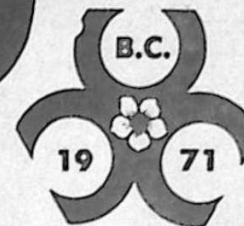
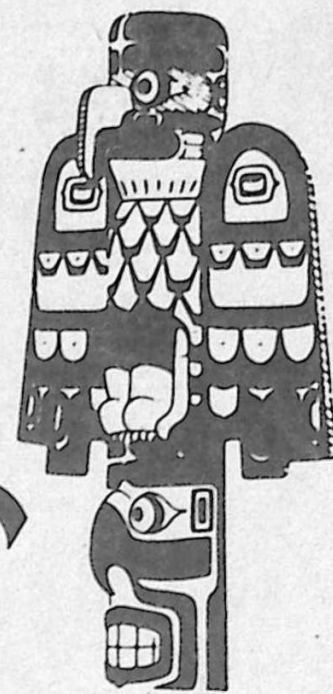


# TOTEM TIMES



See the American Flag—Fish in Canadian Waters

VOL. 13

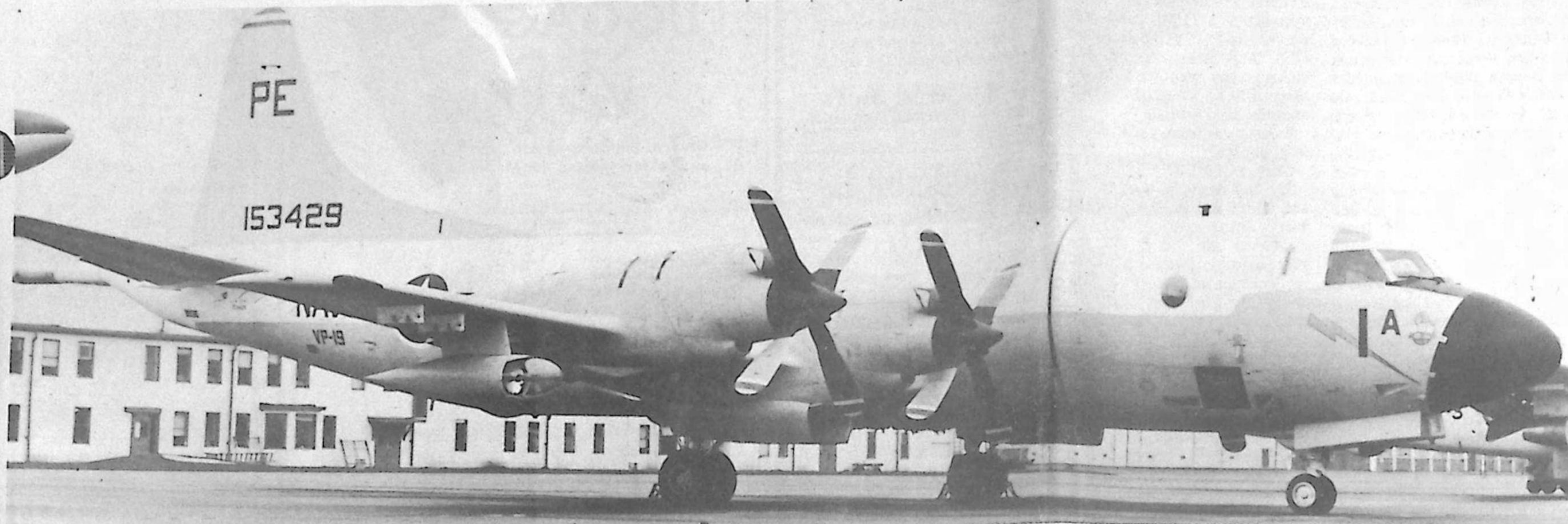
CFB COMOX TOTEM TIMES

THURSDAY, MAY 27, 1971

NO. 11

## 407 Set to Recapture O'Brien Trophy

### June Competition in Greenwood



Eastern Canadian Squadrons are in for a bit of a shock in this year's O'Brien competition when they see the secret weapon that 407 will be using. This brand new Orion was gained

in barter for 6 flight lunches, a used sono-buoy and nineteen used Argi, eighteen of which will be used as breakwaters, and one of which will be used as a floating restaurant.

(Ron Elmer Photo)

The Third Annual VP ASW Competition will be held at CFB Greenwood during the period 9 - 13 June 1971. A crew from each of the four VP squadrons, 404 and 405 in Greenwood, 407 in Comox and 415 in Summerside, are selected by the respective Commanding Officers and compete in a series of anti-submarine warfare exercises. The winning squadron is awarded the Maritime Commander's Trophy, presented in 1969 by Vice-Admiral O'Brien. In 1969 it was awarded to 405 Squadron and in 1970 to 407 Squadron.

Aircrews are checked on procedures as well as results during each exercise. Total points awarded include an assessment of the ground servicing team accompanying each aircrew. An additional trophy will be awarded this year to the ground servicing team accumulating the most points in the Competition. Commodore Morrow, Chief of Staff Operations at Maritime Command Headquarters, has

presented this trophy and will award it to the winning technical team at the ceremony on 13 June.

A similar International Competition will be held at CFB Comox in December 71. The Canadian VP crew winning the ASW Competition in June, will compete against VP crews from the Royal Air Force, Royal Australian Air Force and Royal New Zealand Air Force for the Fincastle Competition Trophy. The trophy was presented to the RAF by Mr. and Mrs. Airde Whyte in memory of their son for an annual competition between Maritime Coastal Patrol squadrons of the Commonwealth nations. Previous to this year, crews from each nation flew the exercises in home waters, forwarding results to the Fincastle Adjudicating committee in the United Kingdom. When it was decided to fly the competition at a common venue, Canada offered to host the first meeting operating out of CFB Comox against HMCS Rainbow.

Representing 407 Sqn. this year will be Major Froehler and Crew One.

### Open Season for Campers

The CFB Comox Tent and Trailer site became available for occupancy on Friday, 21 May. The campground, situated on the east bluff overlooking the Air Force Beach and Marina, contains 17 campsites suitable for tents or camping trailers. Stone fireplaces are provided and there is running water and outdoor toilet facilities. B. C. Hydro began installing power poles on Tuesday, so electricity will soon be available.

The site boasts a boat launching ramp, now two-thirds finished, which will be 260 feet long when completed. A beach house is now under construction, 14 by 50 feet, and will feature open air barbecue, benches and tables. Also being constructed

are pan-abode style changing rooms, with showers and toilets.

Servicemen, dependants and DND employees who wish to use these excellent camping facilities should register at the Guard House. Occupancy is limited to 7 days, with 7 day extensions available if there is no waiting list. Fire permits are not necessary, but campers must observe the fire regulations as posted. Normal Provincial Campsite rules are in effect. Camping at the site is free of charge, courtesy of the Base Technical Officers and Men. Enjoy your camping and have fun, but treat the sites with kindness and leave them in at least as good condition as you find them.

### Cadets Practice Bilingual Theory

For the fifth consecutive year more than 1,700 English and French speaking cadets will participate in an interprovincial exchange of environments this summer.

Inaugurated during Centennial year, the program is designed to give the cadets an opportunity to meet each other "in their own back yard" during regular summer camp

courses conducted during July and August. Cadets who reside in

### Sub-Killers Sight Polar Party

OTTAWA (CFB) — Service aircrews flying reconnaissance patrols over Canada's Arctic have "gone to the dogs" these days.

What they are keeping tabs on is a team of 350 dogs and 27 men working its way to the north pole.

Led by a 43 year-old Italian business man, Signor Guido Monzino, the team of Norwegians, Danes, Eskimos and Canadians plans to re-create Admiral Robert Peary's trip via dog sled of April 6, 1909.

To help the Signor along the way, the Canadian government supplied the expedition with homing devices. Using the homing signal, Argus rescue crews ensure the team is in no danger and supply them with fixes on their regular Arctic patrols.

The journey over the heaving ice is not without danger. And Arctic experts feel Signor Monzino will need a lot of good weather and luck to accomplish his goal. In any case, tracking the expedition on its epic journey adds a bit of spice to Argus aircrews' usual bleak journey over the vast Arctic tracts.

Quebec must have French as their first language to qualify for the exchange while other provincial cadets need English as their mother tongue.

HMCS Quadra, Comox, B.C. will host 72 French speaking sea cadets from Quebec. There will be no sea cadet camp in Quebec this year.

Quebec will send 512 army cadets from CFB Valcartier, Que. to Gagetown, N.B., Ipperwash, Ont., and Vernon, B.C. A similar number of cadets from across Canada will train at Valcartier.

CFB Bagotville, Que., will carry 300 out-of-province air cadets while 300 air cadets from Quebec will go to bases at Greenwood, N.S., Trenton, Ont., and Penhold, Alta.

Cadet courses include leadership, citizenship, and trades training in the sea, land and air environment.

See Pages  
6 & 7  
For ADC's  
20th  
Birthday

### 426 Squadron Re-Formed

## THUNDERBIRDS TO FLY AGAIN

TRENTON (CFB) — "On Wings of Fire"

Veterans of World War II and United Nations Forces in Korea, the Middle East and Congo will fondly remember the motto of the famed 426 Thunderbird Squadron, disbanded in August 1962.

If you have a squadron crest dig it out and hang it up because 426 is back in action.

No. 4 Transport Operational Training Unit and 4 Field Technical Training Unit were amalgamated May 3 to form 426 Transport Training Squadron at CFB Trenton.

The squadron is commanded by Lieutenant Colonel F. M. Murphy, former commanding officer of 4 (T) OTU. Major D. D. Fraser, commanding officer of 4 FTU becomes chief technical instructor in the new squadron.

"We felt that it was fitting," said Major C. H. Patrick, chief academic instructor, "that most of the new people coming into

this command would initially serve with a squadron which has had such a long and distinctive career in transport."

426 Squadron was formed at Dishforth, Yorkshire in October 1942 as the seventh Canadian Bomber squadron overseas. It began operations with No. 6 (RCAF) Group of Bomber Command in January 1943. In the next 28 months, the squadron dispatched 3,233 Wellingtons, Lancasters and Halifax's on 268 missions. During that time the squadron lost 88 aircraft, 425 lives and won more than 175 decorations and honours.

In May 1945, the squadron was transferred to Transport Command. In three months the squadron, equipped with Liberators, made 120 round trips from England to India flying 5,500 passengers and close to one million miles without accident or injury.

No. 426 Squadron was disbanded Dec. 31, 1945. Seven

months later it was reformed at Portsmouth, N.S. and equipped with Dakotas. It was subsequently moved to Dorval, Que. and given the new four-engine North Star.

In July 1950 the squadron was

seconded to the Military Air Transport Service of the USAF to assist in Korean air-lift operations. During the next four years 426 "Thunderbirds" made

(Continued on page 2)

### The Arctic Frontier

There's this wind. It's blowing at fifty or sixty miles per hour. It's picking up the hard granules of snow and blowing them around at what feels to be supersonic speeds. The snow cuts into your face; seeing becomes difficult. You feel like lying down and dying. But you can't, because out there in the impenetrable white void is another enemy, an enemy with a gun, and he is going to kill you.

To members of the Canadian Armed Forces who serve in sunny southern climates, such a scenario seems far-fetched. But to those members of the forces who must fight and live in the far north, where the weather is as deadly and implacable an enemy as anything else, it is all in a day's work.

And now you can be a part of it. Vicariously, of course. The Arctic Frontier, a mobile theatre operated by the Canadian Armed Forces will be in Lewis Park, Courtenay this weekend, and residents of the Comox Valley will be able to see for themselves the awesome conditions under which Canadian fighting men live and operate in the Arctic.

The Arctic Frontier is a ten-minute, multi-image film presentation that vividly portrays the problems of operating a fighting force under conditions as hostile as any that can be found on earth. Mind-numbing cold...whiteouts...continual darkness...these and other difficulties are routinely met and overcome.

The Arctic Frontier is a multi-image media 16 millimetre film. It is projected through a rear screen and is capable of from one to three images simultaneously by means of mirrors.

The presentation is the result of over 5,000 stills and 700 feet of film shot on location, and one wonders if one of the problems of Arctic operations wouldn't be to get the PR cameras operating properly. Sound effects were carefully blended in for maximum effect.

The Arctic Frontier will be on display at Lewis Park in Courtenay on May 29-30 from 1100 to 2100 daily. There will be show every fifteen minutes. Come down and see how your comrades-in-arms solve the problems they face in the Arctic Frontier.

### Crompton Graduates From RMC

Kingston, Ontario, 22 May 1971 — Officer Cadet David Edward Crompton from Comox, British Columbia has graduated from the Royal Military College of Canada in Kingston, Ontario. He completed a four year course in Applied Science and received his Bachelor of Science degree and his commission in the Canadian Armed Forces.

Cadet Crompton is the son of Mr. and Mrs. E. G. Crompton of CFB Comox, British Columbia. He entered RMC in 1967 after graduating from Saguenay Valley High School in Arvida, Quebec. While attending RMC, he participated in the intramural football and rugby teams and on the varsity judo team; held the position of Cadet Flight Leader; and was enrolled in the air element of the Canadian Armed Forces.



Officer Cadet David Edward Crompton

### 442 and Marine Section Aid Meteor



A 442 Squadron Labrador helicopter swoops low over the stricken cruise ship Meteor early Saturday morning, bringing supplies of oxygen to aid fire-fighters on board the ship. Coastal freighters wait in the background. The Black Duck from the Marine section also assisted in the tragedy, towing lifeboats from the Meteor to the coastal ferry Malaspina

(Hank Seltzer Photo)

Tragedy struck the cruise ship Meteor on Saturday of the Victoria Day weekend. 442 Sqn. was called out at 3:25 a.m. They had a Buffalo and a Lab. in the air proceeding to the cruise ship Meteor by 4 a.m. A second Labrador followed shortly. The Buffalo, captained by Capt. Al Adams was unable to give direct assistance but acted as the aircraft on scene controller until the arrival of the Canadian Forces Motor Vessel Black Duck. Meanwhile the two Labrador helicopters, captained by Capt. Cunningham and Major Weston started ferrying fire fighting equipment to the cruise ship Meteor. The Labs continued this work until seven o'clock that evening. In this task they received excellent co-operation from the Comox and Courtenay Fire Chiefs.

The following afternoon the Labrador captained by Capt. Perry Cunningham was called out to pick up two men who were stranded on a sand bar in the Squamish River. As the helicopter was nearing the scene of the distress they were diverted to

Pender Harbour. There, a diver, who had been diving in a hundred feet of water, was suffering from a severe case of the bends. The helicopter rushed him to the hospital in Vancouver. They then returned to the Squamish River. There they picked up the two men who had been stranded and returned them safely to Squamish. On Monday at five a.m. the helicopter captained by Capt. Perry Cunningham took off for Prince George, to look for a victim of a canoeing accident. The accident occurred the previous day when a canoe with two persons on board overturned in the Nechako River. One person reached shore safely but the other was swept away by the current. The helicopter located the victim's body later that morning.

Meanwhile a Buffalo aircraft departed Comox at 6:45 a.m. enroute to Sandspit. There they picked up a 4-year-old boy suffering from heart trouble. He was taken directly to Vancouver. This completed the work of 442 Squadron for the long week-end.





No Centennial celebration is complete without the visit of HMCS Upper-deck, which is currently on a goodwill tour of the province. Provincial secretary Laurie Wallace is shown being welcomed aboard by Capt (N) J. W. de Hanksleeve, who is modelling the trial summer uniform for the Canadian forces. Mr. Wallace is modelling the new summer uniform for those taking advantage of Plan Restore.

(B. C. Gov't. Photo)

## MND Opens Yellowknife HQ

OTTAWA (CFP) — The Canadian Forces Northern Region Headquarters celebrated its first anniversary and official opening at Yellowknife May 15.

The Headquarters was established a year ago and operated from Ottawa until May 15 of this year when the staff

moved to temporary quarters in Yellowknife.

Commanded by Brigadier General Ramsey Withers, 40, Ottawa, the Canadian Forces' newest command observed the official opening with an operational demonstration and dedication ceremony.

The Honourable Donald S. Macdonald, minister of national defence officially dedicated the regional headquarters property by unveiling a cairn honouring Colonel T. D. B. Evans, commander in 1898-99 of the Yukon Field Force, the first Canadian unit to serve north of the 60th parallel.

Aircraft serving the north country such as the Argus maritime patrol plane, Hercules and Buffalo transports, a search and rescue Dakota, CF-5 Freedom Fighters, CF-104 Starfighters and a Voyageur search and rescue helicopter flew past.

Also dropping in were paratroopers from the Canadian Airborne Centre and 28 Canadian Forces Supply Depot, Edmonton, who staged a para-drop and free-fall exhibition.

## Flight award Nominees Sought

OTTAWA (CFP) — Nominations for the James Martin award, presented annually to the British Commonwealth or NATO airman whose idea or deed has helped make military flying safer, should be submitted now.

Since Canada's nomination must be forwarded by July 30, fully documented citations from commands must reach CFHQ, attention DGAF, by June 15.

Instituted in 1969 to commemorate the life-saving Martin-Baker ejection seat, the award recognizes acts of valor in military aircraft either on the ground or in the air.



On the occasion of her retirement, Miss Susan Lord was presented with a plaque commemorating 15 years with the DND telephone service, the last three years at CFB Comox. Officiating at the ceremony was the Base Technical Services Officer, L/Col. R. N. Smith.

Miss Lord plans to tour the country before deciding where she will reside.

(DND Photo)

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## 407 Tech Ramblings

As mentioned two weeks ago, the Demon Divot Digging champion for 1971 will be determined on Friday, June 4 with tee-offs slated for 12:00 to 13:30 hours - earlier tee-off times will be arranged where necessary. Post entries will be accepted, however, your advance registration with the Tech Adj at local 310, Servicing at local 417 or the Sqn O.R. at local 318 is solicited to facilitate completion of the draw which will be posted in Servicing after 13:00 hours, June 3. The cost will be \$1 per entry for an addition \$1 for non-member green fees, payable at the club house prior to tee-off. The Calloway System will be used for non-handicappers to ensure their contention for the numerous prizes while the 407 Sqn. trophy will be awarded for the low net. Refreshments will be provided.

Entry tickets for the 1971 version of the 407 Salmon Derby were placed on sale, at a cost of \$1 by Sqn. Servicing, Repair and the Deputy Flight Commander on May 17 with the cut-off sale date being June 4. The derby will run from 08:00 hours June 1 to 12:00 hours June 30 with the weighing in of your catch, gutted and gilled, accomplished by the genial staff of the base fire hall between 10:00 and 22:00 hours daily. First prize of \$30 and trophy will be awarded for the largest salmon, second prize of \$15 for the heaviest day's legal catch (maximum four fish) and third prize of \$5 will be for a hidden weight. A beer fest and prize presentation will take place in the Totem Inn Annex at 16:00 hours, June 30.

**REPAIR**  
It would appear that the contractor building our new leanto has either gone fishing or is on strike since the only movement noted in the area of late has been the odd bit of wiring swinging in the breeze. Then again, possibly someone has to save up to buy more material or possibly there has been a last minute change in plans; e.g. converting the premises to a wet weather indoor 25 yard range. The latter thought arises from the recent massacre of the old butts at Quadra by the daily detail of repair marksmen who have accomplished their usual efficiency.

Paddy Omatsu's recent visit to the guardhouse left him hopping (not a Japanese city) mad when the gendarmes apparently accused him of being an alien; however, production of his citizenship certificate finally convinced the MP's of his proper status and his usual smiling countenance is again evident about the hangar.

A recent new addition to our strength in the person of young George Downie has led to a slight controversy in that we disclaim any previous acquaintanceship whereas he claims a previous tour with us. It must have been before our time since he says he has had some "Chimpunk" experience: we don't know how to take that but his private life is his business. All joking aside, "welcome back George."

Captain Matthews has been seen wearing so many uniform variations that we can only assume that he is attempting to decide which combination of blues, greens, tropical worsteds and Navy flying jacket suits him best.

Plan restore is reducing our strength of highly qualified technicians at such a rate that rumor has it that "Plan Restore" will be introduced very shortly.

Alex Johnson is apparently involved with our whip, Pat Carragher, who the former is trying to convince, "we never did have that card." Then, what does Hank Hanisewski show up with? ... you guessed it.

Congrats to Gary and Shirley Murree on the arrival of their first boy - four more and they'll qualify for the "Sunkist Club".

Carl Moulton, sporting his new glasses, now sees the spots in front of his eyes much more clearly.

Denny Viklund has just spent a week of scenic T.D. - on the golf course project.

How come our new arrivals from Servicing get ahead so fast? We are referring to Carl Erickson who was recently appointed V/PMC and will progress to PMC of the Jr. Ranks Club. Any other aspiring servicing types who wish to get ahead will be welcomed by this undermanned section.

In haste, we leave you with this seasonal wish ... good fishing.

**GUN PLUMBER'S CORNER**  
The big derby is now history and Pappy has finally found the way back to his camper. General consensus also has it that the joke judge was into the prizes too early and too often. A certain trio aboard the good ship "T-BIRD" have lost all faith in Buttle Lake since not even a cod jig produced for them.

Stoyles is afraid that the baking wont become stale and mouldy. Larry is now spending his nights counting sono tubes instead of sheep jumping fences.

Twenty-four year old Bob can't wait for our man from "Pump Handle" to return so that he can strike up a conversation.

Latest rumor has it that Paul took leave to have a hair transplant done on his upper lip.

**TORP TOPICS**  
The well appointed public camp site adjacent to the Gold River highway bridge at Buttle Lake was the scene of a recent lost weekend ... er, I mean Armament fishing derby. The camping equipment involved consisted of several truck campers, one trailer, three tents including two of the nine man variety and an ingeniously pulmanized Dodge car. Huddled around the campfire Friday evening and well into Saturday morning, the participants indulged in, among other things, a sing song and liars convention with the prize for the funniest story going to Bob Collins. Fortunately Bob spun only one yarn and quit while he was a head (not a typographical error).

Although Saturday's cold wind and rain wasn't exactly the desired combination for camping and fishing, all available boats were on the water and a fair number of trout were hauled in. However, by four o'clock Saturday afternoon it was apparent that the weatherman wasn't about to relent and the less hardy campers headed for home. All in all, most participants enjoyed the outing, despite the poor weather, and are eagerly anticipating a return engagement with its attendant non-reducing diet of beans, beer and spaghetti.

How about the Swedish farmer who, while ploughing his field, said to his team of oxen, "This

time the YOLK is on you."

Hoodwinked.

**AIR PHOTO NEWS**  
Avast ye lubberly swabs, air photo has been invaded by an Esquimalt sea type resplendant in full beard and waxed mustache in the person of Cpl. Arnold. He is the forerunner of seven of his kind who will be visiting us for the purpose of getting genned up on the air side of the photo business. Welcome aboard, chaps.

Our representatives in the recent armament fishing derby were Ray Evans and Randy Howell who did a pretty fair job of buttering up the Boss by allowing him to catch four fish as compared to their combined catch of one less.

Bill Searle, with the help of a little slave labor, is now ensconced in a PMQ and, at the time of writing, has only another 20 or 30 boxes left to unpack. Speaking of moving, Bill Field has come up with a fine home in the Vancouver area and hopes to inhabit same around the end of June.

God bless our 407 Sqn "A" league ball team who sure need help! Help! Help!

## Thunderbirds To Fly

(Continued from page 1)

599 round trips from McChord Air Force Base, Tacoma Washington to Tokyo, airlifting more than 13,000 passengers and over seven million pounds of cargo.

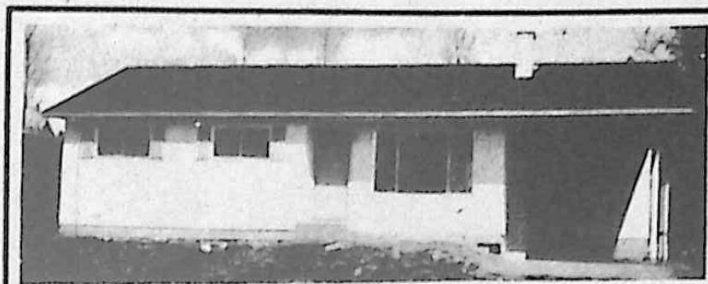
The establishment of a United Nations Emergency Force in the Middle East in 1966 meant weekly airlifts to El Arish, Egypt, which the squadron continued until disbanded.

The squadron's final UN commitment began in 1960 with the Congo crisis. It carried out twice daily flights until the original heavy airlift commitment was met and gradually decreased to regular twice weekly flights.

In 1962, the squadron was disbanded and its commitments taken over by 437 'Husky' Squadron with its fleet of new larger and faster Yukons.

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## LADIES

## Bathing Suits

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Here's how much it's going to cost you. Let's say you have a two week vacation and you drive around 250 miles a day. Your warranty covers most unexpected expenses for the first 12,000 miles or 12 months. So all you pay for is gas.

And although a Datsun pickup can get around thirty miles to the gallon, with a camper up top it only averages about twenty-five. So gas is \$5 a day. And when you finally do get home, unload the camper and you've got a second car that can carry a ton.

Average cost of 2 week vacation: \$70. Average cost of a Datsun pickup: around \$2,200. (Even when you add a camper,

it's still almost \$2000 cheaper than any other camper-truck rig on the road today.) And with savings like that, think where you can go next year.

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from suggested retail price of \$2195.00. Includes 12-month warranty and 12-month maintenance plan. Tax and license extra. Dealer's price subject to change without notice.

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**\$795**

1964 DODGE 4-door sedan.  
6-cyl., auto. trans. Radio. Low mileage.

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V-8, auto. trans. P.S., P.B. Radio

**\$895**

1964 PONTIAC PARISIENNE  
2-dr. h'top, 6-cyl. Auto. Trans. Radio. P.S., P.B.

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1965 CHEV. IMPALA  
4-dr. sedan. V-8, auto. trans. P.S. P.B. Radio

**\$695**

1965 SUNBEAM MINX  
Low mileage.

**\$795**

1966 PONTIAC LAURENTIAN  
4-dr. sedan. V-8, auto. trans. Radio. Low mileage.

**\$1695**

1966 CHEV BEL AIR  
4-dr. sedan. 6-cyl. auto. trans. Radio. Low mileage

**\$1495**

1966 CHEVY II S.S.  
2-dr. h'top. V-8, auto. trans. Radio. Bucket seats. Console. New tires.

**\$1295**

1966 VALIANT SIGNET  
2-dr. h'top. 6-cyl., 4-spd. trans. Bucket seats. Low mileage. Radio.

**\$1295**

1967 CHEV. BISCAVNE  
4-dr. sedan. V-8, auto. trans. Radio

**\$1695**

1966 PLYMOUTH FURY II  
4-dr. sedan. V-8, auto. trans. Radio.

**\$1295**

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1967 FORD  
4-dr. sedan. V-8, auto. trans. Ex-RCMP

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1968 FORD GALAXIE 500  
4-dr. h'top. V-8, auto. trans. P.S. Radio

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1969 PLYMOUTH FURY III  
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**\$2695**

1970 DODGE MONACO  
2-dr. h'top. V-8, auto. trans. Radio. Tilt steering. P.S., P.B. 18,000 miles. Balance of 50,000 mile factory warranty.

**\$3795**

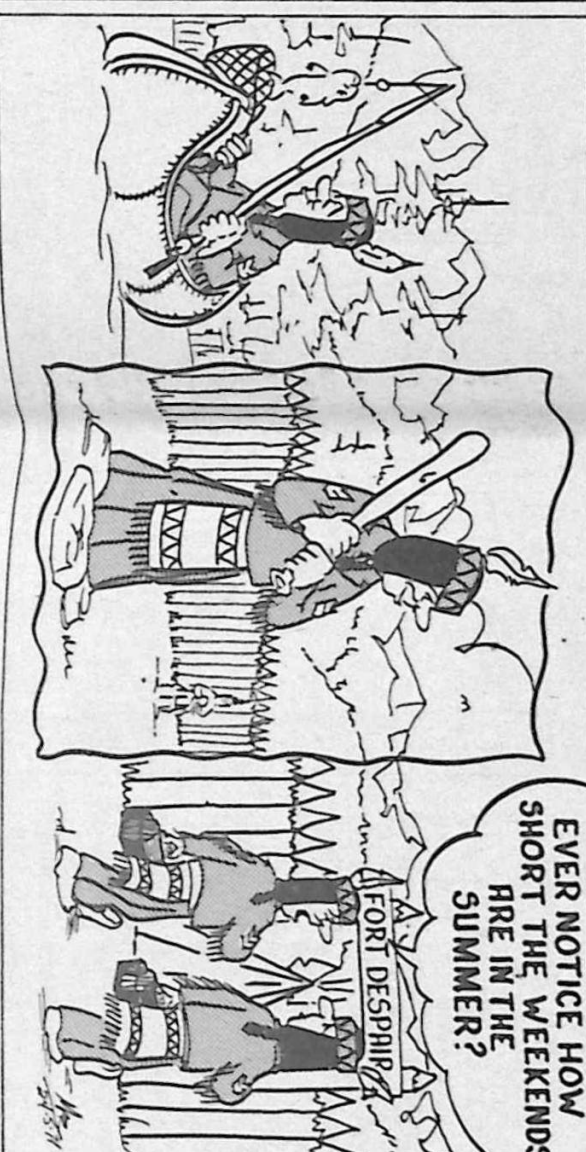
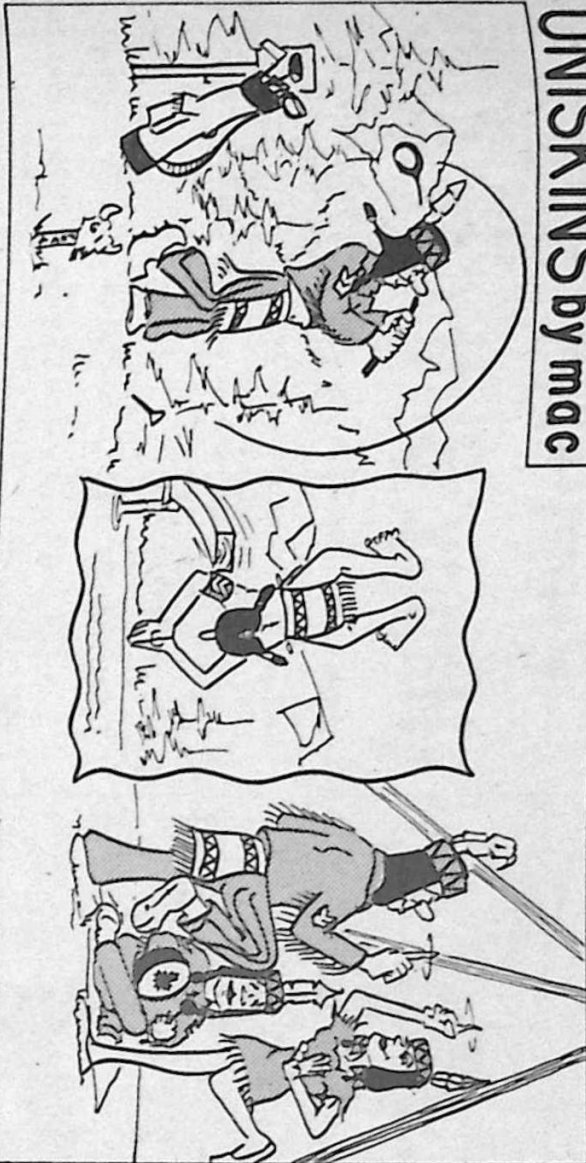
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## UNISKINS by mac



Thurs., May 27, 1971

CFB COMOX TOTEM TIMES 3

## Pomp on Parliament Hill

Changing the Guard ceremonies on Parliament Hill will begin this year June 27 and continue daily through Labour Day, Sept. 6.

The 120 guardsmen participating in the ceremony will be drawn from the Governor General's Foot Guards, Ottawa, and Montreal's Grenadier Guards, both militia units.

The guardsmen are organized, trained and administered by the Canadian Armed Forces, Public Duties Detachment, manned with personnel of 3 Battalion, Royal Canadian Regiment, CFB Petawawa.

Both the Governor General's Foot Guards and the Grenadier Guards have recruited a full complement of reservists for the 'daily ceremonies.

The reserve soldiers start four weeks of training at Canadian Forces Base Petawawa May 18 with courses on a variety of military topics. On June 14 they move to CFB Upland to concentrate on practice for the Parliament Hill ceremony with the Canadian Forces Central Band.

Three service bands, Central Band, Ottawa; Royal Canadian Artillery Band, Montreal; and the Air Transport Command Band, Kingston, will alternate throughout the summer at the 'daily ceremonies.

## Voodoo Nuts, Bolts and Volts

By PAUL KLEIM  
Last week Sgt. Bill Duncan our Supply Liaison man came into the shop with a message from Supply.

"The supply people aren't too happy about the number of priority demands we're submitting," said Bill as he dropped the message on my desk. I read the message with all its intonations and annotations and admitted, "We'll have to do something about this. But what?"

"What we need is a Crystal Ball," someone suggested after we tossed the question around looking for an answer to another supply dilemma. "An excellent idea," said Bill. "Then we could look into the future and see exactly what parts we'll need a month or two ahead and keep our supply demands on a routine basis instead of a priority."

"If we could get someone checked out on it, maybe we could get a few hot tips on the stock market," added Roy as he eagerly anticipated our decision. "But it's not listed in the supply catalogue," countered Jack. "Let's put a demand in for one anyway. Maybe they'll find one left over from World War 1 or the message with all its intonations and annotations and admitted, "We'll have to do something about this. But what?"

I made up a proper supply demand voucher with as full an explanation as I could and submitted it to await results. The voucher, of course, got priority treatment even if it was submitted as routine. We didn't want to create a stir. I got it back the next day with the following annotations:

a) "Item is 'b' Class, advise material authorization, total entitlement, quantity held, full substitution required."

b) "Item not listed in Supply Catalogue. Provide EO reference or copy of message or letter authorizing this demand."

c) "Unable to identify requirement. Give full description, manufacturer source of supply and estimated cost."

Obviously our Supply Section is on the ball (not CRYSTAL) in some departments. Before it got back to me it somehow ended up on the BAMBOO desk. "What's this all about, Paul?" he queried me as I came in to get my mail. I tried to explain but I don't think he appreciated me looking into our future requirements via the crystal ball. All was not lost however. I won't say the "crystal ball" incident had anything to do with it, but the next day we got a letter from Command, listing all the spare parts we may need and assuring us that sufficient quantities are available. How's that for a bit of Voodoo Magic!

The BAMBOO's Spring Dance was without doubt a resounding success, as everyone who attended will attest. The Totem Inn was filled to capacity, a good indication that more such functions should be forthcoming. The Entertainment Committee headed by Sgt. Archie Allen who



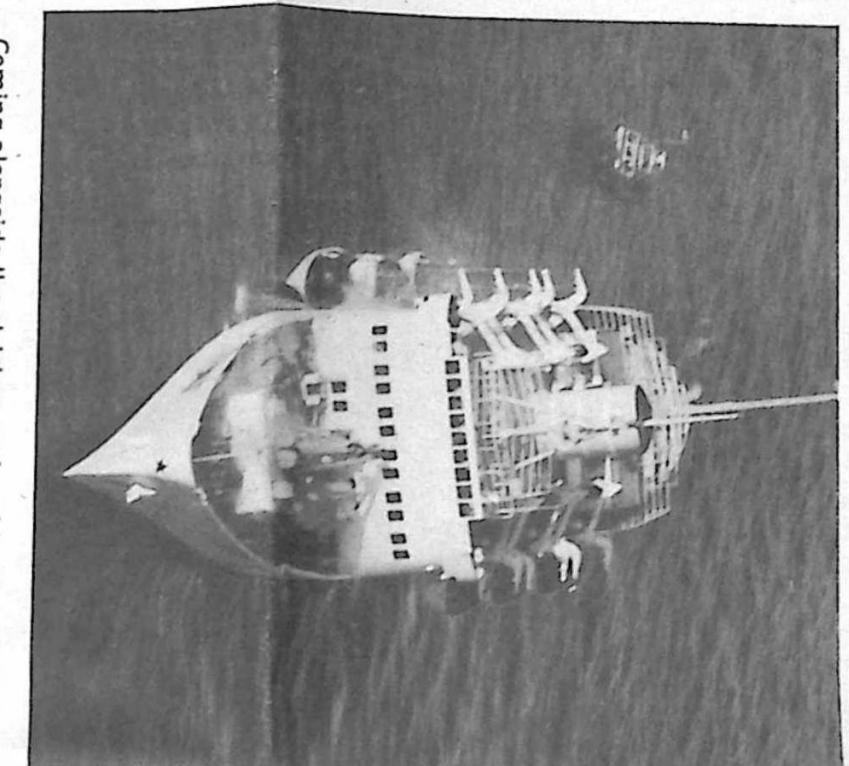
Major-General Maurice Lipton, Commander of Air Defence Command, signs the Nighthawk scrapbook during his recent visit to CFB Comox and 49 Squadron. General Lipton, who was on his farewell tour of the command prior to his retirement from the base, and later enjoyed an informal evening in the mess. (Canadian Forces Photo)

## Nighthawk's Nest

The annual survival madness is upon us, and Nighthawks by Clarence Clements for the honor of giving the most unintelligible of the epic was to appear in this issue of the paper until the editor remembered that it was, after all, a family newspaper, a circumstance which somewhat limits the reportorial scope.

The personnel shop, which has undoubtedly read some of Officer Munro's diatribes about policy in the Totem Times, has fixed so that it will soon have a bit more to send his literary gems to the editor. Like, it will cost him about a buck to send a post card, which the way mail rates are going these days may not be all that far. Anyhow, Doug is going to be commander of all the survivors at Dow site Cape Dyer, which is about as far as one can get in a person and still keep him alive. The country, Doug's reaction to is also ran about of that editorial structure about family newspapers.

So far, no other Nighthawks have been transferred, but several of the more long-tongued by-standers are getting concerned. Harry Redden is rumored to be going to the officer development section at Whinip, while Don Kinney may be slated for the OTU staff at Beyondville. Harry Chapin, so his said, will be conducting the Couch Course at RMCC, while Steve B. is busily trying to convince everyone that he was just transferred here yesterday. Roger Lamotte and Henry Delwart have returned from their nuclear safety course and



Coming alongside the stricken cruise ship Meteor is the MV Black Duck from the CFB Comox marine section. The Black Duck was instrumental in towing lifeboats from the Meteor to the waiting coastal ferry Malaspina. All the passengers were successfully evacuated, but 32 crew members of the Meteor died in the tragedy. (Hank Seitzer Photo)

## CAF Aids Civil Powers

ST. JEAN VIANNAY, Que. (CFP) - Approximately 40 personnel and three aircraft from CFB Bagotville assisted civil authorities during the recent disaster at St. Jean Viannay, Que.

Thirty-one lives and more than 40 homes were lost when a midnight May 4 on the outskirts of the town, located 10 miles west of Chicoutimi.

Less than three hours after the cave-in began, a base rescue helicopter, manned by Captains Thuy Wenias and Jack Parrcombe, and three crewmen, were providing lighting and damage estimates for civil authorities and rescuers.

Cpl. Rod Vercleres, a para-rescue crewman, was lowered into the pit and searched without success for survivors. In the wrecked houses which remained partially submerged in the oozing mud.

Base helicopters, assisted by two Voyager helicopters from CFB Valcartier continued to fly search and transport missions for a week.

Twenty military police augmented civilian police in cordoning off the area to prevent further injury or accident. In addition, engineers from the base provided technical advice which they will then pass on to us sorted out the old, unimproved model. The training period should be interesting, and it will stand us in good stead if we ever do get the JIP version of the 101. Dave McNair took several million pictures while on surveillance, which he hopes to use to shake down the squadron for sufficient funds to enable him to retire. Rumour of the Week: Doug Munro is allergic to snow.

## June 1 is Census Day. What's new with you?

This is your chance to tell Canada who you are and how you're doing.

Census day is almost like voting day. It's your right and privilege. Your chance to let Canada know all about yourself and your family. How and where you live. It's as secret as the ballot. All these facts become statistics. And many organizations use them to plan for our future.

This is how governments know where to spend money for the most necessary things: hospitals, schools, housing projects, roads and highways, community centres, parks. For instance, a high percentage of children under 16 in your community may alert the board of education to the need for a new school. Or, districts with a high proportion of sub-standard housing may be identified and earmarked for urban renewal and development programs. Things like that.

It's a do-it-yourself census.

Any day now, you'll receive your census questionnaire. The idea is that everyone who lives in Canada must fill in that form on June 1. If a pre-paid return envelope came with the questionnaire and mail it back. If there is no envelope, don't mail it but hold the form until it is picked up by a census representative.

This will probably be the first time you've ever had the chance to fill in your own census form. The old way of sending census takers around knocking on doors and asking you questions served a useful purpose in its day. But we've found, after many trial censuses, that people do a better job when they fill in their questionnaires themselves.

If you are a farm operator.

If you have a farm, the census representative will bring you the Census of Agriculture form along with the population census form. The extra information you give is important for government farm programs and farm organizations in the years ahead. Some time after June 1, the census representative will call on you to pick up the completed census forms. So don't mail them back.



What happens if somebody doesn't fill in his census form? Everyone in Canada is required by law to be counted in the national census. If you don't bother, a census representative will have to come around and fill in your questionnaire with you. So, if you do it yourself, you'll save time and money for everyone.

Count yourself in.

DOMINION BUREAU OF STATISTICS  
BUREAU FEDERAL DE LA STATISTIQUE



We need facts about you... and your family. Otherwise we won't have the whole story. Give a few minutes to the Census of Canada. And Canada will give you a better future. It's your census. Everyone has the right to be counted. Everyone has the right to the information he gives to be used to help Canada. And you can be sure that the information will be used for the good of all Canadians. So, don't forget, June 1. Tell us what's new.

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## The Twenty Year Vigil

On June 1, 1971, Air Defence Command will begin its 21st year. After two decades of progress, the command which exists today is vastly different from the command which came into being on June 1, 1951. The Mustangs, Vampires and Sabres which existed at the beginning are gone. The fledgling radar network which controlled them now covers the country. Computers assist the controllers in their task of getting fighter and target in the same air mass. Instant communications keep commanders fully informed of the status of the air battle across the continent.

The minuscule force which came into being 20 years ago for the defence of Canada has become a sophisticated instrument that is vital to the defence of the continent. The Voodoos and Bomars which are the teeth in the aerial defence pack many times the firepower of the earlier squadrons.

From time to time though, people wonder, "Sure it's efficient and deadly, and all that," they say, "but is it really necessary? What is a manned bomber in this day and age?"

And it is a fair question. Air Defence Command is a smoothly efficient machine, forever looking for ways of improving its firepower while cutting its costs. But the fact remains; it is expensive.

Well, indeed, what is a manned bomber in this day and age? As the manned fighters have improved, so have the manned bombers. Years ago, commanders took some bombers, added a bombsight and some bombs, and sent them off. Against the rudimentary defences of the day, such attacks paid dividends, albeit somewhat limited ones and, if carried out at night, didn't cost too much, at least if one wasn't directly concerned.

But the same technology that has paid such handsome dividends to the manned fighter has also been working on behalf of the manned bomber. Inertial navigation systems, highly accurate ground-mapping radars, and very efficient terrain-avoidance radar have enabled the manned bomber to find the most suitable route to the target, and also enabled it to accurately bomb any target.

To cope with the air defences that would undoubtedly be arrayed against it, the manned bomber has been provided with some very effective electronic counter-measures devices. All bombers that might be attacking this continent come equipped with jammers that can cause severe cases of snow-blindness among controllers attempting to conduct the air battle. They also are equipped with jammers that can cause the radar in an interceptor to go straight up, turn left, and sing three choruses from Rachmaninoff's 4th Symphony in 6 flats and a basement. In addition to these devices, bombers routinely carry and use other electrical and mechanical forms of gimerakery that can willy-nilly cause bombers to appear where none really are, and no bombers to appear where bombers in fact are.

In addition to these cunning contrivances, the bombers also carry their payload, which in terms of destructive power makes even the Hamburg holocaust of World War II pale into relative insignificance.

In recent years, the Russian bomber fleet has been somewhat reduced in numbers. But its ability to get to a target, and its ability to destroy a target have increased considerably. The fleet still poses a threat to any of Canada's population centres.

And the threat is still as great as it was 20 years ago when it first compelled Canada to form an Air Defence Command. Like anything else which exists for 20 years though, it has become familiar. And because it has become familiar it has lost much of its urgency. Much as Sicilian villagers can live comfortably, even happily under the brooding shadow of Mount Etna, so can Canadians live under the shadow of a bomber fleet which poses much the same sort of threat.

After 20 years, one would expect that the same complacency which affects the average Canadian would affect the average member of ADC. But it doesn't, and when one considers the almost total absence of official propaganda that one might expect would be used to whip up great zeal among the servicemen, it is a bit surprising.

Official exhortation concerning the imminence of an overwhelming Red horde is, for all practical purposes, non-existent. Yet, the men and women of ADC, like all the members of the Canadian Forces, continue to do their jobs to a standard that would make many civilians, injured by years of labor strife, shop stewards and work-to-rule,

raise their eyebrows clear above their hats. What is more surprising is that the members of the command are not doing their jobs for real. They are just practicing. Despite the frequency with which command and other headquarters conjure up realistic exercises, the whole operation remains nothing more than practice. One would think that this would be debilitating; that members of the command, like members of a fire department that is never called upon, would eventually suffer from an ebbing of morale; from a lessening of efficiency that would eventually destroy the entire organism.

But that is not happening. Morale is much the same as it was 15 years ago. To some extent, this might be explained off by saying that the annual influx of new faces is what keeps it that way. But one notices that many of the people flying the airplanes, controlling the airplanes and fixing the airplanes are the same people who were doing the job 15 years ago.

And there it is. ADC's strength over the years has been its people. It is the same thing as sustains the other commands of the forces. People who have committed themselves to serving their country. The recognition of 20 years service is not extended to a cold, impersonal corporate entity called ADC, but to the thousands of Canadian servicemen and women who have served it.

They have provided a 24-hour, 365 day-a-year service in what is often a boring, monotonous job far removed from the romantic image of the dashing fighter pilot. Essential, yes. Glamorous, no. But they have stuck with it.

As they have been the commands strength in the past, so they will be its strength in the future. And what of the future? Currently the command is in the midst of changing its old Voodoos for newer ones more capable of combatting the improved threat which does exist. How long that might last, no one seems prepared to say. One reason for this is that no one can say with any accuracy how long the bomber fleet currently in existence might last. Nor can they say whether it might be replaced by a fleet of supersonic bombers. In this missile era, it might be safe to say that they wouldn't be. But then again, it might not. It is a guessing game in which a wrong guess can have devastating results.

How long can one justify an antibomber defence? Today, when a single bomber can destroy a city, one can justify it as long as a bomber fleet exists. The costs of maintaining the defence are small indeed compared to the cost of letting it lapse.

One of the problems of an effective defence is that the results don't really show. It is the same problem which plagues those who must run flight safety programs, fire prevention programs, or accident prevention programs. One cannot, if one is a flight safety officer, stand on the flight line, point to an airplane and smugly say, "See, I prevented that airplane from crashing," any more than a fire prevention man can point to a building that is still standing because people followed his program. So it is with air defence. Did it really work, or weren't the brutes going to come over in any case?

No one will ever know if the presence of a credible defence has prevented, or is still preventing another war. It is sobering indeed to ponder the point. There is, however, no concrete evidence to suggest that the defence should be dismantled at this point in time. The 20 year vigil will have to be extended; how far into the future no one knows.

For ADC, the future promises to be challenging. The threat will become more familiar, which will breed a more complacent public. A more complacent public would not be willing to accept with any equanimity any major expenditure upon new equipment, a fact which could lessen the command's effectiveness. The development of better stand-off missiles, carried part way to their targets by manned bombers will also create new challenges.

There is, however, no doubt that the challenges will be met. The people who have enabled ADC to meet the challenges of the past will rise to the challenges of the future and surmount them as they have for 20 years. In future years, a Martian, visiting this country will say:

"What do you use that outfit for?"  
"To keep this country free of Bears."  
"G'wan, there ain't no Bears around here."  
"See! It works."

Happy Birthday, ADC.

## A Drop in the Bucket

Who would ever have thought that Canada would be listed in the top ten defence spenders of the world? Well, that apparently is the case. A recent newspaper item stated that the annual defence budget for the world is \$204 billion, no doubt calculated in American dollars. And Canada was hanging right in there with all the big time spenders, apparently number nine. Is Canada then a force to be reckoned with? Hardly. The giants account for the lions' share of the action, and Canada's contribution is less than 1 per cent.

The major powers, however, are certainly aware of Canada's activities in the defence field. Mr. Brezhnev was much impressed when Canada reduced its NATO commitment by 50 per cent last year. He thought it was a fine idea, and should be used more often. The idea was suggested, both internally and externally, to the United States government. And why not? Except that the Canadian example involved a mere 5,000 men, whereas a similar American plan would bring home 150,000 men.

Mr. Brezhnev has no doubt complimented our prime minister on being an instrument for peace, on setting an excellent example for all the world to follow (or at least all the NATO countries), on helping to show the world that we believe in the increasing love and peacefulness of the countries that we once thought were our enemies. Of course we would never admit that our reduced support of NATO was

purely in the interests of saving money. Saving money, however, can be carried to an extreme. We could cut our defence budget in half, or eliminate it entirely. After all, our 5,000 men in NATO can't be too important when compared to our neighbour's 300,000. The U.S. could look after defence of North America, and besides, who would need it? When all our potential enemies saw that we had no defence force they would say, "My, what a peaceful people the Canadians are, stupid perhaps, but peaceful." And nobody would attack Canada because there wouldn't be any challenge in it.

And when Canada no longer had the military to kick around, the military would no longer be available to defend Canada in the unlikely event that that ever became necessary. If it would no longer help to quell civil disturbance, or help in times of landslides, or floods, or fly politicians to Europe, or around the world, or make mercy flights, or compete in air races, or check to see how many imported huskies made it to our north pole, or fly cover for fishermen retrieving their nets from under the guns of our friends.

If all nations eliminated their defence spending, the world would be \$204 billion richer per year. If Canada alone did this, the world defence budget would drop sharply to \$202.2 billion per year. Canada's contribution is a mere drop in the bucket, but it's kind of a nice drop to have around.



It's a nuisance, but it sure beats taking you to Bethlehem on a donkey!

## Letters to the editor

### Numbers Game

Dear Sir:

If you know anything at all about compulsive procrastinators, you will know that all of us hate ourselves and would love to be instantly changed into Johnnie-come-latelys.

You will also appreciate the great satisfaction that I feel at this minute as I have just completed something a full week before the deadline. It's the census form, and when the lady left here a few hours ago, I said to myself, "Self, why wait for June 1st? Do it now." And a little voice inside me said that would be dishonest because the form is to be filled out on that exact date, but I recognized it as the voice of procrastination, and besides I might be away on June 1, so I ignored the voice and filled it in.

Pretty simple form, too, and I had no trouble at all with it. As a matter of fact, I was kind of disappointed that I hadn't got one of the long ones to fill in. So I said to Zelda, "Boss?" (Me calling her "Boss" is like people nicknaming a tall guy "Shorty" or a fat guy "Slim") I said, "Boss, if we had some more kids, what would you name them? I wouldn't mind filling some more holes." At that she became very angry and took my pencil away. I couldn't understand it. Besides, how does she expect me to figure anything out without that special computer pencil?

About a month ago all sorts of mucky mucks were really mad because they said that many of the questions on the census form would be an invasion of privacy. Hell, I didn't mind admitting that my shack has running water, or that I get a chance to flush the toilet after I do all those unmentionable things that people do on that contraption. Too bad I only had the short form to fill out. I'd love sure to get my hands on one of the long ones with all the racy questions on it. If you happen to have one in stock, would you kindly send it, in brown paper wrapper, to General Delivery in Campbell River. I'll drive over there to pick it up.

D.R.T. Yoldman

### Sex and Violence

Sir:

Why is it that you run such a pollyannish newspaper? You print pictures of airplanes, and you have news items that tell what's going on at the base, and in the service, and even in the Strait of Georgia (never what's going on in the Georgia Strait). You throw in a bit of attempted humour, and you discuss this and that, and you put in some sports and schedules and chapel news and news for women and dependants. But where's the smut, man? You must know that to sell newspapers these days you have to appeal to everybody's taste; throw in some little old rapes, and some sex crimes, and some juvenile morals charges, a bit of blood and guts, some violence, car accidents, a list of drunk drivers, and any other slime and garbage that you might be able to dig up. How can you call yourself a newspaper? Shape up, man.

Yours for a better newspaper  
M.U. Kraker  
Ed: TT is free. We don't sell garbage; we only wrap it.

### The Other Ball

Sir:

Now that that scandalous waste of time and money, the golf course, is nearing completion, perhaps we could direct our efforts towards more mundane projects.

With the present peace efforts I suggest we expand our ping pong facilities and make them more readily available to our young dependants. With a concerted effort we could turn out our own diplomatic corps.

In the words of Chairman Mao "Millions for golf, but not one drop for ping pong."

Yours for Ping Power  
Grip Gnop  
Chairman,  
Royston Liberation Front

### Suicide Corner

Sir:

I was wondering if anything could be done to relieve the extreme hazard that exists at the Post Office when one checks his mail at 1600 hours. I'm sure an Air Force Policeman or Commissionaire could be spared to direct traffic from 15:45 to 16:15 Hours daily from Monday to Friday. If this is impossible I'm sure the commissionaire could use the red and green lights to coincide with the traffic on the road leaving the Post Office. I'm sure this would alleviate the drastic traffic hazard of trying to turn left onto Ryan Road at these times.

G. Appleton

### Stop Searching

Dear Sir:

I noticed with interest the editorial "Searching for Headlines" (Totem Times, April 29) which referred to criticism of 442 Squadron.

I would like to refer your readers to the upcoming June issue of Canadian Aviation in which John Gellner, our Military Aerospace columnist, pays tribute to the entire Air-Sea Rescue organization of the Canadian Armed Forces, with special emphasis on the organization's shocking lack of equipment.

It is of course important that everyone in Canada be made aware of the excellent job being done by ASR, however we will continue to keep the aviation community aware of it.

Regards  
Hugh Whittington

### How Many Jobs?

Sir:

Every so often that old ogre, "Moonlighter" rears up his head, nakes waves - even headlines - and quietly sinks below the surface like "Ogopogo" or the "Loch Ness Monster". Labour unions, the unemployed and people from all walks of life condemn the moonlighter for supposedly taking a job away from someone who contends to need it more. The hue and cry is, "Why should a man hold two or more jobs, whether full or part time, when there are so many unemployed?" The answer can be simple or complex depending on the view one takes.

Let's take it from several angles the moonlighter himself, the employer, the labour unions and of course the politician.

The moonlighter has his own reasons for taking an extra job. There can be as many reasons for moonlighting as there are moonlighters. The primary reason probably would be a need to bring in an income to an acceptable standard for a family's basic needs of food, shelter and clothing. All too often the moonlighter's regular job doesn't bring enough to pay for his basic needs. It could be he has a debt to pay off, wants to buy a better car or pay off his mortgage. Some want to build a nest egg for a rainy day. Others want luxuries

that they could not possibly afford on their regular incomes. Whatever motivates the moonlighter, to him it's a need to fill a void or desire. Moonlighting as we know it is not without its drawbacks. The moonlighter has to sacrifice something to earn that extra income. The job takes time and effort that could be spent elsewhere, on recreation, hobbies, entertainment or just time with the family. I haven't done any moonlighting for twenty years. The need for a little extra income was probably the same then as it is now, but to me the sacrifice isn't worth the effort, besides there are never too many jobs around. I'd just as soon spend my time in my garden or go fishing. I've learned to manage on what I made. Those extra luxuries, like a newer car or a color TV etc., that others take for granted will have to wait until we get a raise in pay equal to our civilian counterparts, which at the present rate of adjustments should come around about Oct. 1, 2001.

The moonlighter himself does not feel he is taking anyone else's job away, but is filling a position that would not be suitable for anyone else.

The employer on the other hand hires a man to do a job. He will pick the most reliable and suitable man he can find. He doesn't want a big turnover of personnel, it's too much trouble. He would sooner stick to one reliable man. Once he finds him, he wants to keep him.

The moonlighter's job invariably starts at part time, a few hours a day or weekends and gradually progresses to longer hours even to a full time job, depending on the requirements of the employer. The employer is not interested in who needs the job most but who can do the best job for him.

It's true the unemployed could probably do the moonlighter's job as well as anyone, but most of the time the job is only part time and does not pay enough to keep an unemployed person happy. He will be looking for something better and will be gone as soon as he finds it. The employer would just as soon hire someone he knows will stay with him.

The labour unions don't like moonlighters because they feel the moonlighter is working for minimum wages that are not quite what the union man will work for. The unions want their members to work at union wage rates. I have no doubt that the labour union have done a great deal to improve the lot of the worker, but sometimes I think they go overboard on their demands. The unions look after their members, but the members pay for that service. Have you tried joining a union lately?

The politician has mixed feelings about moonlighters. There's no legislation to restrict a man to one job, or manner of job for that matter whether he be

## Premieres Sing Happy Birthday ADC

FROM THE PREMIER OF NEW BRUNSWICK:

On behalf of the province, I want to extend greetings to the personnel from New Brunswick who are in the Canadian Forces Air Defence Command, as the command marks its 20th anniversary. Your function is a vital one and we are grateful to you for the role that you play.

Richard Hatfield

FROM THE PREMIER OF ALBERTA

On behalf of the government of the people of Alberta, I extend our appreciation, thanks and good wishes to all members of the Air Defence Command on the occasion of the 20th anniversary of your formation. Our particular gratitude goes to the members of the Air Defence Command stationed in Alberta at Canadian Forces Station Alaskan, Canadian Forces Base Penhold, who have provided 24 hour vigilance in the province every day for the past 20 years. The province of Alberta has always been proud of the high standards maintained by the armed forces of Canada and I wish you all success in the service of your country and assure you of our continued support.

Harry E. Strom

FROM THE PREMIER OF QUEBEC

In my own name and in the name of the government of Quebec I give me great pleasure to have the opportunity to congratulate the Canadian Forces Air Defence Command on the occasion of its 20th anniversary. I would like to express the appreciation of the people of Quebec to all those men and women who work 24 hours a day, 365 days a year in the units of the Air Defence Command stationed here in Quebec.

Robert Bourassa

## The Poison Cache

With the sun shining brightly and spring in the air, my thoughts turned to things I should have been doing all winter long. As a gardener I'm a bust. I have read the odd horticulturist's column, however, and I remember clearly some expert or other stating that the beauty of azaleas (apart from their flowers, if you can ever get them to bloom) is that you can transplant them at any time of the year without hurting them. So off I went and bought two azalea plants for the front of my weed patch. The transplanting went fine, and I found during the next few months that I frequently brought up the subject of azaleas in conversation. These references certainly seemed to command the respect of my friends and neighbours, if not their interest. I find from experience, though, that the horticulturist must have meant that occasional transplanting was necessary, like inside in the autumn and outside in the spring.

Now that my azalea problem has been solved, I have this six-year-old apple tree that's a runt. After I had had it for a year I went to the nurseryman from whom I had bought it, to find out a gas station attendant or a member of the board of directors of a large company or several companies.

He would like to see unemployment down to a negligible percentage, but a utopia like that is hard to achieve. The government has taken such steps previously by encouraging home building and creating a winter works programme when unemployment is hardest felt, but only as a stop-gap effort.

I suppose the government could maintain a low unemployment rate but someone would have to pay for it. Nobody likes to see his taxes go any higher than they are now. I'm sure our governments from local to Federal are doing what they think is best for the country and everybody concerned.

The old bogey "inflation" cuts deep into everybody's cost of living. The man at the bottom of the totem pole is hardly ever happy about the government's means of fighting inflation by creating a tight money policy, when he doesn't know how he is going to meet next month's rent, mortgage payment, or pay for his groceries. The scramble for jobs gets pretty hectic when there are ten or more applicants for every job opening. The man that's going to get that job is the one that's either there first, is best qualified, or can sell himself best, not necessarily in that order.

(Continued on page 8)

**TOTEM TIMES**

Read in the best messes in the Canadian Forces

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# FUNGUS FEATURES

by Mac



## From UP In My Perch

Last week I was digging down in the ol' kit bag searching for the bow line for my fishing boat, the Titanic 11 when I stumbled upon my old horoscope book collection. I am not really a superstitious man but I do decline the opportunity to take chances when they present themselves. I will not walk under a ladder if it can be avoided by a short 4 mile detour, but on the other hand I do not carry a rabbit's foot on the theory of 'who ever was a three legged rabbit that was lucky?' My interest in astrology was not academic, it was purely for personal gain.

It all started when I accidentally spotted an astrology guide in my Flight Sergeant's lunch box when we were playing cards during lunch hour one day. "You don't really believe that jazz do you Flight?" I asked, somewhat astonished. "Oh, yes", he answered earnestly "I set my whole life pattern by it". Solemnly I nodded my head in understanding agreement as he went on to explain the merits of the stars. I filed his strange beliefs away for future reference and made up my mind to at least show some interest in horoscopes on the grounds that what interests my boss, interests me.

The card game continued and, as was the custom, we let the Flight win. While the others were kidding him about his horoscope I craftily got a look at the title of his little book. The next problem as I saw it, was to find out his sign. This was not too difficult. I simply went to the orderly room and asked the LAC when the old boy's birthday was, telling him we were checking our maintenance files against theirs and found his blank. Next I had to get down town and find the same book as the Flight's. This proved to be a little embarrassing especially when the store keepers looked at me as if I had just escaped from the funny farm. Patience won out, however and the elusive 'Zorgo's Official Horoscope Guide' was mine for a mere \$3.50. The thought occurred to me that the stars were certainly good to Zorgo.

Once home with Zorgo's guide, I cuddled up against my ol' kit bag in my 'quiet corner' and pondered the future, as dictated by the stars. First I looked up my Flight's sign, Sagittarius. According to Zorgo, the old Flight had a fine ability to set goals, map out the future and then proceed with great energy and drive. Any faith that I might have gained in this new field of study was immediately shattered. I had to admit that he did have great ability to set goals, but when it came to mapping out the future, he was strictly a man who had to be told by the big boss just what was to be done. When it came to great energy and drive, he had that too. He could issue an order with great energy, than drive me to drink by pestering me until the chore was done.

Thumbing over to the 'daily advice' I studied the next few days to come, and then the past few days. For instance, the previous Wednesday his aspect read "Unfavorable. Avoid impulses and hasty decisions." That was the day he couldn't make up his mind whether to eat his lunch with us and play cards or go to the Sergeants mess. As a result he spent the entire noon hour sitting in his office, biting his nails and missed his lunch completely. Thursday was another bad day for the Flight, it read "Unfavorable. Avoid dissension, be tolerant and watch diet". As I remembered it, the ol' boy had not brought his lunch on Thursday and had not gone to the mess. In addition, he had given me the afternoon off without so much as a "What for". Friday read "Favorable. Clear up important matters today and relax in the P.M." He had me wash and wax all the office floors and empty the waste baskets and had gone to 'Weepers' that night.

Slowly the feeling that I had a terrible power over my boss crept up my spine like an issue tee shirt. All I had to do was consult the Flight's horoscope every morning then plan my day accordingly. For instance, Monday, Zorgo's advice was "Friends, romance and personal

affairs are favorable today." I predicted, with astounding accuracy, that the Flight would visit his buddy, the NCO i/c the Sqn. Orderly room, flirt with the airwoman working there and get his haircut. When he showed up after a three hour absence from the office telling the latest joke out of the Orderly Room, remarked how he used to be such a 'Heller' with the ladies and his hair was freshly cut. I mentally wrung my hands with wicked glee. At last I had found my Niverna, a boss I could control. By studying his horoscope as diligently as he did, I selected the most favorable times to hit him with a day off, pet ideas and projects. When ever the great Zorgo told us that the Flight was in for a bad day I would 'cool it' and try to be understanding and even, if the day was black enough, sympathetic.

One day my cup runneth over. A cushy T.D. trip came up. It was so good that I dismissed any hopes of getting in on it because I knew the Flight would latch on to it for himself. As the day wore on I became a little concerned as he had not mentioned the trip for several hours. Armed with a feeble excuse to visit him in his office I tippy-toed up to the door and found him, gloomily consulting the great Zorgo. "Ah ha" I said to myself and rushed back to my desk slipping Zorgo's Guide in between the pages of an Engineering Order and consulted the dates for the forth-coming trip. Zorgo said that the sun was adverse in the 6th house and that Mercury was adverse in the 7th house while Venus and Mars were also adverse in conjunction with Aries and Aquarius. In short, Zorgo explained, it was a bad time for the Boss to travel by air and over water.

Since the days aspect called for a day of mixed vibrations, important decision regarding travel and being kind to a co-worker, it was only a matter of seconds before I had volunteered to take the Flights place on the T.D. trip. When the departure day arrived, the Flight was there at the aircraft to see me off. We made light chit chat as we waited for the aircraft to start. Just before the Trans Tech asked him to leave the aircraft, my Flight thrust a little package into my hand and wished me 'God Speed'. I was very moved by this display of obvious affection, but thought that he was overdoing it just a little. After all it was only a weekend T.D. trip. By the time the aircraft had reached the end of the runway I had opened the package and found a copy of Zorgo's Horoscope Guide for my sign. Opening it to the page the Flight had marked with an ace of spades, I found the days date, Friday the 13th, on which Zorgo warned all members of my sign to avoid fire, water and travel.

My attention was suddenly diverted as the aircraft began to roll down the runway. "Stop". I screamed "I want off". But no one heard my cries over the roar of the engines and in an instant I was airborne looking down at a vast amount of water. I was terrified, in the past few months Zorgo had been right on the button with the Flight's destiny. What if there really was something in this astrology jazz? I was doomed. I sat, clenching the arms of my seat so tightly that I left my finger prints in the metal, awaiting my fate.

As sure as the Sun was in the 6th house, the alarm bell rang and the port engine began to emit black smoke. "This was it" I closed my eyes and waited for the end. The alarm bell kept on ringing in my ears. I felt my body being shaken, I opened my eyes and there, looking down at me was a vision of my wife saying wake up or you'll miss your aircraft.

I made my way down to the flight line determined to be too sick to make the trip and let someone else take my place. Then I solemnly swore off the horoscope business.

The ol' Flight is retired now and lives in Haiti. He wrote and said he is apprenticing to a doctor down there. He also asked me to send him a lock of my hair and some of my finger nail clippings as a reminder of me. Now isn't that nice?

## Davidsons Win FUNgus Backwoods Car Rally

Twenty-three cars were entered in this years Fungus Car Rally. Twenty-two cars made it to the starting gate and miraculously 22 cars made it to the finish line, albeit, some of them were a little late getting there. First place hardware, the coveted mushroom trophy, went to Bill and Mary Davidson who survived the course in a Barracuda. Don Bowen and Sam Fatt lugged into second place in a Toyota presumably by following the Davidsons. Holding on to their third place position again this year were Chuck and Jane Munroe.

There were five teams, of three cars each, entered. Hardware will be awarded to the top two teams which were the Fungus Patrol and the Skunks. The Fungus Patrol was made up of cars 2, 12 and 14 which consisted of the Munroes: in Car 2, Barry and Elaine Woods in car 12 and Guy and Sharon Campbell in car 14. The Skunks were made up from cars 6, 9, and 18, which consisted of Mac and Lucybird

McCaffrey in car 6, JC Tremblay and Pete LaBelle in car 9 and Bernie and Betty Boughtaught in car 18.

Check Point No. 3 was a myth. Only 10 cars managed to find check point No. 3 and of these nine were reported to be close friends or relatives of the rally master, Bill Munden. The lucky entrant who stumbled onto the check point by accident, wishes to remain anonymous for fear of reprisals, said that he happened to notice the elusive check point when he asked to use the mens room in the hydro electric generating plant on Power house road.

Seemore's theorem proven. Whilst many cars were scurrying around looking for check point No. 3, Seemore calmly gave up trying to follow the garbled instructions on the rally sheet by jumping three instructions and starting backwards from Arden Road. During this maneuver, Seemore proved his famous Seemore's Theorem conclusively. The theorem states "It

is possible to turn right onto Arden Road from either end, provided the vehicle is travelling in either a forwards or backwards direction."

Rally master apologizes. Bill Munden apologized for the erroneous information given the squadrons crack publicity department. It had been announced that the rally would be about 60 miles long and that it would be all on pavement. This was certainly way out of line as proven by that little jaunt down the Bates Beach water front road and the junket through Newsman's Swamp. Bill would also like to announce that he is opening a body and paint shop in the near future.

The rally was a gas. This was even admitted by the losers. If pressure is immediately applied to good ol' Bill maybe he will get another one going by the fall or next year at the latest. We can all show our appreciation to Bill and his crew of check pointers by pestering them to do it again soon.

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In other words, job seekers should do their homework and know the job market before setting out to find a job.

A recent U.S. - Canada survey among 400 firms ranging from those with as few as ten employees to those with hundreds, indicated that the major source of employees was the walk-in.

The eye-ball to eye-ball approach cannot be ignored. Don't sit back expecting other people to find you a job. You must knock on doors and visit potential employers yourself even if 'you have to start at the top floor of an office building and work your way down to the bottom. The survey results reflect the success of this approach.

Servicemen nearing retirement are invited to participate in the Civilian Employment Assistance Program as detailed in CFAO 56-20. See your base personnel selection officer or personnel education officer for further details.

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# ADC CELEBRATES TWENTY YEARS OF KEEPING

## Some Memories

On June 1, 1971, Air Defence Command of the Canadian Armed Forces will celebrate its 20th birthday. But there will be no parades, pomp or pageantry. Rather, it will be business as usual for the thousands of men and women who are currently serving in the command.

Some of them though, will reflect back with wry smiles on the harum-scarum days when the command got its start. They will remember the Mustangs and the Vampires which used to dazzle Canadians during air shows and at other odd moments throughout the year. In those earlier times, when the threat from manned bombers seemed more immediate, the sight of fighter planes was a welcome one indeed as they rose to do mock battle with the Lancasters that served as the simulated enemy of the day.

Still others will remember the days when the CF-100 was introduced into squadron service, and they will reflect on the contrast between their operations with a manual GCI environment, and today's highly sophisticated data-link hook-up with SAGE. Some of them will even say it was better back then, and perhaps it was. More fun, anyhow.

In looking back, they can remember when they were about the only things in the air at high altitude. Once they got above 23,000 feet, the world lost interest in them, and they flew their own highly original versions of air routes across Canada without getting lost too often.

With the introduction of the commercial jet transport, the bloom came off that feature of it. The crews proceeding across the country, all bundled up in parachutes, mae wests, harnesses, straps, oxygen masks

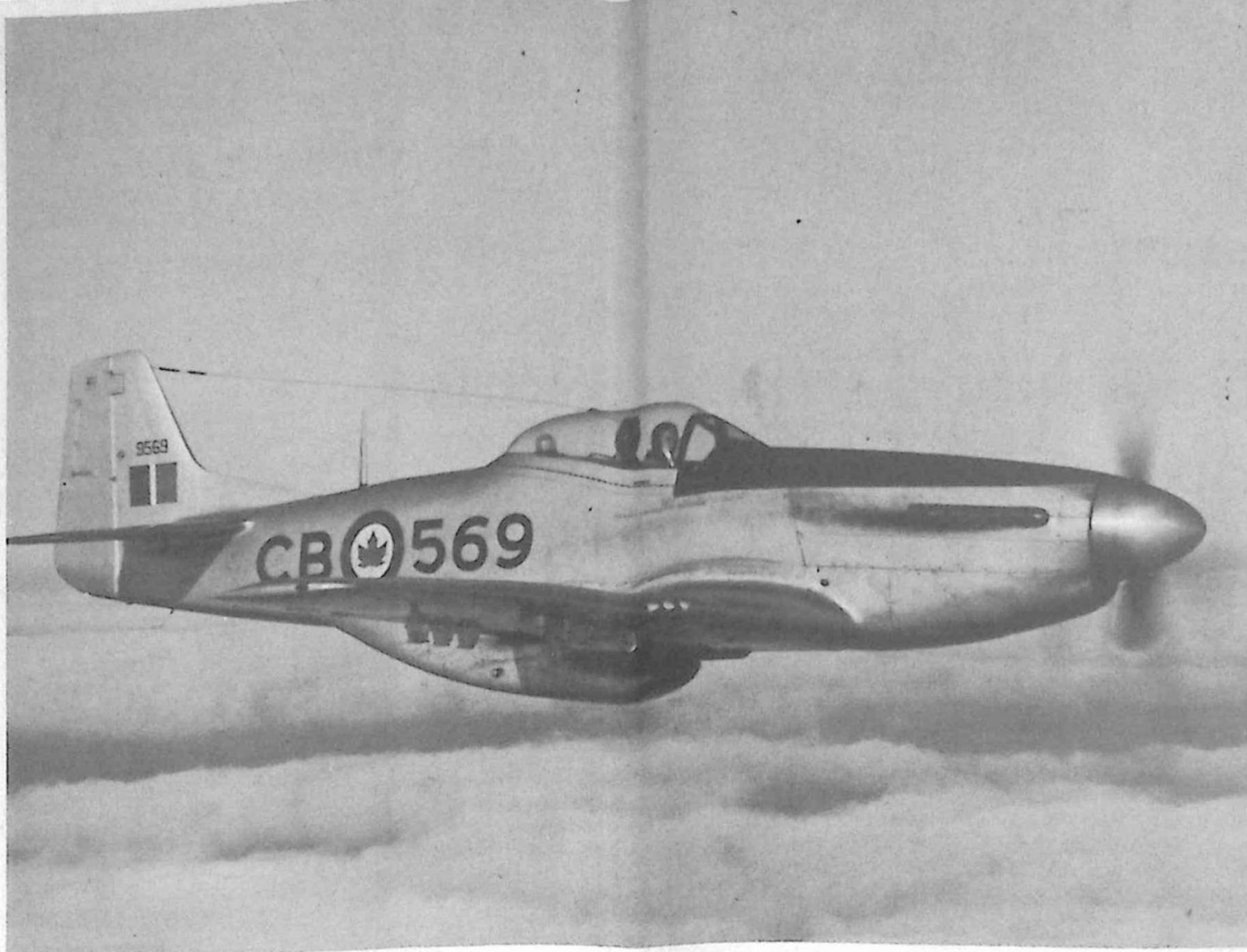
and all the other badges of intrepidity would look up and discover that they were being passed by a collection of little old ladies calmly munching on their luncheon steaks.

They will also remember the days of the 2.75 inch rockets with which the CF-100s were armed. Truly amazing weapons, the rockets were used to pick off fire halls, service vehicles and hangar doors with equal skill. During rocket meets they were aimed at targets, which, to everyone's surprise, they occasionally hit.

The groundcrews will remember with particular venom the collection of screws, rivets and wires that was the MkIII CF-100. This particular airplane was held together not by easy-off Dzus fasteners, but by screws that took an average of 100 turns to get them off.

The controllers will remember the old manual era, when the ground observer corps would report airplanes where the control agency wasn't tracking any. They will remember the difficulties of communicating with airplanes that had a limited VHF set and they will, perhaps, breathe a sigh of relief because communications in this modern era are so much better, it says here.

But the time devoted to reminiscing will be short. There is still, after twenty years, a job to be done. At the squadrons the air and ground crews will prepare for yet another day of practicing their skills. The controllers will prepare for another day of conducting intercepts. All of them are practicing for a day that they hope will never come. For twenty years, the day hasn't come and hopefully it will never come. It is still, however, advisable to stay in shape.



Last of the red hot prop jobs, the Mustang was ADC's first fighter aircraft. The noise, power, and speed of this machine made every aspiring pilot a tiger. The ram jet

below the fuselage was to be used only when the pilot stopped pedalling.

## New Voodoos Have Improved Black Magic

NORTH BAY, ONTARIO (NORAD) — Except for a small shiny sphere in front of the cockpit and a fresh paint job, CF-101F, Number 101-010, looks no different than the other 56 fighter-interceptors assigned to the Air Defence Command (ADC). But "triple-ten", Canada's first "Peace Wings"

aircraft is superior to ADC's present interceptors under all operational conditions. Its MG-13 fire control system and MB-5 auto-pilot give Canadian crews a greatly increased air defence capability, particularly at low altitudes and in the electronics counter-measures environment. "Triple-ten" landed at CFB

Bagotville in November, 1970, only four months after the DND announcement that Canada would exchange its 56 CF-101B's for the same number of U.S. Air Force F-101F's, which have the advanced MG-13 and MB-5 systems. ADC will also obtain additional aircraft to bring its interceptor strength up to the original inventory of 66 aircraft. Even its former USAF pilots would have had trouble recognizing "triple-ten" when it arrived at Bagotville. From its twin J56 turbo-jets to its hydraulic hoses, the aircraft has had its major systems reconfigured to Canadian specifications.

Originally inspected and selected by a team of CF officers, the aircraft was test flown and inspected by USAF pilots at its home base in the U. S. before going to Bristol Aerospace Ltd. at Winnipeg, where the American engines and afterburners, ejection seats and survival containers, and communications navigation equipment were removed and Canadian modified equipment installed. In addition, Bristol performed a number of other ADC modifications. From Winnipeg, the old CF-101's, now containing the USAF engines, seats, and communications navigation equipment are returned to the United States by American crews, while the Canadian modified F-101's are flown to Ling-Temco-Vought Electro-systems (LTVE) in Greenville, S.C. by a Canadian Forces crew. At LTVE, installation of the MG-13 and MB-5 systems by Hughes Aircraft and Honeywell Computer technicians, and painting in Canadian Armed Forces colors is accomplished. Once the initial "learning curve" period is established, it is expected to take only 70 days from acceptance at Bristol to receipt by one of ADC's squadrons at Bagotville, Que., Chatham, N.B. and Comox, B.C. The program is scheduled for completion in the fall of this year. The first "Peace Wings" aircraft were sent to Bagotville's

410 Operational Training Unit to enable crew training in the modified aircraft at the earliest possible date. Modified "Peace Wings" simulators are also being provided to the three squadrons; 425 at Bagotville, 409 Comox, and 416 Chatham. Throughout the exchange program Air Defence Command will continue to maintain alert forces on readiness and maintain its combat capability in support of the North American Air Defence Command (NORAD).

The exchange and procurement program involves a cash expenditure by Canada of approximately \$7 million to be spent in Canada for work on the aircraft, and to modernize facilities for the repair and overhaul of the aircraft's fire control system. In addition, Canada will continue to assume the U. S. operation and maintenance financial responsibilities, approximately \$31 million, for certain Pine Tree Line radar sites until 31 July, 1971, when the agreement is due for renewal.

Through project "Peace Wings" ADC is obtaining an improved version of one of the world's most formidable fighter aircraft, and extending the life of its present weapons system. The CF-101's tremendous power (each engine develops some 16,900 pounds of thrust) makes it one of the most powerful interceptors in the world. A 1200 mph weapons platform, it is armed with both rockets and missiles, making it an invaluable asset in the air defence of Canada.

Major-General Maurice Lipton, Commander ADC and the 22nd NORAD Region, has said, "The primary role of Canadian Forces Air Defence Command is to provide combat-ready air defence forces to meet Canada's defence commitments. This means we must be ready to take on any aggressor at the time and place of our choice." Peace Wings will help ADC accomplish this mission.

## CFADC - NORAD's Canadian Content

(NORAD) — Two United States Air Force fighters thundered down the runway of Malmstrom Air Base, Great Falls, Montana, and headed north to meet the "enemy forces". Only minutes before, the Canadian Forces brigadier-general who was commanding the 24th NORAD Region, had ordered the scramble of these fighters on their intercept mission.

From his command post in the region headquarters, the Canadian general was commanding his region in another of the many North American Air Defence Command exercises. In fact, this exercise was being monitored by the deputy commander of NORAD, a Canadian lieutenant-general, based at NORAD headquarters, Colorado Springs, Colo.

At the headquarters of the 25th NORAD Region at Tacoma, Washington, the deputy commander, a Canadian Forces brigadier-general, was briefed on the current status of repairs to a height-finder at a radar site in Oregon.

At Duluth, Minnesota, the location of the headquarters of the 23rd NORAD Region, the deputy commander, a Canadian general, was presenting a talk to a local service club on North American air defence in the seventies, and the role Canada was playing in this two-nation command.

The Canadian deputy commander of the 21st NORAD Region headquartered at Syracuse, New York, was phoning the deputy commander of the 22nd NORAD region, a USAF brigadier-general at North Bay, to discuss a forthcoming two-region exercise. The commander of the 22nd NORAD Region, Canadian Forces Major-General Maurice Lipton, was inspecting the Canadian Forces Air Defence Command Base at Comox, British Columbia - for General Lipton wears two hats - Commander of Canadian Forces Air Defence Command and the 22nd NORAD Region.

Air Defence Command is the Canadian component of NORAD and provides the large majority of the forces assigned to the 22nd NORAD Region. The roles of ADC are to provide combat-ready air defence forces to meet Canada's defence commitments as detailed by the government; to conduct operational training programs; and to develop, evaluate, and recommend tactical doctrine for air defence forces.

To carry out the air defence role, the command has units in all the Canadian provinces with the exception of Prince Edward Island, as well as in the Northwest Territories. These units come under the operational control of the 21st, 22nd, 23rd, 24th and 25th NORAD Regions. ADC fulfills its role through six major operations.

The first operation is that of air defence surveillance and identification. The northernmost line of radars that carry out this function is the Distant Early Warning (DEW) Line that stretches through the Canadian Arctic some 150 to 200 miles north of the Arctic Circle. There are 22 sites in the DEW Line with main sites at Cape Parry, Cambridge Bay, Hall Lake, and Cape Dyer. The DEW Line extends west into Alaska and east across Greenland to provide this radar fence across the north.

The next radar line extends across central to southern Canada, and stretches from Holberg, British Columbia, in the west to Gander, Newfoundland, in the east and from Beaverlodge, Alberta, in the

north to Barrington, Nova Scotia, in the south. These radars scan the skies over Canada and its coasts 24 hours a day, 365 days a year. Many of these sites are isolated or semi-isolated. The men and their families have to contend with weather that is as varied as may be found in Canada. Holberg receives about 180 inches of rain a year; temperatures at Armstrong, Ontario, can plummet to 50 degrees below zero; hurricane force winds can sweep across Barrington; summer heat can rise to near 100 degrees Fahrenheit at Kamloops.

These units provide both a detection and ground control intercept capability, and form the northern perimeter of a contiguous radar system covering Canada and the U. S. Data from these sites are processed by the Region Semi-Automatic Ground Environment (SAGE) sites at North Bay, Ont.; Tacoma, Washington; Great Falls, Montana; Duluth, Minnesota, and Syracuse, New York.

In addition to these main SAGE sites there are Back-Up Intercept Control (BUIC) sites in each region that can handle the air defence task should the SAGE site become inoperative. Canadian BUIC sites are at Senneterre, P.Q., and St. Margarets, N.B.

The interception and destruction capability is provided by both manned and unmanned interceptors. Air Defence Command has three all-weather fighter squadrons equipped with CF-101 Voodoo aircraft providing a total of 48 manned interceptors. 409 Squadron of the supersonic CF-101s operates from Comox, British Columbia; 425 Squadron from Bagotville, Quebec, (with a detachment at Val d'Or, Quebec) and 416 Squadron from Chatham, New Brunswick. In addition eight Voodoos form 410 Operational Training Squadron which is also based at Bagotville.

If an unknown aircraft is picked up by radar and cannot be identified from known flight plans, Voodoos from the nearest squadron are scrambled to carry out a visual identification. Should the aircraft prove to be hostile, it would be destroyed.

The unmanned interceptor in use by Air Defence Command today is the super-sonic surface-to-air missile, the BOMARC. There are 56 of these missiles divided between two squadrons, 446 (SAM) Squadron at North Bay, Ont., and 447 (SAM) Squadron at LaMacaza, Quebec. These missiles would only be fired in the event of hostilities. To maintain proficiency, the crews run through many simulated launchings at home and conduct a live firing exercise at the U. S. Air Force base at Hurlburt Field, Florida, each year.

The command entered the satellite-tracking field in 62' the installation of a Baker-Nunn camera at Canadian Forces Base Cold Lake, Alberta. The camera can photograph the reflection of an object the size of a basketball over 20,000 miles in space. The facility tracks objects in earth orbit and reports the results to NORAD's Space Defence System at Colorado Springs, Colorado.

Command and control of the air defence force is provided by the semi-automatic system (SAGE) control centres in each of the NORAD regions. The one at North Bay is unique, in that it is the only hardened (underground) site in the NORAD system.

414 Electronic Warfare Squadron, based at Uplands, Ont., equipped with CF-100 electronic countermeasures aircraft and T-33 aircraft, is employed as a target force to provide training for both the manned interceptor squadrons and the ground radar system. These "friendly enemies" continually exercise the air defence environment as they simulate very closely the expected tactics of an attacking force.

Additional exercising of the air defence forces is carried out in conjunction with the bombers of the U. S. Air Force Strategic Air Command.

In training and support operations, Air Defence Command is responsible for conducting operational training for the pilots assigned to the CF-104 squadrons of the Canadian Air Group in Europe. 417 Operational Training Squadron equipped with CF-104 aircraft, stationed at Cold Lake, Alta., is the unit tasked with providing this training support.

Air Defence Command enters its third decade ready to stand by its motto of "detect and destroy".



A Sabre, an F 86, and a Sword look for trouble in the early days of ADC when these aircraft hunted in packs and bounced their unsuspecting quarry from out of the sun.



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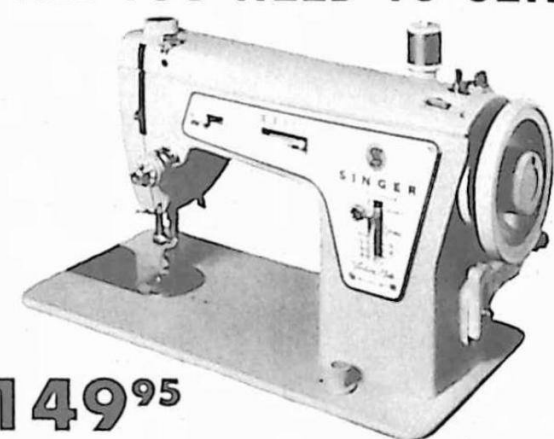
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Thurs., May 27, 1971

CFB COMOX TOTEM TIMES 7

## Northern Sentries Safeguard Continent

NORTH BAY, ONTARIO (NORAD) — When the Canadian Forces Air Defence Command celebrates its 20th Anniversary on June 1st it will be marking two decades in the passage of time.

But "Time" — as most frequently used by those responsible for the aerospace defence of America — means the priceless interim between the first alarm of an approaching enemy force and the reaction of our own forces. To purchase time, early warning elements of Air Defence Command (ADC) have been moved to the outward bounds of the North American continent to detect a hostile attack soon after it has been launched.

Among these northern watchposts is the Distant Early Warning (DEW) Line, which tracks the manned bomber and air-breathing missile. The mission of the DEW Line is simply stated: detect unidentified objects flying over the northern Polar regions and relay the warning to the North American Air Defence Command (NORAD) Combat Operations Center in Colorado Springs, Colorado; the 22nd NORAD Headquarters; and other regions.

A secondary role, which rivals the air defence role, is surveillance of civilian air traffic in the high Arctic. As exploration for mineral resources developed, the air has become the main highway of commerce. Through the long arctic winter nights and long summer days the electronic eyes of these DEW radars give year-round coverage of the polar skies.

In opening up Canada's Arctic frontier, the DEW Line stands as one of the greatest logistic and construction feats in history. Virtually everything needed to construct its stations had to be shipped into the Arctic barrens under the most demanding conditions. The airlift of materials and construction personnel alone set a record for commercial aviation operations; 45,000 flights averaging 720 miles per flight.

A few examples serve to illustrate the magnitude of the task. Into a hostile terrain, with a forbidding climate ranging from a minus 65 to a plus 65 degrees Fahrenheit; an inhospitable land without sun for two months and without darkness for another two months of each year, came:

A half million tons of construction materials and equipment;

Nearly 10 million cubic yards of gravel... enough to build a road 18 feet wide and one foot thick from Vancouver to Halifax;

Twenty-five thousand construction personnel and specialists who were on duty during the peak of the building operations;

Seventy-five million gallons of petroleum fuels, oils and lubricants, (enough to fill 9,375 standard railroad oil cars, which would comprise a train 65 miles long; and;

Over 46 thousand tons of steel. The DEW Line runs above and roughly parallel to the Arctic Circle from Point Barrow, Alaska to Cape Dyer of Baffin Island. DEW — East is the extension which carries the line across southern Greenland. The entire DEW Line covers a distance of approximately 5,000 miles.

At approximately 500 mile intervals are the main stations with complete administrative and communications offices, living quarters, and garage and storage facilities. They stand beneath gigantic radomes which protect the radar equipment from the elements. Canadian main sites are Cape Parry, Cambridge Bay, Hall Beach and Cape Dyer.

Each of the eight main stations has an everyday complement of about fifty civilian technicians and a joint Canadian Forces Air Defence Command and U.S. Air Force Aerospace Defense Command radar-findings evaluator team. Smaller auxiliary stations manned by about twenty civilian radarmen and mechanics stand at roughly 100 mile intervals between the main sites.

The Canadian Sector, or central portion of the DEW Line, has, since 1959 been commanded and manned by Canadians, with U.S. Air Force officers acting in liaison positions. The staff also includes a number of Eskimos who perform outside plant support and maintenance work. About 90 per cent of DEW Line

employees are Canadian citizens.

Since the completion of the DEW Line in 1957, the Federal Electric Company, now part of ITT, of Paramus, N.J., has been responsible for the line's operation and maintenance under government contract.

All manner of skills are required to keep the DEW Line functioning smoothly. For example, each radarman has to keep more than 40 varieties of highly-sophisticated electric and electro-mechanical equipment operating at peak efficiency, and supply men must keep an average of 56,000 different line items in stock.

Men employed at DEW Line sites are tested physically and psychologically to determine their suitability for employment in the Arctic. But as DEW Line supervisors know, these tests are not infallible. Three Eskimos who took these psychological tests were found to be unsuited for work in the Arctic!

For the men of Air Defence Command who are "on the line" this tour means a year's separation from their families. But the servicemen's sense of humour soon emerges. The lounge at site Dye is named "Dyer Straits", while a sign on one occupant's door reads, "Arctic Power".

Canada's Arctic remains an integral part of the nation thanks, in part, to these men of ADC.

The giant DEW Line acquisition radars revolve constantly, searching arctic skies. At each station, personnel work on around-the-clock shifts, maintaining, repairing and operating the equipment. At the NORAD Combat Operations Center in Colorado Springs, Colorado, information from a variety of sources — is evaluated to determine the threat. The DEW Line, as one of the earliest to report, is one of the most vital and important sources.

The site at Cape Dyer which sits astride the polar air route to Europe has monitored 50 "tracks" a day. In one month they logged 1,043 flights through their area. The electronic eyes of the DEW Line can play, and have played, a vital role in search and rescue operations.

"Time" is expensive. Although it required huge sums to build and equip, and consumes huge sums to maintain and operate, the DEW Line will alert us to manned bomber and cruise missiles attack early enough to launch retaliatory forces and destroy or largely blunt the enemy force before it nears our population, industrial and governmental centres.

For over a decade the DEW Line has served as a visible reminder of Canada's sovereignty in the Arctic. The uniforms of the RCAF, and now the Canadian Forces, as well as the Canadian flag flying at each main site, let any visitors know that Canada stretches from pole to borderland.



**TWENTY YEARS HATH WROUGHT** some change in the appearance of the three stalwarts in the centre of this picture. Sharp-eyed readers will note that it is Col. Warren smiling at them from under the wedge cap. But will they recognize Col. Nichols looking fiercely out from behind the moustache? Or will they recognize Al Robb as he looked before he went on the airforce diet? The photo, which originally appeared in Flight Magazine, was taken when then S/L Warren commanded 410 Squadron, and F/L Nichols and F/O Robb were leader and No. 3 man respectively of the forerunners of the Golden Hawks shown above.



Like a tadpole with two tails. The idea for this hot little number was borrowed from Transport Command with its flying boxcars. ADC figured it could buy a whole litter

for the price of one of the big mothers, but by the time they hired a pilot who would fly without an ejection seat, the price was about the same.

## VETERANS OF AIR DEFENCE

NORTH BAY, ONTARIO (NORAD) — "Veteran, n & a. Person who has grown old in or had long experience of (esp. military) service or occupation."

By this definition from the "Oxford Concise Dictionary" there are many veterans serving in Air Defence Command (ADC) on its 20th Anniversary. From the Commander down through the ranks these are the men who "have grown old" in the air defence business.

Major-General Maurice Lipton, the Commander of ADC, helped form the first Canadian night fighter squadron in Britain in 1941 and later became its Commanding Officer. After many other service appointments he returned to the air defence field in 1960 as Deputy Commander of the 30th NORAD Region headquartered at Madison, Wis. In 1964, Gen. Lipton was appointed Deputy Chief of Staff Operations at NORAD HQ, Colorado Springs, Colo., and on 1 January, 1969, he became Commander of ADC and the 22nd NORAD Region headquartered here.

What does Gen. Lipton think of his command? In his words, "The opportunity to command Air Defence Command is an honour and privilege with which unfortunately only a few officers are provided. The importance of ADC's mission, the professionalism and dedication of its personnel combine to make the Commander's task rewarding and satisfying."

Colonel John D. Richards, the Deputy Chief of Staff for Communications and Electronics, was Resident Engineer when the RCAF opened its first "Pinetree Line" Radar Stations at Lac St. Denis and Mont Apica in 1952.

Since then the colonel has watched the radars develop from the basic sets with a limited range of the early 50s to the sophisticated ones of today with a range of some 200 miles. Twenty-four hours a day, three hundred and sixty-five days a year, these electronic eyes scan the skies of Canada, ready to detect a foe and aid a friend.

Another man who is a veteran of the Command is Warrant Officer Robert G. Herbin, a finance clerk. WO Herbin came to ADC in 1952 direct from basic training. Since then, he has served at fighter bases and radar stations — now he is NCO in charge of the Orderly Room of the Headquarters Financial Management Section. The warrant officer's career has taken him from Barrington at the southern tip of Nova Scotia to Falconbridge, near Sudbury, Ont. As air defence is a business operation, accounts for services rendered and goods supplied as well as personnel must be paid. This vital "housekeeping" chore is one that is often overlooked, but never by the people within the Command or in the communities which provide the support for this \$140 million a year business.

As ADC is concerned with the "air", weather is of vital concern. Mr. C. Lee Johnstone has spent a career with the Command as a meteorologist. In fact Mr. Johnstone's connection goes back even farther to the days of Air Defence Group, the organization from which ADC was formed twenty years ago.

One well remembered highlight of his more than twenty years of service in air defence is the pioneering of the use of facsimile transmitting of

weather charts and data by the St. Hubert weather office. Today Mr. Johnstone comments, somewhat wistfully, on his role: "There is still a vital role to be played by the Canadian Forces meteorologists in the air defence milieu but their function is perhaps now more prosaic than in the good old days of development and innovation."

Air defence veterans are found in the ranks of the aircrews that man the supersonic CF-101 Voodoo interceptors, or fly the CF-100 and T-33 "friendly enemy" target aircraft.

One such "old fighter pilot" is Major Alan M. Robb, now the Flight Safety Officer and CF-101 Maintenance Test Pilot at CFB Comox, B. C. Maj. Robb started his flying career with 410 Squadron in May, 1951. He accompanied the Squadron overseas later that year when 410 became part of 1 Fighter Wing in Canada's NATO Air Division. He returned to Canada in 1954 to become an instructor at the Sabre Fighter Operational Training Unit at Chatham, N. B. After a ground tour at the radar station at Foymount, Ont., Maj.

Robb returned to flying as a member of the 100th course of CF-100 crews, appropriately named "The Centurions." He flew the CF-100 until 1962 when he commenced flying the CF-101 Voodoo with 416 Squadron.

Maj. Robb was next posted to the RAF Fighter Command Trials Unit where he flew Hunter and Lightning aircraft as an exchange pilot.

In 1967 he was posted to ADCHQ where he "flew a desk" in the Plans Section. This may be his last in the air at Comox, B. C. During the past two decades Maj. Robb has logged 4,000 hours of fighter time and he estimates he has flown more than two million miles in the skies of Canada and Europe.

These men are but a few of the veterans of Air Defence Command who maintain the watch over Canada. When ADC marks its two decades of service on 1 June, a few will pause and remember the other days, other places and other faces — then go back to their job of giving their best in the ever changing game of Air Defence.

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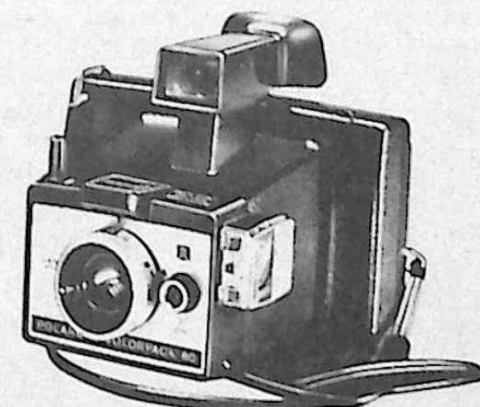
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## COMOX CANADIAN FORCES CREDIT UNION ANNOUNCES

MILITARY CREDIT UNION CREST CONTEST

**GENERAL**  
At the Eleventh Annual Conference of Military Credit Unions held in Quebec City on 3 October, 1970 a resolution was passed that a contest be held with a view to designing an official crest that would be representative of credit unions in the Armed Forces.

**PURPOSE**  
To design an official crest that will represent credit unions in the Armed Forces. There are 33 credit unions representing over 54,000 servicemen, civilian employees of DND and their dependents spread from coast to coast. Most of these are purely military but several have community and federal employee affiliations.

**RULES**  
1. Contest is open to all members of military and affiliated credit unions.  
2. All entries must be postmarked not later than 1 September, 1971.  
3. Entries may be either pen and ink sketches or color drawings and on white paper no larger than 8x11 inches. If a motto is used it should be in both French and English.  
4. Entries will be returned only if a self-addressed, stamped envelope is enclosed.  
5. Winning entries become the property of the Executive Committee of Military Credit Unions and all rights are reserved for promotion of credit unionism in the Armed Forces.  
6. The judges will be selected by the Executive Committee and the decision of the judges is final.

**AWARDS**

Adult Members	Members 16 yrs. & under
First - \$100.00	\$75.00
Second - \$75.00	\$50.00
Third - \$50.00	\$25.00

entry form  
**MILITARY CREDIT UNION CREST COMPETITION**

NAME .....  
ADDRESS .....  
CITY or TOWN .....  
CREDIT UNION ..... PROVINCE .....  
PLEASE NOTE:  
Entries will only be returned if a self-addressed, stamped return envelope is enclosed. All other entries become the property of the Executive Committee of Military Credit Unions.  
I herewith enter the enclosed crest as my own personal work.  
Signed ..... Date .....  
For office use only Entry No. ....



# CHAPEL CHIMES

## PROTESTANT CHAPEL

**SUNDAY SERVICE - 30 MAY 71**  
Morning Worship at 11:00 A.M.  
Guest speaker will be the Rev. Eric Scott of St. John's Anglican Church, Courtenay. The Sacrament of Holy Communion will be celebrated at this Service by Rev. Scott.

**KINDERGARTEN AND NURSERY CONCERT** - The Kindergarten and Nursery Sunday School Concert will be held in the PMQ School at 2:00 P.M. on Sunday May 30. All parents of Sunday School children are invited to attend. There will be no Sunday School for the little children, that day.

**SUNDAY SERVICE - 6 June 71**  
Morning Worship at 11:00 A.M.

**SUNDAY SCHOOL** - CONGREGATIONAL PICNIC -

This annual Picnic with the Roman Catholic congregation will be held at Kin Beach beginning at 1:30 P.M. on Sunday June 6. All members of the congregation, Sunday School children and their parents are invited to attend. Refreshments will be supplied for the children. There will be games, races and hopefully a peanut scramble with the peanuts being dropped from an aircraft.

## 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 - 4:15 P.M.  
Thursday - 4:15 P.M.  
Friday - 7:30 P.M.  
Saturday - 7:00 P.M.

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

**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 on Friday from 4:00 to 5:00 P.M.  
**CATECHISM AND SUNDAY SCHOOL PICNIC:** For the children and their parents at 1:30 on the 6th of June at Kin Beach. This Picnic is always a highlight in the year with its games and varied refreshments.

# That's Show Biz

By Nola Wells

With the availability of cable TV in this part of Canada, it's hard for a youngster to retain a Canadian identity, if indeed one ever gets the chance to completely form. Knowing this, you are most pleased when a child of yours prefers to miss an hour's play in a neighbour's Dune Buggy, rather than miss an International Competition presented over American T.V. ... with the hopes of seeing a good representation from his own country. This was the case in my home last Saturday afternoon as 'Wide World of Sports' presented a taping of the Fighter Interceptor Rocketry Meet, performed last October 26 - 31st at Tyndall AFB in Florida.

Since he reads the Totem Times regularly, this young lad knew all about the Canadian part of this event being formed from CFB Comox's 409 Squadron, and he was most anxious to see these men do their thing. However having the normal impatience of an 11 year old, he soon tired of hearing about the different American teams, as they discussed everything from their daily missions to the weather. Spirit of Competition or not ... soon all that could be heard was 'Bring on the Canadians'. Finally, as my five-year-old counted down to 101, the group in the living room (consisting now of one Mother trying desperately to get ready for work, ... two sons, ... one disinterested daughter trying to read a book, and three stray neighbourhood kids, fresh from a Dune Buggy ride) started to cheer ... for at long last their countrymen were performing. Knowing how close 409 came to bringing all the trophies for the 101 Category, home to Canada last year ... you can imagine how disappointed this boy was, when at the time this Canadian team finally got onto the TV screen ... he sneezed ... and missed the complete coverage of the Canadian part of this Competition, previously advertised as being International.

Why in heaven's name was this event not covered by the Canadian press? Perhaps it couldn't be compared to a Royal tour, or having a Canadian Prime Minister walk on Russian soil with his pretty young wife ... but surely it deserved more coverage than it obviously got. With all this talk about forming Canadian Identities, and cutting us off from regular American TV broadcasts ... aren't they doing their cause a lot of harm when a young boy of 11 years of age, sincerely takes an interest in his country's part in such an event, and sadly gets disappointed when he barely got to see them at all? Years ago my grandfather went to England as Canada's representative in the Bisley Rifle Competition known by many around the world. Being a good man with a rifle, he won his Competition, and brought the trophy back to Canada, after being presented to the then King of England. My mother still remembers the pride felt within her, as all of the kids on her street in Toronto waited outside of his house to catch a glimpse of him. The event had been widely reported, and why not? Regardless of the outcome, a Canadian had gone to an International Competition to represent his country ... and this at that time before World War I, was news worthy of adequate coverage.

How things change in the space of 60 years ... and not always for the best. It will be hard to explain such things to an 11-year-old boy who tried so hard to see some coverage of Canada's first National Air Show presented last August at Abbotsford, over the Canadian TV stations, (that should have been covering such an event) and after trying in vain, finally turned to the American TV channel where at least he saw a coverage of the U.S. Navy's Blue Angels, who were also on the program. One so young has little understanding of such things, and with this he joins most adults.

## SPECIAL CARPET VALUES

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MARTINI - 7'6"x9' - Reg. \$106.00	\$46.00
MARTINI - 7'3"x12' - Reg. \$135.00	\$67.00
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# LETTERS

(Continued from page 4)

It's a most desperate scramble particularly for the unemployed to maintain the dignity of being able to provide for himself and his family against heavy odds without asking for charity.

I think there's a lot that can be done to ease the lot of the low income groups and the unemployed.

Our income tax structure is ludicrous. A basic exemption of \$1,000.00! I don't know how anyone arrived at that figure, they must have pulled it out of a hat. It may have been a reasonable figure in 1940 but in 1971 I think the basic exemption should be tied to the minimum basic cost of living and income taxes graduated from this.

The latest minimum figures on income, as set by the Economic Council of Canada is assessed at \$1800.00 for a single person, \$3,000.00 for a couple and

\$3,600.00 for a family of three. A family of four needs \$4,000.00, yet the majority of people earning incomes below the poverty line are paying income taxes.

I can't see anyone surviving on \$83.33 a month, the basic monthly exemption, can you? If a person is lucky enough to save a couple of hundred dollars and leave it in the bank for any unexpected bills, any interest of \$10.00 or over has to be declared. That two hundred dollars can be wiped out by one dental bill, taxes on your house, a car breakdown or any other minor problem, yet the income tax people want their share. It would tend to discourage savings, yet you must save to survive. We shall see what our next budget brings us. I'm not holding my breath.

I cannot see any legislation to curb moonlighting. As long as a man wants to improve his lot we'll have moonlighters!!

Paul Klem

## Giggle as You Drive

**BURLINGTON, ONTARIO:** Highly amplified laughter emitting from a loudspeaker may replace the car horn and angry cursing as modern driving aids.

A Canadian psychiatrist recently told the Public Service Division of British Leyland Motors Canada Limited that cursing and horn honking are vital psychological safety valves for today's traffic-tattered driver fighting his daily nerve-ringing battle for survival in rush hour traffic.

The unquestioned leader in this field of thought, however, is University of Georgia communications expert Charles F. Gruner. He claims that laughter is actually descended from the triumphant roar emitted by primitive man after he won a victory in battle. Laughter then, according to Gruner, is not always a mere expression of pleasure but sometimes, of superiority.

Earlier research by a psychological team traced the grin back to the baring of teeth by the hyena before attacking his dinner. This device might be

effective in warding off some pedestrians but then many of them might not notice you grinning at them as they darted out in front of your car.

British Leyland researchers say that a laughter cassette might become popular. You just roll down the windows and turn the car radio up loud.

Undoubtedly it would get some sort of response from offending motorists. Likely they would swerve over to the curb and stop in sheer horror while you went on your laughing, superior way.

When it comes to pedestrians though, best be more wary. They are becoming an ominous power

to be feared - especially in France.

There, according to Le Monde, the Association for the Rights of Pedestrians has called for the initiation of a new homicide category in the penal code of France.

Striving for more severely punishing drivers who cause a car fatality, the association proposes a category between voluntary and involuntary homicide which would directly apply to drivers who take dangerous risks.

It's pretty hard to laugh that off.

## Entries Needed for Motorcycle Rally

More entries are badly needed for the Klondike 1,000, the thousand-mile motorcycle rally to be held in the Yukon next month.

The event, being organized by North Cycle Expeditions, a group of riders from the Whitehorse Motorcycle Club, is scheduled for June 19, 20 and 21.

Len Grant, spokesman for the group, says that a good deal of interest has been shown, however entries have been slow coming in.

"I think many of those planning on taking part are under the false impression that they can enter upon their arrival for the race. This, however, is not the case, entries must be in by June 5th," Mr. Grant said.

He explained that at least 125 riders are needed to make the project feasible. Without that many entries the event will have to be cancelled.

Local organizers have been busy for some time laying out the course and a lot of work has

already gone into the undertaking.

The route is designed to provide some of the most difficult challenges to be found anywhere, including several off-road sections through rugged sub-Arctic terrain. It will also give competitors a chance to travel through one of the most unusual and scenic parts of the continent.

On the first day, the riders will travel from the Yukon's booming young capital, Whitehorse, north to Dawson City. The second day will find them challenging the Top of the World highway which

twists its way through the mountains separating Dawson City and Alaska. On the third day they will be riding south back to Whitehorse along the famed Alaska Highway.

The event is the first of its kind in Canada's rugged northland and offers over \$4,000 in Klondike gold, trophies and medallions, as prizes.

Persons wishing further information, or requiring entry forms, should contact: North Cycle Expeditions, Box 329, Whitehorse, Y.T.

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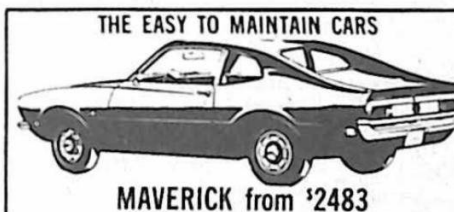
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# Air Cadets Pass Annual Inspection

Number 386 Squadron of the RCAPC held its annual inspection last Thursday and as was to be expected, they passed with flying colors. The squadron mustered two flights of cadets for this year's big parade, which did not exactly overflow the confines of seven hangars tar-mac, but the cadets made up for their lack in numbers by a very professional show of parade ground powers.

In true Air Force tradition, the parade was fallen in at 18:30 hours, which was exactly 30 minutes before the parade was called to attention. The Squadron, which is sponsored by the local Lions club, was then inspected by Major Stew McDonald. This was no token inspection as the Major is a professional at the art of carrying out inspections. You see the Major is from the Officer Cadet School at CFB Chilliwack, an establishment not noted for coddling cadets.

After the march past and a few words from the inspection Officer, the Squadron C.O., Captain John Hunter dismissed the parade and the cadets returned to their proud parents to a dinner in the Combined Mess. This gave the mess staff a chance to demonstrate at how experienced they are in preparing chicken and chips as well as the opportunity to unload several gallons of licorice ice cream that has been cluttering up the freezer since Billy Bishop was an Air Cadet.

The head table and guest speaker arrived promptly at 19:55 and by 20:13 the mess was called to order. The Squadron Padre, Rev. J.D. Hobden gave the invocation and several dozen chickens went to their just rewards.

After the meal, Major McDonald spoke to the cadets on their fine turnout and appearance. He said that Cadet Training, whether it is a prelude to a military career or not prepares a boy for life as well as helping to develop better citizens and Canadians.

After the remarks from the head table came the moment the boys had been waiting for, the awards. The best first year cadet was Cadet R. Iwamoto, who received his plaque from Captain Hunter. Mr. George Field presented the Rotary Clubs trophy to the best Junior NCO to the indivisible Mar brothers. Because the two brothers had



"Boy, this kid has really got a grip" said Major Stew McDonald as he presented the Best All Round Cadet of the Year to Cadet Warrant Officer Vestrum. (A MacPhoto)



Mr. George Field was a bit confused as he presented the Rotary Club's best junior NCO award to Cadet Cpl. W. Mar (left) and Cadet Cpl. W. Mar (right) (correct). The Mar brothers were both so proficient it was decided to split the trophy between them. The hack saw job is expected to be completed by the end of the month. (A MacPhoto)

worked so equally well it was impossible to judge between them. Runner up for this trophy was R. Goodrick. The RN Carey trophy for the most proficient cadet of any rank went to Cadet Sgt. R. Leonard. Mr. Vic Berndt awarded the Instructors Challenge trophy for rifle to Cadet R. Siddal. Cadet Warrant

Officer Vestrum took the biggest piece of hardware home with him in the form of the Best All Round Cadet Trophy. Awards for the First Aid Team were made to A. Winley, R. Vestrum, J. Winley, R. Leonard, G. Ross and S. Montgomery. These boys took second place in the First Aid Competitions at Victoria and

Vancouver. R. Iwamoto, A. Winley and S. Sinclair for their work in the Jr. First Aid Course. It would appear that the Royal Canadian Air Force Cadets are following the pattern set by the Canadian Armed Forces in that the Squadron had only one promotion this year, which went to Cadet Sgt. R. Goodrick.

## Air Defence — A Family Business

NORTH BAY, ONTARIO (NORAD) — Most Canadians are familiar with the role of the "family business" in Canadian history. Whether it was a small general store operated by a husband-wife team, the blacksmith shop run by the "smitty" and his son, or a trading centre run by several brothers, the "family business" was traditionally known for its quality and reliability.

Today, the Canadian Forces Air Defence Command (ADC) charged with protecting the country against an enemy air attack carries on this tradition, for ADC is a "family business", made up of military families at radar sites and bases from coast to coast. Among its ranks are fathers and sons, husbands and wives, and brothers.

Although most ADC members find it an asset to have more than one "serviceman" in the family, unusual situations do arise. At Canadian Forces Base North Bay, Ont., Headquarters for ADC and the 22nd North American Air Defence Command (NORAD) Region, the Leblanc brothers cause many puzzled looks. The identical-twin privates are both assigned to the 702 Communications Detachment. Just when a supervisor is certain he's talking to Daniel, he finds out it's

really Dennis. The Girard brothers at Canadian Forces Station Yorkton, Sask., aren't twins, but the two sergeants look enough alike to cause some confusion. (Fortunately for those trying to identify them, Joseph and Leo work in different sections.)

At CFB Cold Lake, Alta., the Bak privates have their own problem. Can you imagine a husband going to see his wife - only to find her in a "restricted area"? But for George and Nola Bak, her job in the Classified Registry in no way deters from their appreciation of "serving together."

Should a call be made to "Corporal Wark" at CFB Chatham, N.B., the caller must say which one. Two of the Wark brothers are Corporals (Neil and Ralph), while the third (Guy) is a Warrant Officer. Chatham's three Perry brothers don't create quite as much confusion, since their ranks are Corporal J. E., Sergeant (Joseph), and Master Warrant Officer (Lawrence). Of course if you're at CFS Sioux Lookout, Ont., and ask for the radar technician named "Rolfe", you may get Private George, or his brother Corporal Danny.

If Major Peter Simpson at North Bay sees a Military Police vehicle pull alongside his at a

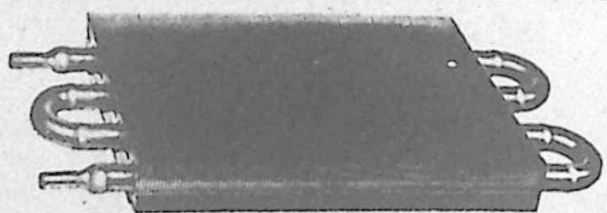
stop sign, he is not surprised to hear the MP shout "Hi Dad". His son, Mark is with the base security force, while the major is ADC's Senior Staff Officer for Security. At CFS Lamacaza, P.Q., Corporal Rene Pellerin is an MP and his brother Jean, also a corporal, works in the transport section. For Master Corporal Angeline Duncan of CFS Val d'Or, P.Q., the nearest MP is her husband David, also a corporal. If Military Policeman Dirk Donker of Cold Lake needs a nursing assistant, he need only call his wife, Frances, also a corporal. Corporals J. M. Ferris, D. E. Lathigee, J. E. Lapointe, and Private C. S. Ladouceur of Cold Lake are also married to military nursing assistants.

For Cold Lake's Captain G. D. Clark, married military life has seriously curtailed a basic military privilege — complaining

about the food. (Captain Clark's wife, Lieutenant Sheila Clark, is Base Food Services Officer.) What about the weather at the base? Well for Private Carole Leclerc, a records clerk, it's just a matter of asking her husband, Private Rene, a meteorological technician. At North Bay, Corporal Joseph Barrio of the Transportation Section can call his brother Corporal Dale, at the 22nd NORAD Region's Weather Centre.

These then are only a few of the "family teams" who serve Canada as members of the Canadian Forces Air Defence Command. Perhaps Commissionaire Alexander Pyke, CFS Sydney, N.S., summed up their feelings when he was asked what it was like to serve at the same unit as his son David, a private. Pyke replied, "I'm extremely proud."

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Sunday — Dance - The Cameos

JUNE 71

ALL NEW BANDS FOR JUNE

4 - TGIF  
5-6 - From Vancouver - DOGWOOD  
11 - TGIF  
12 - From Victoria - SEAHAWKS.  
13 - The ROADRUNNERS.  
18 - TGIF  
19-20 - From Vancouver - CROSS COUNTRY EXPRESS  
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## SERGEANT'S MESS

Entertainment for MAY

May 28 — TGIF - 1600 hrs  
May 29 — Dance and Games - Big Bosses' Night  
May 31 — Movie - "A Place For Lovers" - Fay Dunaway - Restricted

JUNE 1971

June 4, 11, 18, 25 - Weepers Night  
June 5 - Combo Night - Reddi Foods - Casual Dress - Band - Coachman  
June 12 - Armed Forces Day - Band - Mrs. Jackson - Wives Club Show - Chicken & Chips - Admission \$1 per person - "Starlighters"  
June 19 - Combo Night - Reddi Foods - Casual Dress  
June 26 - Dinner Dance - Details will be announced later

## OFFICER'S MESS ENTERTAINMENT

MAY 1971

Fri. 28th — 'Super Happy Hour'  
Sat. 29th — Bingo and Dance  
Mon. 31st — Jugs of Beer - \$1.00

JUNE 1971

Wed. 2nd — BBQ Steak - Jugs \$1.00 - Trio (Casual)  
Fri. 4th — TGIF Chicken  
Sat. 5th — BBQ Steak - "Road Runners" (Casual)  
Sun. 6th — Family BBQ Chicken  
Mon. 7th — Jugs \$1.00  
Wed. 9th — Wives' Club Dinner - Jugs \$1.00  
Fri. 11th — Super Happy Hour. Entertainment + Wine and Cheese  
Sat. 12th — BBQ Steak — Trio (Casual)

## BASE THEATRE

JUNE 71

Fri. 28 May	COUNT YORGA VAMPIRE	Robert Quarry Roger Perry	Horror
Sat. 29 May	RUN ANGEL RUN	William Smith Valerie Starrett	Adult
Fri. 4 June	BERSERK	Joan Crawford Ty Hardin Dianna Dors	Shocker
Sat. 5 June	DESADE	Keir Dullea Senta Berger	Restricted
Sun. 6 June	II	Lilli Palmer	
The most distinguished and daring film entertainment of the year			
Fri. 11 June	DON'T RAISE THE BRIDGE	Jerry Lewis Terry Thomas Jacqueline Pierce	Comedy
Sat. 12 June	CARRY ON UP	Original Carry	Comedy
Sun. 13 June	THE JUNGLE	On Gang	

### SATURDAY MATINEES

Sat. 29 May	THE BIG SHOW	Kerwin Mathews Judy Meredith
5 June	JACK THE GIANT KILLER	Basil Rathbone Gary Lockwood
12 June	THE MAGIC SWORD	
SHOW TIMES	Matinees 1400 hrs	Evenings 2000 hrs

Thurs., May 27, 1971

CFB COMOX TOTEM TIMES 9

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# Sports Around the Base

By Scoop Palmer

## INTERSECTION SOFTBALL

There are seven teams competing in the Intersection league this season and at the present time it looks as though the competition is going to be quite keen. Some of the teams are still looking for some more ball players so if you are interested in playing contact your section sports rep right away. For more information contact Cpl. John Waller at the Rec Centre at local 314. Later on in the season our Base Representative Team will be formed to compete in the Zone Playoffs, the Zone finals will be held at Kamloops this year. The Intersection League has now completed two weeks of play so here are the current standings: BAMEO - 7 points; Supply - 6 points; USAF - 6 points; 442 Squadron - 4 points; Firehall - 4 points; 407 Squadron "A" - 2 points; 407 Squadron "B" - 1 point.

## SUPPLY GOLF TOURNEY

Last Friday afternoon the Base Supply Section had their first golf tournament of the season out at Glacier Greens. They also had some of the Base Comptrollers staff along and also a certain Sergeant from the Rec Centre and a certain party from Base Photo who forgot to bring his camera. There were a total of 29 people present. Upon completion of the 9 hole tournament the prizes were presented to the winners by the BSUPO Major Johnson. The winners were as follows: Low Net - Tom Sloan; Second Low Net - Ron Campbell; Third Low Net - Gerry Boucher; Fourth Low Net - Jim Albrecht; Longest Drive - "Nick" Nickerson; Closest to Pin - Gordie Berg; Fifth Low Net - Jack Smith; Sixth Low Net - Jim Sew; High Hidden Hole - John McGrath; Low Hidden Hole -

Mel Felhaber; Most Honest Golfer - Ed Doucette.

## CHILDREN SWIMMING CLASSES

The registration for children's swimming classes will be held at the Rec Centre from June 21st to 25th from 9:30 to 11:30 a.m. There will be three different sessions held and each one will have 15 lessons. The cost is \$5.00 per session. The three courses will be held as follows: 28 June to 16 July; 19 July to 6 August; 9 August to 27 August. All classes will be held daily in the morning. There will be classes for Pre-Beginners, Beginners, Juniors, Intermediates and Seniors. The minimum age for the Pre-Beginners is 5 years old. Don't forget to register your children! Those registration dates once again are the 21st to 25th of June at the Rec Centre.



Pride of 407 Servicing, Dave Jones demonstrates his famous double over handed lightning snake egg shot as the other members of his foursome look on with astonishment and admiration. In the background from l. to r. are (Hot Shot) Jack Lopatinsky of the Fire Hall, Ted (I made my own clubs) Henn from 407 Workshops and Jack (Greens burner) Hamilton, also from the Fire Hall.

(Base Photo)

## Glacier Greens Open

In a driving rainstorm that precluded the taking of pictures, Col. G.H. Nichols opened the Glacier Greens Golf and Country Club. Sculling out to the first tee in his sampan, the BComd. carefully surveyed the layout, then, whipping his sampan out from under his feet, he placed it carefully atop his head to shield his eyes from the downpour. Then, standing atop three feet of water - a trick any base commander is supposed to be able to do - he smacked a majestic drive at the pin, which for this occasion was cleverly disguised as a photographer.

After the ball had splashed into its watery grave, Col. Nichols accepted a pair of garden shears from golf course honcho Capt. Doug Stuart, and snipped the ribbon which officially proclaimed that the Glacier Greens Water Polo Course was open for business. Following this, the more astute members of the throng adjourned to the clubhouse for liberal doses of hot chocolate, while some of the more foolhardy members attempted to scull around the course.

One week later, the opening tournament took place. The weather, which in the first instance had been appalling, was now perfect. The golf course was in excellent shape. The golf that was played was rivalled only by that seen in the more tense moments of the U.S. Open.



Mssrs. McLeod and Price congratulate themselves for winning the first and second low gross scores respectively in the grand opening tournament last Saturday. The scores were 40 and 42 and the prizes were golf jackets. Not bad for a fast nine holes. Missing from the picture is Cpl. Billings who won the low net score but left before our super slow shutter could catch him.

Other results and scores of the tournament are classified and have not been released to the Times press time.

(A MacPhoto)



There were 42 entrants in last weekend's golf tournament, two of them were ladies and both won prizes of golf umbrellas. Caught just before they clubbed the photographer over the head with their prizes are Mrs. Patricia MacIver and Mrs. Mona Ledgard. The umbrellas are only to keep the B. C. sunshine from spoiling their hairdos.

(A MacPhoto)

## B.C. Festival of Sports

Premier W. A. C. Bennett has asked the Directorate of the B. C. Festival of Sports to look into the possibility of staging a Winter Festival of Sports and holding the initial event in this Centennial Year.

The Premier's request came last week as he opened the second annual British Columbia Festival of Sports in front of the Parliament Buildings. Mr. Bennett made the request again later at a Government luncheon for sports governing-body executives.

Commenting on the B. C. Winter Festival of Sports idea, Dr. Robert Hindmarch, past-president of the B. C. Sports Federation, said, "It will definitely be an incentive to winter sports in our province."

The idea is fantastic and the B. C. Sports Federation will do its utmost to come up with a sound proposal.

Dr. Hindmarch said the Festival Directorate would look into the staging of such an event immediately and hoped to report back to the Premier within four weeks.

## SPOTLIGHT ON SPORTS

Prime Minister W. A. C. Bennett said last week that with the Festival of Sports as a vehicle, he was supremely confident that British Columbia will continue to produce a host of athletes who will go on to represent this province proudly in many national and international championships.

The Premier's remarks came during a speech in front of the Parliament Buildings at noon as he officially opened the second annual British Columbia Festival of Sports, in Centennial Year.

Festival of Sports runs from May 20 through June 7 and will bring together close to 200,000 athletes from many parts of the world to compete in 51 sports in 124 B. C. centres.

"The eyes of not only Canada but North America will focus on British Columbia for the next three weeks during the staging of this major athletic achievement," the Premier said.

"Last year at this time I threw down the gauntlet to all provinces, challenging them to compete with British Columbia

as the sports capital of Canada. They're still trying to catch us."

The Premier further said that "we do live in a wonderful province, a province that has a natural setting for a Festival of Sports. Where else in this land will you find facilities for hosting an event such as the Festival of Sports - all on a given weekend in May? Where else in this land will you find the spirit of 124 communities gathering together as a unit to co-operate in an event the massive size of the Festival of Sports?"

Premier Bennett lit a flame on top of a cairn erected at the foot of the Legislature steps to officially open the Festival. The flame will burn during the three weeks of the Festival of Sports.

The torch was run to the Premier by Victoria's Penny May, Canadian women's hurdles champion and a member of Canada's track team to the British Commonwealth Games in Scotland last year.

A colorful parade preceded the opening ceremonies, winding its way from City Hall to the

Parliament Buildings. Athletes representing the 51 Festival sports took part along with a band and Festival officials.

As well as a host of provincial championships, the second annual Festival of Sports will also provide the background for the national finals in logger sports and judo and international athletic events in 24 sports.

The Festival of Sports was conceived in December, 1968, by Ronald B. Worley, Deputy Minister, Department of Travel Industry, who felt the need to encourage participation by all British Columbians in all forms of sport activity.

As Premier Bennett said in his remarks: "The very fact that some 50,000 more athletes are participating in the Festival this year bears witness that the concept is working."

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

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