

MacBRIEN TROPHY RETURNS TO Nighthawks NEST

Second Straight Win

For the second successive time, a team from 409 Squadron at CFB Comox has won the MacBrien trophy, awarded to the team which finishes in first place in Air Defence Command's Callshot competition. The competition, held this year at CFB Bagotville, Que., pits Canada's three CF-101 Voodoo squadrons in a struggle for the trophy donated by Air Marshal W.R. MacBrien, a former commander of Air Defence Command.

During the competition, 409 Squadron garnered 8,825 points to provide themselves with a comfortable margin over the second-place 425 Squadron, Bagotville team which finished the meet with 7,190 points. 416 Squadron, from Chatham, N.B., finished third with a total of 6,575.

The Vincent trophy, which is awarded to the crew which compiles the highest score during the meet went this year to

Captains Ernie Poole and Brodie Templeton, who collected 2,625 points. Close behind them was another 409 crew, Major Gord Morrison and Captain Doug Munro, who finished the meet with 2,500 points.

The Tyndall trophy, awarded to the top control team during the meet, was won by CFS Senneterre, which supported Bagotville's 425 Squadron. The Senneterre controllers came up with a total of 2,690 points, to just barely take the trophy from the 409 control team from Othello AFS and CFS Kamloops, which scored 2,670 points.

The Air Maintenance Efficiency Award was taken by the Bagotville team this year, as they compiled 6,390 points, 500 more than the Comox team, and 600 more than the Chatham detachment. Bagotville also took the weapons loading trophy, beating out the Comox lead team by 200 points.



PIPING HOME THE CHAMPS — The returning Callshot groundcrew were piped to the victory feast on their return from CFB Bagotville. Leading the parade was one piper, two junior balloon navigators, and Ernie Briggs, a cross-trained RO who joined the procession

because he thought that the wee squealing beastie that the piper had under his arm was a haggis, which would shortly be ceremonially killed and devoured by those nearest.

(A MacPhoto)

"Ground Crew Won It For Us" says Chief

It was an exciting moment indeed when the Callshot team arrived back at CFB Comox last week. The aircrew portion of the team, along with its trusty Voodoos topped off the long trip from Bagotville with a short air show; a prelude of things to come on Armed Forces Day this Saturday. As the airplanes taxied in, the fire department provided a guard of honor. As the aircraft shut down, a piper led the team to a brief welcome by the base commander, Col. G.H. Nichols, who congratulated Major Morrison and all the members of the team on a job well done.

Minutes later, the Hercules carrying the groundcrew touched down and it too was escorted to its parking spot by the fire department and its harmonizing sirens. When the mighty fans had stopped turning, the same piper that had greeted the aircrew drew forth some more

music from his pipes while the passengers deplaned from the luxury transport.

When some semblance of order had been restored, the piper led the air and groundcrews to a reception in a special open air hall that had been set up in front of the headquarters building.

In his welcoming remarks to the returning groundcrew, Col. Nichols paid special tribute to their efforts. Said Nichols, "Had they done things a bit differently, they could have come home with the Maintenance Trophy. But, they had their sights firmly fixed on the big trophy, the MacBrien, and that's the one they went out and won. It was a great effort on their part."

On behalf of all servicemen at CFB Comox, the TOTEM TIMES extends congratulations to the entire 409 Squadron Callshot team.

TOTEM TIMES

If Parliament Passes the Hate Literature Bill — Will it Affect the Times?

VOL. 12

CFB COMOX, THURSDAY, JUNE 11, 1970

No. 12

A Message from the Commander

CFB Comox Armed Forces Day on 13 June 1970 will be the culmination of the many visits we have received during the past year from non military groups. For those who may not be aware of the extent of these visits a partial list would include the following: Twenty-two separate over-night visits with detailed briefings and tours for air cadet squadrons; an average of two visits per month by small groups of high school students interested in specific segments of our operation; visits from two dif-

ferent groups of High School Counsellors from outside the Province and averaging 40 per group; a visit by 100 Venture Scouts with 15 Regional Staff Scouts; liaison visits from firemen from the local communities, and press visits on normal news coverage and feature stories.

AFD is the opportunity for the public at large to come and view our displays of equipment and ask questions on our roles and the many tasks we are required to perform, to enjoy themselves and learn something of our Service. It is also a good opportunity for us to dispel some of the misconceptions that may exist. Every service member based at Comox will be on duty, either directly involved with the displays, or in uniform acting as a host for our friends and neighbours from the civilian community.

CFB Comox is more interesting than most bases because of the different roles demanded of our ADC, ATC, MAC and TC units. It is a good base with the professional abilities of our units second to none. Let's display it with pride.



Col. G. H. Nichols

Where's Daddy, Mom?

NORTH BAY, ONTARIO (NORAD) — For most wives, such a plea from a small child is easily answered. But when your husband is a crewmember in a supersonic jet aircraft, you yourself probably won't know many times. "Daddy" could be that trailblazer in the sky, speeding toward an unidentified bomber approaching Canada; or he could be in the middle of a survival course, living on hard-tack and insects; or perhaps he's sitting in a flight simulator, where his reflexes and knowledge of his aircraft are given the most rigorous testing possible.

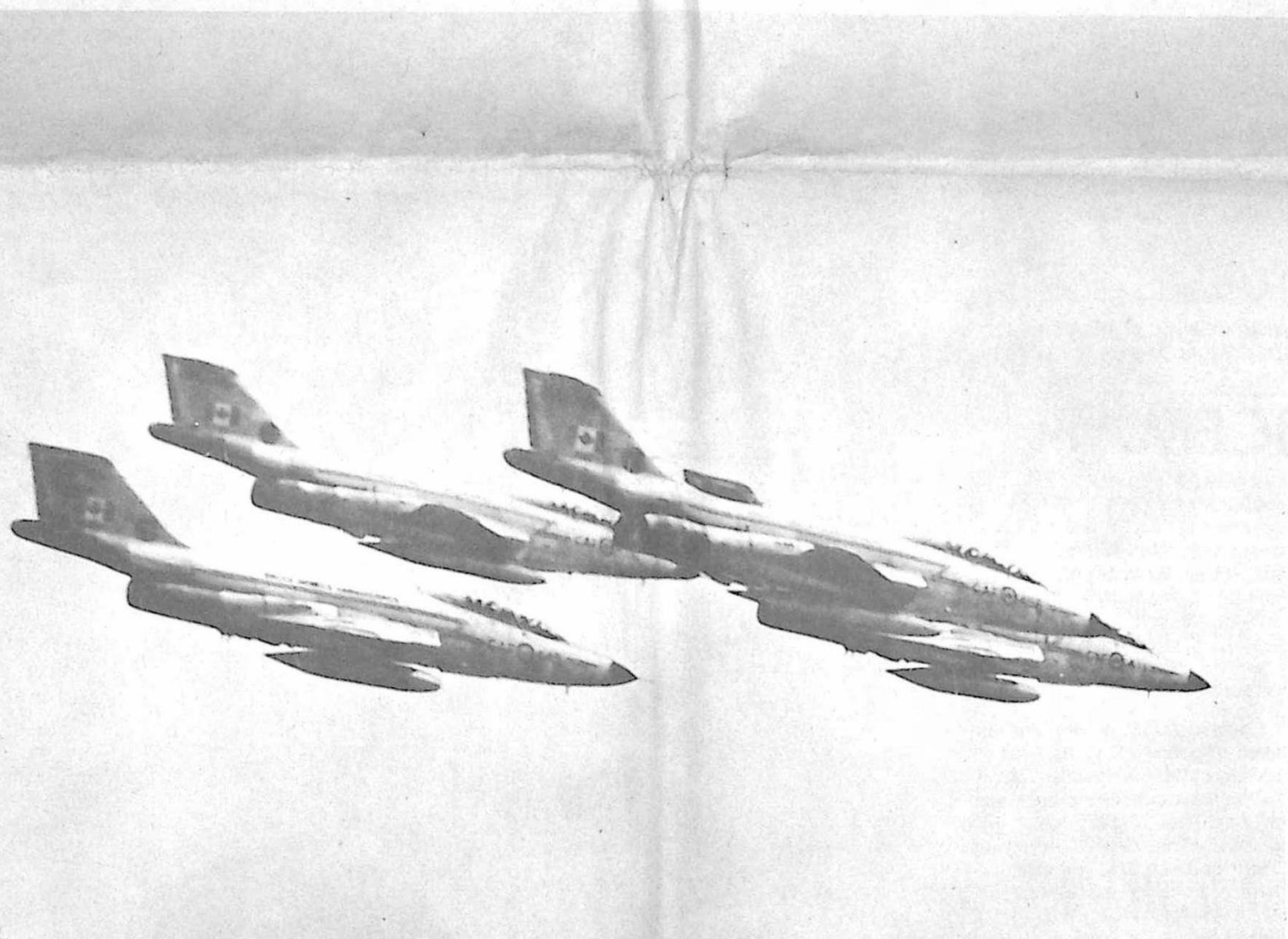
Yes, if "daddy" flies the 1200 mile-per-hour CF-101 for the Canadian Armed Forces, he's a busy professional whose office is the cockpit of his aircraft, and whose business address is the Canadian skies. Unlike many of his civilian neighbors who work an eight-hour day, five days a week, he'll put in a minimum of fifty hours at the Base, and probably another thirty on "telephone alert." An eight-to-five day would be a welcome relief for him and his family, for the demands of the Air Defence mission have no respect for birthdays, anniversaries, or the

arrival of that first baby. When the defence of Canada is at stake, all else must come second.

Canada's CF-101 fighter aircraft are located at Chatham, N.B., Bagotville and Val d'Or, P.Q.; and Comox, British Columbia. But what kind of men fly them — these eighty-hour a week "jet jockies" whose sonic booms often disturb Canadians' daily routine. Are they reckless maniacs spoiling for a fight, and laughing as they roar over a quiet residential area, or are they simply dedicated Canadians doing their best to preserve our nation's heritage of freedom?

If you pass an Air Defence Command pilot on the street you'll probably never realize it, unless he's in uniform. For these are just average people. The only difference is they're giving up a little more for their country than most. When they fly that million-dollar aircraft, they carry much more responsibility than just getting it down again in one piece. While most Canadians may say they would be willing to die for Canada, ADC's pilots know today, tonight, or tomorrow they could well be the first. Each time the klaxon horn blows and

(Continued on Page 3)



Four CF-101B Voodoos sweep triumphantly over CFB Comox on their return from their victory over 425 and 416 Squadrons in the Callshot competition held at CFB

Bagotville. These same four airplanes will be dazzling the multitude during the world-famous Armed Forces Day and military freak-out observances. (A MacPhoto)

Comox Plays Big Part in Defence

Units based at Canadian Forces Base Comox play vital roles in Canada's defence planning. 409 Squadron, which is equipped with the CF-101B Voodoo, is part of Canada's contribution to NORAD. The squadron helps defend the continent against air attack.

407 Squadron, which is a Maritime Command unit patrols the seas in the Canadair Argus. The squadron is routinely engaged in anti-submarine patrols, which have assumed major importance since the development of the submarine-launched ballistic missile.

442 Squadron uses three types of aircraft to carry out two major roles. The C-47 Dakota is used largely for transport work, while the SA 16 Albatross and the CH-113 Labrador carry out most of the search and rescue work for which the squadron is famous.

Canex Campers at Comox

"Camping," you've often thought, "would be a great deal of fun, if only you had a camper." Starting next week, you will have the opportunity to rent a camper from your friendly neighbourhood base fund so that you may enjoy one of Canada's favourite recreational pastimes.

The campers purchased by base fund will arrive at the base on Friday, June 12, and will be on display at the base auto club from Monday, June 15 to Friday June 19. They will be available for renting on June 20.

During the summer months, the minimum rental period will be one week, and the trailer must be returned on the agreed date. The reason for this is that it is anticipated that many people will build their vacation plans around the availability of these campers, and a late return could spoil someone's leave. It is planned that trailers will be returned on Friday, so that they will be available for rental the following morning.

Light hookups and insurance will be provided, but the customer is responsible for providing his own trailer hitch. The rental rate for these units has been set a very low rate; sufficient to cover the capital cost, with enough extra to enable base fund to make a modest profit.

Renting a camper and taking advantage of B.C.'s beauty spots is indeed a fine way to spend a holiday. For further information, contact the BXO, Captain Byrne, or call in at the Auto Club.

The Sea Survival Training School, which operates from September through May each year provides realistic water survival training for all Canadian Forces aircrew.

With all these major responsibilities neatly farmed out, what is the base responsible for? A staggering variety of things, really. The job of the base is still to put the right airplane in the right place at the right time, and the co-ordinated efforts of a great many people are necessary if this job is to be done.

What people? All the people on the base are in some way connected with getting that right airplane in the right place at the right time.

The administrative clerk who prepares the records, the finance clerk who prepares the paysheets, the supply clerk who issues the flying suits, the military policeman who provides the security, the firefighter who prevents the hangar from burning down, the recreation specialist who keeps everyone in good shape, all of them keep intact our record of always putting the right airplane in the right place at the right time.

Some 1,700 servicemen are required to operate the three squadrons and provide for their administrative and logistic support. About 1,100 of these, with their families live in the local area, which is why the residents of the Comox valley and the base enjoy such a close rapport. With so many servicemen living downtown, the phrase "friends and neighbours" becomes reality, and not just a time-worn cliché.

Although service life often entails a great deal of overtime, life for the serviceman is not just a matter of work, work, work. Most of them find time to participate fully in community life, and in the recreational opportunities afforded by the Comox valley. Servicemen can be found coaching Little League baseball teams, minor league hockey teams, taking care of cub and scout groups and participating in local churches. They can also be found making inroads on the fish supply, swinging their way around local golf courses and lolling around on local beaches. That servicemen leave their hearts in Comox can be seen in the number of them who return to the area to retire among the many friends that they made during their posting here.

Canadian Forces Base Comox is one of Canada's major defence installations. All servicemen hope that it will be a prominent part of Canada's defence posture for years to come.

GETTING GREEN GRADUALLY

OTTAWA (CFP) — The switch over to the new green uniform is going smoothly according to a supply services report released here in late March. And it gives credit to forces supply and tailor staffs.

Since general issue began in August 1969 more than 19,000 troops have received the new uniform. This doesn't include CANEX and private buys.

Officers commissioned since November 1968 and recruits enlisting after Aug. 1, 1969 have been kitted, as have personnel in special jobs outside Canada — attaches and exchange officers to mention a few.

Bases St. Jean, Cornwallis, Petawawa and Valcartier have been converted, with Esquimalt and station Masset, B.C., now being outfitted. Formations in Europe have been moved up the list. The brigade and air division will begin conversion this summer instead of 1971-72.

Rounding out the 1970 issue will be the outfitting of bases Halifax-Shearwater, Comox, Chilliwack and Greenwood, and stations Holberg, Kamloops and Baldy Hughes, all in British Columbia, as well as stations Barrington and Sydney in Nova Scotia.

Troops in possession of the new greens can hang up their khakis or blues! But forces-wide Canfor (078 of April 8) states that functional commanders may authorize old-style uniform wear as an option for "ordinary occasions of duty on base and unit in Canada." Interim dress policy is spelled out in CFSO 124 70.

The 12-page document states

that the early issue plan — buying from service stocks before base conversion — is still in. But it cautions other ranks who buy early that they have to foot the financial bill. Some have already bought early, through CANEX or privately, and are vainly looking for free issue of other dress items or a cash return.

But clothing officials here say such a move would throw the phased issue program out of whack and cause administrative and financial problems.

The report dispels the rumors that officers are getting the better of the deal. Most officers have received a \$200 cash grant (about two-thirds the cost of uniform) to buy early, through CANEX or privately. They won't get a free issue and don't have a clothing upkeep allowance to keep old style uniforms in shape. It's an out-of-pocket expense.

The program has had its share of troubles. Overcoats were scarce for a while — but there are plenty in stock now. A waterproofing problem has delayed the lightweight raincoat — it won't be ready for some months yet. Officials aren't concerned as there are plenty of gabardine coats in stock. Another hang-up was a shortage of uniform jackets but contract deliveries now are larger than expected. The khaki summer uniform is still in the trial stage and officials say they don't know when it will be available for issue.

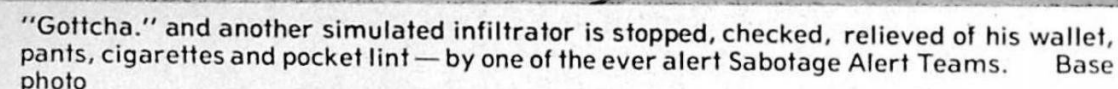
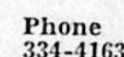
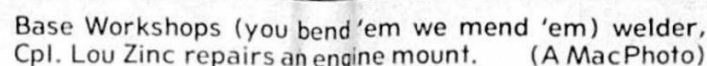
The women's ensemble has been approved and stocking of fabrics and accessories is underway. It's expected to be ready for issue later this year.

CFB Comox at a Glance

Canadian Forces Base Comox provides administrative and logistic support for four units. They are:	
409 Interceptor Squadron	
442 Transport and Rescue Squadron	
407 Maritime Patrol Squadron	
Sea Survival Training School	
Six different types of aircraft are flown at CFB Comox. They are:	
CF-101B Voodoo interceptor	409 Squadron
T-33 trainer	
C-47 Dakota Transport	
SA-16 Albatross amphibian	442 Squadron
Ch-113 Labrador helicopter	
Argus	407 Squadron
Base strength	Approximately 1,700 servicemen
Monthly payroll	Approximately \$1,000,000
On-base housing	About 300 units
Off-base housing	About 100 units
Number of service families living in local communities	About 1,100



Comox was selected for installation of the new radar primarily because of its imperative need for positive control of aircraft movements in the Comox area which is blessed with an unhappy combination of hazardous terrain, heavy civil air traffic and, in the fall and winter months, poor flying weather.



The Military Police section is under the control of the Base Security Officer who is responsible to the Base Operations Officer. It is divided into four basic sub-sections - Military Police Headquarters, staffed by Captain Blundell (BSecO), Captain Slievert (NSecO) and a small administrative staff; Security Operations - under the supervision of Chief Warrant Officer

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The Construction Engineering Section



When the construction engineering troops saw our roving photographer coming they hastily threw a technical looking blueprint over their Playboy centerfold collection and started looking busy. Left to right are: Lt. Dunbar the Production Officer; Sgt. Ernie Yendal (who retires this month after 30 years service); Cpl. R.B. Bridges, Mr. M. Carswell and Mr. Bill Lavolette.

The construction engineering section serves CFB Comox as a works department might serve a city or municipality. The CE section or "Sticks and Bricks" must erect, repair and maintain works and buildings, operate the utility systems, and provide fire and crash protection to support the base.

Major Jim Daniel leads an eager group of 25 servicemen and 67 civilians, who rush to deliver CE service to the base and the permanent married quarters. Three resources, the base CE complement, the capability to hire civilian contractors, and the opportunity to call on her government agencies for assistance enable the Base Construction Engineering Of-

The CE Production Department comprises electrical, carpentry, plumbing, paint and mechanical shops. The Roads and Grounds maintenance crew, heating systems repair crew and the mechanical repair crew are organized to perform specialized tasks, and are provided with separate shops.

The CE Utilities Department maintains and operates the Central Heating Plant, the deep wells and pumping station, the many auxiliary power plants, and the pollution control plant. In co-operation with the user section, CE maintains the swimming pool and the petroleum products tank farm and pumping system.

The administrative and

tenance, whereby systems, buildings, plants and equipment are checked on a regular basis, to detect minor flaws before they become major problems. Base buildings and PMQs are inspected annually to maintain a high state of repair, but PMQ residents and user sections can bring deficiencies to light by dialing CE Work Control at Local 234.

CE projects are items of work too large to be handled as day-to-day maintenance. Always a source of fascination to servicemen, the ebb and flow of CE project funds determine whether an office or PMQ will be painted, a parking lot paved, or light fixtures installed. Alas for the BCEO, the funds required to

Education Opportunities in the Canadian Armed Forces

No matter the walk in life you may be pursuing, there is always the opportunity for academic advancement. The Canadian Armed Forces is no exception. In fact, members may have a slight edge in this field compared to many of their civilian contemporaries.

For those who for a variety of reasons, left school before completing their high school, an incentive is offered. For any academic courses successfully undertaken they may be reimbursed by 50% of the cost of the course or \$50.00, whichever is the greater. This offer is good for personnel undertaking university courses leading to a degree and to some technical courses.

One may ask what benefits, other than monetary, may result from this academic upgrading. There are two plans from which benefits may be derived -- University Training Plan -- Men (UTPM) and University Training Plan -- Officers (UTPO).

If a serving man meets the age requirement and is four years or less from a baccalaureate degree, he may be selected to attend university at the expense of the crown. This plan is highly competitive. "Many are called but few are chosen". Should a man successfully complete this programme, he is granted his commission and is required to serve for a predetermined period of time.

An officer who has four or less semesters to complete to receive a baccalaureate degree is eligible to make application under this plan. On successful completion he also is required to serve for a predetermined period of time. Again, his university training expenses are borne by the crown.

A further benefit for serving men that may be accrued from advanced education is the commissioning from the ranks plan (CFR). Providing the man has not reached his 41st birthday and is four years or less from a baccalaureate degree he is eligible for consideration for promotion to commissioned rank status.

In summary it may be stated that the opportunity is ever present for those who wish to take advantage of it. It only requires a little ambition, good working habits and perseverance to acquire an improved academic background. It is also very useful when leaving the service and embarking on a second career in "civvy street".

Where's Daddy, Mom?

Continued from Page 1

they run toward their aircraft, they know it could be a one-way trip. If the aerial intruder turns out to be a hostile aircraft, their task is clear--stop it before it can destroy Canada.

But if you visit one of Canada's three fighter squadrons, or the deployment base at Val d'Or, you'll seldom hear ringing declarations of sovereignty, freedom, and democracy. For those men are professionals whose quiet dedication speaks louder than words.

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DND ACTIVE IN INSTITUTE

OTTAWA (CFP) — Brig. Gen. E.P. Bridgland, director-general of aerospace systems at CFHQ has become vice-president of the Canadian Aeronautics and Space Institute.

Other DND personalities figuring in the CASI annual meeting recently in Ottawa included Air Commodore D.M. Holman to the institute council from the Trenton-Kingston branch. Lt.-Col. H.E. Hollywood of base Shearwater continues in council office 1970-71 for Halifax-Dartmouth, and D. Ellington of DRB establishment Valcartier for Quebec.

Elected new fellows "for notable and valuable contributions in science or engineering relating to

aeronautics and space are Brig.-Gen. R.M. Aldwinckle, chief of staff requirements at Mobcom Hq. and E.J. Bobyn, director general of the DRB establishment in Valcartier.

The May 19-20 meeting of the CASI in Ottawa was attended by more than 200 aerospace engineers and scientists from across Canada. Total membership of the CASI is more than 1,900, making it one of the four major technical societies in Canada. Incoming president is R.J. Conrath, manager of the aerospace and defence division of Railway Power and Engineering Corp., Ltd. The CASI has just over 100 fellows in the worldwide membership of the institute.

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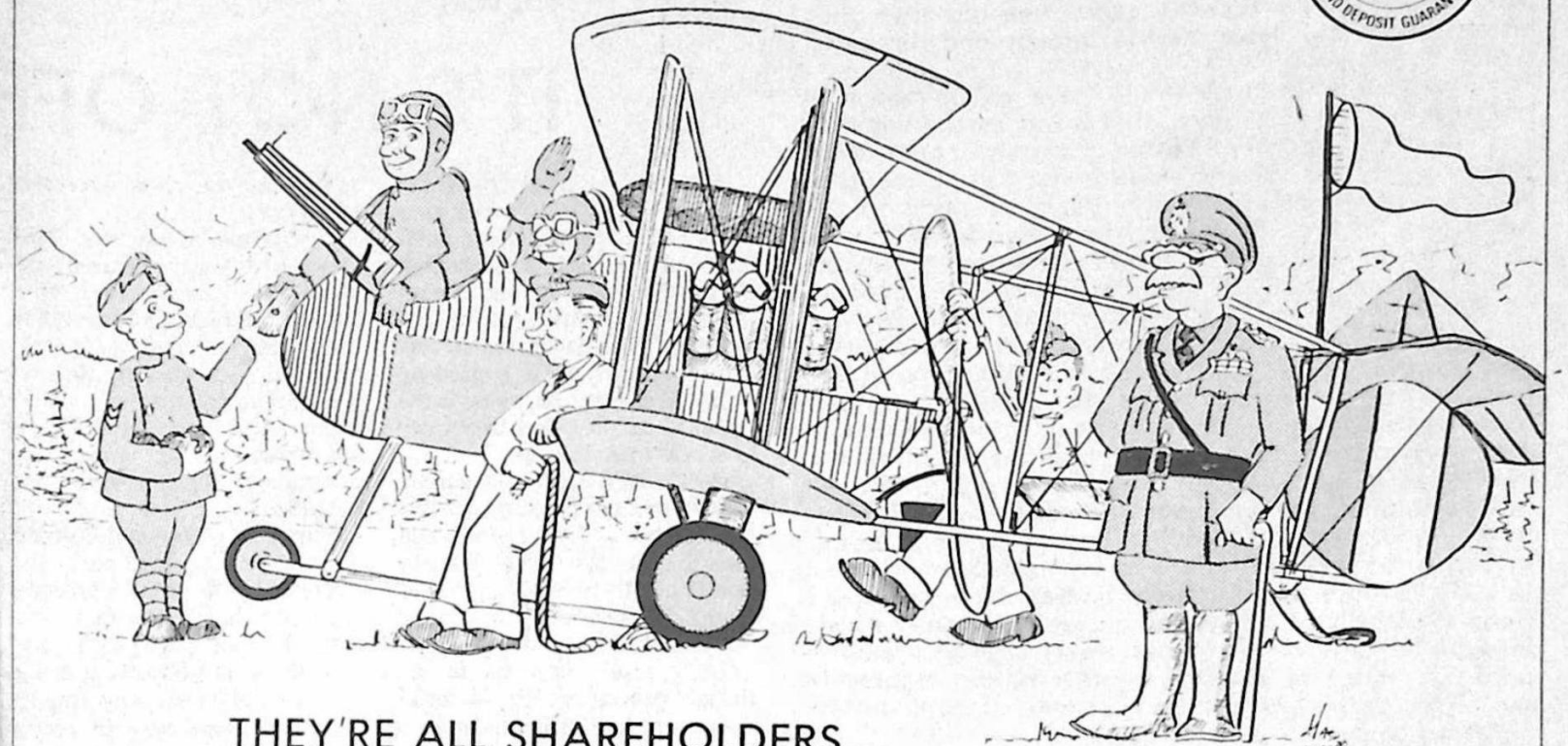
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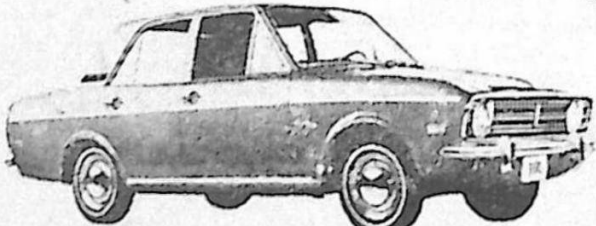
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EDITOR:
Capt. RH Koehn (Loc. 409)

BUSINESS MANAGER:
Lt. JR Scott (Loc. 308)

EDITORIAL STAFF:
339-3078
Sgt. HE Miller (Loc. 461)
Capt. RE Merrick (Loc. 409)

SPORTS EDITOR:
Lt. J Loring (Loc. 308)

DEPUTY EDITOR AND CARTOONIST:
Cpl. LG McCaffrey (Loc. 377)

ADVERTISING STAFF:
Lt. A Stephaniuk (Loc. 308)
Lt. R Windsor (Loc. 308)
Lt. P. LaFleur (Loc. 308)

CIRCULATION:
Cpl. K Paisley (Loc. 474)

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The Military Monolith

It is an unfortunate fact of modern times that every nation which pretends to a future must have an effective military force. The few peace-like societies that history has known have died in infancy and turned to dust.

The flower children would have us believe that love accomplishes all things, that a war machine invites war, and that a country divested of arms will not attract greedy aggressors. But he world is not full of beautiful people, and any country which makes no plans to defend itself is impotent indeed. Any thinking man would look at the current world situation and conclude that some sort of military force is necessary in Canada.

The greedy and the selfish among us have suggested that, although a defending force is required, Canada should not have to provide that defence for herself. They argue that since the United States has so much to lose in the event of an invasion of Canada, the Americans should look after and pay for all of the defence of North America. They do not agree that the U.S. should control or govern Canada, but only that it should defend her, leaving her sovereignty intact. This "poor brother" attitude is as irresponsible and naive as is the attitude of the flower children. How long could Canada possibly be considered a member in good standing of the community of nations if she adopted the parasitic stance of allowing another nation to provide her entire defence? How could a man of honour then be proud to be a Canadian?

Given the requirement for a military defence force, what should be the structure of that force? What shape and size? A huge land mass with rugged terrain and tens of thousands of miles of coastline would be a formidable job for a large nation to protect. For such a sparse population as Canada possesses, the task is impossible. She must, therefore, develop an efficient military force whose size is proportional to her resources, and then use that force as a bargaining point in the making of treaties and agreements with other countries for mutual protection. One further step must be the establishment of priorities which will be used to guide the military in the channeling of resources so as best to achieve the aim. Canada's priorities are: first, to maintain the sovereignty of Canada; second, to defend North America; third, to carry out the terms of our treaties with other friendly nations; and, fourth, to assist the United Nations in peace keeping operations wherever required.

THE MONETARY UNILITH

It would be a mistake for Canada to be ruled by a military dictator or junta. The tendency would be to place a disproportionate amount of stress on military capabilities, to the detriment of the rest of the economy. Instead, Canada is governed by civilians who must decide on a compromise between Canada's military requirements and what percentage of her gross national product Canada can afford to spend in fulfilling those requirements. Once the civilians have decided the amount of the defence budget, it is up to the military magicians to do their best to carry out the priorities and still stay within a fixed budget.

Unification of the three services of a few years ago was carried out in the interest of efficiency. Of course, the jobs did not change: there was still a requirement for a Maritime Command of ships and airplanes with an anti-submarine and anti-shipping capability; there still had to be airmen to fly interceptors for air defence, and transport aircraft for logistics and support; there still had to be rifle carriers and trench diggers to repel enemy ground forces if the maritime forces and the air defence forces were to fail.

Hard on the heels of unification came evaporation, that drastic reduction in service personnel which was made necessary by a sharp decrease in the number of dollars available for defence. Of course, the priorities were still there, but now there was only a mini-force to do a maxi-job. In spite of the shortage of money and the decrease in personnel, the service manages to do an admirable job in a whole variety of fields. Quite apart from honouring commitments under NORAD and NATO agreements, and assisting the UN in peace-keeping advisory capacities, the Canadian Armed Forces engage in such activities as bridge-building in the Canadian North flood control and evacuation, helping out other countries in times of emergency, mercy flights, search and rescue missions, over the ocean as well as on land, flights for the prime minister and members of his cabinet and of parliament, aid to civil authority when so requested because of strikes or insurrection, plus a host of other jobs too numerous and transitory to mention. The CAF is one unified service, but its jobs and functions are legion.

PROOF POSITIVE

Once a year, on Armed Forces Day, the men in the military get a chance to demonstrate some of their capabilities to the civilian populace. The public gets a chance to see how some of their tax dollars are spent and many of their misconceptions are dispelled. Armed Forces Day attracts the curious, the interested, and the bored, but it also attracts the young, able, and talented men and women with a spirit of adventure, those who eventually join the service and become an integral part of it.

The men in the service possess a great deal of talent and intelligence and most of them are proud of their superior abilities. It is unfortunate that so much potential is tied up in a hold capacity such as the peace-time service, however, with so few men to do such a large job, we must make up in quality what we lack in quantity. As long as Canada maintains an effective service, even though it is a part of a co-operative defence force, this country will be safe to live in and the sacrifice in money and effort will be well worth while.



Madam, the RCAF has been zapped, the air element has been reduced. But we do not refer to ourselves as the flying nones.

IT'S NOT OFFICIAL

If this is your first copy of the TOTEM TIMES, welcome aboard. The paper is an unofficial publication of Canadian Forces Base Comox, and is paid for solely by the sale of advertising. The paper, which has no paid employees is staffed by volunteers, most of whom have minds so twisted that they have to screw their hats on.

The TOTEM TIMES is printed to inform and to entertain the servicemen of CFB Comox and their dependents. Copies of it are sent to all other Canadian Forces Bases. Besides being informing and entertaining, the TOTEM TIMES also attempts to be thought-provoking. Its editorial pages are known throughout the

service for the views expressed thereupon.

This is not to say that those views are always shared. Occasionally the arrival of a smoldering rocket indicates that those views are most emphatically not shared. Readers are reminded that the views expressed in the TOTEM TIMES are those of the writers expressing them, and not necessarily those of the Department of National Defence, or anyone of any particular importance in that hierarchy. Also, the line in the mast that says that the paper is printed with the kind permission of Co. G.H.Nichols in no way implies that he is completely in accord

with everything that is printed in the paper.

The TOTEM TIMES has long been accustomed to receiving compliments for its sharp, professional layouts and printing. The credit for this must go to the printers employed by the Comox District Free Press, who, every issue, prevent us from making some catastrophic blunder. A group of amateur editors can commit any number of sins if it is backstopped by a competent lot of printers, and more competent than our printers they just don't come.

We hope you enjoy your copy of the TOTEM TIMES.

Humour in Gruniform

As a jet flying instructor during a government cutback in military spending, I found that crosscountry flights to other bases were suddenly severely limited. Trips were restricted pretty much to exigencies of the Service, or for compassionate reasons. Therefore, I was pleasantly surprised one day when I was asked to fly a Sergeant of some 25 years service to another base so he could

visit his ailing father.

During some small talk on the second hop of the flight, I mentioned that it was really too bad that his father wasn't feeling well.

"Yes," the Sergeant replied, "He's been in bed for the last day or two. He isn't his usual sprightly self at all."

"By the way," I asked, "How old is your father?"

The grizzled Sergeant turned his rheumy eyes toward me and

replied over the intercom, "Ninety-two."

The Captain in the Air Force was Public Information Officer at a military installation which had a nuclear capability. As PIO he often had to use quick wits to keep from getting in a scrape. One day he received a telephone call from the host and moderator of a local radio program which prided itself on airing subjects of a controversial nature.

The moderator identified himself and stated that their conversation was going out over the air. He then began asking questions about the types of armament and numbers of weapons that were being held at the base. The Captain replied that the requested information was classified and he had no authority to divulge it.

At this, the moderator became insistent, but the Captain firmly stated, "I'm sorry, sir, but I can't give you any more information. You'll have to call Ottawa. I'm going to hang up now."

"YOU CAN'T HANG UP ON ME AND 75,000 RADIO LISTENERS," roared the moderator.

"Listen for the click," was the quiet reply.

Social Services Close at Hand

OTTAWA (CFP) — What does a welfare officer do? Basically the directorate of welfare services and field members provide a social service to members of the armed forces and their dependents.

In other words, they try to iron out some of the lumps of modern living especially applicable to servicemen and their families.

Marriage problems, compassionate difficulties involving illness, mental or physical handicaps, family separation through duty, galloping budgets, alcohol and drug usage and the plain, simple problems of adjusting to service life are all areas where welfare officers concern themselves.

There are 20 armed forces welfare officers sprinkled throughout Canada and Europe. Sixteen are located in seven geographic regions in Canada and four others serve in Germany. In Canada, welfare officers are located in Ottawa

(two), British Columbia, Prairie provinces, north and central Ontario, Quebec and the Maritimes.

Their help is as handy as the closest telephone. Servicemen and or their dependents are encouraged to contact their welfare officer before minor problems become major ones.

Personal problems are held in confidence. There are no career implications involved or attached to a visit and contrary to some beliefs, private discussions are not tucked away on career files but are held by the welfare officer for his own use. In the case where there is a need for information to be released to others, the client's permission is first obtained.

While the old service maxim, "— tell it to the padre", is still valid, there is another course open to the serviceman when personal dilemmas crop up — his regional welfare officer.

We Get Letters

Dear Mr. Cadieux
OTTAWA (CFP) — "Which country has the best fighting army in the world?"

your old friend,

Calvin M.

Calvin M. is one of about 7,000 members of the general public who write to the Department of National Defence each year. From all over the world, and with every possible enquiry, letters pour into the Directorate of Information Services in Ottawa.

What an assortment of requests!

A collector would like a small piece of the aircraft carrier Bonaventure's anchor as a keepsake, and an ambitious kid wants to know how he can join the forces — as a full colonel!

An old gentleman is willing to demonstrate an invention that will revolutionize jungle warfare. P.S. — the invention works only at night after dark.

A veteran wants to know where his regiment was located on January 26, 1945 during the Second World War, and a

student needs details on Arctic bases for a thesis.

Children write in primarily for photographs. And if their written vocabulary isn't up to the test, they fill in the blanks with their own hieroglyphics. i.e., please send pictures of airplanes, boats, and boom! (with a drawing of a tank).

The letterpaper is often no less remarkable than the requests. The writer may choose the back of an invoice for his medium, or he might even write on the inside of the envelope. A long paragraph in tiny india ink characters was squeezed onto a paper scrap half the size of a match cover.

Another of these mini-letters asked for "all information on every possible subject."

On the other hand, a great number of requests arrive on closely-typed or letterhead paper from journalists, students, historians or other researchers. These often lengthy questionnaires take a lot of work and

From up in my perch

By Seemore



Last week I began to reorganize my belongings in my old kit bag when I realized that it was Armed Forces Day again. The term Armed Forces Day seemed to stick in my craw, but after three years of integration a guy has to get used to the changes in his time.

My first recollections of this tremendous event date back to the day His Royal Highness, King George, presented the colors to the Royal Canadian Air Force. (This should send all the ardent historians scurrying to their history books). On that momentous occasion King George was to have been present at the festivities that were to be held at RCAF Station Trenton, Ont., later to be widely known as CFB Trenton, Astra, Ontario.

(The merits of the economy of integration can be seen from the changes in postal addresses).

I enlisted during the year that good ol' King George gave the banner to the worlds greatest Air Force. While I did not have anything to do with the decision of bestowing this great gift, I, with about 70 comrades did volunteer to become Camp Borden's Guard of Honor.

As I recall, we volunteered enmass when we were presented with the choice of becoming an Honor Guard or being posted to Resolute Bay. My course in Camp Borden had just finished and we were all anxiously awaiting our marks, so that we could find out where we were to be posted. It was just after dinner when our Corporal ordered me to run to the school orderly room on the double, and pick up our marks and our postings. "On the double" in the good ol' days, oddly enough, meant running to and from wherever you were going. I had just picked up the sealed envelope and was running down the slalom course hallway. My route had just taken me through several 90° turns through the deep dark hallways of the schools' headquarters building. I was just making a 90° to the left which was to have taken me down a three step stairway when my forward momentum came to an abrupt halt. For a moment everything went black. As I gradually regained my senses, I found that I was in a sitting position aboard a large, but animate object. This object, within a very few seconds, proved to be the Commanding Officer, Wing Commander Bishop. As he regained his composure he asked in a cool and controlled voice "Where in hell do you think you're going?" I was petrified. I not only had never collided with anything more important than another car, I had never been closer than yelling distance of a Commanding officer before.

I stuttered and stammered as I gave the purpose of my haste, putting all blame on the corporal who had given the fateful order "on the double". In the meantime I was trying to recall whether or not one should salute a C.O., who is lying on his back, and if so, should one salute a C.O. who is lying on his back indoors. I vaguely remember blurting out my name, rank, and course number. At last, after what seemed to me an entire career, the C.O. was again on his feet and saying "carry on Airman". I saluted and slammed my way out of the Royal presence and immediately forgot the instance when the Course marks were announced. We had all passed and that was the important part. The Corporal was just about to announce our new postings when a Warrant Officer marched into the classroom and said to hold it for a moment. He then launched into an elongated diatribe about the honor and privileges of volunteering for a Guard of Honor. When he was through we were convinced that by the simple act of becoming an honor guard member for a few weeks we would all be Group Captains before we were old enough to drink. Enmass we volunteered the entire course to represent good ol' Camp Borden at the forthcoming festivities in Trenton, Ontario.

One of the interesting pieces of jam that resulted from this was that we all were issued with summer uniforms, then in very short supply, so that we would be properly dressed for the occasion. Another thing we were issued with was a rifle. Within a very few weeks we learned to love our rifles like a wife.

We began to learn drill, Air Force Style. Some of us had previous experience in the part time Army, but the Air Force had its own way of doing things and Rifle drill was no exception. They started us off in full uniform. As the weather got warmer and our shoulders became tougher we gradually stripped down to shirts, tee shirts and finally, (pardon the expression) bare chested. We were probably the first topless drill squad since the Boer War. After about six weeks of this jazz we could slap that nine pound six ounce rifle against our bare shoulder and not feel a thing. Our shoulders were exceeded in numbness only by our feet and our heads. At long last we were herded aboard a converted cattle car and taken to Trenton, a full three weeks in advance of the big day.

At Trenton we were given the "feel" of the local parade square. We learned to hate that place with a passion. Our Guard commander, who has since gone to that great parade square in the sky, drove us unmercifully, but we loved him. He was only about four and a half feet high. When the time came for a dress rehearsal he had to wear a sword. He was so short he couldn't get his sword out of the scabbard. While it was funny to watch it was also tragic because he was replaced by the wheels and had to sit on the side lines, watching someone else take his place. It was then that I learned that he was really a good guy, for while we were under someone else's charge, he watched over us like a mother hen, taking care of any of our needs and trimming the rough edges off of our drill by giving us a little extra training after supper. On the average we spent 12 hours a day on that parade square while we were in Trenton.

One day we had a dress rehearsal, a full scale parade with all the commands movements and speeches. We were standing at the "form Fours formation and the Padres were giving their spells. We had been there for about three hours and it was so hot the tar on the parade square was so soft that our boots were sinking in to it.

Any day of the week, one can look out of the windows of 7 hangar, and see servicemen of all ranks wandering around in slack and undisciplined fashion; hands in pockets, tunic on but open, hats on back of heads, no hat (its under his armpit), no tie, — you name it!! Months back, a rumour started that the BWO, along with branch and section heads, would make occasional visits to the hangar areas to check on dress standards. With all due respect to the BWO and his aides, we have yet to see any improvements in front of 7 hangar.

So how "bout it 'slobs" — and I mean just that for those of you

As an eight year member of the Cdn. Armed Forces, I have noticed in the past year on this

Dear Sir:

Shackled with a wife who hasn't mastered the workings of Henry "Ford's" little invention, I've been responsible for the vast majority of the family grocery purchasing for the past eight years and I'm becoming concerned. It seems to me that we mortals have the wrong sex

fighting our wars. A few self-respecting housewives with shopping lists, hair in curlers and a cigarette firmly clamped in their jaws would clean out South East Asia or straighten out a college campus in the twinkling of an eye. I've never been to a fire sale at the Bay, but as soon as I can locate a Bren Gun carrier, I'm going to one — just out of curiosity, mind you.

Not all women shoppers are pushy, rude, overbearing and not all have forgotten such social pleasantries as "please", "thank you", and that old turkey, "pardon me". It just seems that way. Bird watchers would have a field day at the local supermarket. Witness the broad-beamed tomato-squeezer, the Splay-Footed Sale-Blocker, and the 40-item express lane blocker. Gents, where do all those sweet young-type honies that we married to their grocery shopping? If you find out, let me know.

Dear Sir:

As an eight year member of the Cdn. Armed Forces, I have noticed in the past year on this

What is the matter with the vast number of servicemen who were trained to respect their uniform and what it stands for, and to look sharp? That is, by keeping their uniforms clean and pressed, shoes shined, hair neatly cut: To wear the uniform in its entirety when required to do so, and to wear it in accordance with regulations laid down for proper dress. I refer not only to the lower ranks, or newer members of the service who, at times are seemingly expected not to know any better.

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So how "bout it 'slobs" — and I mean just that for those of you

(When we finally did move again some of us were completely stuck.) One Padre, seeing a golden opportunity, decided to take advantage of his rehearsal time and gave us a full fledged commercial. He droned on for what seemed like an eternity. At last the guy next to me fainted. You've heard about guys fainting on parade but to see it really happen is something else. They go down stiff as a board. In the "form fours" formation with fixed bayonets, it can be exciting. As he went down, his bayonet caught the man in front in about the centre of his port butt and tore a gash almost a foot long down his leg. As the guy next to me hit the deck with a sickening thump the "stabee" called the lords name and took off on a dead ahead course at high speed. The startled and interrupted Padre thought he had a convert for a moment.

The rest is history. We had the parade, unfortunately the King couldn't make it. Neither could the Governor General and I think it was the Minister of Fisheries that finally presented the colours to the R.C.A.F. The parade was otherwise a success. I think some of us even had a momentary pang of pride as we did the march past. All of us learned never to volunteer for a thing like that again and we all learned to hate RCAF Station Trenton.

I have hazy recollections of boarding another cattle car and a dim version of the return trip to Camp Borden. (They gave us each three bottles of beer after the parade). The next morning we were again lined up and told what a great job we had done and then given our new Postings. I was posted to RCAF Trenton. There I stayed for 11 years. I have never volunteered for a Guard of Honor since, although I have been on several. I have never run through the halls of a headquarters building since, even when they were on fire, and, I have never, never, knocked a Commanding Officer off his feet again.

At Trenton I took up residence in an all boys dormitory. There were only 70 of us to a room. I had reached Utopia in the quarters department. I used to lie there on my top bunk and think how lucky I was. I had a locker two feet long, one foot wide and one foot deep all to myself. My regular uniforms and one set of civies hung beneath. My off season uniforms and other clothes hung, firmly secured by two padlocks at the foot of my double bunk in a matched set of kit bags. At the other end of the bunk hung the matching set of kit bags belonging to the guy who owned the lower bunk. I had a quarter share in the writing table and chair that stood between ours and the bunk next door. I was responsible for one half of the hardwood floor space that was occupied by our bunk. The washing, waxing and misery sticking of which will probably make another column some day.

I could, with little effort, lay on my bunk and touch everything I owned. I was a lucky man indeed. They even gave me \$58 a month to squander on myself. Those were the good ol' days. We sure have it tough these days. Would I like to go back to the good ol' days? Not bloody likely.

One final observation — Armed Forces Day is soon approaching. What will it be? Well, we all know the answer to that: There won't be a poorly looking uniform in sight will there? Or is there one or two of you "grubs" who will try and ruin it for the rest of us who care but really can't do anything to stop you? Okay then, if that's what you want, "why should we care?" Think about it! All we hear these days is that the U.S. and Canada (our main interests) are all going for the biggest chops one could imagine. B.C. isn't in the best of shape either, it is — no jobs available for retiring personnel, strikes, etc. Well, why let these situations hinder the services. You're in the service to prove it more than you are now! Hopefully, on Armed Forces Day if any "grubs" are on base they won't be military ones, or even associated with them in the least way.

I am Proud,
J.A.B.

442 Transport and Rescue Squadron

Comox became the home of 442 Transport and Rescue Squadron in the summer of 1964. At the time of the move, the squadron was known as 121 Communications and Composite Squadron. The squadron was comprised of H-21 helicopters, Albatross flying boats, and Dakota transport aircraft.

The main role of 442 is to carry out search and rescue (SAR) operations in the Pacific area and to provide regional air transportation facilities to Pacific Coast based personnel. Last year this unit flew 7,642 hours, participating in 170 SAR missions. These 170 SAR missions were composed of 34 aircraft distresses, which resulted in nine major air searches; 19 marine distress incidents; 98 mercy missions, which include mercy flights, air evacuations and SAR operations for missing persons.

Two Labrador helicopters, five Albatross flying boats and four Dakota transport aircraft now make up the establishment of this unit.

The Labrador helicopter is a twin-turbine powered tandem-rotor helicopter, equipped primarily for search, rescue and transport missions. The helicopter is capable of transporting personnel, litter patients, vehicles and cargo. The cabin of the aircraft will accommodate 26 people or 15 litter patients. The crew of the Labrador for a normal search consists of two Pilots, two Flight Engineers and one Para Rescue Specialist.

The major search aircraft for the squadron is the Albatross. This aircraft can operate from both land or water, and in its winter configuration from snow or ice. The "Albert" as it has become named by its crews can be fitted to carry 10 passengers or 12 stretcher patients but the normal configuration for search is with five passenger seats and four stretcher patients. The normal crew for the aircraft is two Pilots, one Navigator, one Radio Officer, one Flight Engineer, two Para Rescue Specialists and two Spotters. Many lives have been saved over the years due to the ability of the Albatross to get the sick and injured to the larger medical centres. Many areas along the west coast are only accessible by water and this is where the

Albatross' amphibious qualities have become so valuable.

Quite often the Labrador and the Albatross combine their efforts in an evacuation where the patient is only accessible by means of a helicopter. The Labrador carries the patient to the nearest airstrip and then he is transferred to the Albatross to be taken to the nearest hospital.

Retiring this year from service with 442 is the Dakota aircraft. For the past three decades the Dakota, or "Gooney-bird", as it is called by its crews, has flown thousands of hours making it one of the most respected aircraft in aviation history.

In 1969, Transport Flight provided service for approximately 8,000 passengers arriving and departing Comox, carrying approximately 260,000 lbs. of freight and baggage. Transport Flight also carried out seven air evacuations when primary SAR aircraft were either unsuitable or unavailable for the purpose.

The last two mentioned aircraft, namely the Albatross and the Dakota, are due to be phased out of service this summer. They will be replaced by the Buffalo.

In losing these aircraft there are certain points which will be gained and lost. Primarily the loss of the water and snow capability of the Albatross. This loss will result in some air evacuations and mercy flights presently being done, having to be done via other means, particularly if distance precludes the use of the helicopter. Cutting back from five fixed wing aircraft to three will affect the number of aircraft available for search. The loss of the Dakota will mean the squadron will have less personnel transport capability.

On the brighter side we will gain the ability to utilize short landing strips in our search area due to the design and development of the Buffalo.

The Buffalo being a more modern aircraft will be faster and have improved single engine capability resulting in increased safety for crews. With the change-over to the Buffalo the squadron will be losing approximately 100 personnel, both aircrew and ground crew.

In closing, the Commanding Officer, Lt. Col. D.M. Payne, and members of 442 Sqn. wish everyone a healthful and accident free summer for 1970.

FUNGUS FEATURES

by Mac



The mighty Albert thunders down Comox Lake after a recent water para chuting exercise. The Albatross is a tri-phenian aircraft, capable of taking off from or landing on land, water, or snow and ice. 442

Squadron will soon to see its five Alberts which will be replaced by three land based Buffalos. (A MacPhoto)



The DeHavilland Buffalo, will soon become a familiar sight in the Comox area when it replaces the Albatross fleet this year. (CF photo)

THE VERSATILE BUFFALO

442 Squadron, your friendly neighbourhood search-and-rescue group will soon be trading in its venerable Dakotas and Albatrosses for some DeHavilland Buffalos. While the Buffalo cannot, as the Albatross can, land on water, it can do a host of other things, and do them well. It can, for example take off at its maximum all up weight in a mere 1,075 feet. It can land, at the same weight in a truly breathtaking 525 feet. It is designed expressly to get into and get out of short, unprepared fields, such as might be found almost anywhere.

For the crews who must search in the mountainous areas of British Columbia, the Buffalo will be a welcome change from

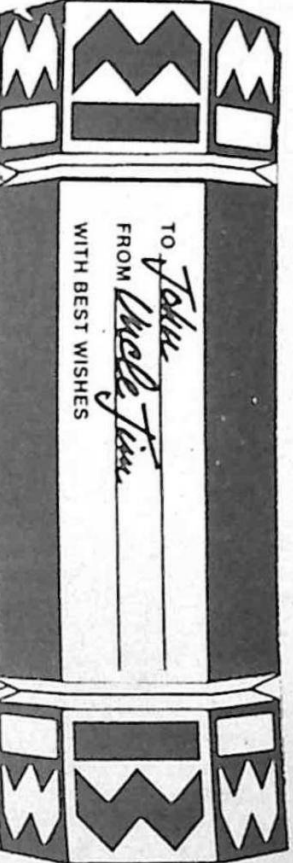
the Albatross, which was never really at home in the mountains. Searches now will be carried out with a far greater degree of safety than was possible before. The Buffalo gets its power from 2 GE CT64-820 T turbo-prop engines which deliver 3,060 HP each at sea level. Such power gives the Buffalo the capability of climbing away from a variety of embarrassing situations that might be encountered while conducting mountain searches. The Buffalos short take-off and landing (STOL) capability means that it will be able to touch down almost anywhere in B.C., where there are people. Once down, it can load up to 24 stretcher patients and carry them to hospitals in larger centres.

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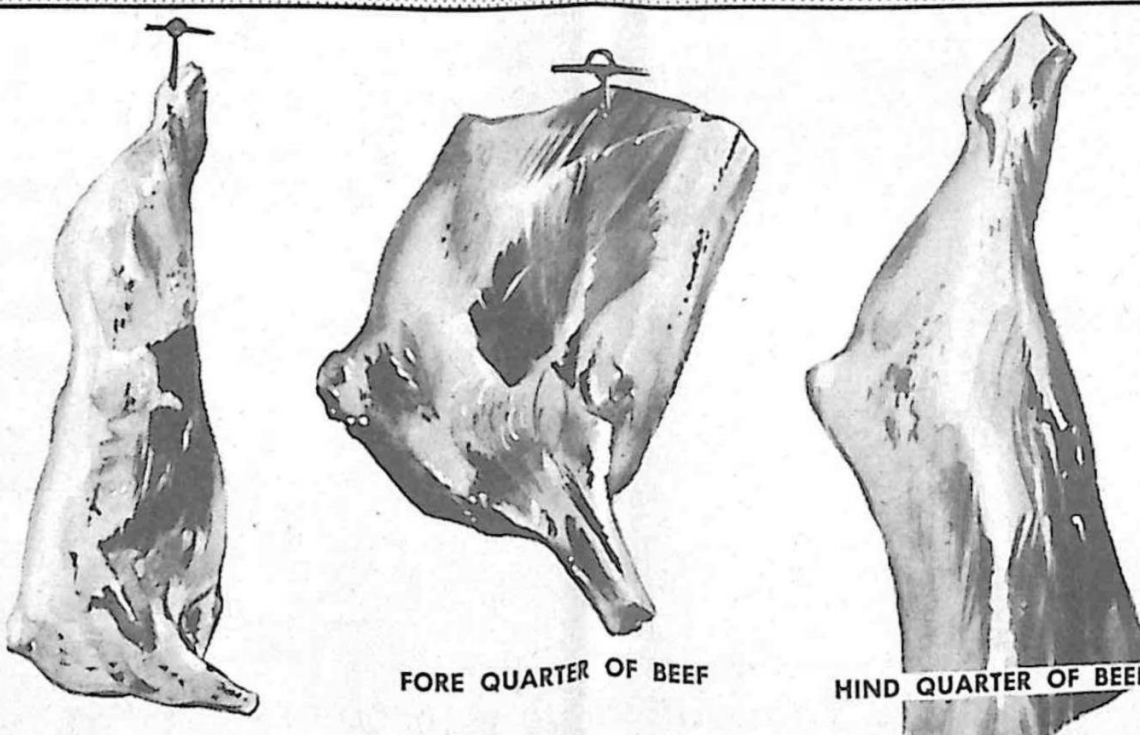
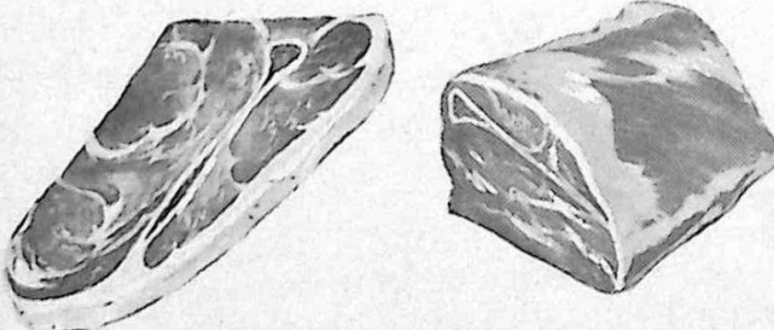
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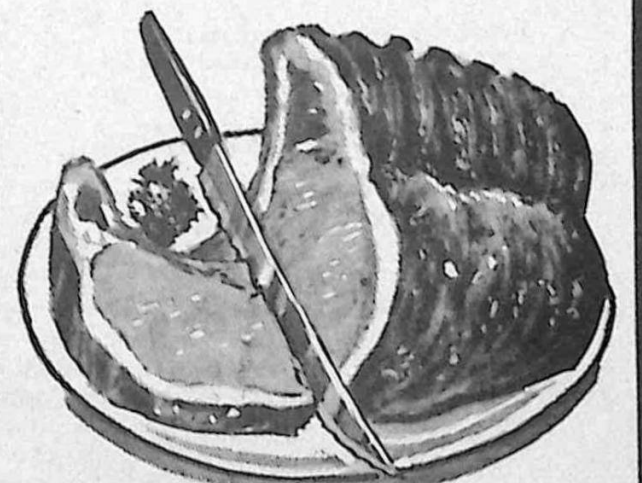
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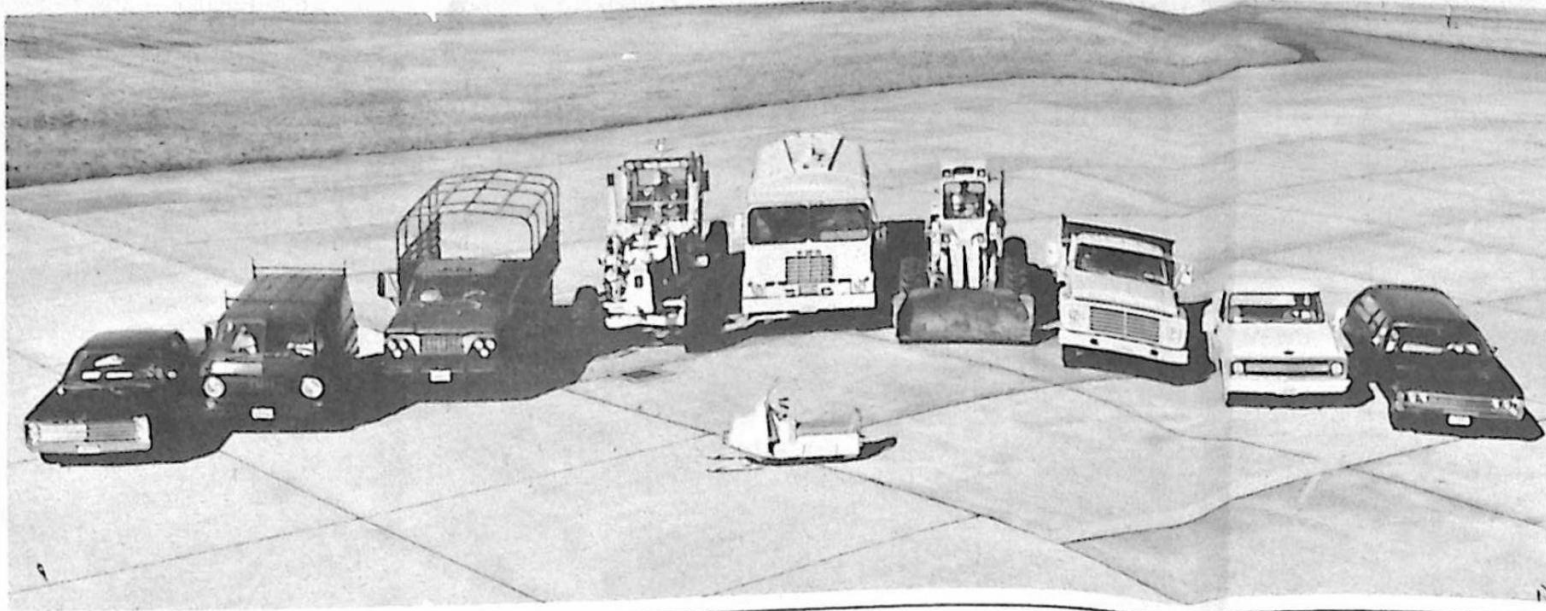
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Got a Transport Problem?

How do I travel to a new posting? How does my family get there? What about my Furniture and Effects? What about claims and travel entitlements? What Service Air flights are available? How do I get myself on one? What are the Departure and Arrival times? Is the aircraft safe? (oops - of course it's safe 'cause 442 Kamikaze tells us so). Do these questions sound familiar? Well, how about trying these on for size too! Where can I get a crane or a bulldozer? A Dump Truck? How do I get cargo moved? How about a snow blower or a high speed plow? Who keeps the snow off the runways? Why can't they leave it there so we can close down for a day or so? (oops again!) Who are those crazy guys sweeping the runways every day at 6 a.m.? To whom do the Refuelling Tenders and their Race Drivers - sorry, I mean Operators - belong? Need a staff car? Who do I call to clear my pranged Clunk off the Runway? (God Forbid) These questions may not be so familiar BUT WAIT - WE HAVEN'T FINISHED YET! Got some boating pals you would like rescued? How about a target towing boat for your torpedo equipped airplane? Got a boating problem? Like to go for a nice cruise in the Gulf? (SHHH - don't spread this one around). Want your tractor fixed? How about your Fire Truck then? Refuelling Tender? Now you may well ask the BIG question - why all these d-n silly questions? Well, we feel that one or all of these questions may have crossed your mind at one time or another and we want to tell you that the answers are available from the Base Transportation organization. Our



"Action Groups" are also prepared to provide the associated service with each of these questions and besides, we wanted you to know just where we "fit in" in the overall Base picture.

Base Transportation has four major sub-sections just "chomping at the bit" to provide a service to you - (OF COURSE WE MEAN WITHIN THE REGULATIONS): Motor Transport, Base Movements, Marine and Maintenance, all coming under the Base Transportation Officer. The Section comprises some 106 personnel, 137 pieces of mobile equipment, three 40-foot Crash Boats, one 70-foot YFP (Yard Ferry Personnel - stolen from the sea element) and 74 boats of varying sizes. The Base Transportation Section is a vital part of the Base Technical Services Branch and stands ever ready to help YOU in any way it can. GOT A TRANSPORTATION PROBLEM? GIVE US A CALL

BRITS BASH AND SPLASH INTO B.C. BUSH



Touchdown, and within inches of the center of the Pea Bowl, where the ultimate target for all jumpers lies, the visiting British paratroopers not only had the opportunity to jump into the world's greatest scenery but during some of our finer weather. (A MacPhoto)

The first half of a two part visit by members of the British 22nd Special Air Services regiment arrived in Comox on the 29th of May and will be leaving on Armed Forces Day aboard the new 707.

Since their arrival they have been under the tender care and guidance of the Para Rescue Sections leader, W.O. 'Doc' Savage. The purpose of the visit was to familiarize the Brits with rescue techniques used in British Columbia. W.O. Savage has had the poor chaps leaping out of our beloved Albatrosses into the Jumpers bowl on the aerodrome, into some of the scratchiest timber on Vancouver Island and into the icy waters of Comox Lake.

All this activity wasn't quite as bad as it sounds. The men from the S.A.S. are a hardy lot to begin with and they had the benefit of full bush jumpers clothing when they hit the tall timbers and they were wearing wet suits when they jumped into the lake.

405 Sqn. to Receive Standard

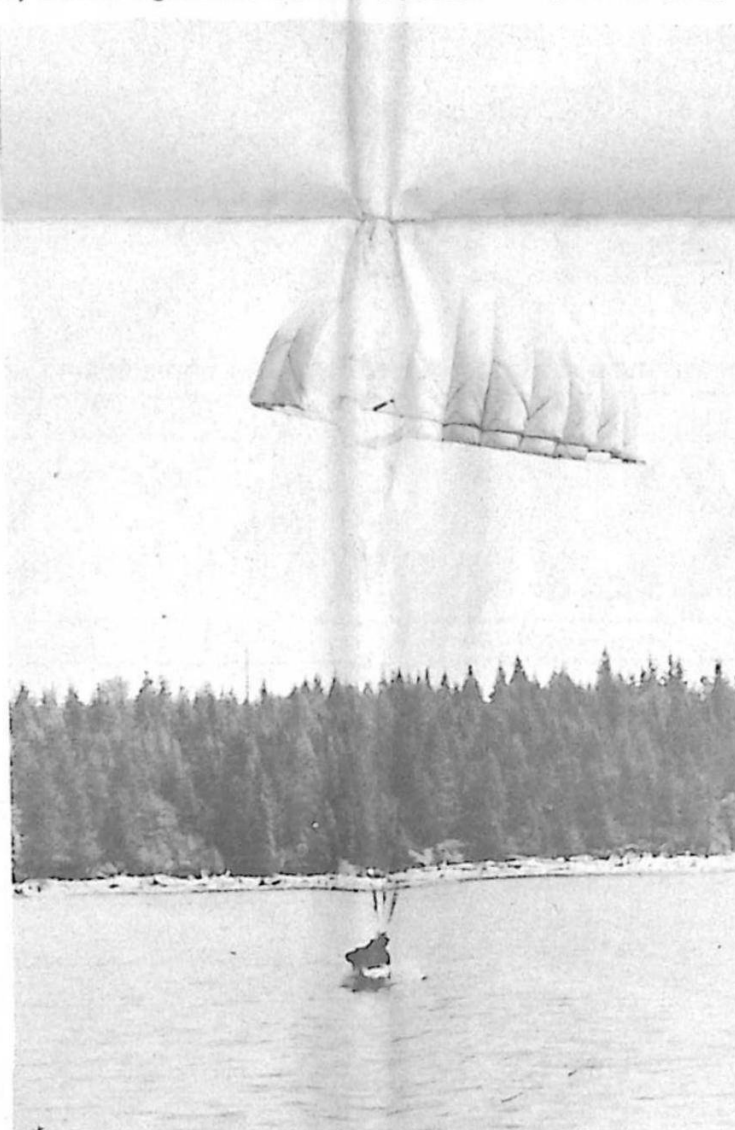
His Excellency the Governor General, The Honourable Roland Michener, will present the squadron standard to 405 Maritime Patrol Squadron on Sept. 19 at Canadian Forces Base Greenwood, N.S.

The official Standard is emblematic of 25 years of service as a unit. Although several reserve squadrons have achieved this record, 405 will be only the third regular air squadron of the Canadian Armed Forces to earn this distinction.

405 "Vancouver" Squadron was formed in England in 1941 and participated in many of Bomber Command's heaviest and most telling raids. After a period of duty with Coastal Command, the squadron returned to Bomber Command in 1943, following which the unit was selected for the elite role of "Pathfinder." In this capacity, 405 Squadron led the way in many actions, including some of the massive attacks on Berlin. Disbanded in 1945 with the end of hostilities, 405 Squadron was reactivated as a Maritime Patrol Squadron at Greenwood in 1950, and became known as the "Eagle" squadron.

The original Lancasters were replaced in 1955 by Neptunes, which in turn gave way in 1958 to the Argus anti-submarine aircraft currently flown.

A 25th year reunion open to all members of the squadron will be held in conjunction with the presentation of the Standard, beginning on the 18th of September. Ex-members can get further information about the reunion by writing to "Chief Eagle," VP 405 Squadron, CFB Greenwood, N.S.



"Go jump in the lake" ordered the aircraft Captain and sure enough the parachutist from England did just that. With a mighty splash and a blood-curdling scream he landed in the middle of the frigid waters of Comox Lake. (A MacPhoto)

14 Years a Rescue Helicopter



The head of Rockcliffe's aviation museum, Mr. R. W. Bradford, accepts the Canadian Forces most famous rescue helicopter from Commodore R. H. Falls, director general of postings and careers and a former pilot of the helicopter.

Coboc Cacophony

Flash - Coboc is alive and well. Reports at this centre from the back bar, Yellowknife and Namao recently confirmed that the group is good, healthy and living down to their reputation.

The first report from the bar swept aside any fears that the group was dying when a dining in night was held in order to become better acquainted with our senior Officers; to say thanks to the old executive and bring in the new one.

Both pres. Hank Klein and Vice John Bodien are being lost to the academic world. Hank is leaving in August to become resident Mad scientist at U.B.C. John, not

to be outdone, is almost on his way to Kingston where he will shape, bend and blow the minds of our young signalmen.

The helm of the organization will be manned in future by Pres. Al Fenske, Vice Jim Franko and secretary Ron "Slug" Schneider.

A special tip of the old Coboc top hat to Capt. Mike Taylor who flew the group to Namao and back for the Namao fly-in. Also a special thanks to Col. Middleton and the members of 407 Demons who went out of their way to make the trip possible. Mike flew us to the land of the giant pool table. We rolled in Friday and taking a cue from the

NABOC members, proceeded to break the place up. Enough of that.

I have just received a report that Jim Loring has been reinstated in the Double O Section of Department of Highways.

A large portion of Coboc will be in Hawaii the last part of this month with 407. John MacDonald took such a hosing last Thursday night that he missed the fly-in, but will be with the group in Hawaii.

Don't miss the Coboc live theatre. Now playing a special double bill "Sleazy rider" and "Bob and Carol Hank and Margaret".



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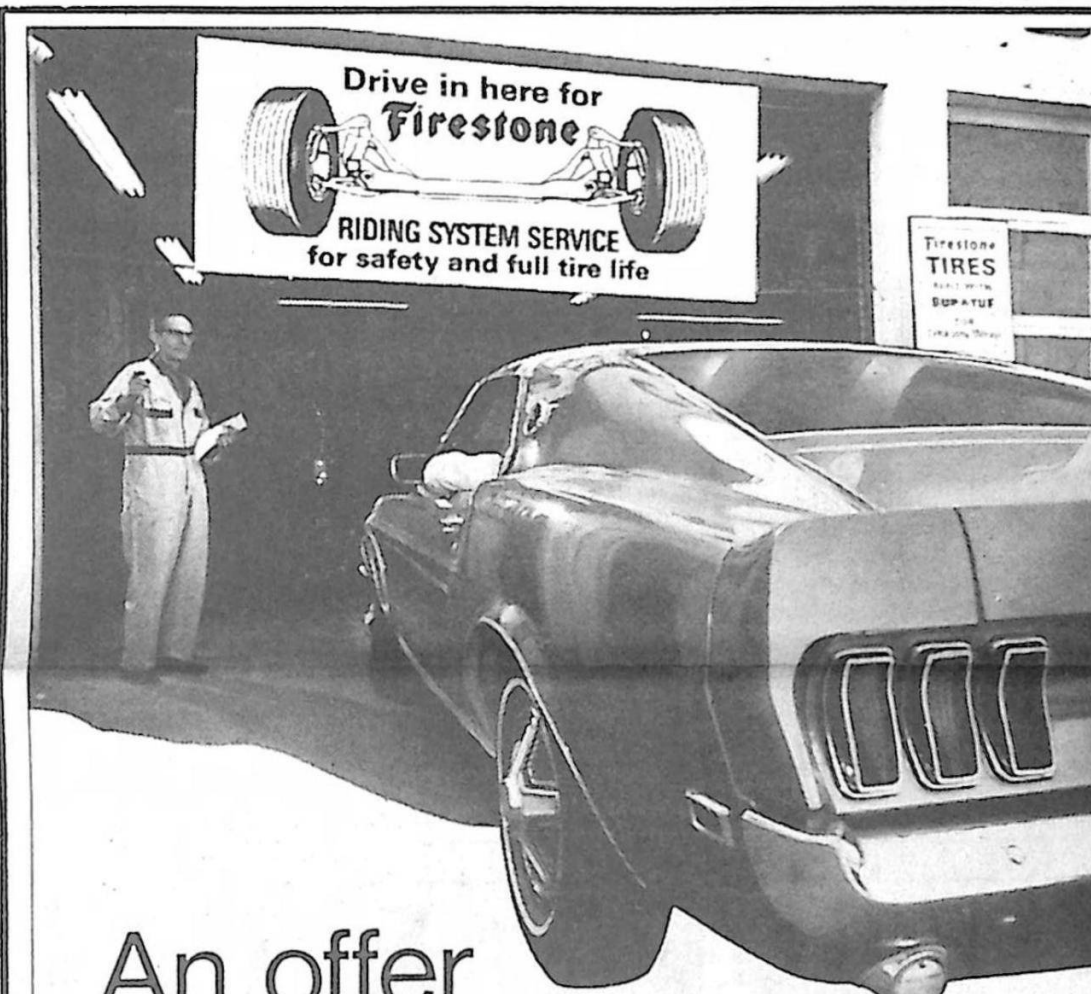
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Cpl. Ed Mullen from the Base Photo section, discusses some shots for Armed Forces Day with the Base Public Information Officer, Capt. Bob Merrick. "The way I get by best shots" said the corporal "is to follow the Totem Times photographer around and copy what he does." (A Modest MacPhoto)

John Murrays Invitation to Fishing

The salmon were out in the chuck
John said, "Oh I must try my luck."
Chuck Taylor said, "Let's go!"
"Where the fish are I know."
"Now John, please don't try net that duck."

John said, "No, I only net fish."
"Catch one and I'll show you if you wish."
So Taylor he did,
John near blew his lid
With the net then it started - swish, swish!

Round and round the boat he did go
With the fish way out front as you know.
Then Taylor spoke up,
"Slow down, you young pup!"
"With the net you must take it real slow."

So John then went at it real slow
But the fish kept up at its fast go;
He then gave a loud shout,
"The net's inside out -
"I'll use this damn thing as a hoe!"

They landed the fish - t'was real late
Taylor looked like he had on a hate.
He looked at poor John
Said "My lures are all gone
"By God, now I'll use you for bait!"

Now here the story does not end
For Capt. Crunch said "Oh there is a friend."
"Him my boat I will sell
"He's a fish I can tell,
"And my rod it has started to bend."

So John has acquired a boat.
T'is a sin cause he can't even float.
But we all wish him luck
When he's out in the chuck.
Catch plenty and we'll wear the goat.



Corporal Ken Christensen (left), attaches the refuelling hose to the Voodoo as Corporal John Hasswell attaches the grounding plug. Skilled technicians like these can have a Voodoo turned around and ready to fly again within minutes after it has landed. (A MacPhoto)

409 AND AIR DEFENCE

With a shattering roar, a bomber streaks past an isolated mountain top of the Coast Range. A lonely sasquatch, disturbed from his slumbers by the noise, watched in interest as the bomber disappeared in the general direction of Vancouver. A few seconds later, there was another roar, as a Voodoo from 409 Squadron came past, hot after the receding bomber. Suddenly, there was an explosion, and the bomber was no more. The watching sasquatch saw the Voodoo do an upward victory roll, and decided to remuster to pilot.

That scene has not yet been enacted, but training for its enactment is what occupies 409 Squadron at CFB Comox. The Soviet long-range air force has the capability of reaching any point on the North American continent with its fleet of bombers, and 409's job is to ensure that none of them ever get through the west coast area.

It is fashionable, in this era of ICBMs and submarine-launched ballistic missiles to downgrade the importance of the manned bomber as a threat to this continent. But, it is still a threat. Enemy bombers, operating behind a screen of electronic countermeasures have the capability to put a bomb just about anywhere that they want to.

What can be done about it? Quite a bit. In 1958, the governments of Canada and the United States set up an organization called NORAD (for North

American Air Defence) to defend the continent against aerospace attack. NORAD draws forces from Canadian Forces Air Defence Command, USAF Air Defence Command, US Army Air Defence Command, and the United States Navy. Under the terms of the inter-governmental agreement, the commander of NORAD is an American general. His deputy is a Canadian general. Both generals are equally responsible to both governments.

NORAD is divided into eight geographical regions. 25th NORAD region, of which 409 Squadron is a part, covers most of B.C., Washington, and Oregon. Region headquarters are at McChord AFB, Washington.

The backbone of NORAD is something called SAGE (for Semi-Automatic Ground Environment.) SAGE is nothing more than a network of computers, tied together by a superb communications network. Let us take a quick look at how it works in practice.

The radar site at, for instance, Holberg, detects an incoming airplane. This information is automatically passed to Clyde, the Sage computer at McChord AFB. When Clyde sees that there is a track out there, he goes into his memory banks, wherein are stored the flight plans for the day, and says, "Oh yes, that's Japan Air Flight 952 from Tokyo to Seattle."

Suppose though, that Clyde had been unable to correlate the flight plans stored in his transistors. Clyde would then grab a bell, which would alert everyone in the direction centre to the fact that there was an unidentified aircraft approaching the coast. The senior director then has two minutes to identify the track. If he is unable to do so, he must scramble two fighters from somewhere to make the identification.

And this is where 409 Squadron comes in. Every day, in hangars near the end of the runway, members of 409 Squadron sit near their airplanes awaiting the call to sally forth and identify something that is approaching our shores. So far, it has always been a military aircraft on which no flight plan has been passed, an airliner a trifle off course. What might it be tomorrow?

To fulfill their roles, the crews must practice constantly. The Voodoo with which 409 Squadron is equipped is a very destructive weapon. It can deliver weapons in a variety of ways, depending upon the conditions encountered at the time, and the crews must be able to instantly select the option that will give them the greatest possibility of making the kill.

The best way to do this is to fly. Every day, Voodoos lurch into the murky blue and practice

attacks on such targets as T-33s, CF-100s and CF-101s. The targets can come in at low level, high level, supersonic, or very slow. Each type demands a different reaction.

To ensure that the crews are in fact proficient, higher headquarters stage periodic evaluations of the squadron. During these exercises, a simulated bomber force attacks 409 Squadron's area of responsibility, and 409 attempts to stop them. A team of umpires assesses the squadron's reaction. These tactical evaluations are the severest test that a squadron can have, short of an actual war, and any shortcomings are mercilessly displayed. 409 Squadron has always done very well on tactical evaluations.

Backing the squadron is one of the finest maintenance organizations in the Canadian Forces. No squadron can go very far without airplanes. 409's ground crews always produce lots of airplanes, and they are exceptionally quick at fixing any that go unserviceable. One need look no farther than last week's Callshot competition, during which 409 Squadron won the MacBrien trophy, to discover how valuable a maintenance organization is to a squadron.

For the aircrews, the average work week is well in excess of 50 hours. Much the same thing happens to the groundcrew. There is no overtime pay, and no chance of negotiating for a 19 per cent wage boost every year. This, understandably, causes some complaining.

But, when the pressure is on, when we need the airplanes, the complaining stops and the work starts. Everyone pitches in to get the job done. Very few civilian organizations can say that in these troubled times.

All members of 409 Squadron are aware that they have an important job to do, and all of them are determined to do it to the best of their ability. One can't ask for any more than that.

Forest Protection Needs Roads
Ready access is one of the most important factors affecting size of forest fires. The more remote an area the more likely forest fires will get out of control before they are reached.



Corporal Wayne Irving, a safety systems technician installs a drag chute in a Voodoo that has just landed. The drag chute plays a vital part in ensuring that the Voodoo gets stopped within the confines of the air-drome. (A MacPhoto)

VOODOO NUTS, BOLTS & VOLTS

They're home again! Our victorious "Call Shot" team came back Wednesday afternoon to a rousing welcome by the whole base.

The boys were glad to be back, most of them with barely any change left in their pockets.

The trip out was not the most comfortable. Imagine of you can, sitting on bucket seats for nine hours staring at baggage stacked to the ceiling on a Hercules Freighter.

The weather on arrival in Sagoville was akin to our South-easters in December, and the only thing lacking was the snow. This lasted most of the week. While we were basking in the sun, the "Call Shot" team got a good taste of Eastern Weather and bi-cultural hospitality which most of them enjoyed.

Lt. Tony Ravenda was introduced to a new way of scrambling eggs (Quebec style). First you boil the heck out of them, then you chop them up with a meat cleaver and serve cold.

WO Al Roque was so enthused with the exercise that he said he wouldn't mind going for a third time, but next time he'll brief the aircrew on the use of afterburners.

On the last day of the shoot Cpl. Huey Knockwood did a MIC MAC prosperity dance with an attending USAF Brig General, but couldn't generate enough points to bring home an extra trophy.

The trip back was much the same as going out but the boys didn't mind, as getting home was foremost in their mind.

Next year they'll try to negotiate for a 707.

The boys will have lots of stories to tell, but for those of you who are not familiar with our Voodoo squadron operations, I'll try to give a brief summary on what it takes to get a Voodoo into the air.

If I describe the steps that are normally taken daily to keep an aircraft flying, people will appreciate the job that the ground crews do. To many, the jobs are fairly routine, but each man is a qualified professional in his own trade, and you might even go so far as to call them specialists because it takes almost that to be considered qualified.

Aircraft and engines must undergo routine periodic inspections based on flying times. These are classed as minor or major inspections. An example would be a minor at 100 and 200 hours of flying and a major at 300 hrs.

During these inspections, the aircraft is grounded for a week or two depending on how much repair work is necessary, and the aircraft is thoroughly inspected by every ten trades.

I will describe the role of the trades on a primary inspection that is carried out every 14 days on a Voodoo, and every seven days on a T23.

A primary inspection is done, trade by trade, not by importance because each trade is as important as the next, but by the way the trades are listed on the primary inspection certificate. Each man who signs his

name to that certificate will normally have had a course on the Voodoo in his particular trade, will be a Cpl with at least six months on-the-job training.

A primary inspection for an Airframe Tech takes approximately two to three hours for three men working together. Their inspection covers such items as two hydraulic systems, wheel bearing lubrication, tires, screws and rivets, and skin condition. The wind screen is checked for cleanliness and damage, the cockpit is checked for cleanliness, and flying controls are checked for correct functioning. All hydraulic lines are checked for security and leaks, accumulators are checked for correct pressures and other items too numerous to mention are scrutinized for proper function. All technicians have a checklist to follow.

The Aero Engine Tech will check the starter for security, serviceability, and oil level, the engine oil level, all components and engine lines for leaks or signs of leaking, and the compressor and intake for foreign object damage. The freedom of throttle movement and locking device are checked. The after burners are inspected for cracks, burning and operation. If necessary, a ground run is done to confirm that the engine is in good shape.

The Safety Systems Tech will check the oxygen state, replenish it if necessary, and check the breathing apparatus and oxygen regulators for proper functioning. He will also inspect the seat harness and ejection system for proper safetying and adjustments, and inspect the drag chute for proper installation.

The weapons tech will check that the Armament equipment is serviceable and functioning properly.

The instrument tech, now called Integral Systems, will check all cockpit instruments, pitot tube, fuel gauges and contents, along with the Auto pilot and its related equipment.

The electrician will check all the electrical system for proper functioning, this includes the

battery, heating systems, generators, transformer rectifiers and miles of wiring. There are two electrical systems. One is a 115 200 volt 3 400 cycle AC system, the other a 28 volt DC system. When you consider that every related system is controlled or tied in electrically you can visualize the responsibility the man who does the job carries.

The telecommunications man is responsible for the electronic equipment used in aircraft communications. This includes testing receivers, transmitters, intercomm, navigation and identification systems for proper functioning.

The radar systems tech will check on the radar system for proper functioning. The radar is a very complex piece of equipment which computes a firing course and time for the interceptor, and fires the missiles.

When all the systems have been checked and everything required is signed for, the aircraft is towed out to the line and turned over to the line servicing crew, who in turn do another visual check of the aircraft and notify the aircrew that the A/C is ready to fly.

(Continued on Page 8)

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Down To The Sea — — — And Live

You're a jet pilot, see, and you're motoring along admiring the fluffy white clouds when all of a sudden the blowtorch that has been sustaining your life decided to go on strike, right there, and return to work never more. After a few seconds of unnerving silence and several million frantic but fruitless relight attempts you decide to try some other means of transport, so you pull up on the yellow handles on the seat, squeeze the triggers, and, when things settle down you find yourself suspended under a nylon canopy, going, not surprisingly, down. Looking down, you discover that you wish you had been paying attention when Charles DeGaulle was giving lessons on how to walk on water, because that's what is below you.

An entire ocean full of it. Could you live through it?

Well, you could if you had at one time or another been a student at the Sea Survival Training School which operates at Goose Spit from September through May each year. The school takes graduating aircrew, harangues them for awhile, then

dunks them — under carefully controlled conditions — into the water to see if they were paying attention during the lectures.

The lectures, along with films and demonstrations contain almost everything a person needs to know about surviving in the water. How to get out of the parachute harness, for example, and how to avoid being entangled in parachute shroud lines are just two of the topics which get close attention during the lectures and demonstrations. "But," reason the instructors, "during any given lecture, a certain percentage of people are sleeping, day dreaming or otherwise not paying attention. How do we ensure that we get their attention?"

One way they get attention is by getting the student, attired in parachutes, mae wests and all the other things he might be wearing during flight, and taking him to the top of a tower from which he will do a simulated parachute jump. The tower at the Spit is about 60 feet high. A 300 foot cable extends on about a 30 degree angle to the none-too-

warm water. After the student has satisfied the instructors that he knows the theory of getting clear of the seat-pack and harness he is allowed to rocket down the cable and splash into the water.

Once in the water and clear of the chute harness, the student swims to an anchored parachute where he finds out for himself how to get out from under a parachute that has settled over him. Once he has done this, and there are few things more claustrophobic than being trapped under a parachute and its several zillion entangling shroud lines, he then tries his hand (and his arms and his legs and his feet) at climbing into a dinghy. This done, he is then given a simulated chopper pickup by a winch attached to the wharf.

Now let us suppose that the luckless aviator in the first paragraph, you, are floating down toward the briny deep and that there is a brisk breeze blowing. You hit the water and the 25 knot wind fills your chute and drags you kicking and



Lectures are great, but they don't impart the terror, or the knowledge that accrues from actually imitating a fish. The Sea Survival Training school is responsible for scaring the fins off many aircrew annually, but they survive to become better fitted to survive an overwater bailout. (A MacPhoto)

Voodoo Nuts, Bolts

(Continued from Page 7)

The aircrew also inspect the A Servicing log prior to accepting the aircraft and do another visual check of the aircraft before entering the cockpit.

After starting the engines and checking all systems out the pilot signals for ground locks and chocks to be removed. This is done by the starting crew which normally consists of two qualified men. The pilot is now ready to roll, but not quite. After rolling forward for 10-15 feet he comes to a full stop. This gives him a chance to test his controls, his nose wheel steering and his brakes. The line crew at the same time do a last chance inspection on the tires, panels, etc. before they give the pilot the GO signal, and he's off.

It seems that there is no end to inspections, but when you consider that every system is inter-related the reason for the many inspections becomes obvious.

everyone that he was as good a fisherman as any, unfortunately he missed the commercial boat on its early run. The deep sea gear that he had been priming for this event had failed him.

We would like to express our thanks to Cpls. J.B. MacDonald and Ken Lanphier for all the work they did in the organization of the very successful fishing derby.

We would also like to say farewell and "Bonne Chance" to Capt. Clay Grant on his retirement. Clay expects to remain in the beautiful Comox Valley and enjoy the summer before looking for employment. I'm sure that if any employers knew him as we do, they'd all be clamoring for him as a PRO - Good Luck - Clay.

Cpl. Jay Elton is back in Comox spending a few days leave after a short course in Camp Chilliwack, after his posting to Cold Lake in the spring.



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Navy Flyers Plan Reunion

SHEARWATER (CFP) - A reunion to mark the 25th anniversary of Canadian naval aviation will be held at CFB Shearwater, N.S., July 3 and 4. Theme of the reunion will be the end of fixed-wing carrier operations.

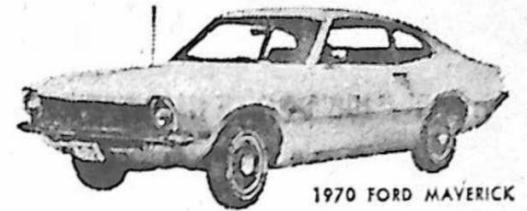
Events planned during the reunion include static and flying

displays, a golf tournament, an all-ranks smoker, family picnic and a formal ball to conclude events.

All service and ex-service personnel who have served in naval aviation are invited to attend. Inquiries should be addressed to the Anniversary Committee, CFB Shearwater, Shearwater, N.S.

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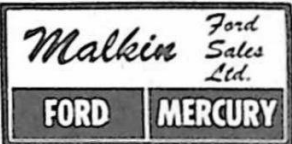
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BAMEO'S FISH FESTIVAL FINE

A very successful BAMEO's Fishing Derby was held from the Air Force Beach last Saturday. The day began early for several hardy types launching on the high tide around 5:00 a.m. Among the earliest were Capt. Chuck Browning, MWO Geo. Stone and MWO Don Hughes, none of whom took any prizes which just goes to show that the early worms don't necessarily get the fish.

A large tent erected on the beach by our very able and co-operative CE Section for their beach party, was used for food, refreshments and weigh-in. A good number of fish were taken by some eighty-odd participants and the prizes were awarded as follows:

Coho: 5 lb. 14 oz. won by Verge Head; 4 lb. 15 oz. won by Bob Cummings; 4 lb. 15 oz. won by Robbie Robertson. Spring: 8 lb. 7 oz. won by Willie Holland; 6 lb. 7 oz. won by Chuck Cronmiller; 2

lb. won by Al Seiber. Snapper; 6 lb. 8 oz. won by Bob Cummings; Dogfish; 12 lb. 8 oz. won by Vic Makowichuk; Ling Cod: 3 lb. 8 oz. won by Gerry Woodard. Sculpin; 12 lb. won by Bob Cummings.

A blessed event occurred in the boat in which Cyril Roskob and Chuck Webster were fishing. A dogfish gave birth to 4 live puppies. Cyril was awarded a prize for being the best midwife of the day.

Col. Nichols, it seems, would not accept second prize for the 6 lb. 7 oz. spring netted in Chuck Cronmiller's boat, saying it was really Chuck's fish. However, Chuck assured us that it was caught by Col. Nichols. Col. Bob Smith did not take part in the fishing but showed up for the weigh-in to ensure that everybody got a fair shake.

Major Ron Thacker appeared on the beach late in the afternoon from somewhere and when asked how he made out, he assured

Let's Fatten Up the Troops

Canadian military cooks took top honors again this year at the British Army of the Rhine cookery competitions held recently at Rheindalen, Germany.

Individual culinary honors went to Warrant Officer Gabriel Karmouche, 1st Battalion, Royal 22nd Regiment, whose entries earned him a first, second, and three honourable mentions.

Of 12 prizes available in the open class Canadians took nine, including two firsts, two seconds and five honourable mentions.

Sergeant Gerald Gonyea's submission won first prize. Cooking for the 4th Canadian Mechanized Brigade Group's service battalion, 4 S & T Company, he concocted a basket of fruit of marzipan — a paste of pounded almonds, sugar, etc., made up into small cakes.

Other winners included Corporals Mike Zacharki, 2nd Battalion, Princess Patricia's Canadian Light Infantry, and Gerald Valk, Lord Strathcona's Horse (Royal Canadians).

Approximately 75 cooks, ranging from private to master warrant officer, competed in the seven categories — meats, fish, cake and assorted cookies, pastry, yeast goods and jellies.

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30	20 Year	\$121.95	30	20 Year	\$ 258.00
35	15 Year	\$154.10	40	15 Year	\$ 333.00
40	15 Year	\$213.15	45	15 Year	\$ 497.00
45	10 Year	\$281.80	50	10 Year	\$ 712.00
50	10 Year	\$386.60	55	10 Year	\$1,071.00

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Forces Move North

Canada's defence policy has already swung toward the north this year, but the man who will probably figure most heavily in the detailed shape of the forces in the Arctic is 39-year-old electrical engineer from Ottawa with a passion for the north.

Brigadier-General Ramsey Withers, Director of Policy Control and co-ordination in Ottawa, will be the commander of the Canadian Forces Northern Headquarters opening in Yellowknife this fall.

And his first task will be to work out its roles, size, and influence in the north.

So far this year, the defence department has announced increased aerial surveillance of the Arctic, an advanced staging base at Frobisher for Argus aircraft, year-round land exercises in the north, and participation in development projects such as the Ogilvie River bridge and the construction of northern airfields.

The question now is what more can be done, and General Withers, who owns his own 18-foot freighter canoe, seems at no loss for ideas.

"The defence aspect of Canadian sovereignty has to be the most important area to consider."

"But to a worker on an oil rig, sovereignty isn't a patrol aircraft flying past at 20,000 feet. It's something like a twin Otter with a Canadian maple leaf on the side circling the site and the pilot landing for a coffee. That's what a Canadian military presence means to a northerner."

Despite a rapid rise to general, and an executive's careful phrasing, General Withers has

the enthusiasm of a frontiersman.

His father's work on hydro-electric projects sparked an early fascination for the north. Later, as a signals officer, he commanded the first Army exercise on Baffin Island. And in April this year, he travelled with Defence Minister Cadieux and General Sharp, the Chief of Defence Staff, on an extensive tour of the Arctic.

He's familiar with the land, its people, its social code.

"It's a frontier country and technologically oriented people don't necessarily fit in. That's why I'd like to work with the

people who are already northerners: the Rangers, the Eskimos, the Indians.

"For one thing I intend to do a lot more for our 1,600 Rangers within the limits of the resources we have - visit them at regular intervals, make sure they've got facilities to communicate back to us, arrange trips to the big Canadian bases so they can see what they're a part of."

"We only issue them an arm-band, a rifle and 300 rounds of ammunition. But they're tremendously loyal, and excellent guides. There's no reason why we couldn't train some of them in the skilled trades, like electricians for aradar station near their home."

"It's the same with Eskimos and Indians. We're working on ways now to enhance their chances to come into the regular forces, without getting the technological submersion necessary in southern Canada."

The mineral and oil boom in the north, and the new pollution limits are bound to have some effect on the military's planning for the north.

Right now, General Withers feels, communications aircraft will be essential to the success of his Northern Headquarters.

"We've got long-range patrol aircraft, but what we need just as badly are air canoes, planes to get in and out of every area."

"Also there are 35,000 people and an awful lot of flying north of the 60th parallel. I feel that military search and rescue facilities are going to have to be moved further north."

"It's important to make the northerners themselves aware of our presence, our support, our



A Canadian soldier sprints through the Northland during the recently concluded Exercise Frozen Foot, which assessed the ability of troops to travel in the north without costing much in the way of transport, which in any event, was all frozen up. Originally it was planned to use surfboards, towed behind hydrofoils, for moving the troops, but the Acme Cleaners were unwilling to let that many ironing boards go at once. The trooper is running because he is on his way to the unit orderly room to protest the recent rent increase on his igloo.

co-operation. Because we could help that part of Canada develop. And that's a realistic goal."

Of course, the Armed Forces have been in the north before - as contractors for the Alaskan Highway, as surveyors, as communicators. A decade ago, (Continued on Page 10)

Is a LABRADOR Better Than a St. Bernard?

Since time began, the symbol of rescue has been the friendly St. Bernard dog, steam-rolling his way through the snowdrifts to a survivor. But, the St. Bernard is in danger of being supplanted by another breed of dog, the Labrador, which, by decree of a staid Treasury Board, carries no brandy, but does carry the promise of fast rescue.

The Labrador in question is the CH-113 helicopter built for the Canadian Armed Forces by Boeing's Vertol division. It is a welcome sight indeed anywhere that there are people in trouble.

The Labrador can land on land, but that isn't really much of a trick. It can also land on water.

but again, that isn't much of a trick. Neither is the fact that it can lift off again from both these surfaces. It's neatest trick is its ability to hover over locations where nothing can set down and hoist injured or even uninjured survivors aboard. That's what makes it such an invaluable lifesaver in the mountainous areas with which Columbia Britan- nique is so richly endowed.

Consider the picture above. The chopper is hovering above the tops of some very substantial 150-foot trees. The survivor whom you see just clearing the trees was, moments before, at the bottom of those trees and immobile. How to get him out? Just park for a while, and send down a couple of 442 Squadron's

para-rescue troops to load him on the stretcher, and hoist away. This capability has also been used by 442 Squadron to pick up seriously ill seamen from ships at sea when the sea state prevented a water landing.

With the great power provided by its two jet engines, the Labrador can be used for hoisting a great many things. It can pick up large, lumpy objects with the greatest of ease and fly them to spots that no self-respecting mountain goat would even want to visit for fear of getting vertigo.

But the Labrador's greatest value remains in the field of search and rescue. With its ability to hover, searchers can

have a very close look at suspicious objects among the trees, and sometimes see things that are totally invisible to spotters in conventional aircraft.

Then, having found the victim, the Labrador can, one way or another get him out, although this operation is not as routine as this article makes it sound. Hovering a chopper in the turbulent air surrounding our mountain ranges is a difficult trick indeed, and many years experience are necessary to produce a fully qualified rescue chopper driver.

St. Bernards with their brandy might be nice, but among survivors who know their doggies best, it's the Labradors by an overwhelming margin.



CANADIAN SENTINEL - Looking like an island in an ocean of evergreens, an Air Defence Command radar station stands lonely vigil in Northern Canada. From

British Columbia to Newfoundland, electronic radar fingers of the North American Air Defence Command (NORAD) probe the skies to detect unidentified aircraft.

BUBBLES IN THE OUT BACK

NORTH BAY, ONTARIO (NORAD) - Every province except Prince Edward Island has at least one, and Ontario has seven, yet most Canadians have no idea of the vital role played by the Air Defence Command's Radar sites across the country. To most, they're only those "funny looking bubbles" located on the mountain and hill tops, or dominating the horizon on the western plains.

But these sites gain little sympathy from the men posted to CFS Barrington, N.S. which is surrounded by the Atlantic

Ocean on three sides or from CFS Moisie in Quebec which sits on a spit between the St. Lawrence and Moisie Rivers. So when ADC men are assigned to radar sites, they can usually count on being part of a small community on the site - from necessity more than desire.

All the Air Defence Command radar "bubbles" from Holberg, B.C., to Barrington, N.S., are located to provide the best radar coverage. The lowest is Moosonee at 30 feet above sea level, while all look up to CFS Kamloops, B.C. at its majestic

5,800 foot altitude. CFS Beaverlodge atop Saskatoon Mountain in northern Alberta is the farthest north (other than the DEW Line sites far up in the Northwest Territories), yet Barrington is south of the state of Maine and many major United States cities.

But even within the radar stations themselves, there are altitude differences. At Kamloops there is a 2,600 foot difference between the radar operations site and the housing area. It's a seven and one-half mile drive - all uphill - for Kamloopers to go to work, while

at Holberg only 4-wheeled drive vehicles can climb the twenty per cent grade leading to the radar domes. Yet at such sites as Beausejour, Man. and Lowther, Ontario, the housing area and domes sit on the same level.

It was mentioned earlier that radar postings are normally considered remote, but the sites at Cold Lake and Penhold, Alberta, are located on Canadian Forces Bases and enjoy the advantages of normal base duty.

The radar site at Lac St. Denis P.Q., is also considered a good

(Continued on Page 12)



"Hi ho, hi ho, it's off to sea we go," sings the crew of this 407 Squadron Argus as they wing their way towards the Pacific Ocean and another butt-shattering 18 hour

patrol. Argi are a common sight all over the world, or at least the wet parts of the world, as they search for sub-marines.

Demons Guard the Coast

407 (VP) Squadron, originally No. 407 (ROYAL CANADIAN AIR FORCE) Squadron was formed at Thorney Island on 8th May 1941. The first aircraft were Blenheims Mark IV, but these were shortly thereafter replaced with Hudsons Mark V. The work of this Squadron may be described in two phases: the first phase lasted from the inception of the Squadron until January 1943, during which time it was engaged in shipping strikes against the enemy; the second phase lasted from January 1943 to disbandment in June 1945. During this latter period the Squadron was engaged in anti-submarine patrols.

The Squadron received its name "The Demons" from the fact that in 1942, 407 set records with the tonnage of enemy shipping damaged in the month of May.

On the 16th of August 1942 the design Squadron Crest was completed prior to the approval of the Chester Herald. The motto "To Hold on High" was extracted from a poem "In Flanders Fields" by John McCrae. The badge consists of three objects: a red Trident, symbolic of control over the sea, suggesting the striking power and mode of attack of the Squadron on its duties at that time; the golden Wings representing the speed, strength and superiority of airpower; and

a broken black anchor in the form of a 'V' emblematic of victory and representing crippled, sunk or damaged enemy shipping. The Royal Canadian Air Force frame completed the badge.

The order to disband 407 (RCAF) Squadron came on 2nd June 1945 and at this time the Squadron was equipped with Wellington bombers which they received in January 1943.

The original 407 "Demon" Squadron, which was disbanded in June 1945, was reactivated on 1st July 1952. At this time, it was equipped with World War II Lancaster bombers. The Squadron reached its peak compliment of 15 aircraft in 1955. Although the RCAF acquired the Neptune P2V7 aircraft in March 1955, they did not arrive on the west coast until May of 1958.

The Squadron's post war role has been to protect the west coast of Canada from attack by enemy surface and submarine forces. The Squadron as well does surveillance of shipping, ice reconnaissance, Arctic surveillance and sovereignty flights and has a secondary role of search and rescue.

The Squadron is now known as 407 (VP) Squadron, VP meaning land based, fixed wing, long range aircraft. 407 now fly Argus Mark 1, which it received in May 1968.

The Argus can carry an 8000 lb. load of mines, depth charges, bombs and torpedoes to a patrol area more than 850 miles from base, search an area of nearly 60,000 square miles and return, with reserve fuel for over 500 miles in case of diversion to an alternate airfield. The Argus can be equipped with improvements to anti-submarine devices and with improved weapons as these are developed.

With the introduction of the long range Argus, the area of operation increased as did the ports of call of 407 Squadron. In the last year 407 crews have visited such places as Australia, Japan, the Philippines, Hawaii, Alaska, and the west coast of the United States including cities such as San Francisco and San Diego.

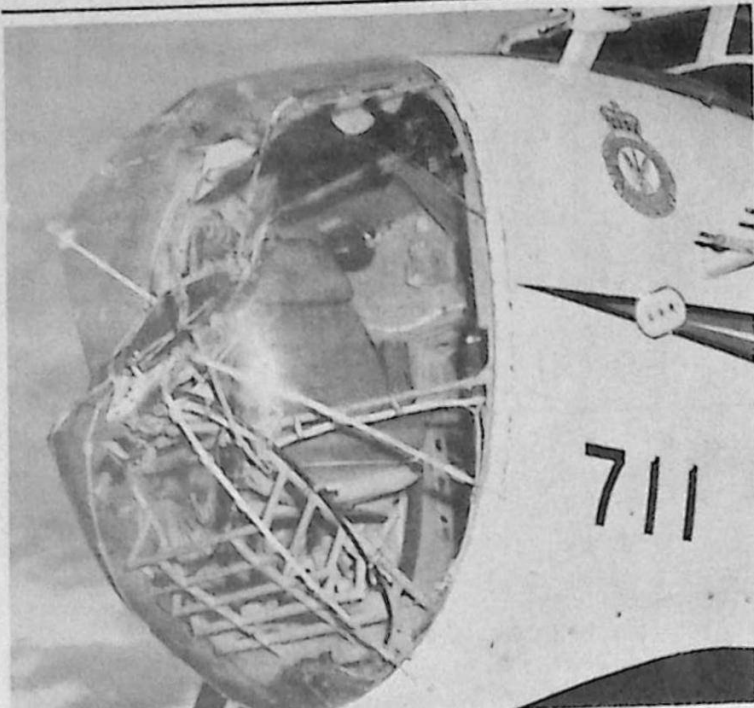
During exercises with the United States Navy the Squadron deploys several aircraft with crews and ground support personnel. The combined efforts of both the aircrew and ground crew have given the Squadron an excellent reputation which has resulted in invitations to participate in anti-submarine warfare exercises. In many of the deployed areas 407 ground crews work under adverse conditions and have always maintained a high standard of work. 407 air crews receive valuable training and experience

working with surface and sub-surface elements of other nations during these detachments.

To maintain a high standard of performance the aircrews are constantly involved in ground training and air exercises as well as performing Squadron commitments. With the ever-changing technical world, aircrews have to be familiar with electronics, oceanography and meteorology to perform their everyday tasks and ground crew have to maintain themselves on the ever-changing techniques of the aircraft industry. So today's serviceman must have a high academic standard and continue the learning process until retirement.

One area of operation that has not been previously described are the Squadron's commitments in Canada's northern lands, whereby 407 flies sovereignty flights into the Canadian Arctic. These trips are staged from such bases as Yellowknife, North West Territories and Cold Lake, Alberta and in the near future Resolute Bay. Other far northern stations may in future be utilized. The purpose of these flights is to proclaim Canada's sovereignty over her northern territories and to maintain surveillance over Arctic waters. With the advent of nuclear powered submarines

(Continued on Page 10)



What happens when an Argus meets a seagull is dramatically illustrated in this 407 Squadron photo. It just wasn't the seagull's day. Not only did it bump into and go through the big picture window of the Argus, but by the time it got halfway down the fuselage it had been plucked, cleaned, cooked and eaten by a voracious RO. (407 photo)

Demon Doins

407 (VP) Squadron has been kept busy once again in her role as a Search and Rescue squadron. On Monday, June 1, Crew 1 with Capt. Hemus at the wheel was called out to search for a missing 45 ft. seiner the Nanna. No results were achieved on this sortie and the Vancouver Sun, on June 4, reported that the search had been called off.

On June 3, returning from a routine patrol, Crew 3 led by Maj. Gustafson, was diverted to assist in a search for a small fishing vessel the Wendy Belle. A fisheries vessel the Tanu was attempting to rendezvous with her at the time. The search area was between Cape Scott and Bull Harbour with sea states between three and four and a heavy swell running. The aircraft was initially contacted at 1915 local time. The Tanu was located at 2005 local and requested the Argus to search about 25 miles ahead of the Tanu. The Wendy Belle was located at 2032 local and found to be proceeding on an easterly course at half speed. Apparently she was experiencing engine problems, could only run at half throttle and feared that a gale was in the area, thus giving rise to her request for assistance. The Tanu rendezvoused with the Wendy Belle at 2210 local, at

which time the Argus returned to base.

As many now know, Capt. Ken Waterhouse and his band of merry men (Crew 5) will be representing 407 in the upcoming ASW competition to be held in Comox and vicinity this summer. The Squadron wishes Crew 5 the best of luck (?) in their forays with the Canadian Armed Forces sea element submersible vessel.

407 Squadron's annual fishing derby will be in progress from 5 to 11 June. A \$25.00 first prize is to be awarded with weigh-ins at the Base Fire Hall.

Capt. Wayne Sled will be terrorizing junior and senior officers alike as he takes over as the Admiral's aide this August.

Capt. Tom Stobbs has been sent east to Halifax to take up a position on the staff at ADAC (Acoustic Data Analysis Centre).

Capt. Lou White will be daz- zling the instructors with his mathematical footwork in Winnipeg on the Aerospace Systems course commencing in mid August.

A Mess dinner was held on Friday, June 5, to honor retiring Demons Maj. Greenlaw, and Capt. Banoff and Hollingsworth. Best of luck to them in their new endeavors.

Demons Guard Coast

(Continued from Page 9) even our Arctic waters have become transit routes and areas of operation for foreign powers. With increased surface shipping and exploration of the north, careful watch must be maintained to ensure that pollution of any description does not occur to upset the fragile balance of nature in the Arctic. At times the Squadron may be called upon to carry out ice reconnaissance, to help with navigation of ships transiting the Arctic waters.

The submarine is an ever-increasing threat to the Maritime approaches of Canada, and it is expected that Canada will maintain its ASW (Anti-Submarine Warfare) Force. But this force will also be expected to fulfill other roles.

With the introduction of new

and more advanced submarines, in the world navies today, Canada expects to even the odds by acquiring new aircraft to replace the aging Argus fleet. Studies are now under way to determine the aircraft most suitable for Canada's Maritime role.

Canada can be assured that as long as there is a Maritime Command using ASW aircraft, her shores will be safe from aggression from any type of vessel, be it a nuclear missile firing submarine or a trawler infringing in the fishing rights around the coastal waters. The achievements and professionalism shown by the men of 407 (VP) Squadron reflect their motto admirably "TO HOLD ON HIGH."

BARMPO? What's That?

The Base Armament and Photographic Section has its headquarters in one end of Building 16 across the road from the MSE Section. Only 7 or 8 of the 45 personnel comprising the Base Armament and Photo Section actually work in the Armament HQ building — the remainder are scattered in various locations around the Base. A brief outline of the sub-sections and an indication of the activities in which they are engaged follows:

The Base Photo Section is headed up by Sgt. George Keegan who has a staff of six Cpls and one private working with him. This section is located on the second floor of No. 7 hangar and provides most of the ground photographic services required by the Base and Squadrons. 407 Sqn. has its own Photographic Section which is established to handle air photographic requirements. Base Photo is called upon to provide photographic coverage of all manner of events for public relations purposes, photographs of equipment, parts or material in support of failure reports, photographic records of accidents and incidents, transparency production for training aids and a variety of other jobs. Over the period of a year, this capable section turns out approximately 3700 negatives, 30,000 prints and 900 slides or transparencies.

The CF 101 Flight Simulator (more properly known as the OFTT Operational Flight and Tactics Trainer) is located in a low, white building midway between the Fire Hall and No. 7 Hangar. Not many people other than the 409 Sqn. aircrew know too much about this section which currently is run and maintained by a staff of two Sgt and three Cpl technicians with Sgt Roy Track being NCO in charge. The technicians in the OFTT work a two shift system with the day shift operating the simulator and the night shift carrying out the maintenance. Each CF 101 aircrew must fly a minimum of two hours per month in the simulator and ground crew personnel such as aero engine technicians are taught and practice engine start and run-up procedures on the simulator, thus saving wear and tear on the aircraft and allowing the training to continue when aircraft are not available for this purpose.

Inside the fenced compound known as the Special Ammunition Storage (SAS) area, a group of 16 personnel carry out their weapon storage and maintenance duties under the guidance of WO Wood. The four Sgt, 7 Cpl and 3 Pte weapon technicians (air) and one Cpl supply technician (Cpl Tomyn) in this section work in considerable privacy and generally are seen only when delivering weapons to the loading personnel.

The Explosives Area is located on Route 66 halfway out to Air Force Beach. With Sgt Trev Hawkins as NCO in charge, a group of six weapon technicians (air) carry out all the duties associated with the storage and maintenance of over 100 different items of explosives ranging from the combat stock of depth bombs



Cpl. Ernie Langlois installs a combination heavy weight d duplex swallow roost into the spacious bomb bay compartment of one of 407 Sqn's fleet. This sinister looking object was later identified as an emergency ration container for lost radio officers. (Base photo)

for the Argus aircraft to 22 cal. ammunition. Since much of the activity in the Explosives Area is in support of 407 Sqn operations, 407 Sqn provides three of the six technicians employed in this area. In addition to carrying out the primary function of storing and maintaining our bulk explosives stocks, these personnel carry out much of the surveillance and maintenance of the more than 30 buildings and lock-ups on the base where various explosives or explosive devices are stored or used, the three rifle ranges and the demolition range.

In the Armament Headquarters building, the Base Armament and Photographic Officer and the Armament Support Officer have their offices and direct the activities of the various personnel in their organization. A section orderly room and technical library, small arms lock-up and maintenance room, a small classroom and office space are provided in this building. CWO Gar Steele is the Armament Tech Adj and Cpl Rogerson the librarian. Cpl Bob Cummings carries out the periodic maintenance on the 550 weapons held on the base. These include sub-machine guns, automatic rifles, sporting rifles, signal pistols, semi-automatic pistols, revolvers and shotguns. Cpl Cummings also carries out OJT on small arms and range safety for pay level 3 and 4 WTech (Air) personnel and trains and certifies Range Safety Officers. Sgt Lew Forbes is the armament training NCO. In this position he plans and organizes armament training activities and does much of the instruction of load crews, SAS maintenance personnel, loading officers, and WTech (Air) personnel on OJT. One of the armament activities

of the results of this safety program is that many more people recognize explosives or explosive devices and, instead of playing with them, saving them or ignoring them, they report them to the authorities for safe and proper disposal. In 1969 the EOD section answered 41 calls which resulted in picking up and destroying 1798 sticks of dynamite, 50 lbs of stumping powder, 283 detonators or blasting caps and a variety of other explosive items. Already in 1970 they have had to respond to 33 calls which have yielded 720 sticks of dynamite, 152 blasting caps and a quantity of miscellaneous items.

Many of the armament personnel, although assigned to specific jobs for their day to day employment, are trained and qualified in explosives ordnance disposal, range operation and other specialties and often are requested to assist or to undertake jobs other than their normal duties when the workload dictates.

Forces move North

(Continued from Page 9) some 1,500 servicemen were stationed permanently in the north. That was the high point.

Now there are about 400 permanently in the Arctic, at Inuvik, Alert, and five DEW Line stations. But this year, the defence department has begun holding land exercises above the 60th parallel.

The most recent was a jump by the 500-man 2nd Airborne Commando Group into Coral Harbour on Southampton Island May 13th. Another northern exercise, about double that size, is planned for December.

The department is taking a new look at the north.

"The servicemen of the 70s, according to General Withers, "is going into the Arctic with a more expanded role than he did in the fifties."

"For the land force, it's the same concept of training and outfitting soldiers for the north."

"But now the Armed Forces' first priority is sovereignty and the defence of Canada, not Europe and NATO. The focus is on the homeland, and that's the difference."

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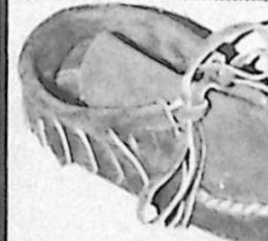
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Warntossers Ecole to Esquimalt

The Canadian Armed Forces "Warrant Officers" School will move to CFB Esquimalt, B.C., this summer from CFB Clinton, Ont. The move is expected to be completed by mid-September.

The school was established last summer to train sergeants and warrant officers in leadership, management and supervisory duties leading to a master warrant officer qualification.

The school incorporates training previously carried out at CFB Cornwallis for naval petty

officers, CFB Borden's service training wing, for the air force, and the Royal Canadian Electrical and Mechanical Engineering maintenance supervisor's course at CFB Kingston, Ont., for the army.

The school is commanded by Lt.-Col. P.A. Scott of Halifax. A staff of one officer and 22 non-commissioned officers, mostly instructors, handle up to 96 students in three classes at one time.

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EATON'S



Workshop technicians (metal bashers) Cpls. Al Millner and Larry Coverly do some rivet repair work on an engine cowling. Regardless of trade or section eventually everyone on the base finds their way to Workshops for some type of repair or favour, although they could hardly be called the "silent service" they are in effect the unsung heroes of most technical disasters. (Base photo)

BAMEO Builds the Birds

What does this title mean? Perhaps the easiest way to describe this title is to indicate the responsibilities and the aims of the organization. The Base Aircraft Maintenance and Engineering Officer, (BAMEO) is responsible to the Base Technical Services Officer (BTSO) for the efficient and effective accomplishment of the aircraft maintenance program to ensure that the assigned operational posture and commitment is met.

Like any other organization, people are the most important resource. The BAMEO organization consist of the BAMEO, Major Ron Thacker, seven other officers and 300 plus men, covering three officer classifications and 10 distinct aircraft trades. The aircraft trades are Airframe Technician, Aero Engine Technician, Integral Systems Technician, Instrument and Electrical Technician, Safety Systems Technician, Machinists, Metal Technician, Weapons Tech Air Technician, Radar Systems Technician and Communications

Tech Systems Technician.

This large organization, exists to maintain Voodoo and T-33 aircraft flown by 409 Squadron and to provide support to 407 Squadron and 442 Squadron in the following shops: Safety Systems, Workshops, Ground Support Equipment, Wheel and Tire Bay, and Electronics Labs. The reason for the integration of these support shop functions is efficiency and economy. Obviously, if these shared resources are to be committed effectively it is imperative that the priority needs of each user are fully appreciated and understood.

As in any other activity in life the direct action is often supported by many indirect actions. Therefore, while the BAMEO is responsible mainly for maintaining aircraft many other responsibilities have to be met. Examples are technical trade advancement, on-the-job training, career action, job rotation for officers and men under BAMEO'S Command. In addition, with his officers and NCOs he must maintain a safe working environment, and create a constructive and energetic organization which is not only meeting the day-by-day requirements but is aggressively seeking improvement in methods and equipment.

The results obtained in recent evaluations and competitions show that the maintenance organization at CFB Comox can be compared favourably with other similar organizations within the Armed Forces.

MARCOM's Marconis Place in Comm Competition

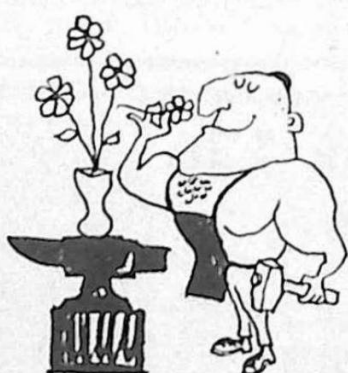
A team of four Maritime Command communications specialists from Halifax has finished second in a field of eleven nations competing in the annual NATO Allied Naval Communication Agency competition held at Grugge, Belgium. Italy placed first with the Netherlands in third place.

Able Seaman Kevin Greening, from HMCS Nipigon, scored five consecutive firsts in the flashing light section to establish the only clean sweep on record for the competition.

Able Seaman John Fletcher, HMCS Saskatchewan, placed fourth in the teletype transmission competition; Leading Seaman Robert Smith, HMCS Ottawa, was third in the reception of morse code section and Able Seaman Robert Fleetham, HMCS Protecteur, was sixth in morse code transmission.

The Canadian team last year finished fourth overall. The competition is intended to increase efficiency, allow an exchange of views on training, foster friendship among operators and promote greater understanding within NATO. The competition, first held in Rome in 1963, is open to naval communicators with less than six

years service. Speed tests are well above the basic NATO standard.



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WORKMEN'S COMPENSATION BOARD

Canucks at Weapons Meet

Canadian air crews participate in the ninth air tactical weapons meet which began on June 1 at Spangdahlem Air Base, Germany. The meet is an annual Allied Forces Central Europe (AFCE) exercise.

Tactical air crews from the six national air forces represented in AFCE will compete in the meet, which tests the levels of proficiency attained, in strike and attack roles, by the air forces defending NATO's Central Region.

This year's air tactical weapons meet was hosted by United States Air Force Europe (USAFE) and was conducted from USAFE's Spangdahlem Air Base in the Eifel near Trier.

Fighter air crews participating in the exercise arrived at Spangdahlem June 1, preceded the day before by advance parties and several hundred maintenance and support personnel who backed the air crews.

A formal opening ceremony was held on the Spangdahlem flight-line June 2 when the ninth air tactical weapons meet officially begins. Two AFCE teams were entered in the competition. The Second Allied Tactical Air Force (TWOATAF), last year's winner of the competition, consisted of Belgian, Royal Netherlands, German and British personnel. The Fourth Allied Tactical Air Force (FOURATAF) has American, Canadian and German personnel on its team. The French Air Force, as in the past, entered a team in the competition on a guest basis, flying F-100 Super Sabres. AFCE air crews flew Canberras, F-104's, G-91's and F-4's. This year air crews participating in the meet used the Suippes Bombing Range in North-Eastern France near Metz.

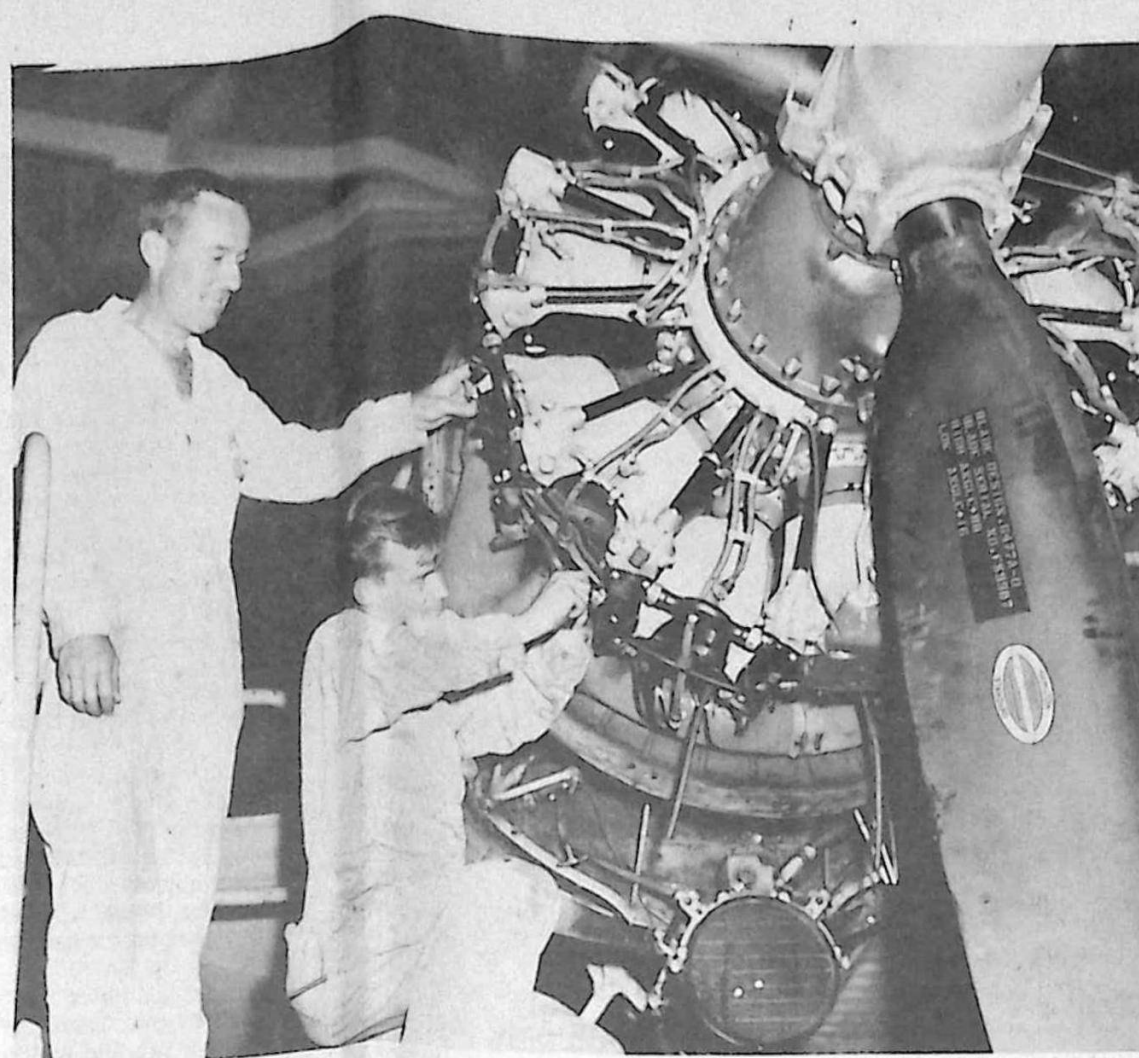
The team which earns the most points in the meet will be awarded the Broadhurst Trophy. This year the teams will also be competing for two new trophies: an overall attack trophy and an overall strike trophy. The Broadhurst trophy along with other awards will be presented June 13 at a final award ceremony at Spangdahlem.

4 WING HISTORY BEST SELLER

OTTAWA (CFP) - Hurry, Hurry. Get your copy of the 4 Wing Pictorial History now! Due to a large response, the deadline for ordering this illustrated book has been extended to July 1.

The 200-page account of the Wing's history, in pictures and words, covers the period 1953-70 and features hundreds of photos taken from RCAF albums plus colour reproductions of Wing landmarks.

Delivery of the book is expected between September and October 1970.



Two of 442 Squadron's fine engine technicians make some adjustments to that big thing that makes the propeller go around. Much training, study and experience is required to make a technician. In the case of aircraft engines they must be relied upon to continue turning the prop for hours on end. To date no one has been able to devise a system whereby an aircraft with engine problems could "pull over to the side and make repairs."



An aircraft technician checks the aileron trim tab travel on an Argus wing. Precision and accuracy are a must in an aircraft technician's way of life or a mighty bird might auger itself into the ground. (A Base photo)

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No Dentist Built This Bridge

About 100 armed forces engineers will move north in August to begin construction of a 360-foot steel and concrete bridge across the Ogilvie River in the Yukon Territory.

A joint project between the Departments of National Defence, Public Works and Indian Affairs and Northern Development, the bridge and approaches will afford road travel to Fort McPherson near Inuvik, 60 miles from the mouth of the Mackenzie River.

Men from 3 Field Squadron,

Royal Canadian Engineers, Canadian Forces Base Chilliwack, B.C., supplemented by technicians from 1 Construction Engineering Unit, CFB Winnipeg will participate in the project named Exercise Random Access. Administrative support will be the task of Headquarters, 1 Combat Group, Calgary.

The Ogilvie River bridge will involve three bolted 120-foot pony trusses 24 feet wide supported on two shore abutments and two piers in the river bed.

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Next year, when the new golf course is ready for use, an early morning golfer might be treated to a sight like this from the third tee. In the foreground can be seen the

unusual water hazard on the third fairway, the base sewage disposal plant and cesspool. (An early Mac Photo)

Pipes Skirl, Flags Unfurl, as Black Watch Marches Into History

Ceremonies marking the removal of the Black Watch (Royal Highland Regiment) of Canada from the regular component order of battle took place in CFB Galetown, N.B., last week. The Black Watch received the freedom of the Town of Oromocto on June 4, and two days later will "troop" their colors at Galetown. On June 14 the regiment will "lay" the colors up in Montreal.

Oromocto, in giving the freedom of their town to the Watch, is exercising a prerogative dating from antiquity. In the past, the freedom of a city was given to a military unit, honoring the unit for noble

deeds or services rendered. It allows the unit to march through the city with bayonets fixed, colors flying, and drums beating. The Black Watch received the freedom of the city of Saint John, N.B., on May 18.

Another traditional ceremony was the trooping of the colors on June 6. This ceremony dates from the 16th century and developed from the custom of placing the regiment's color or banner in a young officer's quarters for safe keeping at the day's end. The ceremony was simple and was called "lodging the color". Growing in dignity and detail, it was incorporated in Regular Guard Mounting in 1775.

With the addition of certain musical pieces, called "troops", the ceremony became more significant and eventually became known as "trooping the color". The Queen's Color, representing the sovereign, and the Regimental Color, symbolizing the "spirit" or "soul" of the Regiment, were paraded before the gathered soldiers so all would recognize them in battle.

The custom of "laying up" the colors also has a notable history behind it. Due to the reverential attitude towards the colors and their symbolic significance and historical association, they must

be placed in a sacred or honored building.

This ceremony is the most significant act in the retirement process. In it the colors are physically taken from the battalion into the custody of the church. The soldiers have them no longer — the symbolic spirit of the battalion has been laid to rest. The church has accepted the responsibility of safe-guarding the colors until such time as the units concerned are recalled to active duty.

The colors of the First and Second Battalions will be placed in the Church of St. Andrew and St. Paul on Sherbrook St., Montreal on June 14. The regiment, including the Third Battalion, Army cadets and Black Watch Associations will parade.

Don't litter
even a little bit



What looks like a gay mushroom hunt is in reality a clever combination of work and pleasure. This group of volunteer captives are taking their annual Prisoner of War Camp training course. Because of heavy space commitments, proper training grounds were unavailable at the time. Always ready to help out in an emergency, Major Ford let the merry band use his golf course if the boys would just do a little planting and seeding while they were out there. To add to the festivities the Base Exchange Officer, Capt. John Byrne generously supplied a jar of aged peanut butter for the peanut scramble seen in the foreground. (A Spy photo)

Bubbles in the Outback

(Continued from Page 9)

assignment as it lies near the Laurentian resort area and Montreal. CFS Foymount, Ont., is another preferred assignment among the sites, lying as it does in the beautiful Ottawa Valley, near Ottawa. Foymount has also set the pace for safety in the Command, having driven over 1,200,000 miles over a five year period without an accident.

Most sites, such as CFS Alsask, Sask., are named for a neighboring community, but Baldy Hughes, B.C., is different. "Baldy" was named after Mr. Hughes who ran a remount station for the stage lines at the site of the present domestic area. The Radomes are on top of a nearby mountain which is also named for him. Site personnel joke that if the station had been situated a few miles south, they would have been assigned to CFS Sourbeans MacKenzie, who ran the next remount station down the road.

CFS Sioux Lookout, Ont., is distinguished as the last site to be awarded the Steinhardt Memorial Trophy. The trophy is presented annually to the most proficient unit in the Air Defence Command. Sioux's high standards and professionalism are typical of the sites, regardless of their remoteness, for ADC's men know their vital role in Canada's defence.

Near Sudbury, Ont., often called the "Nickel Capital of the World" is CFS Falconbridge, one of many sites where the radars have taken advantage of

their radome hill and use it as a ski slope. Another mineral affected the site at Ramore, Ont. During the 1965 "Uranium Rush", site personnel found themselves literally surrounded by prospectors staking out the crown lands surrounding the site.

Although security is a vital element of each site, CFS Mont Apica, P.Q., personnel undergo a strange search enroute to the site. Since Mont Apica is in the middle of the Laurentian Park, all vehicles enroute to the stations are searched, not just for guns, but for fishing gear.

The Royal Canadian Air Force may be a memory, but CFS Sydney, N.S. has its own Royal Cape Breton Air Force. The R.C.B.A.F. was formed in 1956 by station personnel who felt they were so far off the main RCAF routes that they were really an Air Force of their own. The RCBFAF and its traditions are only one of many self-initiated morale projects at the lonely sites. At CFS Dana, Sask., they had taken the local owl as their mascot and present the "Number One Bird" award to deserving members.

At Gypsumville, Man. the last of the new sites to be completed (1963), the local padre is spending his spare hours building an airplane, while at Senneterre, P.Q., radars hold an annual raft race.

In addition to their long range radar function, Senneterre and St. Margarets, N.B. are also BUIC (Back Up Interceptor Control) sites for the 22nd

NORAD Region's subterranean defence center at North Bay. Should the giant SAGE computer be destroyed or break down for any reason, the BUIC sites would direct the defence of most of Canada. Another site with a dual role is at Yorkton, Sask., where the site doubles as a training school for radar personnel. Other schools are at Falconbridge, Foymount and Sydney. These then are the "funny bubbles" across the country, each playing a key role in the North American Air Defence Command (NORAD), each with its own unique qualities and history, each on guard constantly, watching for the bombers they hope will never come. Canadians travelling across the country will never see or feel the NORAD Air Defence electronic blanket, but they can feel a little safer knowing it's there.

Lucky Dipper

A lucky dipper indeed is the American water-ouzel. A year-round resident of British Columbia, he haunts our mountain streams and is equally at home in three elements — air, earth and water. It dives or walks into swiftly running streams, disappearing and reappearing like a witch. Its nest is usually behind a waterfall and it dashes to or from it through the falling veil as indifferently as though a cataract were nothing. It is as much at home on slippery snowy margins and ice-draped rocks as on soft summer moss.

Have One Chinese Launch and Twenty Years Later You Want Another

COLORADO SPRINGS — Communist China's first satellite is going to be in space for some years to come, according to the North American Air Defence Command.

NORAD's underground Space Defence Centre here said the satellite, launched April 24, is in a stable orbit that will keep it looping around the earth for at least five years.

"But it could also be out there for more than 20 years," said a space specialist at the centre.

The NORAD Space Defence Centre catalogues all launches and forecasts the time and location space objects will either be recovered or break up and burn as they re-enter the earth's atmosphere.

However, its computer isn't programmed to pin down the return time of a satellite if it is beyond five years. When asked how long the Communist Chinese satellite would stay in space, the computer answered, "More than five years."

NORAD's orbital analysts say some of the nearly 1,800 man-made pieces now orbiting the earth far in space where there is no atmospheric or gravitational drag could stay out there for hundreds or even thousands of years.

The made-in-Red-China satellite which has made numerous passes over North America is still clocking one pivot around the earth every 114 minutes, the orbital period established shortly after its launch. And its distance from the earth remains at 1,484 miles at the farthest point and 276 miles at the closest.

According to the Space Defence Centre here, manned by technicians assigned to NORAD and to the USAF Aerospace Defence Command's 1st Aerospace Control Squadron, the orbit time of the Chinese satellite may change only a few seconds over a period of weeks.

How long the satellite will continue to transmit its data and music, NORAD cannot say.

The command's Space Detection and Tracking System is basically a "skin" tracking network with radars and other devices which do not depend on transmissions from a satellite to follow it. The system also has cameras which can photograph light reflected from a satellite thousands of miles in space, but it does not have equipment that can monitor radio transmissions from a space object.

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HOUSE FOR SALE: 5 year old home in Comox. 4 bedrooms, finished Rec Room. 2 fire places and two baths. Basement completely finished, landscaped and garden. Close to schools 6+4 mortgage. PIT \$113. Low down payment to total price of \$21,000. Possession almost anytime. Phone 339-3918

HOUSE FOR SALE: 3 Bedroom house, bath and a half, hardwood throughout, view location in Comox. Full basement, double car port, 7/8 mortgage, phone 339-3901 or write 256 Lazo, B.C.

FOR SALE: 12' Fiberglass moulded birch "dreamboat" runabout c/w 18 hp Evinrude, cables and trailer. \$450.00. Phone 339-3078.

FOR RENT: 3 bedroom home, fully furnished. July and August, 338-8298 or Advertiser, Box 1562, Courtenay.

Combat Operations Centre inside Cheyenne Mountain near Colorado Springs, the Space Defence Centre receives thousands of satellite observation reports daily from Air Force, Navy, Canadian Armed Forces and civilian scientific sensor devices in various parts of the world.

This information is used to log the launches of new satellites as well as to predict the time and location of the decay or recovery. About 10 days before the return time, the Space Defence Centre begins keeping a close watch on a satellite as it gets closer to the earth's atmosphere and finally will refine the time of the burn-in to within a few minutes.

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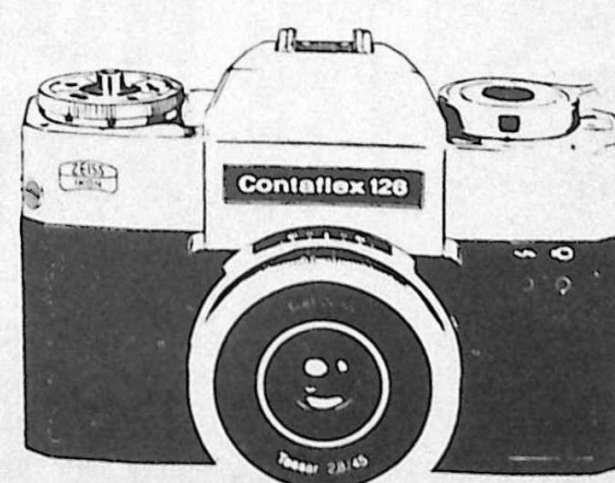


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SUNDAY MASSES: 9 a.m. and 11 a.m. in the Chapel
Weekday Masses:
 Tuesday 7:30 p.m.
 Wednesday 4:15 p.m.
 Thursday 4:15 p.m.
 Friday 7:30 p.m.
 Saturday 7 p.m.

CONFESSION: After mass on Saturday at 7 p.m. and before weekday Masses.

BAPTISMS and MARRIAGES: by appointment

TEENAGE GROUP: will practice immediately following the 9 a.m. Mass on Sunday.

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

RC CHAPEL COMMITTEE and Parish Council meeting second Wednesday of the month in the Parish Hall at 1:30 p.m.

ALTAR SERVERS: Classes for new Altar servers will not be held again till the Fall.

COMBINED PARISH PICNIC

The annual Combined Parish Picnic (RC Chapel and Protestant Chapel) will take place on June 21 at Kin Beach. Mass in the Chapel at 11 a.m., as usual, so bring your lunch and proceed to Kin Beach around 12:30 p.m. Races begin at 1:15 p.m., or thereabouts and continue for about 2 hours. Mass will also be celebrated at 9 a.m., as usual.

PROTESTANT CHAPEL

Major (the Rev.) Wm. Archer, Base Chaplain (P)
SUNDAY June 14 - Morning Worship at 11 a.m.

SUNDAY June 21 - Morning Worship at 11 a.m., followed by the picnic for all members of the Congregation and Sunday School. Come to Church in your sports clothes, bring your lunch and join us at Kin Beach at 12:30 p.m.

SUNDAY SCHOOL - Classes have closed for the summer. All children are encouraged to come to church with their parents. Nursery facilities are available during church for babies and small children.

CHAPEL LADIES GUILD - Members are asked to gather at the chapel at 7 p.m., on Tuesday June 16, before proceeding down town for supper.

CONGREGATIONAL PICNIC: As has been our custom for several years now, our Sunday School and Congregational Picnic will be held with the RC Congregation. Meeting place is Kin Beach Park, on Sunday June 21 about 12:30 p.m. Races will begin about 1:15 p.m., and last about two hours. Come to Church on Sunday in your sports clothes, bring a lunch and spend the afternoon with your friends at Kin Beach.

THAT'S SHOW BIZ

With the presentation of the 22nd Annual Emmy Awards on Sunday, the 1969-70 T.V. Season is officially over. It was probably the best show that I've seen, but then I've not seen them all. Bill Cosby from New York, and Dick Cavett from New York, were splendid hosts, with a little help from their friends. Cosby lost out on many nominations, but he should have received an Award for the Emmy show itself. He was that funny!

If you don't regularly watch T.V., then the Emmy presentations would be colorful and entertaining, but a bit confusing, and if you thought Patty Duke's acceptance speech rather odd, well you're right - it was. However, if you saw "My Sweet Charlie" then you might agree, that anyone with that much talent, might be excused for being rather bizarre. Nobody dared invite the late John Barrymore to their parties, but they flocked to see him on stage, where they gave him nothing less than standing ovations.

Marcus Welby M.D., has brought Robert Young back to T.V., where he belongs along with James Thurber, (My World And Welcome To It) where I'm not sure he does belong. Each show received awards, along with Canada's production of Cinderella, which should leave the Canadian T.V. Commission, either embarrassed or humble, considering their recent rumblings over American programming.

Speaking of Canadian T.V., it's interesting to note that "Silent Night Lonely Night", a made for T.V. film, which brought Shirley Jones a nomination as Best Actress, was seen in Canada a full year before Universal filmed the same story. It was a Festival Presentation starring Canadian Performers, and to be completely honest, I enjoyed the Canadian presentation better. Paul Harding wasn't perhaps as sexy as Lloyd Bridges, and Francis Hyland as decorative as Shirley Jones, and you didn't actually see them jump into bed, as in the American version, but the acting was just as good if not better. A lot can be said by such an observation, but that's another story!

Why are so many immortal names in the entertainment industry, moving over to T.V., when a few years back T.V. was definitely not the place to be? Well in my opinion it's nice to be immortal, in the minds of your country men and indeed the world, but the only problem is immortals don't have to eat. - Actors do! And with the crisis in Hollywood at the present time where actors are plentiful but money isn't, T.V. is "Where it's at!"

Now if we could just get as modern as Sweden, where the general public is asked to write their preference of programming into the Network - unlike some countries I know who dictate to their citizens, then we'll really have it made.

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"IF I HAD A HAMMER" sings Major McDonald, much to the consternation of Pte. Hans Kroll the object of the Major's undivided attention. Major McDonald is in fact, well known for his gentle touch with a high-speed drill and chair side manner. The rumour that the Major took his degree in dentistry from the Osaka Correspondence School of Dentistry is completely unfounded even though he does perform most of his extractions with a pair of chop sticks. (A MacPhoto)

CWL has Potluck

The regular monthly meeting of the C.W.L. - CFB Comox was held Tuesday, June 2.

Mass was celebrated first in the Base Chapel by Father Campbell and the business meeting was held in the parish hall at 8 p.m.

Mrs. Elena Tighe chaired the meeting. Mrs. Beryl Sirois read the minutes and Mrs. Marg Savage gave the treasurers report. It was decided that a donation be given to the PMQ council to help in the Miss CFB contest.

Mrs. Marg Dion presented spoons to Mrs. Babs McGuire, Mrs. Joyce Geneau, Mrs. Elena Tighe and Mrs. Beryl Sirois. These women received the spoons for perfect attendance this past year.

Mrs. Elena Tighe presented a C.W.L. pin to Mrs. Sirois and a spoon to Mrs. Cando. These two women are leaving this summer. Mrs. Tighe thanked them for the work they did for the league and wished them the best of luck at their next station.

As this was the last meeting until fall a "Pot Luck" supper was held after the meeting which was convened by Mrs. Babs McGuire.

The members husbands and the Parish council members were invited.

Father Campbell's birthday is this month so everyone joined in to sing happy birthday as a gift

and a cake was presented to him. Mrs. Ida Roque gave a spoon to Mrs. Jean Potvin in appreciation for convening the tea at the bazaar. Mrs. Potvin is also moving this summer.

Miss CFB Comox Contest

The Wallace Gardens Community Council is sponsoring "The Miss C.F.B. Comox" Contest. This contest is open to all CAF dependents stationed at Comox between the ages of 16 and 19 years old, that is 16 years old on Jan. 1, 1970 and not 20 on Jan. 1, 1971.

The winner will be the station representative in the Snow Queen Contest in February.

The Sqs. and messes along with many other organizations on the station are sponsoring contestants, to date we have 12 organizations taking part. Each sponsor is contributing \$10.00 which will be used as prizes.

The judging will take place in the Totem Inn on June 27, 1970 at 1330 hrs.

The winner will be announced at the big Teen Dance at the recreation centre at approximately 8 o'clock in the evening.

For further information please contact the Wallace Gardens recreation office at local 391 between 9 and 11:30 a.m. daily.

Wallace Gardens Gardening Contest

This is a reminder that the Wallace Gardens Community Council is sponsoring a gardening contest this year. Both individual and group efforts will be recognized. The contest can be broken down into two main categories: individual houses (each side of a duplex is considered an individual house) and apartments. A presentation will be made for the best "show" of flowers on an individual basis. Those living in apartments can also compete individually with other apartment dwellers. However, what we would suggest is a group effort on behalf of each block to produce a common theme.

To the residents of duplexes and single units, the onus is on you to get out the gardening tools and let the old green thumb do its thing. To residents of apartments, we would suggest that each block elect a co-ordinator and work out the gardening plans among yourselves. Let's get cracking and work together to beautify our surroundings and also work off a few extra pounds that seem to gather around the breadbasket. The judging will be in mid August.

The red fox normally ranges within a ten mile radius of its den.

Oxfam to Peru

OXFAM OF CANADA today made an emergency grant of \$5,000, for immediate relief work in the six hundred mile area north west of Lima, Peru where Sunday's massive earthquake left thousands dead and injured.

OXFAM's field director in Lima, Charles Skinner, visited the disaster area and reports that one hundred thousand people are homeless in the towns of the coastal area alone. The most immediate need is for food and water, but it is hoped this need can be met locally.

OXFAM's grant will be used by Skinner to purchase medicines, water purification chemicals, and cooking stoves. The grant will also help to pay for shipment of desperately needed tents, blankets and clothing.

Skinner reports that the town of Casma, with twenty-five thousand inhabitants, was almost totally destroyed and the town of Chimbote, with two hundred thousand inhabitants, was 60 per cent destroyed. In these towns alone one hundred thousand people are homeless.

The mountain range area and the small towns in the valley are still inaccessible. Roads are closed and the air field flooded. The only communications line is through amateur radio operators. It is apparent that avalanches have wiped out two towns but the number of dead and injured in the area is still complete speculation. Helicopters attempting to reach the area have been blocked by dust storms. This cold area of Peru will require tents, blankets

and clothing in addition to medical supplies.

Additional funds for this massive relief effort will be needed as the extent of death and devastation becomes known. Donations for relief work in Peru can be sent to OXFAM, Box 2793, Vancouver 3, B.C.

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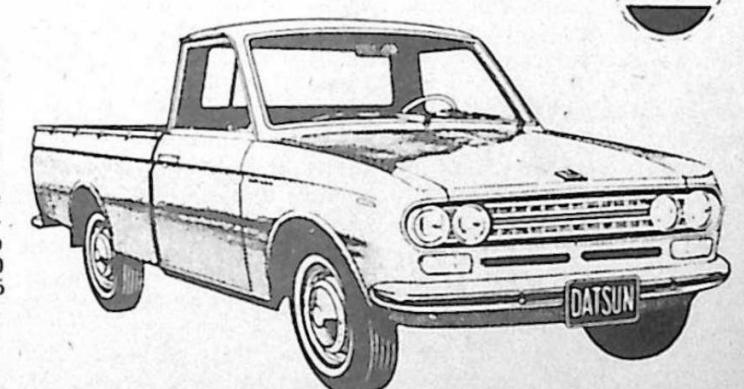
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SPORTS

BY
JIM
BOBRITISH COLUMBIA
FESTIVAL OF SPORTS

A possible world record for snowmobiles and shooting triumphs by a pair of 14-year-olds and a husband and wife team featured a host of events during the second weekend of the first annual B.C. Festival of Sports.

For the second straight weekend, B.C. and visiting sportsmen were out in force competing in Festival events from the Peace River in the northeast to Victoria in the southwest.

All the way from Denmark came one competitor, former world champion Hans Fogh, to top all B.C. yachtsmen in competition at Vancouver. For the most part though, resident sportsmen were the winners. In the top events:

A Canadian record was set Sunday at the Western Canadian Snowmobile Drag Racing Championships in Taylor.

Stan Donald of Hudson Hope sped to the record with a time of 89 miles an hour over a quarter mile course. Organizers say that Donald's achievement may be a world record but it will need some research before it can be verified.

The event attracted 47 entries from B.C. and Alberta who competed for more than \$3,000 in prize money.

Results: 440 c.c.: Al Lewis, Taylor; 650 c.c.: Bill Udey, Vernon; Non-Production: Bill Udey, Vernon; Speed event: Stan Donald, Hudson Hope.

Two 14-year-old boys from the Lower Mainland stole the show Sunday at the B.C. small bore rifle championships at Burnaby's Coast Marksman Club.

Vancouver's Steve Ferguson won the difficult sharpshooter title while Steve Chaff of Ioco won the marksman crown.

Grand champion was Robert Cheyne of Vancouver who scored 1,182 out of 1,200.

Meanwhile, Vancouver's Jim Lee, 35, won two titles at the B.C. Pistol championships Sunday in Kelowna.

Lee, gold medal winner in the centre fire competition at the 1966 British Commonwealth Games in Jamaica, won that event Sunday, scoring 580 out of 600. Lee also won the standard pistol title, scoring 553 out of 600.

Nick Weber of 100 Mile House won the free pistol event with a score of 531 out of 600. Kelowna's Ted Dickens captured the rapid fire competition with 562 out of 600.

The husband and wife team of Elizabeth and Ben Mayer of North Vancouver defeated 50 sharpshooters from three provinces and three states to win major championships at the Fraser Valley Open Skeet Shooting Championships.

Mrs. Mayer surprised the men by winning the glamour event Sunday, the 12-gauge championship, in a shootout with Dave Copeland of West Vancouver and Lonnie Cowin of Custer, Washington. The trio had finished the event with identical scores of 98.

On Saturday, Ben Mayer wrapped up the Overall title with wins in the 20-gauge and 28-gauge competitions.

Former world champion Hans Fogh of Denmark came from behind Sunday to win the West Coast Flying Dutchman Championships at Kitsilano Yacht Club.

Helmman Fogh and his crew Don Andrew of Vancouver sailed home under perfect conditions ahead of runner-up Art Lange and Bill Wood of San Francisco. The Vancouver pair of Peter Byrne and Martin Kaffka were third.

Cindy Stevens and the Hollyburn Country Club dominated the B.C. Synchronized Swimming Championships at the Simon Fraser University pool during the weekend.

Miss Stevens won five gold medals. She was the solo champion, winner of the figures event, in partnership with Karen Rasmussen the duet winner, the individual aggregate winner and a member of the championship Hollyburn team.

Vancouver fencers dominated the Pacific International Fencing Tournament, winning all four events at the Mount Pleasant Community Centre Saturday and Sunday. Following are the results:

Ladies' Foil — 1. Susan Joeck, Vancouver Blades; 2. Lillian Zahn, Vancouver Blades; 3. Tara Fichtl, Salle Auriol, Portland.

Men's Foil — 1. Magdy Conyd, Vancouver YMCA; 2. Jim Perkins, Vancouver Blades; 3. Tim Taylor, Salle Auriol, Portland.

Sabre — 1. Matt Fischer-Credo, Simon Fraser University; 2. John Brekelmans, Vancouver Blades; 3. Jim Taylor, Salle Auriol, Portland.

Epee — 1. Peter Bakonyi, Vancouver Blades; 2. Tim Taylor, Salle Auriol, Portland; 3. George Hall, Seattle Fencing Club.

Tom Morris of Victoria won the gruelling 68-mile Nanaimo to Victoria cycling road race Sunday.

Morris, 25, peddled the distance in two hours, 57 minutes, 37 seconds. Bill Wild, 26, of Port Moody was second while Roger Sumner, 31, of Vancouver finished third.

The win for Morris was a big one as the event is one of several to select the B.C. team to attend the British Commonwealth Games trials later this summer.

Athletes from 100 Mile House Secondary captured the senior team title Saturday at the North Central high school zone track and field championships at Williams Lake.

The winning school compiled 158 points. First two finishers in all senior events qualified to represent their zone in the B.C. high school championships, June 13-14 at Victoria. The provincial championships are a Festival of Sports event.

Winner of the junior team title was Columneetza Secondary of Williams Lake (226 points.) Williams Lake Junior Secondary won the juvenile team title with 269 points.

Senior boys' aggregate championship ended in a tie between Michael Sanderson of Prince George and Vanderhoof's Chuck Stringer. Senior girls' champion was Ann Hoyland of Columneetza. Junior boys' championship, tie between Grant Williams and Harold Teichgras, both of Columneetza. Junior girls', Denis Bernard of Columneetza. Juvenile boys', Rahn Lawson of Williams Lake. Juvenile girls', Dale Tooke of Kelly Roads Junior Secondary, Prince George.

Some 250 competitors competed in 79 events.

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Tennis Tips

1. IN GENERAL

1. Tennis is a game of strokes - avoid "hitting" the ball. Keep the arm straight, the waist locked and stroke smoothly and easily with the whole body, using lots of follow through. "Sweep the dishes off the table!"

2. Tennis is a game of position - every stroke is made with the body sideways to the net. In singles, particularly, operate from your "base" in the centre of, and just inside of, the baseline, or right up within 6 feet of the net. At all times stay clear of "no man's land". As soon as a stroke has been made, immediately position yourself in the ready position back at your "base" on the baseline, or in the volleying range at the net. Always try to place the ball generally speaking, to keep it away from the centre of the court - stroke deep for the corners.

3. Tennis is a game of motion - never wait for the ball to come to you; anticipate its destination, and arrive there before it, immediately returning to your "base" or the volleying position, at the net and assume the ready position. Keep on your toes - use short, crisp steps - keep semi-crouched - be as "cat-like" as possible on the court - never stand stock-still, up straight, with your racquet jangling idly and uselessly at your side.

4. Tennis is a game of concentration - study your opponent; try to spot weakness and exploit them. The average player is weaker on the backhand side, so as a rule, play your opponent's backhand. Remember - the idea is to jockey him into making a mistake or a bad stroke. Watch the ball intently from the time it leaves the server's hand; never take your eyes off it - look at it so hard you can see the seams on it!

2. THE STROKES

A. The Forehand

1. The Grip - Holding the face of the racquet at right angles to the ground, grip the racquet as though shaking hands with it. Hold it firmly, wrist locked; when arm is extended, the arm and wrist are to the right of the shaft of the racquet.

Remember - in both the forehand and the backhand, the forward leg is the pedestal & accommodating mechanism, and both knees should bend when the strokes are being made. Get set for these strokes, and step in like

you were bumping into a door with your shoulder and hips.

C. The Serve

1. The Grip - either the same as the backhand, or a "modified" backhand grip (halfway between a forehand and a backhand).

2. The Stroke - standing sideways to net in such a position as to stroke the ball into whatever corner of the service court is desired, with both feet behind the baseline, throw the ball up straight and high in front of you so that if allowed to drop, it would bounce immediately in front of your leading foot. The stroke is similar to the throwing motion; start with racquet held well up in front of you, drop it back smoothly in pendulum-like motion as far as will go, at the same time shifting weight onto rear foot. The arm is cocked, and the head of the racquet is "thrown up to meet the ball"; the body pivots at the hips and follows through, with weight now transferred to leading foot. The ball should be thrown up as high as the racquet can reach, and the racquet should stroke through it at the peak when it is practically motionless.

2. The Stroke - pivot until body turned completely sideways, taking a long backswing, looking at approaching ball over the right shoulder. Start the forward swing, pivoting at the hips, with the weight flowing onto the forward foot at the moment of impact, and follow through. The general body position should be one of leaning forward into the ball which is stroked in front of the toe of the right foot, keeping away from the ball with arm straight, wrist stiff. A long, graceful upward follow-through keeping the racquet in contact with the line of flight of the ball as long as possible helps to straighten the line of flight of the ball.

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Physical Education

The importance of physically fit personnel to the success of the mission of the Armed Forces makes it mandatory that the physical education policy receive active support at all levels.

Physical education in the forces comprises programs of physical fitness training supplemented by organized sports and recreation programs. These components provide the fundamental means by which members attain and retain the necessary levels of personal physical and mental fitness and emotional stability required for the effective performance of their assigned military duties.

The multiplicity of organizations and assigned roles within the Forces and the wide range of circumstances in which units and individuals find themselves make a uniform or rigid program of physical fitness training neither practicable nor desirable. The ideal program is one which serves to enhance the overall efficiency of the unit. Best results are obtained where fitness is continuous, progressive, closely supervised, and oriented to clearly identify military requirements. The value of any sport as a contributor to improving fitness is determined by the manner in which an individual participates, rather than the sport itself.

No Falcon
Permits

No further permits will be issued this year for the capture of gyrfalcons and Peregrine falcons in the province, it is announced by the Honourable W.K. Kiernan, Minister of Recreation and Conservation.

The announcement follows an inventory of falcon populations on the Queen Charlotte Islands by Fish and Wildlife Branch personnel, which revealed a 20 percent decline in nesting birds this year.

The cause of the decline observed this year is not yet known. Significant pesticide residues have been found in some falcons

recently tested in the province, and there is good reason to expect that pesticide residues may be a contributing factor.

Until the cause for the observed decline can be verified, no further collection of these rarer falcons will be allowed.

The Fish and Wildlife Branch has undertaken a province-wide inventory of raptorial birds this year, and in co-operation with the Canadian Wildlife Service samples for pesticide residues are being collected.



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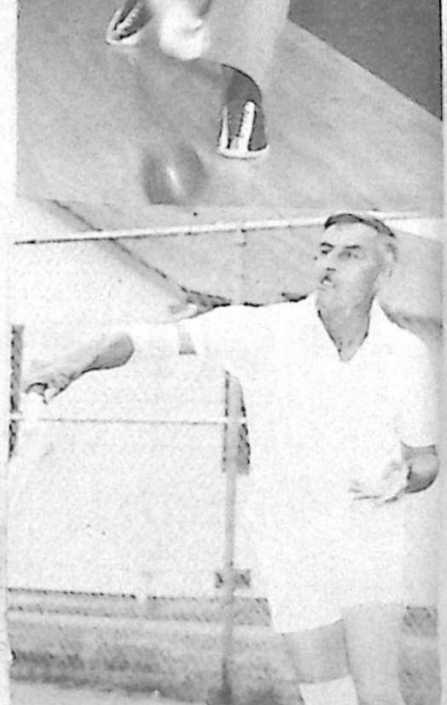
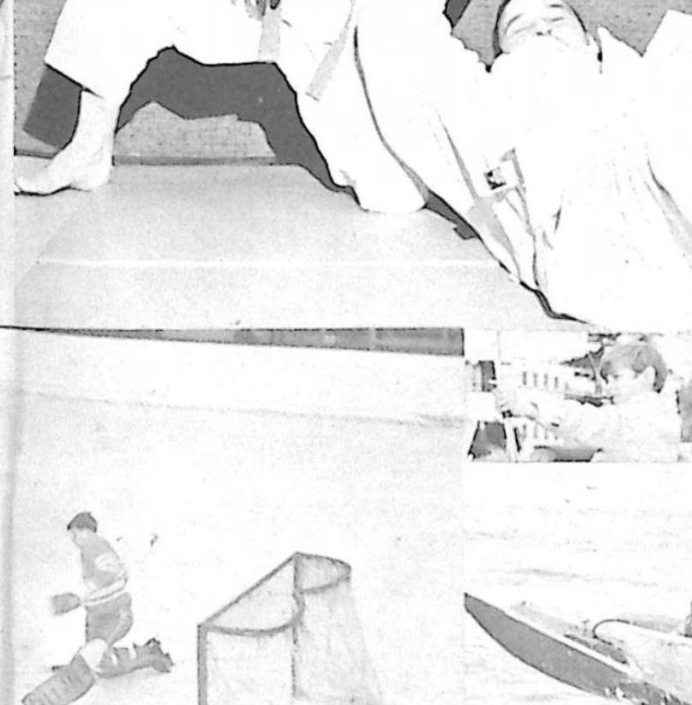
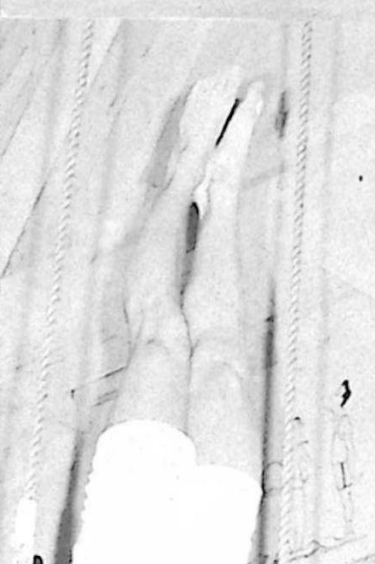
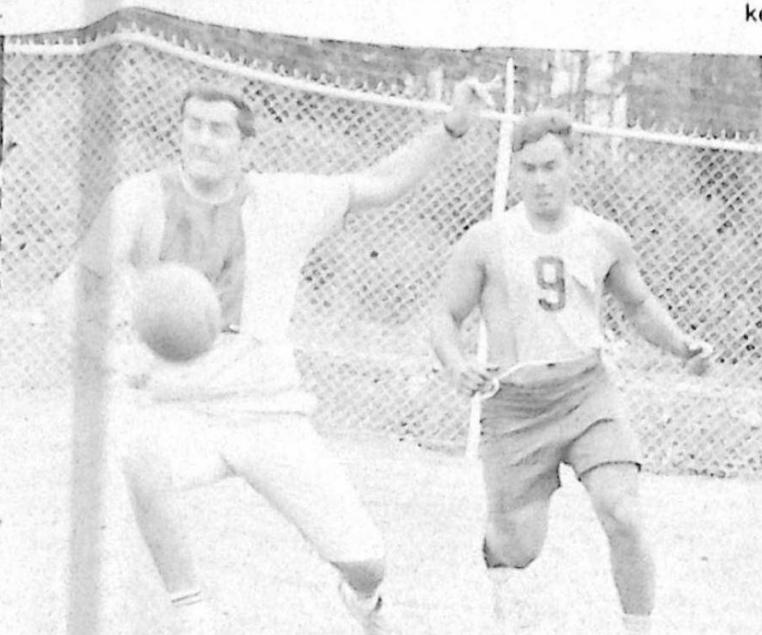
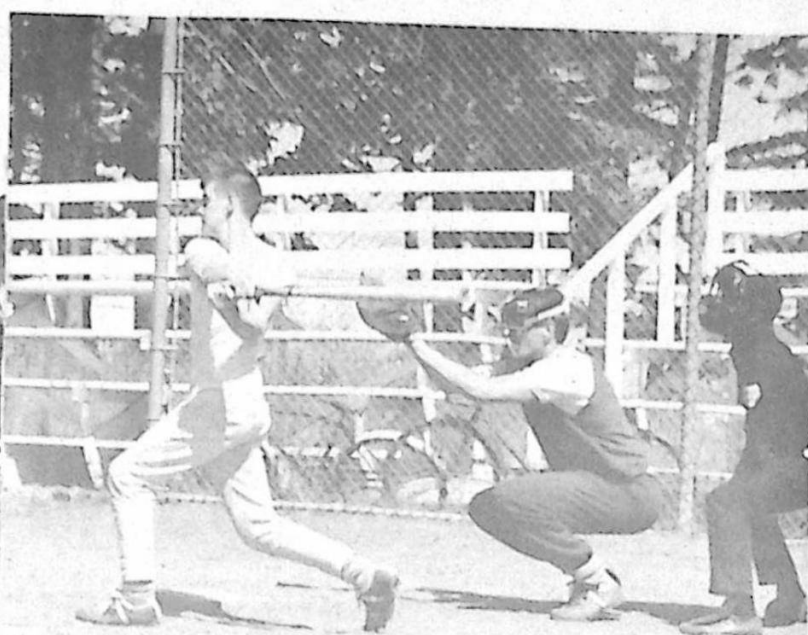
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SPORTS FOR ALL SEASONS

The serviceman living here in the Comox Valley has a multitude of activities to choose from to occupy his spare time and days off. Not only for himself, but also for his dependents, there are sports from sailing to bowling to keep them going.



Sports for all Seasons

BASE ARENA

The Arena is located in the PMQ area and serves the Base Forces Personnel, their dependents and many organizations and individuals in the surrounding area of the Comox Valley. The facility accommodates public skating, figure skating, minor hockey, inter-section hockey, base representative hockey team and broomball. The snack bar in the arena supplies food and refreshments for spectators as well as a good assortment of hockey equipment for the players.

BROOMBALL

The Inter-section Broomball League is active during noon hour from Monday thru Thursday. After a successful season the Zone I Competition had to be

cancelled due to Service commitments.

TENNIS

Tennis is actively engaged in throughout the day. In the near future work shall commence on installing lighting to facilitate the avid tennis players who wish to play after sunset.

BADMINTON

The badminton season runs 12 months of the year, with maximum participation during the fall and winter season. It is a strong noon-hour sport and provides enjoyment and exercise for both young and old. The Club participated in local and service Competition and once again dominated the Zone Competition held at CFB Esquimalt.

SWIMMING

The Program is quite varied and includes most activities which should be included in an aquatic program. Just to mention a few: Casual Swim Periods, Combined royal life saving and Red Cross advanced

Courses, a complete Instructional Program for dependent children during the summer months, and ladies learn-to swim classes. In addition to classes for personnel wishing to advance their swimming capabilities, rescue squadrons practice Dinghy and Survival Drills.

The pool located at the Recreation Centre, measures 75 feet in length and 35 feet in width, with depth ranging from 3 feet to 9 feet, 6 inches-added features which include underwater lighting and music.

SKIING

In the fall and winter, Forbidden Plateau has all facilities for a day of Skiing enjoyment on the slopes for both the advanced and novice skiers. "T" bars and tows take the skiers up the slopes and rental equipment bring them down. A well equipped ski shop and lodge is available for those who have finished challenging the hills or for those who wish for

a warm and hearty meal.

BASKETBALL

The Base Representative Team participated in the Upper Island Basketball League and finished in second place. The team then performed in top fashion as they won the League Play-offs and became the 1969-70 Champions. The team also made their presence felt as they won the Gold River Invitational Tournament. Due to Service commitments no Zone I Competition was held this year.

HUNTING AND FISHING

Service Personnel and dependents spend many happy hours fishing and stalking game. World renowned for its Tyee and Salmon fishing, this area is a Fisherman's Paradise. The heavy winter of two years ago took its effect on the game returns but once again, the deer and elk population are on an increase and should provide for a

better season. The true Outdoorsman can fill his leisurely hours by belonging to the Base Rod and Gun club.

GOLF

Construction of the Base Golf Course is progressing satisfactorily. All Greens are now seeded and showing a good growth. The Fairways will soon be ready for seeding and after that, it's just a matter of time and weather before the divot diggers set out to challenge the course.

The Club has held two Tournaments this year and both have been successful with good turnouts.

Ten members are now on the practice fairways tuning up their game for the Zone Competitions being held at Victoria in mid June. The top golfers from this tourney will travel to Trenton, Ontario for the National Championship to be held in late August.

BOWLING

The Bowling Alleys situated in the Recreation Centre are growing in popularity each year. Mens, Ladies, Mixed, youth leagues and open Tournaments keep the alleys in constant use from September to May. A total of 53 teams were involved in this year's play and the forecast for next year is at least 100 teams.

VOLLEYBALL

Volleyball was played at three different levels during the past season. The Base Representative team played only exhibition games in this area from September to February and finished the season by playing in several tournaments in Victoria and Vancouver. They wound up the season by playing in the Zone I Competition at Victoria and lost out to CFB Esquimalt in the finals.

SOFTBALL

The Inter-section Softball League has been in operation for the past five weeks and USAF

appears to be the team to beat. Games are played each Monday and Wednesday at 1700 and 1900. As the League Standings will verify, the competition and enthusiasm is keen.

The Base representative team is participating in the Upper Island Fastball League. At present, they hold down third position in League Standings and with the addition of a couple of players, should be in the battle for top spot.

WEIGHT TRAINING

This is the most used, quietest, unpublicized activity on the Base. It is enjoyed by scores of personnel year round. The weight room is located in the Recreation Centre across from the Bowling Alleys.

CURLING

Curling is very active in the Recreation program. The Comox Valley Curling Club facilitates the enthusiastic curlers. The season normally starts in early October and runs

to Easter week-end. Curling is an active Zone and National Competition.

JUDO

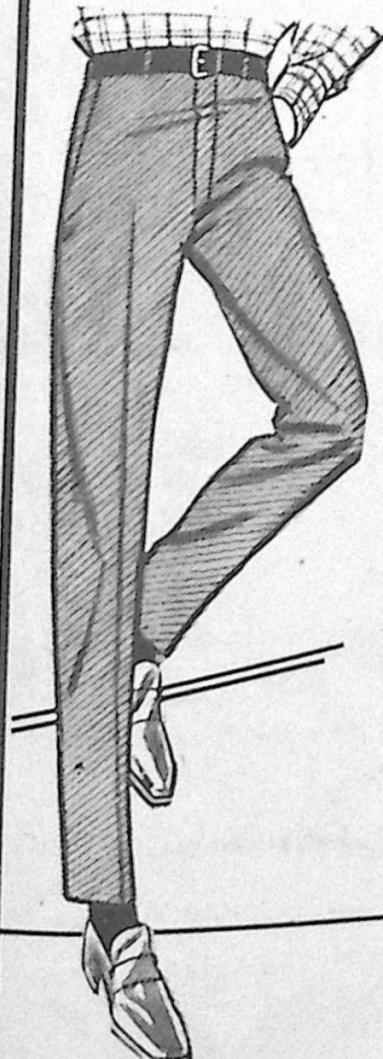
The CFB Comox Judo Club continues to operate under the guidance of Cpl. Kinsett. The club boasts excellent facilities located just inside the main gate at the old Central Warehouse.

INTERSECTION HOCKEY

The Inter-section Hockey League consisting of Courtenay Mustangs, Administration, 409, 407, and 442 had a successful season with each team playing 24 games. The Courtenay Mustangs won the League Title and also walked off with the Play-off Championship. It is intended to add a "B" section to the League next year, thereby allowing for a greater number of personnel to participate.

The Base representative team entered in the PCAHA League. They had a successful season although finishing in third place in the Four Team League.

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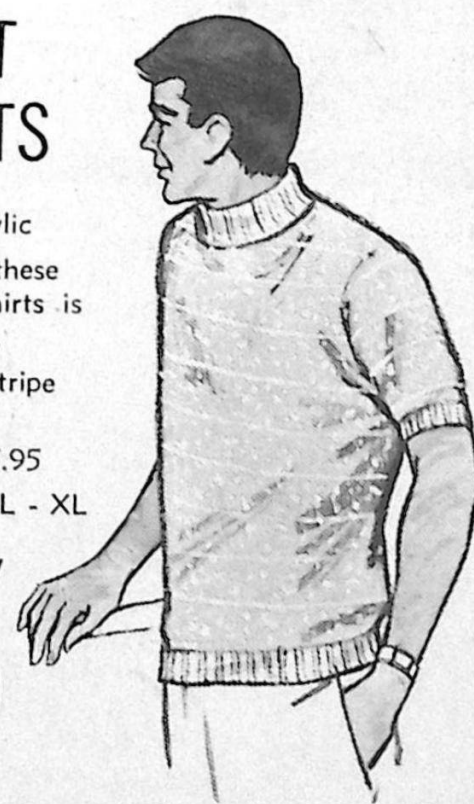
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