TOTEM TIMES

B.C. 1871 — Buy Canada Begins at Home — B.C. 1971

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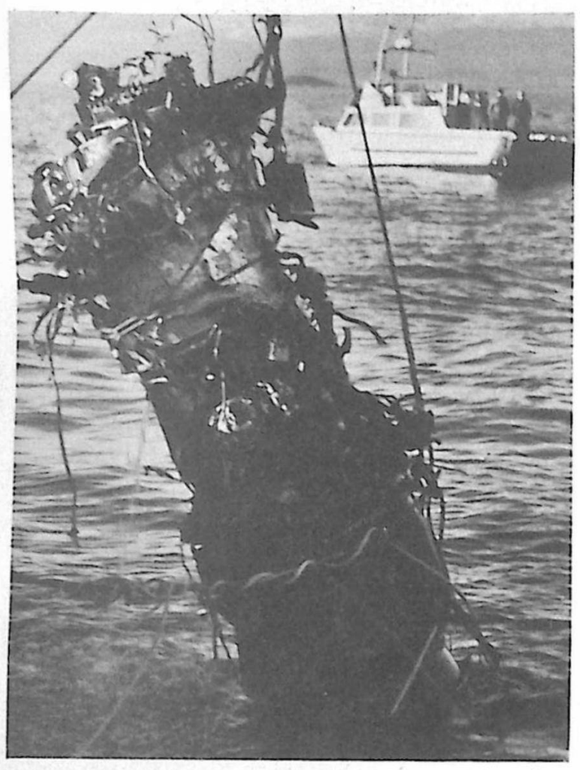
Pisces, St. Anthony Win Voodoo Fish-In



TWO OF THE THREE MAJOR PIECES OF VOODOO WRECKAGE recovered by the Pisces St. Anthony combination are shown being hoisted from the briney deep on Monday and Tuesday of this week. Obviously a lot of work will be required to whip these pieces back into their characteristic streamlined shape. The jumble of wires on the right contains the pilot and navigator cockpits, including instrument panels, a warning system telelight panel, and the engine fire warning light panel. These panels and pilot instruments have now been removed by an Air Investigation Board member and will undergo comprehensive laboratory analysis in Montreal.

Base photo

Dynamic Duo Recover Wreck

The crew of the three-man submersible, Pisces, achieved its third straight major success on Tuesday morning when its underwater efforts were instrumental in recovering a large part of the fuselage of a Voodoo which crashed near Comox on February 18th. The actual recovery was made by the crew of the St. Anthony, and the CFB Comox salvage crew, which were standing by topside while the submarine was hooking cables onto the merchandise. On each of the two previous missions a two-ton jet engine had been raised from the soggy wreck.

The 150-foot ocean-going salvage tug St. Anthony, a navy auxiliary vessel from Victoria, had arrived at the Comox wharf the evening of March 3. The barge which it had towed from Vancouver was carrying the $600,000 brainchild of International Hydrodynamics Company, Pisces III. The Pisces was just out of major refit, and most of the parts had just been hastily put together for this salvage job, the first of its kind that the tiny sub has ever undertaken.

Recovery of the Voodoo wreckage was being handled by CFB Comox, with Capt. Roy Monahan co-ordinating the operation. This involved the captain of the St. Anthony, Bob Hooper, and his crew of 19, the Pisces director of field operations, Al Trice, with his submarine pilot and skin divers, and Sgt. Al Joynson with his salvage crew from CFB Comox. Communications between Comox wharf and the salvage site were facilitated by Quadra Marine's two 40-foot crash boats, Black Duck and Flamingo. And of course everything was carried out under the good auspices of the meteorology department.

Since the floor of the sea doesn't know night from day, the Pisces was not restricted in when it could do its searching. Weather was the major consideration because in high wind or large swell the operation at the surface could become hazardous. Also, for actual recovery operations, the St. Anthony had to have reasonable swell and daylight.

The first dive was made on the night of March 4th and yielded no result. The second dive, the following night, located the wreckage of the Voodoo 4,000 feet south of the marker buoys that had been laid after the crash. An engineer from Hydrodynamics,

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407 NOSED OUT IN FINCASTLE

407 Maritime Patrol Squadron has finished a close second in the Fincastle competition, the Stanley Cup series of the international whale-killer's league. The squadron, represented by Captain Ken Waterhouse and the other members of crew five represented Canada in the competition. Crew Five gained the honor for 407 Squadron by defeating crews from all the other Maritime Squadrons in the maritime bomb-tossing tournament which was held at CFB Comox last October.

The results of the competition showed that the RAF entry finished first, with the Canadian entry a close second. Third place was obtained by the Royal New Zealand Air Force, while the Australians, last year's winners finished fourth.

To compete in the exercise, each entry carried out an anti-submarine exercise, using all the many methods which anti-submarine bods have of casting bombs and what-nots on unsuspecting, or even suspecting submarines. The results of these exercises were then sent to a committee of judges in England. The committee decided the results of the competition by exhaustively analyzing all these results, and reading letters from unhappy whales who were less than enthusiastic about being targets for assorted chunks of iron-mongery. The RAF entry, apparently, generated the most hate literature, and they were declared the winners.

For next year's competition, 407 has decided to ban whale-hunting in the Pacific Ocean, on the theory that the more whales there are, the more whales will write letters about bombs and flight-lunches, and then 407 will win.

AT COMOX

High-Jackers Unsafe Airline

Early on the morning of March 8th thieves burgled their way into the commercial air terminal at CFB Comox and made off with a 250 lb. safe containing the weekend receipts. The thieves had entered the building from inside the Base Comox perimeter fence, *jimmying the door to the freight room first, and then breaking into the manager's office where the safe was kept.*

Mr. Hans Frank, *the manager of the terminal, had left the* building about midnight on Sunday, and the janitor had left about 1:00 a.m., after having freshly waxed and polished the floors of the freight room, ticket office, and manager's office. The thieves had crossed all these floors twice, once carrying the safe, but, in spite of the wet weather, they were very careful not to leave a mark on the nice clean floors. Neither did they make enough noise to alert the DOT operator who was monitoring radios perhaps 30 feet away, but behind closed doors.

They bypassed the cash drawers behind the ticket counter, and they ignored the radio, portable TV set, and sundry other items in the manager's office. The only damage was to the two door locks and the only item missing was the safe containing approximately $1,500 in cash and $200 in travellers' cheques.

Mr. Frank was convinced that the thieves had cased the joint before making their hit, familiarizing themselves with the layout of the building, realizing that Sunday night would provide the largest gross take, and deciding it was safer to steal the unanchored safe than to crack it on the spot.

They carried the safe out the way they had come, not bothering to use the keys on the freight room wall to open either of two locked security gates nearby. Instead, they carried the safe about 275 yards across a marshy area to a part of the perimeter fence which had a cross-bar about half way up. They took two garbage cans from behind the terminal, dumped them, and used them as supports to enable them to hoist their heist over the fence. Angular marks in the soft earth showed that the safe had been dropped once before the thieves got it over; there were no corresponding marks on the other side, indicating that perhaps a mattress, a pick-up truck, or a crushed crook may have taken the shock outside the fence. Thieves and safe disappeared without further trace.

The burglary was reported by the morning clerk at 7:15 a.m., Monday, and is still being investigated by the RCMP. The 7:30 and 8:30 morning flights that day departed Comox on schedule.

707 Fleet Boosted 25%

The Honourable Donald S. Macdonald, Minister of National Defence, announced that the Government has authorized the purchase of a fifth Boeing 707 long-range jet transport for the Canadian Forces.

The aircraft will join four others which have been in service with the Canadian Forces since March 1970.

The 707s replace Air Transport Command's 12 Turboprop Yukon aircraft scheduled to be phased out of service by the end of next month.

The additional aircraft will provide greater flexibility, which was not sufficient with four 707s,

In addition to these commitments two of the aircraft are being modified to provide an inflight refuelling capability

Total cost for the new 707 is estimated at between $10 and $11 million including spare parts, which will be met within the fixed defence budget ceiling for 1970-71.

Annual operating costs for the five 707s will be just under $11.5 million as compared to $16 million for the Yukon fleet.

What is a Pisces?

It is a tiny submersible craft capable of carrying a pilot and one or two passengers. Its weight is 23,000 lbs. when out of the water, and about 200 lbs. when soaking wet. It has an operational floor of 3,600 feet. The crew compartment is a sphere with three tiny windows in the front, headlights fixed outside and above the windows, and two manoeuverable arms which can move in all three planes, extend, retract, grasp, and hold objects in front of the windows for visual inspection. The superstructure contains a main sphere for primary buoyancy and two smaller trim spheres for levelling the craft in the water. Oil is pumped into or out of these spheres to achieve the desired effect.

In its less than two years as an operational sub. it has done 265 dives. Some of these have been for the routine recovery of torpedoes lost during naval operations at Nanoose Bay, others have involved such diverse endeavours as biological surveys of marine life in situ, geological data collection from the ocean floor, and scientific research for the development of underwater acoustic ray detection installations. These have taken Pisces to Hudson's Bay, the Great Lakes, and the Bahamas, as well as to the Atlantic and Pacific oceans. Last year the Pisces engaged in the salvage of the 90-ton tug, Emerald Straits. The wreck was in 640 feet of water and took 35 days to raise.

International Hydrodynamics has built four submersibles in the last seven years, and Russia has recently ordered one which is to have the capability of descending to 6,600 feet below sea level.

Contest Closes

The 'Name The GolfCourse' contest closes today, so if you've been putting off sending in that brilliant submission, you are not quite too late. All you need do is to write down the suggested name, the reasons you think it would be a suitable name, attach your name and address, and send it to the Editor of the Totem Times before midnight tonight. You could stand to win $25.00, and that ain't hay.

Buoyed With Success

Buoyed with success after retrieving the second engine of a drowned Voodoo from the briny deep, the ocean tug St. Anthony cut a fancy caper while homeward bound. Taking a short cut around Denman Island, the vessel, which has a draft of 18 feet, ran up on a sandbar which peaked at a mere 14 feet below the surface at low tide. Low tide was what it was, and poor St. Anthony was left high and dry. Well, in a manner of speaking -- as the ship ground to a shuddering halt, the huge bow wave came crashing back and washed across the decks amidships. Full reverse thrust was called for, but all that did was roil the silt and beer cans at the bottom of the channel. Handily, a couple of skin divers were on board, and they were made to swim for their supper. Donning their wetsuits, they went over the side to check the hull for damage, and to see whether there were any boulders or buried treasure chests that might cause damge when the ship would later be moved off the bar. No damage and no treasure, but yes, the tug was certainly stuck on the bar, right back to its propellor. It looked like there was nothing for it but to pray for rain, or else wait for high tide. The St. Anthony had broadcast the particulars of its predicament, and the crash boat, Black Duck, responded by offering a tow. The ship, at first, declined the offer of the insignificant little pipsqueak, but the Black Duck and its sister boat, Flamingo came along anyway. Tow ropes were attached; the big tug reversed engines at full speed; the little crash boats churned bravely. And slowly the ship moved rearward, until it was afloat once again on its own. After an hour and a half interruption, the St. Anthony continued on its way, and the little Black Duck passed on the starboard side, making a big pretense of leading mother ship through the narrows.

IN TODAY'S CANADIAN FORCES, versatility is everything. One uniform must do for all three services. Everything must have at least two uses. So it is with airplanes. The Tracker, which has been looking for a role ever since someone moved the Bonaventure out from beneath it, has now found one. The ubiquitous little noise-maker is now doubling as an unorthodox, but effective cargo carrier. It is planned to use fleets of them to airlift tankers down the Georgia Straits, rather than risk having the tankers sink and spill oil all over everything. In this photo, a Tracker is shown practising its pick-up technique on an Atlantic fishing vessel that will shortly be looking for salmon in the Pacific.

Canadian Forces Photo

CTV Postpones William Telecast

OTTAWA – For an exhibition of precision flying and aerial wizardry a date with your television set March 20 would have proved worthwhile.

On that date the CTV network should have been airing the weekly ABC-TV's Wide World of Sports featuring the 1970 William Tell Air Defence Meet. However, it won't be. The showing has been postponed indefinitely.

The competition, inaugurated in 1954, and staged in Florida, saw four Voodoo jets from 409 All-Weather Intercepter Squadron, CFB Comox, B.C., competing with U.S. Air Defense Command and Air National Guard crews.

The competition evaluated the ability of crews to handle, maintain and load weapons under simulated combat conditions, and also determines the best aircrew and controller teams in the NORAD system.

409 Squadron's Voodoos were selected the best in Canada during national competition in early 1970.

Do not consult your local TV listing for March 20's Wide World of Sports on the CTV national network, because all you'll see will be some mouldy car race.

442 Does More Quick Work

442 Transport and Rescue Squadron gave another convincing demonstration of their quick reaction capability Tuesday morning. At 0835, the squadron was called by the rescue co-ordination centre and told that a light aircraft had crashed one-and-one-half miles south of the Campbell River airport. At 0840, a Labrador helicopter flown by Captain Bill Charland and crew was on the way to the scene.

At 0900, the chopper had arrived and lowered para-rescue men, Corporals Sonny Fullbrook and Pinky Hogg who discovered that both occupants of the light plane had died in the crash.

While the para-rescue men were attempting to extricate the victims from the wreckage, the chopper had gone to Campbell River airport and picked up some fire-fighting equipment, which it took back to the scene and lowered to Corporals Fullbrook and Hogg, who extinguished the still-smoldering wreckage and removed the bodies. The bodies were then hoisted into the helicopter, which took them to Campbell River.

During the operation, the flight engineers, Corporals Ken Ned and Marty Fraser ran the hoist and directed the recovery operations.

Service Drivers Defensive

OTTAWA (CFP) – Defensive driving is catching on.

Of 212,192 qualified drivers in Canada today, the Canadian Armed Forces leads all sponsoring groups with 64,626 graduates in the Canada Safety Council's Defensive Driving Course.

Last year the coast-to-coast program graduated 93,000 drivers, 20,490 of whom were qualified through the Canadian Forces, a national sponsor.

In 1969, 24,199 armed forces drivers of a national total of 72,000 were successful. The decline in graduate production of servicemen last year is attributed to the high percentage of service drivers already trained, the Canada Safety Council explains.

NO LEAVE PASS - NO TRAVEL

OTTAWA (CFP) – If you don't have it, you won't get on.

Air movement Units across the country report that persons going on service flights while on leave are arriving at AMUs without the required documentation.

CFAO 20-20 Annex B, Para 36 states that each passenger must carry a properly authorized Canadian Forces leave form stamped with the unit orderly room stamp. In the case of family groups, the leave form must bear the names of all members of the family travelling together and the reservation centre message number which confirmed the space.

There are also additional documents required for those going on leave overseas.

THE LEADER OF THE FLEET, Argus 718, the first Argus to accumulate 10,000 hours flying time ponders a Canada Pension Plan application form while shattering the stillness around the Comox Glacier. During her time in the air, the venerable restaurant has served an estimated total of 150,000 meals, 180,000 light snacks, and enough coffee to fill the Pacific Ocean three times, with enough left over to pollute the Mediterranean beyond recovery. (Canadian Forces photo)

First Argus With 10,000 Hours

On 15 March 1971, Argus 10718 flew its 10,000th hour while on patrol over the Pacific Ocean. The aircraft was captained by Maj. Mike Bradley and had crew 5 on board. Crew 5 flew Aircraft 718 in the 1970 VP ASW Competition and placed first. The aircraft was accepted from Canadair at RCAF Stn. Greenwood on 15 May 1958. From there she went to Summerside in October 1963 and finally to Comox on 17 July 1968. Her ports of call include such places as: St. Mawgan, England, the Azores, Argentina, Keflavik, Iceland, Japan, Adak, Alaska, and Australia to name a few.

Taking a speed of about 210 mph, Argus 718 has travelled a total of 2,100,000 miles or 84 times around the world at the equator or 9 one way trips to the moon.

From all indications in Ottawa, 718 has a few years as part of the Argus fleet to work on her second 10,000 hours! 407 Air Photo

407 Tech Ramblings

This being the last column prior to the April 2nd 407 Sqn. Family Day, a reminder to the wives to check that your name is on the flying list if, of course, you are interested in an airborne sampling of our mightly Argii. And, to those of you who are not desirous of having air between your feet and terra firma, come on out and see where your tiger and his compatriots do their thing and enjoy a coffee break with the other gals.

The family breadwinners hardly need reminding of the all-ranks smoker in the upper lounge of the Totem Inn following the flying activities; however, it would probably be wise to have the household C.O. sign the requisite pass at an early date.

REPAIR

Once again, greetings from the nerve centre of the squadron.

We wonder how our fearless leader, Capt. Matthews, fared on his trip to attend a POL course. Fancy, in this jet age, bumping your way to Winnipeg in a venerable old Dak as the finale to COBOC's famous "LOST WEEKEND." We certainly have to hand it to the younger generation when it comes to spirit and stamina while we old crocks literally walk down to the pasture. How many of you remember the rest of that story?

After some three years of patient existence in our makeshift shacks, not unlike those in the slum areas of OSHKOSHBYGOSH in PENSYLTUCKY, the contractor has commenced work on our luxurious new office complex addition to the hangar and they must be serious about it since a couple of holes have already been punches into the hangar wall. Just imagine the prospects of being able to see daylight, smell fresh air and get away from some of the noise. We sincerely hope that in the not too distant future, when you phone us, that we will be positive of and not have to guess what you said.

Our service and dispositions should improve immensely to say nothing of the possibility of being able to provide a hot cup of coffee for a change.

Our lone MWO has departed for Trenton where he is undertaking a short course in the mastery of NDT techniques. In his absence, our little WO in the driver's seat contending with PER preparations, an inspection, almost everyone on leave, etc., etc., and he still says, "no sweat". In fact, he says that if servicing is as hard pressed as they say they are, he'll assist them in making known, through the medium of this column, the fact that such an organization as theirs does in fact exist.

Apparently Ashdown has taken up curling on the advice of "Army" Armstrong who hopes that he'll be a better curler than hockey player. While on the subject of winter sports, Chuck Boyce is smiling these days as the snow disappears from his yard and he abandons the snow shoes for the season.

Bill Baker has become adjusted to sleeping with a Mae West on as the breakers roll onto the beach at Point Holmes. Possibly that little brown house isn't quite what we had imagined it to be.

As witnessed by their bleary eyes, Bob Gould and Keith Cowden are once again taking turns at playing the "Happy Bartender" in the Annex. Not enough sleep, chaps?

Pete Murphy is wondering whether his new car really came from the Orient or if it was imported from the howling north.

Our parting thought was stolen from a recent magazine: "It is extremely difficult to shake hands with a clenched fist".

TORP TOPICS

The most common topic in the section this week is curling; however, nobody came home with any silverware. Cpls Roy Covey, John Chequis and Brad-the-Hood were knocked out in the "D" event 3rds while WO Dave Hansen, mating with a Sgts' Mess rink, also succumbed to the opposition in the same event. Cpl. Max Weegar, playing lead for the Kinsmen foursome, went all the way to the final in the "A" event only to be beaten out in a very exciting game that required an extra end to decide. So much for the Hangover League for another year.

Currently missing from our midst are Cpl. Bob Thurley who is presumably enjoying the snow and cold while on the SIT course at Clinton and WO Hansen and Cpl. Jerry Cooke who are on TD down Victoria way. Soon to depart will be Cpl. Wilf Whalen for a short course at the Cool Pool preparatory to, and hopeful of, a confrontation with those renowned German Frauleins. Best of luck, Wilf.

A new addition to the section, in the person of Sgt. Joe Wood, should at least be reason for a spring party. Welcome to the inside of the fence, Joe, and we hope you enjoy your stay. moustaches that are sprouting like spring flowers. By summer, Torp Shop air pollution should be halved thanks to all the nose filters.

Housing is again in the news what with PMQ rents going up and Sgt. George Ruscoff and Cpl. Max Weegar negotiating the purchase of homes in Courtenay. FALSE-HOOD.

AIR PHOTO NEWS

The camera club staff of 407, officially labelled Air Photo, has been moving at a razzle dazzle (means the same as fuddle duddle) pace the past few weeks.

Bob Maier, his wife and hungry baby have been busy packing in preparation for joining the other tourists in Germany ever since they heard that baby food was cheaper over there than here. If you're looking for a cute little dog for Babies John or Alice, he has one for sale cheap.

Wayne Hill now has a place to hang his coat; he's proudly wearing a hook on his arm. Congrats and all that.

Both Bill Searle and our newest addition, Randy Howell, have been active in the hockey wars and have helped immeasurably in the elimination of their team from the playoffs.

Bill Field has been active in one of his many moonlighting fields, real estate, and was carried away to the point where he sold his own house.

The section has become very hairy of late as most of the crew, except for a few junior members, have gotten aboard the Centennial Bandwagon with

As for the rest of us, we're all busy helping Dick Shaw with his luggage. He seems to be always either coming or going and, at last count, he was off to sunny Greenwood following a month in rainy Aussieland. SKOL!!!!

Forces Bands Play in Europe

OTTAWA (CFP) – There'll be Canadian Forces music in the air in Europe this year.

Four bands will alternate their services in France, Germany, Belgium, The Netherlands and England.

First to tour will be the Royal Canadian Artillery Band, directed by Captain C. A. Villeneuve, from Montreal. Leaving Canada April 25 and returning May 31, the 47-piece band will play at Lahr for the 4 *Field Squadron, RCE, reunion, 4 Service Battalion's anniversary and the* Artillery birthday parade. At Soest the band will play at various close-out ceremonies.

Next to hop the pond is the 65-strong Air Transport Command Band, directed by Captain Kenneth R. Moore, from Kingston, Ont., which will play at Mons, Belgium, during the 11th Festival International de Musiques Militaires from June 4 to 8. Included in the three-week engagement during June is a performance at Malmedy, Belgium, for the 125th anniversary "Echo de la Marche", as well as Armed Forces Day celebrations in London, England, and Lahr.

The Training Command Band from Winnipeg will spend the period June 25 to August 5, on tour. Captain Albert C. Furey and his 62-man band will play in London for the Greater London Council Park concerts and at Canada Day celebrations at Lahr, Germany, and Brunssum, Belgium.

While in Lahr the band will also play for change of command ceremonies of 1 Regiment, Royal Canadian Horse Artillery and the 1st Battalion, Royal 22nd Regiment.

Capping the overseas tours will be the Naden Band from Esquimalt, B. C., directed by Captain B. G. Bogisch, which will be in Europe for a month beginning October 15.

The 62-piece group will play for the centennial birthday celebrations of the Royal Canadian Horse Artillery at Lahr Octover 20 and Remembrance Day ceremonies November 11 at Vimy, France.

DEMON DOINS

With the onslaught of Spring (yes, it really is coming – sometime!) there are many personnel changes in the Demon Den. In recent weeks newcomers to the Squadron are: Lt. Dick Saunders has returned to 407 after a brief struggle with Training Command and pilot training. Just couldn't leave the West Coast eh, Dick?? In the pilot trade we have Major Beehler joining Crew 1, Major or Lieutenant Commander, depending upon whether you're in a "boat" or not, Winchester will be with Crew 6, and Lt. John Clough will be under Capt. Ken Waterhouse with Crew 5. Captain Dave Thompson joins the Den as *another map reader or navigator.* Welcome aboard to 407's recent observer arrivals: Cpl. Walt Morand, Cpl. McPherson, Cpl. Eric Welin and Del Hansen.

As people come so some must go. Recently the following have been told they must depart Bennett's Wonderland: Capt. Dick Griffith will be going to Halifax in mid June to become part of ADAC (Acoustic Data Analysis Centre). Capt. John Westlake heads for Halifax and Maritime Command Headquarters as Executive Assistant to Commodore Morrow. Capt. Joe Hemus heads East to Shearwater to take up duties concerning sea survival. Capt. Ken MacKay has returned from a successful completion of a computer course and now goes to a posting in Ottawa. Two Radio Officers, correction - two ANAV RO or whatever they're calling them now – depart for 449 (VP) Training Squadron in Greenwood, Nova Scotia. They are Captains Gary Kinsey and Brian Cuthbertson. Captain Ron Callbeck, bridge player and navigator, leaves 407 for ANS (Air Navigation School) in Winnipeg. Best of luck to all in their new postings.

For once, if you look around the Squadron area in the next two weeks, one may detect a decided lack of two and a half stripers or Majors as they are oft times called. The following have gone to San Diego on a Senior Officers Standards Course: Majors Morse, Ash, Dandeno and Lt. Cdr. Desko and Captain Jim Stewart. Watch your local newspaper for reports of "Major" or minor earthquakes in the Diego area.

The Squadron held a Cocktail party on the 13th of March. A gift was presented to Captain Don Chapman and his wife as a departing token of 407 Squadron. Don retires from active service in April. Good luck Don!

Captains Ernie Peake and Jim Franko have been selected to attend the AANC Course in Winnipeg from mid April to June. This is an Advanced Air Navigators course which provides a type of continuation and advanced training for navigators and radio officers.

Question of the day – Who will be Commanding Officer of 407 Squadron this week??????!!

CENTENNIAL MEMO – Aldergrove obtained its name from the fact the area boasted a heavy stand of alder in early days.

Post-Grad Training Offered

OTTAWA (CFP) – Post graduate training for serving officers will be offered at civilian universities and Canadian Services Colleges beginning in September.

The 17 available courses, ranging from aeronautical engineering to psychology, are open to all officers holding recognized baccalaureate degrees. Details are included in CANFORGEN 030 Feb. 71.

Selection of candidates will be made next month and applications, to reach CFHQ no later than April 1 and completed in accordance with CFAO 9-33, must include a letter of unconditional acceptance from the appropriate university.

The Wheels Go Round Dep't.

Four senior Canadian Armed Forces officers will be given new assignments during July and August.

Major-General D. C. Laubman, 49, Edmonton, will be appointed deputy chief of military personnel at Canadian Forces Headquarters August 23.

Now Commander, Headquarters Canadian Forces, Europe, he succeeds Lieutenant-General Jacques Dextraze, 51, of Montreal, who was appointed chief of personnel in December.

Succeeding Major-General Laubman is Brigadier-General W. C. Leonard, 50, Toronto, who will be promoted to Major-General August 1. Brigadier-General Leonard has been Commander of the 4th Canadian Mechanized Battle Group in Europe since last June.

Brigadier-General Jacques Chouinard, 48, Montreal, Commander of the 5th Combat Group and Canadian Forces Base Valcartier, Que., succeeds Brigadier-General Leonard in West Germany.

Succeeding Brigadier-General Chouinard is Colonel J. B. Archambault, 47, Ottawa, who will be promoted to the rank of Brigadier-General July 1. He has been senior military advisor to the military component of the Canadian delegation in Laos since April, 1970.

Too Dear? Think of it this way - for a million dollars you could hire 40 members of parliament for a year. Well, at least, for part of a year.

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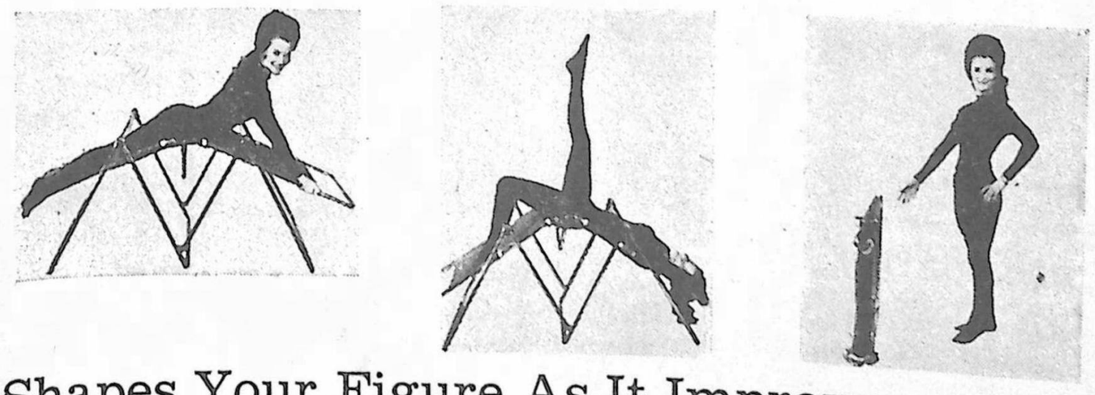
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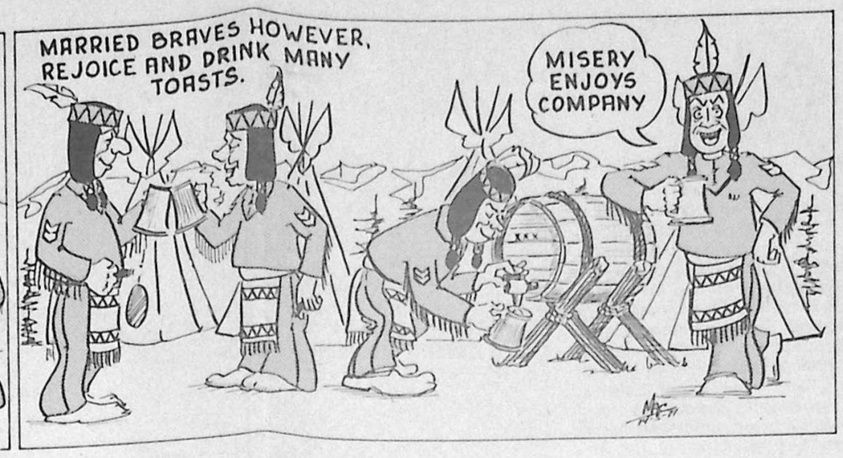

THE FIRST CFB Comox pilot to check out on the improved model of the Voodoo, Col. G. H. Nichols, shakes his fist at the BAMEO, who was so busy organizing parking spaces that he forgot to put the canopy on the airplane. As a result, Col. Nichol's new white scarf was tattered beyond economical repair by the mach three airspeed made possible by the unique wing design which utilizes the double-cantilever single-hemisphere coke-bottle effect with disymmetric chord and inverse spanwise flow to sneak up on enemy bombers and riddle them with bits of hypersonic goggle. (A MacPhoto)

OFTT Techs Build Link Trainer For Victoria Cadets

CFB COMOX – An initial stage of 'Operation Peace Wings' – the exchange of Voodoo interceptors and flight simulators for more up to date versions – took place in the Base Armament section here *on Wednesday, March 3. The new flight simulator – featuring a* radical departure from standard electronic computor principles for an excitingly new concept based on a vacuum pump and air bellows, features a movable cockpit capable of 30 degrees of pitch and roll, and a 360 degree turning arc.

Base Commander Colonel G. H. Nichols, who flew the initial sortie in the new trainer, commented that with this equipment, Canada is certainly well protected against any Link trainers flying today. After that, *he donned his Snoopy helmet and goggles, wound his silk scarf jauntily around a neck from* which proudly dangled his 'Red Max' (awarded for zero kills), and with a fierce, 'Blast thee, Red Baron', flew off into the (simulated) setting sun.

The Base Commander's check flight capped the efforts of seven OFTT technicians, who undertook to transform the 1941-built Link trainer from a collection of worn out and cut up parts to a functioning flight trainer, at the request of 89 (Kinsmen) Air Cadet Squadron, Victoria, B. C. The job took 500 *man-hours of spare time work,* with many sections on the base co-operating in the project. The trainer bears the crests of 409 and 442 squadrons, VP407, and the Canadian Forces, and a plate with the names of the guys who put it all together - Sgt. Bert Keryluk, MCpl. Fred Wiley, Norm Law, Norm Blondel, Barney Baker, Muggs Mulligan, and George Onno ... N.V.B.

Nighthawk's Nest

'Tis spring, and a young man's fancy lightly turns to thoughts of . . . HOCKEY?

Good grief. But it's true. The young spirits which inhabit the Nest are this week dreaming of the most memorable hockey game of the season, which will burst upon an unsuspecting and largely uncaring public this Saturday evening at Glacier Gardens. The 409 pilots and the 409 navs will tilt at one another in the shinny match to end all shinny matches, which should provide a great deal of hilarity for assorted rink-rats, those trying to stay out of the cold, and the rink attendants, who are compelled to watch the madness.

Last Friday afternoon, the squadron staged a dress rehearsal for this spectacular, and oddly enough, failed to kill anyone. But it wasn't for lack of trying. The first four shots that the pilots took at Weakeyes Merrick scored. This caused his glasses to steam up so badly that he could see nought, and later on he made several inadvertent saves. Hockey Canada took time off from superintending all the hockey played in B.C. to participate in the game, and he was even going to participate in the coaching, until he noticed that some of the star players didn't know how to wear the equipment. At that point, he handed over all control to Don Kinney, who is a good man at opening and closing gates, provided that people take their feet out of them.

Pete Dunda played an unexpectedly strong game, staying right on top of the puck all the time. How were the pilots to know that it had been rubbed with garlic?

The other gringo, Dan Baker, orbited about in varying stages of control, but generally managed to look so erratic that no one would go near him.

For the rehearsal, the navs brought up a talented rookie from their farm club at Tucson. Ron Pratt looked as though he could make it in this league with a little seasoning.

So the stage is set for Saturday night. But there is another hurdle to vault prior to that. The semi-annual trip down the runway takes place on Friday, which should ensure that most of the participants in the hockey game are stiffer than somewhat. The prize goes to the ones who are still flexible enough to climb into their gear.

For this game, the navs will have one or two secret weapons to deploy. Henry will be turned loose, and given instructions to fall on the nearest pilot, and told to keep it up for sixty minutes, or until he runs out of pilots. Guy Sullivan is even now polishing up his head to shine into Elphick's eyes, so that he won't make as many saves as last time.

The pilots, though, are going to retaliate. The sleazy rider, Jethro himself, has had his bike especially fitted with studded tires, and should be hard to catch. Phlying Phil, back from his stay in Las Vegas, will be sent out to shadow Henry.

But all is not sport and light-hearted lechery in the Nest, although, judging from the number of pregnant wives, one might think so. The airplane situation has now improved to the point where one has a sporting chance of getting more than one trip a week, and it is no longer necessary to go to plan Z when briefing GCI. These days, plan R generally stands up.

Aircraft 440 has been recovered from its home in the briny deep, and it is rumoured that the maintenance organization has it on six hour call. At that, it would probably make an equitable trade for some of the IIP birds.

Voodoo Nuts, Bolts and Volts

By PAUL KLEM

After passing our annual TAC EVAL, every man now has to pass his own annual evaluation, better known as the PER or Personnel Evaluation Report. This isn't done by a bunch of snoopers from Command Headquarters, but by our own supervisors and officers.

This is no easy task when you consider the calibre of men we are assessing or evaluating. It is even more difficult when you consider that even though a man may be of the same trade, his jobs are greatly varied.

Let's take one trade, an Aero Engine Tech (AE Tech) as an example of the problems evaluators will have. He can be employed in various places and capacities. In the Aircraft Servicing Section, he tows, starts, parks, refuels and oils the aircraft. He does a before flight, between flight, daily, primary, and any other inspection required of him.

His Snag Recovery duties are somewhat different. He has to assess and analyse the problem, come up with the right answer and the right fix for the snag, whether it be a loose line or a duff component. He also has to confirm that the fix he did was the right one for the problem. He may be called to do a tour in the Ground Support Section, keeping the ground handling equipment in top shape. His duties there are all different again. If he does a tour in the Jet Engine Field Maintenance (JEFM) Shop he has to know how the guts of the engine are put together. Every part has its tolerances and limits, clearances, torques, et., etc. All of which he has to follow by the book. There are no hit and miss procedures. It has to be right every time. There are several hundred thousand dollars worth of special tools, each designed for a special purpose. He has to know where, when and how to use them. After completion of a tear-down and build-up of an engine he has to check the engine performance in the test cell to ensure its performance is up to par.

If he is employed in the Quality Control and Research Section (QARDO), his duties are again all different from the ones already mentioned.

How then does the assessor in each section rate each man against his basic trade and the job he does? He must ask himself honestly, is the man capable of filling any one of these positions competently. Many men never have a chance to work in all of these places to find out. The assessor has to second guess a man's ability by the way he conducts himself in his present job. He has to rate his planning ability and preparations for the job. His performance under stress and pressure is observed. How co-operative is he with his superiors and his fellow workers? How he deals with his subordinates. His knowledge of his trade and the job he is now doing. Does he effectively apply his knowledge? Does he show initiative? Does he comply with rules and orders? Is he adaptable from one job to another? Does he learn from experience. Does he understand his assignments and ensure his co-workers also understand his instructions? Does he properly supervise and accept responsibility readily? These are some of the things the assessor has to constantly keep in mind, in his day to day activities. Conduct, appearance and bearing are also assessed.

It doesn't end there. Other factors come into play. How about favorites? Let's face it, everybody has his favorites. A fishing buddy, a close neighbor. A buddy that can match you drink for drink or did someone a favor. These all have to be considered. This is where the integrity of the assessor must also be assessed by the reviewing officer. There are people that can write up a flowery narrative on an average man and others that write an average narrative on a superior worker.

The system is far from perfect but its as fair as our integrity and conscience can make it.

I think the men in the BAMEO organization are getting as fair an assessment as anybody in the service. Let's hope we all use the same standards.

Don't forget the Physical Fitness Test we also have to pass - next walk is at 1430 hrs, 19 March.

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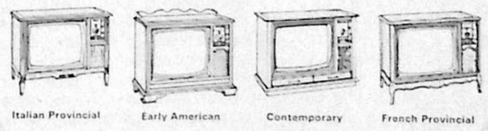

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EDITORIAL

We Do Have a Reason

The servicemen based at Canadian Forces Base Comox are some of the best servicemen extant. Proof of this can be obtained by looking at last year's record. 409 Squadron won Air Defence Command's Callshot competition and went on to finish a very close second in the International William Tell weapons meet. 407 Squadron won the O'Brien trophy, awarded annually to the anti-submarine squadron which tops the Maritime competition. 407 also went on to finish a close second in international competition. 442 Squadron, the base's miracle workers, overwhelmed their competitors in the search and rescue meet, and came home with the Armstrong trophy. Indeed, one of the base's gravest problems has been where to put all the silverware that competent and dedicated servicemen win.

But servicemen are paid for other things besides competitions. Aside from winning at games, what else can they do. Last year, as in years past, servicemen at Comox set an enviable record for passing operational evaluations, administrative inspections and no-notice audits. The picture of a grand bunch of guys doing a great job leaps to mind, and refuses to go away.

What, though, is that great job, and is it worth doing? Is there really a reason to have armed forces in Canada? These and similar questions have occupied some commentators recently, and some of them have come to the conclusion that the Canadian Armed Forces are irrelevant in today's world. Are their conclusions valid?

It might be rewarding to examine the roles played by the squadrons at CFB Comox, and by the people who support them, to see if those conclusions are valid, or if they are based more on wishful thinking.

The role of 442 Squadron cannot be challenged. Almost every day, the squadron aids someone in distress. One day it will take a critically ill person to hospital. The next day it will pull a crew from a stricken fishing boat. The next day it will find a crashed aircraft and perhaps some survivors. And so it goes. In this country, their role is absolutely essential, and if one were to make changes in 442 Squadron, such changes would only be to expand their capabilities and give them more chance to work their errands of mercy.

But what of other units? 409 Squadron for example. What is it there for? 409 Squadron exists to provide a defence against attack by manned bombers. Whose manned bombers? The Russians still maintain a a large and effective fleet of manned bombers; bombers that could strike at any city in *Canada.*

Who in the missile age would use manned bombers? Manned bombers, properly co-ordinated with a missile attack, increase the chance of success of that attack. And, if no defence against them exists, the manned bombers get a free trip in. So, for the immediate future, there is a requirement for a defence against manned bombers. And those bombers would have some Canadian targets, even though the war might be between Russia and the United Satates. Preventing Canadian resources and facilities from falling into American hands would be a worthwhile objective for any Russian defence planner, regardless of Canada's protestations of neutrality, if there were any. Belgium's neutrality at the start of World War I only served to have her trampled by all the belligerents.

While the manned bomber threat has been decreasing from what it was a decade ago, another threat has been growing. Years ago, submarines were a threat only to shipping, and to seaports. Today, a submarine can remain many miles from shore, under the sea, and bombard cities hundreds of miles inland. Our defence against this threat is provided in part by 407 Squadron, whose Argi roam hundreds of miles out in the Pacific Ocean to combat any such sneak attack. The argument that no one would attack good old Canada in such an underhand fashion is often heard, but it is no more valid than it was in the case of the manned bomber. Canadian facilities would be an attractive prize whether Canada was neutral, hostile or unbelievably benevolent toward all.

In today's world, Canada must depend to some extent upon alliance for security. NORAD and NATO help Canada guard against threats on this continent and in Europe. The roles of the Canadian Forces are decided upon by the Canadian government after extensive consultation with the Department of External Affairs, the Department of National Defence and other government agencies who see the world as it is, and not as they wish it was. It is the opinion of the government that the roles the forces now have are the roles which best meet the threats that do exist.

After many years of peacetime operation it is easy to lose sight of the ultimate reason for the existence of armed forces. But, the fact that we have not been attacked for the past twenty years does not mean that we never will be. At least some of the reason for that lack of attack must go to the fact that a strong defence would make an attack profitless.

So the job is worth doing. Not for the trophies, and not for the money, but for the country. The Canadian serviceman will be required for some time yet.

One of the Family

Almost anyone who was a member of the RCAF, the RCN, or the Canadian Army fifteen years ago had a strong sense of identity with his particular service. Each service was a fraternity and all the members of that fraternity felt some sort of kinship for all the other members of that service. It may not have been a very close-knit group, but there was a strong bond that provided unity, fostered esprit de corps and resulted in a gung ho atmosphere and a spirit of camaraderie whenever there was a job to be done.

In those days a serviceman could go almost anywhere and be assured of meeting others from his own service with whom he had much in common. This is no longer the case. The CAF includes more members than any of the three services had in those days, but rather than becoming a larger fraternity, it has become an amorphous and heterogeneous organization where only small groups have anything more than a uniform in common. The old fraternity, with its sense of identity, has vanished. Not even enough vestige of it remains among the RCAF contingent to build a memorial to its former existence.

Certainly there is still loyalty to the service, but it is a subliminal and ill-defined sort of thing. The service has become more a job than a way of life. The real identity is no longer with the services as a whole, or even with a particular command; it is with much smaller units: the base, the squadron, or even the section. It seems that now the only sense of cohesion and unity is in the squadron, or the regiments, because these are the largest formations that take on any tangible task. All members of the squadron are involved in the operation of that squadron, and they all pull together and strive for the best possible results. If the squadron has done a fine job, everyone has done a fine job. When a a maximum effort is required, the squadron members rise to the occasion in concert; morale soars, and when success is achieved, the ensuing camaraderie is reminiscent of a bygone era.

In the late fifties, when many bases had two squadrons of CF-100s or two squadrons of Sabres, many of the squadrons were not true squadrons in the best sense of the word, because they didn't have squadron maintenance. But money has ever been short, and it was understandable in those days that centralized base maintenance would be more efficient, money and manpower wise, if any base had two or more squadrons with the same types of aircraft. Morale might be of secondary importance.

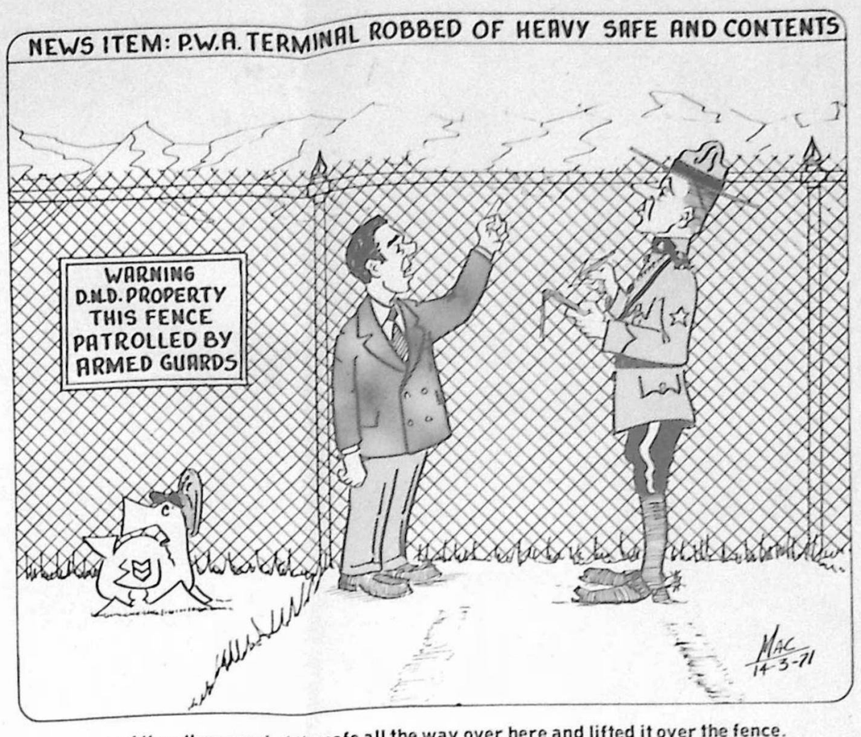
Nowadays the consideration of such methods of efficiency is purely academic. If the CAF only owns two or three squadrons of any particular type of aircraft, it is highly unlikely that two or more would be gathered in one place (unless, of course, it was a central location from which they could be dispersed). If, then, at a particular base, all of the squadrons possess different types of aircraft, and are engaged in entirely different types of operations, and if the men who work on each type of aircraft are specialized and hence limited to working only on that type of aircraft, it would seem logical that each group of men would identify with the squadron whose aircraft it helped to keep flying. It is hardly necessary to state that these people would consider themselves far more a part of that squadron and its operations than a part of the larger and more segmented entity that is the base.

If, in this sort of circumstance, it is natural for a man to identify with his squadron rather than with his base, what possible advantage could there be in insisting on centralized base maintenance? Surely there would be little or no saving involved. Administration might be less segmented with base maintenance, and the organization charts more tidy, but if cost is the same and morale higher with a squadron maintenance system, it would certainly seem to be worth the effort.

An exception to the general situation of different types of aircraft for all the different squadrons on the same base occurs in Mobcom, where perhaps three squadrons (or is it regiments?) of helicopters may all be operating from the same base. However, their credibility is predicated on their ability to deploy (as the word implies, they have to be mobile). Therefore, efficiency be damned, each squadron should have its own complete maintenance team, not only so that all can deploy to different places at the same time, but also that if only one squadron should be called on to deploy, the other two aren't left sitting on the ground.

It is unnatural for a squadron to be separated from its maintenance, for both are part of a family in which each member is dependant on the other. They have been divorced for many years; it's time they got together again.

It would be naive to think that our military organization could ever return to the type of organization that it has been in the past, and it would be too much to expect that the majority of our servicemen will ever become again the dedicated, way-of-life type servicemen that they used to be. But if a return to squadron maintenance could bring about even a half-step in that direction, it would certainly be worth the effort.



. . . and then they carried the safe all the way over here and lifted it over the fence.

B.C. CENTENNIAL PROJECT

(FILE YOUR WASTE)

Once you could throw away used paper products in the woods and the rain and bacteria would eventually break it down and add it to the soil.

But advanced technology and packaging has created solid waste that will not "go back to the earth", such as the saran or foil type wraps that many a picnicker uses around his sandwiches, plastic bottles, and cans made out of aluminum.

These are some of the solid waste, the price paid for convenience and ease in today's living, which litter the landscape and spoil the beauties of B.C. The new Litter Act passed by the Legislature this year points out the necessity for every British Columbian, young or old, to dispose of wastes in proper garbage containers.

A rapidly-growing population, expanding every day as new people come looking for the "good life" of B.C. adds to a worsening situation.

Even if the population did not grow, the amount of household waste is increasing in volume. Such things as normal household garbage, paper, grass clippings, cans, bottles, derelict cars, have doubled in 40 years and are expected to double again in the next 20. The housewife brings home from the grocery store today a greater volume of disposable packaging than she did a few years ago.

In both city and country, nature is increasingly being presented with a battery of wastes she can't digest through natural process. Non returnable bottles, aluminum cans that despoil the landscape are indestructible by natural process.

Experts are working on solutions. Like ways to re-use some of the waste products, or to reduce them to compost fed by pipelines. (This is being done now in Sweden and Britain to a limited extent.)

What to do with all that garbage? How to ensure that tin cans, used bottles, paper products and wrappings are not thrown, haphazardly about, is something that doesn't require an expert in ecology.

Don't throw it away. Put it in the garbage disposal. This is something every British Columbian can do to help keep B.C. clean.

Letters to the Editor

Defensive Driving League

Dear Sir:

The Canada Safety Council has notified the formation of a Defensive Driving League to sustain the interest created by the Defensive Driving Course.

The League is intended for those drivers who have attended a defensive driving course. It is a membership organization designed to serve those graduates of the course who desire to build and maintain a high level of personal skill in the prevention of traffic accidents, support constructive official traffic safety programs and promote courtesy and consideration on our streets and highways.

Membership in the League provides for:

(a) A wallet-sized membership card;

(b) A red and gold DDC emblem lapel pin;

(c) A monthly DDL bulletin;

(d) A monthly, 8-page, safe driver magazine;

(e) A quarterly issue of Family Safety Magazine.

The League will be financed solely through membership dues which are $5.00 per year.

Announcement bulletins and subscription cards will be distributed shortly by the CSC. Subscription cards will be mailed directly to the CSC by the individual. Membership cards and lapel pins will be mailed directly to the member by the CSC.

It will be noted that the above applies principally to DDC graduates for whom records already exist. From 1 May 71 onward, defensive driving graduates should be provided with an announcement bulletin and subscription card as part of the student kit.

Personnel interested in membership in the DDL please phone MT Safety Loc 363 prior to 30 Mar 71.

Love Thy Neighbour

Dear Sir:

I have resided in this beautiful area for several years now and have been a faithful collector of your editions during this tenure. (Mainly because the "price is right", and I needed something to wrap the results of my fishing trips in!!)

A recent problem has arisen, to which I have been unable to obtain a satisfactory answer locally. When wrapping "oddments" in your paper I have come to realize the expertise and variety of your contributors. I feel that surely one of your many subscribers will be able to assist me in my present conundrum.

As you are probably aware, the procedure for personnel moving into the PMQ area is on a first come first serve basis. Now this strikes me as very discriminatory, as servicemen don't have the opportunity to move into the type of dwelling that they would prefer. In fact some servicemen are "required" to live in individual one family units, while others are given the opportunity to live in a modern communal environment. I recently received a notice informing me that the benefits of this modern communal living was going to cost me another ten bucks per month. On comparing my notice with one of my less fortunate counterparts in a single dwelling, he was "annoyed" to find that his increase was going to be less than mine. I also checked with a "warntosser" acquaintance of mine who, although he feels his days of communal living are over, is annoyed that a Cpl. should be paying more rent than he is allowed to.

A check with the housing officials revealed that a comprehensive study by "experts" from east of the rocky mountains had recommended these rental differences so that those unfortunate enough to live in single dwellings would at least not have to pay for being denied communal living.

It was not until recently that I realized how fortunate that I am. An expert from the CE section took time to explain to me how, if sufficient requests were received, certain wall partitions could be unbolted thus giving the eight families in our commune the opportunities of living in a barrack block! (OH JOYS OF JOYS)

However Mr. Editor, I am straying from my problem, and that is, how would it be possible to obtain a balanced PMQ rental scheme that would not slight the unfortunate serviceman who is required to live in a single dwelling??

In closing I have only one more thing to say — Up the Rents —!

Sincerely,
A. Marryatt.

United Again

Dear Sir,

A group of ex-421 (F) Squadron Pilots in Toronto, Ontario, have organized a Squadron Reunion. Could we ask you to put a small note in your Base Newspaper and on your Officers' Mess notice Board. Such a notice could read:

The Officers of 421 (F) Squadron are holding a Reunion in Toronto, Ontario, on the 21st and 22nd of May 1971. If you are an ex-member or honorary member or know of someone in the above category and have not been contacted regarding this Reunion, please write to:

Mr. R.G. Hudson,
10 Garfella Dr., No. 609
Rexdale, Ontario.

Thanking you for your co-operation, I am,

Yours respectfully,
R.G. Hudson

We're the Good Guys

Dear Sir:

While your little garbage wrapper does an admirable job of expressing the news, views and humor associated with service life here at CFB Comox, it also serves as an unofficial ambassador of good will with respect to the local civilian populace. And, since the vast majority of us would like nothing better than to live in harmony with our non-service friends and neighbors and to be accepted as responsible members of the community, this secondary benefit is a very important one.

Recent weeks have seen the advent on the local scene of an odiferous tabloid type rag which, by the very nature of its anti-service diatribe, has all the earmarks of a premeditated attempt to alienate the affections of the civilian and service segments of the populace for each other.

Since the objective of any newspaper is presumably to serve the community not to undermine it with dissent, the only logical course of action is to support its reputable publications while boycotting those of a dissident oriented nature and at the same time voicing our displeasure to the advertisers who make the existence of the latter possible.

H.J. Fee

Dapper Dan Says

OTTAWA (CFP) – Don't you dare wait!

Send for your free fact package today, or better still, why not attend one of those free dinners or parties and be enticed by colour slides or motion pictures into purchasing some part of a foreign land for retirement purposes?

Some of those brochures sure look inviting: Beautiful coral shores, rolling golf courses, miles and miles of white sand and fishing reported to be out of this world.

But just wait a moment, what about some of these rumours we hear? Isn't it true that some of our lads have purchased lots in Florida only to find out that their dream sites are under several feet of water? No sweat, just take up skin diving and you can inspect your lot personally.

Now what gives with some of the inland areas of the USA, like Arizona, where the air is reported to be so clear and pure that it hurts your lungs just to breathe it? Unfortunately, we have heard from ex-Servicemen that on purchasing lots in supposedly serviced areas they find on arrival that there are no roads, sewers, etc., as advertised.

Then, your first question, I'm sure is – how can this happen today? Well it does, and will continue to happen as long as people are gullible enough to purchase land, sight unseen.

OK – now your second question – how does one get enough of the long green to personally visit and inspect an area?

True, we can't get away and look the situation over, but I do recommend we can take the same precaution suggested for purchasing property here at home.

CHECK IT OUT

For instance, if you are a resident of Ontario and are considering a foreign land purchase you can inquire at the Registrar of Real Estate, 123 Edwards St., Toronto 2. The laws of Ontario require that any person or company seeking to sell foreign land in Ontario must obtain a clearance.

The same procedure can be taken for residents of the other provinces. Check with the provincial government to make sure you are dealing with a legitimate and reputable concern.

Do I suggest that all concerns connected with the sale of foreign land are fly by night types? Of course not, most of them are reputable but we still have enough of the old suede shoe con men around to keep us on our toes.

CONSULT

So take this tip, don't sign any contract or make a written offer until you have consulted your lawyer and both of you are convinced you are dealing with a legitimate company. Take your time, remember there are many lovely places to live, and before you part with any loot, earned by your blood, sweat and tears, be sure to give yourself the protection the law provides.

The Outside World

OTTAWA (CFP) – The outside world to someone seeking his first job at the moment of retirement can offer a number of surprises. After twenty five years, we know our own worth and have a good idea of the kind of work we want as a civilian. The mechanics seem straightforward enough, such as studying the job market, preparing a career resume and making contact with employers. But simply going through the motions of applying for a job is not enough and success or failure may hinge on the little things. Consider the employment interview.

The employment interview can be crucial. What are the factors which affect decision making during this interview. Here are a few points to ponder:

– Interviewers will usually have a stereotype of what they consider a good candidate should be and will attempt to match you with this stereotype. Most civilian forms do not need a parade square type.

– First impressions in an interview can influence the outcome of the interview. The suit you wear, the way you walk into the office, your handshake are all factors that will often decide the success of the interview.

– Interviewers are more influenced by unfavourable than favourable information during an interview. An interviewer is trying to look for your faults simply to protect himself. He has to answer to management for a bad applicant. Be careful not to venture into areas that could put you in an unfavourable light during your interview.

Finding a job is too important to leave to chance. Attention to small details is important in avoiding unpleasant surprises.

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

THE PARKING SOLUTION

"If you can move it, park it. If you can't move it, turn it into a parking lot." Such might very well be the motto of the current improvements being made in the immediate vicinity of No. 7 Hangar.

Sometime ago it was noticed that people who lived in PMQs and worked in No. 7 Hangar could get to work faster if they left their cars at home and walked to work, rather than bringing their cars and walking from where they had to park them on base. Some of the cars, in fact, were parked beyond some of the Voodoos, which is a lot of beyond indeed.

So, improvements were decided upon. A new lot was built and it was expected that it would relieve the pressure and let everyone park within seeing distance of the hangar, at least if a person had good eyes. But, it didn't work. Visiting CF-100s were compelled to vie for their parking slots with cars driven by people who had started out for work and got lost, and were now sitting on the tarmac crying uncontrollably.

The parking lot immediately in front of the hangar was extended a few feet. This ploy too fell short of the intended result. The big chiefs who had been parking Volksbeetles and other small cars in the abbreviated slots in front of the hangar merely purchased larger cars to fill the new stretched spaces. Some of them even bought trucks to ensure that they would fill all the room.

Undaunted, it was decided to try again. Another row was made in the front parking lot, and it looks as though this might be the ultimate answer. Now bear with us. "How," you indignantly ask, "could that chaos be called the ultimate answer?"

It's this way. Immediately the new row in the parking lot was completed, everyong who owned two cars started bringing both of them to work. Sometime along about 1300 next Wednesday afternoon, that lot will be jammed so tight that none of the cars will be able to move. When that happens, the contractor will immediately pour 3,000,000 tons of concrete over the entire congealed mass; thereby producing another parking lot on top of the several hundred thousand cars wedged in front of No. 7 Hangar. The few remaining cars on the base will then have no trouble parking. For a while that is. Because there is an inexorable law which militates against any parking plan ever being successful for long. That law states:

"Cars expand to overflow the number of parking spots available."

TOTEM TIMES

Read in the best messes in the Canadian Forces

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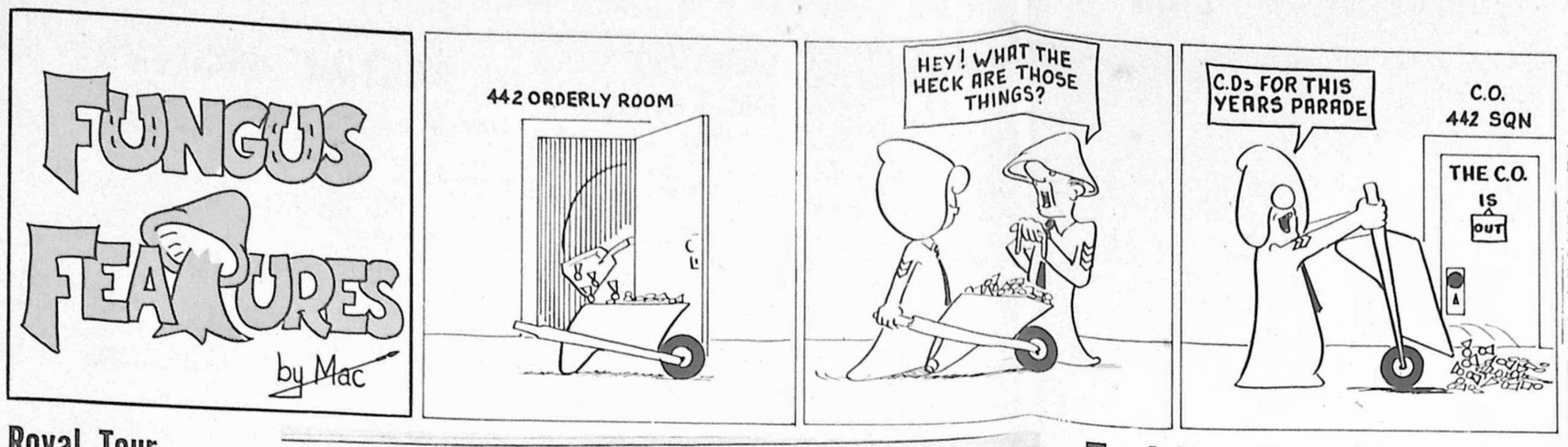


NIGHTHAWKS NEST

The large number of air cadet visits lately has made it difficult for the squadron. Every time, some super-keen air cadet officer tries to steal Kenny Carr from the squadron on the mistaken belief that Ken is an air cadet. It's easy to tell the difference too, as most air cadets are bigger.

Lyn Wagar will soon have the biggest kingdom on the squadron in CAC. Tim O'Rourke and Mike Denis will be checked out on the various ways the squadron has of befuddling GCI, servicing, RATCON and any other agency that stands in need of immediate befuddlement. When Harry Redden and Steve Bunyan check people out, they are well equipped to befuddle things. (Note to type-setter: That word is befuddle. Not befuddle-duddle).

Rumour of the Week: The Vancouver Canucks will scout Saturday's pilot nav hockey game.

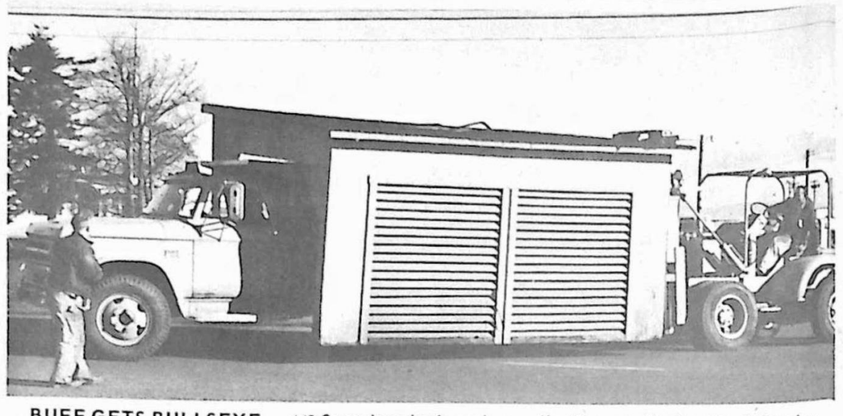
Royal Tour Co-ordinator

OTTAWA (CFP) -- Commander Alan G. Lowe, 42, of Toronto, has been named Canadian Forces co-ordinator for the Royal Tour in 1971.

The Queen and the Duke of Edinburgh, accompanied by Princess Anne, will visit Canada in May 1971 to take part in British Columbia's centennial celebrations.

Cdr. Lowe will serve on the special committee for the Royal Tour to provide liaison between the Department of National Defence and the Government Hospitality Committee of the Department of External Affairs.

He now serves at Canadian Forces Headquarters.



BUFF GETS BULLSEYE — 442 Squadron last week won the Dropcastle Survival Trophy by pulling off an unparallelled feat of airmanship. As everyone knows, what a survivor needs is shelter from the blustery elements. 442 Squadron spotted this truck, a survivor of the BTNO's demolition derby, sitting on the tarmac outside the hangar, and, with pinpoint accuracy, dropped this shelter over it. The judges, all of whom were sitting in the cab of the truck at the time, were suitably impressed, and fired the trophy at the Buffalo, which pulled smartly out of range. (A MacPhoto)

Fodder For Thought

This week Maj. Ralph Keir bids farewell to 442 Sqn. after 3½ long and hard years. He has finished with this project and is now on his way down to Victoria to work on the Centennial Commission there.

442 Aircrew gathered at the Comox Legion last Friday evening to bid fond adieu to Major Keir. During the course of the evening he was presented with an oil painting, an immense glass ball that Cpl. Sam Fatt had been saving for the occasion, a surprise visit by his wife, Nora, and the spectacle of his highly co-ordinated aircrew trying to dance and chew gum at the same time. He has declined to say which he appreciated most.

"It's nice to have Cliff back at work again." This is a quote from his wife Elsie. Cliff is still limping from his mishap in Trenton but he is improving rapidly. Apparently he has often been mistaken for a wounded skier. This he stoutly denies. And he has broken skiis to prove it.

For those of you who missed the $1.49 day in Vancouver due to cancellations — Fear not. We are doing the best we can. If all else fails our Captain Ted Potekal is prepared to slit his own throat with a dull leading edge. Right now the aircraft has more bugs than beautiful Vancouver Island. At the rate our maintenance crew has been working we should be back on schedule shortly.

At present we also have a brown Buffalo in our hangar. This unusual colour is a result of parking too close, behind another Buffalo. Voodoos beware!

Pearls from Rotary Wing:

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Pisces, St. Anthony Win Voodoo Fish-in

Continued From Page 1

Mike Macdonald, was in the sub, and found the wreck with his sonar equipment. The Voodoo was in pieces, both large and small, and covered about half an acre of sea floor. The Pisces had found the wreckage near the end of its normal 6-hour operation, so it positioned a pinger at the scene for easy location finding on future dives. Undersea visibility had been good on that dive, and the crew brought back 4 minutes of video tape which showed remarkable clarity. The wreck was at the 250 foot level.

The next dive yielded more video tape, but visibility was bad with the tide running. Weather turned bad, but the meteorology people predicted a break, so recovery operations were to begin with the St. Anthony, early morning of the 9th. However, as the sub was being towed out to the area by its tender, the 36-foot Hudson Explorer, the 2-inch tow hawser broke and the sub was adrift in the running sea. The Pisces was recovered, but the rest of the operation was postponed until better weather could be assured.

THE SALVAGE BEGINS

On the night of the 12th the first recovery dive was made, with the St. Anthony standing by at the site at daybreak. It was found that the sub could not hook the cables onto the wreckage well enough, so a skin diver, Gary McAninch, went down to attach the cables to the left engine. The St. Anthony winched the 2 ton engine, minus afterburner and ancillaries, on board and returned to the Comox wharf. The engine was transferred to a flatbed truck and taken to CFB Comox, where it was washed by firemen to prevent further salt water corrosion, and then packaged for shipping.

The next dive was made early morning of the 15th. A diver went down under the sub's guidance and successfully hooked on to the starboard engine, which was then brought on board the St. Anthony. The sub itself clamped its claw onto one of the afterburners and brought it up to the surface, but it lost its grip, and the afterburner dropped back to the bottom before a line could be placed on it. A line was hooked to the fuselage behind the navigator cockpit, but that part of the fuselage broke away before it could be raised to the surface.

On the 16th the fuselage was successfully hooked onto by another Hydrodynamics diver, Scratch McDonald, and brought on board the St. Anthony. The sub then got an afterburner to the surface again, but again dropped it before it could be secured. The 17th saw no more wreckage retrieved; the afterburners were as elusive as ever, first dropping from the sub's grip yet again, and later, after a diver had secured it with cables and a large rope, a sharp piece of metal had severed the rope as it was being lifted. Today will be the last day of the Pisces operation here; hopefully, the starboard afterburner will be recovered, and the balance of the wreckage will be consigned to the denizens of the sea.

The pilot of the Pisces throughout its Comox operation has been Fred Warwick, an ex-airman radar technician who was stationed at CFB Comox from 1957 to 1960. He took a number of members of the salvage team down in the little sub for a firsthand view of the undersea operations. All were suitably impressed by the manoeuvreability and the capability of the craft, as well as by their first view of Jacques Cousteau's world.

CAF DIVERS

Throughout all the recovery operations, the salvage crew had two CAF skin divers standing by, either on the St. Anthony or in the water. These divers were Cpl Dwayne Weber, who is an aero engine tech in real life, and Cpl. Harry Thornton, who is an electrician. Until this time, both of these airmen had limited their diving to pleasure purposes. Their function during the salvage, however, was to operate near the surface of the water and to fix extra securing and lifting lines to each piece of wreckage when it came up, but before it was clear of the water. Had they not been able to do this job, or had they done it less well, it is doubtful that any of the large pieces of wreckage could have been brought safely on board the tug. Thornton and Weber did an extra job on last Monday's trip - they donned their wet suits during the trip home, inspected the hull, and searched the bottom for rocks after the St. Anthony ran aground just off Denman Island. The Totem Times joins all concerned in extending a 'well done' to Cpls. Thornton and Weber for so much success in their avocation.

WHAT NOW?

The whole purpose of the exercise was not to salvage the wreckage for further use, but to recover it and find out what had caused the engine trouble, fire, and explosions which resulted in the crash. The second engine had been recovered and returned to Comox wharf by late Monday; by Tuesday noon both engines had been washed, crated, loaded on board a Hercules, and were on their way to Montreal. They are now in the hands of United Aircraft Ltd., which is already stripping them down, piece by piece, analyzing, inspecting and scientifically testing them to reconstruct the sequence of events that resulted in the loss of a Voodoo. The information that is thus gained will be used to help ensure that no other Voodoo is ever lost for the same reasons.

NO TRUTH

In the last few days a rumour has been circulating that the Pisces had discovered another aircraft wreckage in the vicinity of the recent wreckage. Embellishments even had two skeletons sitting in the cockpits. There is no truth whatsoever to these stories. The crew of the Pisces has found only one wreckage during its present operation.

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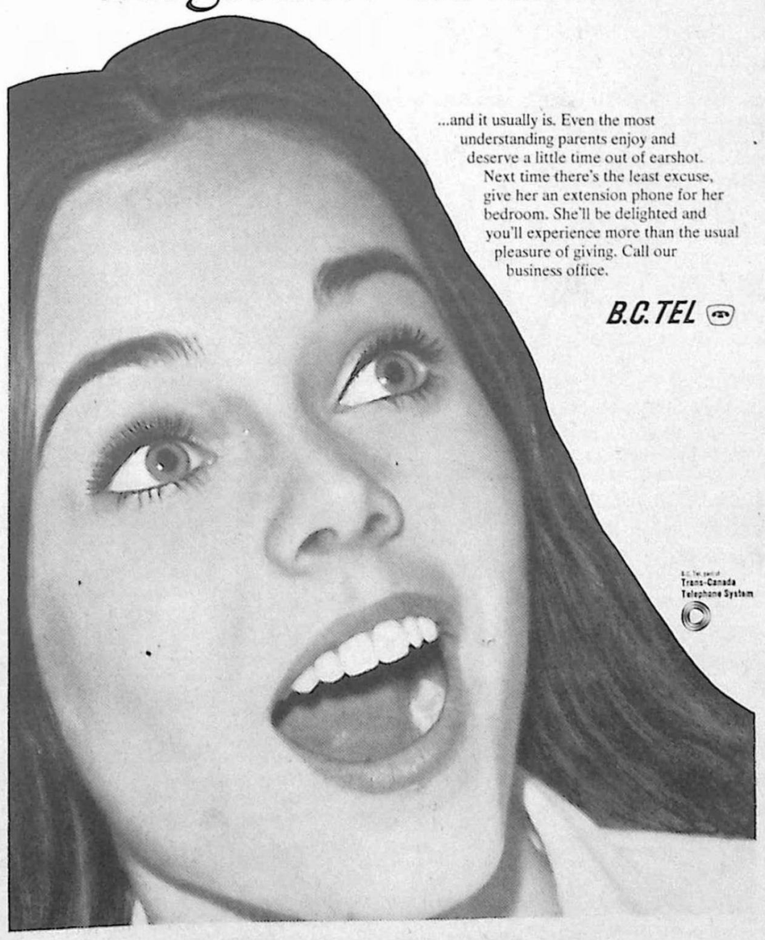

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Chapel Chimes

R. C. CHAPEL

Father James G. Campbell - Base Chaplain (RC)

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	7:00 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 one 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 grades one to eight 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.

CONFIRMATION: It is expected Bishop Spence will be here for Confirmation on the 20th of May. All parents of children being Confirmed or receiving their First Communion are reminded that Baptismal Certificates must be obtained.

PROTESTANT CHAPEL

Rev. Wm. Archer - Base Chaplain (P)

SUNDAY - MARCH 21 - Morning Worship at 11:00 a.m. The sermon subject will be "As A Christian, How Do You Make Decisions In Life?"

SUNDAY - MARCH 28 - Morning Worship at 11:00 a.m. The sermon subject will be "Thinking In Terms of the Cross."

A PRAYER FOR LENT:

As the Master studied in the wilderness in order that he might plan his life in harmony with thee, so I seek to know thy will, O Father. May these days of Lent be the high tide of my religious life. Help me to take time to think of thee and to study and pray that I may learn to live a nobler life. May this season bring me closer to Jesus' ideals. Let me lose my life for his sake and follow him whole-heartedly, serving as he served and daring as he dared.

I pray that I may be a full-fledged disciple of Christ.

I dedicate myself to follow him.

Amen

from A Boy's Book of Prayers.

CWL Communion Breakfast

On Sunday morning, Feb. 28, the CWL of CFB Comox hosted their annual Communion Breakfast in the WO's and Sgt's Mess, following 11:00 a.m. Mass in the Chapel.

The very large turnout of ladies from Cumberland, Courtenay, Comox, Campell River and the Base itself is an indication of the pleasure these ladies feel in being able to renew acquaintances each year.

This year's event was honored to have as its guest speaker, Mr. Louis Frank from Victoria. He was introduced by Mrs. Babs McGuire who convened the breakfast. Mr. Frank, a native Indian himself, spoke on the work being done in conjunction with Father L. Mackey in providing residences for Indian children from remote areas, regardless of religion in order that they may be able to attend school. These residences provide an atmosphere for the children which is similar to that in which they have grown, thereby making the transition to a new world a little less painful.

Mr. Frank thanked everyone for the help, financial and otherwise supplied in the past and pointed out that there is yet much more needed.

Mrs. Elena Tighe, the president of CFB Comox CWL thanked Mr. Frank for his very enlightening talk and presented a cheque for use in their very worthwhile work.

Mrs. Iris Cubbage of the Cumberland Altar Society thanked the CFB, CWL Council for their hospitality on behalf of all those present.

Explores Subsidized Adoption

At the third B.C. Foster Parent Conference, held in Vancouver in April, 1970, the following resolution was adopted: ". . . that the principal of Subsidized Adoption in certain cases should be accepted in British Columbia . . ."

Further to that resolution, a public forum was held on Monday, March 15, 1971, at 8:00 p.m. in the Theatre of the James Cowan Centre in Burnaby. The purpose of the forum was to acquaint the general public with this controversial new development in the field of child care.

This forum was sponsored jointly by The Open Door Society and the Region II Council of Foster Parent Associations.

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VANCOUVER CANUCKS' Orland Kurtenback kicks off the B.C. Easter Seal Campaign at the Pacific Coliseum before sellout crowd with a cheque from the players. Receiving the first donation is Teddy Blanchette, B.C.'s Easter Seal "Timmy" with Norman Baker, Administrator of the B.C. Society for Crippled Children.

Ladies Aid Indian Colleges

TORONTO (CFP) – India's medical colleges and the Canadian Armed Forces may seem worlds apart, but over the past 12 years two of these colleges have received nearly a quarter of a million dollars in aid from the Protestant Ladies' Guilds of the Canadian Forces' Chapels.

In 1967 as a centennial project, the Ladies' Guilds throughout Canada and Germany undertook to provide an operating room at Vellore and supplies and equipment for Ludhiana. More than $52,000.00 was donated.

This year a cheque for $13,220.00 was presented by Colonel J.I. Davies, Commander of CFB Toronto on behalf of the guilds.

It was accepted by Dr. Constance Jackson of the Canadian Council of Churches.

She received her medical training at Ludhiana and spent 36 years in India doing medical work.

BLOCK BUSTER FROM CBC

The Six Wives of Henry VIII

What was Henry VIII of England really like?

He had six wives, and it is from their varied viewpoints that a new six-part historical drama series for television delineates the many-faceted monarch, his life and loves.

The Six Wives of Henry VIII, a richly-mounted, highly acclaimed series of six 90-minute color dramas from BBC in Britain, will be presented on consecutive Sunday nights on the CBC-TV network, starting March 21 and continuing to April 25. Telecast time is 9 p.m.

Each of the self-contained dramas, each written by a different author, tells the story of one of Henry's queens – in chronological order, Catherine of Aragon, Anne Boleyn, Jane Seymour, Anne of Cleves, Catherine Howard and Catherine Parr. The series begins with Henry Tudor's accession to the English throne at the age of 18 and concludes with his death, an old man at 56.

Keith Michell, an Australian actor, plays Henry VIII. In the roles of his six wives are Annette Crosbie (Catherine of Aragon) Dorothy Tutin (Anne Boleyn), Anne Stallybrass (Jane Seymour), Elvi Hale (Anne of Cleves), Angela Pleasence (Catherine Howard), and Rosalie Crutchley (Catherine Parr).

When the series was first telecast on BBC-2 in Britain last year, it was seen by some four million viewers, and it is currently being repeated on BBC-1. It won a 1970 Prix Italia for television drama, a coveted international award, and has been nominated for several Society of Film and Television Arts awards in Britain.

Costumes from the TV production are drawing large crowds to the Victoria and Albert Museum in London, where they are currently on view, and a BBC 45 rpm recording of the background and incidental music from the series, as performed on the sound track by The Early Music Consort, is a top seller in Britain. The costumes were designed by John Bloomfield. The music, including the theme, dances and incidental scores, was arranged from sixteenth century sources by David Munrow, who also conducted. Instruments used are recorder, cornet, shawn, trumpet, sackbut, viol, harpsichord, regal and percussion.

Canada, through the CBC, is one of the first countries outside the U.K. to see the series, which has also been sold at this point to Sweden, Ireland and France.

Producer Mark Shivas credits much of the success of the series to the fact that each of its episodes was written by a different author. "It meant that different facets of Henry's character were polished each week, and, almost for the first time, we were able to start to understand this extraordinarily complicated man and his extraordinary wives," he says. The five playwrights, in order, are Rosemary Anne Sisson, Nick McCarty, Ian Thorne, Jean Morris, Beverley Cross and John Prebble.

Keith Michell, as Henry, thus had the unenviable task of portraying Henry as six different writers (and wives) saw him, while still maintaining the reality of the King as a single individual throughout.

Wrote the London Daily Express critic after seeing the first episode: "I do not doubt that Keith Michell, as Henry, will move straightway into the ranks of the most sought-after actors." Events have since borne out the prediction.

The critical reaction in England to The Six Wives of Henry VIII was practically unanimous. Said the Times: "True to the BBC tradition of historical productions, it was splendidly set amid trumpets, rotund phrases and magnificent attire. Keith Michell as Henry foreshadowed the (famous) Holbein portrait from the start."

The Daily Mail declared, "Keith Michell made a marvellous young Henry, looking and speaking every inch a king . . . If he can convey the rest of Henry as magnetically as he caught the beauty and presence of the young one, the series is going to be one not to miss."

In an article in the BBC Times the series as a whole receives this comment: "No historical series can ever be totally accurate. Some of the facts will always be in dispute. Even if everything was known about all of the characters (which it isn't) the demands of drama would necessarily tamper with the 'whole truth'. But two things are indisputable. The Six Wives of Henry VIII faithfully follows what is believed to be true, and the King and his wives have never been played with more sympathy or understanding.

The initial episode in The Six Wives of Henry VII – Catherine of Aragon – will be telecast on CBC-TV (in color), Sunday, March 21, at 9 p.m.

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Act now before any change; physical, financial or mental threatens your future insurability. Death insurance is cheap enough — you can afford to buy enough. Enough protection for your family to live on till the kids grow up and "fly-the-coop." For example, you can buy one of our Family Insurance Plans that will give you protection starting now:

Amount of Protection $50,000			Amount of Protection $100,000		
Age	Plan	Premium	Age	Plan	Premium
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30	20 Year	$121.95	30	20 Year	$ 258.00
35	15 Year	$154.10	40	15 Year	$ 333.00
40	15 Year	$213.15	45	15 Year	$ 497.00
45	10 Year	$281.80	50	10 Year	$ 712.00
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Hugh, spent 28 years in the RCAF (F/L ret.) and will be pleased to set up your personal protection plan, adjusted to your Service and Canada Pension, saving you money — then you will really have peace of mind. Phone Nanaimo 753-1801 (collect) for an appointment.

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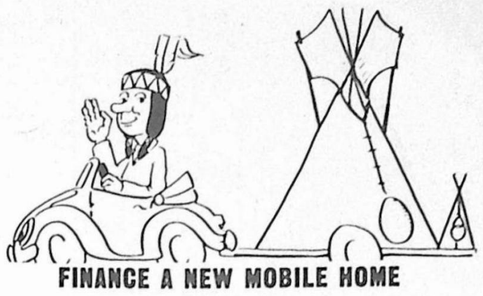

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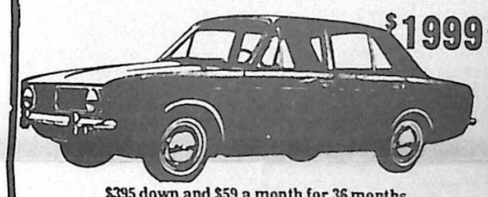

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MERCER LEAVES THE NET to give more help to the power play that helped win the scoring touchdown during the annual Sgts. vs. Cpls. Green Cup finals while sharp eyed referee Thibault moves in to the centre of the nearest tackle and looks for any loose change that might be on the ice.

Spotlight On Sports

VANCOUVER – the second annual British Columbia Festival of Sports, May 20 through June 7, will be the largest athletic event ever staged in North America – maybe, the world.

Last year, in its initial staging, the Festival of Sports brought together 125,000 athletes from many parts of the globe competing in 47 individual sports in 64 British Columbia centres.

Already, 123 communities have signified intentions of staging events in 1971, British Columbia's Centennial Year. Three more sports – basketball, football and handball – will be part of the Festival this year and it appears some 200,000 athletes will be involved overall.

"This is really encouraging," said R. B. Worley, Deputy Minister, Department of Travel Industry, the man who conceived the idea of the Festival of Sports. "This success story is attributed to the enthusiasm of the councils and committees of the participating sports and communities and the British Columbia Sports Federation."

The Festival of Sports is sponsored by the Sports Federation in co-operation with the Government of British Columbia.

"It is particularly rewarding that we have such an active program of events in our Centennial year," said Worley, "when thousands of visitors will be spending time in British Columbia."

Several international events in soccer and rugby are still to be finalized but the program highlights include:

– Senior provincial soccer championship at Swangard Stadium, Burnaby, May 23.

– National Pan American rowing trials at Nelson, June 5 - 6

– British Columbia high school track and field championships at Victoria, June 4 - 5

– Western Canada Flat Water Championships at Oliver, May 23.

– Three-Day International bicycle race (Keremeos to Osoyoos to Penticton to Kelowna) May 22 - 24

– British Columbia Diving Championships, Hollyburn Country Club, West Vancouver, May 21 - 23.

– Pacific Northwest Hydroplane Championship at Osoyoos, May 23.

– Formula Production car races, Westwood Circuit, Coquitlam, May 29 and 30

– Knox Mountain Hill Climb at Kelowna, May 23.

– Canadian cross country motorcycle championship at Ashcroft, May 29 and 30

– British Columbia Synchronized Swimming Championships, Simon Fraser University, Burnaby, May 21 and 22.

– Equestrian - Combined Training Western Canada Championships, Duncan, May 28 - 30.

Of the three new sports, football plans a high school invitational tournament, June 7, in Richmond. Basketball plans a senior men's invitational tournament at Golden, May 22 and 23, and a junior competition at Esquimalt. The B. C. Open handball championship will be staged in Vancouver, May 27 - 29.

"It's going to be quite a show," said Worley.

New Rec Area Established

The establishment of Gwillim Lake Recreation Area is announced by the Honourable W. K. Kiernan, Minister of Recreation and Conservation.

Located 35 miles south of Chetwynd in the Peace River District, the new recreation area contains 22,700 acres and is centred on ten-mile-long Gwillim Lake, a picturesque body of water lying between the rolling tree covered foothills of the Rocky Mountains.

Until recently the only access to Gillim Lake was by air or by foot or horseback over a long arduous trail. The completion of a limited-access forest development road last year provides a rough route for vehicular traffic to the west end of the lake.

Gwillim Lake is one of the few lakes in the region that is suitable for public recreation. Its waters are well stocked with northern pike, averaging up to twenty pounds in weight, as well as trout and grayling. Wildlife, including the ubiquitous beaver, is fairly abundant in this unspoilt area.

When its full potential is realized with the development of visitor-oriented facilities, Gwillim Lake Recreation Area will provide a much needed recreational site for Peace River Region residents and tourists.

Gwillim Lake Recreation Area is the sixth such area established in British Columbia under the Parks Act. It will be managed and administered by the Parks Branch and developed along the same lines as a provincial park.

VANCOUVER SEA FESTIVAL

Mr. James Brendan Bowers, vice-president of the Grenoble Ski Club, has been named chairman of the water ski event of the 1971 Vancouver Sea Festival.

Getting right into the festival spirit, Mr. Bowers announced today that the Grenoble Ski Club has left its Hornby Street offices to join the Vancouver Sea Festival in new offices at Suite 20, 640 Burrard Street, Vancouver, B. C.

Mr. Bowers said that the Grenoble Ski Club will sponsor Canada's longest water ski race to be held in sea water as a part of the Sea Festival program. Starting in Vancouver, contestants will ski across the Straits of Georgia to Nanaimo, stop briefly, then ski back to finish at Vancouver, a distance of 70 nautical miles on Saturday, July 24, 1971. Mr. Paul Deyong will continue as captain of the water ski section.

Entries are expected from all over the world. Prime Minister Elliot Trudeau has been invited to participate in the water ski event. There will be a galaxy of prizes for the winners, including the Grenoble Trophy, and a deluxe trip to Europe. The Grenoble Ski Club inaugurated the sea festival water ski race last summer, and competitors took part racing from Vancouver to Nanaimo.

Despite the current wave of sea fever, the Grenoble winter sports activities are still going strong. Coming events include an all-inclusive flying trip to the Banff Springs Hotel for a week of skiing at Mount Norquay, Sunshine Village and Lake Louise, departing March 21st. Information regarding other ski trips, lessons, entertainment, or accommodation at the club cabins at Mount Baker or Whistler Mountain can be obtained by calling the club offices at 681-8095.

Sports Around the Base

By SCOOP PALMER

National Hockey Finals

The C.F.B.Comox Totems will be leaving for C.F.B.Camp Borden the last week of this month to compete in the National Hockey Finals. The single round robin tournament will run from the 29th of March thru to April 2nd.

The Totems reached the finals by picking up victories over C.F.B. Chilliwack and C.F.-B.Esquimalt at the Zone 1 Finals that were held just recently down at Esquimalt. I am sure that the entire Base will agree with me when I say "Good Luck Totems" let's see you bring back the big trophy.

Base Fastball Team

The ball season will soon be here once again and it is now time to start making plans for the coming season. The Base has to decide by the 31st of March whether or not they are going to enter a team in the Upper Island Fastball League this year.

If you are interested in playing for the Base team would you please contact Sgt. Tom Sloan at the Rec Centre local 314 just as soon as possible.

Bowling Tournament

There will be a mixed open tournament held here on March 25 thru to March 28th. If you wish to enter a team I would suggest that you contact Cpl. Vic Makowichuk at local 369 right away. The entries are coming in quite rapidly and there are not too many spots left.

Broomball Finals

It sure looks as though 407 Ground and Supply are having themselves quite a battle trying to decide which is the best team. The best of five final is currently tied at one game each so right now it is a tossup as to who is going to win. The first game went to 407 Ground by a score of 1 to 0 but then Supply came right back to win the next one also by a score of 1 to 0. This one went into an overtime period. I will give you all the final results in the next issue.

Volleyball Zone Finals

Our Base Volleyball team played in the Zone 1 tournament down at Esquimalt on Wednesday and Thursday of this week. The final results were not known in time for this issue so I will have to give them to you next time. I have a feeling that "Tiny" and the boys are going to do all right for themselves.

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RETURNING TO THE Totem Inn Lounge, Saturday, April 3rd is Peter Marks and the Marksmen. A great favorite with the Club, Peter and his group are making their fourth appearance with a range of great music that covers rock, waltzes, rhythm and blues music to suit every taste. Don't miss them.

Jr. Ranks Club

MARCH

ENTERTAINMENT

Friday 19 — TGIF. Open Lounge.
Saturday 20 — DANCE. Golden Knights. Chicken and Chips.
Sunday 21 — Golden Knights. Half Price.
Tuesday 23 — MOVIE. The Best House in London. Restricted.
Friday 26 — TGIF. Open Lounge.
Saturday 27 — DANCE. The Cameos.
Sunday — The Cameos. Half Price.
Tuesday 30 — MOVIE. The Guns of the Magnificent Seven. Western.

OFFICER'S MESS ENTERTAINMENT

March 1971

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

SERGEANT'S MESS

Entertainment for MARCH

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.

BASE THEATER

MARCH AND APRIL

Fri. 19 Mar.	MASK OF THE RED DEATH Also HOUSE OF USHER	DOUBLE HORROR
Sat. 20 Mar. Sun. 21 Mar.	McKENNA'S GOLD	Gregory Peck Omar Sharif July Newman
Fri., Sat., Sun., 26-27-28 Mar.	EASY RIDER	Peter Fonda Dennis Hopper Jack Nicholson
Fri. 2 Apr.	BUONASERA MRS. CAMPBELL	Gina Lollibrigida Phil Silvers
Sat. 3 Apr. Sun. 4 Apr.	CARRY ON DOCTOR	Sidney James Franky Howard Joan Sims
Fri. 9 Apr.	THE GREAT BANK ROBBERY	Zero Mostel Kim Novak Clint Walker
Sat. 10 Apr. Sun. 11 Apr.	CHITTY CHITTY BANG BANG	Dick Van Dyke Sally Ann Howes
Wed. 14 Apr. Thur. 15 Apr. Fri. 16 Apr. Sat. 17 Apr.	PAINT YOUR WAGON	Lee Marvin Clint Eastwood Jean Seberg

SATURDAY MATINEES

Mar. 20	COMMANCHE STATION	Randolph Scott
Mar. 27	EVERYTHING'S DUCKY	Mickey Rooney
Apr. 3	AROUND THE WORLD IN A DAZE	3 Stooges
Apr. 10	VALLEY OF GUANGI	James Franciscus

CRIB STANDINGS

LEAGUE STANDINGS

DOUBLES	W	D	L	Pts
Cumb. Hotel	13	2	7	28
Totem Inn	12	4	6	28
Driftwood	12	3	7	27
Waverley	11	5	6	27
BPOE No. 1	11	2	9	24
Court. Leg.	10	3	9	23
Cumb. Leg.	10	2	10	22
Sunnydale	9	4	9	22
Islander	9	2	11	20
Lorne	8	3	11	19
Sgts Mess	6	7	9	19
Comox Leg.	8	2	12	18
BPOE No. 2	6	4	12	16
Elk Hotel	7	1	14	15

SINGLES	W	D	L	Pts
Sgts Mess	15	1	6	31
Cumb. Leg	14	2	6	30
BPOE No. 1	12	3	7	27
Comox Leg.	12	3	7	27
Elk Hotel	12	2	8	26
Driftwood	9	6	7	24
Totem Inn	10	2	10	22
BPOE No. 2	7	4	11	18
Waverley	5	7	10	17
Court. Leg.	6	5	11	17
Islander	6	5	11	17
Lorne	7	2	13	16
Cumb. Hotel	5	4	13	14

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RENTS RISE

Inflation Strikes PMQs

OTTAWA (CFP) -- Some servicemen living in married quarters are not yet paying the national average based on CMHQ appraisals for the type of quarter they occupy. Therefore, they will pay increased married quarter charges effective April 1, 1971, in accordance with the plan announced early in 1968.

Maximum increases for sergeants and below, officer cadets, second lieutenants and lieutenants remain unchanged at $15 per month.

All servicemen living in married quarters who are now paying rates equivalent to 25 per cent of their salaries will be excluded from any increase.

It is estimated that approximately 15 per cent of those occupying married quarters will be affected by the revisions.

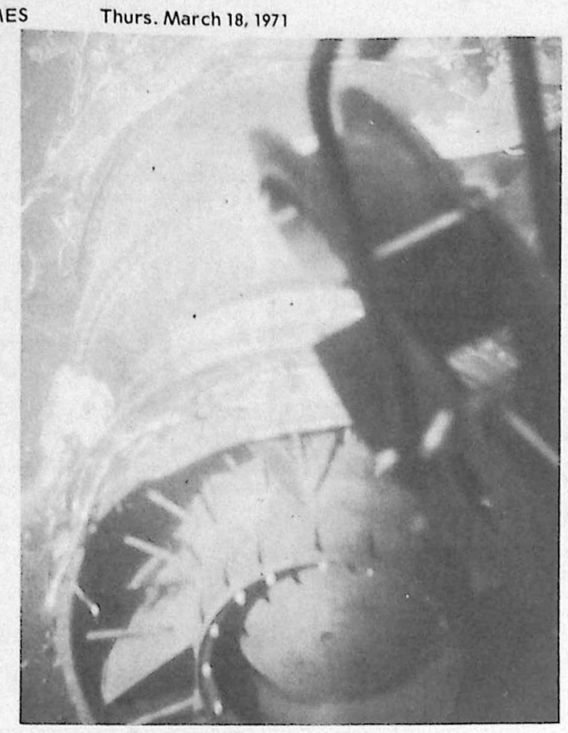
Under the new schedule, the maximum monthly increase for warrant officer, master warrant officer and chief warrant officer is $17; captain, $17; major, $20; lieut.-col. $25; colonel, $30; brigadier-general and above, $35.

According to Canforgen 020 of Feb. 5 the schedule changes result from a Treasury Board observation on the slow rates of progression of senior personnel towar-' national average charges based on Central Mortgage and Housing Corporation appraisals for the type of quarters occupied.

The increase in all cases will be the lesser of the amount required to bring payment up to the national average charge for the married quarter; that amount required to bring payment up to 25 per cent of salary; or the maximum prescribed for ranks outlined above.

A revised schedule of married quarters charges in Germany, based on recent re-appraisal, has been approved by Treasury Board and will be introduced effective April 1, 1971. The revised scale of annual increases mentioned above will also apply to MQ occupants in Germany effective April 1, 1971.

Monthly increases for civilians occupying married quarters will be the same as for their military rank equivalent.



WHEN SGT. AL JOHNSON, NCO i/c Salvage was stuffed down the open hatch of the three-man submersible last week he became the first member of the Air Element to take a dive in the Pisces class submersibles. Fortunately we were able to shove a loaded camera in his mouth just as we jumped on his clutching fingers and closed the hatch. Once on the bottom the Sarg regained his composure and took some spectacular pictures. The one above shows the Pisces "Claw" reaching for a downed engine. (Al Joynson photo)

436 Files OW-TR Flight Plan

436 Transport Squadron based at Canadian Forces Base Uplands, Ottawa will move to CFB Trenton this summer as part of the restructuring of the forces announced by the Minister of National Defence in September 1969.

The move from Uplands will consolidate all long range transport aircraft in eastern Canada at Trenton. CFB Edmonton is the western base for the forces' transport aircraft.

Approximately 175 aircrew and maintenance personnel and their dependents, along with 12 Hercules aircraft, are scheduled to move to the eastern Ontario base beginning in July.

Maintenance crews at Trenton, now servicing the Yukon aircraft scheduled to be retired in April, along with approximately 75 personnel from 436 Squadron will form a pool to service the Hercules and 437 Squadron's 707s, resulting in the minimum number of moves from the two bases.

Most of 436's maintenance personnel remaining at Uplands will be absorbed by servicing units of other squadrons at the base, including 2 Aircraft Field Maintenance Squadron (2AFM-S), 412 (short range) Transport Squadron and 450 Helicopter Squadron.

2 AFMS, formed January 1, 1971, will be responsible for major maintenance on all land-force helicopters based in eastern Canada including those at Canadian Forces Bases Petawawa, Ont., Valcartier, Que., Gagetown, N.B. and Uplands.

Although establishment figures have not been finalized, it is expected that with the phasing out of the Yukon aircraft and normal personnel retirement, the move of 436 Squadron will result in little change in the total number of personnel in Trenton.

Hotels Popular

TRENTON(CFP) -- Hotel management won't be found in the Canadian Forces' trades specifications but it's the daily job of a small band of servicemen and women.

Last year the two forces-operated hotels handled over 40,000 service members and their dependants.

Located at CFB Trenton and at Lahr, Germany, the hotels provide overnight accommodation to service families going to or returning from Europe.

The Yukon Lodge can handle up to 200 people a day while the Europahof has a capacity of 160.

In 1970 both hotels were exceptionally busy. The Yukon Lodge handled over 22,000 military members while the German unit looked after 18,000.

Valcartier Tops Ski Meet

Skiers from the 5th Combat Group, CFB Valcartier, Que., captured the Canadian Forces Ski Championships run off late last month on the snowy slopes near Quebec City.

The Quebec-based skiers tallied the most points in Alpine and Nordic events to capture the Aggregate Trophy in a field of 111 competitors from 28 bases across Canada and in Europe.

In the Alpine events 5 Combat Group took the downhill, giant slalom, slalom and combined alpine events and the military patrol in the Nordic competition.

Europe-based skiers were tops in such Nordic events as the 15 kilometre cross country race, the 40 kilometre cross country relay and the biathlon, a demanding test involving a balance of marksmanship shooting and endurance skiing.

Centennial Caravan

The British Columbia Centennial '71 Caravan will travel throughout British Columbia following its opening in Victoria, March 16, to its final appearance in New Westminster late in November, announces L.J. Wallace, General Chairman of the Provincial Centennial '71 Committee.

The Caravan, consisting of three huge display trailers offers a journey through the corridors of time, and explorations beneath the surface of the earth and sea.

The Caravan will visit many areas in British Columbia on its more than 5,000 mile journey and is scheduled to appear at Courtenay on April 11 and 12.

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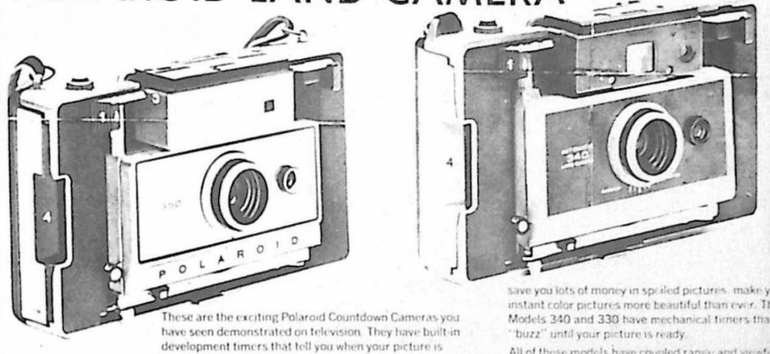

These are the exciting Polaroid Countdown Cameras you have seen demonstrated on television. They have built-in development timers that tell you when your picture is ready. The Model 350 has a built in electronic timer that is automatically activated when you pull the film packet out of the camera. When the picture is ready to peel apart, the timer "beeps" and a light blinks out. It can save you lots of money in spoiled pictures. make your instant color pictures more beautiful than ever. The Models 340 and 330 have mechanical timers that "buzz" until your picture is ready.
All of these models have coupled range and viewfinders for sharp, accurate pictures. They all have Polaroid's famous electric eye and electronic shutter combination.

Model 350 Reg. 174.95 $129.98
Model 340 Reg. 119.95 $85.98

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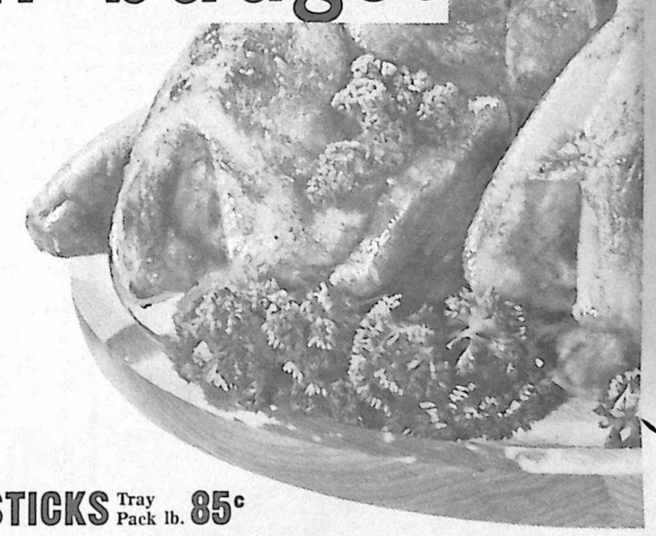

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• GOV'T INSPECTED • "WILTSHIRE" FROZEN
Chicken .... GRADE A lb. 45¢
Serve a plump, juicy chicken this weekend.
FRYING CHICKEN CUT UP TRAY PACK ..... lb. 53¢
• GOV'T INSPECTED • FROZEN CRY-O-VAC
TURKEY 10 to 16 lbs. .... Grade A lb. 55¢
• GOV'T INSPECTED
READY TO EAT HAM Whole or Shank Portion ..... lb. 55¢
DRUMSTICKS Tray Pack lb. 85¢
THIGHS Tray Pack .... lb. 79¢
BREASTS Tray Pack lb. 69¢
WINGS Tray Pack ..... lb. 49¢
LEGS Tray Pack ..... lb. 85¢

APPLE JUICE SUN-RYPE Blue Label ..... 48 oz. tin 33¢
SOCKEYE SALMON UNIVERSAL ..... ½'s tin 59¢
LARGE EGGS CLEARBROOK FARM Large ..... Doz. Grade A 49¢ Medium Grade "A 2 dozen 89¢
KERNEL CORN ROSEDALE Choice ..... 5 12 oz. tins 1.00
PEANUT BUTTER SQUIRREL Smooth or Crunchy ..... 20¢ off ..... 48 oz. tin 1.29

• GOV'T APPROVED SEAFOODS:
FRESH LING COD By The Piece ..... lb. 39¢
TURBOT FILLETS ..... lb. 65¢
SCOTCH IMPORTED SMOKED COD FILLETS ..... lb. 75¢
HEAT AND EAT BATTERCRISP COD FILLETS lb. 79¢
FORTUNE SHRIMP MEAT 12-oz. pkg. 1.29

REGAL BRAND ROSE BUSHES $1.29

ALL PRICES EFFECTIVE: Wed., Thurs., Fri. and Sat., March 17th, 18th, 19th and 20th at all SUPER-VALU STORES COMOX — COURTENAY
We reserve the right to limit quantities

SUPER-VALU
BUY BETTER – SAVE MORE!