JUDO CLUB** — Two local stalwarts, Ted Bundas, left, aged nine and John Skinner, aged twelve, were picked to compete in the eliminations for the United States Junior Judo Championships March 21. If these two youngsters do well and place in the tournament they will be going to Los Angeles for the American Championships.  
—Base Photo

## Final inter-section findings

Team	P	W	L	T	Pts.
Must.	24	18	3	3	39
Admin.	24	13	1	1	27
409	24	11	1	2	24
407	24	9	12	3	21
442	24	4	19	1	9

**SCORING LEADERS**

Player	GP	G	Asts.	Pts.	Pim
Calberry	23	31	23	54	2
Grant	18	21	31	52	6
Anderson	20	19	31	50	2
Taylor	20	18	25	43	8
Fleet	15	19	21	40	68
Kines	17	19	18	37	20
Maclean	15	20	16	36	79*
Lapierre	11	22	12	34	14
Langlois	20	14	20	34	2

Morgan and Hunter (Mustangs), Howard (442) and Norton (Admin), tied at 33 points.  
\* Indicates league leaders.

## Borden hosts hockey

BORDEN, Ont. (CFP) — Armed Forces hockey clubs from Vancouver Island to Canada's NATO battle group in Europe will converge on this military base March 18-21 to compete for forces hockey honours.

Eight teams will do battle in the Andy Anderson memorial rink during the five-day tournament. The forces hockey experts have devised a two-league system (two-section round-robin) to make the tournament more interesting.

After playing each other once in their own four-team leagues, the winners of both sections square off Sunday, March 22, for the championship.

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## BRITISH COLUMBIA FESTIVAL OF SPORTS

VANCOUVER -- The last event has been confirmed and the first annual British Columbia Festival of Sports is set for the launching pad.

Lift off date is set for May 16. From then through June 1, 64 B.C. centres will play host to over 125,000 athletes in 44 sports.

The Festival of Sports is sponsored by the B.C. Sports Federation in co-operation with the Government of British Columbia.

Final event to be confirmed was the Canadian national water polo championships, slated for Port Alberni, May 16-18. Three other finals will be staged during the Festival. They are boxing, black belt judo and five and ten-pin bowling.

As well as a host of provincial championships, the Festival of Sports will also provide the background for 23 international athletic events.

Most prominent of these are:

- \*An under-14 girls' volleyball tournament in Surrey, May 23-30, featuring teams from Canada, the United States, Japan and Brazil.
- Officials are still negotiating to secure teams from Australia and Cuba.
- \*A series of exhibition rugby games by Middlesex County of England against All-Star teams at Vancouver, Victoria, Kelowna and possibly Abbotsford and Duncan.
- \*A series of soccer exhibitions by famed Newcastle United against All-Star opposition at Vancouver and Victoria.
- \*Five and ten-pin bowling matches between Canada, the United States and Japan at Vancouver.

Other events of international scope will revolve around motorsport, skiing, softball, lawn bowling, water skiing, wheelchair sports, wrestling, yachting, fencing, field hockey, hydro and power boat racing, golf, gymnastics, trapshooting, motorcycles, equestrian and dune buggy racing.

"The magnitude to which the Festival has grown is truly amazing," said Don Benson of New Westminster, who, together with Frank Bain of Vancouver, is special field representative for the B.C. Sports Federation.

"We haven't even staged our first Festival, and already we are at our 1974 projected level. It really does say a lot for the support we have received from the communities and sports bodies in the province."

The reaction from the sports bodies has, indeed, been staggering. Before the idea of the Festival was conceived, the B.C. Sports Federation had 45 affiliated organizations. Today, as a result of the British Columbia Festival of Sports, it has 56.

Originally, it was felt that 15 communities might compete in 20 sports in the first Festival.

"This is one time we're glad we were wrong," said Benson.

## WINNERS OF THE AUTO CLUB GRAND OPENING DRAW

Bicycle win by J. Morgan  
Flashlight won by A. Szawara  
Flashlight won by W. Harris  
Lighter won by N. Kennedy  
Lighter won by R. Wilkins  
Lighter won by D. Blundell  
Key Case won by G. Bulowaka  
Key Case won by W. Hicks  
Key Case won by F. Wiley  
Key Case won by V. Adams  
Radio won by R. Marsh  
Spotlight won by J. Hollman  
Lighter won by T. Murray  
Lighter won by M. Larrison  
Key Case won by R. Folster  
Key Case won by E. Duggan  
Key Case won by H. Mingo  
Floormat won by W. Hicks  
Spotlight won by J. Johnston  
Key Case won by G. Cashman  
Lighter won by G. Pomerleau  
Mirror won by J. Royer  
Compass won by F. Gavin  
Key Case won by A. Simmons  
Lighter won by E. McNeil  
Corn Popper won by W. Westhaver  
Fire Extinguisher won by P. O'Sullivan  
Key Case won by A. Freshwater  
Lighter won by F. Sinclair  
Scales won by Baker  
Screwdriver Set won by R. Wons  
Key Case won by P. Freeman  
Lighter won by D. Ravenda  
Jacket won by D. Jefferson  
Clock won by L. Dickson  
Key Case won by N. Black  
Lighter won by D. Taylor

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## CANADIAN FORCES BASE COMOX

### Base Theatre Schedule March 1970

Friday, Saturday, 20, 21  
**SPEEDWAY**  
Elvis Presley, Nancy Sinatra  
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 Lili, Ursula Address  
**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

## Swimming in Comox

The swimming pool program for CFB Comox is planned to be packed with instructional classes for the whole family. This year it is hoped that mother and dad will take up swimming lessons to keep up with their children.

Nothing is more heart breaking than to take your family out to the beach and watch the kids in the water and not be able to help them in a moment of danger. It is not enough to know what the dangers are but how to react to them.

So mom and dad, let's get in the water!

Swimming will start Saturday, March 21 on the weekends and continue through the Easter holidays every afternoon until Sunday, April 5.

During the month of April, the pool will be opened Saturday and Sunday afternoons from 2 to 4 p.m. and Wednesday nights from 7 to 9 p.m.

The cost for general swimming will be 25 cents per ticket or \$2.50 per book of 20 tickets available to service personnel through their individual messes or at the snack bar in the recreation centre.

## POOL SCHEDULE — GENERAL SWIMMING

March 21-22 - 2 - 4 p.m.  
March 28 - April 5 - 2 - 4 p.m.  
April 8 - 7 - 9 p.m.  
April 11-12 - 2 - 4 p.m.  
April 15 - 7 - 9 p.m.  
April 18-19 - 2 - 4 p.m.  
April 22 - 7 - 9 p.m.  
April 25-26 - 2 - 4 p.m.  
April 29 - 7 - 9 p.m.

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1963 VW bug in excellent shape. Brand new snow tires — \$500. L.T. H. R. Lines. Loc 308.

1960 VOLKSWAGON, good condition, excellent second car, please call 338-8580 after six.

BARBIE DOLL clothes. 591 Davis St. Tyee Park. 339-3182.

VIKING electric stove, like new \$80.00 PMQ 111D. Phone 339-3521.

14 1/2 foot fibreglass boat, 40 HP Evinrude electric start motor. Heavy-Duty tilt trailer — \$750. Phone 339-2540.

34' SLOOP

SOLENT CLASS

Built UK by Berthon: carvel hull; Norwegian Pitch Pine; Surveyed '69; Sails - Main, Genny, Wkg-Jib, Spin, 25 HP Universal Atomic-4 auxiliary; Full complement gear; New mast, New S/S standing rigging, new sheets, etc. All in excellent condition. Owner selling to buy larger boat.

Write: C. J. Hempsall,

5720 Maple Place,

West Vancouver.

WANTED TO RENT

Wish to rent house or cottage at Kye Bay first two weeks in July. No children. References furnished. Box D-Dash-

wood Jones, 422 E 20th St., North Vancouver, B.C. or phone 988-7819 collect.

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