



TOTEM TIMES

Eat B.C. Salmon — Go to Vladivostok

VOL. 12

CFB COMOX, THURSDAY, AUGUST 6, 1970

No. 16



This Weekend

NATIONAL AIR SHOW

Canada's first National Air Show is being presented at Abbotsford August 6th to 9th, 1970. It promises to be the greatest show ever, and will feature something for absolutely everybody. August 6 will be Industry Day (non-public), and is set aside for exhibitors and potential customers to get together. The 7th, 8th, and 9th will be the big days for the public, with air show flying times of 10:30 a.m. to 12:15, and 1:00 p.m. to 5:00 p.m. daily.

Opening ceremonies will begin at 1:00 p.m. August 7. Transport Minister Don Jamieson and Fraser Valley East M.P. Jerry Pringle will dedicate a cairn commemorating Canada's first National Air Show. Rocks for the cairn have been flown in from every quarter of the globe, including the USSR. The time capsule which is to be sealed into the shaft will contain messages from Prime Minister Trudeau, Mitchell Sharp, Don Jamieson and Bob Stanfield.

The flying events will be many and varied. To name a few, there will be stunt flying, and formation teams, para-jumping teams, a comedy act, and a father and son duo with twin Bearcats, the U.S. Navy Blue Angels, and Art Scholl with his red and white biplane. And for those who are only impressed by size, Friday at 12:35 p.m. will be a fly-by of the world's largest aircraft, the C-5A Galaxy which occupies 1 1/4 acres of airspace, can weigh up to 750,000 lbs., requires a 70,000 lb. tractor and 4,400 lb. tow bar for ground operation, and can carry a payload equivalent to almost 12 Radio Officers.

The Commercial Aircraft Display will also feature a wide variety of aircraft. Of particular interest will be a YAK-40 and an Evangel 4500. The YAK-40 is a 33-passenger Soviet tri-jet, and this is its first appearance in North America. The Evangel 4500 is a U.S. bush aircraft which has just recently been developed, and this is its national premiere. Other aircraft on ground display will be the RAF's biggest transport, the Belfast, and a U.S. Army Lockheed Starlifter. And just for contrast in both size and age, the venerable 504K biplane will be on display, airlifted from the National Museum in Ottawa by Canadian Armed Forces.

Display booths will be set up by more than thirty different exhibitors, and will feature every

aspect of modern aviation, from finance to flying. Experts in every field will be in attendance, and the National Aeronautics and Space Administration display will be accompanied by NASA's senior research test pilot, Bill Dana.

CAF Assists

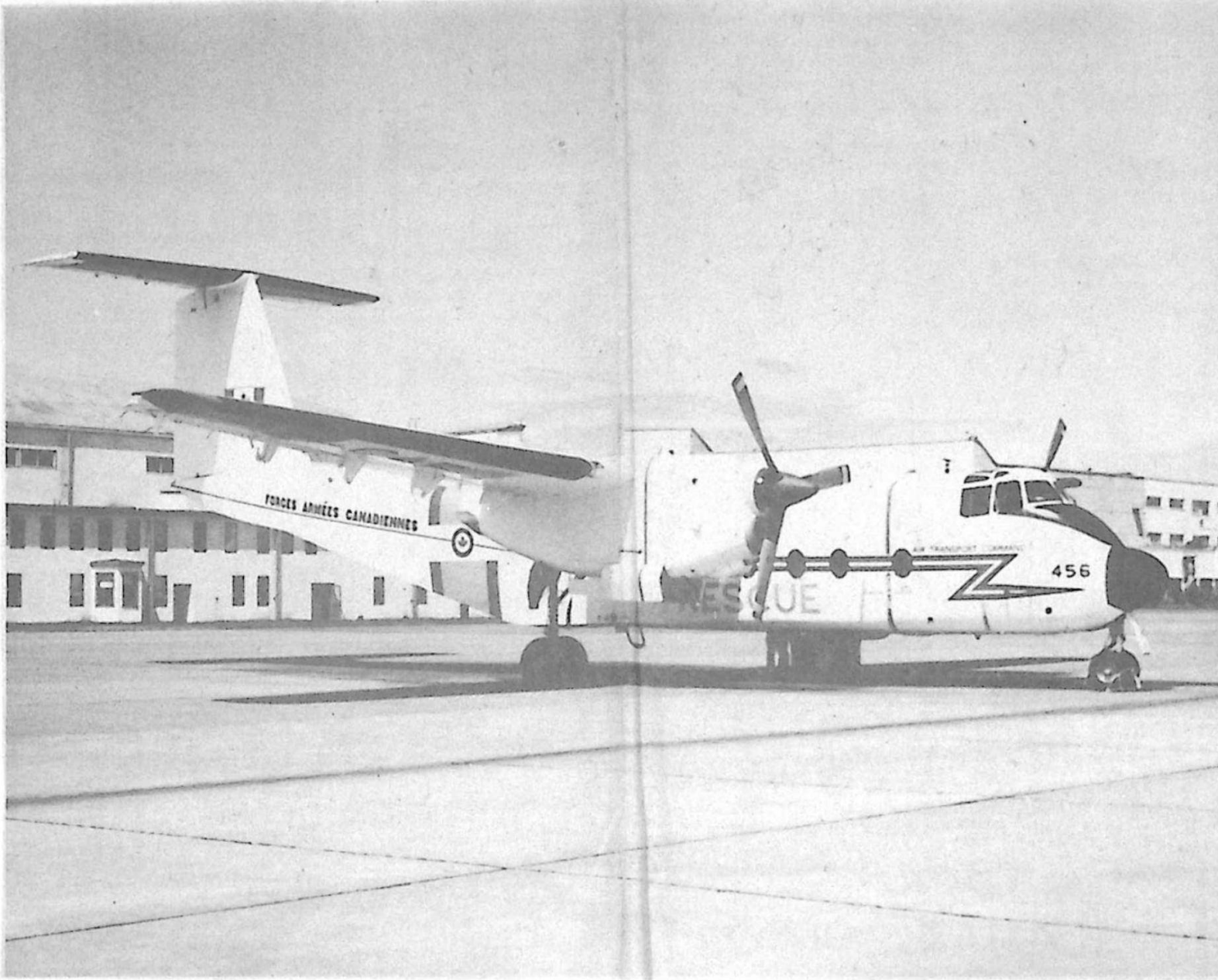
For the first time ever, the Canadian Armed Forces are making a major contribution to the Abbotsford Air Show, perhaps because it has gained international status and is so well patronized by both civilians and the military of other countries.

In control of CAF participation is M/Gen. M. Lipton, the Commander of Air Defence Command. The military co-ordinator is I/Cpl. C.W. Steacy, of CFB Comox, and the commentator for the armed forces part of the show will be Capt. Don Holden, of CFB Moose Jaw.

More than thirty aircraft will take part in the flying display, and will represent most of the types being used in the service today. The emphasis will be on the military roles and capabilities of the fighting arms of the Canadian Forces, but included will be the usual crowd-pleasers of precision, high speed, and lots of noise. There will also be a number of aircraft on static display, so that visitors may view at close quarter the types that are flying.

To open the show at 1:00 p.m. 4 CF5s and 4 CF104s will make high speed and photographic passes, will land, have their films processed and photos of the Abbotsford crowd displayed within 10 minutes. The main part of the military flying program will begin at 3:00 p.m. and will last for 60 minutes. Tutors and T-33s will demonstrate the type of hair-raising circuit activity that is standard procedure at the flying training schools. Buffalo, Hercules, Voyagers, a Labrador, and an Argus will all do their thing. Voodoos will demonstrate some intercept attacks, followed by precision formation, and CF5s and CF104s will give a co-ordinated display of bomb delivery, followed by formation.

All in all the service will make a contribution befitting the diverse and professional organization that it is. This, combined with all of the other organizations taking part, will certainly combine to make Canada's first National Air Show the greatest ever.



The First of 442 Squadron's vast fleet of Buffalo aircraft arrived at CFB Comox last Thursday, July 30. Before long the entire fleet of three aircraft will be darkening British Columbia skies as they take over the Search duties from the aging Albatross flock which, at last count, numbered a total of five aircraft. Proponents of the Flying Boats have scorned the choice of the Buffalo as a replacement for the Albatross — some flying boat Captains have even gone so far as to go down with their

boats. Supporters of the Buffalo, on the other hand, claim their aircraft has the characteristics of a cross between a Spitfire and a helicopter. All personnel surveyed agreed, however, that the paint job leaves nothing to be desired. It has Rescue marked on both sides of its gleaming white finish. It will soon be found, however, that the white finish of the albino Buffalo will blend right in against the snow white mountains of winter time B.C. (A MacPhoto)

BUFFALO ROAM IN COMOX

Cpl. Bedard clutched two clumps of grass in his hands last Thursday and executed an historic marshalling job by marshalling Buffalo 456 onto the Merry Mushrooms parking lot. Aircraft 456 is the latest addition to the ever diminishing fleet of aircraft belonging to the Flying Fungus Squadron. By September it is expected that a vast fleet of three such aircraft will assume the search and rescue role for the Pacific area.

The Buffalo is a "STOL" (short take-off and landing) aircraft, the performance of which falls about half way between a conventional transport aircraft and a helicopter. It is a successor to the piston engine Caribou, but is bigger and faster. The powerful turbo-prop engines (3600 horsepower each) and a high lift wing and flap system allow for extremely short take-off distances. Equally short landing

distances are possible by the use of approach speeds down to 60 knots and a full power reverse thrust on touchdown. Cruising speeds of 220 to 250 knots are commonly used depending on the altitude flown. The turbo prop engines allow the Buffalo to operate efficiently at high altitude.

A totally Canadian concept, the Buffalo is built by De Havilland of Canada near Toronto. A total of 15 have been purchased by the Armed Forces, the first one being delivered in late 1967. The Buffaloes went to 429 Tactical Transport Squadron in St. Hubert and were operated by Mobile Command. They were extensively used for front line support exercises, specializing in air dropping and delivering personnel and supplies. Buffalo were frequently operated from such exotic places as Germany, Jamaica, and Rivers, Manitoba.

The Buffalo now all belong to Air Transport Command, and six are allotted to the search and rescue role. Comox and Summerside will have three each, and are scheduled to become operational 1 September 1970. The other Buffalo will all eventually operate from Namao and Trenton and will continue to support Mobile Command among other duties.

The Buffalo is admirably suited for mountain flying, and can operate out of the numerous primitive short air strips unsuitable for either the Dakota or the Albatross. Excellent single engine performance is a definite asset in the rugged terrain in which the Buffalo will be operating. However, the Buffalo cannot duplicate the amphibious role of the Albatross, so the helicopter will be required to do all the water landings.

Several aircraft modifications must be completed before the

Buffalo can be considered suitable for its new role. Some mods are already underway, such as special seats for the spotters and electronic search aids to supplement the already impressive communications equipment. Some future modifications will include blister windows to improve visibility for the jumpers and spotters.

The Air evac role will be improved as the Buffalo design allows for faster and more efficient loading and unloading and, as well, its higher cruising speed will allow a quicker flight. However, the search role might be jeopardized by the whisper quiet engines — no one will hear it coming so flares and other signals might be activated too late by those on the ground.

Some wits have suggested mounting a loudspeaker on the nose and producing Albatross noises. Any better ideas?

MYOXOS MORTS

The annual Bullhead Derby on Sunday was a splashing success. Thousands of bullheads turned up at the Point Holmes boat launching area to watch the 400 odd children and assorted helpful moms and dads divide their time between untangling fishing lines and washing bits of bacon in the briney.

The wind was brisk and the tide was rolling in, so wading to the knees was usually rewarded by a drenching to the waist. The children, however, were undeterred, not caring about getting wet as long as there was a chance of catching the winning fish.

The Point Holmes Recreation Association had done their planning well and enthusiasm was kept high by supplementing the main events with a series of lesser contests for which many prizes of movie tickets and A and W credits were awarded.

Winners in the 11-14 age group were: Rob Nissen, age 12, won

the first prize bicycle; J. Grieve, age 14, won the second prize of a transistor radio; Ken Paisley, 12, won a watch for third prize; Robin Bloom, 10, won a camera for fourth; Brian Brunich, 11, was fifth for a Phillips transistor; and Mike Litwin, 13, was sixth for a transistor and record.

The 4-10 age group winners were: Eric Rasmussen, age 8, whose 8 1/2 inch fish won him the first prize bicycle; John Pouse, 9, won a dinghy for second; Brian Uddenberg, 9, third for a Sony transistor; Clayton Sehn, 9, won a Deluxe camera; and John Foster, 8, got a travel alarm.

All in all it was a successful afternoon for many happy and tired little children, but some of the adult observers noticed a potentially hazardous situation. Some of the youngsters went quite far into the water in their enthusiasm. With the rocky beach, and slippery bottom, and the tide rolling in, some child could have slipped below the waves and not been noticed until it was too late. There was no life guard to watch for such an occurrence, and fortunately no accident happened. Maybe the planners will bear this in mind and provide a life guard next year, just to ensure the complete success of another Derby.

M.P. fight fires

The quick thinking of two servicemen avoided further disaster during the early hours of Thursday, July 16. At approximately 1 a.m. Pte. Victor Tytler, an M.P., and Sgt. John Hurd of the USAF were heading towards Courtenay, when at the intersection of Ryan Road and the Back Road, they noticed that a house on the left side of the road was on fire.

They pulled into the yard and entered the house, yelling at anyone inside to get out. They immediately extinguished the fire with pails and water from the kitchen tap. After putting out the fire, they searched the smoke filled house and found a middle aged lady, who had been asleep in an adjacent room. The lady, after realizing the situation, and with the men's assistance, began pulling shingles off the house to ensure that the fire was completely extinguished.

The quick thinking on the part of the men, who, without any hesitation, obviously prevented the loss of a human life and further destruction of a private residence.

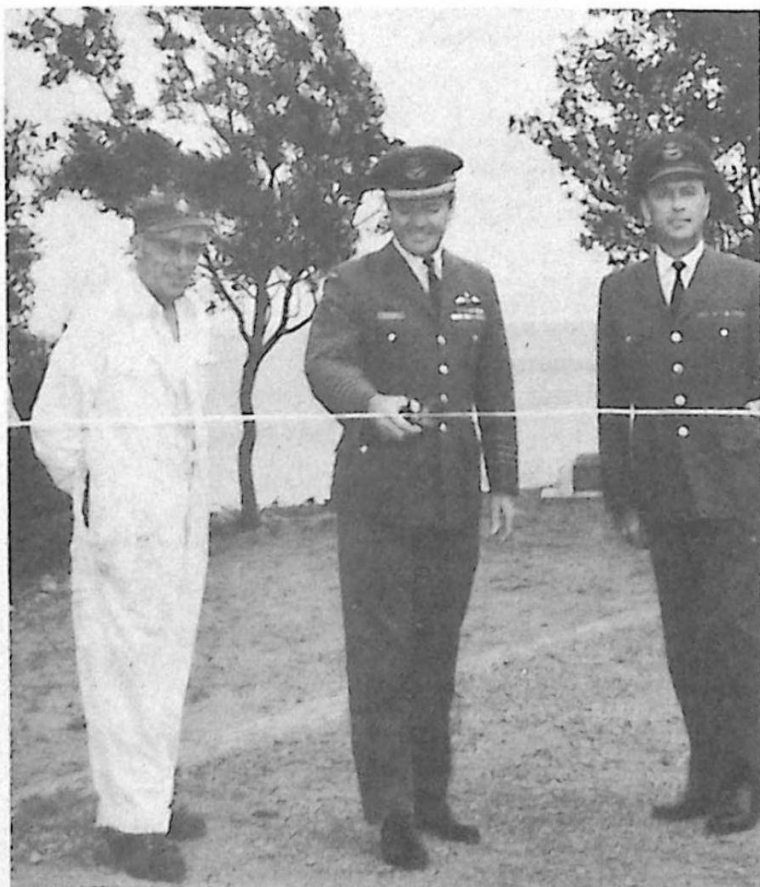
The Totem Times extends a hearty "Well done" and congratulations, chaps, to these two men.

Base Couple "Arrested"

Cpl. and Mrs. H.F. Price had just passed Regina on their return leg of a trip to Nova Scotia, when a Regina Police car, red light flashing and siren screaming, pulled their car to the side of the road. "What did I do wrong?" asked the bewildered M.P. Cpl. Price. Sgt. Wally Tohac, of the Regina City Police smiled silently and handed him a warrant for their arrest. They were prisoners of Regina Buffalo days. At this point the City's mayor, Henry Baker stepped out onto the highway to welcome the couple to the city.

As prisoners of Buffalo Days they were overnight guests at the Regina Inn and received free passes to the Health Spa, the Inn theatre, and for Mrs. Price a free pass to the beauty salon.

Back at the City's Chamber of Commerce office, Cpl. Price was presented with a Buffalo Days hat and Mrs. Price received a brooch. In addition to all this they were also given two tickets to the Odeon Centre.



CHARGED WITH LITTERING. Snip, went the scissors. Down went the ribbon, casting the first piece of litter on the grounds of CFB Comox's new camp-site. "Hey, you can't do that here," said the BTSO, LCol Bob Smith, as he served base commander Col. Grant Nichols with a summons for littering. Looking on approvingly are a group of trees, a fire grate, and Mr. Holmes. Reports that the campsite is what we got in lieu of more PMQs are totally false.

COMOX GOES CAMP

Friday, August 7, is the date set for the opening of "Teepee Park," the Base Comox Tent and Trailer sites, picturesquely located on the east bluff overlooking the base Marina and Beach area.

The ultimate goal is a total of 32 fully serviced sites capable of accepting tents and trailers up to a length of 17 feet. As of this writing, some 17 sites have been cleared with at least 10 ready for occupancy on Aug. 7. Each site will eventually come complete with picnic table, stone fireplace and resplendent ocean view. His and Hers outdoor toilets have been constructed and conveniently located within the campsite area, as well as a fresh water tap. There will be no distinction between "tenters" and "trailers," you may use the allotted campsite for whatever you have.

The campsite idea is not entirely a new one, as the possibility has been discussed for the past year and a half. Nothing was done until some few months ago when this project was undertaken and initiated by the Base Technical Services organization under LCol Bob Smith, our BTSO.

Several base technical officers and men have been the main principals involved, namely Captains Rudd Richardson, and Jim Stewart, and Cadet Penny Kivisto of the Base Transportation section, and Lt Gord Dunbar and Mr. Holmes of the CE Section, to mention only a few of the many.

407 Squadron willingly provided aerial photo coverage of the proposed campsite area and this was used for site layout selection. Once Cadet Kivisto had his layout plan approved, in went the volunteer technical officers and men with able assistance from off duty base mobile equipment.

With dogged determination of men and machinery, the campsite area slowly progressed and developed from a neck of land consisting of thick underbrush and little else to what we believe is and will be one of the best camp areas on the island.

The campsite has been constructed completely from the efforts and enthusiasm of many of the base technical officers and men, on mostly a volunteer basis. The fireplaces are the work of Sgt. Hugh Park of Base Transportation and we are sure they

will be enjoyed many times over in the years to come. Picnic tables will be added as a further self help project when a suitable source of material can be worked out.

If you want to take your family camping, without travelling, or if you are posted to CFB Comox and cannot obtain lodgings or a PMQ, try our base camping sites — the view is first class and the price is right — yes — there is no charge. All that is asked is that you adhere to the regulations and leave the site in a spotless condition for the next camper.

RULES AND REGULATIONS

1. All campers must register at CFB Comox Guard House.
2. Occupancy limited to maximum of 7 days with 7 day extensions possible if no waiting list.
3. Fire permit must be obtained at Fire Hall by all campers, and fires restricted to stone fireplaces provided.
4. Respect the campsite trees, buildings and facilities.
5. Campers restricted to campsite and beach area — restricted area regulations are in force.
6. Normal provincial campsite rules in effect.

**Don't Miss
The Soap
Box Derby**

★
See Page 6



Colonel G.H. Nichols, commander of CFB Comox welcomes Fisheries Minister Jack Davis aboard 407 Squadron's Gourmet Flight to the west coast fishing grounds. Davis is on a fact-finding tour to determine what can be done about the continued harassment of Canadian fishermen by Russian fishing trawlers. There is reportedly no truth to the rumours that the Argi will be used to bombard the Russian fishing fleet with used flight lunches, but it is hoped that the hot air will so raise the water temperature that the hake, and hence the Russian fishing fleet will move farther afield, leaving the Canadians to fish in peace, bothered only by sonic booms from passing Voodoos.



Mr. G.F. Hammond, the retiring commander of 409 Squadron, safely back on the ground from his last Voodoo trip, hands over command of the squadron to Major Gord Morrison, the noted antique car buff. Mr. Hammond has since left the valley for Victoria, where he will become defence critic for the Colonist, and run a motel for transient indigents from 409. The one person he won't have to host is Major Mo, whose current auto is not up to the trip.

Night Hawks Nest

COMOX (CP) — A gala dining-in night took place in the Comox Officers Mess as 409 Squadron bid a fond farewell to Col. and Mrs. Hammond, Capt. and Mrs. Browning and Capt. and Mrs. Rushton. The best wishes of squadron and base were extended to these most excellent people — they will be missed!

VICTORIA (CP) — The Victoria Chamber of Commerce report that a motel licence has been granted to a Mr. F. Hammond (no fixed address). This establishment will be known as "The 409 Motel." Guests will be required to limit their stay to two weeks and they'll have to supply their own towels. A nominal charge will be levied to cover the cost of booze and food.

OTTAWA (AP) — The Airforce announced today that Capt. (F.L.) Victor Rushton has kindly donated his flying underwear to the RCAF Memorial at CFB Trenton. At an interview conducted in the snake-pit of the CFB Comox Mess, Capt. Rushton vehemently denied the rumour that he had led the flypast at the Coronation of King Edward the Eighth, though he modestly admitted that he briefed it.

CORNWALLIS (AP) — Tenders have been let for the soundproofing of the Base CANEX office. The current noise level has decreased CANEX sales by some fifty-seven percent, and believe it or not the new CANEX officer was not available for comment!

OTTAWA (CP) — An External Affairs spokesman stated that the Canadian Government has been forced to extend an official apology to the French Customs Officials on the island of St. Pierre. They were verbally abused when one Capt. G. Clementy landed and demanded transport to the Summerside Officers Mess. Unable to convince him that he wasn't in P.E.I. they were forced to take him into protective custody. The pilot of the aircraft failed to utter a printable comment.



The last of the Elderly Warriors, F.L. (or Captain) Victor Rushton steps away from his T-33, ending a service career that began so long ago that no one can remember it. Victor, who is shown here wiping his greasy flying glove all over Col. Hammond's clean hand remains suitably reticent about the early days of his flying career, but he finds it difficult to explain the telegram that says, "Sorry to hear you're packing it in. The flying lessons you gave us were invaluable. Signed, Orville and Wilbur." Now that Victor has left, 409 Squadron has no WW II medals.

SUMMERSIDE (REUTERS) — Capt. E. Poole was guest soloist (on Banjo and French Horn) at the Summer Festival of the Miscoche Sympathy Orchestra. If anyone knows how to get dogs to stop howling would they please phone 345-3345 (collect).

COMOX (CP) — Courtenay RCMP reported apprehending one Gordon C. Morrison and family, who were found skulking around a Courtenay Used Car lot early last Sunday morning. They were released after extensive questioning when GCM explained that he was just giving his son a birthday treat. He'd picked a Sunday so he wouldn't be bothered by salesmen. For Christmas this year he plans to take the kiddies to a New Car lot.

POWELL RIVER (CP) — Last Saturday an unsightly gaggle of unidentified jets were reported in the vicinity of Powell River. A sharp eyed member of the Ground Observer, using twenty power binoculars was unable to determine the aircraft type or nationality so the CFB Comox PIO is blaming it on the USAF.

Voodoo Nuts,

Last week I discussed morale which is a very complex topic affected by many factors. Morale and leadership go hand in hand.

What is leadership? How can you define it? I checked with Funk and Wagnall, also Webster but their explanations were so vague that they are not worth repeating; so I went back to my Supervisors training manual. There I found several descriptions. They all say basically the same thing.

Lead, don't push! General Eisenhower said: Leadership is the art of getting somebody else to do something because he wants to do it. The RCAF described leadership as: The art of influencing others to achieve the aim.

(Continued on Page 7)

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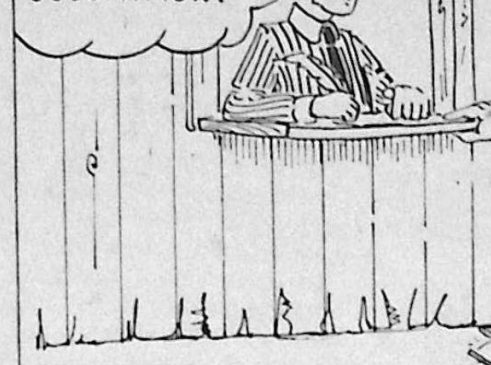
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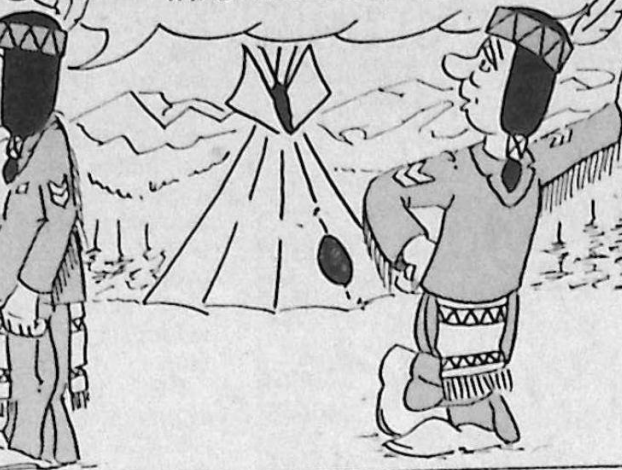
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SETTLERS JOBS

PREVIOUS OCCUPATION?



ME JUST GET OUT OF JAIL. ME SPEND 20 YEARS FOR SCALPIN' SETTLER'S WIFE AND CHILDREN.



TWISTED TEAL. WHY YOU TELL JOB MAN SUCH TERRIBLE LIE? YOU BEEN FAITHFUL UNISKIN BRAVE FOR LAST 20 YEARS.



SHHHS! ME NOT WANT HIM TO KNOW ME SPEND 20 YEARS IN SAME OUTFIT AND ONLY GET PROMOTED ONCE.



407 TECH RAMBLINGS



TELEVISION PRODUCER Al McKenzie of the Comox Film Board (because that's what CFB stands for) selects a scene from the exciting movie Cudgel Caper that will be shown in the Comox Valley this fall. According to producer McKenzie, the commercials for the programs are the hardest things to select because, what with all this ecology nonsense going on, no one will buy Cudgel Stew anymore. Note the unique mouthguard that McKenzie is wearing to keep out the Cudgel Stew.

Disbelief at what was transpiring would probably best describe the inward emotions of the principal personage on the occasion of the squadron parade held 29 July. For CWO "Bob" Parker, this event heralded the cessation of what, for 32 years, had been the only way of life that he knew and also served to impress on him what everyone else had long realized - the high esteem held for him by superiors and subordinates alike. While the vast array of highly attractive and somewhat unusual tokens presented to Bob will undoubtedly serve as reminders of his long and devoted career in the "Air Works," his proximity to Base Comox, and more particularly 407 VP Sqn, will ensure the continuance of close contact with his many friends and the Service generally.

Hello again from Gun Plumber's Corner where a few changes in positions will be occurring shortly. Sgt. Joe Wood and Russ Graham will take over the reins in the maintenance shop while Sgt. Percy Woodman assumes command of number one servicing crew and Cpl. Blackie Kellet moves in to maintenance from the X area. Welcome to CFB Comox and 407 Armament to Cpl. "Mike" St. Michael and family. Cpls. Hardy and Geiger have returned from their travels while so many other of the boys are on leave that we'll just say, enjoy it. Happy birthday, Stoyles - you're a man now. Jack Huffman is still wondering the identity of the

culprit who keeps putting tar, or is it molasses, in the coffee: it gets awfully strong after the third cup. Master Cpl. Zielke is a new resident in PMQ's. Shorty Ryan says that being a bachelor isn't all that bad but soup and beans are a rough diet and John Peterson says that being back on the farm isn't so bad either.

From the Torpedo Section comes the news that WO Hansen and his crew of Cpls. Weegar, Whalen, Covey and Collins all appeared to be suffering from a lack of exposure to the sun upon their recent return from Hawaii. Their red noses are attributable to prolonged periods of same having been to the grindstone since a lot of work was entailed in the preparation of the torpedoes, however, the exercise was a smashing success and they are to be congratulated on a job well done. Under the departures and arrival department, our shop M Cpl. "Big Dick" Gillespie has departed for the sunshine coast at Greenwood, NS and "Little Dick" Harwood will be filling the slot upon his return from a summer course at the University of Saskatchewan. Cpl. Dave Webb and Pte. Ron Livingstone of our rapidly diminishing bachelor strength have fallen prey to the sobering institution of marriage and are presently honeymooning in the East. Dave in Montreal and Ron in Bluenoser Land. Salmon fishing has got to be good this year, if you can believe reports of the fantastic numbers of fish that are reputed to have been landed in recent

weeks. While on the fishing kick, Roy Covey has again been threatening to put out upon the briney with the intent of bettering his previous catch of six dogfish. Before signing off, just a final caution respecting the poor taste of some people whose deranged sense of humor finds them resorting to making jokes about folks from other provinces: they must be Newfies.

In the future, history books covering such inexplicable world mysteries as "Marie Celeste" and "How Does An Argus Lift So Many RO's" will have added a whole new chapter devoted to 407 Telecom's "Case Of The Missing Herman's Container." After dedicated investigation by the top section sleuths, not a smidgeon of a clue was uncovered; however, it was discovered that the section TV

set is working much better of late - the Radar boys explained this phenomenon when they inadvertently plugged it into the power supply. Getting back to the case of the missing container, one theory advanced is that we have a ghost Argus which woos unsuspecting telecom techs into installing their best spares in it and then vanishes into the wild blue yonder. Come to think of it, this theory could also explain some other missing items (anyone seen Cpl. Draper this year?) including the nozzle from a certain garden hose which is doubtless spraying on a higher plane. For all the theories, there is still no concrete clue to the mystery and we have it on good authority that the comm systems guys would show their appreciation to whoever managed to lose the thing if he would buy them a skinful of beer.

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210 lb. Asphalt Shingles. 3 colors.



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OPEN LETTER TO ALL MEMBERS OF CFB COMOX

Your Credit Union, after careful consideration of the factors involved, has revised its insurance program covering shares of members. Your Board of Directors felt it was desirable to make this change in order to maintain a more practical balance of both cost and protection.

LIFE SAVINGS

Our Life Savings coverage, prior to August 1, 1970, was established on each member's account according to his age at the time of each deposit. Once insurable coverage was granted at a given age, the amount of insurance did not decrease as the member became older unless the member withdrew his insurable savings.

However, effective August 1, 1970, each member's

insurance coverage will be based upon his age at his date of death, regardless of his age at date of deposit. In other words, the insurance will be on a decreasing term basis. This will be applied to all present and future insurable share balances up to a maximum of \$2,000.

The percent of coverage that will be afforded on insurable share balances is as follows:

PLAN VI — INSURANCE TABLE

Age of Member (last birthday)	Percent of Insurance	Age of Member (last birthday)	Percent of Insurance
0 - 6 months, inclusive	25 per cent	40 years - 44 years, inclusive	150 per cent
6 months - 14 years, inclusive	100 per cent	45 years - 54 years, inclusive	100 per cent
15 years - 29 years, inclusive	300 per cent	55 years - 59 years, inclusive	75 per cent
30 years - 34 years, inclusive	250 per cent	60 years - 64 years, inclusive	50 per cent
35 years - 39 years, inclusive	200 per cent	65 years - 69 years, inclusive	25 per cent

INSURANCE TERMINATES ON MEMBER'S 70th BIRTHDAY

Conversion privileges are part of our Life Savings Insurance Program and any member is entitled to have issued to him by CUNA Mutual Insurance Society, without evidence of insurability, and upon application, within 31 days after August 1, 1970, and upon the payment of the applicable premium, a contract of life insurance in any one of the forms customarily issued by CUNA Mutual, except Term Insurance, in an amount not in excess of the amount

of coverage in effect on July 31, 1970.

Coverage is not in effect under the above Insurance contract whenever death occurs within 12 months after the date of a share deposit if death results from a condition that existed at time of the deposit.

This letter is for your information and understanding of the insurance coverage, but is descriptive only, and the actual contract shall be controlling in all cases.

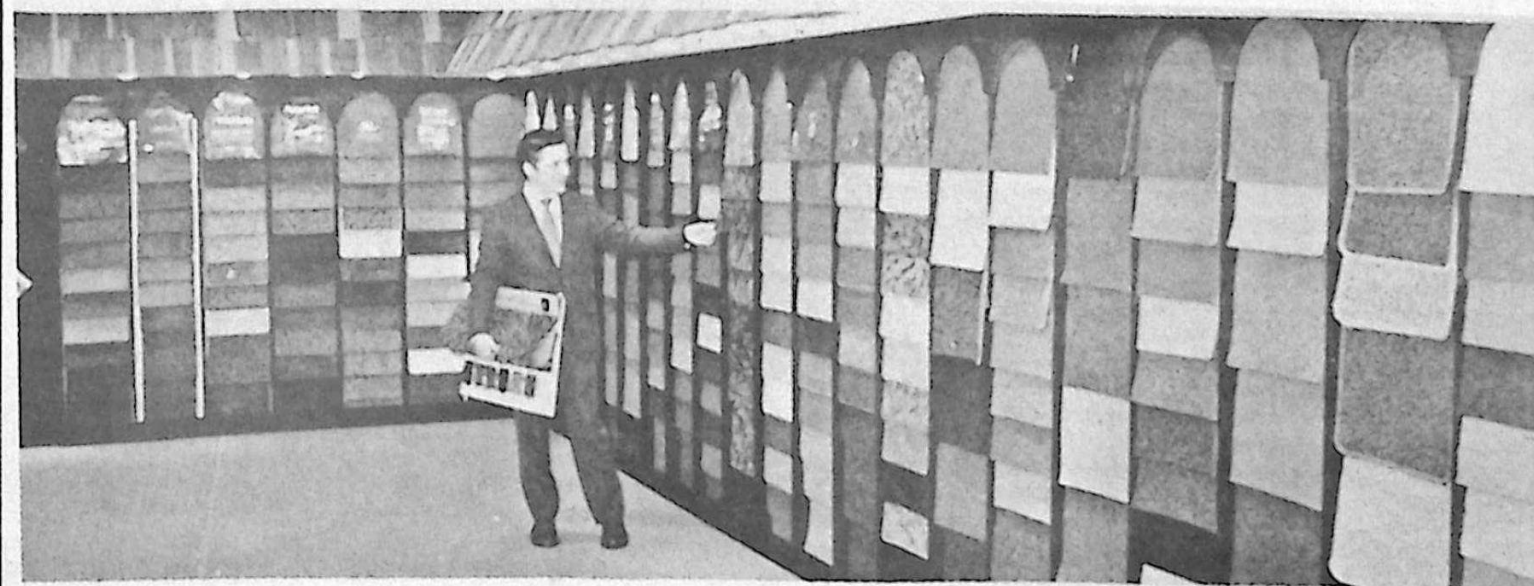
W. G. ALLSOPP,
President.

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TOTEM TIMES

Read in the best messes in the Canadian Forces

Published on alternate Thursdays, with the kind permission of Col. G. H. Nichols, Base Commander, CFB Comox. Printed in Courtenay by Comox District Free Press.

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BUSINESS MANAGER: Lt. JR Scott (Loc. 308)
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 Lt. J. Anderson (Loc. 308)
 Lt. P. LaFleur (Loc. 308)
CIRCULATION: Cpl. K Paisley (Loc. 474)

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the individual contributor unless expressly attributed to the DND, CF, or other agencies.

In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item. "Advertising is an offer to sell and may be withdrawn at any time."

Inquiries may be directed to Cpl. McCaffrey at Local 377

Advertising — Lt. J. Scott at 308 or 339-3345

Shop and Play

Our letters to the editor show that one of the favorite topics for criticism among servicemen these days is Canex. It seems time, then, to take a hard look at that burgeoning organization and perhaps make a note of some of its strengths and weaknesses.

Purists have been against the first principles of Canex since its inception. Most servicemen thought in the beginning that Canex was set up with its primary aim being to provide an added service or fringe benefit for members of the CAF. The economies of bulk buying could be passed on to the serviceman in the form of such low prices on commodities that other retail establishments could not possibly compete, a very direct benefit to the serviceman. This has not happened, although prices for a great variety of consumer goods are certainly very competitive. The reason that performance fell short of expectations is that Canex has not one, but two primary aims: to provide a service for servicemen; and to make enough profit to be able to pay for expanding their operation and for building an assortment of recreational facilities. The purist argument is that these two aims conflict, hence neither can be served properly.

What has emerged is a variation of the co-op system, where prices are not greatly lower, and where the profits are returned, albeit indirectly, to the members of the co-operative. Those who complain that Canex prices are not standard across the country, or that the prices generally are not low enough might find some consolation in the knowledge that by doing business with Canex, they are helping to pay for golf courses, swimming pools, trailer camps, curling rinks, auto clubs, and assorted other facilities.

Just think, if Canex was governed entirely by the second aim, prices would be higher, profit would be greater, more and bigger and better recreational facilities would be able to be built, and a massive advertising program would have to be launched in order to get more than just the recreational enthusiasts to buy their goods from Canex. Of course, then the Totem Times would have more advertising revenue (and the staff would go on strike to increase their pay to at least a dollar per month) and the local merchants would smile again.

CFB Comox will no doubt soon increase its Canex activity to include a few more services. This makes good business sense, but let's hope Canex never begins to deal in groceries. The grocery business is so competitive that there is only a tiny mark-up in retail over wholesale, and Canex would price itself right out of the market by using a ten percent guideline. Also, the capital that would have to be tied up in stock, and in adequate facilities would mean a large scale venture with only a tenuous prospect of turning a decent profit.

Smile With No Service

The auto club is a current (and constant) source of contention. And so it should be. That beautiful new building with its modern bays is a false advertisement. It serves exactly the same purpose that a small outhouse with two gas pumps once served at Moose Jaw - no more, no less. Mind you, it does a roaring and very profitable business, but it does so by skimming the cream off the lucrative gasoline business and offers little or nothing of any other particular type of service. Indeed, 'auto club' is a misnomer, for there are no members who are allowed to use the facilities.

There is no mechanic to be found at the base auto club. It seems that the mechanic who used to be there quit and took a job driving a truck. The serviceman who has auto problems, however, can go to the auto club where he will be given the telephone numbers of three airmen who work on cars. When he tries to call those numbers he will find that two of the part-time mechanics are on leave and the other one is either at work or busy with something else. Should the prospective customer be lucky enough to get an appointment for his repair job, that appointment will be so far in the future that the problem will have resolved itself before the day arrives. He will either be walking, or else carrying around a bill from a competitive garage.

Surely with the high rate of unemployment in B.C. there must be an idle mechanic who would rather work in the base auto club than draw welfare, or unemployment insurance. The auto club should take advantage of the advertising opportunity in this paper to attract a new mechanic. But then maybe the editor would decide to stop messing with newspapers and start messing with cars. That would be very bad. (Or maybe good).

Even in the days when there was a mechanic, the work that he could do was restricted by the tools he had available. One erstwhile customer observed that a young employee spent four hours changing a pair of belted tires. The solution was simple: don't change any more tires, even if the customer buys them from you. Anyone who tried to get any exhaust system work done soon noticed that there wasn't a welding torch or a cutting torch of any kind. This meant that the most corroded parts had to be hammered, hacked and twisted until, hopefully, they came loose. A few seconds work with a cutting torch.

Auto club enthusiasts are looking to the future with hope. They have been promised that eight more bays will be built at some time in the future. Unlike the few bays in the present building, the new ones will be available for use by servicemen wanting to make their own repairs to their vehicles. This will be more in keeping with the declared purpose of an auto club. There's only one nagging little doubt. Just how far down the list of Canex priorities is the self-service bay project? If it's too far down, it might take years. After all, the cash returns from renting the bays would probably be considerably smaller than might be realized from a comparable investment in another project. But perhaps, just this once, Canex will place its aim of service for servicemen ahead of its profit motive.

BULLETS FOR BATHERS

It was much too fine a summer day to waste, so I stripped to my middle, grabbed a blanket and went out back of the building where I was staying. I had spread my blanket, and been idly reading and soaking up the sunshine for perhaps half an hour when I realized that I was not alone. A green panel truck had stopped on the perimeter road about 50 yards away, a passenger had gotten out and was strolling up the road in my direction. As he walked, he glanced nonchalantly from side to side, and in the air, whistling tunelessly all the while. I knew immediately that he was sneaking up on me.

I looked the other way and saw another man approaching from that direction. Both of them carried Sten guns and wore holstered pistols. Could it be that they were coming to quell a mob of one? Preposterous! After all, I was smooth shaven, short haired, and well dressed (well, half dressed) and not really having that riotous a time in the first place.

"Have you got a pass?" demanded the chap whom I had caught sneaking up on me.

"Certainly, sir," I replied. I generally say 'sir' to anyone who is pointing a gun at me, particularly if I know it is loaded. I fumbled for my security pass and handed it to my inquisitor. He walked the few steps to the truck, which had pulled up during our interchange. The driver took the pass and spoke into his two-way radio. "We have identified the unidentified individual lying in the grass behind the alert hangar living quarters." He read out my name, mispronouncing it, but he got the pass number right.

A voice crackled back, "Well, ask him what he's doing out there."

"What are you doing out here?"

"Oh, I'm just lying in the sun and trying to stay out of trouble."

The driver repeated my statement. The crackling voice warned ominously, "Then tell him to get his clothes back on or there'll be some bullets flying around there."

The security guards climbed back aboard the truck, and then were gone. I tried to get back to my reading, but just couldn't seem to get interested. Somehow a bit of the joy had gone out of the afternoon - the high barbed-wire-topped fence on my left seemed a little more restricting, and the barred windows on my right a little more forbidding. I soon pulled my flying suit up over the rest of me, picked up my blanket and went inside to the musty gloom with its heavy duty, leather furniture, and continuously blaring TV, that combination that invariably soon sets a thousand tiny trip-hammers to pounding inside one's head.

That incident happened a few weeks ago, and as I sit here typing this, I have escaped again. Bare back, soaking up the beautiful sun. I can see three of the perimeter guard posts from here, as well as two of the explosion shields. I can't even hear the TV from where I sit. Life in the compound can sometimes be almost bearable.

What was that? I could swear I heard someone whistling. And was that a movement that just caught the corner of my eye? I don't want to take any chances on having bullets flying around here, but this typing with my hands held high over my head is really tough.

Signed
Un-enthusiastic
Cp. C.D. and rivet



By George you're right, they do look angry

Letters to the Editor

Plaudits for princesses

Dear Sir:

We have just received your Totem Times dated June 25, 1970. Being stationed in La Belle Province, in the town of Val D'or, we have become connoisseurs of beauty, elegance and sex appeal of the opposite sex. This cross training was developed from being in such close proximity to the ultimate in beauty.

We could not help venturing a guess on the outcome of your front page beauty contest. Miss Fay Mulholland was chosen by unanimous decision. This does not include our crusty old Warrant Officer who keeps insisting that Miss Heather Munroe is the fairest of them all.

It is very pleasant to finally realize that beauty is not only restricted to this part of Canada and we would like to extend our most sincere congratulations and best wishes to all the lovely princesses.

G.R.Laforce
Captain
SAS Armament
CFS Val D'or

A degree of sarcasm

Sir:

Re your letter to the Editor from one Lt. D.A. Cossette, Editor of the Kingston Tower Times. The Lt. did not agree with Cpl. E. Lall's letter in which the Corporal criticized your article on Educational Opportunities in the Canadian Forces. (I hope I've made the chain clear.) Cpl. Lall claims he put himself through college, by working a continuous night shift and thus gained a B.A. Degree at U.B.C. The Corporal complained that even after thirteen years and obtaining a degree on his own he was still denied a commission. He certainly has my sympathy. There may be some other reason why he can't get a commission, if so I think he should be informed of the reason so that he may re-arrange his life.

Lt. Cossette sounds like he is not a C.F.R. type therefore he wouldn't know any better. If he is C.F.R., shame on him. Anyway Lieutenant, your career is assured, you'll be a Captain someday and most likely stay there for many years.

Signed
Un-enthusiastic
Cp. C.D. and rivet

Kudos for Kar Klub

Dear Editor:

I couldn't help noticing that as soon as you layed off of the Auto Club, the troops started attacking it in your letters to the Editor section. I think that this is a healthy sign that the troops take a very active interest in the B.X. System. Therefore I hope that somebody is paying attention to all these complaints. You Sir, are doing an excellent job of transmitting the word in both directions both upwards and downwards so please keep up the good work.

Let me point out that I agree with most of the complaints laid against the auto club, but I did find that Captain R.F. Elmer's attack on the auto club manager was a bit too personal for my liking.

To let fly with a very rare bouquet to the Auto Club, (or shall we face it, Service Station) I had one of the finest 50 cent oil changes I have ever had last week. The man doing the job was obviously a conscientious aircraft technician and treated my little clunk like a Voodoo. He checked the transmission, rear end, replenished the brake reservoir, battery and radiator and gave my engine a good primary inspection. All this took at least 25 minutes and I feel that I certainly got my money's worth.

Thanks fellows.

Cpl. I.M. Etari

Eds Note:
You'll be sorry. Now the price of oil changes will go up.

Carps at Car Club

Sir:

Captain Elmer's letter in your last issue prompts me to insert my two cents worth.

Certainly Canex is a good idea and many dedicated people are trying their best to make it work. Equally, certainly they are bound by some restrictive regulations which could stand to be made more flexible and in some cases, eliminated entirely.

I look back with nostalgia on the R.C.A.F. Central Warehouse where we knew the mark-up would be 10 per cent when the item cost under \$100, and 5 per cent if over that amount. On what margin and system of mark-up does Canex operate? I, along with many others, would be interested in the answer to that.

Canex, as a system, covers the Canadian Armed Forces. Surely

an organization with over 100,000 potential (and some captive) customers can provide us with more competitive prices and service on our purchases. Why not a central purchasing authority for most items? Prices on most goods show a marked drop when quantity purchases are made, particularly where major items are concerned. The resulting savings could then be passed on to us (the customers).

The few dealings I have had with the Auto Club have only shown me that the prices there are often higher than in the corner service station downtown. If local dealers won't give us wholesale prices, what's wrong with Nanaimo? It is near enough that parts ordered one day could be here the next afternoon, and even with a delivery charge tacked on, the price in all likelihood would be lower than now.

Personally, I find dealing with the major mail order firms more attractive than Canex. Their prices are competitive, their guarantee attractive, and their products are backed by service. Incidentally, a set of points for my car cost me \$2.75 at the Auto Club. Simpson Sears sell the points, rotor and condenser for \$2.79.

E.D. Standish WO

Blood donors thanked

Dear Sir:

I would like to express my thanks and gratitude to the six airmen who so generously gave of their life blood, to help my daughter through a dire emergency on Sunday evening 19 July, 1970.

On behalf of Lynda-Lee and the whole family I thank you.

Cpl Wesley C.R.,
407 Repair

Goodbye Band

Sir:

I want to take this opportunity to thank the mothers and all others who have helped me with the Mission Band during my five years in the Comox Valley. The gift of the cute coffee spoon will always be treasured by me.

Please give your full support to Mrs. Power, the new Convenor. Her telephone number is 339-2173 and she needs helpers.

Good luck and God Bless
Mrs. Vi Keller

NOBODY WINS

My mail keeps arriving in the usual fashion, but that's no big thing - it's only ever been desultory at the best of times. Judging by the whispered hue and cry that has spread across the nation, most of Canada's citizenry really couldn't give a damn whether the mail service is fast or slow anyway. The possibility of postal delays just gives another excuse for not writing, or for not paying bills on time.

The postal department estimates that the number of pieces of mail handled will be down to 4 billion, instead of the forecast 5 billion for the year. The smaller volume of mail can hardly be expected to cause a cut back in the number of postal employees. Therefore, to gain the same amount of revenue, the charge for each piece of mail handled would have to be increased by 25 per cent. If this is coupled with an average wage increase of somewhere between 6 per cent and 10 per cent, it seems that one can expect the cost of his mail to increase by at least one third. (The Totem Times may even have to start charging a token rate for individual subscriptions.)

The people who really have the worst of the deal are the postal workers who are involved in the intermittent strikes and lock-outs. The amount of pay that they have lost will take some considerable time to make up, if indeed it ever can be made up. It is conceivable that many of the posties will accumulate three weeks, perhaps more, on strike. The amount of their loss is their

pay for those weeks, plus the approximate 6 per cent on their pay that they were offered. If eventually their demands for 10 per cent were met, it could easily take more than a year and a half to make up what they would have been guaranteed by accepting their first offer. 106 per cent of pay in the envelope now may be worth more than 75 per cent of pay now and a possible 108 per cent or 110 per cent at some indeterminate future time.

Perhaps, then, it is the labor advisors and the labor leaders who are really at fault. Surely they can do more of a service for the union members by recommending that they settle for a slightly smaller amount that will enable them to continue drawing full pay. One can certainly argue that a very important matter of principle is involved, but when each week lost by the worker results in another six month setback financially, the pragmatic labor leader might well decide to hold a less hard line in an honest effort to avoid strike action.

A strike was once considered the ultimate weapon, the nuclear bomb that labor had hanging over management's head. After that weapon was used nothing else was possible. Unfortunately, strikes have proliferated to the point where they are now a daily weapon and the public has become inured to them, seemingly oblivious to the fact that the fallout adversely affects not only management and the industry involved, but also the strikers themselves, the labor movement, and the economy of Canada as a whole. Nobody wins.

Are You The Slob?

It is only a very few people. Maybe less than 10 per cent. But that's enough to make a mess.

That's one of British Columbia's many forest rangers answering the question: "How is the litter situation in our outdoor recreational areas this summer?"

Frank Pearce and his deputy, John Ivens, work out of the Kelowna Ranger District. Their territory covers 1,545 square miles of forestland, totalling more than a million acres.

Some of it is the finest recreation land available anywhere. It is dotted with lakes that abound in fish. A summer paradise, it has, in the past few years, come to be an all-year-round sportsman's dream.

But do the people treat it like it was their own backyard? Some of them don't.

It is now illegal to litter and even in the far reaches of B.C.'s forests, the bad actor may be seen and dealt with. Recreation Minister Ken Kiernan introduced anti-litter legislation at the last session of the legislature and it became law on July 1.

Among the things people do: girdle trees. This age-old pastime of the young lovers in time kills the trees. The most ravished is the graceful poplar because it is a soft wood and the easiest to carve.

People drop their empty beer and pop bottles, their gum wrappers, the pipe tobacco pouches and cigarette packages where they stand, walk or sit.

If a tree has fallen over the road, they'll drive around it if they can. Leave it there. Perhaps a car coming along at night will get a tree branch through its radiator.

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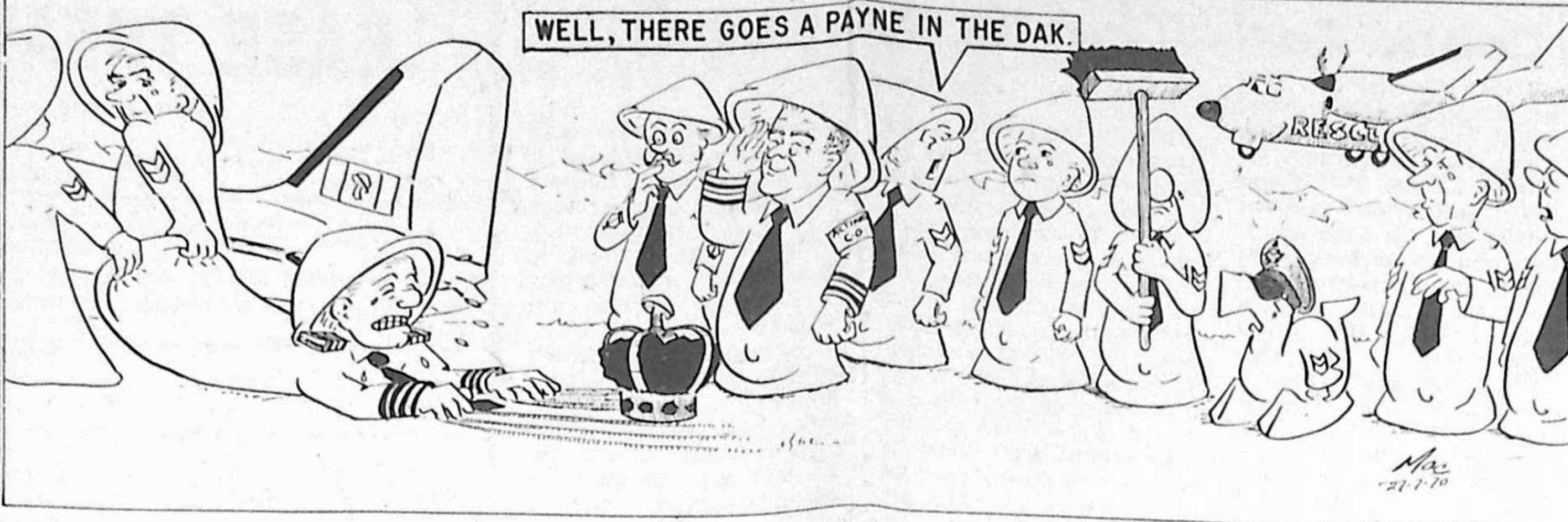
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FUNGUS FEATURES

by Mac



CAPT. FRITZ CHRYSLER receives his coveted Harry Fungus Figurine from Col. D.M. Payne as Captain E. Papp, and Major F. Stevens look on. Captain Papp received a Squadron Plaque as did the Major. As can be seen from the picture the Colonel bust the Major up with his remark that some day the Colonel will probably be working for the Major. Major Stevens has obtained a high position in a water bombing outfit. (A Mac-Photo)

DEMON DOINGS

407 Squadron is quiet these days, with three crews on annual leave. The remaining three crews have spent a lot of time in the air to maintain the squadron monthly flying time.

Mike Taylor's Animal Crew,



L. COL. D.M. PAYNE, the recently defrocked C.O. of the 'fighting 442nd' found he couldn't hack the one gallon glass of Kool Aid that custom demands departing members drink in one quaff, so he honoured custom by dumping the contents over his head. The colonel was one of the guests of honour at a Mug Party held in the Officers' Mess on Friday, July 24. "I don't like Kool Aid anyway," the Colonel was heard to say "I'd rather have beer." (A MacPhoto)

The Flying Circus has returned from a sovereignty patrol to Yellowknife and points north. On their patrol out of Yellowknife they went unserviceable and had to return early. Needless to say, the Flying Circus managed to attack the detachment with a high level of decorum and expertise. The crew rations officer, Chris Patrick, ordered four dozen frankfurters and buns for one of their meals. Believe it or not, they got 48 pounds of wieners and 24 buns. There are only 50-0-0 many ways to eat wieners! (Editor's note: and 407 RO's will know every one of them).

Lt. Cdr. Dan Desko, our intrepid USN aviator led crew 2 over the frozen tundra this week in the latest proclamation of Canadian Sovereignty over that area of the globe. There was some question, however, which country was proclaiming. (Canada or the U.S. of A.) Either way, Yellowknife will never be the same. Crew 2 also presented

the Yellowknife Public School System with 50 lbs of good Comox Valley earth and packages of seeds for their widely publicized garden project. The presentation was made on behalf of 407 Squadron.

Crew 2 has been heard complaining at the lack of lob ball competition from squadron crews. Just because they beat crew 1 by an unbelievable score, is no reason for the other crews not to try their hand. Desko's Dynamic Dynamos recently challenged the R.C.M.P. of Yellowknife to a lob-ball game. Results in the next issue. Speaking of the R.C.M.P., 407 recently demolished their unbeatable broomball team 8-0. Granted they were short-handed and our team was a wee bit stacked.

A large crowd of personnel turned out for the last big mug party at the mess when presentations were made to Maj. Pete Giles, and Capt. Lou White,

Hospital Humbug

Good grief - how the time passes! There doesn't seem to be lengthy enough intervals between Totem Times issues for us to gather enough gen on our personnel. However, our staff seems to be changing with the tide. Dr. Francois Dufresne is here with us, accompanied by his wife and 3 1/2 month old doll (which she truly is.) Maj. Jean Hilty, our American exchange N/S, has arrived to spend a year with us. Jean is from Ohio and after a long walk on one of our many Pacific beaches, she feels that twelve months should slip past comparatively quickly.

SOS! Could someone please challenge Cpl. Brian Oster to a game of golf? He's getting far too many birdies and eagles and pars lately and needs to be taken down a notch or two!

We said "adieu" to two anchor clankers - N/S Freddie Douglas, and Pte. Howie Eames - at a section party last Tuesday. These troops are both going to the "Brown Job" section of the Canadian Forces at Gagetown. The only help we can all give them now is by wishing them all sorts of luck and happiness in their new postings. All the best, Freddie and Howie.

Pte. Bob Pack will be joining these troops at a much later date but in the meantime, he's turned his interests towards wild life and is going out with a new scope (not mouthwash) and rifle to catch or shoot some deer or

wolves whenever that season opens. So, fellows - get out your red hats and coats and wear them in the woods; believe me, nothing with legs will be safe after this magic season opens.

It isn't every day that the hospital can brag about the fact that they have a "nichol" working for them but they really have, except that Darbra (our Nichol) is really worth her weight in gold.

Kay Brown, our typist, has returned from a vacation in Ireland disappointing everyone.

She wasn't involved in any type of squabble with her countrymen - could she be an atheist?

If you're speaking to Harry Woznow, ask him if he really would discard any of his clothing before his blanket, while walking down a public street with his wife.

Pete Sullivan has been relieved of his cadet responsibilities and has once more settled down to his relaxing routine role of Med A.

Please don't fall - keep your eye on the ball - we may be on call - but not for old Sol! You too can be restricted for wounds that are self-inflicted!!!!

Cherish this rhyme until next Totem Time ...

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CHAPEL CHIMES

CHAPEL
Father James G. Campbell -
Base Chaplain (RC)

SUNDAY MASSES: 9:30 a.m.
and 11 a.m.

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.

CONFESSIONS:

After Mass at 7 p.m. on
Saturday evening and before
weekday masses.

BAPTISM & MARRIAGES:

By appointment

NOTE:

The Chapel is open at all times
for private prayer and
meditation.

PROTESTANT CHAPEL

SUNDAY SERVICE:
Divine Service at 11 a.m.

The Reverend K. E. Edmondson
of Comox will be officiating
clergyman for the whole
of August and may be contacted
at the Base Chaplain's office - local
274 or phone 339-2864.

As Sunday School classes have
closed for the summer months,
children are encouraged to come

to church with their parents.
Nursery facilities will be
available.

The Chapel is open at all times
for private prayer and
meditation.

MISSION BAND: Mrs. Vi Keller,
who has been so active in
organizing the Mission Band, is
leaving for Cold Lake with her
husband, who has been posted.
For further information contact
Mrs. Power or Mrs. Hughes. (see
announcement on the Mission
Band).

CHAPEL NEWS

Registration for the Mission
Band group that meets in the
Protestant Chapel will be Sep-
tember 9th at 1 p.m. in the Chapel
Annex. All 4 and 5 year olds
welcome. We are unable to take
any children younger until we
obtain more help.

Anyone interested in helping
please phone:

Mrs. Power 339-2173

or

Mrs. Hughes 339-2874

or alternatively, leave your
name with the Padre - local 273.

Coboc Cac

It was a gala affair with many
spirits being lifted that resulted
in a successful party. The oc-
casion was the farewell to
"Please Release Me" Wayne
Sled at that famous town and
country club, the Sugar Shack.
Even with summer leave taking
a heavy toll of regular comers,
there was a large group of
merry-makers at Comox
Valley's only "Society" Club
House. Wayne, alias Swayne, is
departing for Esquimalt as the
New Admiral's Aide.

New faces in the club (they
have been for some time) are
Sam Marcotte, Jeff Clarke, and
Terry Spurgeon. Sam and Jeff
are ground pounders and Terry is
a Captain on the new Search and
Rescue Buffalo aircraft. They
are welcome additions to the
club, as besides losing Wayne
from our ranks, Ken 'Bearcat'
Wright and 'Hanker Panker'
Klein are leaving in Sept. We
thought we were going to lose
Sweet-legs MacDonald after his
titillating, and exhilarating
cruise from Hawaii aboard the
Provider. He has decided not to
remuster though; because it
means leaving all his close
friends. Ed Brugger (ex-
member) has returned to the
Valley of Sunshine with his
blushing bride, Bonnie. The fact
that they are newly-weds was
hardly noticeable at the Sugar
Shack party.

Rumor of the month, Jethro
plans to go on a trip with his
monster, fun type motorcycle. He
only the guardhouse would
return his keys!

That's Show Biz

By NOLA WELLS

One somehow expects to walk
into the Old Bickle Theatre and
still see the familiar scene of an
Auction. Perhaps this con-
tributes to the surprise of
viewing such an intimate setting
for the audience of "The Owl and
the Pussycat" on its opening
performance Aug. 4th. The floors
so recently travelled by carriers
of refrigerators and stoves, were
clean and shiny, the walls once
scarred by bed posts and fur-
niture were painted a bright sky
blue, and the stage that everyone
in Courtenay has roamed at one
time or another in search of a
bargain, was set in complete
detail for this very funny play.

Directed by Kenneth Dyba,
and starring John Destry-Adams
and Jan Simpson, names we are
all familiar with, after weeks of a
wild advertising campaign
rarely seen in Courtenay, The
Owl and the Pussycat is a
modern semi take-off from
Shaw's 'Pygmalion.' Set in the
apartment of a San Francisco
writer, we see a series of often
hilarious scenes, as this stuffy
and very moral 'Higgins' (who
has reached his 30th birthday
without more fun than reading
his dictionary) meets up with a
kooky long-legged 20th Century
'Eliza,' who lives most com-
fortably in the world of a
prostitute.

Throughout the play we see a
familiar theme from the lives of
most men and most women. He
tries to change her, and she tries
to change into what he wants her
to be, with the result of much

frustration, and chaos before
they finally realize, that it is
these very differences that are
attracting them to each other.
The actors were very good, they
had some difficult lines to
deliver, and they made this play
the delightful comedy Bill
Manhoff meant it to be.

It certainly was a pleasant
change to sit in a real theatre
while viewing a play. Everything
seemed more effective - the
lighting, and sound effects, and
most important, the whole at-
mosphere was warmer and more
intimate, which I believe has a
great deal to do with the
audience's enjoyment of any
play. If such an effect can be
produced with only half of the
renovating done to the Old Bickle
Theatre, it will be interesting to
see the results when the complete
modernization is finished next
year.

The Owl and the Pussycat is
the first production of the
Courtenay Summer Theatre. It
will run from Aug. 4 to 8 with
a matinee on Saturday at 2:30. It
certainly left us eagerly awaiting
the next production later this
month to be performed, by this
new Island repertory theatre.

ANOTHER LETTER

DOG LOVERS, PLEASE
Your dogs are killing me,
How about tying 'em up!

PMQ TREE

BASE THEATRE

AUGUST 1970

Sat. 1 Aug.
Sun. 2 Aug. HOT MILLIONS Peter Ustinov Comedy
Maggie Smith
Fri. 7 Aug. EXPLOSION Don Stoud Today's
Gordon Thompson Generation
Two showings: 1900 hrs. and 2100 hrs. ADULT:
No one under the age of 16 admitted unless accompanied by an
adult.

Sat. 8 Aug. VIVA MAX Peter Ustinov Comedy
Sun. 9 Aug. Jonathan Winters Drama
Pamela Tiffin

Fri. 14 Aug. BATTLE OF Laurence Olivier War Action
Sat. 15 Aug. OF THE Michael Caine Adults \$1.25
Sun. 16 Aug. BRITAIN Oskar Werner Teens \$1.00 Child. 50c

Fri. 21 Aug. PETER PAN Walt Disney
Also shown Sat. Mat. 22 Aug. Family Show

Sat. 22 Aug. THE SHOES Anthony Quinn Admission:
Sun. 23 Aug. OF THE David Jansen Adults \$1.00
FISHERMAN Oskar Werner Teens .75
Laurence Olivier Children .50

Fri. 28 Aug. COUGAR COUGAR Country
Two showings: 1900 hrs. and 2100 hrs. Admission:
Also shown Sat. 29, Aug. and Sunday matinee 30 Aug. Adults \$1.00
Teens .75
Children .50

Sat. 29 Aug. WOMEN OF PLEASURE RESTRICTED
Sun. 30 Aug. PLAYGIRLS

MATINEES:
Sat. Mat. 22 Aug. PETER PAN
Sat. Mat. 29 Aug. COUGAR COUNTRY
Sun. Mat. 30 Aug. COUGAR COUNTRY

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3rd Annual Totem Times Wallace Gardens Soap Box Derby

3rd Annual Totem Times, Wallace Gardens Soapbox Saturday, 15th
of August

1000 hours
Kids, its that time of the year again. Time to dig out those buggy
or wagon wheels and get busy on your 1970 model Soapbox car. As
in the past, speed will be the main theme of the derby, but there will
be an additional prize for the best designed car. This car will not
necessarily have to be the fastest to win this category.

Let's get cracking on those cars now, and see if we can't make
this year's derby an even bigger event than last year's. Let's see if
we can't find a new champion driving team to take the trophy away
from that pair of Geneau speed demons who have taken first place
honours for two years running.

GOOD LUCK

RULES

Eligibility: Open to all PMQ dependants from 6 to 14 years of age
inclusive.

Soapbox size: Length 6 feet maximum, width 3 feet maximum,
wheel diameter - 12 inches maximum.

Steering must be positive. i.e. no hand held ropes or foot steering.

Brakes: There must be a positive braking system installed.

Added weights: The addition of ballast is forbidden.

Parental Aid: Parents are requested to keep their help to a
minimum, the idea is for the children to build the car them-
selves.

GENERAL INFORMATION

The contestants will be divided into three age groups: (6, 7 and 8)

(9, 10 and 11) and (12, 13 and 14)

The three divisions will be run off for their own championships
and the respective champs will run off for the Grand Champion
Award, the Totem Times Trophy.

Each car will be registered on Saturday, August the 8th at 1000
hours on the PMQ school grounds. At this time a safety check will
be carried out by a "qualified soapbox engineer." Those cars
failing the safety check may re-apply for registration at 1800 hours
on August the 12th at the PMQ school.

Each car will be registered in the name of two competitors only,
who should be of the same age group if possible otherwise the age of
the senior member will determine the division the car will be en-
tered in. Numbers will be allotted at the registration and these
numbers must be painted prominently on the cars prior to the race
date.

There will be prizes for the best designed car. Judging for this
will take place 30 minutes prior to the start of the races.

The following application form must be completed and handed in
when registering.

TOTEM TIMES, WALLACE GARDENS 1970 SOAPBOX DERBY REGISTRATION FORM

Drivers Name Age Sex

Co-Drivers Name Age Sex

I certify above general rules will be carried out.

Signature - Parent or Guardian



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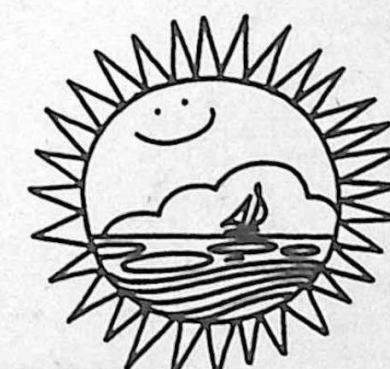


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(Continued from Page 2)

I haven't seen a definition of leadership under our new regime of integrated forces. Perhaps we should draw one up and submit it for approval. However, that should be a top level assignment.

A good leader promotes the enthusiastic co-operation of his staff by his own attitudes and actions. A successful leader requires an above average ability to get along with people, has a thorough knowledge of his own trade, and an understanding of associated trades.

If we reflect for a moment on our careers and past experiences and associations with our superiors all the way from Cpl. to Senior Officers, the outstanding qualities of good leadership will readily come to mind. We will recall the enthusiasm of getting the job done well and quickly for some of our superiors. This usually ended up in a strong bond of loyalty, confidence, respect and friendship, between the worker and his superior.

In contrast the people that lacked the qualities of good leadership were quickly forgotten.

Who may be a leader? Anybody — Leaders are made not born. Even the lowly private can become a leader. In fact he must unless he wants to remain a private for the rest of his career. Winston Churchill was once a private in the army. He was classed as a misfit because he had a mind of his own. It took a

long time before his leadership qualities were recognized.

The first recognition of your leadership qualities by authority occurred when you made corporal. It may take twenty years in the present set-up — but don't despair.

A knowledge of people and a firm desire to use that knowledge to mutual advantage are a prime requisite of leadership. Study others, study situations, and how they are handled, and how you would handle them. Pattern yourself after someone you enjoy working for and with; someone that gives you a feeling of confidence and a sense of accomplishment with a goal, but be yourself!! Read books on human relations and practice what you learn whenever the opportunity arises. It takes a lifetime to learn all there is to know about leadership, but it's never too late to start.

To people in authority perhaps a personal re-appraisal of individual traits would help. We have known many leaders in history who rose to high positions; positions of power. In these cases leadership was used selfishly for self advancement and personal gain. "Power Corrupts, Absolute power corrupts, absolutely."

Our sincere sympathy is extended to WO Ralph Ward on the death of his wife after a traffic accident. The thoughts of the entire maintenance organization are with him.

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