



TOTEM TIMES

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VOL. 12

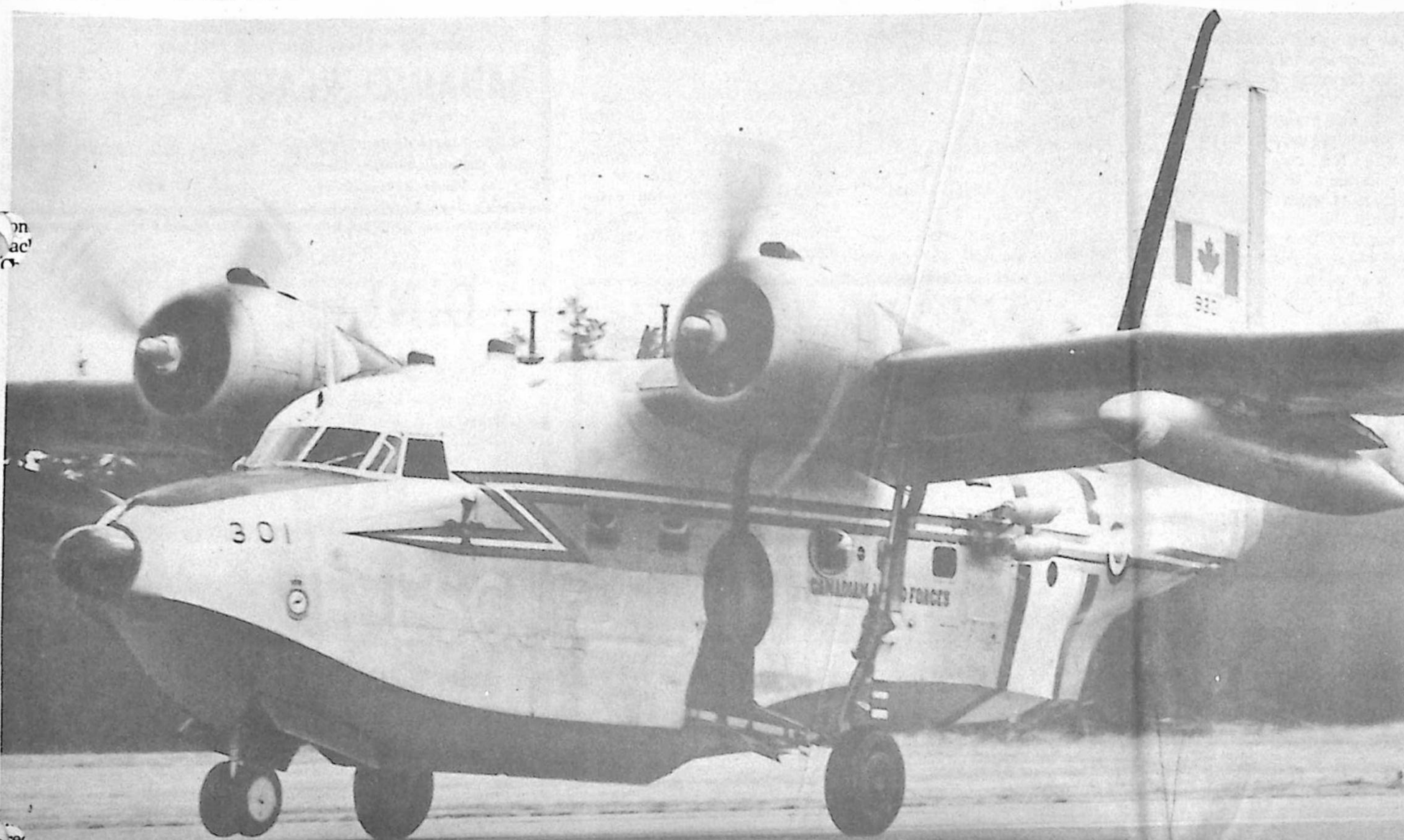
CFB COMOX, THURSDAY, SEPTEMBER 3, 1970

No. 18



AIR KAMIKAZI TRADES ALBERTS AND DAKS FOR NEW BUFFALOS

Alberts and Daks Fly Into History



THE LAST ALBATROSS flight from CFB Comox scorchs into the muck on a JATO take-off. The Albert, which had spent the past few years watching 409's Voodoos use their afterburners, decided that it would like to try that lark. Its performance was impressive, but the pilots were a

mite aghast when the Albert continued on up and did a snap-up attack against a 104 that was cruising at 50,000 feet. 'Now I can retire happily said the Albert, clutching the first of its pensiorcheques. (A MacPhoto)

In 1943, the first Dakota came to Comox. The names of its crew are lost in the mists of time. Twenty-seven years is a long time. The crews may be forgotten, but the Dak is not. But is now just a memory, for the venerable Dakota has, barring reprieves, flown its last scheduled flight from CFB Comox. The last trip, service flight 44, left the base on Monday 31 August under the steady hand and keen eye of Captain Bob Pridmore. Helping him sort out the complicated mechanism that somehow raises the undercarriage was Lieutenant John Clough. Together, the two of them hoisted the thing off the ground and flew it into history, which sounds pretty dramatic. Actually all they did was fly it to Victoria and Vancouver and back to Comox, whence a crew from the Acceptance and Ferry Flight will herd it back to some storage space or other that isn't all cluttered up with CF-55s.

Minutes before the Dak lifted off, Albatross 9301, guided by the fearless hands of Bill Pocattello and Cliff Eakin lurched off the

runway on a short JATO-powered air test to officially end the Albatross era at Comox. The Albatross era was a great deal shorter than that of the Dak, but the aircraft had as great a hold on the crews' affections.

Both the Albert and the Dak had given splendid service on the west coast, and they were a familiar sight wherever there were people in trouble. The Albatross figured in many rescue attempts and many mercy flights and its lumbering silhouette was a welcome sight throughout B.C. The Dak, used primarily in a transport role, was also used in air evacs and searches, and it too caused people to break into cheers at the sight of it.

Replacing these two venerable veterans will be the deHavilland Buffalo, an aircraft designed for short take-off and landing. The Buffalo, which has been used as a short-range troop and cargo transport, can sickie in and out of some of the shortest runways

known to man since Mr. Otis designed the elevator.

The Buffalo is powered by two GE turbo-prop engines which can speed the airplane along its way at a comfortable 250 knots. Equipped as a litter ship, the Buffalo can carry 24 patients. It cannot however, land on water, but it does have a stablemate that can.

The Labrador helicopter, which is also a familiar sight where there are people in distress has often been used to pluck people from the briny deep. It has also been used to pluck people from ships too, so it can be seen that 442 Squadron retains a water-rescue capability.

The Daks and the Alberts may be gone, but the search and rescue mission remains. Flying their new Buffalos, the crews of 442 will continue the same outstanding performance they have always given. Could any emergency be better looked after?

CFB COMOX WINS NFPA's FIRE SAFETY AWARD



THE CFB Comox fire wardens committee is presented with the award which the base won for its fire prevention program. The base commander, Col. Grant Nichols, took

special pride in seeing this coveted award come to the base. (Canadian Forces Photo)

National Competition

CFB Comox has won first prize in the National Fire Protection Association's Fire Prevention contest. The contest recognizes excellence in the field of fire safety, education and performance. There are four divisions in the contest, and Comox competes in the military division. Within this division there are five classifications, based mainly on how many square feet of building area there is on the base, and Comox competes in Class B, which puts it in competition with units such as Beyondville, North Bay, Greenwood, Trenton, and so forth. This is the first time that Comox has finished first in the contest.

The fire chief, Captain Gord Palmer, was quick to give credit to the fire wardens from the sections. These unsung people are responsible for ensuring that fire hazards are either corrected, or reported to the fire department so that corrective action can be taken before a fire occurs.

Not that the fire department had nothing to do with the award. Indeed, it had a great deal to do with it. Members of the base fire department were tireless in carrying out fire inspections, giving lectures, and training other base personnel in the use of fire extinguishers and fire-fighting procedures. One thinks, for example, of the number of hours put in by fire department members explaining to 409's kerosene cowboys how fires in the QRA should be handled. The fire fighters always had time to accede to the DAO's request that yet another group of inordinately dull aircrew be trained in the use of fire extinguishers.

Fire prevention is dull and unspectacular work. It garners no headlines. But it does reap incalculable benefits. For the efforts of the fire department, the fire wardens, we are all safer. The TOTEM TIMES adds its congratulations to those of the rest of the base to the fire department and the fire wardens for their achievement in winning this coveted award.

Bangharts Take Flower Power Crown

Helen Banghart, PMQ 36, has won first prize in the PMQ Council's garden contest. The prize, a pair of gold garden shears, was presented last Saturday by deputy mayor, Captain Bob Merrick. Mrs. Banghart, who has been gardening since she was no taller than some of the flowers she lovingly superintends said that the new clippers would save a great deal of wear on her sewing scissors which she had been using to keep her lawn edges trim. The winning garden is a tasteful combination of roses, pansies, dahlias, hanging baskets, and window boxes. (And how many of you have ever heard of a flower called window boxes?)

Second prize in the contest was awarded to two families for a garden that was really a joint effort. The Blooms and the Bawns in PMQ 10 and 10A put their imaginations together and created an eye-catching display of flowers to capture the pair of gold rakes that were the second prize. (Next year we'll hire a writer who knows the names of all these flowers to give a better description of the winning gardens.)

The judging was carried out by an independent commission of garden experts from the local area. They were: Pete Moss, Hugh Musse, Sandy Loam and Dan DeLyon, who cleverly disguised as meter readers, toured the base several times to pick the winners.

For the judges it was a difficult chore. Many people took advantage of this year's long growing season to plant some imaginative gardens. Sorting them out into the one or two best was a problem indeed. Many other gardens were also artfully done, and from them the judges came up with one honourable mention. That went to Mrs. Nichols, in PMQ 114B.

The PMQ Council was extremely gratified that so many residents tried so hard to beautify the community. Congratulations to the winners and to the others good luck for next year.



HELEN BANGHART, the winner of the PMQ Council's garden contest, uses the first-prize set of garden shears to nip off a flower which she later presented to the photographer, good old Mac. An independent judging committee skulked about the base for some time before deciding upon a winner. (A MacPhoto)

Rivers, Gimli Follow CFB Bonaventure

The Minister of National Defence, the Hon. Leo Cadieux, today announced a government decision to phase out military operations at the Canadian Forces' bases at Rivers and Gimli in Manitoba over the next year.

Several Government Departments such as Regional Economic Expansion and Manpower and Immigration, will be working with the Department of National Defence and local authorities to minimize the disruptive effect on the communities concerned and to assist civilian employees to find other employment. Armed Forces personnel at the bases will be posted to vacant positions in other units.

Mr. Cadieux said that factors leading up to the decision were a general reduction in the size of the forces, a change in force priorities and the fixed defence budget.

CFB Rivers, located approximately 30 miles north and

west of Brandon, and CFB Gimli, 55 miles north of Winnipeg, have been used primarily for air training by the Canadian Forces. A reduction in the pilot training program, to meet the requirements of the new force structure, was announced last November by the Department. Other Training Command bases used for aircrew training are at Portage La Prairie, Man., Winnipeg, Man., and Moose Jaw, Sask.

Affected at Rivers are approximately 170 civilian and 300 military personnel and at Gimli 200 civilian and 800 military personnel.

Qualified civilian employees at both bases, who are offered and accept a position at another defence establishment or elsewhere in the public service which requires a move to the new place of employment, will be reimbursed for reasonable expenses involved in the move.

Three bases, two radar stations and a radio installation remain in Manitoba. The bases

are Canadian Forces Base Winnipeg, home of Training Command Headquarters and two major units - the Air Navigation School and the 2nd Battalion of the Princess Patricia's Canadian Light Infantry; Canadian Forces Base Portage la Prairie, home of 3 Flying Training School; and Canadian Forces Base Shilo, the home of the 3rd Regiment, Royal Canadian Horse Artillery and an artillery and infantry training base. The radar stations are located at Beausejour and Gypsumville, and the radio station at Flin Flon. The bases and stations have a total complement of approximately 4,500 military and 1,500 civilian personnel.

The change means that of the three primary air training bases in Canada, two still remain in Manitoba. They are at Portage la Prairie and Winnipeg.

Efforts to find suitable employment for civilian personnel from Rivers and Gimli are being supported by the Public Service Commission and the Canada

Manpower Centre, which will be requested to provide assistance for employees who do not remain with the Department of National Defence.

Canadian Forces Base Rivers has been a military establishment since 1940 when the RCAF set up No. 1 Air Navigation School there. Following the Second World War the Canadian Parachute Training Centre and the Canadian Joint Air Training Centre were established at the base.

Canadian Forces Base Gimli was established in 1943 when No. 18 Service Flying Training School was opened there. Following the war Gimli was used as a summer camp for Reserve squadrons and air cadets and in 1950 No. 2 Flying Training School was formed. Advanced flying training at Gimli is carried out by No. 1 Canadian Forces Flying Training School, which will be moved to Canadian Forces Base Cold Lake, Alta., where facilities already exist.

Transcontinental Trackers

Six Tracker aircraft from Canadian Forces Base Shearwater in Nova Scotia arrived at Patricia Bay airport on 31 August. The aircraft with eighteen crews were placed under the control of Rear-Admiral R.H. Leir for two months. During that time they will conduct various types of operations including crew training, anti-submarine exercises and surveillance flights.

The East Coast flyers, formerly conducted flying operations from the aircraft carrier HMCS Bonaventure. While flying out of VU-33 Squadron at Patricia Bay, the group will form two detachments commanded by L/Cdr S.K. Dewar and L/Cdr M.B. Dempster.

WANTED SCHOLARS

The Canadian Armed Forces are looking for candidates to fill an additional 265 Regular Officer Training Plan scholarships this year.

The scholarships are open to first through fourth year students at Canadian Universities, and they provide for tuition, room and board, medical and dental needs, plus a monthly salary.

At the end of the program, these students are commissioned into the Canadian Armed Forces and serve a specified period according to enrolment plan.

The number of scholarships awarded is up slightly from last year, though total applications - about 3,000 - have dropped somewhat.



CORPORAL BOB CARSCADDEN, the first observer on 407 Squadron, embarks on a fancy bit of anti-submarine work as Desko's Dervishes torment a herd of whales (or Russian fish boats) hundreds of miles out over the pollution infested Pacific Ocean. Cpl. Carscadden is the forerunner of many airmen who have volunteered to serve with Maritime Patrol Squadrons.

(A MacPhoto)

407 Goes Bilingual

TECHNICALLY SPEAKING

Greetings from the over-worked overhaul section where, as usual, everyone is up to their elbows in grease and the place is a beehive of activity, at least so says their PRO (Propaganda Release Officer). He also reports that, upon his recent return from leave, so many new faces were apparent that he had to take a long hard look to find someone he knew. In any case, welcome aboard to Sgt. Johnson (he hails from Ladysmith), Cpls. Shelton, Viklund, Jenkinson, Eddy and Pte. McMaster. On Aug. 19, several of the boys proceeded to Nanaimo where they boarded the American submarine Gudgeon for a one day cruise. Our ARO (sea) was happy to see them go but why the paint brushes, Sir? Another thing, why would anyone want to sink in a boat, especially a US one? Oh well, splice the mainbrace and full speed astern. Attention all farmers: we are planning a corn boil, do please help we poor airmen by locking up your dogs or leave them out and we'll have a barbecue instead. Bon Voyage to George Downie who is leaving us for Ottawa (Air Force Museum?). If you think the foregoing is Navy



THE PRIDE OF the poop-deck, L. Col. John Middleton, translates the latest order of the day into gibberish, the favorite navy talk, for WO J. K. Lowdon, who is demonstrating the nautical method of standing at ease. The bucket is what the navy issues instead of barf bags.

(Base Photo)

Oriented, you're dead right as witness the following edict from our helmsman.

HERE BEGINNETH THE ALIEN TONGUE

1. The Repair Section will be inspected from the sharp end commencing at 2 bells, Friday Aug. 28.
2. A proper clean up is to be carried out with the following points given particular attention:
 - (a) dhokey the bulkheads and deck,
 - (b) remove all gash,
 - (c) hide all rabbits,
 - (d) properly stow all pusser gear,
 - (e) eliminate all sculling.
 Sufficient deck cloths to be drawn from pusser slops.
3. It is appreciated that all your hands are barrack stanchions and some as wet as a scrubber, therefore close supervision will be required to ensure a tidy section.
4. Any hands guilty of being adrift, skylarking, sliding, crashing during hands turn to or swinging the lead, will be dropped in the rattle.
5. The Section will clear lower decks at out pipes for the Afternoon Watch on Friday Aug. 28. All hands will be in their tidy rig with their tally plate properly affixed.
6. It is expected that all hands, from a sense of loyalty, will warm the bell during this period. I won't give you any flannel about a make and mend. I realize that this will be a strenuous effort, but it is only a jury rig, therefore let's not have any dripping.
7. This Memo is to be given wide distribution throughout the Section so that no one may put on a green coat.

Photo Happenings reports that Pte. Don Clark has returned from the Electronic Family course at Greenwood and a spot of enroute leave in T.O. which he claims, after a two year absence, just doesn't look like the same old home town. Cpl. Ernie Rooke received an Honorable Mention Award for his entry in the Armed Forces photo contest held in the National Gallery at Ottawa. Ernie says, "wait until next year and I'll really dazzle the judges." Two recent visitors from the Cool Pool, Sgt. Gerry McCleary and Pte. Rick Murray, were here as 434 OTS photo representatives in support of "Exercise Chilcotin." Following each photo rece trip,

the exposed film was fast processed and fresh prints air dropped to the "Friendlies." If

(Continued on Page 7)



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Miss Mathison, a Helena Rubinstein special beauty consultant, will be at Courtenay Drug Thurs. Sept. 10 from 10:00 to 5:00 p.m., Fri. Sept. 11 from 1:00 to 8:00 p.m., Sat. Sept. 12 from 10:00 to 5:00 p.m. As a beautician, she knows that every woman's face is different and that it can be enhanced with the art of applying make-up. Come and meet Miss Mathison who will give you a personal skin care analysis.

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First Observer Posted to 407

"Hey Sarge," said the Warrant Officer, as the two of them hustled down the hall to the canteen. "Did you notice something unusual about that corporal we just passed?"

"Whuzzat," said the sergeant, rummaging through his pockets for the special two-headed coin that he used, every morning, to get the warrant officer to buy his coffee.

"I'm positive that that corporal was wearing a set of radio officer wings," said the warrant officer. "Absolutely positive."

"Aw, you're just letting the BAMEO get to you," said the sergeant. "Come on, I'll buy the coffee for a change."

"Maybe you'd better buy me a pair of glasses instead," said the warrant officer. "Imagine me seeing an RO corporal. Next thing you know I'll be seeing master captains." And with that, he dismissed the matter from his mind. But only for a moment, for as he gazed absently out the window what should he see but an RO Corporal heading out to an Argus.

It was a sight that he would have to get used to. Some months ago, the call went out for volunteers to remuster to the trade of observer. An observer, when he completed training, would rattle around in the back end of an Argus, and fulfill much the same role that ROs are filling now. He would operate detection systems, handle communications, fling sonobuoys into the briny deep and generally assist in bringing hostile submarines to bay. (Kye Bay).

One of the first men to answer the call for volunteers was Cpl. Bob Carscadden, who was serving at the time as an intelligence operator for 407 Squadron. Bob had long wanted to fly, but was prevented from doing so by a lack of education, and a lack of eyesight. These minor shortcomings, though, were no barrier to remuster, so with the speed of light, his application was in.

The first hurdle he had to pass was the medical, and it proved to be no problem. The eye exam was next and it was found that his eyes were as good as those

possessed by some of the kerosene cowboys, so once again he was home free. Then it was on to the selection unit in Vancouver, where he passed all tests with gay abandon.

Following his selection, Bob was sent to Winnipeg, where he spent four and one half months studying Morse code, electronics, air communications, meteorology, navigation, ECM and radar. During this portion of the course, he flew 50 hours in Dakota aircraft and put into practice some of the theory that he had picked up in class.

Bob found that the most troublesome part of this portion of the training was the Morse code, and it is ironic that after he strained his fingers learning to pound the code out at about a million words a minute, the requirement was dropped.

Following his graduation from Winnipeg, he was sent to CFB Greenwood for a further four and one-half months for his introduction to flying the Argus. The bulk of the flying was devoted to training in the techniques that he will use on 407 Squadron, and he picked up approximately 120 hours in the hundred-eyed beast while on course.

On his return to Comox, where he became the first observer on

407, he was attached to crew No. 2, or Desko's Dervishes as they are known.

A veteran of fifteen years in the RCAF, Bob is no stranger to flying. Years ago, while serving at Saskatoon, he logged many hours in the B-25, which, for the toddlers who read this paper, was a sort of bomber that flew over enemy positions and, if the enemy didn't surrender, exploded.

Prior to coming to Comox, Bob was working in mission planning at No. 3 wing, and flew many trips in the CF-104. While on course in Winnipeg, he renewed his high-altitude indoctrination, and hopes to parlay that fact into a CF-101 test flight some time soon.

He is, quite naturally, tremendously enthusiastic about his new job. He likes flying, and he finds in the anti-submarine crews an esprit that he hasn't known for a long time.

Although he is the first observer on 407 Squadron, he is not the only one. Sergeant Don Alexander, who previously served as an equipment operator on Navy Trackers has reported in and will be taking his place on one of 407's crews. He will be followed by others, and eventually all the ROs on 407 Squadron will be replaced by observers.



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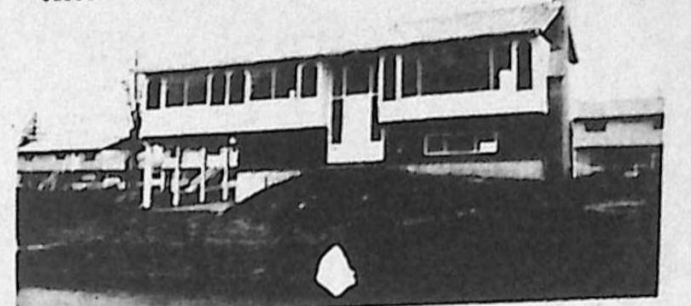
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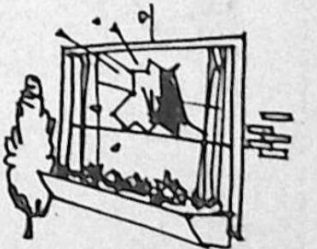
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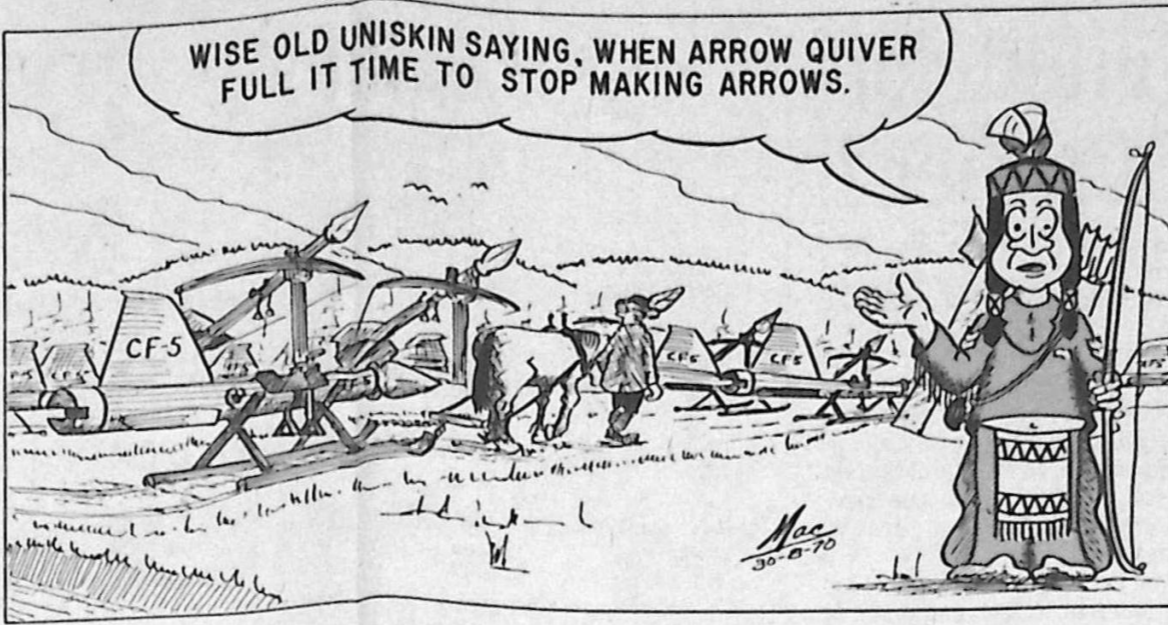
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Nighthawks Nest

The summer social season has ended, and just in time too, or it would have been overrun by the fall festive season. A couple of weekends ago the Nighthawks held a rehearsal for the "meet the new CO" party, and it was so successful that the real one will be held as soon as those who attended recover from the ill-effects of tainted ice.

Not content with this triumph, the squadron dispatched a contingent of young gentlemen, one of whom date any farther back than the war of 1812, to Chatham, for what the mud-dimers of the Miramichi claimed was a bit of survival. Survival was just what the Nighthawks - accomplished, but it was a near thing. Don Middleton was complaining about how long it took him to get back to normal, but then someone pointed out that he didn't know what normal was anyhow.

Don Elphick has gone over to star in the PNE. No one has yet seen his act, but apparently he sits on this plank over a tub of water, and people pitch baseballs at him to try to dump him into the tub. It is the new cheap way that DND has discovered to have flying suits laundered.

A runner has come in from the hinterland east of the Rockies to relate that the Sternmobile is no longer with us. Apparently the Sternes were headed to Ottawa and some idiot ran them off the road. When Major Bill's caravan had stopped bouncing through the fields, the car was a total wreck, which didn't change its status too much. Fortunately, no one was hurt in the accident.

Cpl. Reg Smith, who was a fixture in our orderly room for some years, has been transferred

to Ottawa. Smitty seemed to spend most of his waking hours around the squadron, and no task was ever too much for him. Cheerfully and willingly he managed to crank out not only his own work, but also the work foisted off onto him by various squadron troops who had secondary duties totally divorced from the squadron.

His replacement is Corporal Dave Schett, who came to us from Moose Jaw. At first he was a bit transfixed by all the mountains, and by scenery that wasn't wheat, but he is rapidly becoming acclimatized, and the sound of his typewriter can be heard throughout the squadron.

Welcome aboard. The orderly room is not the only spot to be brightened by replacements. Lyn Wagar, the genial OC of CAC, has welcomed aboard Sgt. Gord Ellis and Cpl. Dale McConnell, who are now accustomed to the idiosyncrasies of the various supervisors of flying, which is a lot of idiosyncrasies. They too look forward to a long and rewarding stay in Actionland.

Tom Murray, the inventor of zero population growth, has moved his family into PMQs and the school board is thinking of moving one of the schools from downtown onto the base. One wonders, though, whether one school will be enough. To still a rumour that is going around, we are pleased to report that he moved into a standard 4-bedroom PMQ, and not a barrack block.

Roger Lamothe has returned from his tour in the soggy Saguenay and is now undergoing combat-ready training so that he can be catapulted into the Q this

(Continued on Page 6)



THE NEW BOPsO, Lieutenant Colonel Duke Warren, pulls into the line in his T-33. Not for him is the hard-shelled brain bucket of this jet era. The veteran Spitfire pilot has a speaker built into his airplane, and communicates by bull-horn. In the cockpit, Col. Warren clings to his wedge cap rather than the new green and fold job as there is no chance of it affecting the compass. (A MacPhoto)



LIEUTENANT COLONEL SAM TELFORD, the new CO of 409 Squadron, waits patiently while all 23 of his navigators fight it out to see who will be the first to fly with him. Normally, such a thing is decided on the basis of seniority, with the senior navigator saying he has stomach cramps, and passing the responsibility down to the next senior nav. In this instance though, it didn't work, as the most junior navs sprinted over to the hospital to get grounded, leaving only Doug Munro to take the trip. Actually, Doug was leading the parade to the hospital, but his eyesight betrayed him and he wound up in the fire hall instead. (Canadian Forces Photo)

VOODOO NUTS, BOLTS AND VOLTS

It seems we've been working for the DEVIL for the last few years and didn't even know it. Now I see that the DEVIL will be controlling all our supply systems, when it gets operational. DEVIL (Development of Integral Logistics), is a computer system that will eventually keep supply moving smoothly, ensuring we don't run out of the necessary parts to keep our flying machines operational, providing of course that we keep feeding it the right data.

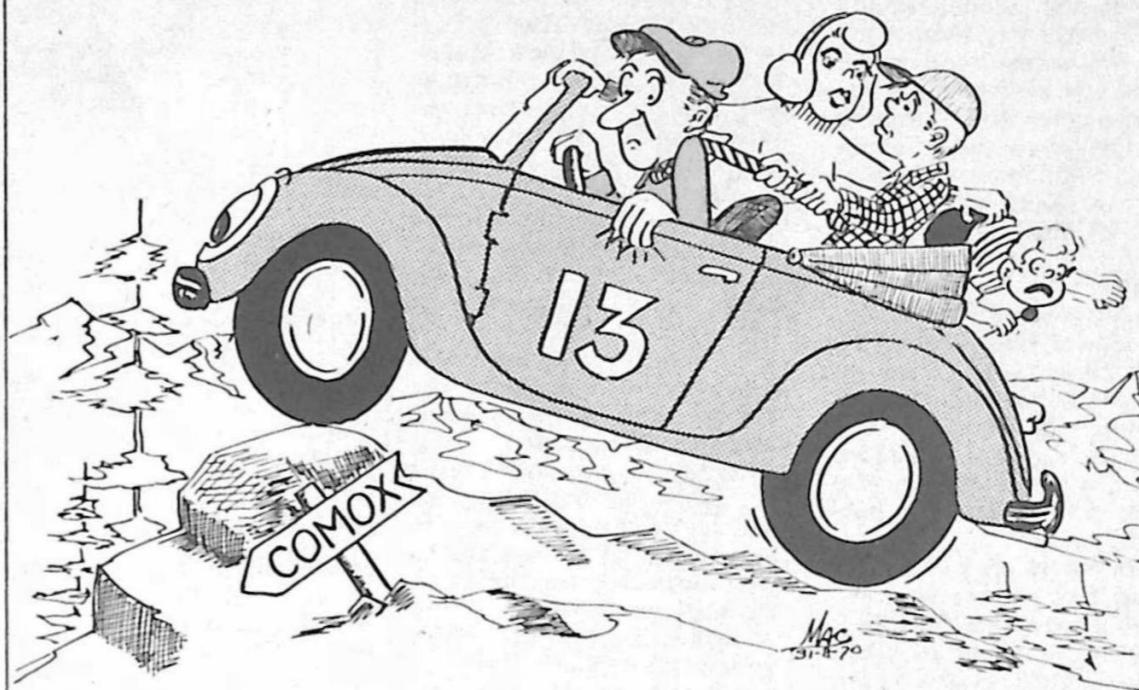
I have a sneaking suspicion that its gobbling up all the CF 31A's that we've been filling out as fast as we can ship them out. Future requirements will probably be reflected by the parts we consume now so when you change a part don't forget to give the DEVIL his due. Fill out that CF31A as carefully as you would your income tax return. It will probably save a lot of money in our defence budget providing somebody doesn't punch in the wrong information. It may eliminate costly errors and waste like the article I recently read from the Auditor General's report where the Department of Transport, through a clerical error paid \$400 each for 30 tubes, when in fact the tubes they required cost \$1.33 each. Needless to say they could only dispose of the tubes for what they were worth.

Talking about waste, there is nothing more wasteful than the damage caused by FOD (Foreign Object Damage.) Every year

large sums of money are wasted because someone didn't bother to pick up that bit of locking wire, nut, screw or bolt etc. etc. that he dropped, next time you see a pebble or a nut or screw on the tarmac, don't kick it. Pick it up - it may save an engine overhaul costing thousands of dollars. FOD control is everybody's job.

What do you want?
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None Too Soon

The announcement that Canadian Forces Bases Rivers and Gimli, both in Manitoba, will be phased out during the next year could hardly be a surprise. Indeed, it seems that Rivers has been closing for years, and Gimli has been rife with rumour for at least as long. What is surprising is that Base Portage la Prairie was not included in the phasing-out process, and that all three bases were not closed down years ago.

During the last five or six years CFB Gimli has undergone a series of changes which, to the unpractised eye, could have been construed as signs of permanence. Extensive repairs to the long jet runways must have cost millions. Permanent housing was erected by developers whose investment returns were guaranteed by promises of long term occupancy. Certainly a hefty penalty will have to be borne by the promoters when those long term dwellings are left vacant after only short term occupancy.

CFB Portage la Prairie, it seems, has been on shaky ground since the dim and distant past, when its temporary buildings were first erected. Temporary repairs have periodically been made to the building interiors, and old exterior siding has occasionally been replaced with new temporary siding. Five years ago the PMQ area resembled nothing so much as a shipyard with all the refitters on strike. You see, the all-metal 'houses' were temporarily being repainted, and the pox of rust-coloured splatters was a necessary first step. Of course painting could not lower the permanently high ceilings or enlarge the permanently tiny rooms, or make a basement or rumpus room under the temporarily permanent slab.

Municipal and provincial planners did not consider Portage a permanent base, so when the Trans Canada Highway bypass was built around Portage only temporary traffic facilities were provided for the access road to the base. But vive la Portage. When the runways became too dilapidated for heavy jet traffic, and when the plumbing and sewerage services were no longer even superficially adequate, presto, the base became a helicopter and Chipmunk training base. This, in spite of DOT pressure to remove flying operations because of the criss-crossing runway structure over that base.

It would appear then, that Portage la Prairie's base should join Rivers and Gimli in the phasing-out process. Or, if only two bases must be closed, one of them should be Portage rather than Gimli. Certainly any base of reasonable size is very expensive to operate, in administration, house-keeping, and maintenance, to say nothing of new building or runway construction. The more unnecessary bases that can be closed, then, the greater the saving to DND, and the more money available for new equipment or servicemen's salaries.

But obviously this line of reasoning is all wrong, for what could account for such a large discrepancy between appearance and fact. Surely political pressure could not have so great an effect. It would be nice, though, if when announcements of such actions as base closings are made, they were accompanied by at least some of the rationale that was used in arriving at the decision.

Hasten the CPI

Elsewhere in this issue of the TOTEM TIMES is an account of how the miracle-workers of 442 Squadron were able to find a downed chopper almost instantly. The principal reason for this rapid success was that the chopper had aboard an emergency locator beacon, which enabled the search aircraft to home directly in on it. Almost before the wreckage had stopped bouncing, the aircraft was located and the survivors taken to safety.

What a difference between this operation, and the normal search operation in which 442 all too often finds itself involved. Yet this simple, rapid search could become the rule, rather than the all-too-infrequent exception if it was made mandatory for all aircraft to carry either crash position indicators, or personnel locator beacons.

A crash position indicator is attached somewhere on the aircraft, and is designed to fly free of the aircraft when the aircraft crashes. It then transmits a steady tone on distress frequencies and can lead search aircraft directly to the scene of a crash. The device operates whether or not there are survivors.

The personnel locator beacon serves much the same purpose, but it requires a conscious survivor to operate it. It too transmits a tone on distress frequencies, and it too can be found almost instantly by search aircraft.

When these devices are used, there is a dramatic reduction in the amount of time spent searching for crash sites. This, perhaps, is unimportant. More important is the fact that there is a dramatic reduction between the time an airplane crashes, and the time that help is on the way to the survivors; help that can make the difference between life and death.

Consider, for example, the search and rescue operation that was put into gear last year when a Harvard disappeared on a flight from Prince Rupert to Port Hardy. Dismal weather throughout the search area prevented an air search of the area where the aircraft was later found until 38 days after the crash. By that time, snow had covered the wreckage, and all traces of the airplane were obliterated until the snow melted. Eventually, as the weather got warmer, and the snow receded, the wreckage was found. Ground parties found that the occupants of the airplane had survived, and had stayed with the airplane for seven days, before trying to walk to civilization, a journey they never completed. Either a CPI or a PLB could have saved lives in this case.

In another instance a year or so ago, a T-33 was dispatched to do a SARAH search for a missing light aircraft in the Rockies. The crew saw no SARAH signals, and because they had some fuel left after the SARAH sweep, descended to low level to do some visual searching. As luck would have it, they came fairly close to the crash, but they did not know it at the time. Seeing nothing, they returned home, and left the searching to the Alberts and the choppers which were heading for the area.

Three days later, an injured survivor walked out. How much suffering did he endure waiting for help that would never, could never come?

Visually searching for aircraft wreckage in the terrain that exists in British Columbia is totally inefficient. Eyesight is fallible. Seeing a 20-foot aircraft at the bottom of some 100-foot trees is a matter of luck, regardless of the dedication of the spotters. Think, for a moment, of the search for Father Sages, when a chopper went almost directly over him while he was in a relatively clear area.

Success in a search depends almost entirely on a survivor doing something to attract attention to himself; or upon wreckage doing something to attract attention to itself. The best way at the moment is by the use of either personnel locator beacons, or crash position indicators.

Making such devices mandatory would undoubtedly save the taxpayers a lot of money. But that is not the important point. The important point is that it would save lives and prevent unnecessary suffering. How many more people do we have to lose before we smarten up and require people flying over rugged wilderness, which is all of B.C., to carry some means of attracting, electronically, the attention of search aircraft. Let us hope that it is not too many more.

Suited for Summer?

As summer, in the less fortunate parts of Canada anyway, slowly fades before the onslaught of fall and the time approaches to bring the winter uniforms out of storage, it is perhaps an opportune moment to assess the new green uniform as a summer uniform. The consensus is that as a summer uniform, the new uniform falls a long way short of being ideal.

The first complaint is that, for the uniform to look complete, it must be worn with a tunic. Now perhaps in Resolute in August, a person just might be glad to have a tunic. In most other parts of Canada, however, a tunic, particularly a dark, heat absorbing tunic is at best a nuisance. Most of the time, of course, the uniform is worn, on base at least, without a tunic, but the net effect is to remind one of a whole bunch of guys running around looking for their jackets.

The dark pants too, look great, but they just happen to absorb an uncomfortable amount of heat, which really isn't the answer on a hot summer day. The tightly buttoned collar and the tie also do little to promote air circulation and relieve the problems of excess heat. In short, the uniform just wasn't designed to be a summer uniform.

Isn't it about time that we had a uniform that was designed to be a summer uniform. Not, God forbid, the sackcloth monstrosity with which the Air Force suffered for years and years, but a sensible summer uniform; one that needs no jackets or ties to make it look complete.

Earlier, the Canadian Forces experimented with a green summer uniform which used the same pants that one wore all year round, and substituted for the shirt, tunic and tie of the present uniform a loose-fitting skirted jacket, open at the neck, with patch pockets, shoulder straps, and sufficient cloth to enable it to be converted into a walk-in apartment should the need arise. It was withdrawn from service for a variety of reasons, and no one really mourned its demise.

Lately there have been rumours that another design is being readied for trial. This one will use a light, heat-reflecting khaki material, but none of its other design features have yet been released. Let us hope, though, that the designers have gotten away from their traditional love of skirted jackets, huge patch pockets, belts, frippieries and furbelows, and have designed instead something along the line of the USAF's summer uniform. Such a move would not be all that great a break with Canadian military tradition, because even the Canadian navy, bless its hidebound old heart, had a summer uniform that was similar in style to the USAF uniform, and kept its occupant somewhere near comfortable.

And so we wait. But while we wait there are things that could perhaps be done to make the present uniform more comfortable. For example, a new method of affixing NCO's rank badges to their shirts could be found, so that NCOs would no longer be compelled to wear that huge, unsightly chunk of canvas on their arms. Surely in this era of wash-and-wear fabrics it would not be too difficult to come up with wash-and-wear corporals' buttons so that the old canvas armbands could be lovingly laid away with the cross-bow. Or, failing that, perhaps the rank insignia could be worn on shoulder-strap slip-ons, just as the officers rank insignia is now worn.

Another item of dress which finds disfavour is the hat. This is recognized at CFHQ and a few months ago they put out a release, printed in the TOTEM TIMES, which stated that wedge caps and berets would be available to all ranks, and that these items would be sold solely through Canex. An enquiry to the genial BXO elicited only the information that life was fraught with hazards for those who believed everything they read in the TOTEM TIMES, but that he would see what he could do. So far he hasn't been able to do much as the items are not yet in production.

At the moment, it looks as though next summer will find the Canadian serviceman still wandering around in a uniform that was designed for anything but summer. The green uniform is a good uniform, but it is not a summer uniform. Perhaps someday someone in an air-conditioned ivory tower will realize that the toilers in the vineyards need something more than a Monday-go-to-office suit. Something lighter, cooler, and with a less dazzling hat would be rather nice. When can we have it?



Manitoba's Centennial project, total disarmament.

Letters to the Editor

Canex Credit

Dear Captain Koehn:
I refer to a letter to the Editor which appeared in your Base Newspaper 23 July, 1970, concerning in part, the portability of CANEX credit cards.

I wish to inform you that CANEX credit cards were made portable throughout the service, effective 1 July, 1970. However, since the direct responsibility of running an Exchange vests with commanders concerned, this service may not be available on all bases, particularly those who have yet to initiate credit purchasing.

Nonetheless, we are pleased to note that the majority of bases and stations have agreed to provide this service to the authorized patrons of the Exchange System and we anticipate that within a short time CANEX credit cards will be accepted anywhere in Canada.

The proposal to centralize exchange credit sales system has been thoroughly investigated and has been ruled out for the time being. The small number of active accounts would not permit a central system to be a viable operation.

The minimum of \$10.00 is only a guide and commanders concerned have the authority to lower or eliminate this restriction. The main factor is, of course, the cost of processing credit sales slips.

Thank you for your kind words on CANEX, they were most appreciated. The more service personnel avail themselves of the facilities provided by the Exchange System, the more Non-Public fund monies will be available for recreation and welfare programs on bases and stations.

It may be of interest to your readers that the PSP construction program for 1969-70 fiscal year totalled 3.1 million of Non-Public funds (your money) and 4 million of Public funds. For the period 1970-72 PSP has programmed 13.8 million of Non-Public money plus 6.2 million of Public funds. 6.1 million of these projects are already in progress and a further 4 million has been approved and awaiting construction very soon.

Should you have further queries on any aspect of CANEX or Personnel Support Program construction projects, please do not hesitate to write this office.

Yours sincerely,
Y. Boissonneault
Captain
Liaison Officer
Division Personnel Support Programs.

Thanks from Quadra
The Editor
Totem Times
CFB Comox
Lazo, B.C.

Sir:
Please extend to your staff QUADRA's appreciation for the press coverage and support during the 1970 summer training program.

We would also take this opportunity to thank the people of the District for their hospitality and interest. Over 1,400 cadet personnel received training in QUADRA this past summer representing eight of Canada's ten provinces.

Our open house days were well supported by many interested citizens and much appreciated by the cadets.

Goodbye until 1971.
S.B. Alsagard
Commanding Officer

Let him be assured that all AMU's monitor dress regs on service aircraft, but once a passenger has been checked in and receives his boarding pass, or after he boards the aircraft, AMU supervision ceases. He then strips off the offending cravat and jacket and settles down to a comfortable trip. The aircraft cabin crew and enroute AMU personnel are not in the position to ensure that he stays dressed in the same manner as when he boarded.

As for the writer's observations on the alleged outlandish costumes that disembark at Comox, he obviously has spent too long in the valley. What appears to him as outlandish here, may be the height of fashion in Toronto or Montreal. AMU personnel are not the moderators of fashion and only go by three simple rules for male passengers in civilian clothes, shirt, tie, and sport or suit jacket. Female passengers are another story, they are not restricted (Thank God) to any laid down set of rules, "so long as they do not offend other passengers by their dress." This leaves way for a stunning variety of fashions to be observed at the AMU.

Let your correspondent be assured that combat dress is a source of annoyance to the AMU personnel also. Place yourself in the position of an AMU man on the check-in counter, trying to explain the regulations to an irate passenger who has just been refused a seat because of a turtle neck sweater, when he can see a group of "Brown Jobs" saunter out to the aircraft, fresh from the boondocks in clothing suitable for playing in the mud. Also passengers should be made aware that dress regulations apply to cargo aircraft as well as the 707's and Yukons.

F.J. Walker, Cpl.
Air Movements, Comox

6 SFTS Reunion

Dear Editor:
We are seeking former personnel of No. 6 S.F.T.S., R.C.A.F., to return to Dunnville this September 18th to 20th to celebrate their 25th annual reunion.

Preparations are under way to make this Silver Anniversary a big occasion and any publicity you can give to this event will be appreciated. To our knowledge, this is the only reunion of an RCAF station held each year since 1945 and the cooperation of newspaper editors in the past has greatly increased our mailing list and added to their success.

The celebration will begin with a reception for early comers on Friday, September 18th at the Dunnville Golf and Country Club. Saturday morning the annual golf tournament for the now famed Clare Thunder-Mug Trophy will be held. There will be the usual Harvard air show over the golf course in the afternoon followed by a fly past during the memorial service which takes place at the Harvard aircraft erected by the Association in 1964 in memory of the 47 airmen who were killed on the station between 1940 and 1945. On Saturday night a banquet has been arranged with dancing later to the nostalgic tunes of the 1940's. Former Commanding Officers will be attending and Major-General A.C. Hull, DFC, CD will be guest speaker.

No doubt there are readers in your area who are unaware of this annual get-together and it could be suggested that those who have not received an invitation may contact me.

Yours very truly,
Frank Schofield
Chairman.

Let There be Lights
Dear Sir:
May I take some space in your widely read newspaper to make a plea to the people in charge of the local highways and byways?

When the new Ryan Road extension started giving signs that it was soon to become more than a pipe dream, Hydro crews began a large rewiring project at the intersection of Ryan Road and Anderton Road. The general public thought, quite naturally, that they were going to install some sort of traffic light. Speculations ran high on whether it was going to be a traffic control light or a flashing amber warning light.

Well, it's history that the project was just a re-routing of wires and no traffic lights of any description have appeared.

Last week's unfortunate accident in which several people were severely injured was the first, and I hope the last, to occur at this dangerous intersection. I sincerely hope that this accident will spark some positive action in getting a traffic light installed and preventing a re-occurrence of this tragedy.

The Island Highway end of the new Ryan Road extension is another story. We are told that if the traffic warrants, there will be a traffic control light installed. I can only wonder at how much traffic is required.

Now a friendly hint to the

AMU in Flash?
The Editor
Totem Times
Dear Sir:
Well, AMU finally made the pages of "FLASH" (West), even if it was in a slightly derogatory way. It seems that the only time anyone writes about AMU's, is when they are annoyed by either the regulations we have to enforce or the way they are applied.

The writer of "Suitably Attired" has obviously been made aware of the dress regulations by either Comox or Vancouver AMU's and is now peeved because he feels that other units are not holding to the rules.

Let him be assured that all AMU's monitor dress regs on service aircraft, but once a passenger has been checked in and receives his boarding pass, or after he boards the aircraft, AMU supervision ceases. He then strips off the offending cravat and jacket and settles down to a comfortable trip. The aircraft cabin crew and enroute AMU personnel are not in the position to ensure that he stays dressed in the same manner as when he boarded.

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From Up In My Perch

I had just returned from taking my ol' kit bag to the cleaners, when I received my personal copy of the 'Canadian Armed Forces Language Questionnaire.' The opening paragraph in the forms preamble stated that the questionnaire was designed to obtain an inventory of the language skills of the members of the C.A.F. The last question on the paper asks only if I am interested in taking language training. Having the freedom of choice helped dispel my sudden wave of panic brought on by the thoughts of being packed off, sac de kit over the shoulder, into the wilds of Quebec for a prolonged period of futile learning.

I use the word 'futile' because all of my attempts to learn a second language have ended in failure. I first became interested in becoming bi-lingual in elementary school in Calgary. My immediate neighbors were a French speaking family, who, at the last muster parade that I witnessed, numbered thirteen men, women, and children. I was both frustrated and fascinated by my friends ability to plot and organize schemes out in the open without any of the rest of us knowing what they were up to. I have always remembered that family for they were good friends and they were the only French speaking Canadians I was to meet until I joined the Air Force.

When I arrived in the manning depot, I suddenly found myself in the 'Allouette' Flight. With a name as French as mine I can only imagine the sick mind that cast an Irishman like me adrift in that sea of French. I must admit I was somewhat discouraged at first when I discovered that none of my new comrades could speak to me, nor I to them. However, I felt that I would never get a better chance to become bi-lingual, so I decided to make the best of the situation. Every one of the members of that Flight treated me well. Through sign language we made a pact. I would try to teach them English and in return, they would teach me French. Through no fault of theirs, they got the best of the deal. Within a month they were conversing and swearing quite well in broken English, while I was still struggling with un, deux, trois. My French lessons were suddenly terminated during the middle of the fifth week of training when some astute Flight Sergeant discovered that the slow learning Airman in his Flight couldn't understand a word that was being said to him.

During the years of what I jokingly refer to as 'my career' I have spent many weeks of T.D. time in la Belle Province. These trips were most times very enjoyable. I learned that Quebec is scenic, quaint, has great restaurants, bars, girls (an interest that terminated with my marriage) and that 90 per cent of

Quebec's population has as much trouble with English as I have with French. I once spent 3 weeks in Quebec City with no one to talk to. The only English I heard was from the movie 'The Diary of Anne Franks' which I saw 7 times.

While I have never picked up the language, I did learn to interpret some signs and phrases that are in common use. I pass these along to the Unilingual Canadian Forces Man for whatever use they might serve him.

Non (fem) Maybe. Non, non, (fem) perhaps. Non, Non, Non, followed by a slap in the mouth. (fem) Definitely not.

Non s'il vous plait (masc) The cutlery in the mess hall is made of steel.

C'est la guerre. You've just drawn Orderly Corporal on the long weekend.

'Allo Operateur. You are going to have great difficulty getting your call to Alberta through.

Je regret I do not speak Anglais, messieur. You are going to have yet another Boeuf Chaud sandwich for supper at this restaurant.

Cahot. (a common highway sign) I passed three of these signs at high speed back in '52 and broke an axle on my old Ford before I learned that Cahot means Bump.

Hors de Corps. (fem) The ladies in question are camp followers.

Hors de Combat (masc) The ladies in question are not ladies at all. They are members of the nearby Highland Regiment and it is time for you to go home.

Ici CBC Radio Canada. You will only enjoy the music on this station.

Defense de Stationner on a sign near an empty parking space does not mean that that space is reserved for members of the nearby Defence Station.

Defense de Fumer (sign) Do not smoke when anyone is looking.

Femmes (sign) Use the other door.

Un Biere (masc) Usually used in a tavern when one wishes a glass of beer. The waiter always brings a quart.

Don't be an Ash

Congratulations are certainly in order for the base fire department and all the base fire wardens who combined to win for the base a first-place finish in the National Fire Protection Association's Fire Prevention contest. The winning of the award is a great achievement on their part, and one of which they can be very proud. For that matter, every one on the base can be very proud, for it takes the efforts of everyone on the base to win the award.

The efforts of the fire-fighters and fire wardens have resulted in very few fires, very few headlines, and a whole lot of unburned people and unburned buildings. Such an achievement is not very spectacular. Because of this, people say, "It can't happen to me." Consequently, fire prevention messages pass right over their heads. "Why should I listen to that gumpf," their reasoning goes, "after all, we haven't had a fire for years, and didn't we just win a prize for it, or something?"

Ten Years Ago in the Times

WO1 Ostrander arrived from Station Bagotville to take up duties as SWO at R.C.A.F. Station Comox. He replaced WO1 T.R. Yaeger who was transferred to Station Uplands as SWO.

RCAF Gets Fast New Transport... The first of ten CC-109 (Cosmopolitan) aircraft, a medium range transport which can readily be used for transfer of troops in groups of up to 45, made its inaugural flight recently. It flew from RCAF Station Uplands to Goose Bay, Labrador, a distance of 900 miles. Planned primarily for use in Canada, it nonetheless has trans-Atlantic capabilities and conceivably could be placed at the use of the United Nations if requested. Both these uses are, however, within the realm of speculation at present.

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



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Don't be an Ash

Congratulations are certainly in order for the base fire department and all the base fire wardens who combined to win for the base a first-place finish in the National Fire Protection Association's Fire Prevention contest. The winning of the award is a great achievement on their part, and one of which they can be very proud. For that matter, every one on the base can be very proud, for it takes the efforts of everyone on the base to win the award.

The efforts of the fire-fighters and fire wardens have resulted in very few fires, very few headlines, and a whole lot of unburned people and unburned buildings. Such an achievement is not very spectacular. Because of this, people say, "It can't happen to me." Consequently, fire prevention messages pass right over their heads. "Why should I listen to that gumpf," their reasoning goes, "after all, we haven't had a fire for years, and didn't we just win a prize for it, or something?"

Ten Years Ago in the Times

WO1 Ostrander arrived from Station Bagotville to take up duties as SWO at R.C.A.F. Station Comox. He replaced WO1 T.R. Yaeger who was transferred to Station Uplands as SWO.

RCAF Gets Fast New Transport... The first of ten CC-109 (Cosmopolitan) aircraft, a medium range transport which can readily be used for transfer of troops in groups of up to 45, made its inaugural flight recently. It flew from RCAF Station Uplands to Goose Bay, Labrador, a distance of 900 miles. Planned primarily for use in Canada, it nonetheless has trans-Atlantic capabilities and conceivably could be placed at the use of the United Nations if requested. Both these uses are, however, within the realm of speculation at present.

Let your correspondent be assured that combat dress is a source of annoyance to the AMU personnel also. Place yourself in the position of an AMU man on the check-in counter, trying to explain the regulations to an irate passenger who has just been refused a seat because of a turtle neck sweater, when he can see a group of "Brown Jobs" saunter out to the aircraft, fresh from the boondocks in clothing suitable for playing in the mud. Also passengers should be made aware that dress regulations apply to cargo aircraft as well as the 707's and Yukons.

F.J. Walker, Cpl.
Air Movements, Comox

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements. The individual contributor unless expressly attributed to the DND, is 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.

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FUNGUS FEATURES

by Mac

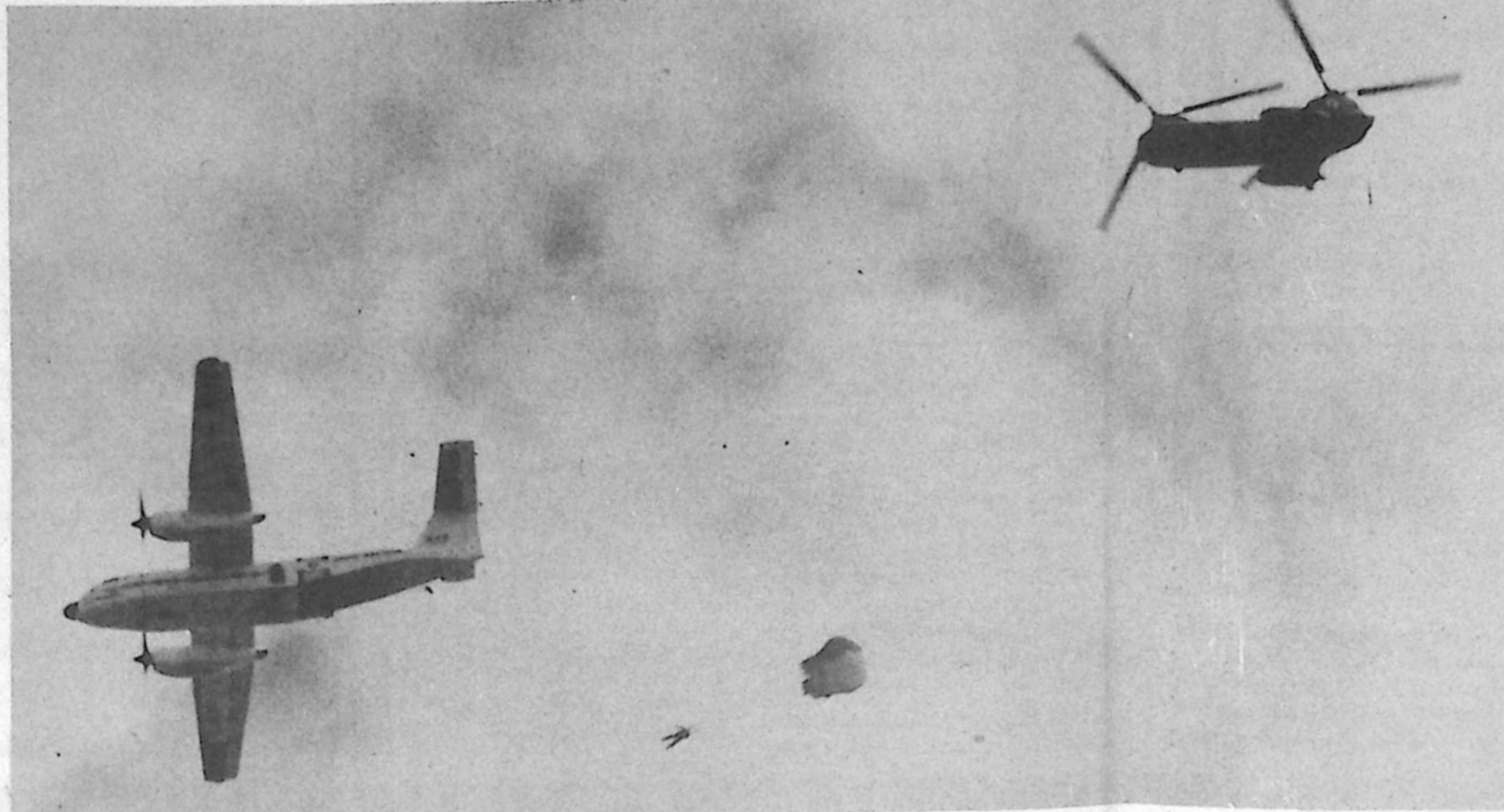


RCC to Victoria

Esquimalt — The Canadian Forces Rescue Co-ordination Centre, which is responsible for co-ordinating Search and Rescue operations within the Pacific area, will move from its present location at 4050 West 4th Ave., Vancouver, to Maritime Forces Pacific Headquarters in the Dockyard, CFB Esquimalt, Sept. 1, 1970.

The Rescue Co-ordination Centre (RCC) has been located in the Vancouver area since the inception of the National Search and Rescue organization in 1947. The move to Victoria is part of the Canadian Forces Base consolidation programme which began in 1966.

Although the RCC will be physically located in Victoria and will be known as "Rescue Co-ordination Centre Victoria," telephone contact with the RCC concerning emergency situations remains unchanged. Persons having information to report regarding an Air or Marine Distress should either contact the telephone operator (dial Operator) for connection with the Rescue Co-ordination Centre or, if residing in the Greater Vancouver area, dial 732-4141 direct.



THE NEW BUFFALO AIRCRAFT unexpectedly took over the sked flight duties from the retiring Dakotas last Monday. Due to the lack of time, it was impossible to familiarize the new Buffalo pilots with all of the airstrips normally called at by the Dakotas. It wasn't too long before the hapless crew and passenger aboard Buffalo 456 found themselves lost amidst our beautiful B.C.

scenery. The all knowing Squadron Operations Officer had been prepared for just this type of event and had dispatched a faithful Labrador to retrieve the lost souls. Unfortunately, the crew of the Buffalo had just launched the Flight Engineer out the rear door to find help only moments before the Labrador arrived on the scene. (A MacPhoto)

Betty Miller wears Granny Glasses



THE CLOTHING BUSINESS

"LET'S GET IT STRAIGHT"

We know the CLOTHING BUSINESS. Our "KNOW HOW" and FRIENDLY SERVICE go "Hand in Hand".

First we like to show our line of fine clothing and — second — assist you in making sure that the Cut - Style - Fit and Color Harmony is just right for you.

"YOU CAN COUNT ON US"

Fine Suits — S.B. and D.B. — \$85.00 - \$100.00

D.B. Blazers — Fortrel and Wool Blend — \$45.00

Co-ordinates — Jacket and Pant Sets — \$59.50 up

Slacks — Never Press — \$10.00 to \$15.00

Slacks — Fine Woollens — \$19.50 to \$27.50

Just say

THE ALL PURPOSE CREDIT CARD
CHARGE

BILL RICKSON MENSWEAR LTD.

YOUR FRIENDLY CLOTHING MAN
Courtenay

Box 1300

Ph. 334-3822

Goldbricker makes good

LAHR, Germany (CFP) — Gold bricking does pay. Ask Sergeant Walter Towstego.

He just won a \$50,000 gold brick in a draw at the annual Klondike Days celebration in Edmonton. For the 36-year-old Saskatoon soldier serving with 4 Service Battalion's maintenance company, Fort Chambley, Germany, it doesn't mean a change in living.

Says he, "We have no big plans. We'll continue with normal living." He now lives with his wife Betty and sons Paul, seven, and Robert, four, in married quarters in Soest.

This fall the 17-year army veteran of Korean and Egyptian United Nations service moves south to Lahr where the 4th Canadian Mechanized Battle Group will be relocated.

Electronic Searches Easy

Three men and a Bell helicopter, downed approximately 150 miles north of Vancouver, were found early in August by a Search crew from 442 Sqn. CFB Comox, two hours after the helicopter's emergency locator beacon was turned on.

The helicopter, with a pilot and two geologists aboard, was on a geology trip when a precautionary landing was made at the 4,000-foot level in the rugged Rockies.

Less than two hours after the emergency locator transmitter was turned on, a signal was picked up by the Rescue helicopter and ten minutes later the downed aircraft was sighted. There was no damage or injuries and after some assistance from the Rescue crew the helicopter was flown out.

The signal was picked up approximately eight miles from the downed aircraft. Had the transmitted not been carried, the Search crew estimate that it would have taken at least another day to locate the aircraft since it was about ten miles outside the prime suspect area.

THE NEW C.O.



TAKING OVER COMMAND of the 442nd, Merry Mushroom Squadron is L/Col. L. W. Hussey. L/Col. Hussey was, until recently, the B Ops O of CFB Uplands. He is taking over during one of its more difficult times when the squadron is transitioning from two types of aircraft to another.

WE'VE

CHANGED HANDS

AT
55 COMOX ST., NANAIMO
formerly IRA BECKER & SON LTD.

NOW.....

PURVES RITCHIE LIMITED

Distributors of



PIONEER CHAIN SAWS

through over 175 PIONEER DEALERS in British Columbia, Yukon & S. Alberta

PIONEER SAWS, CHAIN, BARS & PARTS also

O.M.C. Snow Cruisers, Castrol Oils, Cushman Golf & Industrial Vehicles, & Cushman All Terrain "Trackster"s, FOCO truck loading cranes, etc., etc., etc.

NOW AT

PURVES RITCHIE LIMITED
55 Comox St., Nanaimo 754-6371

YOUR LOCAL PIONEER DEALER IS

HENRY BILL CHAIN SAW SALES LTD.

680 Island Highway Ph: 334-4822 Courtenay

Cumberland **IMPERIAL ESSO SERVICE** Phone 336-2414

Union Bay **JOHNSON RED & WHITE STORE** Phone 335-2124

Free KINDERGARTEN FOR RETARDED CHILDREN

Sponsored by

Beaufort Association for Retarded Children

MORNING CLASSES 5 DAYS A WEEK

Phone 338-8669 or 334-2307

or

Write Box 1686, Courtenay

When Posted in or out Phone or write

STRATHCONA REALTY (Comox) Ltd.

1836 Comox Ave.,
Box 457, Comox, B.C.

COMPLETE REAL ESTATE
& INSURANCE SERVICE

PHONE — 339-2251

W.D. STRACHAN — NOTARY PUBLIC

Donna Strachan

Duke Schiller

Betty McQuinn

Martyn Douglas

Mert Fletcher

BACK TO School

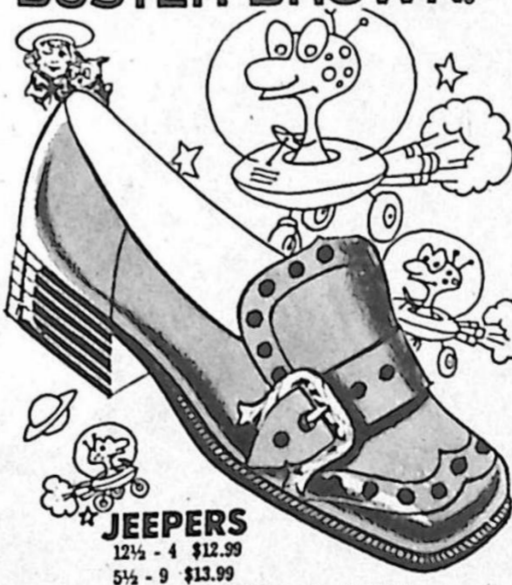
SO WHY NOT GO IN COMFORT WITH

BUSTER BROWN SHOES

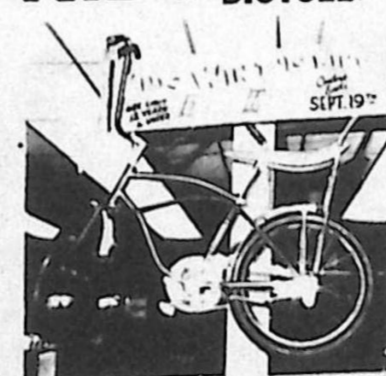
The rugged look invades the Buster Brown camp

It looks great enough to belong to big sis... the rustic shoe with bold straps, huge perfs and a heel that's just slightly higher. Buster Brown shoes are fashion-right, but most important they give growing feet the care they need. They fit well and wear well.

BUSTER BROWN.



KIDS WIN A NEW BICYCLE!



SWINGER

Brown \$12.99

Chestnut Brown \$11.99

DART

Black and brown

B, C, D, E widths

8 1/2 to 12 \$8.99

12 1/2 to 4 \$8.99

KILT-T

Black and brown

B, C, D, E widths

8 1/2 to 12 \$8.99

12 1/2 to 4 \$8.99

JEEPERS

12 1/2 - 4 \$12.99

5 1/2 - 9 \$13.99



JENNIFER

Black \$11.99

GEM

Black and brown,

4 widths, B, C, D,

E. 8 1/2 to 4 \$8.99

TUFFY

Scuff toe, Black, 4 widths,

B, C, D, E. \$9.99

8 1/2 - 12 \$9.99

12 1/2 - 4 \$9.99

BUSTER BROWN.

8 1/2 - 12 \$9.99

12 1/2 - 4 \$10.99

FLIP

8 1/2 - 12 \$9.99

12 1/2 - 4 \$10.99

It's fun to be young in a Buster Brown

A school shoe your little girl will wear with pride. Featuring the buckled look with big perfs. Also starring... Buster Brown's famous fit and durability.

Searle's SHOES

COURTENAY — CUMBERLAND — CAMPBELL RIVER — PORT ALBERNI

Chapel Chimes

R.C. CHAPEL

MAJOR (Rev.) JAMES CAMPBELL
BASE CHAPLAIN (RC)

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

Weekday Masses:

Tuesday	7:30 p.m.	Friday	7:30 p.m.
Wednesday	4:15 p.m.	Saturday	7 p.m.
Thursday	4:15 p.m.		

CONFESSIONS: After Mass at 7 p.m. on Saturday evening and before weekday Masses.

BAPTISM & MARRIAGES: By appointment - local 274.

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

CWL: 'Our Lady of the Airways Council'

The first meeting of the CWL will be held on Tuesday the 8th September. The meeting will be held on the second Tuesday of the month for September only, and in October it will be the first Tuesday of the month as usual. Meeting time is 8 p.m. in the Parish Hall, Mass at 1:30 p.m. in the R.C. Chapel.

PROTESTANT CHAPEL

SUNDAY September 6 — DIVINE SERVICE at 11 a.m.

Major (Rev.) W. Archer, Base Chaplain (P) will be conducting the Service.

Mission Band

Registration for the Mission Band group that meets in the Protestant Chapel, will be September 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 alternately, leave your name with the Padre - local 273.

That's Show Biz

By Nola Wells

Sundays from 12:15 to 1:00 p.m., the 'Armed Forces' show is broadcast from C.F.C.P. Radio, in Courtenay, opened by a tuneful March that always somehow reminds me of early morning parades along Camp Borden's picturesque hangar-line. The announcer for this variety of bright music and service conversation, is Rick Illingworth from Telecom. Rick's been at Comox since Jan. 1967, and has been doing the 'Armed Forces' show on a voluntary basis for a year now. Originally started as an opportunity for service men to gain experience as radio announcers, it also provides a service of interest throughout our area. Besides keeping CFB Comox personnel up to date on the latest news from the base, (gathered no doubt from the Totem Times) this show also makes it possible for many ex-Airmen living in this Valley to still feel part of a life one can never completely say 'goodbye' to.

If Rick's show is broadcast too early on your Sunday after the Saturday night before, then you can still catch him a few evenings a week from 6 to midnight, doing everything from spinning records to reporting the news. As if this schedule wasn't enough, he also is the 'on call' engineer if and when any technical difficulties arise over at Courtenay Radio.

Two other Airmen put in many of their off duty hours at this radio station, serving Vancouver Island's Coast line. Along with Rick Illingworth they take over as disc jockeys, doing a variety of duties a few evenings a week. Mac Hersey handles his duties at the Supply Section during the day, along with the involved year round job of supplying equipment to Quadra's Sea Cadets who swarm here every summer, from points near and far.

Paul Jacquard from 409's Combat Alert Centre, also spends a few evenings a week from 6 to midnight doing the variety of duties required to provide night listeners with lively entertainment.

They might not be as loud as Vancouver's Pat Burns (or hopefully not as hateful towards women) and they certainly aren't as garbled as some D.J.'s I've heard in San Francisco, but they are still able to keep CFCP Radio operating every evening, in a colorful and creative manner.

If such celebrated personalities as Jonathon Winters, Soupy Sales, Jack Paar and Johnny Carson can achieve stardom from starting their careers as disc jockeys, who knows what fame Rick Illingworth, Mac Hersey and Paul Jacquard might reach. Well! It's something to think about fellows.

CLASSIFIEDS

Due to increased costs the Totem Times regretfully must now charge for classified advertisements. Our new rate effective 1 September will be \$1.00 per insertion up to 50 words. All ads must be paid for in advance, and money must accompany the advertisement.

Classified advertisements may be put in the mail or in the Central Registry mailbox. To: Totem Times CFB Comox, Lazo, B.C.

FOR SALE

COMOX: Modern, newly decorated three-bedroom home - excellent central location. One fireplace living room, second fireplace large finished recreation room. RR can be divided for fourth bedroom. F.P. \$22,000, D.P. \$4,000. — Phone 339-2906 or write: P.O. Box 532.

BY OWNER: Three-bedroom house, bath and a half, hardwood throughout, fireplace. Fully landscaped. View location in Comox, full basement, double carport, 7 per cent CMHC mortgage. — Phone 339-3901, or write: Box 256, Lazo, B.C.

14½' FIBERGLASS over wood boat, 35 h.p. motor, 1958 model, on trailer, complete with new canvas cover and canopy. — Phone 339-2509.

1961 Corvair station wagon. Open for offers. Phone 339-2476

REAL ESTATE INSURANCE

P. Leo. Anderton Co. Ltd.

L. W. Anderton — Notary Public

EST. 1911 — Phone 334-3313

For Evening Service Call

Norm Howarth	334-4576
Fred Parsons	339-2813
Dave Arent	338-8333
J. A. Calder	339-3839

Hospital Humbug

It has been rather quiet in the hospital area lately with people being on leave and personnel gloomily having release medicals. This is actually the most appropriate atmosphere for the final release of that old faithful bird — the Albatross. All the air evac. personnel are going to miss skimming along the water up at Prince Rupert. Speaking of water, our Navy nurse, Freddie has settled her anchor pretty firmly down at Gaagetown. (Hi, Freddie — hope the brown jobs are treating you well.)

Maj. Jean Hilly, our American exchange N.S., is settling in very nicely. In fact, she's already found an appropriate abode on the beach, complete with fireplace. I won't tell you where, just yet, so that she will have time to get settled. But all wood choppers or collectors will be most welcome, she tells me.

Cpl. Brian Oster has not yet been challenged to a game of golf but he was accused of wearing golfers' socks with his uniform by Cpl. Gordie McKenna who said — "you've got a hole-in-one." Sick? Some of these fellows are getting quite sharp at that bridge game that they play at noon — just ask Cpl. Tim Forsythe how to bid 6 spades and make 7. Of course, his partner, Brian will tell you they weren't there.

The hunting season is here again, so get out your bright clothing. Quite a number of our personnel love that sport but a few of them have such lousy aim that all they can catch is a ticket for speeding! (No names, no pack drill.)



WE TOOK advantage of Captain 'Suddsy' Byrne's generous offer and tried out the auto club's new car washing machine and gave our aging Totem Times staff car a good scrubbing. Unbelievable, the machine did run for a full ten minutes which was ample time for even our reclusive Editor to do the job. True to form, it began to rain three minutes after the car had dried. (A MacPhoto)

Nighthawks Nest

Continued from page 2

weekend. He is trying to fail his HRP by going around being polite to people, but one has the suspicion that this play won't work.

The Amalgam Mute exercise that was held last week had a nasty surprise for the troops. Cudgel Stew had been reincarnated, probably chipped

from the edges of some long-concealed glacier that had melted back to the bad part. "War is hell," said the combatants, "but things could be worse." They were right too. The next night brought forth an inexhaustible supply of surplus sausages that one clever chap thought were cigars. While the taste was somewhat similar, cigars are rarely that greasy.

Ground school programmes are now up on the wall, an in-

Small Appliances Needed

Goodwill Enterprises for the Handicapped urgently require a large quantity of Small Appliances for use in their training program for the handicapped.

These appliances MUST be in repairable condition to permit them to be reconditioned and ultimately resold to the general public through their Goodwill stores.

Such items as Toasters, Kettles, Irons, Coffee Pots, Frying Pans, are Goodwill's most urgently needed articles, although such things as Lamps, Clocks, Hair Dryers, Waffle Irons, etc., are always gratefully accepted.

Any person having any of the above discards they would like to donate to Goodwill Enterprises are asked to call 334-4145 to arrange for pick up, or to place them in one of the Goodwill booths in their vicinity.

According to the schedule, the entire squadron is to turn out to watch Tats Sakamoto do the two-mile walk, which sounds like a good idea.

Rumour of the Week: The Bonaventure will be used to store CF-55.

SCANADA DECOR

10% OFF Danish Teakwood Furniture

Come in and see our new catalogues

Evening Appointments may be arranged

279 - 4th St.

Courtenay

338-5045

ARE YOU ONE

OF THE FEW
WHO HAVEN'T YET DISCOVERED
THE GREAT VARIETY AND SAVINGS
AT

COMOX BUILDERS CENTRE

RELAX WITH A CUP OF COFFEE AND
LOOK OVER THE WIDE RANGE OF

QUALITY BUILDING MATERIALS
AND HOUSEHOLD NEEDS

AT SENSIBLE, DOWN-TO-EARTH PRICES

— THE COFFEE IS ON US —

ANDERTON RD. COMOX

TEL. 339-2717

OPEN 6 DAYS A WEEK --FRIDAY TO 9 P.M.

**SUP-R-BELT
TIRE BARGAINS FOR
CHEVS, CHRYSLERS,
DODGES, FORDS, MERCS,
PONTIACS**

FIRESTONE DELUXE CHAMPION
G:78-15/H:78-15 4-PLY RATING

\$28.88

BLACKWALL

**SUP-R-BELT
TIRE BARGAINS FOR
FORD & MERC
'69-'70
STATION WAGONS**

FIRESTONE DELUXE CHAMPION
H:78-15 8-PLY RATING

\$37.75

BLACKWALL

**TIRE
BARGAINS FOR
FORDS, CHEVS,
PLYMOUTHS**

FIRESTONE CHAMPION
7:75-14/7:75-15/8:25-14/8:25-15

\$16.35

BLACKWALL

**WHITEWALL
RETREADS**

FIRESTONE DLC-100 8:25-14

2/\$28.88

WITH TRADE INS

**TOUGH
4-PLY NYLON**

FIRESTONE CHAMPION 6:50-13

\$14.77

BLACKWALL

Firestone Supermarket Tire Sale

RIDING SYSTEM SERVICE SPECIAL!

**BRAKE
RELIN**

30,000 MILE
GUARANTEE

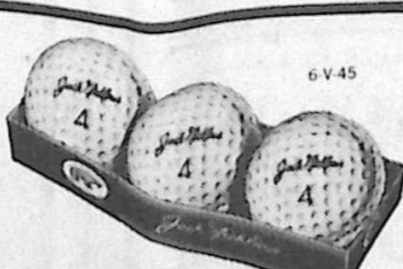
\$24.88

DISC BRAKES
EXTRA

Jack Nicklaus
**GOLF
BALLS**

Package of

**3 for
\$1.33**



Extra package \$3.00

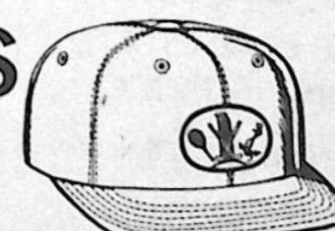
Firestone STORES

(Next to Courtenay Bridge)

Open Tuesday Through Saturday - 8:30 a.m. to 5:30 p.m.

Phone 334-3188

**SPORTS
CAP**



Dip into water, wring out,
and instantly you've got
cool comfort.

\$1.27

Sizes: M and L



(A MacPhoto)

Pulhams Defect to the East

During their farewell party held in the Totem Inn Lounge last Friday Major and Mrs. K.M. Pulham, the recent S. Sup O and part time politician shocked the gathering of friends by announcing their plans to move to England. "We plan on settling near Whibsey, Yorkshire," he said "and we plan on doing a lot of gardening."

Major Pulham is a well known station closer. His arrival on a unit could easily be a prophecy of impending closure. In the dozen

or so stations he served on he closed up 4 of them.

In his final speech of the evening, the Major said that one of the most difficult tasks he has had to perform in recent times was that of selecting 7 Master Corporals out of the 58 highly qualified corporals in his organization.

Presentations on behalf of the troops were made, between numerous speeches by Mr. Bill Sheridan and L/Cpl. R. Smith.

407 Ramblings

(Continued from Page 2)

anyone is interested, Gerry has offered to exchange 2 Cold Lake stings for 1 of the Comox variety.

Hello again from Gun Plumber's Corner. Well, mothers, it won't be long now until school starts, coffee breaks will no longer be cut short by kids wanting this or that and, on the negative side, household noises must be kept down as dad ogles the football and soon, hockey, on the idiot lantern. Capt. Peigl has handed the reins to WO Hansen while he indulges in a couple of weeks holidays. WO Kemp has moved from PMQ's to his own home in Courtenay preparatory to remustering to a civilian in early September. After 26½ years of service, all 407 Armament personnel wish you and your family the very best of luck. Having completed a tour to Yellowknife, Al Daley and Dick Caddey have qualified for membership in the 407 Globetrotters Club. Russ Graham, Bruce Horochuk, Mike St. Michael, Hank Hildebrand and your correspondent, Red Planc, will begin the fall term heading to Greenwood for a little schooling.

With open bowling now underway, and the leagues starting right after Labor Day, Art Zielke will be on the prowl for bowlers to make up a team: come out and

join in chaps, we have the best alleys around. For the latest in Newfy news, see Chris Stoyles. Has anybody got any spare paint around? Harold Hardy wants to finish up that spotted thing he drives.

Having spent the past month on leave and being in the process of becoming re-acquainted with his place of employment, the Torp Topics correspondent reports little to report. His mind is still pre-occupied with thoughts of that pleasant new experience resulting from his patronization of "The People's Airline" with its new Boeing 707's - it's got to be the only way to fly and the price - well!!! He has, however, noted that a few bodies are still on leave and that their absence has not disrupted the shop routine to any appreciable extent. Last year's golf rage appears to have waned with boating presently making the scene to the extent that 3 new additions to this fraternity brings our fleet strength up to 6 - you can imagine the biggest topic of current conversation. MCpl. Dick Harwood has returned from his summer school stint at the University of Saskatchewan and is awaiting confirmation of his English credit. In conclusion, the latest rumor, not wholly agreed with, has it that jogging causes cancer.

Boy Scouts Recruiting

If you have a boy in your family the boy scouts of Canada have a program designed just for him.

These programs are prepared for all ages, it's not necessary to have been a member of any section previously, or to join at any particular age to enjoy all that scouting can provide.

The sections of the Boy Scouts of Canada are: Wolf Cubs - 8-11 years; Boy Scouts - 11-14 or 15 years; Venturers - 14 or 15-17 years; Rovers - 16-21 years; Junior leader - over 16 years; Adult leaders - 18 and over; Adult Administrators - as above.

A member joining the program becomes involved in activities of his own choosing with his own peers. These activities could include the outdoors - camping, hiking, canoeing, swimming. Study of community affairs - finding out how and why, handicrafts and or just plain learning by doing, thus learning to live and get along with his fellow man.

Here in the Comox Valley there are a number of groups interested in providing the Boy Scout of Canada program, in the next few weeks they will be holding registration meetings.

If you have a boy in your family who is over eight there is no time better than now to become involved - it's a great program.

The 2nd Comox Boy Scout Group of Wallace Gardens will be holding their registration night on 8 Sept. 70, from 1830 to 1930 in the Boy Scout Building (next door to the arena)

Registration fees are - 1st boy \$5.00, 2nd \$4.00, maximum of \$12 per family.

Now is the time - See you - there.



PTE. KA (AL) McKee stops and questions a suspicious looking NCO at the main gate. The NCO claimed and later proved that he had two rivets for his C.D. Al joined the Canadian Forces in April of 1969 as a Sea Element Communications Tech in Ottawa. Later, because of a medical restriction he remustered to the Military Police trade and was re-elemented to the Land Element and transferred to scenic CFB Borden. Unfortunately, the 'powers that be' at Camp Borden were not aware of the re-elementing job and they insisted that Al remain in the Sea Element. Eventually, we are led to believe, Al achieved his two goals and became an M.P. and a Pongo, but they would not issue him a new uniform so he remains garbed in the snappy 'Flares' he is seen wearing above. Naturally, with Unification in full swing, it seemed most appropriate to transfer him to an Air Element Base.

(A MacPhoto)

OFFICERS' WIVES WILL MEET

The Officers Wives Club will hold their first fall meeting on Wednesday, September 16th at 8:30 p.m. It will be a Welcoming Evening for those Officers Wives who have arrived at C.F.B. Comox during the summer months. We hope that the newcomers, members and non-members will all come and get acquainted with each other. There will be a door prize, entertainment and refreshments.



THE MOST EXCITING NEWS SINCE THE MODEL T.

Gone are archaic pistons, rods, cam-shaft and all the clutter they entail. In their place, an incredibly smooth, powerful ride that has to be experienced to be believed. Price \$2679.

Campbell River Rd.
Courtenay, B.C.

CHALET MOTORS
YOUR MAZDA DEALER

Phone
334-4163

Dick's Quality Meats "Back to School Specials"

Canada Choice Grain Fed

Round Steak Roast

Rump Roast

lb. **99¢**

Fresh Baby

Beef Liver

"Sliced"

lb. **69¢**

Bacon Ends

Smoked to Perfection

lb. **49¢**

Canada Choice

Chuck steak

lb. **69¢**

Grain Fed Canada Choice

Sides of Beef

Cut, Wrapped and Quick Froze

lb. **65¢**

Grain Fed

Sides of Pork

Cut, Wrapped and Quick Froze

lb. **54¢**

NEXT TO THE PORT AGUSTA MOTEL ON COMOX AVE.

Phone 339-3100

Open Daily 9 - 6 p.m.
Fridays - 9 - 9 p.m.

Comox, B.C.

Reluctant Hero Meets Friend

NORTH BAY (CFP) - Eight year old Christopher Dyson of 192 Cordon Drive, North Bay, would not be getting his first close look at a fire truck if it hadn't been for Corporal John William (Sam) McGhee, a firefighter at Canadian Forces Base North Bay. Corporal McGhee saved the boy's life.

He found Christopher in his (McGhee's) driveway after what looked like a bicycle accident. The boy's breathing passages were completely blocked with earth and gravel and there was no indication of breathing or heartbeat. Cpl. McGhee began mouth-to-mouth resuscitation and restored Christopher's breathing.

All this happened last April 28. Nothing more would have been heard because Cpl. McGhee did not tell anyone of his action. Mrs. Dyson, however, was grateful and she phoned the authorities at CFB North Bay.

The ensuing follow-up action resulted, last week, in the presentation to a surprised Cpl. McGhee of a Certificate of Achievement for life saving from the Ontario Council, St. John Ambulance. It is fitting tribute to a real hero.

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Community and Sports Organization Applications
For the Second Annual

**BRITISH COLUMBIA
FESTIVAL OF SPORTS**
MAY 20 - JUNE 7, 1971

YOU CAN MAKE IT BIGGER IN CENTENNIAL YEAR!

1. Written submissions have been requested from community Festival of Sports Committees in draft form with a deadline of September 11, 1970. Committees must be sanctioned by the mayor or chief municipal officer in each community.
2. Initial submissions from sports organizations have been requested with a deadline of September 30th. During the next three months B.C. Sports Federation field directors Don Benson and Frank Bain will be contacting community committees and sports governing bodies to assist with the organization and sanctioning of events. All submissions and enquiries should be directed to the British Columbia Festival of Sports, c/o B.C. Sports Federation, 1200 West Broadway, Vancouver, B.C.

The 1970 British Columbia Festival of Sports was an immense success with nearly 125,000 participants competing in 246 events in 64 centres. Much of this success has been attributed to the organization of Festival programs at the local level. Municipal leaders, Chambers of Commerce, service clubs, business and labour, sport and recreation bodies, interested citizens and organizations have all made substantial contributions this year. The Festival of Sports belongs to every citizen of British Columbia. Now is the time to give it your support.



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GOVERNMENT OF BRITISH COLUMBIA
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Hon. W. K. Kiernan, Minister R. B. Worley, Deputy Minister

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SPORTS



BY
JIM
BO



SPORTS AROUND THE BASE

By SCOOP THE SNOOP Golf Tournament

There is a very good possibility that Colonel K. C. Lett will be here for the tournament that will be held at Comox Golf Club on Friday the 18th of September. The main award will be the Colonel Lett trophy that was donated to the Base by Colonel Lett prior to his transfer from here. Watch for the posters that

will be out very shortly.

Intersection Softball
At the time of writing this column, U.S.A.F. leads 409 Sqn. two games to one in a best of five final. The first game went to 409 by a score of 4 to 2 but U.S.A.F. came right back to win the next two 13 to 5 and 6 to 1. The teams had to take a week off due to 409 being involved in an exercise. They will play each night of this week until a winner is declared.

Zone Soccer Finals
Our Base team will be competing in the Zones Championships at Esquimalt on September 10th and 11th. The team coach Captain Jim Slew has got his team out practising every afternoon and they are playing some exhibition games against the Courtenay Luckies to help them get into shape.

Softball National Finals
The Zone One Champs (Alias the Totems) will be leaving for C.F.B. Greenwood this weekend where they will be competing against the rest of the Zone winners from Canada and Europe. Good Luck Totems!

Base Tennis Tournament
The tournament was held on August 26th with ideal weather conditions for tennis. There were 13 entries in the singles event, the winner of this event was Chuck Stuts. He defeated Carl Ensom who came out of retirement to participate in the tournament. It was a double elimination effort and third place went to Dick Griffith. Jim Housted finished fourth. In winning the Singles title Chuck Stuts went all the way without losing a single set. In the doubles event Carl Ensom and Chuck Stuts combined their talents to defeat Eric Cragg and Ken McRay in the finals. In third place was Doug Matthews and John Boursquet. At the conclusion of the tournament Capt. Don McReynolds presented trophies to the winners in the Bowling Alleys where refreshments were served.



NET RESULTS of the Base Tennis Tournament. Left to right Eric Cragg, Chuck Stuts, Ken McRay, and Carl Ensom. Chuck Stuts took the trophy for singles and Carl Ensom was runner-up. Then to make it a complete victory Chuck teamed up with Carl and won the Doubles event too. Runners-up were Eric and Ken.

Trail and Mountain Shelter Built

The Honorable Dan Campbell, Minister of Municipal Affairs, will officiate Saturday, September 5, at 3:00 p.m., at a ceremony in Strathcona Provincial Park when he will unveil a plaque marking the completion by the Island Mountain Ramblers, the Comox District Mountaineering Club and many other hikers, of the Marble Meadows Trail. He will also open for use a Batzer-type mountain shelter prefabricated and erected by the Senior Industrial Arts Class of Shawnigan Lake Boy's School.

The Marble Meadows Trail is the result of more than five years of work by volunteers from the Island Mountain Ramblers and the Comox District Mountaineering Club. The trail, which connects the west side of Buttle Lake near the outlet of Phillips Creek with the Marble Meadows, is six miles in length and rises some 4,000 feet. It has been built to have a maximum grade of 15 per cent and is two to three feet wide over most of its length. It will require about 3 to 4 hours to hike up the trail and about 2 hours to come down.

The trail was conceived as a project by the Island Mountain Ramblers who got construction underway in 1965 with the Provincial Parks Branch's blessing. The Ramblers were

joined in their efforts by the Comox District Mountaineering Club and together they spent every available weekend from June through September over the past five years shuttling back and forth from their homes in Victoria and other Island points to the park where they worked at cutting and scraping the trail right-of-way up the mountain side. At first getting to the site was quite an undertaking requiring a boat trip eleven miles down Buttle Lake to the mouth of Phillips Creek. Construction of the road on the east side of the lake eased the transportation problem considerably and resulted in more hours being spent directly on the trail project.

Strathcona Provincial Park hikers will also be the beneficiaries of the efforts of four Grade Eleven students, Jim Boughton of Vancouver, Dez Bazett of Duncan, Chris Janeway of Vancouver, and Vic Kimola of Tofino, and their Shawnigan Lake Boy's School Industrial Arts Teacher, Ken Hickling. During the last week of August this group erected a prefabricated Batzer hut on a site about a mile along the ridge toward the Golden Hinde from the top of the Marble Meadows Trail.

The Shawnigan Lake Boy's (Continued on Page 9)

VALLEY MEATS

(FORMERLY MISSION HILL MEATS)

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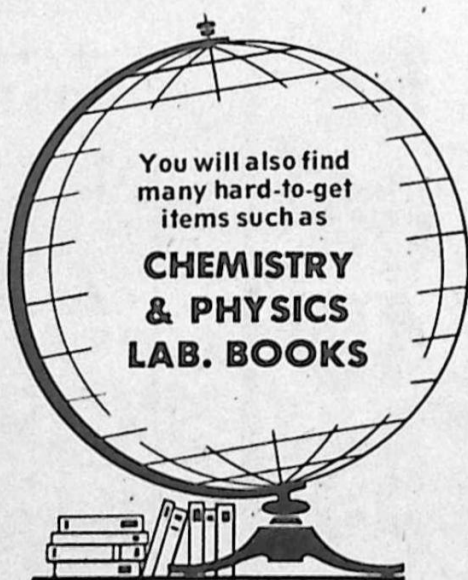
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Fri. 4 Sep.	Ring Of Bright Water	Wild Life Advent. re. Family Show
Bill Travers		
Virginia McKenna		
Sat. 5 Sep.	Live a Little, Love a Little	
Elvis Presley		
Rudy Vallee		
Dick Sargent		
Tues. Sept. 8th	The Battle of Britain	ADMISSION PRICES
Wed. Sept. 9th		Adults \$1.25 Students \$1.00
Thur. Sept. 10th		Children .50
Fri. 11 Sep.	Scream and Scream Again	HORROR
Vincent Price		
Christopher Lee		
Peter Cushing		
Sat. 12 Sep.	Michael And Helga	
Sun. 13 Sep.	Ruth Gassman	Follow up of Helga
		Should not be missed, especially by teens

NOTE:

The Base Theatre is open to Service Personnel, their Dependents and Guests, Retired Service Personnel, their Dependents and Guests, and DND Employees, and their Dependents and Guests.

OFFICER'S MESS ENTERTAINMENT

SEPTEMBER 1970

Wed., 2	Jugs of Beer \$1.00
Thurs., 3	Mess Committee Meeting
Sat., 5	Steaks \$1.75, 19-2100 hrs.
Mon., 7	Jugs of Beer \$1.00.
Wed., 9	Jugs of Beer \$1.00.
Fri., 11	Monster TGIF Mug Party
Sat., 12	Dance 22-0200 hrs.
Mon., 14	Jugs of Beer \$1.00
Wed., 16	Jugs of Beer \$1.00
Fri., 18	TGIF, Cook your own Steak \$1.50.

Totem Inn Lounge

SEPT. ENTERTAINMENT

Sat., 5th	THE SEARCHLIGHTS
From Vancouver (Rock)	
Sun., 6th	OPEN LOUNGE (Casual Dress)
Sat. 12th	DAQUERIEUVE FLOOR SHOW
Sun., 13th	JAZZ SESSION (Casual Dress)
Sat., 19th	THE CITIZENS (Western Dress)
Food: Roast Turkey	
Sun., 20th	TK & TIDEMEN
(No Charge - Casual)	
Sat., 26th	TK & TIDEMEN
Food: Fish & Chips	
Sun., 27th	TALENT CONTEST (Casual)

JR. RANK CLUB ...

MOVIES	
Sept. 1st - "HOTEL"	Rod Taylor
Sept. 8th - FIRE CREEK	James Stewart - Henry Fonda
Sept. 15th - YOURS, MINE AND OURS	Lucille Ball - Henry Fonda
Sept. 22nd - THOSE FANTASTIC FLYING FOOLS	Burl Ives
Sept. 29th - ICE STATION ZEBRA	Rock Hudson
Lounge Show Time 8:30 p.m.	

NOTE: Dress of members attending movies is casual. Casual dress means sport shirt and clean slacks. Members wearing dungrees, tee shirts, shorts and dirty slacks will be refused admittance.

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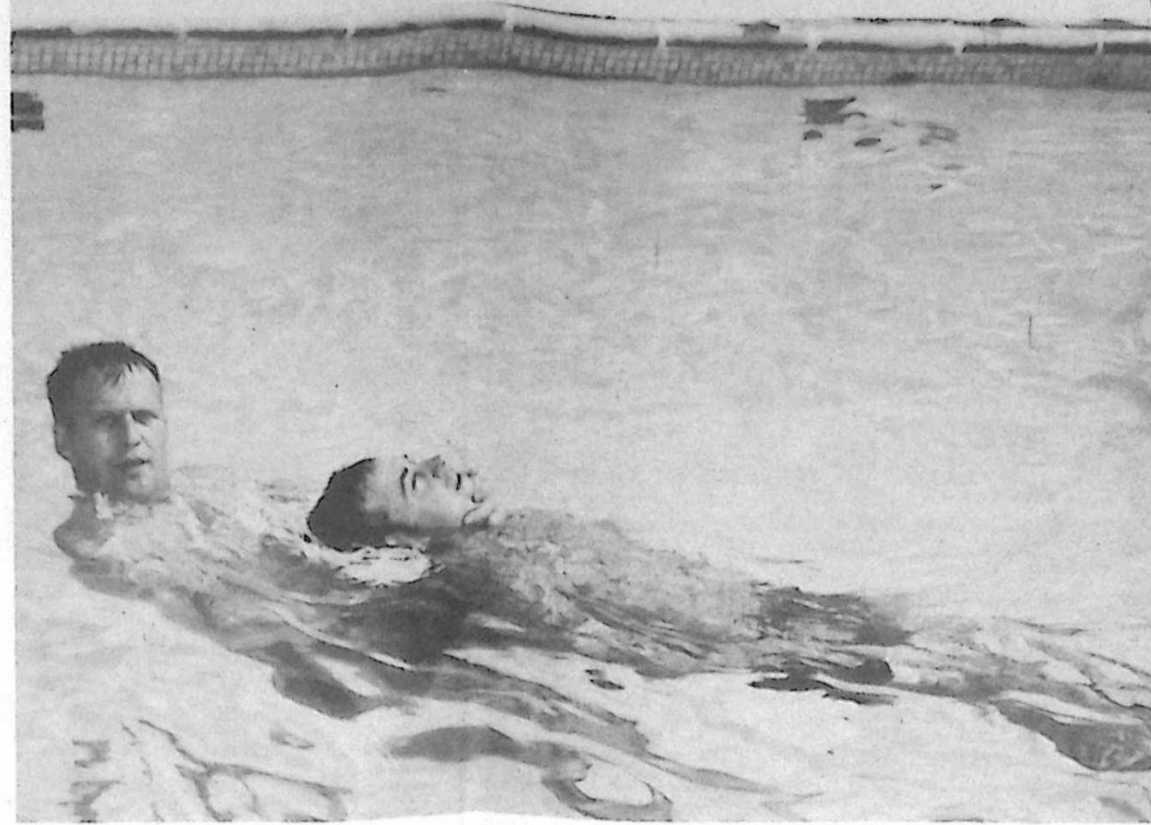
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MAJOR KEN PULHAM, who retired as BSUpO on September 1, 1970, presents Pte. Jack Smith with the Pulham trophy, awarded annually to the supply tech who records the lowest net in the Supply tournament. Major Pulham donated the trophy to foster the spirits of sportsmanship and competition which he found existed in the Supply organization, and to encourage an interest in recreation. (Canadian Forces Photo)



POOL SPLASHES — Rec Centre Lifeguards demonstrate form in life-saving technique. The fourth Bronze Medallion course will be given starting 14 Sept. Registration on the 9th at Rec Centre. Cost \$5.00. Pool Schedule for September: Sept. 1 to 8, afternoons 1330 to 1530 Sun. to Sat. evenings 1900 to 2100 Sun. to Thurs. After the 8th afternoons 1400 to 1600 Sat. and Sun. only and evenings 1900 to 2100 Sun. and Wed. only. (Base Photo)

FESTIVAL OF SPORTS 1971

The second annual British Columbia Festival of Sports, May 20 through June 7, 1971, promises to be bigger and better.

Last year, in its initial staging, the Festival of Sports brought together 125,000 athletes from all parts of the world, competing in 247 events in 64 B.C. centres. Forty-seven individual sports were involved.

Already, 100 communities have signified intentions of staging events in 1971, British Columbia's Centennial Year. It is hoped that some 200,000 athletes will be involved.

Two sports not involved last year — basketball and football — have shown keen interest in the Festival and are planning events. Those sports that did participate are already making plans for an improved program.

Bowling, for instance, plans a vast zone playdown. Rugby is talking of hosting Australian Cup champion New South Wales. Soccer is negotiating with Leeds United of the English First Division. Field Hockey plans international tournaments between Canada, the United States and possibly a team from Mexico, Japan or Europe. Boxing is looking at the Western Canada championships.

"There is more of an awareness of the Festival now," said Don Benson, who with Frank Bain is one of two special field representatives for the B.C. Sports Federation.

The Festival of Sports is

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

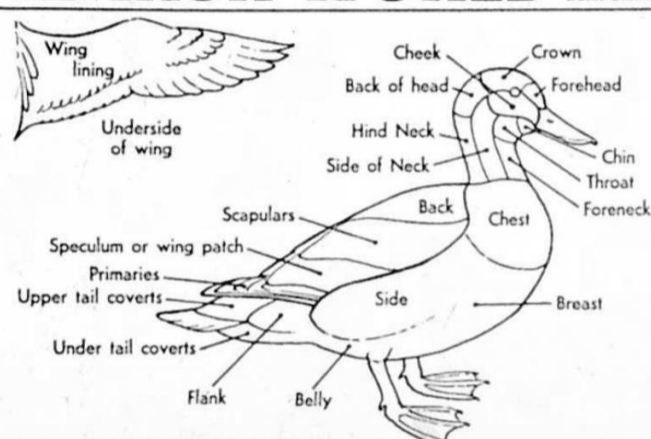
Benson said that a typical example of community interest comes from Golden. "Last year, they had two events. This time around they have six."

Said Bain: "It's really encouraging. Last year we had to go out after them. This year

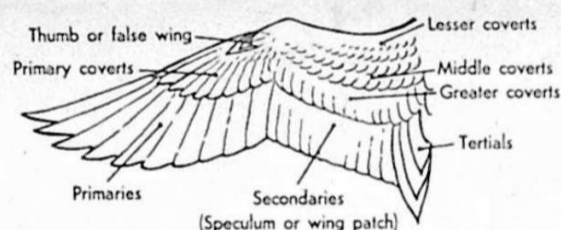
they're coming to us."

The two field reps said that communities are asked to make their initial submissions announcing names of chairmen and activities to the B.C. Sports Federation, 1200 West Broadway, by August 31. Community sports organizations, working through sports governing bodies, have until September 30 to make submissions.

MARSH WORLD



DUCK TOPOGRAPHY



Soviet Hockey Coach

The man who has built the most powerful hockey team in the world — Soviet Union national hockey coach, Anatoli Tarasov — will make his first North American appearance as guest instructor at the B.C. Amateur Hockey Symposium this week at U.B.C.

Tarasov is one of 11 national and international hockey figures who will instruct at the symposium for hockey coaches and referees September 4-7 at U.B.C. The symposium will offer coaches and referees from minor hockey associations throughout B.C. an opportunity to discuss teaching methods and to gain new insight into the latest hockey techniques.

This symposium and a series of four clinics which were held in B.C. this summer are a part of an educational program organized by the British Columbia Amateur Hockey Association, in conjunction with Air Canada, the B.C. Sports Federation, the C.A.H.A. and U.B.C. The B.C. Amateur Sports and Physical Fitness Fund, with Les Peterson as chairman, assisted financially with a grant.

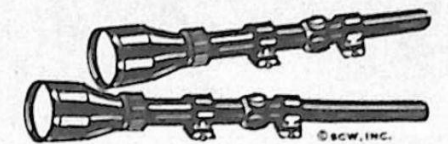
The symposium's chief instructor, Dr. Robert Hindmarch,

announced today the guest line-up for the lectures and ice demonstrations. Included will be: Father David Bauer, special advisor to Canada's national hockey team and former coach of Canada's Olympic hockey team; Hugh McLean, head referee for the Canadian Amateur Hockey Association; Hal Layco, Vancouver Canucks' coach; Bud Poile, Vancouver Canucks' General Manager; Jim Anderson, CAHA rules committee chairman; Dr. Dean Miller, fitness consultant for the NASA astronauts; Bob Kromm, coach of Dallas in the Central Professional Hockey League; Cesare Maniago, goalkeeper for the NHL Minnesota Northstars; Fred Page, vice president of the International Ice Hockey Federation; Jim Mailey, chairman of the BCAHA rules committee.

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SHELTER BUILT

(Continued from Page 8) School Senior Industrial Class undertook the construction of the Batzer hut as a memorial to one of their school mates, Billy Wheaton, who was killed while mountain climbing in the Swiss Alps in 1967. The school cleared the project with the Provincial Parks Branch and commenced prefabrication in October 1969. Involved in the building of the hut was the construction of a scale model and learning the techniques of wood laminating for the beams. The school maintenance chief, John Hilton, was of great assistance in teaching the laminating process. The prefabricated parts of the hut were taken by road to Buttle Lake and helicoptered from there to the site. The finished hut is 16 feet long, 12 feet wide, and 10½ feet in height and will accommodate from ten to twelve hikers. The roof is sheathed in aluminum sheeting while the interior which contains a table, benches, and a sleeping loft as well as some tools and utensils, has a natural wood finish.

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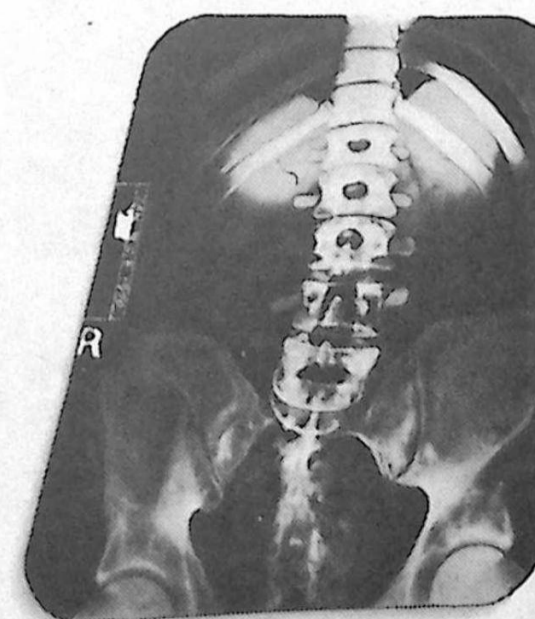


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1. Bend your knees. 2. Get down, so your arms, legs and back can share the load.
3. Keep your back straight and lift slowly. And if it's too heavy, don't even try. Get help. Some back injuries are the result of arthritis, or other back disease. Other ailments are caused by spinal defects you were born with. They're likely to hurt you sooner or later. But if your back injury is caused by your job, the Workmen's Compensation Board can help you with the best of medical care and rehabilitation therapy. We can give you some candid advice, too: next time you lift something, save your back. Use your head.

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