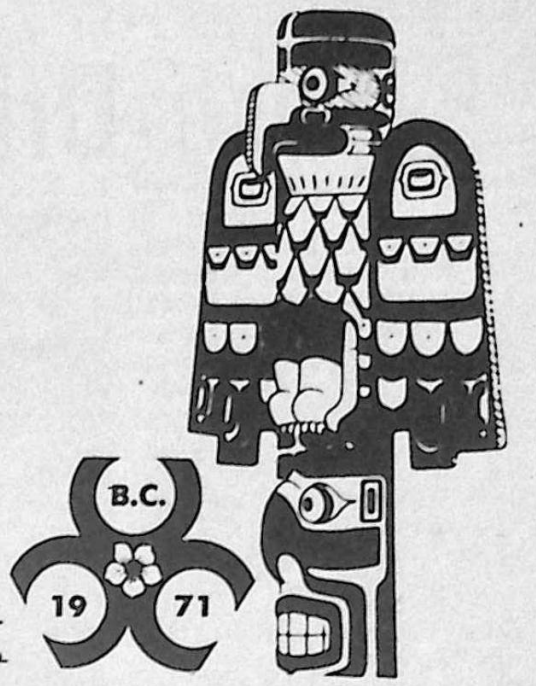




TOTEM TIMES



The COBOC Fly-in is only a tail spin.

VOL. 13

CFB COMOX TOTEM TIMES

THURSDAY, MARCH 4, 1971

No. 5

EVALUATION SUCCESSFUL

The several million groundcrew entombed in the breezeway of No. 7 Hangar were tense. The simulated arrival of fallout had been announced. People were pulling on gloves, taping their pant cuffs shut, and cursing the vagaries of a make-believe war. Suddenly the raucous voice of the combat alert centre broke into the hum of muted activity. "Aircraft 475 and 456 are scrambled," announced the impersonal loudspeaker.

Two pilots, two navigators and four groundcrew, attired in the very latest of fallout fashions, dashed to their airplanes. As the groundcrews applied power to the airplanes, the aircrew were struggling with the crazy tangle of straps, cords and hoses that connect them with their world. The flightline silence was shattered by the deafening hiss of air rushing into jet engines, and by the shriek of compressors and the engines exploded into life. Finishing their checks, the groundcrew waved the pilots out of the line. Seconds later, four loud afterburner thumps announced that aircraft 475 and 456, along with their out-of-breath crews, were airborne, climbing to intercept one of the many CF-100's which comprised the target force for Tac-Eval 71.

As the groundcrew ran back to their shelter in the breezeway, a couple of other groundcrew, wearing badges which attested to their invulnerability to radiation, and also their membership on the Tac-Eval team, made approving noises and wrote good things on their omnipresent clipboards.

"Did you notice," said one inspector, that all those guys ran every step of the way all the time they were out in the roentgens?" "Yeah," said the other, "but the thing I really liked was the fact that they were so thorough. Neither of them missed a trick." From other vantage points, other inspectors were observing the air and ground crew operations. As the four groundcrew returned to their shelter, a radiation monitor stopped them and ran his roentgen counter lightly over their clothes. While he did so, an inspector, unobtrusive in the background, watched. Did the monitor move his counter too quickly? Did he keep his counter close enough to the surface he was monitoring? Was he thorough? When the operation was completed, another clip-board had some more marks on it.

Returning to their shelter in the breezeway, the ground crew found still more inspectors. The entire servicing operation had had to move from its normal location in the fallout-filled air to the breezeway where, despite its name, there was no breeze. No air either. The inspectors were curious to see how well this had been done. What sort of confusion existed during the move? Was the inevitable scramble during

the transition period well handled? Did returning aircraft get prompt servicing? Another set of clipboards got another set of marks.

As the mock battle progressed, other inspectors were able to fill in their clipboards. Security, which is vital to all the base operations, was closely scrutinized. As the military police fulfilled their roles, they were watched by inspectors who also made approving noises before jotting remarks on their clipboards. The fire-fighters were watched as they struggled with various emergencies, and their excellent performance was duly noted. And so it went. One batch of people doing, and another batch of people observing and commenting.

Only in the air, it seemed, were there no inspectors. But it only seemed that way. As the fighters, guided by their controller at the SAGE site at McChord AFB, Wash., streaked toward their target, another man joined the controller at his scope. Unremarkably enough, he too was carrying a clip-board. Donning a headset, he flicked a switch that enabled him to listen in on the conversation between the aircrew and controller.

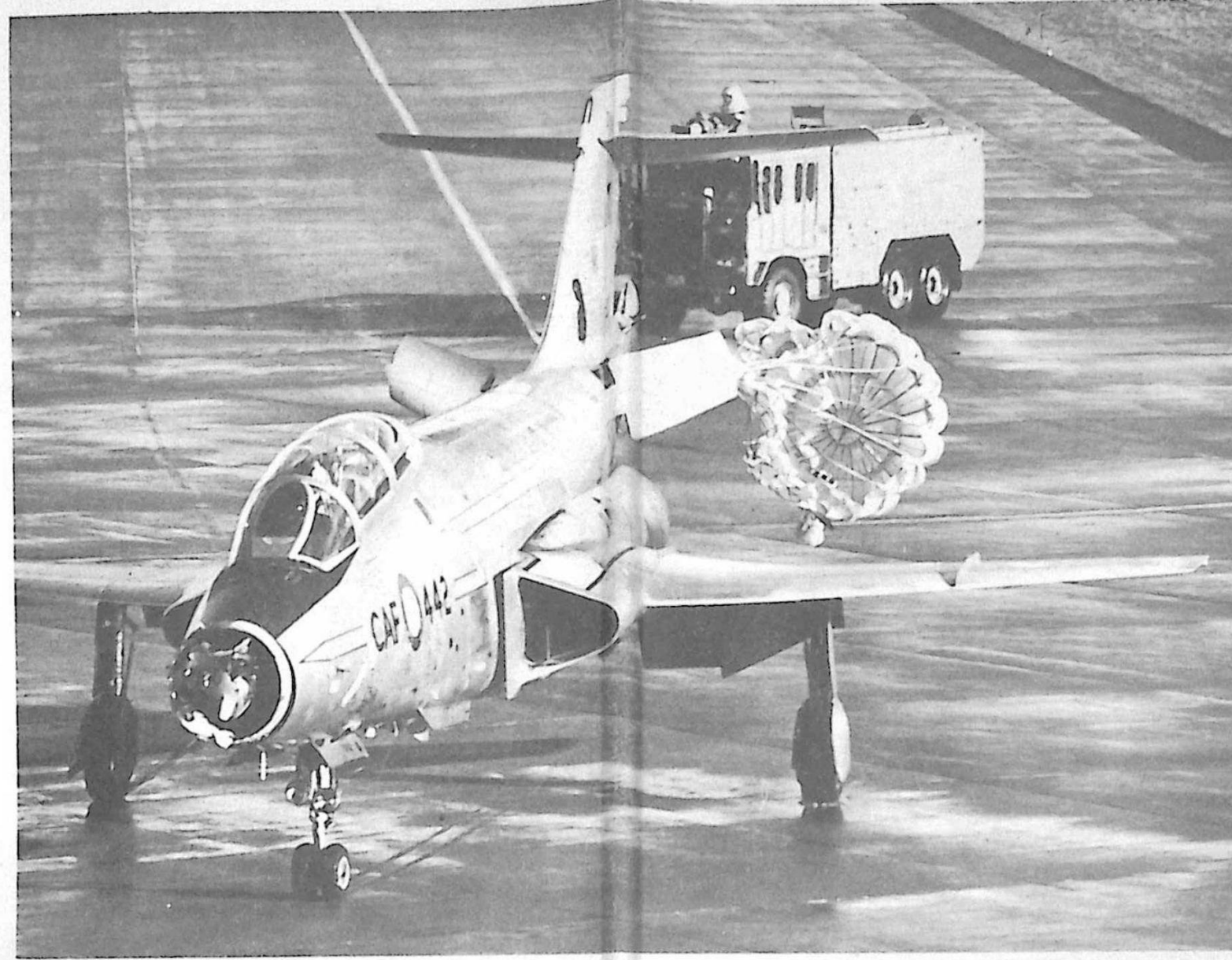
Watching the air battle, the inspector made notes on his clipboard. Later, he would phone his remarks to the Tac-Eval team at Comox, and they would be added to those of yet another group of inspectors.

That group was even then in the weapons evaluation room at Comox, waiting for the interceptor crews to land. When the crews came in, the inspectors carefully evaluated each piece of radar film, and each weapon simulator print. They too filled in details on their clipboards which, when compared with the details recorded by the inspector at McChord, would determine whether or not the crews scored all the kills they were claiming. The success rate would determine whether or not the base passed the "war" portion of the evaluation.

On the previous day, the Tac-Eval team had probed into all aspects of the base's peacetime operation, and had observed how readily the base could make the transition from a peacetime to a wartime footing. Somehow, in all this dizzying whirl of activity, the team found the time to give the aircrew an exam. The results of all this were duly noted on the appropriate clipboards.

Eventually, all the clipboards were full and the exercise ground to a shuddering halt. Or almost. The inspectors wanted to know how long it would take to get all the airplanes serviceable again. In a very short time, they had their answer, and they retired to write their report.

But why bother? What is the use of Tac-Evals, anyhow? A Tac-



442 SQUADRON'S TOKEN VOODOO pulls into the line for a much-needed refit. After losing its nose, it turned into a horrible amp-eating monster. Fire truck No. 3 is following the beast to find out what it really eats, but

everyone on the base already knows that it's the real cause of all those power failures of the past few days.

(A MacPhoto)

Doctors Study Aero Medicine

TORONTO, Ont. (CFP) - It's a long, arduous road to become a flight surgeon in the Canadian Armed Forces.

Six officers are seven weeks from the end of that road. They are members of the flight surgeon's course here at the School of Aviation Medicine. Their graduation date is March 26. On that date they will be presented the highly coveted flight surgeon's badge.

Each is a qualified medical doctor with at least eight years of university learning.

During the course, the doctors undergo intensive study and practical experiences to channel themselves into the highly specialized field of aviation medicine. They delve deeply into accident investigation, aviation toxicology, decompression sickness, hyperventilation and all the subjects which they must know intimately if they are to supervise the health standards of armed forces aircrew from day to day to prevent flying accidents.

They participate in high altitude decompression tests, and human centrifuge trials. They fly in just about every aircraft from single piston-engine to multiple jet. They complete flight medical examinations and determine stress factors involving air traffic control personnel.

Also on the present flight surgeon's course are two doctors of the federal department of national health and welfare. They are preparing to take the specialist's knowledge to the civilian side of flying. Dr. Marcel Clement of Dorion, Que., is employed in Montreal. Dr. Walter D. Traiton of North Vancouver works in Toronto. The Canadian Forces doctors are:

Major Jean J. Laliberte of Sherbrooke, Que., and CFB London, Ont.

Captain David D. Blaine of Ottawa and CFB Rivers, Man.

Captain Ghyslain Lacroix of Quebec City and CFB Edmonton; Captain William G. Mills of Ottawa and CFB Gagetown, N.B.

Captain Pierre J. Ringwald of Montreal and CFB Moose Jaw, Sask.

Captain Philip G. Winkelaar of Edmonton and Baden, Germany.

The School of Aviation Medicine is part of the Institute of Environmental Medicine.

409 Sqn. Stars on ABC-TV

Saturday, March 20, 1971, marks the television debut of a host of new TV stars. B.C.'s favorite all (or most) weather fighter squadron will appear on ABC-TV's Wide World of Sports, when that program presents the William Tell Weapons meet.

The squadrons participated in the meet last October, and as readers of this journal will recall, finished a close second in the F-101 category. The weapons loading team finished first in the F-101, but they were moving so fast it might have been impossible to catch them on film.

Don't forget to watch the Wide World of Sports on Saturday, March 20, 1971. Interceptions brought to you live and living color through the courtesy of your neighborhood fighter squadron.

Lightning Strikes Once

Electricity is a great thing. Properly funneled through wires and waveguides it can perform seeming miracles. It can wash dishes, cook meals, light the stygian darkness and do a hundred things you have not dreamed of, to steal a phrase from John Gillespie Magee, author of the poem, "High Flight."

But when, however, it is in the form of a lightning zork, ricocheting about uncontrolled in the midst of a cloud, it can do some pretty discombobulating things. Captain Barry Watkin and Major Mike Cromie, a CF-101 Voodoo crew from 409 Squadron found this out last Friday afternoon when they were returning to Comox from a routine interceptor training

mission. They were approximately 20 miles northeast of the base, descending through 8,000 feet in cloud, when there was a resounding "Kerblam." Simultaneously, the aircraft filled with smoke, and the flight instruments ceased to read intelligibly, or intelligently. The situation became quite obscure.

Almost immediately, the aircraft descended clear of cloud, and Captain Watkin was able to ascertain that his wings were still attached, the engines were still functioning, most vital services were still working, and his adrenalin pump was working overtime. The flight instruments were telling lies, but the airplane was still flying a notable improvement over some recent operations.

Captain Watkin declared an emergency, and a second Voodoo, flown by Lieut. Ken Carr and Captain Karl Hamerschmidt, came alongside to have a look. They reported that the sleek needle nose of Watkin's Voodoo had disappeared, leaving a very blunt bulkhead, fronted with non-descript bits of radar set and assorted plumbing. The pitot boom, which is the contrivance which sends back information to the airspeed indicator and the altimeter, was floundering about in the icy waters of Georgia Strait, hence Watkin's problem in sorting out how high he was, or how fast he was going.

Because his instruments were a quivering mass of soggy cornflakes, Captain Watkin decided

that the wisest course of action would be to formate on Lieutenant Carr's wing, and follow him down to a successful landing. This he did, and the descent and landing was carried out without further incident.

On the ground, the groundcrew discovered that in addition to demolishing the radome and its associated plumbing, the lightning strike also pitted the skin of the aircraft in many locations.

At last report, Captain Watkin and Major Cromie were checking with the padre to see what sort of sermons he has been preaching lately. Lightning bolts are often thought to be a weapon in that old-time religion, but who knows?

Base Commander Speaks

To All Personnel of CFB Comox

The year 1970 saw this Base win several trophies symbolic of operational effectiveness and efficiency in our day-to-day support activities. Our three squadrons won trophies in head to head competition with other squadrons of their respective Commands, and our weapons loading team won in International competition with USAF crews in the United States.

Deputy Minister's Audits and staff visits do not award mementoes of a unit's effectiveness, but I can tell you that the results of last year were most gratifying. In our support services, the Fire Hall won the annual award for efficiency for Bases of our size, and during the Commander's Annual Inspection carried out by BGen Johnson during the week of Tac Eval, 22 Feb., he awarded our Motor Transport Section the trophy for having the best driving record throughout Air Defence Command. Our Base sports teams have competed successfully in Zone competitions.

It will be difficult to improve on our record for 1970, but an excellent start has been made with Tac Eval 71. The Tac Eval team does not award trophies nor rate bases in comparison one to the other. Their statement as to effectiveness covers all areas of 409 Squadron operation and Base support but by regulation they rate a unit's activities only as being satisfactory or unsatisfactory, and in this regard 409 and the Base successfully passed the test. However the team did comment favourably on several aspects of our operation. It is true that there are some areas that can be improved but that is to be expected because ours is not a static routine operation. We continually strive for greater efficiency and the Tac Eval team with their broad background of experience have offered some suggestions that I think will be useful.

In my experience with Tac Evals and in the words of the Tac Eval Team Chief, Tac Eval 71 has been a most successful demonstration of our capabilities, and I congratulate all personnel for their continuing efforts in making CFB Comox a Base that we can be proud of. It is a good start for 1971.

Continued on Page 5



IN A TYPICAL EXAMPLE of government enterprise at work, which is an unusual place for government enterprise, two people do the work while three persons stand around and criticize. Apparently this performance is an armed forces adaptation of a parliamentary procedure. (A MacPhoto)

Dafuddles to PM

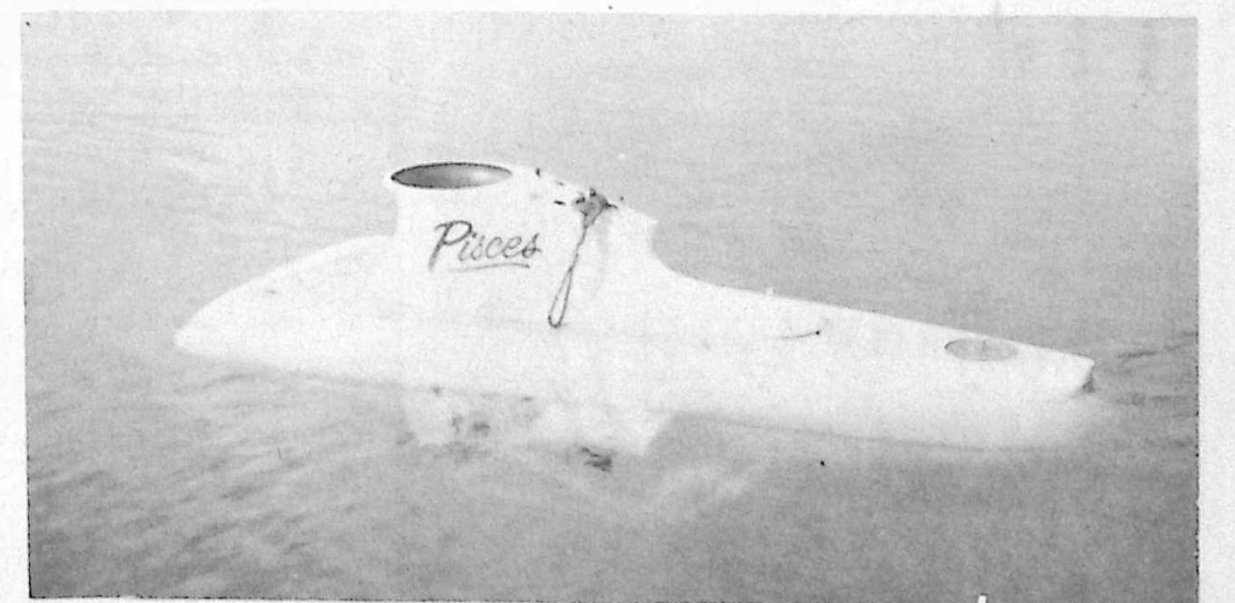
Prime Minister Trudeau's desk in the House of Commons was decorated with a bouquet of daffodils on March 1 when British Columbia officially declared that spring had arrived in the province.

The Greater Vancouver Visitors and Convention Bureau delivers 30 dozen daffodils to Ottawa annually on the first day of March for distribution to each

Member of Parliament and to the Senate and the press gallery.

At the same time, a bouquet of daffodils is presented to the Premier of British Columbia and to each Member of the Provincial Legislature.

To mark the occasion in Ottawa, Ray Perrault, M. P. for Burnaby-Seymour, delivered greetings from B. C. The Honorable Grace McCarthy brought the same message to the B. C. Legislature.



PISCES III shown here just after launching at 1300 hrs. this afternoon, and being monitored by a Virgo and a Sagittarius. The three-man submarine is doing trials in the Comox harbour this afternoon and later today will begin searching the ocean floor for wreckage from the Voodoo which crashed into the Strait of Georgia two weeks ago. The tiny craft is fitted with lights, cameras and electronic gear for detecting submerged objects, as well as remote controlled arms and pincers for picking up and looking at the smaller objects that it finds. The Pisces weighs 23,000 lbs. and has a capability for operating in depths down to 3600 feet, however, this operation should only take it to about 70 fathoms, or 400 to 500 feet.

(A Rhiney Photo)

Base Drivers Win ADC Safety Award

BGEN A.B.C. Johnson, COS ADC presented the Air Defence Command Safe Driving Award for 1970 to Col. G.H. Nichols, Base Commander, CFB Comox. This award is presented annually to the ADC Flying Station having the lowest accident rate. During the ceremony BGEN A.B.C. Johnson congratulated all base DND 404 holders for their fine effort.

The DND 404 holders at Base Comox can be justly proud of this exemplary achievement. They accumulated some 560,052 miles in 1970 having only two accidents, which produced an accident rate of .36. These statistics compare with 495,798 miles in 1969, five accidents, and an accident rate of 1.01. WELL DONE.

13 Drivers from CFB Comox have totaled up an amazing score of 218 years of accident free driving. The following drivers recently received their Safe Driving Awards for 15 years or more of accident free driving: Mr. D. Machin, 17 years; Mr. W.R. Harmison, 18 years; Mr. W.A. Bates, 17 years; Mr. E.E. Leach, 18 years; Mr. F.D. Jarvis, 15 years; Corporals T.A. Fletcher, 15 years; J.C. Halliwell, 21 years; J.C. Westbrook, 15 years; H.R. Girling, 20 years; J.N. Thibodeau, 16 years; G.R. Staley, 15 years; R.M. Anderson, 15 years; and R.E. Johansen, 16 years. These people along with many others help us feel safer whenever we are riding in a service vehicle or see one on the road.

To what may we attribute such commendably improved statistics and the award coming to Comox? It is to the responsible attitude of our base drivers and



IN A LAST DITCH MOVE to get their hands on the coveted ADC Safe Driving Trophy for the third time, the personnel of the Base Transport Section pushed a giant green bus in front of the MT Section's main entrance. This drastic move blocked B.Gen. Johnson's staff car inside. The entire section remained firm in their

demands for the golden hardware until, at long last the General gave in and handed the trophy over to Capt. Richardson, ringleader of the BMT. From left to right in the picture, with shiny shoes and pressed uniforms is every driver that was available at the time.

(A Base Photo)

the attention they have paid to the principles of Defensive Driving and road usage. Such an award could not have been won without concern for other road users and the equipment that was being driven. Comox drivers, YOU have shown that this base can lead the way in vehicle safety. Let's try for two in a row. This award has proven that professional and part-time drivers can combine their skills and work together to achieve an enviable safety record. YOU are to be CONGRATULATED

Base Commander Congratulates Drivers

It is with great pleasure that I add my personal congratulations to the drivers of Base Comox for their outstanding job in obtaining the lowest accident rate for flying stations in Air Defence Command for 1970.

The Safe Driving Award presented to Base Comox is a direct result of your determined effort to carry out your duties in a responsible professional manner. You may take pride in your achievement and in the knowledge that you have set a standard of performance which will be the envy of your fellows.

Again congratulations and keep up the good work.



COMOX SERVICEMAN RECEIVES Master Driving Award for 21 years safe driving from B.Gen. A.B.C. Johnson. Cpl. J.C. Halliwell of Stockholm Sask. enlisted in the RCAF at Portage La Prairie in 1946. He tried civie street in the fall of '46 for a short period re-enlisting in March 1957. During his career he has served at the following stations: Edmonton, Alta.; Ft. Nelson, B.C.; Whitehorse, Y.T.; Ft. Churchill, Man.; Rivers, Man., since 1968 he has been at Comox, B.C. (A MacPhoto)

Voodoo Nuts, Bolts and Volts

Another first was scored at the last get together of the Base Officers and Warrant Officers "BOWOS" Sergeants included. It was the first time that the meeting didn't break up after the BAMEO's pep talk. I suspect it was mostly due to the quality and quantity of the refreshments that were tabled. We quaffed "A Votre Sante" and said "Au Revoir" to WO George Bale who will be leaving us to help the army out in Ottawa, and to Sgt. Frank Hewitt who will start showing the ropes to our new carrier aspirants in the Air Cadet Corps in Toronto. Good luck fellows, in your new environment.

It had been planned that we give everybody a shot of "GERITOL" to pep everybody up during Tac Eval, but as usual the supply section was depleted and we couldn't re-stock in time. Sorry about that fellows! We didn't need it after all the Messing Staff came up with high energy southern fried birds to see us through. I couldn't readily identify them but someone said he saw webbed feet at the bottom of the pot. I thought they tasted pretty good but someone on the PA system kept calling it "Rot Gut" every six minutes or so. It was enough to put anyone off.

Every week has its joys, last week had more than usual. Tac Eval was here. We had been joyfully anticipating their arrival, working overtime and weekends with an ear cocked to the telephone. To offset the anxiety, we've been busy as beavers trying to anticipate any little surprises they may have for us. As usual we've been practicing doing "our thing" every day, only more so. We hoped it was good enough to satisfy even the severest critic, but no doubt they probably found something

that, not according to the letter of the book.

We were shooting for 100 per cent serviceability, but at the last moment CFB Bagotville sent us an aircraft with a major inspection due. It will no doubt eventually be a good A/C with a good deal of western conditioning by Sgt. Wally Messer and his crew as suggested by the Bagotville BAMEO.

They could have sent us some eastern hospitality to help us along.

The Tac Eval wind-up at the Totem Annex was without doubt a great success. As usual the free flowing refreshments kept the revelers in a high state of exuberance.

The high lite of the event was an impromptu parade and inspection by General Johnson, of the 414 Sqn. troops followed by the draw for the "101" which went to Cpl. Cyril Raskob of the Armament Systems section. Cpl. Ken Lanphier was presented with a big cigar and a charred buck.

After the speeches and presentations everybody let it all hang out. The noise level peaked out at 126.9 decibels but nobody seemed to mind, even Gaby Paradis the only airwoman present had a good time.

Our congratulations and condolences go to Cpl. Chuck Perry and his curling team. Chuck created quite a stir among his curling fans, by winning the Pacific Coast Championship. Unfortunately he lost out on the B. C. Championship by a very slim margin. The effort however was too much for him. He brought back a prize he didn't really want, which qualified him for a week's leave. Being quarantined with the measles wasn't what Chuck was working for!

Nighthawk's Nest

The annual tac-eval skirmish has come and gone, and the Nighthawks have survived. More surprisingly, they have also survived the attendant round of social gatherings that always accompany the arrival of the renard grise and his bleary-eyed henchmen. The tac-eval part of the whole thing is easy.

Lyn Wagar appears to have the Centennial beard contest all wrapped up, but he will have to explain why his beard is longer than the one-hundredth of an inch permitted by current regulations. Guy Sullivan is said to be looking at Lyn's hair growing—or should that be hair-raising?—methods with a great deal of envy.

Barry Watkin has generously offered to foot the cost of having all the squadron's airplanes equipped with lightning rods. For him, the worst part of the entire electrifying experience came when the Voodoo that he was to formate upon came alongside, and appeared to have no pilot. No one ever told him that Kenny

Carr uses a periscope to see out of his big silver steed.

Speaking of the squadron aircraft, which we were in the last paragraph, make your reservations to fly it early. Many people are vying for it (at least three or four) and it makes the scheduling much easier.

Pete Dunda has defected to Colorado Springs for a couple of days. Apparently he is beginning some sort of campaign to get American immigration to accept him when his exchange tour expires, but actually he has just gone down to Dunda's cafe to pick up some gastronomic extras. He says his coffee tastes flat without a pinch of garlic salt.

Rudy Withoet underwent a cruel form of punishment the other night. He was compelled to sleep in the same room with Major Bert and Grant Hockey, both of whom were contending for the squadron snoring championship. Rudy was unavailable for comment, but apparently the ringing noise in his ears was so bad that every time he walked past CAC the next

day, the ops officer answered the phone.

Major Mo is still studying the new car brochures in a leisurely fashion, but the time when he will have to do something about a new chariot is getting closer. Lending a suitable urgency to his quest for a good but economical car is the fact that someone hid the crank for this one.

The T-Bird flight was busy early this week transporting some aspiring francophones — which are not gadgets like telephones — back to la belle province. Vern Barker was even going to let Gary Soule do all the PXing, until he noticed that the PXs were being passed in French.

The squadron patio is now the same enchanted bower of horticultural beauty that it was last summer, thanks to Henry Dielwart and his ability to make flowers bloom overnight, despite all the inclemencies of the climate. Henry's amazingly durable blooms are affected by neither rain nor hail nor sleet nor snow. Because they're inedible,

COBOC Fly In, 1971

I would like to take this opportunity to enlighten the many friends of COBOC in regards to the well known fly-in. Once a year, the bachelor birdmen of CFB Comox, known as COBOC, hold an international conference for the betterment of the bachelor in today's moving society. The first fly-in was held five years ago in Comox, starting a tradition that has spread all across Canada and the U.S. This year will be the fifth fly-in, and as such, bigger and better than ever.

And now a quick look at a fly-in weekend for those of you not fortunate enough to be able to attend. The weekend starts off around noon on Friday, when like-minded bachelors begin to arrive at Comox in every different type of aircraft in the forces' inventory. After signing in at the mess, the guests spend the afternoon socializing at the bar during TGIF and Friday nite is a stag with no time limit. Saturday afternoon sees the arrival of a number of young ladies from different parts of B. C. and a hot wine party is well under way by two o'clock. Chicken and chips at six and a two hour respite from festivities before the dance Saturday nite. There are around three hundred single people at this dance and needless to say it has always been a success. Sunday afternoon and a recovery party at the Sugar Shack and guests depart as they wish. Some have been known to stay for an indefinite amount of time.

A great amount of time and effort is spent on this once a year event by the bachelors, and also by a number of baggers in the different sections of the base. We realize that to them the weekend is just more work, not a party at all, but thanks to your help we have an event which is known all over continental North America and has really put the name of Comox on the map.

So, if you see a lot of unknown faces around the base this fourth, fifth and sixth, you'll know why they're here. Thanking all members of this base in advance for their help. Here's for a sunny weekend.

Rumor of the Week: 409 has too many airplanes.

FADDISTS FLOURISH

It used to be 'how many people you could cram into a telephone booth', then it turned to how many seconds it took you to reduce a piano to rubble. The latest thing is how many men's rooms you can dynamite in a day. Borrowing a page from the American Anarchists' Handbook, the B.C. Centennial 'Save the outhouse movement' has developed a plan to preserve those outdoor historical monuments by threatening to destroy all institutional indoor 'johns'.



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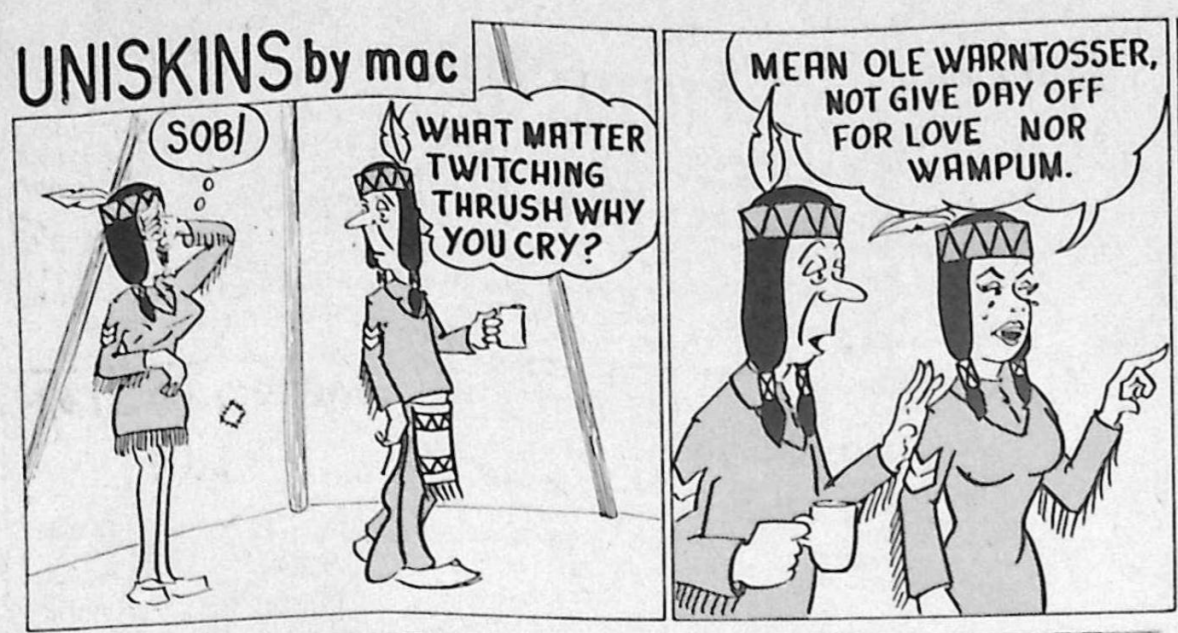
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AN ATTENTIVE audience listens in hushed silence as the Naden band weaves a magic musical spell during the band's recent appearance in beautiful uptown Comox. A full house appreciated every note that wafted into the air. (Canadian Forces Photo)

NADEN BAND A COMOX HIT

The Naden band from CFB Esquimalt invaded the Comox Valley last week and made a host of friends for the Canadian Armed Forces. In this, its second appearance in the valley, the band attracted a huge crowd, and sent all members of it away happy.

The full concert band dominated the first half of the program and it played a variety of numbers. Some observers felt that the highlight of the first half was Leonard Bernstein's 'Candide Overture'. Others opted for the comical Sandpaper Ballet, a LeRoy Anderson composition. All of them, however, agreed that the full concert band could hold its own with many other more highly advertised orchestras.

The second half of the concert was handled by the show band; that band within the band which works the popular side of the music world. The show band completely captivated the elders with selections reminiscent of Tommy Dorsey, Benny Goodman, Duke Ellington and Count Basie, and then entranced the

Busy Signal to Francophone

OTTAWA (CFP) - The number of Canadian Forces personnel scheduled to take formal French language training in 1971 is triple the number of last year's candidates.

In 1970 two 14-week courses handled 120 students at the Canadian Forces Language School, CFB St. Jean, Que.

This year, instruction will be available to 465 candidates on three courses.

Selection is open to corporal-through-major-rank with a minimum of six years' service remaining. A modern language

aptitude test with a minimum percentile of 48 or better is another pre-requisite.

Nominations should be forwarded by units to their respective command headquarters for co-ordination and submission to CFHQ. Units not administered by a command headquarters should submit nominations directly to CFHQ attention DPCA 3-3.

For Course Serial 7102 beginning April 26 and ending July 30, candidates' names must reach CFHQ by March 15.

407 Tech Ramblings

REPAIR

Once again, "Bon Jour" from the backbone section of the squadron and welcome home to our ARO after his extended trip abroad. Proof of his European ski and sun holiday is readily apparent since his hue is only about two shades lighter than Larry Bourgeois, and that qualifies as a real tan.

It seems that our sister organization claims that their recent inability to remove an aircraft from the hangar was caused by temperature induced contraction of the structure; however, our mule skinnners have different thoughts and hereby state their willingness to provide Servicing with both the instruction and confined space needed to upgrade their driving standards.

With the passing of the "Tac Eval" and its attendant free rations, we are none the worse for wear and a few of our people are still reminiscing about the practice they afforded the "Gendarmes." Thanks to 409, our call-out was highly successful (gulp).

Ron Kempton says that unless this throat is fixed soon he will be ready for the really big show, thanks to his ability to balance aspirins on his tonsils. May we suggest a head transplant? While on the subject of people fixing, we note that Gerry Thomas is presently having an ear job done at Naden: his unusually large brain (says he) is building up

pressure on his ear drums.

The welcome mat is out for Pte's Guy Lamontagne and Mike Dandurand who are newly arrived from Servicing to learn the fine art of fitting at "Carragher's Finishing School."

Pte. McMaster has been chosen as our representative on the Royal Guard. Some guys get all the jam.

Believe it or not, a start has finally been made on our office and smoke room leanto. While this will provide a long awaited improvement, it is doubtful that any improvement in our present wallpaper, courtesy of Playboy, can be made.

Congratulations to Bruce and Helen Edmison on the posting in of their first tax deduction, a bouncing baby boy. Now, Moose, it's your turn for the slim and trim campaign.

Shawn McCracken is back from Winnipeg where he undertook the rest cure at Deer Lodge in lieu of the intended POL course.

Bill Baker's new save a penny campaign has gotten underway with suspected burned out light bulbs as the first object of his scrutiny. Which finger are you testing the sockets with, Bill?

No little known fact this time but here's a well known one in lieu: 407 Repair have done so much with so few people for so long that we will soon be able to do anything with nobody, indefinitely.

TORP TOPICS

Following several months of semi isolation whilst employed on a mod programme, Cpl. Paul Fisk can once more be seen wandering about the Torp Shop renewing acquaintances. Welcome back, Paul, and thanks for the Playboy library you brought with you. With everyone's nose buried in the glossy pages, quiet reigns supreme in the smokeroom and our suspicions as to the real reason for your prolonged hibernation are heightened.

Capt. Peigl, WO Hansen and Sgt. McNaughton have completed the first leg of their southern fact finding tour by visiting Rocky Point (down Victoria way) and will shortly be proceeding to the U. S. Naval Base at Keyport, Washington for phase two.

Also among the missing is Cpl. Dick Harwood who is over in Vancouver for a week or so of combined business and pleasure.

A certain air of mystery prevails in the section washroom these days but it seems that it somehow revolves about a new game that features a ball bearing. Rumor has it that several players have become quite proficient at the game while others are progressing rapidly with their OJT.

FLASH! Congratulations are in order for Ron Livingston who has just reached the dizzy heights of Post Hellyer Corporal. Set 'em up Ron, and we'll help you celebrate.

407 Plans Squadron Day

Approval for the annual "47 Squadron Day" to be held on Friday, 2 April, 1971 has been finalized and plans for the day's programme are well in hand.

As on the first such occasion last year, our better halves will be given a briefing prior to boarding the mighty Argus for a familiarization flight and birdseye view of the local area. Coffee and doughnuts will be served to the ladies in the servicing area after each flight and between 10:00 and 11:00 hours to those non-flying wives who visit the static display and open house sections. Participation in the flying programme will be limited to those wives who did not become airborne on 17 Sep 70. Additional information and blank flight application forms will be distributed to all sections.

An all-ranks smoker will get underway in the Upper Lounge of The Totem Inn at 16:15 hours and, since the all-ranks entertainment fund shows a healthy balance, no expense will be spared to make this a memorable occasion. Since there will be no charge, participation is restricted to fund contributors, so, if you are not already signed up, there's an acquaintance roll available for the purpose in the squadron orderly room.

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\$3000 in Photo Prizes

Film dealers and processors have now received entry forms and full details of the British Columbia Centennial '71 Color Photo Contest for more than \$3,000 in cash prizes.

"Dealers now have received combined entry forms and envelopes," Mr. Wallace said. "There has been tremendous advance interest in the contest, and we have received hundreds of enquiries. All details are now available at most film dealers and processors."

Mr. Wallace said color photographs taken any time after January 1, 1971 and not later than September 30, 1971, will be eligible.

Visitors as well as residents are invited to enter. The only restriction on entrants is that they must not be connected with the British Columbia Department of Travel Industry or the British Columbia Centennial '71 Committee.

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EDITORIAL

442 - Where Miracles Are Routine

Everyone knows 442 Squadron. They're the guys who walk from here to Powell River (on calm days), and who feel that no day is complete without a miracle of some sort. Almost daily, aircraft and crews from 442 Squadron depart Comox bound on life-saving missions almost anywhere in B.C. Such ventures are, for them, purely routine operations, and the rest of us can only stand back and applaud their skills.

On most of these occasions, the aircraft crews are fully aware that they are going forth to superintend a disaster. While they are en route, they can mentally go over the procedures they will use to bring about the miracles, so that upon arrival at the scene, no time will be wasted in sorting out what they are going to do.

What would they do if they were thrown into an emergency cold? Without the time to think about what they might do? Without the time to even get a comprehensive idea of what was going on? What would happen on such an occasion?

Such an occasion happened to Captain Bill Charland and his Labrador helicopter crew two weeks ago. A CF-101 Voodoo plunged to a fiery death in the Georgia Straits nearly in front of their startled eyes. Almost before the airplane hit the water, the helicopter, which was on a training mission, had altered

heading for the scene. The para-rescue men, Corporals Fullbrook and Hogg, instantly readied the rescue gear, while the flight engineers, Corporals Perrier, Munden and Ervin, scanned the sky for survivors. Unhesitatingly, the crew directed the pilot to the downed crew member who was having some difficulty with his equipment, and hoisted him into the chopper. Then they proceeded to the other crewman, hauled him aboard, and returned to Comox. All in a day's work.

But there is a lesson for all of us in this extremely professional reaction to a dire emergency. The response was letter-perfect when anything less than perfection could have ended in tragedy.

All of us pride ourselves on being competent professionals, capable of doing our jobs under almost any circumstance. But one wonders what the result would be if one was suddenly confronted with an all-out emergency of the kind that the 442 Squadron crew so successfully coped with. One hopes that he would do as well.

But while hoping, one is also compelled to utter a silent prayer of thanks to the chopper crew, who took an extremely out-of-the-ordinary occurrence, and turned it into a routine mission. Congratulations on a thoroughly magnificent show.

Buy Boeing

With one of the last two Canadian owned publishing companies up for grabs there is again a great deal of talk about foreign takeover of Canadian business and industry. Oil and gas companies all foreign owned; Canadian waterways dammed to provide power for the United States; prime real estate and view property all going to the highest bidder, which usually turns out to be someone with a drawl.

Of course nobody sells a business unless he can get more for it than he thinks it is worth, or the value of that business is rapidly decreasing. But the buyers of Canadian businesses obviously feel that they can do better than present management. And in most cases they are right. Canadians have a notorious penchant for foreign consumer goods. Foreign ownership can expand a Canadian market through the use of foreign held patents. The Canadian consumer is satisfied because he can buy foreign goods that are made in Canada, and the new owner can offer lower prices, or increase his profit margin, because by producing his goods in Canada he avoids a heavy import duty. He can even use cheap labour in some other country for making the parts of some product, and use his Canadian business for merely assembling them. The biggest assist that could be given to a movement to keep Canadian business Canadian would be for the large body of Canadian consumers to assiduously buy only those goods which were produced and marketed by Canadian owned or controlled companies.

The Canadian Armed Forces has always been outstandingly loyal in this respect. It has tailored its needs, as much as possible, to equipment which could be produced by Canadian military equipment manufacturers. Except, of course, where the tailor was being taken to the cleaners, like in the case of Avro. It has built destroyers in

Quebec; and built, and built, and built. It has dealt long and handsomely with a Canadian aircraft manufacturing company in Montreal, most recently buying a whole passel of multi-purpose Cf 5s from Canadair, rather than a single purpose fighter from another country. When the CAF needed a new set of threads, the bulk of the cloth for the tailor was produced by our own Quebec manufacturers, and only the gaudy gold had to be ordered from Pakistan.

However, loyalty can only be stretched so far, and the CAF recently had to buy some transport aircraft from another country. Reprehensible, perhaps, but certainly necessary. Besides, it's a good workhorse of an airplane, and the way that it's been outfitted and rigged, it is extremely versatile. It can carry VIPs across great oceans, and even around the world; it can be a transport; it can be a passenger plane; and it can be used as a tanker for mid-air refueling of the Voodoos which Canada is just now trading to the United States. All four of our fantastic 707s can be used in a different role at the same time. But what if another airplane is needed for airlifting land forces to Bermuda for winter exercises? And another airplane needs to be fitted with a maritime package to replace all the Arguses? And still another airplane is required to maintain Canadian sovereignty throughout the North? It is conceivable that we might need seven, or maybe even eight of these fantastic airplanes.

What is to be done? It is unthinkable that the CAF could be so disloyal as to continue buying these aircraft from a foreign country. But perhaps it is now up to the Canadian government to provide a Canadian aircraft manufacturing company that can hack the programme. And what better way than to buy Boeing? Not the aircraft, silly, the company.

A Penny Saved

It was a modest purchase. All he wanted was enough rank braid to festoon a flying suit, in accordance with the directive which said that the neon finery must be affixed directly to the flying suit, and not, as was the custom in the past, to slip-ons which could be moved from one flying suit to another with the greatest of ease, provided that one could work a velcro fastener.

He walked into supply and beat his way through the several dozen people clamoring to buy uniforms or the major appurtenances thereof. Confronting the supply technician, he made his request. Enough gold rank braid to decorate one green flying suit.

The supply tech was courteous personified. "Rank braid? Yes sir. It takes about 17 inches to achieve the proper effect, and I shall have it for you in a trice." In less than a trice, he was back with the proper amount of dazzling gold braid, which he lovingly handed over the counter to the customer.

"There you are sir," said the technician, "at a cost of a penny an inch, that will set you back 17c, payable in one instalment, and in Canadian funds."

"Just a moment sir. I have to fill in this form." So saying, he took from his hiding place a handsome form, complete with carbon copies and with fine legible hand wrote down all the details of the transaction. With a flourish, he tore off the top copy and presented it to the bemused customer, who went away lost in thought.

And what was he thinking about? He was thinking about the form which had just been handed to him. Handsomely designed and neatly ruled, it probably, considering its carbon paper and its copies, cost about a quarter. The time used by the supply tech in

completing the form also cost something. His own copy of the form would never cost anyone another cent, unless one counted its contribution to the garbage where, it is said, every litter bit hurts. But the other copies. Ahh, the other copies. They were just beginning a new life of dizzying activity.

It would be a life of posting of checking, of filing, of auditing and all the other good things that happen to forms in government service. That 17c purchase would probably wind up costing the service about \$7 in processing during its merry life in Her Majesty's filing, accounting and auditing system.

And as he reflected on this, he reflected on the commendable honesty of supply techs. By merely taking the 17c and dashing out to buy a cup of coffee (or most of a hot dog), the supply tech could have saved the accountants, auditors and keepers of the filing system a considerable sum of money. Unfortunately, supply techs, in addition to being the soul of courtesy, are also the soul of honesty.

But, he thought, there must be a better way. Perhaps each squadron could buy a mile of rank braid at one shot, thereby using but one form, rather than the fifty odd which might be required if each individual wandered off to supply. Then the squadron funds could issue the stuff as required. Or perhaps, . . . but what the hell. Perhaps those whose job it is to account for, audit, check and file these documents would be unemployed if the system were streamlined.

So, engrossed in thought, he carelessly wandered through the door and fell down the stairs. The shock this gave him removed all thought of radical money saving ideas from his head, and he went on to mastermind the Bonaventure refit.



Gentlemen. I'm a talent scout from the CBC looking for our 30 per cent Canadian content. Oh! excuse me . . . I see you're recording now!

Letters To The Editor

It pays to advertise

Dear Readers: A recent article in the Totem Times was a rather blatant advertisement for new advertising people to join the Totem Times staff. Due to the overwhelming response to that plea, the editor and his deputy found themselves hustling to solicit and collect local advertising in order to put out the last issue of this newspaper.

Now perhaps the intent of the article was not sufficiently clear. You don't have to be young, dynamic, aggressive, high pressure, glib, or shifty-eyed. Any or all of these things might help, but none of them are strictly necessary. You don't have to be an officer, an NCO, a PR type, or a con artist. Any of these would suffice, but so would a host of others. All you really must do, to take advantage of this fantastic offer, is to volunteer. Come on, chaps, take the heat of the editorial staff and, just this once, volunteer. Call Lt. Jim Anderson, local 308, or 339-3804

One Lost Ball

Dear Editor, Now just a goldarned minute, Mr. Editor. Who gave you permission to drive one of our balls into Georgia Strait? We only have three to start with, and can ill afford to lose one from Happy Holberg (Front Page, Totem Times, 4 Feb.)

That ball happens to sit on top of one of the world's biggest tees, known as Mt. Brandes. It is not actually the real thing, but a falsy built on top of one of the world's largest groundhog holes. The groundhog would never see his shadow even if he did poke his head out up here so we keep it permanently capped.

It also serves a second purpose. If Vancouver Island were to receive an enema, the tube would be inserted at the same point. Since it is joined by an umbilical cord to the Comox Valley, we have to keep it covered to prevent the Valley becoming the largest water hazard on your new golf course. Think what would happen if our 200 inches of rain were funneled down that umbilical cord to Comox!

So have a care before you go knocking other peoples' balls into Georgia Strait. The Nighthawks would have to fly in daytime and Canex doesn't stock enough sunglasses for that gruesome eventuality; NORAD would virtually disintegrate; and we would have nowhere to visit on R&R since Comox would be submerged.

Yours soggily,
J.D. Dickson
Lieutenant Colonel
Commanding Officer
CFS Holberg, San Josef, B.C.

Ed: Fore!

Cussed Corporals

Sir; Somewhere, buried deep in the fine print of the old QR (Air), and I feel certain, in the new QR & Os it states that an airman shall not communicate with his Member of Parliament or any member of the Government. I would like to include the Prime Minister. Since I have a very important proposal to put to him I wonder if you could print the following as an 'open Letter' Cher Pierre;

It was with great concern and sympathy that I viewed the hue and cry caused by your recent utterance of "Fuddle Duddle". Surely the public must realize

that a great man such as yourself, in a position of such prominence is constantly being subjected to harassment, baiting and swearing by parts of the general public, hippies, mobs, politicians and other riff raff. All but the most narrow minded must expect an occasional retort. Personally, I thought the retort was both well placed and well earned. However, with the greatest respect, Sir, I must say that it was not well executed.

The problem arose when the party being sworn at (the swearer) either heard, or thought he heard the offending phrase. If the party doing the swearing (the swearer) in this case, you Sir, had had the expertise that I possess the whole affair might have occurred without the swearer being aware that he had been cursed and the swearer having the satisfaction of uttering a self gratifying but undetected curse. Despite your many and obvious attributes it is regrettable that you do not possess the enviable gift of being able to swear and curse correctly.

It is in this area that I would like to make a suggestion. Open a Department of Profanity. This could be run along the lines of Information Canada. It could eventually develop into an organization large enough to warrant a Minister. Granted, such an establishment would require funds, but these could easily be obtained by using the time honoured method of sapping something from the . . . Defence Budget.

The selection of the Minister of Profanity would naturally require great care. This position could not be handed out to some wily nilly politician or party favorite. Of all the portfolios in Ottawa this one would require a genuine expert in the field. It is in this interest and the interest of my country that I would like to offer my services.

My qualifications for such a post are many and varied. So much so, that I must, with great effort, reduce them to only a few. First of all I am a direct descendant of an Irish Immigrant. (In the 'Just' society I no longer fear announcing this fact in public). A heritage like that alone should put me high on the list of applicants. Next I have served over twenty years in the late Royal Canadian Air Force and later, in your own Canadian Armed Forces. During this period I have worked on flight lines and in hangars run by incompetents, served on Guards of Honours, Duty Watches, dealt with Supply Sgts. and Accounts Cpls. I have cleaned latrines and was even a Bar Tender in an Officers Mess.

After many long suffering years of servitude I rose to the dizzy heights of corporal and then suffered through the Hellyer Disaster followed by the Dunkirk of Promotions, the Master Far from their element and misty eyed as the Air Force Ensign was hauled down for the last time and changed my beloved 'Blues' for Fungus Green. I have learned to live with the new breed of 'Sprog' officers that have never worn a blue uniform and wouldn't know a bucket of Prop Wash if it hit them in the face. Then, working under a Navy Squadron Leader, I have seen groups of Pongo Warrant Officers take over sections full of group three Air Force LACs and Corporals. I have watched my PMQ rents double in the last ten years. On top of all this I have been married for over seventeen years and own four teenagers. Sir, in all modesty, I must say "I KNOW HOW TO SWEAR". I

must confess that my French Profanity has suffered slightly since I have been in the West but I am confident that a months leave on Montreal Docks would remedy that problem.

In my capacity as Minister of Profanity I would teach the members of the Government and, if you wish, the members of the Opposition to swear correctly. I could teach them to look their adversary squarely in the eye, say "Yes Sir, No Sir, three bags full Sir" in a loud clear voice and at the same time say to themselves phrases and epithets that even the Canadian Infantry have yet to hear. I could teach the art of clenching only the back teeth and tell the offending party of his suspected ancestry in an audible voice without even moving the lips. This art could possibly require a manual as it is almost as complicated as ventriloquism. I could also teach the fine art of Dumb Insolence, having been charged five times but never convicted under this section.

My potential as Minister of Profanity seems boundless, with my coaching the present government would become so adept at swearing that the blue streak they would raise over the Houses of Parliament would eclipse even the Aurora Borealis. Hoping this proposal finds you in good health I remain yours to Fuddle Duddle!

Patrick R. O'fane, Cpl. C.D.

Swan Song

Enclosed please find another episode in the battle between the "Nighthawk" and the "Brown boys."

This will be the last "Ode" by Jim as he is posted to Camp Borden.

J. Glackin WO
B Compt. Branch

THE FINAL "ODE" By Jim of OBODO ORACLE
The Nighthawk sat and thought it out

Then took his pen in hand
He'd tell us what its all about
In the forces of this land.

To disillusion fellow man
It is a job I hate
But Truth is truth and must be told
Before it is too late.

I penned the lines and sent them off
I knew that he would need them

I thought perhaps that he would scoff
He didn't even read them.

When integration came our way
And we were one at last
Most men worked to make it pay
But some live in the past.

You find sailors on the prairie
Far from their element
Their faces may be hairy
But they go where they are sent

The Fly boys too have gone all hip
Some really are a prize
You find them on the biggest ship
Or dropping from the skies.

The Army Game was "Shine it"
Called BS by the men
If you wonder where it has all gone
Its in the Nighthawks' pen.

Will Nighthawk learn his lesson
Time alone will tell
My only further words to him
Are he can go to bed.

ED: Thank God.

From UP In My Perch



The man at the Air Lines ticket office eyed me rather strangely and I asked "Is there anything wrong?" "No, sir, nothing at all," he answered. At first I thought that perhaps I had miscalculated the weight of my luggage and had somehow gone over the magic figure of forty-four pounds. "You know," he said with a sly smile as he lifted my travel worn kit bag off of the scales and placed it on the baggage cart, "my grandfather used to have one of these things. "Is that right?" I answered politely, trying to conceal my disinterest. "Ya, he kept his after his hitch in the old Air Force during ww square," he went on. "He use to josh me that he was issued two of them when he was in the service, one to keep his gear in and the other to store all the chicken manure." "Well, times haven't changed that much" I muttered to myself. "Funny," the Air lines clerk went on, "I never thought I would see one of these things being used in this day and age."

Somewhat embarrassed at my shoddy luggage, I explained to the young whippersnapper that with thirty years of continuing defence cuts the Forces had never been able to afford suitable luggage for its members. If the Kit Bag had been good enough for his grand pappy to fight the Battle of Britain with and good enough for his great grand pappy to store his puttees in while he serviced BE 2s and Avro 504Ks, then I was not too proud to continue to use standard service issue for travelling, even if it is the age of super sonic mass transport.

I must confess I was in somewhat of a 'huff' as I snatched my attache case, with its 54 pounds of contents off of the desk and made my way to the aircraft. As I boarded the aircraft I was met by a bevy of beautiful hostesses, one of which took my case and led me to my compartment. After carefully installing me in the comfortable and spacious seat, showing me how the TV worked, but warning me not to use it until after take off, she asked for my ticket and boarding pass. She was more than just a little amazed to learn that I was travelling under a military travel warrant and not on a senior citizens economy ticket. I explained that as the Senior corporal in the Canadian Armed Forces, Canadian Forces Headquarters had requested my advice on promotional policy again. Somewhat bored with the subject, I added that this was my eleventh annual trip to the nations capital.

As we were talking the aircraft tilted nose up until it reached an angle of approximately 33 degrees 25 minutes, 13 seconds, and a mechanical voice came over the P.A. system advising one and all to fasten seat belts and to insert their credit cards in the slot in front of them. Even a veteran flyer like myself was somewhat dismayed at this new innovation and I had to get the little honey back to my compartment to show me how the gadget worked. "You just put your credit card, in your case Corporal, your plasticised travel warrant into the slot in the seat in front of you, and as soon as the computer has recorded and

billed all of the passengers the aircraft will take off". "Crazy baby" I muttered to myself and complied with this latest regulation.

The engines thundered into life and with the aircraft already pointed skyward we shot off into the blue straight from our ramp at the terminal. The acceleration was gentle but firm and did not ease off until we had reached 95,000 feet, three and a half minutes later. As we levelled off the windows electronically polarized themselves to protect us from the excessive radiation, the protective screen on the TV set in front of me popped up exposing the screen and a feminine voice came over the P.A. announcing that passengers wishing refreshments had only to insert their credit cards in slot 'B' and to select the drink they wanted. This was big news to a seasoned veteran like me and I instantaneously inserted my travel warrant into slot 'B' and selected a rye and water. In a jiffy, red lights began to flash and a big neon Tilt sign came on outside my compartment. I nearly died of embarrassment. Every one of my fellow 550 travelers thought I had tried to syp the airlines out of some money. In a flash my favorite stewardess came to the door and explained that Armed Forces Travel Warrants were not valid for booze aboard this flight and that drinks could be had at the nominal rate of \$5 a shot. In no time at all I discovered the latest airborne electronic marvel, the in-flight five dollar bill gobbler.

Fortunately, the flight from Comox to Ottawa lasted only one hour and five minutes, as the travel claim rates have not increased in the last 12 years. I was barely on my ninth drink when the computer came back on the air advising that we would be landing in a few moments and for all passengers to fasten their TV sets off. I was disappointed as I was half way through a documentary on the 1970 FLQ crisis and wanted to see how it turned out. Reluctantly I shut it off, buckled myself in for the vertical landing, and gulped the remainder of my drink, became disappointed when I discovered that the booze dispenser had also been shut off (after thirty years of flying I still hate landings, especially now that they no longer carry aircrew in the aircraft).

One hour and five to Ottawa, I arrived in Ottawa 2 hours before I left Comox. Fantastic, but of course, I projected this little fantasy ten years into the future. It would be asinine to ever speculate that the public will be able to travel from Comox to Ottawa, in a fully automated aircraft, seated in private compartments, with a credit card ticket and booze dispensing system. Almost as fantastic as when, twenty years ago, to sit in a Dakota or a North Star for two or three days making the same trip to speculate that the trip could be done in a mere four hours, plus.

If aircraft travel continues in its advancement in line with its present geometric progression, there is still hope that the ole kit bag will be replaced with something more space aged, like a suit case.

Only 10 Shopping Days Left

With today's issue sitting in front of you, it is cruel to remind you, but it is true, there are only ten, (count them) shopping days left until St. Patrick's Day. If you don't have an invitation to my annual St. Patrick's day walk and fly out breakfast, forget it. However, there is a spark of hope for some deserving aspirants as a couple of the invitees have yet to confirm their reservations. One good type, now in Ottawa, wants to take a weeks leave and come out for the big event. The only problem is that if he does his wife has advised him to stay here.

This years party promises to be no less than just spectacular. It should keep my neighbors buzzing for at least four months. This years guest of honor will be none other than Papa Seemore himself. This well-known anti-establishment, IRA drop out, will entertain the assembly with several lectures, complete with animated demonstrations, on how the Canadian Infantry won world war square.

This year as in the years past I wish to issue a warning to the lovely lady who inhabits the apartment on the other side of my paper thin walls, to take cover, and to the mothers in the immediate area, keep your little darlings indoors as Seemore and company will be howling today.

Rumour of the Week. The Pope will reinstate St. Patrick's Day. Runner up for Rumour of the Week: The Canadian Armed Forces are planning a moon shot. This will take place as soon as they can develop a bi-lingual countdown.

Mushroomer: Sgt. A.K. Jones does not give duff gen.

Athabaska Crew Remembers

BEDFORD, N.S. (CFP) -- April 29, 1944 is a date that members of HMCS Athabaskan (GO-7)'s crew are not likely to forget, for it was on that day that the Athabaskan was sunk in the English Channel.

This year, surviving members of the crew will have the chance to renew old acquaintances at a reunion to be held in Halifax June 25 to 27.

Personnel who served on the Athabaskan from March 1943 until April 1944 are invited to attend. For further information please contact: C. Owen Deal, President, GO-7 Association, S.S. No. 1, Site No. 4, Bedford, N. S. Telephone 835-5321

TOTEM TIMES
Read in the best news in the Canadian Forces

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FUNGUS FEATURES

by Mac



442 Scoops 409 Squadron Transport Command Busy

As the last issue of the Totem Times was being made ready for the presses, one of 409 Squadron's mighty Voodoos, flown by Captains Doug Stuart and Lyn Wagar made a fiery and spectacular landing into the Straits of Georgia. All the details that were available at 'press time' were printed in the last issue, but the inside story of what was going on inside 442 helicopter was not available at the time, so we are bringing it to you now.

On Thursday, 18th of February, Labrador 10404, piloted by Captain W. G. Charland with Lt. Barry Farnham as First Officer, Cpls. Bob Perrier, Bill Munden and Lew Erwin as Flight Engineers, and Cpls. Sunny Fullbrook and Ken Hogg as the Para Rescue team, was enroute to Tree Island for a little hoisting and slinging exercise.

About half way between the Base and Tree Island Cpl. Perrier looked out a window and saw what he first thought to be a rocket leaving a trail of flames. Almost in the same instant Captain Charland looked over and saw the streak of flame explode into a big ball of fire and hit the water, spreading fire and smoke over a large area.

With an almost automatic reflex the Captain turned the chopper towards the flames just as the tower came on the air with "404 - Comox Tower." "We're heading over there now tower" the Captain cut in and then the tower continued with its emergency declaration. The tower stated that they had received a short bailout tone and that the aircraft had hit the water about 3 1/4 miles offshore. The crew anxiously scanned the sky for some sign of parachutes and finally spotted two chutes against the overcast at approximately 1000 feet. They immediately set their course towards the expected landing area of the nearest.

By the time they arrived at the first chute, which belonged to Captain Stuart, they found him to be in good shape; he had jettisoned his chute, deployed his dinghy and was about it riding the four foot waves about as well as could be expected.

Captain Wagar, however, was not doing nearly as well. In fact his parachute was full and above the water, dragging him, face down across the surface at an estimated 20 mph. Taking the obvious course of action the chopper left Captain Stuart and the straight for Captain Wagar. While all this was going on the Para Rescue team was donning their 'wet' suits and the Flight Engineers were getting the rescue basket and hoist ready for use, as the sea state was too rough to attempt a water landing.

By the time they had reached Captain Wagar he had finally managed to rid himself of his chute. In one quick swoop the crew scooped the downed navigator into the net and lifted him aboard. The engineers had some difficulty getting him out of the basket as he had a vise like grip on part of the basket's framework and was unconscious. He was also full of sea water. Once aboard, the para rescue team went to work on him with artificial respiration and pumped him dry. Their quick action possibly saved his life.



WHEN THE CREW OF HELICOPTER 404, 442 Squadron's answer to Snappy Service, heard there was a photographer around they quickly crowded into the doorway of the fastest rescue bird in the Forces. Top row, left to right are: Cpl. Bill Munden and Lew Erwin, Flight Engineers. Second row, left to right: Cpls. Sunny Fullbrook and Bill Hogg, Para Rescue men and on the ground, left to right are: Cpl. Bob Perrier, Flight Engineer, Capt. W.G. Charland, Aircraft Captain and Lt. Barry Farnham, the co-pilot. (A MacPhoto)

Meanwhile, back on the Straits, Captain Stuart was patiently waiting for his turn to

ride the basket. The crew who watched him leave his dinghy, climb into the basket and then release the dinghy, claim that he performed the feat with such precision that it looked almost like a text book drill. Perhaps the Sea Survival training that both Captains had had, paid off.

With all hands on board, the helicopter returned to 1 Hangar where it was met by an ambulance. The total elapsed time from pick up to ambulance was six minutes, the total time for the operation from sighting the fire ball to returning to the hangar was ten minutes. The helicopter crew thought they had been at it all morning. Speaking for the crew, Captain Charland said that a rescue like this, picking up your own people so quickly and successfully is almost as good as getting a promotion.

We are very happy to report that Captain Wagar, who suf-

TRENTON (CFP) - Six Air Transport Command squadrons from three Canadian Forces bases will lift ground forces and equipment later this month from a chilled Canada to the sunny Caribbean.

Seven hundred and twenty troops from the 2nd battalion, Royal Canadian Regiment at Gagetown, N.B., will be airlifted to Jamaica for an exercise in tropical training. Along with the troops the aircraft will carry

360,000 pounds of cargo and 45 vehicles. The exercise, named NIMROD CAPER III, lasts from Feb. 24 to Apr. 4.

The six squadrons taking part are 437 and 424 squadrons from CFB Trenton, flying Yukons and Caribous respectively. Two Hercules squadrons, 435 from Edmonton and 436 from Ottawa, 412 squadron from Ottawa, flying Cosmopolitans, and 429 Buffalo squadron from Edmonton.

The transport command workhorse, the Hercules, will fly the majority of flights making 80 trips back and forth between Canada and Jamaica.

Tactical missions in support of the battalion will be flown in Jamaica by Buffalo aircraft from 429 squadron.

DPC Explains Manning Problem

OTTAWA (CFP) - It was strictly a manning problem. This was how a senior officer in the directorate of personnel and careers at CFHQ summed up the situation when questioned about newspaper reports that the promotion of armoured corps corporals was dependent on their willingness to pass a language test and work in Quebec.

It happened this way. To bring the 12E RBC (French Armoured Unit) up to the required level of operating efficiency, there was a requirement for 28 francophone sergeants.

There was a shortage of francophone corporals eligible to take the corporal-to-sergeant qualifying course and fill these positions so volunteers were requested from the three English-speaking armoured regiments to take the French language training and serve a tour with 12E RBC.

Although there was little response to the initial request, further explanation of the plan led to a number of applicants and 15 were selected to attend the language training and qualifying courses.

On successful completion of the courses they will be promoted and will serve a tour of duty with the regiment at Valcartier, Que. "To fulfill this urgent service requirement," said the DPC spokesman, "it was necessary to drop six anglophone corporals from the current qualifying course, but we expect to be able to place them on the next one."

"It won't have any effect on normal promotions in the English-speaking regiments," he continued, "What it did is provided anyone interested in learning French and serving with a French regiment the opportunity of an accelerated promotion."

"And we did ask for volunteers."

CENTENNIAL MEMO - The steamer "Premier" was refused docking at Vancouver in 1859 because there was a case of smallpox aboard. The incident caused a fight between passengers and Vancouver residents. Police and firehouses were used, but eventually the passengers got ashore.

The Corporals Army

From The Province

No one can accuse the Canadian armed forces of inability to turn out a corporal's guard. It may even be the thing they can do best for there were 36,440 corporals in the total armed strength of 89,397 in all ranks last October.

Sergeants and warrant officers totalled 19,872. There were 14,409 commissioned officers.

These 70,721 officers and NCOs commanded a modest force of 18,676 privates.

By the end of 1970, although the total strength had declined to 86,011, there had been little alteration in the percentages. There were 17,856 privates who could be ordered around by 68,155 NCOs and officers.

This ratio of 3.8 in higher ranks to every private does not suggest there is much danger of a "private" army in this democracy.

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SUNDAY MASSES: 9:30 A.M. and 11:00 A.M. in the Chapel

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

CONFESSION: After Mass on Saturday at 7:00 P.M. and before weekday Masses.
BAPTISM: By appointment, usually the third Sunday of the month.

CATECHISM CLASSES FOR PRE-SCHOOL AND KINDERGARTEN CHILDREN:
 Classes for all children 4 years of age and not yet in Grade I are held on Sundays in the Parish Hall at 11 o'clock.

CATECHISM CLASSES: Are held each Wednesday evening from 6:30 to 7:30 p.m. in the PMQ school. This is for Grade I to VIII inclusively.

CWL: The regular CWL meeting is held the first Tuesday of the month at 8 o'clock in the Parish Hall.

CHAPEL COMMITTEE AND PARISH COUNCIL: Meets the second Wednesday of the month at 1:30 in the Parish Hall.

CHOIR: Practice is held Wednesday evening at 7:30 p.m. following Catechism classes.

PROTESTANT CHAPEL

Rev. Wm. Archer - Base Chaplain (P)
SUNDAY - MARCH 7 - Family Service at 11:00 a.m. There will be no Sunday School at 9:30 a.m. Instead the children are asked to come with their parents to the Worship Service. Part of the Worship will be conducted by the children themselves. The Primary Sunday School, which meets at 11:00 a.m. in the PMQ School will be held as usual.

WOMEN'S WORLD DAY OF PRAYER SERVICE
 Women from our Chapel, the RC Chapel and the three congregations in Comox will meet together in our Chapel on Friday, March 5th at 2:00 p.m. You are invited to attend this international Worship Service. Nursery facilities for babies and small children will be available and coffee will be served following the Service.

SUNDAY SCHOOL
 All the Sunday School children by now will have received Lent Mite Boxes. The children have been asked to place a small amount of money each day or each week in these boxes to go towards our Armed Forces Mission Project in Africa. The Project this year is a training school in the Congo and a rehabilitation centre for refugees from Angola. They badly need as much help as we can give them.

CHAPLAIN'S COMMENTS
 As a follower of Christ, I will make this a Lent well-spent by endeavouring to fulfill these positive principles during the next forty days:

1. I will attend Church every Sunday without fail.
2. I will place a liberal sum of money on the offering plate every Sunday.
3. I will devote some definite period of time each and every day to reading the Bible and prayer or meditation - either at home or in the Chapel.
4. I will conduct myself at work in such a way that others will recognize me as a Christian rather than as a self-centred wage-earner only.
5. I will spend more time at home with my family than I usually do.
6. I will remember that there is truth in the saying, "a person is known by the company he keeps."
7. I will refrain from the disagreeable, but pleasurable habit of criticizing others.
8. I will replace my feelings of envy with thoughts of love and thankfulness.
9. I will remember my responsibility to the community as a participating citizen, but will always place my Church responsibilities first.
10. Knowing that it is impossible in my own strength, I will daily ask God for the power to enable me to walk in the footsteps of Him Who said, "I am the Way."

Thats Show Biz

By NOLA WELLS

Have you ever been asked a loaded question? The other day my five year old son asked me "Mom do dreams really come true?" The answer I gave him seemed to satisfy his curiosity for the moment, but I've been sort of troubled about the whole thing ever since. Do dreams really come true?

Have yours . . . have mine? When I was quite young and a sincere movie fan, my big Impossible Dream was to go to Hollywood some day, and wander through the motion picture studios and gaze with wonder at the magic of the film industry. Eventually I got to southern California, and took the whole trip quite casually, after travelling across Canada and throughout most of the United States. However when I found myself, inside those motion picture studios, it suddenly hit me . . . I was actually fulfilling what once seemed like an Impossible Dream. From then on I was that little girl again and the whole experience was richer and became unforgettable because of this fact.

Who says that Judy Garland sang words of nonsense when she said "Somewhere over the rainbow . . . there's a land where dreams always do come true"

Wasn't my little son looking for that land, and wasn't he asking my assurance that it even existed? Was I wrong to tell him that it can exist if you keep on believing and reaching out towards that dream?

It's hard to have to struggle with a fireplace full of damp wood, and pipes that decided to freeze during the night, and still

(Continued on page 7)



LIONS CLUB

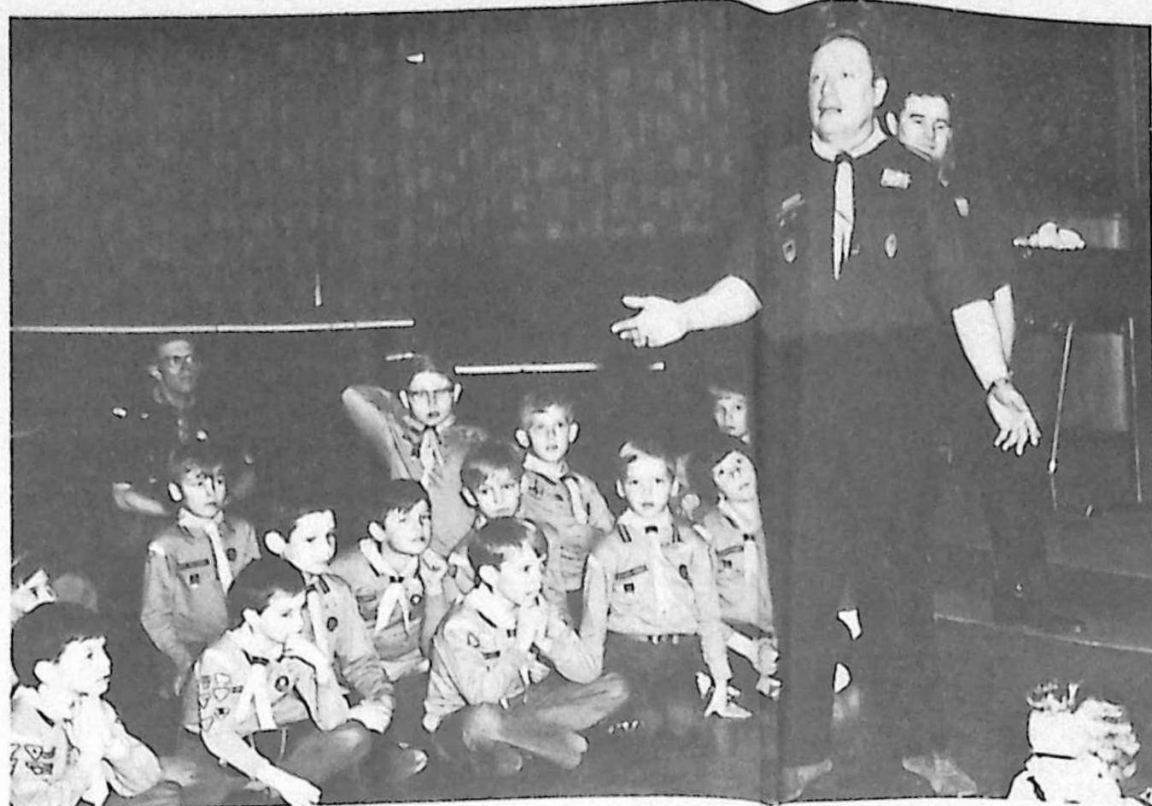
"SHARE-THE-WEALTH" BINGO

Proceeds to the Comox Valley Minor Hockey Association

Money will be used to help defray expenses for the Comox Marina Mercurys going to Vancouver for the Mainland Finals.

Fri. 5th & 12 March at 8 p.m.

COMOX RECREATION CENTRE



WHEN THE CUBS AND SCOUTS held their Father and Son mess dinner in the Combined Mess last Monday they treated their Dads to a scrumptious feast of Mess Hall turkey and cole slaw. During the delicious meal many fathers paused to reflect on the mess hall food and remembered what it was that drove them to become Fathers and Husbands. Highlight of the evening was the clever skits and sing song that the boys put on in the Totem Inn after the meal. Above is the evening wrap-up when Cub leader Crompton lead the boys in a heart-tearing rendition of Taps. (A MacPhoto)

Flying Fathers

LAHR, Germany (CFP) - The flying fathers, a hockey team of Canadian Roman Catholic priests from Manitoba, Ontario and Quebec arrived here last week to start exhibition games with Canadian Forces Europe teams.

True to their name, the fathers flew to a 6-2 victory over a forces team from Lahr to start off their overseas series on a winning note.

Father Les Costello, the 43 year old playing coach, is an ex professional hockey player. He turned pro with the old Pittsburg Hornets, a Toronto Maple Leaf farm club in the American Hockey league, in 1947, where he played for most of his career. He retired from hockey in 1950 to enter the priesthood. Father Costello first donned the Maple Leaf uniform during the playoffs in the 1947-48 season. His debut was impressive, he scored two goals and assisted on two more in five games. In the 1948-49 season he played 15 games for the parent Maple Leaf team then returned to Pittsburg where he finished out his career.

Education Advisory Committee Reports

By Peter Mills

A questionnaire was recently circulated, which was prepared with the object of determining matters of policy in the education field that are of most concern. More than 7,000 were distributed by the area school children, while reproductions were carried in the press.

At the last count, 1,099 had been returned, and the School Board office continues to receive them. Highlights of the preliminary report are as follows:

Of the 1,099 opinions received, the two "yes" or "no" questions, which were included at the request of the School Board were divided as follows:

Smoking in schools - 33 YES, 968 NO.
 Wearing Uniform in school - 404 YES, 570 NO.

222 persons identified themselves.
 197 persons contributed fairly comprehensive and detailed remarks.

192 persons offered their assistance.

Out of the nine subjects of possible concern listed, together with the areas to be specified under curriculum, or any other specified area of concern, the following assumed the descending order of importance to the residents of the area:

- 545 Guidance and Career counselling.
- 466 Drugs.
- 418 Report Card System.
- 391 Regional College or other post-secondary education.
- 388 Ecology integrated in the curriculum.
- 175 Family Life Course.
- 166 Student Freedom and responsibility.
- 157 Open area schools, physical environment and programs.
- 101 Use of foreign-oriented text books in our schools.
- 174 persons gave high priority to matters of curriculum and assorted subjects of their choice.

and conduct whatever research and discussion deemed to be necessary. There will be a meeting for these people in the Courtenay Elementary School gym at 8 p.m. March 9, where the committees will be organized. It is anticipated that when such time as sufficient preparatory work has been done, full public discussions may be held, and clear opinions of a well-informed public may evolve.

The organization was the brainchild of Mr. Terry Ryan, member of the school board. It happened that after five public meetings, organization finally came about. It was reasoned that with a budget in excess of \$5,000,000, there must be a caring attitude amongst the public on matters of educational policy in the district. CEAC makes it its affair to locate and focus opinion in such a manner that elected representatives may have as much access to as much opinion as possible.

CEAC is not, and is not intended to be a PTA. It does not concern itself with matters that could be called grievances, and which may pertain to individual schools or classes. There is no reason why a PTA cannot operate autonomously and without fear of infringement.

It is believed that no organization similar to CEAC exists in British Columbia, or for that matter in Canada. Other

school district have already heard of this area's attempt to make public opinion meaningful, and quite enthusiastic enquiries have been made.

We are as yet but three months old. The 13 citizens who organized, and who are the charter members, were those who have brought the affairs to the present state. These persons are serving as the pro tem Steering Committee until such time as the first annual general

meeting is held, and proper elections conducted. Steering committee members are: Mrs. J. Mawhinney, Mrs. H. Tanner, Mr. H. Laprise, Mrs. A. Bullen, Mr. R. Ewert, Mr. T. Crumpton, Mrs. N. Friesen, Mr. A. Clement, Mr. D. Goodwin, Mrs. J. Wines, Mrs. M. Harrison, Mr. R. Woodrow, Mr. P. Mills.

Mr. Ryan is the non-voting representative from the school board, who attends meetings for liaison purposes.

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SPOTLIGHT on SPORTS

Pacific Coast Hockey
The Powell River Regals have won the Pacific Coast Hockey League Championship for the second year in a row and they will now hit the playoff trail in defence of their Canadian Intermediate Championship. The Regals defeated the Port Alberni Labatts in three straight games after dropping the opener by a 6 to 1 score, after that game the Labatts fans thought that it was all over but the shouting. The Regals had different ideas and they turned out to be good ones as they defeated the Labatts by scores of 6 to 2, 7 to 5 and 8 to 5.

To say that this was an upset would be a big understatement because the Labatts had won the regular season league title without too much trouble at all, most people had figured that their supremacy would just carry on into the playoffs. It was quite plain to see that the Labatts were set back on their heels when the Regals caught fire and started to play hockey like they are capable of. The Regals were led to victory by the young new players on their team and possibly the oldest player in the league in Wally Anderson. The young players like John Quillard, Keith Ralston and Joe Reggs had a real fine series and then of course there was Colin McCormick in goal. The Labatts were led by Selby Statz, Wayne Statham and Lyle Dennison but it just wasn't enough.

The Regals will now advance to the B. C. Quarter Finals against the Coquitlam Flyers and that series will be played this Friday, Saturday and Sunday if necessary down in Coquitlam, it will be a best two out of three game series. If the Regals are successful in winning this series the semi-final series will be played in Powell River and then any further games will be on the road as far as the Regals are concerned.

No Ali-Frazier Coverage
The world heavyweight boxing championship match between Muhammad Ali (Cassius Clay) and Joe Frazier on March 8th in New York, will not be heard or seen on radio or TV in North American homes. In previous title bouts, CBC radio has purchased broadcast rights and the fights have been carried exclusively on the CBC radio work.

But the Ali-Frazier bout from Madison Square Garden will be strictly a closed circuit operation for paying customers in franchise centres throughout Canada and the U.S.A. Rights-holder Jack Kent Cooke has withheld radio and TV (including delayed TV) rights to the fight. The reason for this is due to the fact that the backers have to get a big gate since they're paying Ali and

Frazier the largest fee ever paid for a heavyweight fight.

Unique Hockey Games Planned
Royal Military College at Kingston turned back the sports clock just recently when they teamed up with the Royal Canadian Horse Artillery and Queen's University teams to commemorate the birth of hockey. All of the games in the exhibition series were played under 1886 rules.

The first recorded hockey game in Canada took place on Navy Bay at RMC in 1886 between Queen's and RMC with the cadets coming out as 1 to 0 winners. This year RMC tied Queen's 0 to 0 and beat RCHA 3 to 2.

The original hockey rules required that each team consist of eight players: a goal keeper, a point, a home, a cover point, rover and a forward line of centre, left and right wing. The rules in the old days were interesting too. A player receiving a penalty for tripping, collaring, kicking, shinning, cross-checking or pushing could be sent off for the match or for such portion of the game the referee saw fit. Similarly, under the old rules a goal keeper could be sent off the ice if he held the puck or stopped the play. No substitutions were allowed, except in the case of injury. Sounds real interesting!

March will be an important month for Olympic fans planning to attend the 1972 Games in Munich. Tickets for the Games will go on sale then.

Nearly 4.4 million tickets will be sold for the event, with prices ranging from 5 - 60 DMarks (1.37 - 16.40 dollars). There are a few tickets which will cost slightly more: those for the opening and closing days' ceremonies. The best seats will cost up to 100 DMarks (27.30 dollars). But because of the expected heavy demand for these tickets, there will be a draw for them.

For non-Germans planning to attend the Games, proof of confirmed room reservations in the Munich area will be required for purchasing a ticket. "In this way, we hope to ensure a maximum of fairness and a minimum of black market ticket sales," explains a spokesman for the Olympics Organization Committee.

The reason for selling tickets in conjunction with room bookings is to ensure that no one comes to Munich with only admission rights and no accommodation. On the other hand, it will ensure that everyone with accommodation will not miss out on tickets.

Of the 4.4 million tickets on sale, about 1.2 million are being offered to people outside the country - 65 per cent in the rest of Europe, 12 per cent in North



THE WINNER OF THE TUG-O-WAR to see who was going to get the cheque was Alex "Mitch" Mitchell the Treasurer-Registrar of the Comox Valley Minor Hockey Association. I think Alex got most of his experience working in the Accounts Section for so many years. The cheque represents a donation made by Major Daniel on behalf of the Wallace Gardens Community Council. Looking on is Brian Willoughby who is the Wallace Gardens representative on the Minor Hockey Association. (Ed Mullin Photo)

Pool Schedule That's Show Biz

Serviceman's Swim - Every weekday from 1200 hrs until 1300 hrs.

Open Swimming - Sunday night 1900 hrs until 2100 hrs; Wednesday night 1900 hrs until 2100 hrs.

GYMNASIUM HOURS - MARCH

Recreation Hours
Sunday 1330 hrs - 1630 hrs
Monday 1830 hrs - 2130 hrs
Tuesday 1830 hrs - 2130 hrs
Wednesday 1830 hrs - 2130 hrs
Friday Closed
Saturday 1330 hrs - 1630 hrs
Badminton Club
Tuesday 1930 hrs - 2130 hrs
Sunday 1930 hrs - 2130 hrs

America and 7.5 per cent each in South America and Asia. Africa and Australia will have 5 and 3 per cent respectively.

Canadians who are interested in obtaining tickets for the Olympic Games are advised to contact the following address:

Mr. Morley Ryder
Air Canada
Place Ville Marie
Montreal, P.Q.

(Continued from page 6)
give an adequate answer. After all had my dream of becoming wealthy one day actually come close to becoming true? Not on your life, said the frozen pipes, and the budget tacked up on the kitchen wall. Then again... hadn't I gotten to Hollywood? What were your dreams so long ago, as you laid in the warm summer sand gazing up at the gigantic sky? To see Europe... to have a fast motorcycle... to own your own record player... to be able to eat as much ice cream as you possibly could hold?

Can you really honestly say that life has been unsuccessful for you because you didn't get that promotion that you've expected for so long, or you couldn't afford a private room in the hospital when you had your appendix out. Perhaps we all should put ourselves back many years to when we believed there really was a land over the rainbow called perhaps OZ... and remember all the little dreams we wished for on that first star.

We need local people to stuff and address envelopes for our mail-order firm. For more information send a stamped, self-addressed envelope to: Manager, Box 9367, Little Rock, Arkansas, 72209.

BASE THEATRE

March

Thurs. 4 March ALICE'S Arlo Guthrie
Fri. 5 March RESTAURANT Larry Casey
Sat. 6 March Pat Quinn

Sun. 7 March THE GAY DECEIVERS Kevin Coughlin
Restricted Larry Casey
Brooke Bundy

Fri. 12 March FUNNY GIRL Barbara Streisand
Sat. 13 March Omar Sharif
Sun. 14 March Musical Biography Academy Award (Barbara Streisand)

Fri. 19 March DOUBLE HORROR

SATURDAY MATINEES

Sat. 6 EAST OF SUDAN Anthony Quayle
Sylvia Sims
Sat. 13 HAVE ROCKET 3 Stooges
WILL TRAVEL Jerome Cowan

Jr. Ranks Club

MARCH ENTERTAINMENT

Friday 5 - TGIF. Open lounge
Saturday - DANCE. Jerry Bryant Quartet. Fish and Chips.
Sunday 7 - Carrousel. Half Price.
Tuesday 9 - MOVIE. Support Your Local Sheriff. Comedy
Friday 12 - TGIF. Open Lounge.
Saturday 13 - Carrousel. Beef Stew.
Sunday 14 - Beef Bingo. 8 p.m. Lounge.
Tuesday 16 - MOVIE. The Double Man. Spy drama.
Wednesday 17 - Fashion Show. 8:30. Lounge.

SERGEANT'S MESS

Entertainment for MARCH

Fri. 5, 12, 19, 26 - TGIF. 1630 hrs.
Sat. 6 - Dance. The Starlighters. Hamburgers and Chips.
Mon. 8 - Movie. Support Your Local Sheriff.
Tues. 9 - Wives' Club Meeting.
Wed. 10 - Cribbage Tournament.
Sat. 13 - Monte Carlo Night and Dance. Hamburgers and Chips.
Mon. 15 - Movie. The Double Man.
Thurs. 18 - Bingo. \$120 Jackpot in 57 numbers.
Sat. 20 - St. Patrick's Dance. The Augmented Third.
Mon. 22 - Movie. The Best House in London.
Wed. 24 - Cribbage Tournament.
Sat. 27 - Curling Dance. The Cameos. Short Order Cook.
Fr., Sat. 26-27 - Mixed Curling Bonspiel.
Mon. 29 - Movie. The Guns of the Magnificent Seven.

OFFICER'S MESS ENTERTAINMENT

March 1971

Mar. 5 - Monster TGIF
Mar. 6 - COBOC Fly-in
Mar. 7 - Candlelight Dinner and Movie (Smorgasbord)
Mar. 8 - Jugs of Beer \$1.00
Mar. 10 - Jugs of Beer \$1.00
Mar. 12 - TGIF - pizza
Mar. 13 - St. Patrick's Day Dance
407 Cocktail Party
Mar. 15 - Jugs of Beer \$1.00
Mar. 17 - Green Beer \$1.00 per jug
Mar. 19 - TGIF - Chicken and Chips
Mar. 21 - Family Dinner and Movie
Mar. 22 - Jugs of Beer \$1.00
Mar. 24 - Jugs of Beer \$1.00
Mar. 26 - TGIF - Chinese Food
Mar. 27 - Monte Carlo Nite
Mar. 29 - Jugs of Beer \$1.00
Mar. 31 - Jugs of Beer \$1.00

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Dark brown in color, like new condition, \$40. Manikin and leather carrying case included. Phone 339-4366.

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4 drawer legal size filing cabinet. Must be in top shape and dirt cheap. Phone 339-3104.

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Sports Around the Base

By "Scoop" Palmer

Zone I Hockey Finals

The Totems left here last Wednesday to compete in the Zone I hockey finals down at CFB Esquimalt against teams from Esquimalt, Ships and CFB Chilliwack. In their first game on Thursday the Totems play CFB Chilliwack and if they win that one they will play the winner of the CFB Esquimalt and Ships game for the championship. This is a single knockout series so that means if you lose one game you can pack up your gear and head for home.

It should be a very interesting series for Paddy Keefe because he has to make sure that he is back here in time for his wedding on Saturday to Miss Kathy MacKenzie. I would like to take this opportunity to wish them both the very best of luck and much happiness in the years to come.

Last Saturday night the Totems played an exhibition game against the Commercial Hockey League all-stars and the Totems came out on top by a 3 to 1 score. For the Totems Gerry Fleet came up with two of the goals while Butch Bujold accounted for the other one, the lone goal for the all-stars was scored by Chuck Tippet.

On this team the Totems have got quite a few players that were on the Totems team in the Intermediate League, Paddy Keefe, Butch Bujold, Jack Hamilton, Barry Howell, Mike Stephens and Lyle Clifton. The remainder of the team is made up of players from the Intersection Leagues, Greg Bell, Gerry Fleet, Wayne McLean, Tim Badour, Hughie "Chief" Knockwood, John Kaulback and Ivan Grant. Lets remember the slogan "Go Totems Go" and hope the boys can come up with the Zone I championship.

Volleyball Tournament
Last weekend our Base Volleyball Team was over in Vancouver competing in a tournament against teams from Mission, Sunset Victoria, YMCA, UBC and the University of Victoria. I was talking to coach Tiny Parsons and he told me that the competition was really tough but the team had a real nice time.

The team won four of the ten sets they played so that isn't too bad when you consider some of the teams they were up against. Keep up the good work boys.

Base Fastball Team

It will not be too long before the ball season is here once again and the Recreation Staff would like to know if they are going to be able to have a team in the Upper Island Fastball League this season.

If you are interested in managing, coaching or just playing for the Base team would you please contact the Rec Centre at local 314 or 315 and leave your name with Sgt. Tom Sloan. If the Base is going to enter the league this year they have to know how many people are interested prior to March 31. Don't delay - contact the Rec Centre right away.

Intersection Hockey

In the "A" League finals it will be 442 Squadron and Admin squaring off against each other in the best three out of five game series. To reach the finals 442 Squadron defeated the Voodoos in two straight games by scores of 4 to 2 and 8 to 2. In the first game the goal scorers for the winners were Ivan Grant with two, while Jam Plamondon and Tim Badour scored singles. For the Voodoos the goal getters were Hugh "Chief" Knockwood and Harry Chapin. In the second game 442 was never headed as they opened up a five goal lead before the Voodoos were able to get on the score sheet. The scorers for the 442 boys were Tim Badour with three (that was enough to win) Gerry Casavant, Dave Littlejohn, Joe McMullan, Art Howald and Ivan Grant. For the Voodoos it was Russ Parker and Gerry Fleet taking care of their goals.

The Admin team defeated 407 Squadron two games to one in the other half of the semi finals. Admin won the first game by a score of 3 to 1 when Joe Burke scored all three of their goals, the goal for 407 Squadron was scored by Dave Currie. The second game went into sudden death overtime before Bill Searle of 407 was able to come up with the winning goal to give his team a 4 to 3 victory, it was his second goal of the game. The other goals for 407 were scored by Gil Powers and Andy Ayotte. The goals for Admin were scored by Joe Burke, John Waller and Hoffer. In the third and deciding game Admin were victorious by a score of 7 to 5 when Ed Cumby and John Waller with two goals

each led the attack, the other goals were scored by Joe Delage and Hoffer. Goals for 407 were scored by Andy Ayotte, Steve Froehler, Fred Robinson, Dave Currie and Bob Sleight.

In the "B" League it will also be 442 Squadron vs Admin, the third and deciding game was won by Admin but I am afraid I don't have the score, the finals will get underway on Monday night. In the series between 442 and Tel Air it also went three games, Tel Air won the first game by a score of 4 to 2 but 442 came right back with a 3 to 1 victory in the second game and they also won the third game by a score of 5 to 2. In the other series Admin won the first game by a score of 2 to 0 but then 407 came back with a 3 to 2 win to tie up the series.

Around the last week in March the Intersection Leagues hope to have a wind-up banquet to cap off the seasons activities, watch for more notices very shortly.

Minor Hockey Report

On Friday and Saturday March 20th and 21st the Comox Midget Marina Mercury's will be playing in the Mainland Finals over in Vancouver. To help with the expenses that will be incurred on this trip the Comox Valley Lions Club will turn over all the profits from their Bingos that will be held on Fridays March 5 and 12 at the Comox Recreation Hall. If you are not doing anything on these nights let's get behind the Lions Club and give them support so that they will be able to turn over a nice donation to the Comox Valley Minor Hockey Association. If the Mercury's win this series in Vancouver the Provincial Finals will be played right here at Glacier Gardens, I am not sure of the exact dates.

This weekend the Bantam reps who are sponsored by Comox Legion Branch 160, will be playing in the Bantam Round Robin Finals down at Port Alberni. They will play three games and the first one is on Saturday at 10:15 a.m. against Nanaimo, then they will play Powell River at 4 p.m. also on Saturday and then their final game will be on Sunday at 10:00 a.m. against Port Alberni. If you are down that way on the weekend why don't you take in these games.



MEMBERSHIP CARD NUMBER ONE was issued to Cpl. John Webber seen above standing impatiently while the grass grows under his feet. The Golf Course is open on the first of May (weather co-operating). Potential club members are advised that memberships are now available from CWQ Zeiner who resides at the Base Armament Section. Get in there early swingers, and avoid the long line up. (A MacPhoto)

Comox Judo Club

For three years now Judo has been taught here at CFB Comox. For most of this time, Cpl. Richard Kensett has been the instructor. Presently holding the rank of black belt first degree, Cpl. Kensett has been practicing judo for about 10 years. Under his guidance the club has developed into one of the best in the area.

As in the majority of clubs, Kodokan Judo is the style instructed and practiced at Comox. Dr. Jigaro Kano was the founder of this form of judo which originated in Tokyo, Japan in 1882. Kano took many of the techniques found in Jujitsu, a pure self-defense art and transformed them into what is known as the sport of Judo. This sport has spread from Japan to just about every country in the world, now also becoming a part of Olympic competition.

Students begin their training by learning some of the basic customs and practices associated with judo such as courtesy and the proper wearing of the judo-gi. This is followed by instruction in breakfall techniques. These are taught so that students are not injured when thrown by others practicing judo techniques. Once, falling is mastered, instruction in basic throwing forms begin.

Although throws are the most well known aspect of judo,

students are also taught grappling, choking and armbars techniques. Normally, certain techniques are not taught until the students have progressed to higher ranks.

The Comox Judo Club is composed of about 30 juniors and eight seniors. Although considered by many as a rough sport, the word judo means "gentle way" and is practiced by many women. In fact, the Comox Judo Club currently has a number of girls receiving instruction.

The Comox Club is very active in Provincial Judo programs. Members of the club frequently represent the base in Judo tournaments held throughout the Province. Under Cpl. Kensett's instruction the club travels to other gyms for visits and in this way promotes better judo throughout the area.

The Club practices twice a week Wednesday beginning at 6:30 p.m. for juniors and 8:00 p.m. for seniors and on Saturdays beginning at 1:30 p.m. for juniors and 3:00 p.m. for seniors.

Co-ordinator of Guiding Services

The transfer of Regional Protection Officer Joseph P.A. Gibault to the newly-created position of co-ordinator of guiding services for the provincial Fish and Wildlife Branch is announced by Honourable W.K. Kiernan, Minister of Recreation and Conservation.

In his new position Mr. Gibault will be responsible for co-ordination of guiding services throughout British Columbia. He will work closely with regional supervisors and field staff of the

Fish and Wildlife Branch, guides and guides' associations.

Mr. Gibault was born in Saskatchewan and joined the British Columbia Police in 1935. He joined the Fish and Wildlife Branch in 1953 and was stationed at Williams Lake as a conservation officer until 1962.

His last duties prior to taking up his new position were as regional protection officer of the Kootenay Region in Cranbrook.

He is married with two sons and will make his home in Victoria in the near future.

WIN \$25.00 WIN \$25.00

★ NAME THE GOLF COURSE CONTEST ★

Date

My suggestion for the name of the new CFB Comox golf course is:

.....

I think this would be a suitable name because

.....

Contest is open to service personnel, their dependents and civilians employed at CFB Comox. Contest closes 18 March '71.

My name is:

.....

Address:

Phone:

Mail to: THE EDITOR, TOTEM TIMES, CFB COMOX

The \$25.00 winner will be selected by the Golf Course Board of Directors.

★ NAME THE GOLF COURSE CONTEST ★

WIN \$25.00 WIN \$25.00



CPL. MacMILLAN (CENTRE) AND CPL. McMULLEN (RIGHT) were recently presented with a Certificate of Award and a cheque for a suggestion they submitted which improved the oil drain system on the CF-101 aircraft. The B.T.S.O., L. Col. R.N. Smith, made the presentations to the deserving corporals. (Base photo)

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TANG

Orange Crystals 2 7-oz. pkg. **85¢**

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Chuckwagon Dinner 2 15-oz. tins **89¢**

TASTES SO TOASTY

Cheerios Cereal 14-oz. pkg. **49¢**

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Cream of Wheat 28-oz. pkg. **37¢**

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Minute Rice Mixes 6-oz. Pkg. **39¢**

FIVE ROSES

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Mouthwash 24-oz. btl. **99¢**

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