



TOTEM TIMES



FIGHT UNEMPLOYMENT - RETRAIN AN ASTRONAUT

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No. 19

30 Years Ago in the London Times

Thirty years ago, the attention of the world focussed on great Britain, where a handful of men prepared to do battle against overwhelming odds. They faced a German war machine that had been blooded in Spain, that had overrun Poland, and had overwhelmed France, Belgium and the Netherlands. Now the formidable juggernaut paused and glared balefully across the stretch of water that was the English Channel. There lay England, and easy conquest, if only the Luftwaffe could gain air superiority. Not much of a challenge for an air force that had laid waste to most of continental Europe.

So the battle was joined. Throughout August and into September the Luftwaffe pounded at England. German aircraft attacked radar sites, airports, cities and other targets. The fighter squadrons of the RAF rose to meet them. Every day, there were fewer airplanes and fewer pilots left in the squadrons to meet the threat. Fighter Command was in danger of bleeding to death.

But the gallant men in the Spitfires, Hurricanes and Defiants had taken their toll. The Germans too were bleeding to death. To protect them, Goering ordered his fighters to stay with the bombers, and prevented them from flying the steps that might have enabled them to destroy the RAF on the ground. The Luftwaffe was compelled to meet the RAF in the air, and it was in the air that the RAF beat them. But it had been a near thing. A handful of men had thwarted the sinister plans of the Nazi machine, and the world had another chance to stem the Axis tide.

Thirty years later, not that many people care. What does it mean now, when we are faced with ecological problems? How, given the apathy which now exists about things military, could such a thing ever happen again anyway? So why bother? But there is a lesson to be learned from the Battle of Britain. Prior to World War 2, most of the British people were

anti-war. Some of them even went on record as being unwilling to fight for King and country, a not unnatural consequence of having once done so under such military geniuses as General Haig. Pacifism was popular, and uniforms weren't.

Then tyranny threatened. The genial disorder in which democracy exists was imperilled by an efficiently ruthless dictatorship. Almost immediately, the climate changed. Those who abhorred things military now turned their efforts to building an armed force that would make the world a safe place to live. And, they succeeded.

This is a point that would-be dictators never understand. Most democracies present to the world a bickering, disunited front. They seem, from the outside, so divided that they can scarcely stand. But it is their very diversity, and their freedom to be diverse that makes them strong; that makes them unite to repel those who would destroy their freedom to bicker and be disunited.

Those who deplore the pacifism and rebellion of today's youth would be well advised to turn their thoughts back thirty years to a time when the Battle of Britain depended upon some people who had earlier resolved not to fight for King and country. Not only does the Battle of Britain serve as a shining example, it also serves as reassurance that oppressors will always be fought.

It is something to think about, this Sunday at the Battle of Britain service.

Trackers Visit West Coast

Six Tracker aircraft from Canadian Forces Base Shearwater, Nova Scotia, arrived at Patricia Bay airport on 31 August for a two month stay on the west coast. The aircraft and eighteen crews will undergo crew training and carry out anti-submarine exercises and surveillance flights.

Eagles Countdown

WINNIPEG — Preparations for the Sept. 24-27 gathering of wartime eagles here have reached the countdown stage, but a few sky clouds on the horizon have planners of the "giant nostalgic happening" a little uptight.

They're beginning to worry about putting all the air warriors, from near and far, under one roof for the festivities.

"It's not a problem of hotel accommodation," says reunion chairman Jack Johnstone, "there's plenty of that in Winnipeg."

What's worrying him, what with last-minute registrations pouring in, is seating them all at one of the planned events, a mammoth banquet. "Other events on the program," he says such as an outdoor, western-style breakfast, "are limited only by the expense of the Prairies."

The big bash is the brainchild of Winnipeg's Wartime Pilots and Observers Association. Flyers of any rank or aircrew specialty who served with British Commonwealth air forces, in any war, are invited.

The registration figure, including some wives, is now creeping up to the 1,000 mark, representing about 250 wartime squadrons. They come from Bomber, Fighter, Coastal, Training and Ferry and Transport Commands of both the RAF and RCAF.

Absolute deadline for receipt of registrations now, say reunion officials, is Sept. 18. Address for latecomers is Aircrew Reunion, P.O. Box 1702, Winnipeg.

World-famous celebrities on hand for the occasion include legless Battle of Britain ace, Douglas Bader, along with the top fighter aces from both the German and Commonwealth sides.

Flying in from Germany is retired Lt. Gen. Adolf Galland, with 105 aerial victories to his credit. He hosted Bader at dinner in his wartime mess when the legless hero was shot down in 1941.

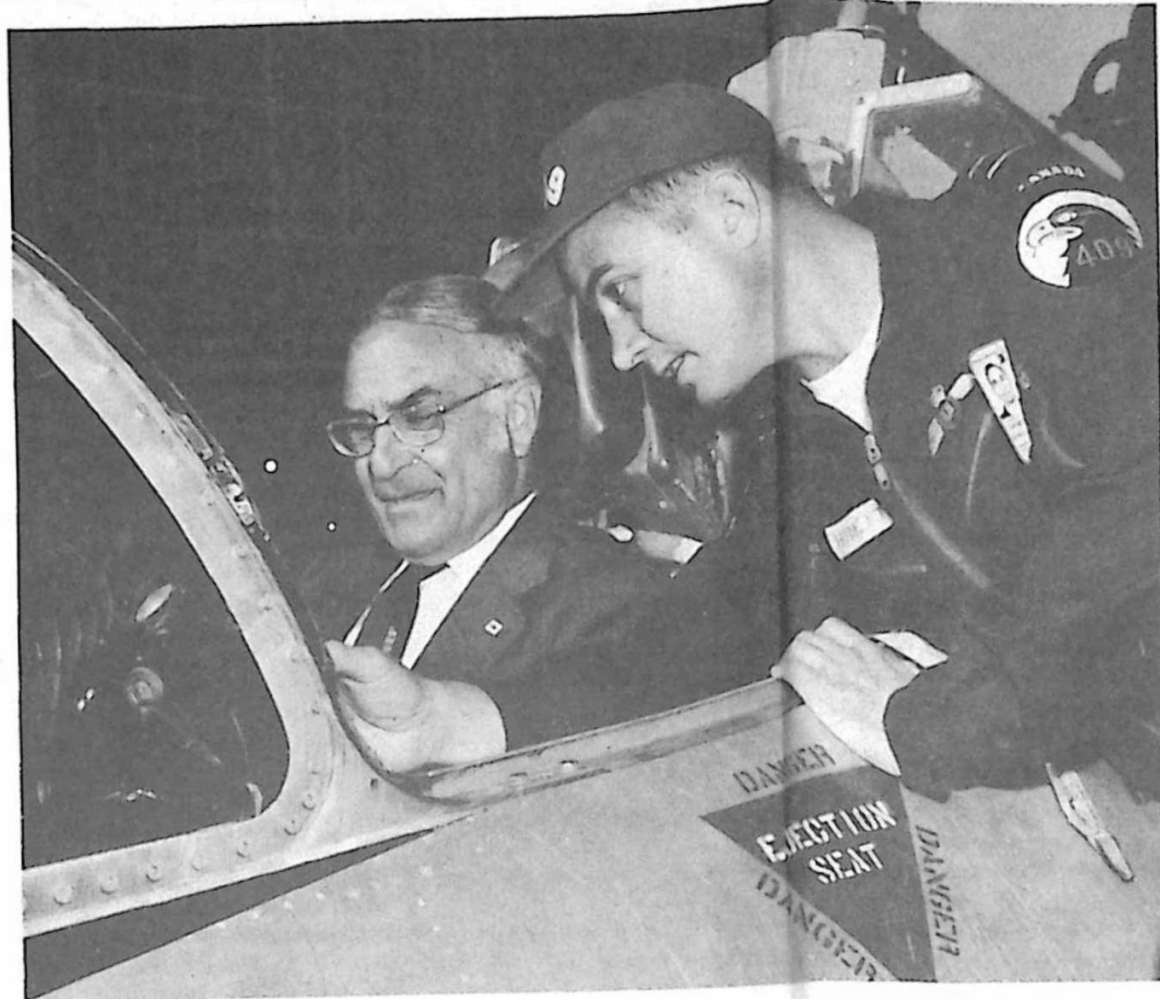
Britain's top wartime ace is retired Air Vice-Marshal J. E. (Johnny) Johnson, who has 38 confirmed kills and numerous "damaged" and "possible" scores to his credit.

Foremost Canadian air veteran of the war attending is a bomber leader credited as the "man who saved the city of London." He is retired Air Commodore J. E. Fauquier of Toronto, a triple winner of the Distinguished Service Order. Fauquier led 1,000-plane bomber raids and set back the German war effort for about a year when his squadrons knocked out V-1 rocket sites at Penemunde.

The Winnipeg reunion, unique among wartime gatherings because of its scope, also coincides with the Manitoba Centennial Air Show, Sept. 26-27. The show is said to rate with the biggest ever staged in Canada.

Windup of the four-day affair includes a wreath-laying ceremony at Winnipeg's cenotaph Sunday, Sept. 27, while a giant fly past takes place overhead.

Aircraft will include the latest in the Armed Forces' inventory, plus something to bring back a few memories to the air vets below. They are nine old Dakotas, workhorses of wartime air forces and still going strong today.



SENATOR KASIM GULEK, from Ankara, Turkey, gets a CF-101 checkout from 409 Sqn. P/O Tony Brett. Immediately after completing his checkout, Senator Gulek obtained 92 per cent in a red book exam and is now holding alert in the QRA. Canadian Forces photo

Comox Hosts NATO Group

CFB Comox was host early this week to forty parliamentarians from 11 NATO countries. The legislators were on an annual North Atlantic Assembly tour, which began with their arrival here Sunday afternoon after a nine-hour, non-stop flight from Copenhagen, Denmark. En route to Comox, the Armed Forces Boeing 707 in which they were riding circled the north pole a couple of times, looking no doubt for Santa Claus, and some solution to Canada's budgetary deficits. The sovereignty part of the flight completed, the 707 headed south and eventually landed at Comox.

Upon their arrival at Comox, the delegates were greeted by the Base Commander, Col. G.H. Nichols, and conducted to the luxurious splendour of Chez Coboc House, an elegant building that is more commonly known as Barrack Block 80.

That evening, the delegates were entertained at an informal dinner in the Officer's Mess, which had dutifully slain one fatted calf for the event. They had also slain some fatted potatoes, some fatted Yorkshire pudding, and some fatted grapes, which, amazingly, had somehow fermented, a mishap which increasingly, no one seemed to mind.

Monday morning began with a briefing by the base commander who outlined for the delegates some of the geography of Canada, the climate of Vancouver Island, and the role played by the base in the defence of Canada. During the briefing he mentioned not only the administrative and logistic support that the base provides for the three squadrons which drone around all night and keep everyone awake, but also the

logistic support that the base provides for military cadets, a radar squadron, HMCS Quadra, and a weather ship.

Then he told the delegates of the station strength and remarked briefly on the operation of base fund, and what it hoped to accomplish, apart from the separation of the serviceman from his money.

After the base commander's briefing, the delegates were taken to 407 and 442 Squadrons, where they were shown the Argus, from which all the box lunches had been removed, leaving only a Tracker; and a Labrador and a Buffalo, from which all the searchers had been removed and taken to Cranbrook. Then the delegates came to the home of the - to steal a phrase from Milt Agate - needle-nosed Night-Gnats, where they learned about scrambles, afterburners - which are what you cook the scrambles on - and all that razzle-dazzle air defence talk which gives the impression of great activity, and gives ROS heartburn. They also got to see a Voodoo, flown by the incomparable Blue Max, who was celebrating his part of Battle of Britain day, take off and disappear into space, or into the smoke from about a million slash fires, whichever he got to first.

When the noise from the Voodoo had receded so that the tour guide could be heard, the party moved out for a tour of the beach, where they oohed and aahed about the amount of firewood so generously donated by B.C. Logging companies.

The tantalizing smell of a pot full of crab Louis grasped the delegates firmly by the nose and steered them directly to the Officers' Mess for a formal luncheon, during which they

participated in, inscrutably enough, a great deal of informal discussion.

Following the luncheon, the guests were treated to a presentation by two officials from the Department of Indian and Northern Affairs, who were able to answer many of the delegates' questions. One might wonder just what the Department of Indian and Northern Affairs has to do with national defence, a point that never was made quite clear. However, the parliamentarians were leaving Comox for Yellowknife via Nain, and thence onward to Cambridge Bay, Hall Beach and Churchill, so perhaps a little warning was only fair. Despite the little warning, there was no concerted rush to the BX for long winter woolies, which perhaps proves that the interpreters were having trouble keeping up.

Eventually, the flood of official oratory died to a trickle, and the crew of the waiting Boeing 707 prepared for action. The delegates filed aboard, the pilots filed a flight plan, and the whole assemblage took off for Edmonton. Before setting course, the crew manoeuvred the giant transport for a short tour of the Comox Valley, letting the delegates see for themselves the exotic beauty of the valley, and how the pulp mills and slash burners combined to hide it from prying eyes.

For the guests, it had been a tiring day, but one in which they gained some information about Canada's defence problems. For the hosts it was an incomparable opportunity to learn something of conditions in ten European countries without squandering the money on the air fare to get there. It was, in all respects, a memorable occasion.

Famous Canadian Airmen

Airmen across Canada serving in the Canadian Armed Forces, and those who have retired from the Commonwealth Air Forces, are meeting to commemorate the thirtieth anniversary of the Battle of Britain. The famous, and those who kept them famous - the engineers and technicians - the men and women who served in the RFC, RAF, RNAS, the CAF and the RCAF will attend commemorative services on the 20th of September this year, Battle of Britain Sunday.

In Victoria on the 12th of September, 800 Pacific Wing of the RCAF Association, held its annual Battle of Britain dinner. Judge Graham Darling, who served in the Fleet Air Arm, was the guest speaker. Among the distinguished guests was Major General G.R. Pearkes. During the week following the City of

Victoria has approved the recognition of Battle of Britain Week, from the 14th to the 20th inclusive. On the 19th of September, the Vancouver Island Air Force Officers Association Annual Dinner will be held at the Oak Bay Golf Club. Major General W. Carr, DFC, Commander of the Canadian Armed Forces Training Command, Winnipeg, will be guest speaker. On the 18th and 19th, the Association is conducting a Tag Day as one of their projects to raise funds for the Hall of Canadian Aviation History and the RCAF Memorial - this great and imaginative project - a living memorial to all Canadian aviators who have made the supreme sacrifice in war and peace.

During the days preceding the Battle of Britain service to be

held on September 20th this year, members of committees and organizations working to raise funds are encouraging support of the Hall to be built in Trenton, Ontario. Mr. H. A. Wallace is Chairman for the Civilian Committee on Vancouver Island; Mr. F.S. Porter is Chairman, 800 Wing Committee; in Vancouver, Air Vice-Marshal K.G. Nairn heads the committee on the mainland.

All donations to the fund are tax exempt and contributions of \$5 or more will be recorded, with no amount shown. The donations may be sent to: P.O. Box 310, Astra, Trenton, Ontario; P.O. Box 1030, Victoria, B.C.; or 800 Wing, P.O. Box 64, Victoria, B.C. Official receipts will be forwarded from the national campaign office.

WHALE TROUBLE AT SUMMERSIDE

SUMMERSIDE — CFB Summerside has a whale of a problem at hand.

In fact, it's the problem of the Irving Whale, a 2,300-ton unmanned barge carrying 875,000 gallons of Bunker C fuel which sank 250 feet into the Gulf of the St. Lawrence while being towed about 60 miles north of here Labor Day morning.

And, for the second time within a year, Canadian Forces personnel, equipment and supplies are on the alert to help in an oil spill cleanup. Many of those involved will be veterans of the cleanup following the Arrow sinking in Chedabucto Bay, N.S. earlier this year.

CFB Summerside immediately became the centre of current preparations as federal, provincial and local officials quickly responded to the potential oil pollution emergency. With them came scores of press, radio and TV representatives and Colonel Roy Sturgess, the base commander, prepared to meet requests from all sources.

An area has been provided to serve as the ops room for department of transport officials who included Captain Bill Stuart, former commanding officer of the operational support ship Provider. Another area was provided as a press centre.

Meanwhile, Maritime Com-

mand headquarters ordered 100 men from Summerside to be placed on alert to respond to requests from DOT for help. Recce flights are being carried out by Argus and Tracker aircraft to keep track of the oil slick which in the first five days spread over an area more than five miles by ten miles.

413 Search and Rescue squadron personnel at Summerside are using the Labrador helicopter to take officials for a close inspection of the spill area. From CFB Gagetown, WO Duke Cruikshank, 2 Field Squadron, who gained first-hand experience in the oil pollution business during the Arrow incident, arrived to assist in booming operations.

WO Cruikshank is being assisted by M/Cpl David Coll, also from 2 Field Squadron. Both men are now taking charge of stockpiles of materials being flown to Summerside.

By coincidence, the Irving Whale itself is a veteran of the Arrow incident. After the Arrow went down, the Irving Whale was brought to the scene to receive the Bunker C fuel recovered from the sunken wreck. Also, by coincidence, the Irving Whale arrived at Chedabucto Bay after being accused of being responsible last February for an oil slick off Newfoundland's Burin Peninsula after a six-inch cap

was loosened by heavy seas. In the meantime, the huge oil slick is being slowly moved by wind and tide in the Gulf area and the experts predict "it's got to hit somewhere".

From experience with the Arrow, the experts know that when it does hit - it will be a long, difficult and messy job to clean it up.

General Pay Raise

An increase in pay has been approved by Treasury Board for senior officers in the Armed Forces. These pay increases of up to 5 per cent are effective January 1, 1970.

The salary revision applies to brigadier generals and above. The new scale for brigadier general is \$22,920 - \$24,360; major general \$25,560 - \$27,000; and lieutenant general \$28,680 - \$29,880. The Department of National Defence will apply on January 1, 1971 the same salary ranges as now apply to senior executives 1, 2 and 3 who are their counterparts in the public service. The same merit principles which are followed in the public service will be used in determining salaries within the approved ranges.



HUGH WHITTINGTON, the editor of Canadian Aviation, incredulously watches the airspeed indicator as the aircraft goes supersonic at 35,000 feet during a high-speed run over northern British Columbia earlier this week. To those who will write in to expose technical inaccuracies in our picture, we say, "Wait." The reason Mr. Whittington is not wearing a mask is that the ram air, coming through the open canopy is at high-enough pressure to give him enough oxygen to sustain life, yet not sufficiently high to muss his hair. The reason the canopy is open is that the pilot, Captain Tony Brett, overdid it on a burner climb, and is trying to hold the aircraft below escape velocity. The photo was taken by Cpl. Ed Mullen, who stayed strapped to the wing during the entire trip, and was sent back from the moon via satellite. (Comox Forces photo)

Editor Taken for Ride

409 Squadron was host this week to Hugh Whittington, the editor of Canadian Aviation magazine. During his stay with the squadron, Mr. Whittington was taken for a ride in a CF-101B Voodoo flown by Capt. Tony Brett, who was fresh from a triumphant briefing of 40 NATO parliamentary delegates during which he spoke aircrew, a language none of them understood.

Mr. Whittington's visit to the squadron began with a comprehensive checkout on the ejection seat; a checkout that was calculated to put him in the right frame of mind for the trip. Questions such as, "After the engine explodes, what is the first thing you do?", were asked and answered, and at the end of the briefing he was smoking more, and drinking more coffee than normal.

Then it was out to the airplane for more re-assuring utterances. "When you bail out, make sure that . . .", all of which was in-

tended to put him quite at ease during his flight.

At last it was time for a briefing from the pilot himself. "I thought we'd do a couple of loops then a few spins, and then a couple of recoveries from unusual positions. Remember what to do when you have to bail out."

The objective of the briefings was to reduce him to a nervous, shuddering wreck, so that he would match the pilot. Unfortunately, the briefers failed to achieve their purpose, and Mr. Whittington embarked upon his trip all bright-eyed and cheerful, causing the groundcrew to know immediately that he wasn't an actual squadron navigator.

During the flight, Capt. Brett demonstrated an afterburner climb, supersonic flight, high-speed manoeuvring and precision instrument flying, which makes this sound sort of like science fiction. Not to be outdone, Mr. Whittington, the holder of a private pilot license,

demonstrated the same thing. This so incensed Tony that he brought the airplane back and attacked the runway, finally subduing it with one of his famous landings.

Mr. Whittington was impressed with the ride, and with the airplane. During the flight he had an opportunity to take some pictures, not only of other Voodoos, but also of B.C.'s mountain scenery as seen from 35,000 feet, through 34,000 feet of smoke, an altitude the Voodoo can reach two minutes after take-off.

All too soon though, from Mr. Whittington's point of view, the ride was over, and it was time to clamber aboard a commercial flight for the long ride back to Toronto and the editorial offices of Canadian Aviation, where he was going to attempt to persuade the directors of the MacLean-Hunter publishing giant to buy a Voodoo as a corporate aircraft.

Perhaps they'd have more luck trying to buy a CF-5.

Demon crew to Japan

"Wet Power", called Capt. John Westlake to the flight engineer and CanForce 0721 began its take off role on runway 29, CFB Comox. After takeoff the landing gear was retracted and the Argus began the climb to cruising altitude. This was not the beginning of another Demon patrol but of an altogether operation. Crew 1, representing 407 (VP) Squadron, were beginning a fourteen day itinerary that would see them complete a round trip through Alaska, Japan, Midway Island and Hawaii before returning to Comox.

The initial leg of the trip was from Comox to NAS Adak, Alaska. The weather briefing for the Aleutian Island base was normal for this time of year, poor! Undaunted the crew proceeded with flight planning and departed Comox at 0800 on the last day of August. The ten hour trip went off smoothly with the air and ground crews breaking into an easy schedule of working and eating together. Having seasoned Argus travellers on board proved to be a definite asset.

On arrival at Adak, Cdr. M. F. Pasztalaniec, Commanding Officer of the duty P-3 squadron, greeted Maj. W.E. Morse, the Demon detachment commander. With the CO of VP-9 were members of his air crew and ground crews who treated the Canadians to the traditional aircrew beverage. As the Argus was cleaned up the aircrew and groundcrew were transported to the quarters for the night. The officers of VP-9 had arranged a cocktail party for their counterparts on the Demon crew. Old acquaintances from NAS Moffatt were met and a general bull session held. The next day proved to be one of little ex-

citement as the crew had to sleep to prepare for the next night's trip. A three in the morning briefing does not lend itself to much frivolity. After a weather brief the crew once again got airborne for the trip to the next stop, Nagoya, Japan.

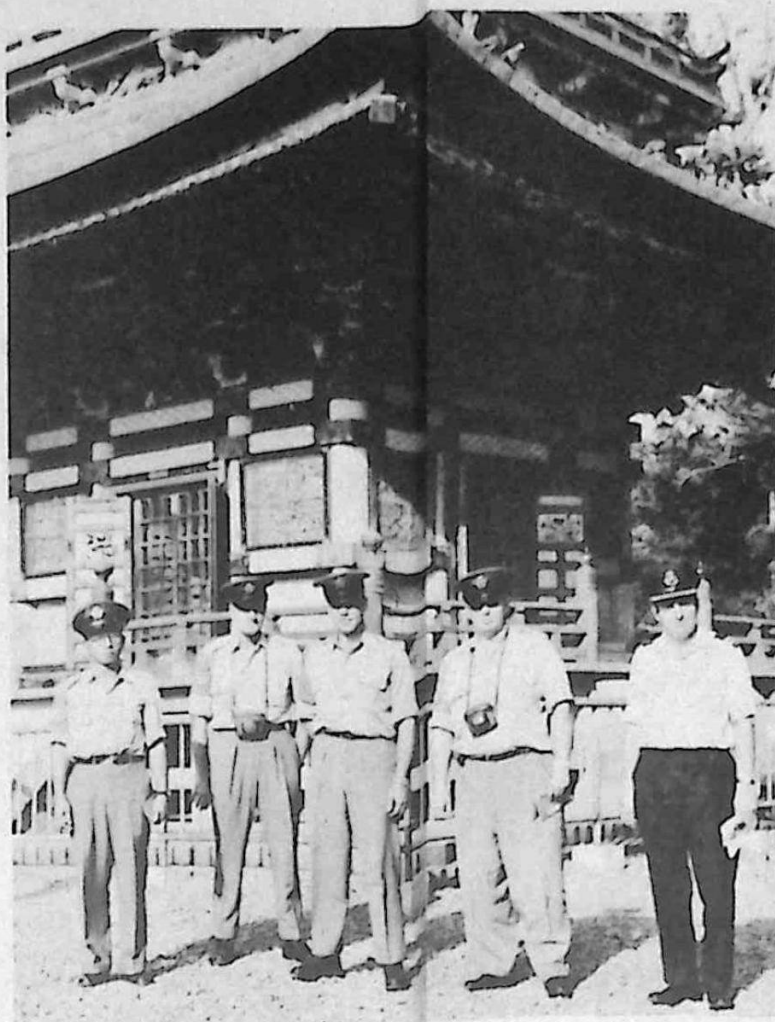
Although the prime objective for the Demon visit to Japan was to visit and become familiar with the Japanese Maritime Self Defense Force scope of operations, we were required to land at Nagoya to clear customs. The 407 Argus landed in Nagoya after a thirteen hour trip from Adak. Initially when we came under control of Japanese AT controllers the comm proved a little difficult but this was soon overcome. As we flew over Japan the extensive industrial and urban buildup was very much noticeable. From the air it seemed as if every square inch of useable land was occupied. This proved to be true as we later toured the country on the ground.

Once in Nagoya customs proved to be very efficient and we were cleared into the country well before our planned takeoff for the Japanese military base at Shimofusa, just east of Tokyo. With an impressive display of the Argus backup facility the Demons lined up to begin the one and a half hour journey to Shimofusa. On arrival at the base it seemed as if all base personnel had come out to greet the Canadians. As we deplaned the Demons formed up in front of the aircraft to be greeted by the Japanese. The host squadron was VP-3 commanded by Captain R. Hirano. There was a presentation of flowers made up to the aircraft Captain and then the detachment Commander Maj. Morse was taken to meet other base dignitaries. To await his return the remainder of the crew were

taken to a lounge which was well air conditioned against the heat and humidity of the country. With the return of Maj. Morse we were taken by bus to our hotel for the next three days. It was a western style place in Chiba, one and a half hours by road from Tokyo.

The initial bus ride to the Keisei hotel proved to be an exciting experience. Our driver, Sterling Sukiaki, proved to be a man of steel nerves and raw courage as we sped on our way. It seems to be the rule that all roads are very narrow and full of curves. In this initial ride in Japan some of the Demons lost ten years off their life span. This death defying ride was climaxed when we arrived at the hotel. The driver proceeded to back the bus across the street, it is similar to backing across the 401 at the end of a long weekend.

The next morning just as the bus ride was becoming a memory our faithful driver showed up again. This time it was to transport us back to the base at Shimofusa for various tours and briefings. By the time that we had reached the briefing room at the base we were all seasoned travellers on the Japanese roads having logged the grand total of three hours. The morning at the base was spent attending briefings on operations and support systems that the JMSDF are involved in. The highlight of the morning was a static display of the Neptune P2J. This aircraft is equipped with turbo-prop and is somewhat longer than the P2V7 Neptunes that were used by the Demons a few years ago. Maj. Morse reciprocated with a briefing on the role of 407 squadron and the crew conducted a static display of the Argus. Tremendous interest was shown



MEMBERS OF THE CFB Comox Credit Union audit board pose for our overseas cameraman, before auditing the books of the Naritasan Branch of the C.U. While the members of the board were carrying a lot of yen around with them, they were quite free of worries of attacking bandits known to inhabit the area. As can be seen from the photo, they are all holders of the black belt.

in our aircraft as almost all base personnel looked through it at one time or another during the display.

With the briefings and display behind us, we were invited to take part in a luncheon with the Japanese squadron commander and his staff. This proved to be most pleasant and interesting as there was a host for each of us at the dinner. It was informal so there was ample time to ask

questions and find out about the customs of the country. As lunch came to a close we were informed that they had arranged a tour to one of the more famous shrines in the area. With that in mind we once again embarked with our trusty bus driver.

The Naritasan Shinshoji Temple exceeded our expectations of what to look for. While there we were able to enter the Main Hall (Hondo) and witness the Invocative Holy Fire Rite. Apart from being most impressive we were able to enter the altar area. Unfortunately custom forbade the use of flash cameras while in that area. The

ceremony lasted for one half an hour and then we had a short break before our ride back to the hotel. This enabled the Demons to pick up a few souvenirs for home.

As Saturday was the next day the Japanese military only worked half a day. This gave the Demons crews a chance to tour the country on their own. The crew elected to have a tour of Tokyo by bus. This proved to be most interesting. The bus ride into the city was about one and a half hours long. Our guide for the trip spoke very good English and proved to be very knowledgeable on the area and customs of the country. Each bus also carries an attendant who aides the driver in watching the road. In our case this proved to be a very pretty young girl, who, in times between watching the traffic kept us entertained with local and traditional songs. The tour took almost eight hours and for the benefit of the Chaplains we once again visited a Shinto shrine. A new record for the Demons, church twice in as many days.

As our time in Shimofusa came to an end we were looking forward to our next stop along the way. This would be the joint Japanese and American base at Iwakuni, Japan. This proved to be the most interesting of the spots stopped at as we stayed in a Japanese style hotel. This meant the sliding paper doors and sleeping on the floor. The one drawback to this was the fact that the air conditioning was cut off at eleven in the evening. Our schedule at Iwakuni was not quite so demanding as there was just the normal static displays put on. Unfortunately Expo was not really near at hand so the crew spent their time visiting other points of interest such as Hiroshima and the Miyajimaguchi shrine.

With nearly a full week in Japan our time was drawing to a close and we began to prepare for the trip back home. Final souvenirs were purchased and stowed in the aircraft. On Thursday, Sept. 10, we departed the land of the Rising Sun for the

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407 Squadron Tech Ramblings

Gun Plumber's Corner reports the demise of their "Kempire" (see photo this issue) and join in wishing WO Ed Kemp the best of luck: may all your lures catch fish. Jack Huffman has returned from leave claiming that there's nowhere like the Armament Section to come back to for a rest. An armorer's welcome to WO Jim King, a recent visitor from the Eastern Empire at Greenwood, whose efforts while here were intended to give the QJT a shot in the arm. Hunting widow's wails are again being heard from the distaff side as the fanatics take to the wilderness. Reports on the grouse outlook are promising for later in the season, thanks to this years good crop of chicks which are maturing rapidly. Chris Stoyles figures that the guys who got "chicks" on the weekend were being untrue. WO Dave Hansen's stint of riding shotgun on the section came to an abrupt end with the return of Capt. Peigl whose leave was cut short when his beach house on Hornby Island fell victim to an unscrupulous bulldozer operator. Course widows are almost innumerable. Oh well, "Happy Homecoming". Just ask Shorty Ryan what some guys will do to get hold of a box lunch. Honestly, volunteering for test flips has to be the living END.

With a 100 per cent turnout of 5 boats carrying 11 contestants and weather conditions improving as the day progressed, the recent Torp Shop fishing derby was a wonderful success, except that the fish failed to cooperate. The event was later dubbed "The Max Weegar Derby" since his two fish, a five pounder and a smallish 1 pounder, were the only ones caught and netted him both the 1st and 2nd prizes which consisted of about 10 bucks worth of assorted salmon lures. Incidentally, these were Max's first salmon catches - a great way to commence ones fishing career. Dave Webb won the 3rd prize for his most unusual catch of a herring dodger and plug which he landed after a fierce battle with a massive kelp. Two consolation prizes, reputedly revolutionary ultra new type fishing lures, went to boats skipped by Bob Collins and Brad Hood. Bob's lure looked suspiciously like a large kept bulb and Brad's bore a remarkable resemblance to a piece of gnarled concrete reinforcing rod which might double as an anchor but in no way will its new owner be convinced has a salmon catching capability. With the return of Bob Thurley and Ron Livingston from leave, only Jerry Lanouette remains lost somewhere on the mainland. Ron returned to the Island sporting a new "Lady Bug" (Volkswagen to you). Rumor of the month: Wilf Whalen is getting posted to Newfie.

The recent big event in Air Photo was the belated arrival of Sgt. Bill Searle who has been in transit from 4 Wing for the past



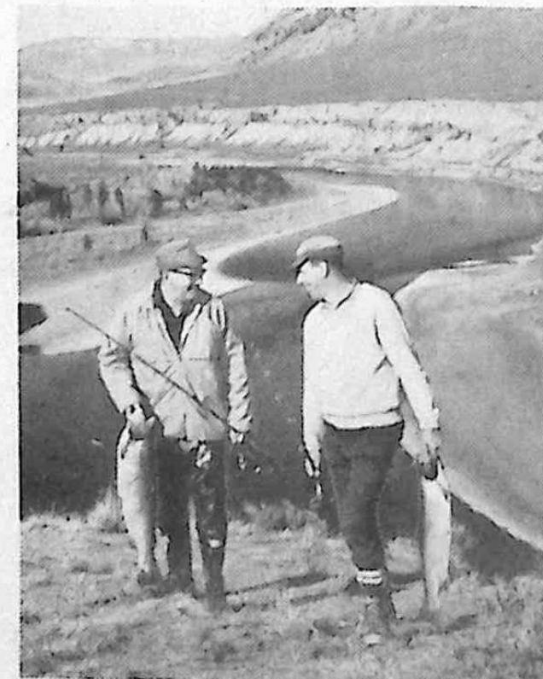
LUREMASTER AWARD. L. Col. JS Middleton presents the "World's Greatest Luremaster" award to W.O. EW Kemp on the occasion of his retirement from 407 Sqn. and the C.A.F. after 26 1/2 years of service. Ed has taken up permanent residence in Courtenay and will be kept busy cranking out his famous salmon lures on a full time basis. (Base photo)

two months. After many harrowing experiences and untold hardships, his trusty VW bus finally staggered into Actionland. Speaking of events, three of the blessed variety are in the offing for section wives with two target dates already extended and tranquilizers about to be added to the dinner menu. Carrying a load of letters and suggestions for the inhabitants of Parliament Hill, Sgt. Jim Holmes departed for the place where it all began for him, the CF Photo Unit at Rockcliffe. Denny Denton must have completed his language questionnaire properly since he left almost immediately for two weeks of foreign language OJT in Japan. Now Don Clark is hoping Denny will bring him back a genuine Geisha Girl to keep him company on those long winter night shifts.

Once again, greetings from the fixit corner of the best Argus squadron on the west coast. As usual, we are up to our elbows in such technical matters as how to —CENSORED—. We hope that everyone appreciates the lovely golden sunsets we are

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Stay home and go places in Beautiful British Columbia



For exciting holiday variety, your home province has it all. From big city fun in Vancouver to relaxing ranch life in the Cariboo. From historic sites like Fort Steele to natural wonders like the Fraser Canyon. From warm, sandy beaches to magnificent mountain reaches. Name your favorite kind of holiday country - chances are you'll find it right in your own back yard.

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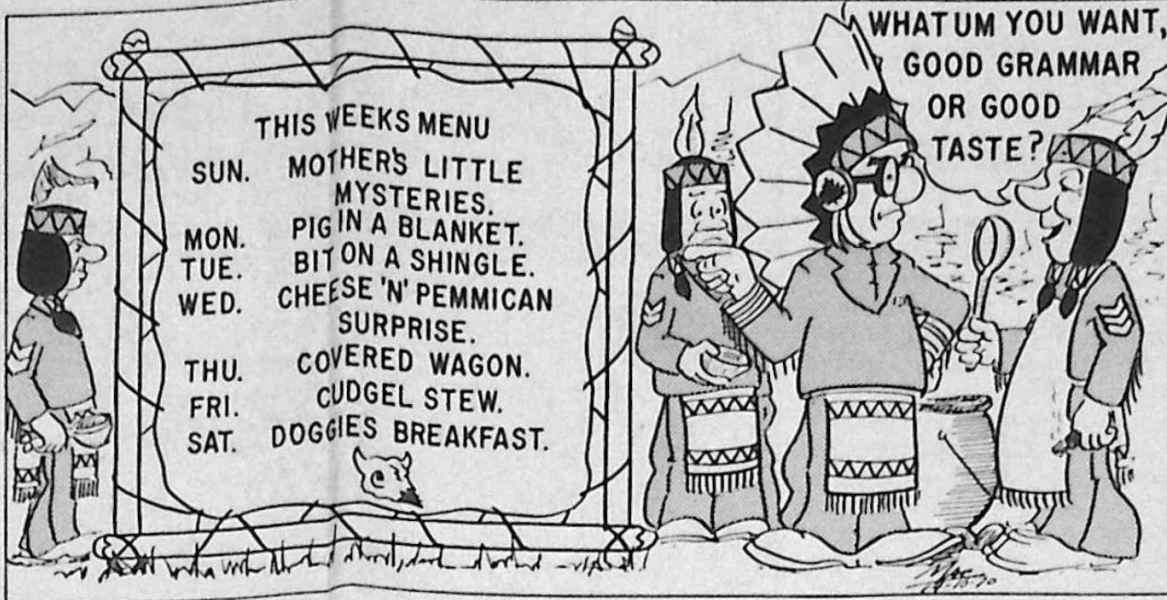
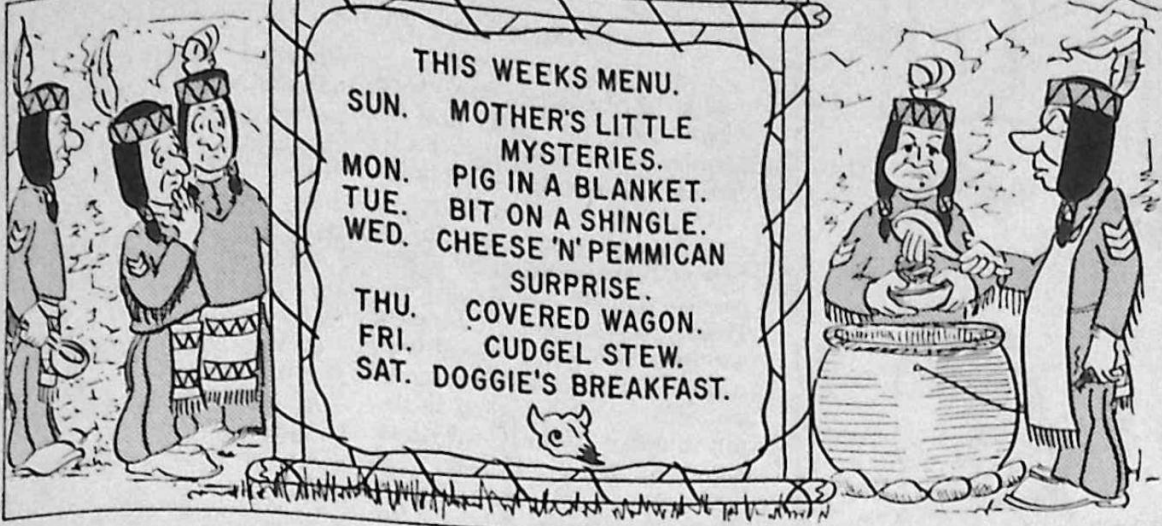
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Elderly navigator passed milestone

Capt. Doug Munro, one of the more venerable of the archaic group of Voodoo scope wizards who park their wheel chairs in the Nighthawks parking lot last week hit a rare milestone in the Voodoo business when he flew his one thousandth hour in the noisy kerosene guzzler. The Voodoo is the third aircraft type in which Capt. Munro has flown 1,000 hours.

The first airplane in which he spent 1,000 hours was the Lancaster. Much to the surprise of some of the younger members of the squadron, such as Guy Sullivan, none of this was during World War 2. It was all flown chasing whales with 407 Squadron.

His next 1,000 hour airplane was the elderly Dakota, and hush up that man who is asking when this story is going to enter the 20th Century. Doug's 1,000 hours of Dak time came while he was on the staff of the Air Navigation School in Winnipeg teaching aspiring navigators how to use their dividers to spear good food from the RO's plate.

The bulk of his 1,000 hours of Voodoo time was flown while he was a member of 416 Squadron at Chatham, N.B., which is where we send people to train until they're good enough to be members of 409 Sqn.

The pilot for last week's memorable excursion was Major Bert Marcotte, who was kind enough to lead Doug out to the airplane and lead him back again after the trip.

Perhaps the happiest person about the whole thing was the flight scheduler, Capt. Don Middleton, who said, "Good. Now he's got 1,000 hours flying time, I can schedule him for 1,000 hours alert time next month."

Marcom Goes North

Maritime Command ships and aircraft are conducting the first major anti-submarine exercise in far northern waters since 1961. Rear Admiral H. A. Porter, commander of Maritime Command, says the exercise which began Aug. 23, is enabling Canadian sea and air personnel to gain ASW experience in northern operations. The ships and aircraft also provide a tangible presence in the Canadian North.

Units taking part include the destroyers Annapolis, Fraser, and Terra Nova, the operational support ship Protecteur, the submarine Ojibwa and long-range Argus anti-submarine warfare aircraft from 404 Squadron based at Greenwood, N.S. The exercise area extends from Frobisher Bay into Davis Inlet and in coastal waters as far south as Goose Bay. Argus aircraft are operating from Goose Bay.

The exercise is being conducted by Capt. C. G. Pratt, commandant of the maritime warfare school, Halifax, who has established his headquarters at Goose Bay. Fleet units are under the operational control of Capt. J. M. Cutts, commander of the 5th Canadian destroyer squadron. Fleet units are scheduled to return to Halifax September 4.

10 Years Ago

M.E. Drivers stage Roadie on the tarmac of the new alert hangers. Winners of the grand scrape and scunch derby were: LAC M. Caljouw, who won the grand prize of \$25.00. LAC W. Duggan won the \$10.00 second prize and Cpl. R.C. Bartlett took the \$5.00 third prize money. Mr. F.D. Jarvis drove off with the \$10.00 civilian first place money.

Navy wins Tri-Service Track Meet held at Naden. The navy showed exceptional spirit and talent and won the championship with a total of 137 points. The Army came out with 83 points while the Air Force only collected 74, although they did manage to set one of the new records. LAC Cutler won the discuss event with a toss of 122 ft. 9 inches to set a new record.



"WHERE ARE YOUR Mae West and parachute?", says an astonished Lieutenant Colonel Sam Telford (R) to Captain Doug Munro. Col. Telford had gone out to the airplane to congratulate Capt. Munro on completing 1,000 hours of Voodoo flying, but instead found himself giving an impromptu lecture on the hazards of flying without the proper equipment. Looking on is the pilot of the airplane Major Bert Marcotte, who is trying to explain that Capt. Munro's Mae West and parachute had been taken by a hijacker who had defected to Puntzi Mountain.

VOODOO NUTS, BOLTS AND VOLTS

Less than a million Wow! If I'd have known that the Bonaventure was going that cheap, I would have bid on it myself. Parked off Tree Island what a tourist attraction it would have made, but as usual I missed the boat, financing is too expensive.

I talked to one of our AF Tech Cpl about his air force career. In 17 years of faithful service he has only two sick parade entries on his medical record, one of which was a sprained ankle. It must be something of a record. He just doesn't believe in getting sick. Not many of us can claim such a record. Of course 17 years and still a corporal is not uncommon but that's another matter. There must be records in that department and they're probably all in the new air element.

We've had a few personnel shifts. The MSO ASO and LSO WO positions will be headed by new chiefs in preparation for our fall exercises.

New faces in the establishment consist of WO Mac Elliot (AVN-Tech) Sgt. Bruce Jubb (AETech), Cpls Tom Hickey, Bob Smith, B.N. Cook and F.L. Derrien, E. E. Sutton, Pte Riddell (AF Tech), Cpl A.C. Jarvis, Dave Smart, and R.W. Wood, Ptes W.D.C. Brown, Cpl Engel and G. Cosgrove. P.S. - There were also some W.T.A. postings in but they are so far removed you hardly ever see their faces. The additions are Cpls Robert Craik, Keith Liscum, Dave Stubbs and Ed Ram from the Air Division, plus Ptes Dave Longpre and Ron Williams from Camp Borden.

To all the new comers we say welcome aboard, we hope your tour won't be too trying.

The BAMEO Fall party is scheduled for 1 Oct. watch the notice boards for details. We expect a big turnout.

The results of Plan Restore are in and it seems everybody that applied is happy. It makes one wonder what things will be like after all our "restore" boys are gone! Only time will tell!

New Chairman

The appointment of Mr. P.C. 'Phil' Garratt of Toronto as Chairman of the Board, Hall of Canadian Aviation History and RCAF Memorial has been announced by Project Office Headquarters in Ottawa.

Mr. Garratt is the retired Managing Director of the de Havilland Aircraft of Canada, Limited. He remains as a Director of de Havilland and Hawker Siddeley Canada Limited.

Mr. Garratt was born in Toronto and educated at the University of Toronto. He was a fighter pilot in World War I, and flew as a test pilot in the 1920's. He conceived the original DHC-2 Beaver aircraft, and directed the development of the famous Chipmunk, Beaver, Otter, and Caribou airplanes. These aircraft are operating in 64 countries.

Mr. Garratt was awarded the McKee Trophy in 1951 and 1966. He was the first winner of the C.D. Howe award - "for planning, policy making and overall leadership in aeronautics and space". He received the Civic Award of Merit from the City of Toronto in 1965.

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Warren Takes OPS Job

(Left over from last issue)

L/Col Douglas (Duke) Warren has been appointed Base Operations officer at CFB Comox. He replaces L/Col Charles Steacy, who has gone to take charge of tanks, bicycles and strollers in the Puzzle Palace that is Mobcom Headquarters.

L/Col Warren is one of Canada's premier fighter pilots. He enlisted in the RCAF in 1941, got his wings, and was promptly whisked overseas to fly Spitfires with 165 (RAF) Squadron. Two years later, he was transferred to another Spit squadron, the RAF's 66 Squadron, where he stayed until the end of the war. His services earned him the D.F.C.

Since the war, Col. Warren has virtually made his home in fighter aircraft. In the late 40's and early 50's, he flew Meteors, Vampires, Mustangs and Sabres. At one point he was seconded to 39 (USAF) Squadron in Korea, where he flew the F-86 Sabre.

More recently, he has been attached to the German Air Force, served with the Direc-

torate of Flight Safety, commanded a radar unit, and directed fighter operations at NORAD Headquarters, Colorado Springs.

So far, he hasn't started harassing 409 Squadron for a Voodoo checkout, but the squadron is girded.

New trades

OTTAWA (CFP) - Corporals and privates interested in a new service career might consider remustering to a topographical surveyor or map reproduction technician.

Surveyors require Grade 10 Ontario or equivalent, while technicians need Grade 12. Applicants require a medical profile for their trades, and must be under 35 years old.

Terms of service, if accepted, will be according to CFAO 11-12, paragraph 17, and all applications must reach DPCM EC before Oct. 26.

Nighthawks Nest

The editor of this illiterate rag regrets to inform his loyal readers that the writer (?) who normally manufactures the drivel known as the "Nighthawks Nest" is unable to do so this week; it seems that he has been selected to add a bit of much needed class to the squadrons "William Tell" team. Since receiving the startling news of his selection he has been in the bar, hopelessly attempting to bring his drinking game up to an acceptable standard.

A remarkable transformation has taken place among the squadron's "rug heads". You can actually see Harry Reddens ears, and while a phrenologist would still have to use a garden rake to read old Gord's skull the overall improvement is commendable.

Mexican Tequila Distillers have announced a sizable dividend for their shareholders following the announcement that Phil Schreiner and Gord Saunders have moved into the "Sugar Shack."

The fall madness known as ground school got off to its usual resounding start last Friday under the watchful eye of Ken Driscoll and Guy Sullivan. The latter gentleman treated us to the ground school officers distorted idea of what a Red Book Quiz should look like. The thoroughness of the exam baffled Bob Barr so much that he kept quiet for the first time all afternoon.

Tony Brett, Ernie Briggs and their lovely wives treated the squadron officers and wives to an excellent Box Lunch last Saturday evening at Chez Brett. It was an outstanding party and much enjoyed by all; many thanks.

Flight scheduling officers have been wandering around with a puzzled look on their faces lately wondering where everyone is. Its only fair that we tell them. John Clark is asleep at home and Gord Saunders is asleep in somebody's bathtub. Don Elphick is convalescing in Calgary following a two week stint of telling fibs to the public at the PNE. Henri Dierlart has finally returned from his month in Chatham. He'd only planned on being away three weeks but it took a little longer than expected to bring 416 Squadron to Combat Ready status. Ern and Diane Poole are spreading charm (Diane) and good will (Ernie) in Bismark N.D. Actually Ernies not spreading good will at all but a little kindness never hurt anyone. Sam and Sigrid Howard are IWSing it in the land of the Big BX.

LOST The Commandant of Canadian Forces Staff School, Toronto wishes to know the whereabouts of one Captain (N) Hugbert Fischer who is allegedly five months overdue for his Staff School Course. Anyone knowing his location kindly contact the nearest RCMP Detachment or phone the Commandant collect.

FOUND A MARK: Anyone wishing to supplement his income by sporting bets or by selling outdated and useless items contact Capt. Peter Dunda. Phone 334-4226. If Sue answers forget it, she's too intelligent.

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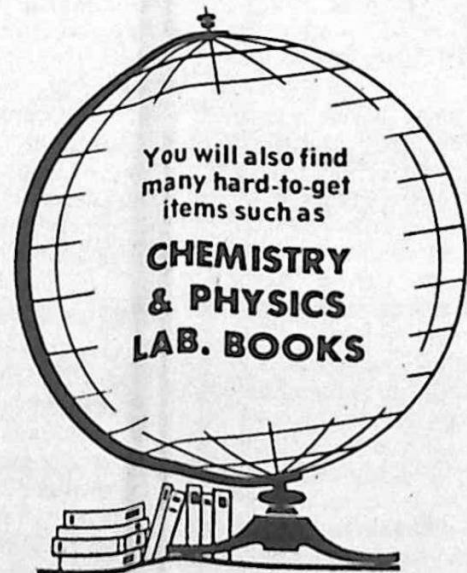
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Radical Surgery

"Having convulsions and has to be taken to Vancouver immediately for emergency treatment? And only four months old. I'm awfully sorry, doctor, but we just haven't any aircraft available to do the job. You see, there's a search going on in the interior just now, and all of our aircraft are either searching or on maintenance. Why don't you try the evening flight on PWA? No, I suppose emergency facilities on that flight will be limited, but it's about the only thing you can do. What's that? Yes, doctor, I'm sorry, I hope she makes it too."

Does the above one-sided conversation sound unbelievable? It was. Until a few weeks ago, that is. 442 Sqn. used to have eleven flying machines: Daks, Alberts and helicopters. Their primary role was search and rescue, but they also managed a regular and heavy commitment of sked flights, and an aircraft could always be made available for air evacuation if a medical emergency arose. During 1969 a total of 90 air evacs were carried out by the team at Comox; so far, in 1970, there have been an average of two or more air evacs every week. But, although qualified medical personnel are still available to do the job, transportation can no longer be depended on.

1970 has not been kind to 442 Sqn. The Alberts and Daks have gone and the total aircraft contingent now stands at three Buffalo and two helicopters. Five aircraft in place of eleven. The job hasn't changed that much: the primary role is still search and rescue; the secondary role is that of transport; and consists mostly of scheduled flights. And last priority is given to mercy flights. Of course while a search is being conducted the scheduled flights are all cancelled, and no aircraft are available for air evacs. During the last week a search has been in progress. As this is written 442 Sqn. has three aircraft searching, and the other two undergoing maintenance. In the last five days at least three air evacs have been turned down.

The west coast of Canada may be regarded by many as God's country, but in some ways it is a most inhospitable land. Logging, fishing, mining and lumbering industries have scattered people in a host of tiny and remote settlements. Many of the jobs in exactly these industries are in the high hazard category and when an accident happens it is usually serious and immediate medical attention is required. Most of the roads in these back areas are little better than trails, so land travel is slow and tortuous at the best of times, and virtually impossible during rain and snow seasons. Other communities have no roads and transportation is only possible by water or by air. Water travel, of course, demands a reasonable sea state. Air transport, then, is the most reliable, and in many cases, the

only possible means of providing emergency assistance to these remote communities.

The records show that the whole west coast area has come to rely on air evacuation being available when required. And so it should. Surely this type of public service is no less important than an adequate police force or fire protection system. Unfortunately, the service that has been provided in the past cannot be relied on in the future.

Assuming that an air evac is necessary in this area, it is certainly the responsibility of government to see that such a service is provided. To set up a separate agency for this service would be both complicated and costly. It would require trained medical personnel, appropriate aircraft, and qualified aircrew. CFB Comox has all of these things and is willing to do the job. The aircrew are all professional. The nurses are all flight nurses, have aero-medical training, and are air evacs qualified. The helicopters and Buffalo can carry stretchers and provide space for administering emergency medical attention in transit, (impossible in a commercial passenger aircraft) and can provide a rapid one two operation from a remote area, the helicopter going in for the pick-up, and then transferring to the faster Buffalo. The only problem is that these aircraft are not always available.

We in the military like to think that our goals are the goals of Canada. We are always Johnnie-on-the-spot in times of national crisis or disaster, flood, fire, or a striking police force, even an earthquake in Peru. And so it should be. But is an individual disaster less worthy of swift attention? What about the logger crushed by a falling tree top or the pulp mill worker who's been mangled by a wood chipper, the hunter who is the victim of a 'sound' shot, or the diver suffering the agony of the bends? What about the mother with complications at child birth, the child in coma after being carried from the playing field, or the baby in convulsions? And what about the unanswered prayers of anguish and the tears of frustration when that telephone voice says, "I'm sorry, there just isn't an aircraft available," and the sterile wish that if only it would have happened last week, or maybe two weeks from now, something might have been done.

442 Sqn. has experienced such radical surgery this year that it can no longer conduct mercy flights on a regular basis. If present priorities remain the same, and if no aircraft are added to handle the air evacs role, then this situation should at least be publicized. If we cannot continue to provide the same service as before, it is our responsibility to so advise the public, that victims of the fates can cease to hope in vain for emergency medical assistance that cannot be given.

Support Small Business

Now and again those servicemen associated with base newspapers hear disquieting rumblings about going regional, or going national. There are those who would seek to eliminate ("combine", they say) all of the unofficial base newspapers, and set up a few regional, or one single, national military newspaper. Such a newspaper, ideally, would combine the best features of all base newspapers now in existence, and draw freely from the newspaper talent and experience now evident.

There are two major advantages that a single newspaper would have over the present scattered group of locals: each local paper now prints a reasonable percentage of the same Canadian Forces Press material — a single newspaper would eliminate this duplication; and each local paper depends on local advertising for most of its revenue — a national newspaper could solicit national advertising, obviating the need for local advertising, and eliminating the dozens small advertising staffs.

Detractors of the single newspaper idea point out that a national military paper which sought to incorporate something of interest for everyone would be neither fish nor fowl. At best it would be a lukewarm newsprint supplement to the Sentinel, and at worst a watered down extension of weekly routine orders. Supporters argue that the national newspaper could have local supplements installed before distribution, and could thus provide local news and comment along with national and international material. It is difficult to believe, though, that the editor of a national newspaper would consent to the inclusion of a supplement in his newspaper without first having the opportunity to edit (or censor) that supplement. He would have to protect himself, for even though the paper might still represent itself as an 'unofficial' service newspaper, the bulk of its readership would nonetheless consider it an official newspaper of the service. And the local supplement would assume the authority of the newspaper in which it was inserted.

Perhaps the whole argument turns on what the aims of our present unofficial newspapers are, and whether or not those aims could be achieved by a single national military newspaper. The primary aim of a base newspaper is certainly not to present complete and comprehensive coverage of world news, Canadian news, or even Canadian military news. Big business looks after that. And any serviceman who limits himself entirely to reading the Totem Times will find that he has become a thoroughly twisted individual. No, a base newspaper seeks primarily to select and present items of interest to the majority of its readers, but not available through most regular channels. These include some items of national importance, to be sure, but more often they consist of items describing policy changes, or decisions which affect the structure, the aims, or the direction of the CAF and which directly, or indirectly, affect large groups of servicemen and their families. Base newspapers also give high priority to local news, sports and activities.

But perhaps the major contribution of this type of newspaper lies in presenting a serviceman's forum at the local level. It isn't management presenting required

reading and telling you what to do or what to believe. It's ordinary servicemen who have noticed problems and have thought them through, researching them as much as possible, and then presented the problem, the argument, and their conclusions. It isn't the word of God. It's one man's viewpoint, and is coloured by his education and experience, as well as by his prejudices. If the reader disagrees with a certain argument or its presentation, he can air his own views in an article of rebuttal or a letter to the editor. He can even protect his identity if he so desires. Base newspapers often get considerable response from an interested readership, particularly if a controversial subject has been broached. How much reader response could a national newspaper expect? Perhaps more pertinent, how many controversial subjects would be dealt with?

It is precisely because all manner of problems are discussed in these local papers that management is given an extra tool to assist it in its function. That tool is feedback, which offers a little greater breadth of understanding of the problems and frustrations of the average serviceman, and provides a fairly accurate gauge of service morale at any particular time. A national newspaper could never fill this function because it would only hear about what a great job management was doing, and the ordinary serviceman would be constantly told how lucky he was to have such fantastic management doing such a wonderful job for him.

Base newspapers are sometimes criticized for editorial pages which carry too much criticism. But then what do most people talk about? They mention their successes, but they dwell on their problems. Should a newspaper staff then paint a rosy picture? They could hardly do that and continue to live with themselves. These people don't pursue any personal vendetta, nor do they criticize just to rabble-rouse. Most of them have considerable time in the service, and the service is their first love. They refuse to stand idly by and blindly accept the present situation in the name of loyalty. They see and understand the problems and they press for change. Sometimes they get their knuckles rapped, but that is always the hazard of taking initiative. Mind you, they don't work on the paper only for love. They do it also for the challenge, and for the personal satisfaction that they get out of it, and maybe just to be part of the action. Each editor and his staff identify completely with their newspaper. The ultimate compliment is that many of the readers do the same, and they continue their subscriptions long after they have moved away.

Whatever it is, forum, soapbox, and erstwhile news vehicle, the base newspaper serves a function which could never be duplicated by a national newspaper. The editors and staffs will make mistakes and they won't be as professional as a national newspaper staff, but perhaps these very foibles help to give the base newspapers a down-to-earth quality which lends them more credibility than a national newspaper could ever enjoy.

Your base newspaper has only your best interest at heart, so don't let it be muzzled by compulsive organizers. Support small business.



... threw his hat and shoes away and screamed "to 'ell with it, if you can't fight 'em, join 'em."

From up in my Perch

By Seemore

Any Pigeon worth his beer ration had to go to see the movie "The Battle of Britain." I am no exception, clutching my ol' kit bag in my hand I paid my \$1.25 (the show was so good they charged near downtown prices) and filed in to see this historical event relived. Perched on the edge of my chair, hugging the kit bag with one hand, and sucking the thumb on the other hand, I became engrossed in the action. No, the Battle of Britain is not exactly a new subject on the screen. Everyone has seen the for real action on cine gun movies of the real thing, seen newsreels of London burning and listened to the old fighter pilots, (and some who pretended that they were) describe the action. Not even a hard hearted Treasury man could be unmoved by the stories of heroism that came out of the fall of 1940.

As I watched the drama unfold I couldn't help my mind wandering from the story to the technical aspects of performing a dog fight, having aircraft disintegrate mid air, or having London re-burnt with such realism. I couldn't help wondering too, what kind of money the actor pilots got for fighting the sham battle as opposed to the money that the real performers in the real battle had received.

Who couldn't help getting a little melancholy as they watched a for real Group Captain, tour his Station and tell his Station Warrantor to get the place cleaned up because it looked a little tatty? Or when the SWO yelled and screamed at the troops, who in turn yelled him for it? What memories were brought back seeing the hordes of W.D.'s walking in those squat heeled shoes that turned their legs into fireplugs? How about the majestic sight of Air Vice Marshals and Air Commodores, or even LACs?

The show ended without my even moving from the edge of my chair. (That's some sort of a record for me). And I filed out of the theatre dabbling my eyes with the remaining dry portion of my ol' kit bag, I couldn't help thinking "It would sure be great to be in an Air Force again."

Early this week I received a little prophecy from good ol' Uncle Sibelius. Uncle Sibelius as you may recall is the retired Corporal who lives in a tar paper shack just off the end of the runways in Winnipeg, who makes all the predictions for my column. This month's prediction was written on the back of an 8 by 13 1/2 inch piece of paper that turned out to be an old DRO.

Uncle Sibelius predicted: A pay raise for the Generals of about 5 per cent to be announced in September. (This proved to be accurate, see news item in this issue); A pay raise for professional officers (Legal beagles, Witch doctors and tooth pullers) on the average of about 5 per cent, to be announced late September or early in October. Pay raises for Lieutenants and Corporals of 5.6 per cent to be announced in mid-October and back dated to October 1, 1970. Pay raises for other ranks have been deferred, Boffins studying their pay scale think that they are just about even with their civic counterparts.

Working on the 5 per cent figure, a General's monthly pay increase will be greater than the total amount I would get for a pension right now. It is encouraging though, to know that with the new pay raise, the General's are making just a little more than a lead hand in a pulp mill.

I'm glad to hear that the professional officers will be getting a raise, especially the Legal types. They're the ones that will be doing all that extra work at the Courts Martial of the entire Totem Times Staff.

The 5.6 per cent raise for Corporals and Lieutenants is more than enough to disqualify most of them for their welfare payments. This meagre raise, will naturally be taken care of by the phenomenon of annual rent increases. If the current trend in PMQ rents continues a four bedroom job like mine will cost more than a four bedroom suite in the Hotel Vancouver.

Mushroomer of the Week: Major Keir has been nominated for the McKee Trophy for his efforts in the furtherance of Air Travel in Canada.

LETTERS TO THE EDITOR

Sir:

The July 17 issue of the Contact carried a reprint of a sardonic letter to the Comox Times which allegedly expressed a consensus of opinion regarding the RCAF Memorial, and which in my opinion was curiously out of place in our local newspaper. If the purpose of running the reprint was to demonstrate some principle concerning freedom of the press or editorial prerogative, I suggest a point of view with less innuendo and more credibility would have been in better taste. Furthermore, the article appears to be somewhat out of context in that neither the original article referred to in the letter nor a countering viewpoint, presumably also carried in the Comox paper, have been reprinted in our Contact.

Regardless of the motive in question, and its just possible the motive was to stir up a little interest, the point that disturbed me most was "Taj Mahal's" subtle mix of fact, fiction and sarcasm obviously designed to discredit a project to which a sizable number of our fellow servicemen and women have freely chosen to give their moral and financial support. The literary technique employed by the Comox writer is an example of satire in its truest and most effective style, a technique traditionally considered commendable if employed to expose folly or evil for the benefit of mankind. But, what hidden evil is associated with the RCAF Memorial project? When people think enough of their past association with the RCAF to donate time and money to a project which aims to provide a permanent, functional symbol of that aspect of our Canadian heritage, I think we have a situation wherein people are acting in a rather honourable manner. Conversely therefore, to deliberately ridicule the project seems to be a somewhat less than noble act, and is a prime example of the malevolent

mentality this world could use a good deal less of.

The above opinion notwithstanding, I think forward looking, constructive criticism is desirable and beneficial. Forthright questions and answers can do much to resolve misconceptions about the Memorial project, some of which have been a major hindrance in achieving the popular support required to make the in-service campaign an assured success.

The matter of achieving the overall goal of 3.6 million is of course still an open question. However, despite the irony of the apathetic response shown by many service personnel to date, many of our personnel are giving generously, and the response from non-service elements is very encouraging. The Memorial is therefore still a viable project which, if built, will unquestionably provide present and future generations with a unique symbol of National achievement. The intrinsic value will compound with time and rapidly surpass the nominal cost of construction.

Maj. K.G. Manning

Dear Sir:

"Plan and Restore" a phrase that sounds like a title of a new book where within its pages unfolds all the drama, excitement, and suspense of a war novel... destined to become the nation's best seller, at least as far as the servicemen of the Canadian Armed Forces is concerned.

For many it is the parting of the wave, the Fork in the road, or a breach in the Air. Its a turn in direction to a new way of life having given 20 years more or less in the service of their country.

The decision for those who did take the Government's offer was no doubt well thought out by one and all based on their own desires and needs and the uncertainties which at present seem to plague the future of the Canadian Armed Forces.

For them they are at the peak of their professional skill in all phases of their work... you might say on the verge of all becoming supervisors in their own field, provided they complete 25 years as a Corporal.

Recollections of these men will be quite varied largely on where they have served. To some the names of "mustang", "Vampire", "North Star", "Dakota", "Sabre", "CF100", "Neptunes" and the "Albert" have left their mark etched into their memory for all times. Others will remember the opening of a new "Wing" overseas, or the closing of one. A squadron being formed, or one disbanded. The T.D. trips to "Rabat", "Sardinia", "Belgium", "England", "Bermuda", "United States" and countless other places too numerous to mention. They too will recall Guard Duty, Duty Crew, Duty Watch, Fire Picquet, Crash Crew, Honour Guards, Parades, Orderly Corporal, and even to the extent of refueling a "T" Bird leading edge tank especially in winter.

Code names like "Zulu", "Carte Blanc", "Apple Jack", "Lemon Juice", "Snowman", "Round House", "Broken Arrow", "Cocked Pistol", and the ever popular "Fade Out" will not be forgotten.

The good times too will also be remembered especially to the people they have shared them with.

The postings and transfers by all the members of their families will be remembered. The readjustments, change of schools, PMQ waiting lists, language barrier, change in climate, a new family doctor, dentist, music teacher.

Yes the list is endless. When one looks at the list of newly arrived privates, will they be able to fill the shoes of these men? Yes they will in time after they have experienced some of the things their predecessors have and at that it will take years.

VOICE FROM THE TOMB

An editorial from the Trenton Contact

With the contribution Thermometers at our gates and the Memorial sign close by, it is only natural that the Hall of Aviation History is a continuing source of interest and discussion to we here at Trenton. Recently it was possible to interview Major Dave Tinson, an Information Officer of the Memorial Fund Committee. Major Tinson's past service in the forces has been spent in the Air element where he has completed nearly 18 years of single engine jet flying. He is pleased to have been appointed to the Memorial Committee because he believes in it and wishes to see it built.

The questions included in the interview are from interested Contact readers.

The Memorial Fund Project Office has been asked by your editor to answer some questions passed on by personnel at CFB Trenton. We were glad to hear from Trenton which has been by far the strongest supporter for the Hall of Canadian Aviation History among Canadian Bases.

We'd like to first bring you up to date on the financial status of the project thus far. There are 5 campaigns scheduled to raise money. The in-service campaign is pretty well finished, although many bases, particularly Rockcliffe, continue to support us with special events. The Women of the RCAF have raised about \$2,500 towards their goal. The Corporate and Special Names campaign is being aggressively pursued, although results are slow. Money for donation by Canadian industry is particularly tight right now, certainly much tighter than when we launched the Memorial in 1967. The last two campaigns, the Air Cadet Marchathon and the RCAF Association, are scheduled for completion this fall. The RCAF have made us their number one project for '70-'71.

We've got a lot of quietly loyal supporters who keep sending in their dollars every month. We've also got a few very vocal critics, who like to chip away at the little guy's effort. These people sometimes remind us of Sir Sam Hughes, Canada's War Minister from 1911 to 1916. He was approached by a group of students from the Curtiss Flying School in Toronto who were seeking increased government interest in aviation. Sir Sam said:

"My boy, you and your friends have been led up the garden path. My advice is to forget all about this flying business. The aeroplane has no future at all. If I were a military commander in the field and should want to see what was happening, I would climb the nearest hill and look around me. If that were not high

enough I would find a tree on the hill and would climb that. The aeroplane is an invention of the devil, and its only purpose has been to draw away from the army many of our best young men!"

Anyway, in a more serious vein, the specific questions put to us by Contact were:

Q. 1 — Is the estimated cost of \$3.6 million still valid?

A. — The cost estimates for the building were developed in 1969 and were based on construction taking place in 1970. Escalation was applied on the assumption that a two year delay might be encountered. As it is now intended to proceed with construction during 1972, it is reasonable to suppose that the overall cost estimate will still be close to the mark.

Q. 2 — What sector is expected to contribute the largest sum of money and how is this part of the overall campaign progressing?

A. — The Corporate sector, that is the industrial, banking and financial segment of the business world has assumed the responsibility for more than half the overall objective. The results, while encouraging, are below the levels predicted for this date. This is perhaps to be expected in the face of the current financial climate. Those who are undertaking the fund raising are confident that they will reach their goals but admit it will take more time than originally planned.

Q. 3 — Who is doing the canvassing within the Corporate sector?

A. — The canvass is being handled by ex-members of the RCAF, RFC, RNAS and RAF, most of whom saw service only during the war years. For the most part they are top executives of the major industrial and financial organizations in the land.

Q. 4 — What motivates a busy executive to take on such an additional burden?

A. — The reaction of most of these men is that because Canada has played such a major part in aviation... has contributed so much to the great achievements in the conquest of flight... that this story must be made available to the public. By so doing we not only tell the history of Canadian aviation but inspire Canadians, particularly the young, to reach for higher goals... and at the same time perhaps make headway in developing a stronger sense of nationhood.

Q. 5 — How much has been raised thus far in cash and pledges?

A. — Just over \$500,000.

Q. 6 — Of the above total how

(Continued on Page 6)



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EDITOR: Capt. RH Koehn (Loc. 409)
BUSINESS MANAGER: Lt. JR Scott (Loc. 308)
EDITORIAL STAFF: Sgt. HE Miller (Loc. 461)
Capt. RE Merrick (Loc. 409)
SPORTS EDITOR: Lt. J Loring (Loc. 308)
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Advertising — Lt. J. Scott at 308 or 339-3345

FUNGUS FEATURES

by Mac

PSSST, HAVE YA NOTICED THAT THE NEW C.O. LOOKS LIKE CHARLTON HESTON?

HOLY MOSES YER RIGHT.

CORRECTION GENTLEMEN, CHARLTON HESTON LOOKS LIKE THE C.O.

D'YA THINK HE'LL USE THE BUFFALOES TO PULL A CHARIOT?

I DUNNO, BUT WROS CAME OUT ON TABLETS THIS WEEK AND THEY HAD TEN COMMANDMENTS ON 'EM.

OH BOY, IF HE CAN DO THAT 'PARTING OF THE WATERS' TRICK, WE'LL BE ABLE TO LAND THE BUFFS ON THE LAKES AFTER ALL.

MUSHROOM SQUADRON KEPT BUSY

in the good ol' summer time

If you happen to be wondering what your Daddy, Husband and or Boy friend in 442 Squadron has been doing this summer, while you've been taking it easy on the beach this summer, take a look in the Squadron's Operation Log Book.

Starting on the page marked June 19, 1970 we find that a Canadian Forces Ground Search Party and members of the RCMP, complete with a tracking dog re-entered the crash area of an earlier search, SAR Hadgkiss on Roderick Island. The wreckage of a Harvard Aircraft had been found earlier in the year but no survivors. Snow conditions had called a halt to the search. This time, with the aid of the police tracking dog, a sleeping bag and a pair of woman's boots were located about 1/8 of a mile from the crash site on top of a ridge. A flagged trail leading into a small valley was checked. The dog was used in the vicinity of the sleeping bag and other found articles. Having pursued all avenues to no avail, further searching was terminated on the 21 of June and the case was turned over to the RCMP.

The next entry dates 11:20 p.m., June 14. Labrador 403, while enroute to the SAR Broach crash site, spotted the wreckage of CF-YGZ (SAR Granzfeld). Confirmation was made and the RCMP and the AID people were flown into the site. The para rescue people removed the remains of the seven victims and took them to Princeton.

Later that same day, at 5:30 p.m., a Hadley citizen, while on a fishing trip, came upon the wreckage of CF-SRN (SAR Broach). He notified the RCMP who relayed the information to RCC. Labrador 403 was dispatched and took the RCMP and AID to the scene. The pilots body was removed and flown to Princeton.

The 15th of June saw a Cessna 337, with five people on board, overdue on a flight from Kamloops to Castlegar. As the plane was equipped with a Dart 11, Crash Position Indicator, a 409 Squadron T33 was dispatched to carry out an electronic search. An Albatross departed Comox at the same time and carried out a track crawl, while Labrador 402, with the Searchmaster aboard, left for Kamloops to set up a Search Headquarters. By 3:10 that afternoon the searchmaster was informed that the wreckage had been located seven miles southeast of Cherryville and that there were no survivors. The CPI had burned in the crash. AID and the Coroner were flown into the site.

At 6:20 a.m. on the 27th of June, Edmonton Area Control Centre, reported a Cessna 172 with three people on board, was overdue on a flight from Fort Wainwright, Alaska to Whitehorse, Yukon Territory. Albatross 9309 with the Searchmaster on board was dispatched to set up Search Headquarters in Whitehorse. A



ONE OF 442 SQUADRON'S Labradors picks up a patient from the research ship Laymore, off the west coast of the Queen Charlottes. (Photo by Whally Hannam)

joint American Canadian search failed to locate any trace of the AC by July 10 and the search was terminated. On July 18th a civilian helicopter spotted the wreckage. As the site was in American territory, the 10th Aviation Battalion UHID removed the bodies to Fort Wainwright.

Later in the evening of July 4th, the Provincial Health Services requested a mercy flight from Kelowna to Vancouver for a seriously ill 78 year old man. Labrador 402 was assigned to this mission.

At 7:55 p.m. on the 6th., the RCMP at Chilliwack requested helicopter assistance to remove the body of a climber who had died at the 6,500 ft. level of a mountain 30 to 40 miles southwest of Chilliwack. Labrador 402 was dispatched and assisted the RCMP in their unpleasant duty. On the 8th, at 6:10 a.m. a DND official reported a Pegasus Airlift Bell Ranger contracted to the Canadian Forces, had crashed 30 to 40 miles NNW of Pemberton Meadows. Labrador 402, which was enroute to Prince George at the time, airlifted the three occupants, including the one fatality to Pemberton Meadows.

Even earlier on July 9th, the RCMP detachment at North Vancouver requested assistance in searching the southern slope of Mount Seymour for a 75 year old woman, who had been missing for 24 hours. Again Labrador 402 was dispatched, and searched with negative results.

2 hours later on the same day, the Searchmaster of SAR Holliday reported and Edmonton Area Control Centre confirmed that a C180 with 2 people on board was overdue, on a flight plan from Watson Lake to Whitehorse. A civilian aircraft participating in the search, checked out a sighting report on an aircraft on the ground south of Pine Lake Airstrip was not the missing C180. Albatross 9305, which was on SAR Holliday was alerted for

Comox Marine Radio reported the Sara Lene 11 was aground off Cape Lazo. The MV Heron again went to the rescue and towed the vessel to Comox.

For five days the Squadron lazed around with its routine duties until the 15th, when Albatross 9306 did an AirEvac for a Servicemen taking him from Comox to Victoria.

Two days later the Provincial Health Services requested a mercy flight from Terrace to Vancouver for a 20 year old man seriously injured in an accident at Kemano. Albatross 9306 departed from Comox at 10:43 p.m., but the first attempt of evacuation was aborted due to the patient's deterioration in flight and the patient was returned to hospital at Kitimat. At 2:40 p.m., the Albatross with a doctor on board departed Terrace after waiting out the weather to ensure a low level flight to Vancouver. At 5:15 p.m., the aircraft landed at Vancouver, but the patient, unfortunately, had died enroute.

Another restful period until the 20th when the Provincial Health Services Department requested a mercy flight from Prince Rupert to Vancouver for an 8 year old boy seriously injured in a train wreck at Port Edward. Albatross 9306 carried out this mission.

At 2 a.m., on the 20th the Duty Officer at CFB Comox reported that a boy was missing from a scouting trip to Forbidden Plateau. Labrador 403 was dispatched and successfully located the boy.

On July 23rd, at 1242 p.m., the Bull Harbour Marine Radio reported the American Fishing Vessel 'Sunny Boy' off Gosling Island had a crewman with compound fractures of the arm and could not put to shore because of a fouled propeller. Alert Bay Air Services were to carry out the mission but could not proceed due to weather. Albatross 9306 was dispatched but high seas prevented the aircraft landing so medical

Approximately 5 hours later

(Continued on Page 7)

Mushrooms Muster Monday

WO C.H. Taylor, CD, Chairman of 442 Squadrons capable combined Entertainment and mediation committee, announced today that another spectacular, irregular, bacchanalia is planned for next Monday, September 21. The party is to be a stag affair, and will be held in the Totem Inn Lounge at 1600 hours.

"It's a full steam ahead, now or never, type of party" the Wartosser said in a recent press conference. "The guys are leaving the squadron so fast we can hardly keep up with it."

The party is to be held in honor of some departing and retiring members. Those members are: Cpls. King, Fleury and Ross. Captains, Agate, Morris, Glazner, Kilgore, Hulsman, Crawford, LaBell and; Lts. Deacon and Hyland.

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Chapel Chimes



PROTESTANT CHAPEL

SUNDAY SEPT. 20 — Battle of Britain Church Parade beginning at 11:00 a.m. All dependents are most welcome to attend this special service in commemoration of the air battle fought over England in September 1940.

SUNDAY SEPT. 27 — Morning Worship as usual at 11:00 a.m. SUNDAY SCHOOL — Registration for all Sunday School children from the age of 3 up will be held in the PMQ School at 2 p.m. on Sunday Sept. 27. Sunday School classes will begin on the first Sunday in October with children ages 3 to 6 meeting in the PMQ School at 11:00 a.m. and children over 6 meeting in the Chapel at 9:30 a.m. This is the same schedule as last year.

CHOIRS — Junior Choir and Senior Choir practices will begin this Thursday evening, Sept. 17 and will be held each Thursday from now on. Junior Choir (ages 9 to 14) will meet at 6:00 p.m. and Senior Choir will practice at 8:00 p.m. Many members have left during the summer so new members are urgently needed for both choirs. You will be happy to know that Mr. Walter Yeomans will again be the Director of both choirs.

MISSION BAND — Children ages 4 and 5 meet in the Chapel each Wednesday with one group meeting from 10:30 to 11:30 a.m. and the other group meeting from 1:00 to 2:00 p.m. All children in this age group are welcome. For further information contact Mrs. Anne Powers - 339-2173.

CHAPLAIN — Major W. Archer — PMQ 87, Phone Local 273.

R C CHAPEL

Father James G. Campbell — Base Chaplain (RC)
SUNDAY MASSES: 9:30 a.m. and 11 a.m. in the Chapel
WEEKDAY MASSES:

Tuesday 7:30 p.m.
Wednesday 4:15 p.m.
Thursday 4:15 p.m.
Friday 7:30 p.m.
Saturday 7:00 p.m.

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

BAPTISMS AND MARRIAGES by appointment - local 274.
CWL: Regular meeting first Tuesday of the month in the Parish Hall at 8:00 p.m. Mass in the Chapel at 7:30 p.m.

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

CATECHISM: Catechism for students Grade I to VII is held in the PMQ School from 6:30 to 7:30 p.m. every Wednesday.

Chaplain's Comments

BY PADRE ARCHER

It was with a tremendous sigh of relief and a small prayer of thanksgiving that countless parents watched their children go down the road to School a week ago last Tuesday. At last September had come and they were out from under Mother's feet for another ten months.

What a remarkably good looking group of children they were! Most appeared to be very well fed, and a great many had brand new school clothes. The needs of their physical bodies are being well cared for by loving parents. And the schools they were going to were clean, well-equipped and staffed by a fine group of hard working teachers. The mental needs of our children are being well taken care of. But human beings, young or old, are like a triangle; one side is physical, another is mental, and the third is spiritual. Each side is necessary. Each side must be cared for. What provision are you making for the spiritual side needs of your children?

This is the time of the year for a definite decision there. Worshippers are returning to Church after their summer holidays. Choirs are re-forming, Catechism and Sunday School classes are soon to begin for another winter. Are you and your family participating fully in the life and worship of your Chapel or Church? Are you insisting that the spiritual side of your children's upbringing is as well cared for as the physical and mental side? And are you as a parent doing your share by setting an example for your children by attending Worship as often as possible yourself? If you don't, they won't!

Your Chapel needs you, and you need your Chapel.



THE CHAPLAIN'S SECRETARY, Mrs. Ivy Chapman, receives a scroll for FAITHFUL service from the B Admin O. L. Col. Lloyd. With her retirement, Mrs. Chapman ends 13 years of public service at CFB Comox. (A Base photo)

Voice from the tomb

(Continued from Page 4)

much has been in cash?

A. — As of May 31, 1970 (the date of the most recent financial statement) the cash received was \$88,192.23.

Q. 7 — How much cash remains?

A. — All the cash so far has been used up in taking care of the expenses of architects' competition, consultant's fees, brochures, publicity and campaign material and forms, fund raising, and overhead. It is not unusual at this stage of the campaign to find the coffers low, for two reasons: firstly, it costs money to raise money and, secondly, many of the corporations who have pledged large sums delayed their first instalment until the end of this year in order that they may have the use of the capital as long as

possible in the current tax year. For example, one firm which has pledged a very large sum over the next five years does not pay its first instalment of \$20,000 until December, 1970.

Q. 8 — Will you publish a Financial Statement and if so, when?

A. — Financial Statements are published on a quarterly basis and more often if required by the Board. These statements are placed before the Officers of the Board, and are distributed to all Board members. In addition, the Annual Statement is issued as a March 31 each year and is presented at the Annual Meeting of the Corporation and of the Board of Directors.

Q. 9 Have all servicemen who wish to donate been approached?

A. — No. We know that some were missed in the canvass and that perhaps others who decided to support the project did so after the active campaigning on the Bases ended. It would be of great assistance if any in this category would contact the Memorial Fund Coordinating Officer directly or would send their cash and pledge assignments to the Treasurer, RCAF Memorial Fund, P. O. Box 310 Astra, Trenton, Ontario.

Q. 10 — If the Campaign fails, will contributions be refunded?

A. — We are not entertaining thoughts of failure. Airmen are proud of their motto — "Per Adua ad Astra." They have traditionally set themselves difficult goals and attained them. There is no reason to doubt that this will continue to be the case.

Q. 11 — Is there a deadline we must meet to achieve our goal?

A. — This is a matter which is reviewed periodically. A decision was taken recently to delay construction for one year. It was

further necessary to grant more time to the various funding campaigns and, of course, it was brought about to a certain extent by the fact that the RCAF Association and the Air Cadets are not starting their major

Q. 12 — Who will work as administrators and custodian of the project?

A. — The curator will be selected on the basis of experience and qualifications. It is too early to say who will fill this position, and of course the same applies to custodians.

One obvious conclusion from the above is that the initial estimates of how fast the money would come in were erroneous. We are now operating on the proverbial shoe-string with which we are all familiar, and as a result our one salaried employee is no longer with us.

The fact that seems to elude our critics is that this may be our last chance to effectively present the heroism and achievements of Canadian aviation to future generations. Books and museums just won't do it. It has taken a tremendous amount of work and initiative to come as far as we have, and it will take a big effort by people with a real interest in Canadian aviation to meet this challenge and make something go. But we've always said that the light blue uniforms would be found where the action was, haven't we?

Find Out Where the Jobs Are

OTTAWA (CFP) — Servicemen approaching retirement must contend with conflicting facts and even some myths about employment conditions in Canada. Where the jobs are is still a very basic question.

There are 150,000 specific categories of jobs in Canada. Since you are only interested in a single job, the choice will be narrowed down by a process of elimination beginning with skills and training, family circumstances and where you want to live. Unemployment statistics can be very meaningful in completing such planning.

Things are tight at the moment with the national average pushing past the 6.5 per cent level. Regional differences are even more striking with Newfoundland approaching 20 per cent in some localities, the Maritime over-all approaching 11 per cent, and Ontario in the 4 per cent range. However, even these figures can be deceptive, since Cornwall, Ontario, because of industrial changes, has an unemployment rate of 25 per cent.

The best areas to look for jobs in Canada are Ontario, Alberta, and British Columbia, but local conditions have to be examined carefully. The fact Michelin is building two tire plants in Nova Scotia, could drastically change the picture in one part of the Maritimes.

A three-fold lesson can be learned from this somewhat gloomy picture. First, investigate all facts before making that final break from the service. Second, remember that statistics can be deceptive since the serviceman has skills and experience to sell which create opportunities not open to every civilian. Finally, the tighter the employment in Canada the harder you must work at your job campaign.

Servicemen approaching retirement are invited to participate in the Civilian Employment Assistance Programme as outlined in CFAO 56-20. Consult your Base Personnel Selection Officer or Base Personnel Education Officer for further details.

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continues through

SATURDAY, SEPT. 19

CHECK YOUR 18 PAGE FLYER

Mushrooms kept busy

(Continued from Page 5)

supplies were dropped. General marine broadcast was issued and CCGC Rider was dispatched off of patrol. The P & O MV Arcadia, nearest the scene, removed the injured man and proceeded to Ketchikan. The F V Windjammer towed the Sunny Boy to Namu.

40 minutes after midnight on July 25th, Vancouver ACC reported a Cessna 310 with 4 people on board overdue on a flight plan from Vancouver to Abbotsford. One hour earlier the AC had contacted Abbotsford and closed the flight plan, stating he was landing at Abbotsford in ten minutes. A communications check failed to locate the AC and a Labrador was dispatched to check the Abbotsford area. At 9:50 the aircraft was located safe at Paine Field, Wash.

Just after lunch on the 26th, Albatross 9306 flew a Holberg baby, who had ingested some lye, to Vancouver. 9310 was dispatched on a dual mercy flight to Victoria with a 2½ year old boy with a lung obstruction and a 44 year old woman who had been injured in a car accident.

11:20 p.m., on July 29th, the CMP at Campbell River started a 14 ft. outboard with 10 people on board overdue on a trip from Campbell River to Stewart Island. A general marine broadcast had been issued and the CCGC Racer had been dispatched and Labrador 403 was off at first light the following morning. By 7:30, the boat had been located safe in a small bay.

Also on the 29th, Albatross 9310 took care of 'one of our own' by transporting a critically ill serviceman from Kamloops to Vancouver, while 916, one of the squadrons waning Daks, performed a mercy flight from Terrace to Vancouver with a 15 year old boy who was suffering from gunshot wounds.

Activities for August started on the 2nd, by flying a man, who had been found badly beaten in the Prince Rupert railroad yards, to Vancouver.

4:55 a.m. on the 4th found the Labrador, 403, airborne on SAR Sheer, looking for a missing helicopter that had been enroute from Talto Lake to Butte Inlet.

9 a.m. 403 had homed in on the missing bird's Personnel Locator beacon, and had located the Helicopter at the 4,000 ft. level, in the Doran Creek Valley, a scant 2 hrs. flying time from Comox. The missing helicopter had run out of fuel.

On August 5th, the squadron, with tear filled eyes, bid farewell to the first of the departing Albatrosses.

August 11th found Albatross 9309 on a mercy flight from Holberg to Vancouver. On Aug. 13th an Albatross and a Labrador left Comox at 8 p.m. to set up a search headquarters for SAR Clark. Enroute ACC advised that the aircraft that was the object of the search, had crashed and burned with one survivor about 15 miles south of Minto Strip, in the Yukon.

A unique operation developed from a call from a vessel named the Laymore during the afternoon of the 15th. The Laymore was about 50 miles west of the Queen Charlotte Islands. They requested a research diver aboard who was suffering from the bends. They requested an Air Evac and a decompression chamber as soon as possible. At 3:20 p.m. Labrador 402 departed for



THE RESULTS SAR LINDE, A Super Cub on floats, upside down in an unnamed lake. (A Flight engineer photo)

Sandspit with two para rescue men aboard. Since the squadrons' remaining Albatross was busy at the moment with another mercy flight, it was necessary to utilize the still not operational, Buffalo. The Buffalo 456, made a hasty trip to Victoria, picked up a doctor and his helper, a decompression chamber, and it's equipment and took them to Sandspit. There, they transferred the doctor and the chamber to the waiting chopper. Within 40 minutes the chopper was lowering a Para Rescue man to the deck of the waiting Laymore. The patient was quickly transferred into the chopper's stretcher and hoisted aboard. The Para rescue man then gathered up the patient's baggage and other gear and was hoisted aboard. While all this action was going on the Buffalo, complete with another Para Rescue man and a droppable MA 11 liferaft kit, orbited the scene in case of any mishap. The aircraft returned to Sandspit and remained there over night, then took the patient to Victoria the next day. This was the first combined operation of a Labrador and a Buffalo, and it should be noted that it was very successful.

At 7:45 a.m., 18 August, the Squadron launched a Labrador and an Albatross on SAR Linde for an overdue Super Cub on floats. By 10:50 a.m. the missing aircraft was found by a civil aircraft. The Cub was overturned in a small unnamed lake, 3 miles north of Bowers Lake. The Albatross continued into the site, landed on the water, and the Para Rescue man made a ten foot dive to confirm that the pilot was still in the aircraft. The passenger was found standing on the shoreline. Meanwhile, the Labrador, which had gone to pick up an RCMP Officer, arrived and the pilot was removed.

Later in the afternoon, Albatross 9309, enroute from Whitehorse to Comox was

diverted to Prince Rupert for a mercy flight to Vancouver.

Bright and early, 5:50 a.m., on August 24th, an Albatross began searching for a missing boat near Chatham Point, near Campbell River. By 7:20 the boat was sighted, sunk, but the soul on board was safe. At 7:30 a.m. there was a mercy flight from Quesnel to Vancouver. Later in the day the Standby aircraft started a search for a fishing vessel, the 'Gulick,' missing in the Cape St. James area. The fishing vessel was later located by the 'Comfort 11,' another fishing vessel, which escorted the disabled 'Gulick' to Goose Island.

A search for a missing helicopter enroute from Teslin to Prince George was started on the 27th. As the helicopter was equipped with a Dart 11 Crash Position Indicator, 409 Squadron was called on to have one of their T Birds carry out an electronic search. Within 15 minutes of the search alert, the missing helicopter was reported safe at Watson Lake.

The first of September was an historic day for the Squadron. The first Buffalo Sked Flight left Comox at 7 a.m. By 11 a.m. the first Buffalo, performing the first Buffalo Sked Flight was unserviceable with engine problems in Victoria.

The Canadian Airborne Regiment called for assistance on Sept. 3rd, when one of their members went missing during manoeuvres in the Revelstoke area. Labrador 402 left Comox at 6 a.m. and later in the day an Albatross joined in the search. The missing man's body was found early the next day by members of his regiment about 12 miles up stream from Revelstoke.

On Sept. 4th, a Call from Holberg for a mercy flight, a female dependent was seriously ill. As both choppers were unserviceable, Buffalo 454 was assigned to the task. As the Buffalo sinks like a brick every

time it lands in the water, it was decided to land at Port Hardy and have the patient taken to the aircraft by road.

At 7 p.m. on Sept. 4th an alert was sounded for an overdue Cessna enroute from Cranbrook to Castlegar. On board the aircraft was a Capt. Lees, from Shearwater. This alert has developed into a full scale search, dubbed S.A.R. Lees. At the present time, the squadron is totally committed to this search, with 2 Buffaloes and 1 Labrador, and 32 Squadron members on the job. The remaining Buffalo and Labrador are in the Barn on inspection.

Advisers to the Chief

The management and staff of the Totem Times felt a measurable glow of pride when the Chief of Personnel's latest news letter landed on the rat's nest that serves as an editorial desk for there on page four was an article on medals and the infrequency with which they give them out.

"My," said the grarled gnome who cranks out some of our editorials, "This is good stuff. Why I could almost have written that myself." As he read on, a suspicion began to dawn. As he read further, the suspicion became fact. He had written it himself.

But what was that at the bottom? A squib saying that the editorial in question had been lifted from the Moose Jaw Plainsman, which in turn had lifted it from the Rivers paper. It is pleasant indeed, reflected the gnome, to see one's thoughts getting that much space. The Totem Times is ubiquitous, he thought, which is a lot better than many of the things it has been called.

407 Tech Ramblings

(Continued from Page 2)

providing since our prop spinners went 24KT. The grapevine has it that a direct result has been a marked upswing in the BX's sale

of sunglasses. Anyone know the going rate for TX spinners these days? With gold at \$35 an ounce, wow, what fringe benefits! We'd like to put out a call for all you would be artists to pick your brains for a tail crest design for our globetrotting beasts. Put your ideas on paper, bearing in mind that the design should be relatively simple, not necessarily of a serious motif and take it easy on Cpls. Unsworth and Martin (refinishers). The wives almost made it flying but apparently the ROs said no, they didn't want any more competition masterminding the galley stoves. Just wait awhile girls, the ROs will

soon be replaced by Observers, mostly more sympathetic ex-ground crew. A warm welcome goes out to Sgt. Gerry Thomas and his family who are our most recent arrivals from overseas. A derby, held a week or so ago, was followed with a little suds bash after all the fleet was in from the chuck. The winners, in the persons of Cpls Ashdown, Lyle and Wesley, were finally declared but no mention is made of what they caught. In any case, they didn't have much competition from a couple of WO's we know of who had to call on a local tug to tow them back to port. Also, a couple of other lads took to rowing in the wee hours of the morning when their trusty rented, miserable so and so of a motor from the fire hall let them down. Sabotage by the derby winners is hinted. From our little known facts department comes another goody. Did you know that a giraffe's tongue is long enough

to clean out his own ears? Try it sometime. For those who can read, the word on "RESTORE" has arrived.

While news and views from Servicing continue to be conspicuous by their absence, a couple of items from their bailiwick just could not be suppressed. Congratulations are in order for Sgt. Palmason on his recently announced liberation from the ranks of the long-suffering two hookers, retroactive to 1 June, no less. If you are having trouble stocking your freezer with venison, consult a certain I and E Sgt for instructions: he accomplished the task to the tune of two animals with a combined dressed weight of 300 pounds on his first day out.

Demon crew to Japan

(Continued from Page 2)

return trip home. First stop was on Midway Island where we regained the day that had been lost crossing the international dateline and then on to Barbours Point, Hawaii for crew rest before the last leg to Comox. CanForce 0871 touched down in Comox shortly after nine on Sunday morning having completed a fourteen day journey. The Japanese were suitably impressed by our aircraft but they should also be as impressed by the tremendous job of ground servicing that enabled the Demons to complete their assigned task in the given time.

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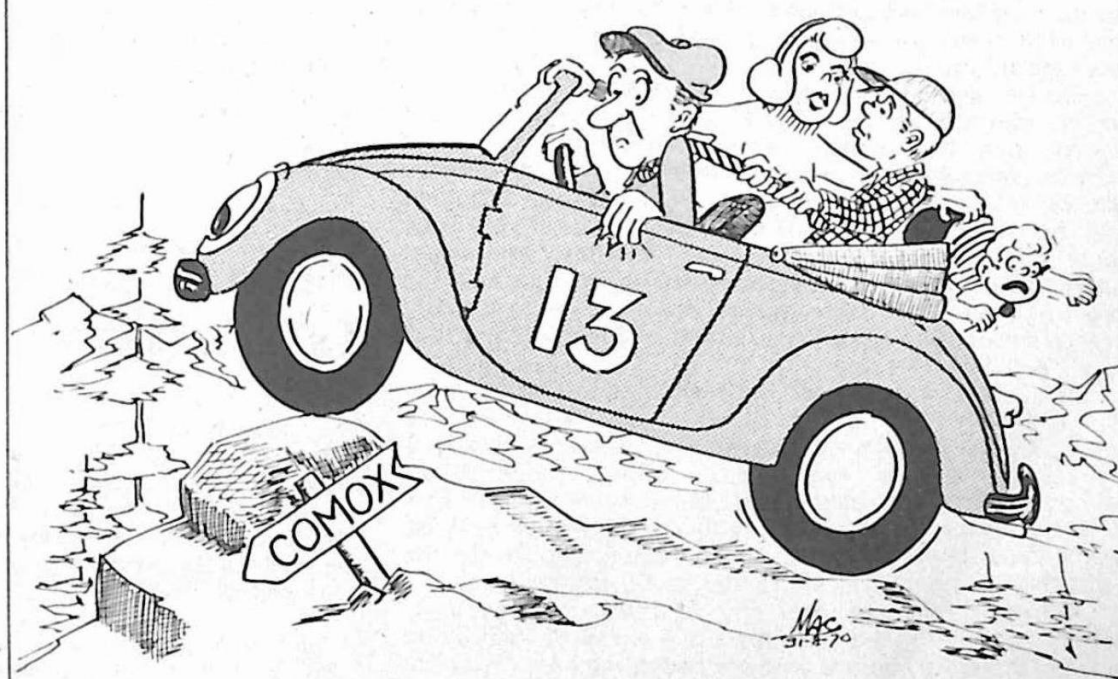
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To the Woods!

Hunting season is once more upon the area, as the noticeable twitchy behavior of the local wildlife indicates. Gone are the peaceful, serene wilderness scenes of the summer months when you could actually see many forms of life in the woods and be able to observe them. The sudden onslaught of man upon the scene has shattered the healthy woodlot silence of the game trails. As one non-advocate of hunting put it, "The retreat of the true nature lover has now become the battlefield for marauding hordes of human locusts fighting over the mangled corpses that were once beautiful living creatures." This of course is pretty strong language, but unfortunately as in all groups there are the undesirable elements. These few spoil it for the many thousands of true sportsmen.

Hunting is one of the oldest human occupations and even though as a livelihood it has become rare, it can still be considered a basic human tradition to participate in an annual hunt. Instead of being a thing of necessity, it is one of the fastest growing sports known to mankind. With the ever dwindling frontiers for man, it may well be the last earth-bound trail to adventure open to the everyday Joe. However there still is that small group of idiots who spoil it all for the average hunter.

To the average everyday hunter the privilege to hunt for his game is almost sacred and he uses it only to get enough meat for his own use. Real enjoyment can be obtained in preparing for and participating in a hunt. Then we get that group who will slaughter for the sake of bragging and then either try and sell the excess or let it rot. They seem to delight in being able to get more than their legal bag limit. A pretty lousy way to boost one's ego as a big brave hunterman. It takes much more of a man to restrain oneself on shooting anything available and just making sure of one kill for the table.

Nowadays it is almost impossible to get away completely from it all. This is much more so during the hunting season. What with the latest developments in rough country travelling such as jeeps, trail bikes, snowmobiles, helicopters, etc., no area is left untouched. No matter how strict the laws are, unfortunately there will always be those who will use these machines to run down wildlife for the purpose of killing. Sportsmen you say? Hardly!

Although the vast majority of hunters today hunt strictly for meat on the table there are a greatly increasing number of trophy hunters who are becoming hazards to the continuation of many wildlife species. These are the wealthy types who will stop at nothing in order to bag the biggest and the best. Unscrupulous guides play this to the hilt to get the fast buck as long as the game animals last. Just how long can they last?

Some so-called hunters use a neat method of hunting now-a-days. These are the non-safety conscious idiots who use sound shots as a means to an end. An end to what? Maybe a deer, or a bear, or a grouse, or a man! The poor souls are probably so scared when they are in a different environment (the woods) that they shoot in order to protect themselves from giant rabbits, man-eating wood-cocks, and charging beavers. Sad isn't it.

In recent years attention has been turned towards more stringent game regulations aimed at better protection of the big game in most part of the continent including B.C. Although in some fields it still leaves much to be desired, it is a start in the right direction. Many of the changes throughout the years, reflects the diligent work of non-profit organizations of concerned sportsmen who would like to protect, restore, and improve our existing hunting grounds and reserves. Basically they have achieved this through petitions and public exposure to the pressing crisis. Anti-hunter types may not believe it but if he does any research into the subject at all he will find that the most avid conservationists are the hunters themselves. They above all others are seriously fighting for the continuation of wildlife species and the closer control over idiots who pretend to be hunters or sportsmen.

If for nothing else, perhaps this article will encourage you to take out extra life insurance, or it will get you to think about that undesirable element in our midst. Perhaps someone has an answer to the problem. Good Hunting!

ZONE 1 SOCCER

Last Thursday and Friday four teams converged on CFB Esquimalt for the annual Zone 1 Soccer Championships. The weather was excellent for the duration of the games which saw the host team from Esquimalt win the championship for the second time in a row. On Thursday the 10th our Comox Totems lost a squeaker to the team from the Ships. The score was 3-2 after two ten minute overtime periods and twelve minutes of sudden death play. In the afternoon game Esquimalt won 3-1 against a hard-core team from CFB Chilliwack. The game could have gone either way until Chilliwack's goalie was injured in a collision with one of the Esquimalt forwards. Three quick goals on the replacement goalie spelled the end.

On Friday Chilliwack came out in the consolation round looking for revenge and clobbered the Totems 7-1 in a bruising game. The Championship game in the afternoon was a thriller with the final score being 4-2 for Esquimalt. The game could have been a bit different had the ships star player not broken his leg in a practise Thursday night. For the Totems at any rate their showing was poor only due to the lack of proper conditioning. Oh well there is the favorite call, "There is always next year." The Esquimalt squad are now preparing to travel to Kingston for the National Championship through the 14th to the 18th of October.

Forces Softball Championships

CFB Chatham gobbled up the Canadian Armed Forces Softball Championship at CFB Greenwood last week. A steady performance and determination by the Zone 7,8 winners accounted for their perfect record of seven wins and no losses.

Runner-up awards went to CFB Valcartier who finished with four wins and three losses in the single round robin tournament. They were awarded the place over Borden and Baden Soellingen who had identical records by virtue of the fact that Valcartier had defeated both teams.

The most valuable player award went to Capt. Earl Morse of the champion Chatham team. Capt. Morse was named after counting ballots cast by the coaches for players on each of the opposing teams.

If the name Morse seems familiar to service sports fans they may remember Earl Morse as the skip of last winter's CF champion Curling Rink.

Colonel Bauer, Chatham's base commander was overheard early in the tournament explaining that "his boys" were determined to not only win the championship but also to be sure that nobody could say that they had beaten the champs. Determination played a part as Chatham won four of their seven games by only one run.

SPORTS AROUND THE BASE

TOTEMS HOCKEY

That time of year is almost here once again. The Totems will be playing the Powell River Regals in their home opener at Glacier Gardens on Saturday Oct. 10 with the faceoff taking place at 8:30 p.m. Season tickets are now on sale and they can be obtained from Captain George Palmer at the base, Al Decker in Courtenay and Dick Lee in Campbell River.

INTERSECTION SOFTBALL

Another softball season has finally come to an end. The league champions were the United States Air Force team, they defeated 409 Squadron in the finals three games to one.

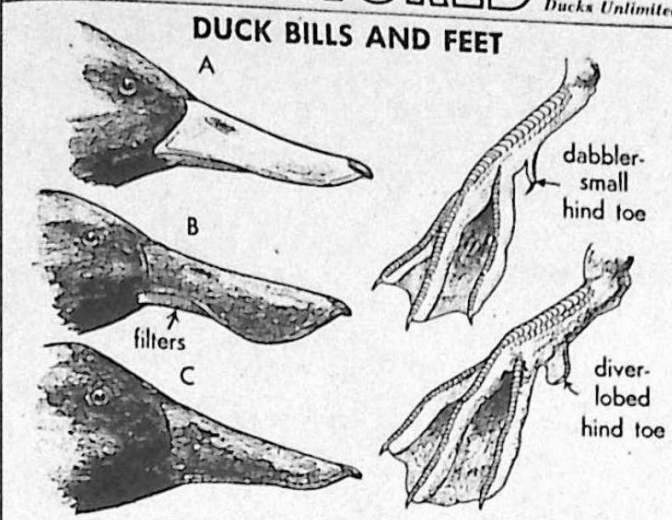
BOWLING LEAGUES

The Youth Bowling Council will be starting another season of operation this Saturday, it is roughly estimated that 32 teams will be taking part. The Bantams will bowl on Saturday mornings, Juniors on Saturday afternoon and the Seniors on Saturday evening. There are 20 teams entered in the Mixed League and they bowl on Sunday and Wednesday nights. There are 16 teams in the Intersection League and they bowl on Monday and Tuesday nights. The Ladies have got 12 teams in their league, they will be bowling on Thursday and Friday nights.

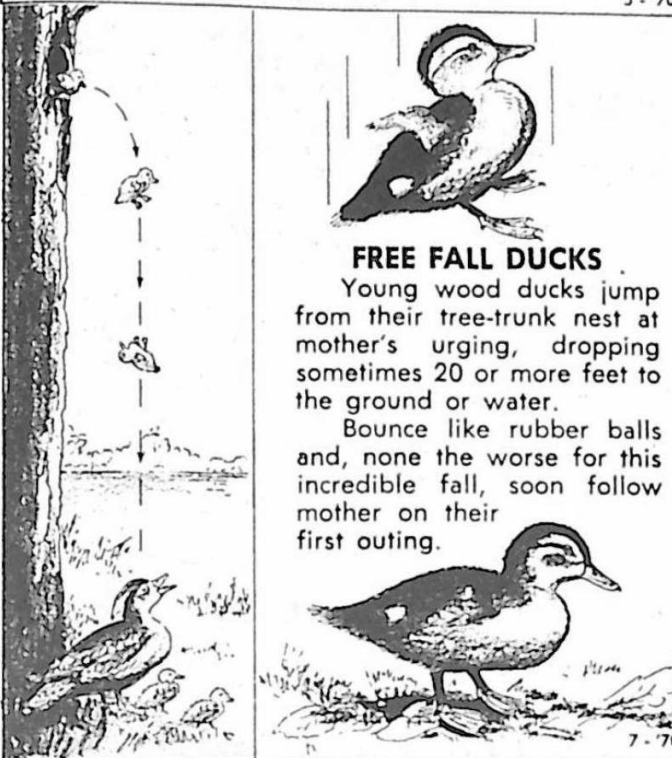
INTERSECTION SOCCER

The final standings in the intersection soccer league are as follows: 442 Sqn. and Supply - 29 points; 407 Repair - 22 points; 407 Air - 20 points; and MP & CE & ME - 13 points. On Tuesday a single game semi-final was played between the second and third place teams with 407 Air winning 2-0. They now meet 442 and Supply team in a two game total point finals.

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Sun., Nov. 8	Nanaimo	at	Comox
Sat., Nov. 14	Port Alberni	at	Comox
Sat., Nov. 21	Powell River	at	Comox
Sat., Nov. 28	Powell River	at	Comox
Sat., Dec. 5	Nanaimo	at	Comox
Sat., Dec. 12	Powell River	at	Comox
Sat., Dec. 19	Nanaimo	at	Comox
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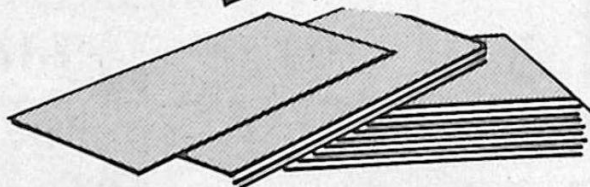
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Attendance
Up

Preliminary attendance reports to the end of July 1970, show a more than six percent increase in provincial park attendance over the same period last year.

Campers had a slight edge in percentage increase registering just under seven percent increase to 887,700 camper-nights while day use was up just over six percent to 3,824,300 day-visits for a total of 4,712,000 visits.

Six parks — Goldstream, Manning, Golden Ears, Cultus Lake, Shuswap Lake, and Okanagan Lake — had over 35,000 camper-nights each to the end of July and eight parks — Alice Lake, Cultus Lake, Golden Ears, Miracle Beach, Shuswap Lake, Lakelse Lake, Beauce Arch and Mount Seymour — had more than 100,000 day-visits each during the same period.

Newly opened Sun-Oka Beach Provincial Park near Summerville on Okanagan Lake had over 90,000 day-visits recorded from June 15 to July 31.

"AW RIGHT who's the wise guy that put the four foot dogfish in the pool!" Actually the kids have returned to school the pool has been virtually unused. There is still lots of good swimming for those interested. Casual swimming for adults is on Wednesdays and Sundays between the hours of 7 p.m. and 9 p.m. Plus there still is servicemen's swimming during the noon-hour. (Base photo)

Grants-in-Aid

The Honorable John Munro, Minister of National Health and Welfare, announced today that thirty-seven outstanding Canadian athletes have been awarded grants-in-aid for educational purposes.

The awards of \$2,000 each are made to assist athletes who because of long training and competitive schedules have little opportunity to raise funds for educational purposes. They are renewable for up to four years providing the athlete continues a post-secondary educational program as well as his or her training and competition.

The Minister noted that these awards implement another of the recommendations of the Task Force on Sports for Canadians.

**BUILD A BETTER LURE**
Every few years a new "sure thing" lure comes along for fishermen. For awhile it's the hottest thing in the country, takes fish on almost every cast (to hear the tales), and is the only bait to use if you want to catch fish.

Then, for some unknown reason, this same lure no longer catches fish and rapidly disappears from tackle boxes.

The logical question, according to Red Fisher, the angling authority at Mercury Outboards, is why won't the lure catch fish any longer? The usual answers range from "The fish got smart" to "They're not making lures as they used to."

The truth is that fishermen are fickle and just like to change lures. They stop fishing with the old baits, and when a lure isn't fished, it can't catch fish.

A good example of this is the switch by bass anglers from spoons with pork rind tails to plastic worms. Now it's the plastic worm that is considered the real fish catchers. Beats the old spoon and pork rind combo. But who's fishing spoons anymore? No one, for all practical purposes; everyone is using the new bait, and they're catching fish.

In reality, the old, proven lures are just as good as ever. It's the fishermen who have changed. They want to try something different... and this is good. For it means they'll chuck their old habits and start looking for fish in new places with new techniques.

The whole thing is kind of a circle affair. For one of these days someone will "discover" the spoon and pork rind method again, and we'll be off on another round of catching bass with these. The product may look a little different than previously, but basically it will be the same spoon and pork tail combination which worked years ago.

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Let us show you how to pay for that new car, TV, deep freezer, boat, etc. in your spare time or full time by servicing Fuller Brush Customers. Exclusive territories now available in Comox and Courtenay areas. Only those interested in making money should apply. Please write to Mr. Roeklein, P.O. 883 Courtenay or Telephone 338-5115 or 339-2626.

FOR SALE:

Five small miniature poodles. Five weeks old. CKC registered. Phone 339-2997.

FOR SALE:

1962 Valiant 4 door sedan, good running condition. Excellent second car for an airman or first car for an officer. \$190.00 or nearest offer. Phone 339-3919.

FOR SALE:

Lawn-mower. (Reel-type) self sharpening, light weight, adjustable height, with grass catcher. Like new. \$20.00 Phone 339-3019.

FOR SALE:

One blue velvet skating outfit, briefs included. Size 12-14. Selling for the price of the material. Phone 338-5149.

FOR SALE:

Westinghouse wringer washer, (agitator type) with lint filter, drain pump and hose, like new. Seldom used. \$75.00 or nearest offer. Phone 339-3919.

WANTED TO RENT-WILL**CONSIDER BUYING:**
3-4 bedroomed house, unfurnished, vicinity Comox near public school and hospital. Desired features: Large kitchen with refrigerator and stove, fenced yard and basement, and generally in good repair. Occupancy on or about 1 Jan 1971. Please send brief description and terms to Capt. A. Pone, Box 1011, Greenwood, N.S.

If you are interested in taking English or Western Riding Lessons this winter please phone 334-3405 between the hours of 5 and 7 p.m. Lessons will start September 28.

FOR SALE:

1964 Chrysler Windsor Sedan fully automatic, P.S., P.B., Phone 338-5187.

FOR SALE:

3 bedroom house in the Arden district. 1180 sq. ft. and carport Phone 334-2397.

Oil Painting Classes in Wallace Gardens. Mrs. Mary Dwyer, instructor. Classes in Oil, Charcoal and water colors. Especially designed for the amateur or beginner. Phone 339-4365.

Because of pressure from our creditors the Totem Times has placed a charge for Classified Advertising. The new rate of \$1.00 per insertion for an ad of up to 150 words must accompany the copy. DEADLINE for all ads is 1500 HRS. TUESDAY PRIOR to publication. A telephone recording service is in operation 24 hours a day at 339-2211 loc. 377.

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Totem Inn Lounge

SEPT. ENTERTAINMENT

Sat., 19th — THE CITIZENS (Western Dress)
Food: Roast Turkey
Sun., 20th — TK & TIDESMEN
(No Charge — Casual)
Sat., 26th — TK & TIDESMEN
Food: Fish & Chips
Sun., 27th — TALENT CONTEST (Casual)**JR. RANK CLUB...**

MOVIES

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 dungreese, tee shirts, shorts and dirty slacks will be refused admittance.

The Totem Lounge is now open on Friday and Sunday Nights (Dress Casual)

Bingos (Progressive) Every Wed., 8:30 p.m.

Free Movie every Tues. at 8:30 p.m.

For information contact Cpl. Hale 339-2314 or PMC 430

OFFICER'S MESS
ENTERTAINMENT

September 1970

Fri., 18 — TGIF. Cook your own steak. \$1.50
Sat., 19 — Open
Sun., 20 — Smorgasbord Dinner (See Notices)
Mon., 21 — Jugs of Beer \$1.00
Wed., 23 — Jugs of Beer \$1.00
Fri., 25 — Mess Dinner
Sat., 26 — Car Rally — Casual Dance
Mon., 28 — Jugs of Beer \$1.00
Wed., 30 — Jugs of Beer \$1.00**TENTATIVE**Oct. 3 — Fall Formal Oct., 30 — Hallowe'en
Oct., 24 — October Fest Nov., 3 — A Happening**NOTICES**Diners — Candlelite and Smorgasbord
\$5.00 per couple — Members and Associates
\$7.50 per couple — Honorary and Guests
Reservations by 1600 hrs. Friday prior to dinner, please.
Sat., 20 — Smorgasbord 1900-2100. Reservations Please.
Sat., 26 — Flyer will be published regarding rally. Hamburgers, etc., on return. Casual dress — as you were in the rally for the evening.**FALL FORMAL**(a) Receiving line 2100-2130
(b) Cocktails 2100-2200
(c) Two bands providing continuous music from 2200-0300 hrs. Full range of tempo to satisfy all age groups.
(d) Smorgasbord 2400 hrs.
(e) Cost \$6.00 per couple, Members and Associates. \$10.00 per couple, Honorary and Guests.
(f) Reservations accepted daily from 21 Sept. - 30 Sept.**BASE THEATRE**

September 70

18 Th

WALT DISNEY'S
ALL CARTOON FEATURE
101 DALMATIANS
TECHNICOLOR
TWO SHOWS — 6:30 P.M. & 8:30 P.M.

19 and 20

MAGIC CHRISTIAN
Peter Sellers — Ringo Starr
Raquel Welch
Adults \$1.00
— Stu. 75c
Children 50c

25 Th

WALT DISNEY PRODUCTIONS
THE COMPUTER WORM TEARS
TECHNICOLOR
TWO SHOWS — 6:30 p.m. & 8:30 p.m.

26 Th

Hell's Angels '69
Jeremy Slate
— Tom Stern

27 Th

CHASTITY
Cher — Barbara London
(Restricted)
Adults \$1.00 — Stu. 75c

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