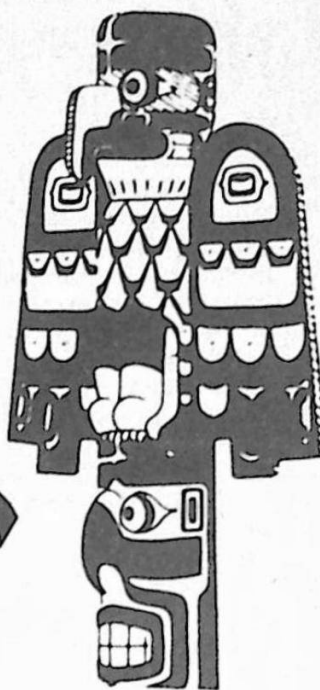
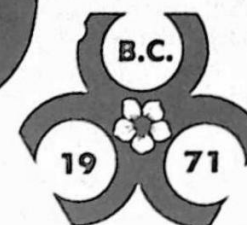




# TOTEM TIMES



Support Armed Forces Day - Give a Soldier a Little Peace

VOL. 13

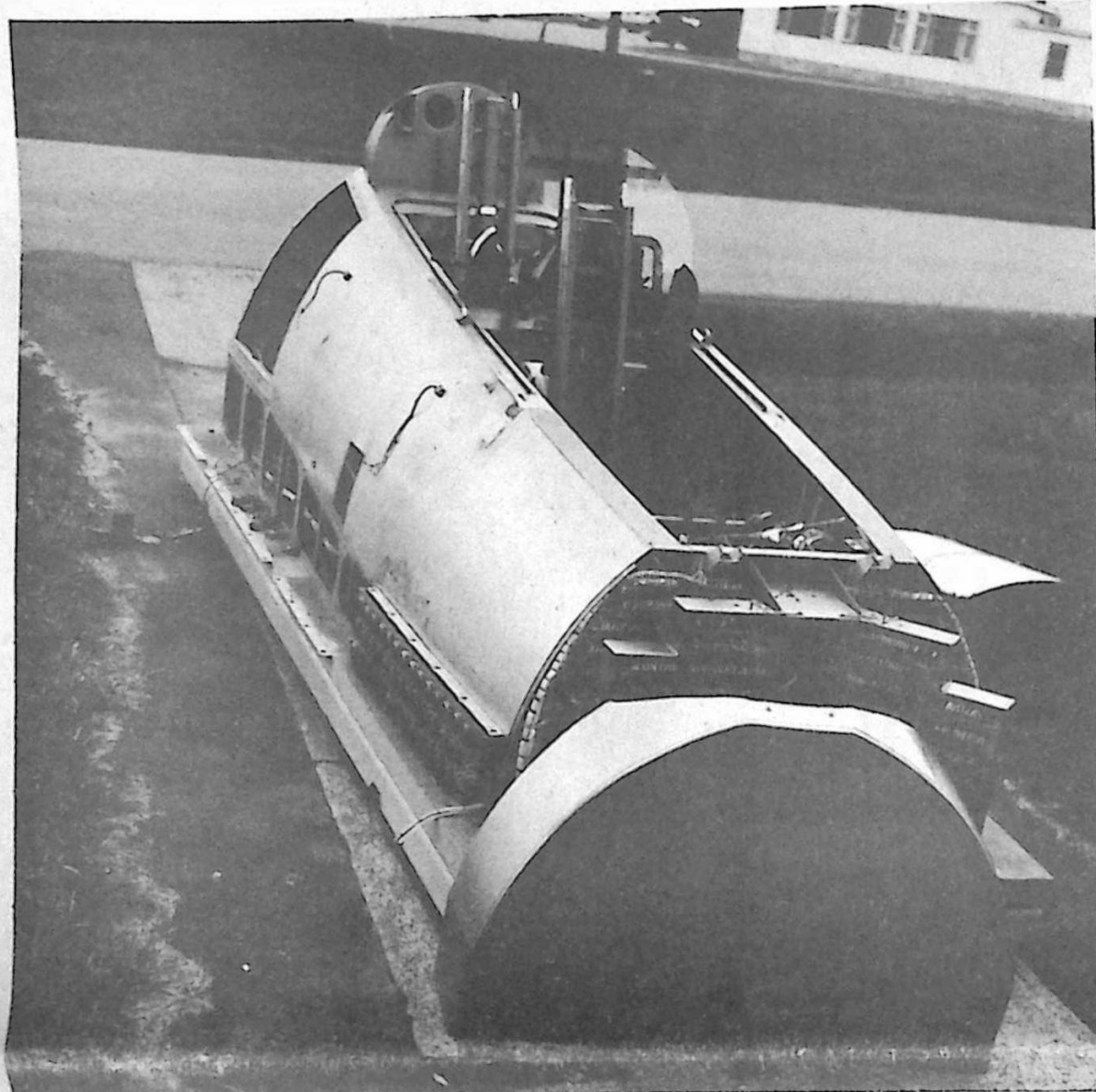
CFB COMOX TOTEM TIMES

THURSDAY, JUNE 10 1971

NO. 12

ONE PIECE, NO WINGS

## Peace Wings Aircraft Arrive at Comox



THE FIRST OF the Peace Wings aircraft sits outside the small hangar, waiting for BAMEO to return from his fishing derby and let it in. The improved model of the Voodoo has no wings, as it employs a vertically mounted ramjet which drives it straight up. For the same reason, it has no undercarriage, as it can land on a postage stamp any time it can find a pilot that can afford one. The only thing that hasn't been solved is a soft-landing technique, but in the meantime the machine will be used as a noisy pile-driver.

(Canadian Forces Photo)

## New Way Out of Trenton

Almost anyone who has ever been to CFB Trenton has been a victim of what is known as a whirlpool effect. It's easy enough to get there, but difficult as heck to get away. Since before the Great War transients who fully expected to pass through Trenton have found themselves stymied because buses and trains leading away had just left in the last hour and nothing else was going anywhere for at least six or eight hours, or until the next day.

## CFB Comox Help by Hiring

The Civilian Personnel Officer at CFB Comox will conduct student job interviews next week as part of the base student summer work program which extends from 5 Jul. to 3 Sep. There is about \$34,000 available for the program, and the BCPO hopes to hire 45 students in six classifications. There are openings for clerks, typists, mess staff and cleaners. Nine labourers are to be hired, two of whom will work in the recreation centre. Some military transport drivers will be hired; applicants will require a chauffeur's licence and will have to pass military driver exams. Wages for student jobs will start at \$1.71 per hour, and go as high as \$3.05 for drivers.

Prior to the BCPO interviews, raw selection is made by the Canada Manpower Centre in Courtenay. First priority is given to third year students and selection works back from there. Much of the pressure has been taken off the male students by the extensive program for the mill at Campbell River. But for jobs at the mill, the young men

the most dejected looking loiterer and offer a special rate, for one or more, to Toronto. That business will decline, and service travellers who find Trenton on their itinerary will no longer have to pray so devoutly for their aircraft to divert somewhere, anywhere from Trenton. There will now be four more chances per day to get away, two in each direction. (Anyone heading north is still out of luck, but then maybe he deserves to be stuck in Trenton). CFP reports that a regularly scheduled bus service between Borden, Toronto, Trenton and Kingston, including connector

must meet certain height and weight requirements. The CFB Comox program is down from last year, when approximately \$61,000 was available. Of the 96 students hired, 50 were labourers. Some of the projects involved land clearing and preparation for recreation facilities, painting, and the refurbishing of furniture for the men's barracks. Supervisors were generally very happy with the quality of the work done by the students, and most would like to have stepped up the program this year if more money had been available.

As in past years, the camp at Quadra will also be hiring a number of students for the summer. This is a separate program and many of the students have been coming back to the same jobs year after year. Between the two programs, about 70 students will find summer employment at Comox. As is typical in the military, the jobs will begin with briefings on conduct and discipline, security, and what is expected of each student on the job.

service between CFB Toronto and Toronto International Airport, began last Monday.

The service is intended to give military patients and duty personnel, up to and including the rank of lieutenant-colonel, a convenient method of travel between the four bases.

The travel conveyance should also prove attractive. No longer will the traveller be subjected to the usual 40-passenger military bus. Instead, those delightful air-conditioned, washroom-equipped cruisers leased from Trailways of Canada, driven by servicemen, will be operating.

In the beginning, because of overcrowding, some personnel travelling by service air and requiring ground transport to one of the bases should be prepared to travel commercial.

Eastbound buses will travel each weekday morning and afternoon, and westbounds will travel morning and evening. On weekends there will be only one bus each direction per day.

## Assistance Available For India

In the last week the MND was questioned in the House about whether Canada was planning to send aircraft to India to assist in the movement of Pakistani refugees from the Calcutta area to other parts of India more capable of accommodating them. The Soviets are providing assistance, and the U.S. now has 4 large transport aircraft engaged in refugee movement operations.

The Honourable Donald S. Macdonald said that Canada has not yet received a request for material assistance. He stated, however, that Canadian Forces Transport Command is standing ready to provide as much assistance as possible if and when such a request is made.

## NO OPEN HOUSE AT CFB COMOX THIS YEAR

In a break with tradition, it has been announced that there will be no Open House at CFB Comox this year as the nation celebrates Armed Forces Day, one of the few days of the year which is not a tag day.

The decision was taken regretfully. One of the highlights of the Comox Valley tourist season has always been the Armed Forces Day air show, during which the base's intrepid aviators attempted to get their airplanes going the same way the same day and all that. But this year it is not to be.

As this is Centennial year, the base will be providing some farther-flung communities with aerial entertainment, and it is these commitments which have made it necessary to forego the annual Open House.

But the service story will still be told in the Comox Valley. A series of articles on the base and its squadrons is even now being planned for publication in the Comox District Free Press. Speakers from the base will address local service and other clubs. And the radio station can always be counted upon to tell the service story. This will tide us over until next year, when perhaps, B.C. might just run out of Centennials.

## In Circles

## The Wheels Go Around

The following senior officer appointments are announced by Canadian Forces Headquarters:



Major-General R.C. Stovel, 50, Winnipeg, deputy chief operations and reserves, Canadian Forces Headquarters, becomes Commander, Canadian Defence Liaison Staff, Washington, D.C., in September.



Major General William K. Carr, 48, Grand Bank, Nfld., Commander Training Command, Winnipeg, becomes deputy chief of staff for operations at North American Air Defence Command Headquarters, Ent Air Force Base, Colorado.



Succeeding Major-General Carr as Commander Training Command is Major-General William A. Milroy, 50, Calgary and Edmonton, who has been commander of the Canadian defence education establishment in Ottawa since March, 1969.



Rear-Admiral R.W. Murdoch, 53, Vancouver, Canadian military representative to the Military Committee in permanent session, NATO, Brussels, succeeds Major-General Milroy as commander of the Canadian defence education establishment.

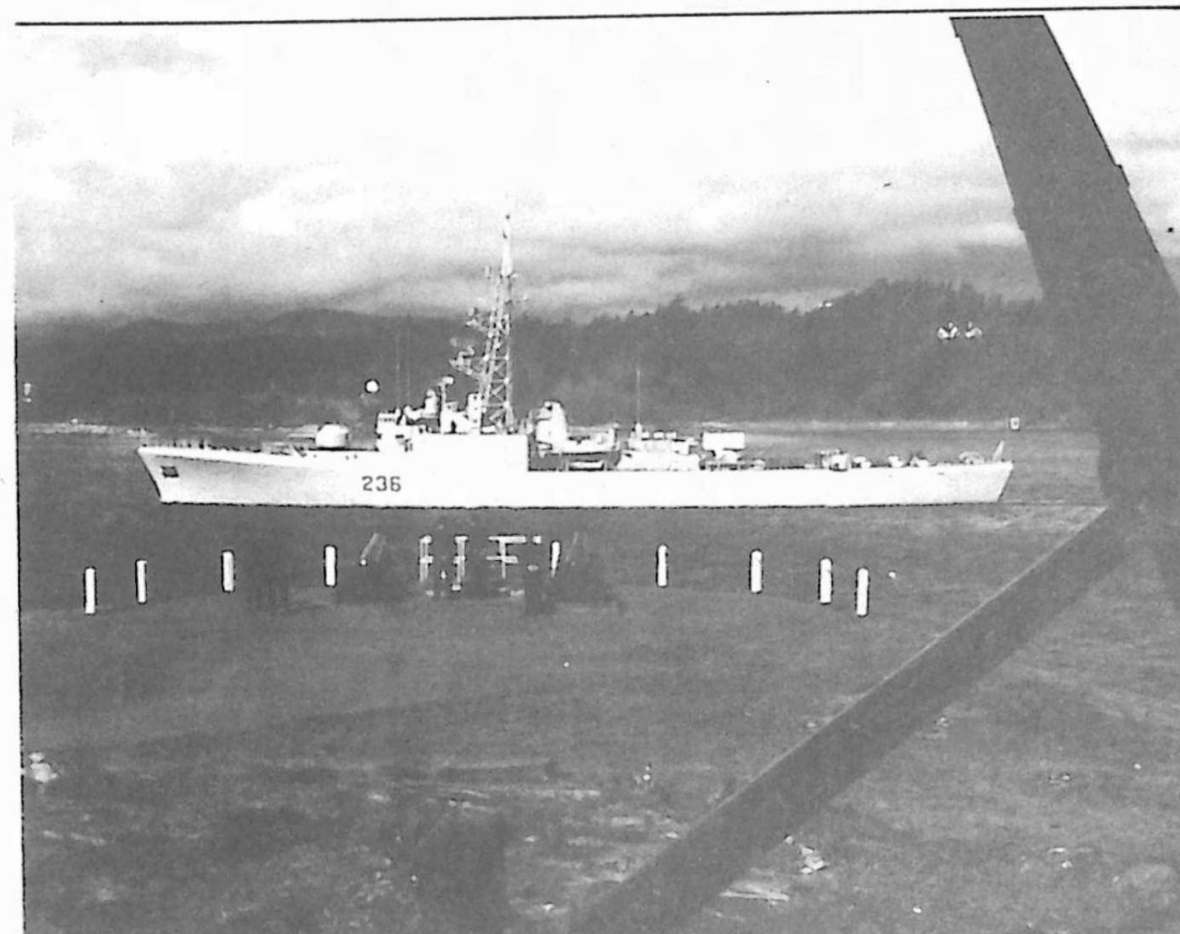
## CAF Trains National Guard

About 450 U.S. National Guard soldiers from Maine will train at Canadian Forces Base, Gagetown, N.B. for two weeks in early July.

The 1st Battalion (155T) 152nd Artillery, Maine Army National Guard, will conduct dry training, firing exercises and field testing at the New Brunswick base from 3-17 July.

Commanded by Major F. A. Mearns, the U.S. battalion will cross the border at Houlton, Maine, in convoy and proceed to CFB Gagetown.

The U.S. National Guard unit will supply its own living and feeding arrangements while in Gagetown. No ammunition will be carried by the truck convoy.



THE FIRST YACHT to visit the new Comox marina sails proudly into the launching ramp, on which two of the launchers can be seen. Using the new launchers, a boat can be flung into the middle of the Georgia Straits in 18.3 microseconds, which is almost as fast as the average fisherman can open a beer. The yacht was purchased from Canex for three popsicle wrappers and a time-expired vacuum cleaner warranty. It had to be returned, however, as it had no oars.

(Canadian Forces Photo)

## Wallace Gardens School Expands

Students returning to the Wallace Gardens School in September will find that there have been some changes made in the old schoolhouse. Tenders are currently being called for construction of an addition to the school which will provide for two more classrooms, an enlarged library, and a staff room.

The new construction will enable the library, which has for years been overcrowded and inadequate, to more properly fulfill its role as a resource centre. When the project is completed, students will have access to audio-visual materials that currently cannot be used.

Another area that has been lacking is the provision of facilities for the slow learners. This lack too will be taken care of

by the new construction. In the future, youngsters with learning problems will have the facilities they need to complete their education.

The staff room has also been inadequate for many years. Currently it can hold about 12 people. For some years now, the school has employed 20 teachers, which makes for some pretty crowded staff meetings.

The new classrooms will be designed for maximum flexibility. Folding partitions will be used to enable the teachers to vary the size of the rooms to best suit the classes they are teaching.

Construction is expected to begin in July, and be completed, with any luck, within a couple of months of the time school resumes in the fall.

## Canadians on Lourdes Trip

LAHR, West Germany (CFP) - Among the 17,000 troops from 15 nations stationed in Germany who attended the 13th annual

international military pilgrimage to Lourdes, France, recently were eighty servicemen from Canada's NATO force in Germany.

## Names Needed for Award

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 valour in military aircraft either on the ground or in the air.

Aircraft technicians are also eligible since significant modifications to aircraft, engines or instrumentation leading to increased safety in the air can be considered.

Canadians participated in a number of devotional services including gathering at the Saint Pius X Basilica at Lourdes for a penitential service conducted by American, Irish, British and Canadian chaplains and attending a pontifically celebrated Mass and the solemn blessing of the sick and wounded.

Presiding bishop was Cardinal Alfrink of Holland. In addition to the troops more than 30,000 civilians from all over the world participated in the pilgrimage.

## Ladner Comm. Centre Moves To Masset

Canadian Forces Station Ladner, located 20 miles south of Vancouver, will phase out operations beginning July 15, 1971. Station closure was previously announced in 1966 as part of the Department of National Defence program to consolidate facilities.

The functions of the radio station at Ladner will be assumed by Canadian Forces Station Masset, located in the Queen Charlotte Islands.

The current personnel strength at CFS Ladner is 104 service personnel and 57 civilians. Approximately 85 per cent of the servicemen will be posted to CFS Masset; the remainder will be posted to other service establishments.

All civilian personnel at CFS Ladner received official notice of the closure in May 1970. Since that time each civilian employee has been offered alternative employment at other DND establishments or with other Federal Government departments.

The consolidation of operations at CFS Masset will result in an increase in total strength from the present level of approximately 150 personnel to approximately 300 personnel. With the exception of those civilian personnel from CFS Ladner, the majority of CFS Masset employees will be residents of the local area. Station Ladner, was established during World War II. The station occupies 1,145 acres and consists of 39 station buildings, two hangars, and 120 married quarters.

## Gen. Graham to CFHQ Manpower Shop

Brigadier-General R. S. Graham, 51, Winnipeg, has been appointed director general of manpower and organization at Canadian Forces Headquarters effective July 23.

Now chief of staff for training at Headquarters Training Command, Winnipeg, he succeeds Commodore F. D. Elcock, 53, Ottawa, who is retiring.



## NIGHTWAWKS NEST

This weekend catches many of the Nighthawks travelling about the countryside, so much so that there are not too many birds left around to tell lies about. A gaggle of people have departed for Beyondville to unravel the mysteries of the double IP bird, and one supposes that it is just coincidence that their stay there should coincide with sap-sucking weekend. Phlying Phil and Jethro should be able to make a meaningful contribution indeed to this bicultural event, while leaving it to Major Bob and Kenny Driscoll to contribute the couch.

In case of the team needs reinforcing; Don Elphick and Henry Dielwart are also heading for Beyondville, and Henry has already sent a message to the organizers asking that a bottle of vodka and two cans of peanut butter be set aside for his personal use. As far as can be determined, Elphick has made no such bizarre requests.

In addition to sending crews east, the squadron is also sending crews south. Bilingual Briggs and Barry Watkins are taking a T-Bird to Mather Air Force Base, where Ernie will compile some sort of gourmet report on the flight lunches carried in B-52s. They will be followed by Norm Henning and the squadron mascot, Ken Carr, who will orbit around in another B-52. The purpose of this journey is to show them that as bad as they think life on squadron is, it could be worse. The slogan apparently is, "When a more tiresome way of life is developed, SAC will adopt it."

Lyne Wagner has completed 1,000 hours of flying in the big silver jet, and he did it without counting his 33 second flight last February. Unfortunately, the cash prize that goes with this achievement has been discontinued, and as the distinctly Canadian system of honors and awards has yet to be instituted, there is no medal to commemorate the event. He joins Doug Munro and Pete Dunda on this particular pedestal of senility.

Speaking of Doug Munro, he has embarked this week on an odyssey designed to prepare him for his duties as site commander at Cape Dyer, and oddly, none of it has anything to do with Arctic survival. He is going to North Bay, Ottawa and Paramus, New Jersey, using just about every conveyance yet designed by man, with the possible exception of dog-teams, which have been ruled off the inter-state highways. If he manages to sort out the itinerary and get back here, he is deemed clever enough to proceed to the Arctic.

Major Grip and Gus Hay are currently in the process of scaring squadron navigators as they plod along the path that leads to the barn. The vast numbers of airplanes at their disposal will certainly speed up their checkouts, and one can expect to see them holding alert any week now.

The flight commanders, science fiction artists that they are, are currently agonizing over the annual clutch of CF-255s. This has led to some rather unusual occurrences, such as people showing up for work — which is

remarkable in itself — with their pants pressed and their shoes, if not shone, at least dusted. First thing you know, someone besides Harry Chapin will be volunteering for extra tours in the Q.

Al Schulte and Orv Malcomson have arrived and are on the list of those awaiting a slot at the OTU. There is no truth to the rumour that they are hoping to complete their squadron tour without ever going to the BG funny farm. Welcome aboard.

This fall will see Sam Howard putting on his Joe College suit and heading to university. The thought of Sam being turned loose among all those impressionable young coeds is enough to give one pause, but it is nice to see an elder statesman get such a well-deserved break. He will return in two years, by which time the IIP program might be complete.

WANTED: A super target that will sit still and be shot at. Anyone knowing where one of these devices can be obtained is asked to contact Major Bob as soon as he returns from Bagotville.

Lonesome George McAffer has finally completed his year of penance in the tundra, and it must have been tough year indeed. Judging from his voice, which you may do if you have extremely good hearing, he is an exhausted man, which one can attribute either to the rigors of the climate or the farewell parties.

The Bunyan's have decided against trying for the world's longest gestation period, and are now the proud parents of a baby boy. Contrary to rumour, the child did not arrive needing a haircut. The mother is doing well, but the father is a bit shaky.

Rumour of the Week: 409 Sqn. has been declared a bilingual district. Twenty-eight percent of the squadron speaks German.

## EYES LEFT

**BURLINGTON, ONTARIO:** Women learner drivers prefer women instructors because male instructors "look at our mini skirted legs too much."

According to the Public Service Division of British Leyland Motors Canada Limited who make MG and Jaguar, sportscars, which are girl watcher delights, these facts came to light recently in England.

In Parliament an MP declared that young women novice drivers would feel a lot happier if they had women testers, but as far as he could find out there were only ten women testers in the UK and what was the Government going to do about it?

The Government checked with Britain's biggest driving school with 160 branches and established that women did feel that men eyed their charms overly much and that only one in every 100 driving test examiners is a woman, and last year 46 per cent of nearly two million learner drivers tested were women.

So now they are building up a corps of women driving examiners to test women.

## Yet Another Team to Survey DND

Appointment of a Management Review Group to examine the organization and management of the Department of National Defence was announced today by Defence Minister Donald S. Macdonald.

John B. Pennefather, MBE, Montreal Chairman of the Board of IAC Limited, will head the Group. Named as members are: Henry de Puyjalon, Assistant Deputy Minister (Material Management), Department of Supply and Services; John D.

### Message From Outer Space

— Ribit, Ribit.

Launched by a NASA Thor-Agena B rocket from the western test range, California, Sept. 29, 1962, Canada's Alouette 1 Satellite is still operating.

The 320-pound satellite, manufactured by the Defence Research Board, was the first spacecraft designed and built by a country other than the U.S. and the Soviet Union. It holds the world record as the oldest operating satellite in earth orbit. During its eight plus year lifetime, it has transmitted more than 10,000 hours of data.

Canada also has three other satellites now operating. They are: Alouette II launched Nov. 28, 1965, ISIS I, launched Jan. 30, 1969 and ISIS B launched Mar. 31, 1971.

Harbron, Associate Editor of the Toronto Telegram; and Major General Hugh McLachlan, Canadian Forces Headquarters. A fourth member will be appointed shortly from the private sector.

John R. Killick of the Defence Division of the Treasury Board has been appointed Executive Secretary and Mr. K. A. McLeod of the Deputy Minister's staff, Department of National Defence, will act as Staff Advisor.

The Group will evaluate the present relationships between the civil, military and research organizations within the Department and make recommendations to ensure effective planning and control. Other areas which will be evaluated include the relationship between Canadian Forces Headquarters and its subordinate commands; logistics and acquisition policies in relation to time, cost and performance objectives; and the proportion of defence resources devoted to support activities. In addition it will encompass the study of ship procurement announced earlier by Mr. Macdonald.

The Management Review Group will advise the Minister of National Defence directly. It is expected that the review will be completed during the summer of 1972 with interim progress reports being submitted periodically.



THE NEW STAFF CAR for Major K. D. Munro, base commander at Cape Dyer after July 25 is now undergoing road testing. The Dyer transportation officer is shown adjusting the radial-ply anti-skid device with which the vehicle is equipped. The car is outfitted with a one-horsepower engine, automatic transmission, and a unique drive train which requires no wheels. Nor will it make any inroads on the government's gasoline supply. It will, however, raise particular hell with the breakfast cereal.

(Canadian Forces Photo)

## Captions 1918 Pictures in 1971

**OTTAWA (CFP)—**A man who helped record the deeds of Canadians during the First World War was the focal point of a photographers' reunion in Ottawa recently.

William Rider-Rider, 82, of Barking Essex, England, is the last surviving official Canadian Army photographer from the First World War.

He was in Ottawa as the guest of the Canadian Forces and the Public Archives of Canada.

He spent the first part of his stay in the city helping Public Archives to caption photographic material from the First World War.

He attended a gathering of some 450 former and serving military photographers during the first Canadian Armed Forces photographers' reunion at CFB Rockcliffe.

Bill Rider-Rider, a trim and vigorous man, said he began his interest in photography at the age of 10.

"I used to muck about with an old camera," he said.

This eventually led to him joining the staff of the London Daily Mirror as a photo journalist in 1910.

Defective eyesight kept him out of the British Army until 1915 when he began a year and a half

with the Suffolk Regiment as a physical training and bayonet fighting instructor, and rose to the rank of sergeant.

Lord Beaverbrook, then minister of information, had him seconded from the Suffolk Regiment to the 9th Reserve Battalion (Alberta) at Bramshott, in April 1917.

Mr. Rider-Rider then went to France and served up front with the Canadians until war's end, as a lieutenant.

"I started off at Vimy Ridge in 1917," he said, "and was present at each advance from Lens to the Rhine, with the exception of a couple of weeks when I was in hospital during the advance from Arras to Cambrai."

The stay in hospital was the result of being blown up, slightly wounded and gassed.

But he was back with the Canadians for the last two months of the war and the entry into Mons.

Mr. Rider-Rider returned to the Daily Mirror after the war, and retired from the newspaper as night editor in 1948.

His last visit to Ottawa was in May 1919 when he brought some 5,000 photographs for deposit at the Public Archives. Four-fifths of this collection were his.

## Defensive Drivers Can Save Money

Graduates of the Defensive Driving Course in B.C. can now enjoy a saving in their car insurance premiums, the B.C. Safety Council announced today.

"This is a significant breakthrough for motorists in this province," said P.C. Woodward, Council general manager.

"For the first time in Canada, a national insurance company, the Dominion of Canada Group, has given recognition to the value of this Course as a means of improving driver skills and attitude."

He said the Council was hopeful other insurance firms in the province might soon take similar action.

"In the U.S. the trend is that

way. The lead has been taken by the big Hartford Group of insurance companies," he added.

Thus far, concessions on premiums are being offered by national firms only in British Columbia and Georgia.

The B.C. Safety Council, he said, has been offering the Course through night schools for the past five years.

It is currently available in 70 communities across B.C. More than 25,000 drivers have taken the training during this period.

"We believe this offer by the Dominion of Canada Group will be a real stimulus for many more drivers to enroll in the Course," Woodward said.

"They will save some money. But mostly they will benefit by learning safer driving methods."

## Voodoo Nuts, Bolts and Volts

By Paul Klem

We were all shocked by the unfortunate accident that took the life of Sgt. Kenneth Siddons. Ken was a man completely devoted and dedicated to the Service. In the five years that I have known him, he always put the Service above all else. He often came in after hours and on weekends to ensure each job was done to perfection. Everyone who knew him admired him for his devotion to duty. It's a paradox of fate that a man who was so careful and concerned for the safety of others should lose his own life in such a tragic manner.

We all mourn the loss of Kenneth, and offer our heartfelt sympathy and condolences to his wife and family.

Last week the base had a visit from the Head Shed personnel who control posting and careers. The lecture in the base theatre was attended by a relatively small group of all ranks. I made it a point to get out and hear what was in store for us. I don't know if I'm psychic or not but I had a distinct feeling I knew exactly what they were going to say. If I'd have had a crystal ball I'd have been sure of what was going to be said. As it was I felt I had anticipated 90 per cent of what they told us. The other 10 per cent I'll admit came as a pleasant surprise.

The postings position and policy was well explained and we can see the logic of it. They pick the best man for the job and give it to the most eligible. Straight and simple.

Promotion and pay policy is another thing. The prospects look grim indeed with the reduction of total forces strength. Competition will be keen for the few vacancies that will come up from time to time. A promotion every five or six years sounds great in theory for policy makers, but it just doesn't happen, at least not in the Air element. There just aren't enough openings. Asked why progressive or incentive pay was cut off after six years, the reply was somewhat ambiguous. We were told that if a man didn't get promoted in that time he had or would have no incentive or words to that effect. In other words, a man begins to atrophy in rank if he isn't promoted in five or six years or less, no matter what the reason is. If that is the case we have an awful lot of sick people in each rank from Cpl. up. What has a man to look forward to when he has reached his sixth or seventh year or longer in rank and no foreseeable openings? Is it time for him to chuck the whole thing in when he has been hopefully building up a career for the better part of his most productive years? He's been doing his best and everybody is happy and satisfied with his work. Is it fair to say, "Sorry fella, there's no foreseeable openings for promotion for you. You can't get any more incentive pay. Our budget can't stand it."

There's also a gross misconception that everybody is looking for a promotion so that he can be a supervisor or boss of some sort.

The present policy is that the only way a man can progress is by being promoted. Nobody considers the fact that there are plenty of people who don't want to be leaders or supervisors and are quite happy to be just workers provided they are justly rewarded for their labors. It would be a simple matter to keep incentive pay active provided the man maintains and improves his standard of workmanship and knowledge of his trade and associated trades. He thus remains a valuable asset to the service. If he starts to slack off, all he has to be told is that his incentive pay will be cut off and he'd better shape up.

Nobody is going to get rich on incentive pay and it won't deplete the budget as much as training a new man. It's a small price to pay for the valuable services of a trained and experienced man. When the going gets tough who do we rely on to get the job done, not the five year wonders with automatic promotions by any means. We seek the most reliable and experienced men. Their background experience often makes the difference between getting the job done quickly and efficiently or getting bogged down. Yet these are the men that are left out because there are no promotion openings.

The loss will be severely felt when Plan Restore has been completed.

I'm not knocking the new men by any means. We have excellent tradesmen with minimum service, but with the sophisticated equipment we have to work with now, experience is a big factor.

You don't give a skilled tradesman's job to an apprentice.



## New AOC for ADC

Brigadier-General N. L. Magnusson, 53, Winnipeg, will be promoted to major-general in July and appointed commander of Air Defence Command, North Bay, Ont., succeeding Major General Maurice Lipton, 54, Sydney, N.S., who is retiring.

Brigadier-General C. H. Mussells, 50, Montreal, director general of personnel support programs at Canadian Forces Headquarters, will succeed Brigadier-General Magnusson as deputy director of NORAD's operations centre, Colorado Springs, Colorado.

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Dr. James Hatter, director of the Fish and Wildlife Branch, in a statement issued today, requested that all dog owners make every effort to keep their dogs under control at least for the next six weeks until the young birds and animals are in a better position to fend for themselves in the wild.

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7.75-14, 7.75-15, 8.25-14, 8.25-15, 8.55-14, 8.55-15, 8.85-14, 8.85-15	26.88 ea	25.88 ea	24.88 ea	23.88 ea
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## DEMON DOINS

Last week the hangar line was graced by the visit of a modern day ASW aircraft. The British Nimrod, a pure jet engined aircraft, was visiting Comox as a stopover point on a round-the-world (west-a-bout) trip with Air Marshal Sir Robert Craven, Commander of 18 Group Coastal Command, as chief passenger. It is always nice to look over one of these new birds but we still love and cherish our Argi more thru necessity than choice. The British troops were well looked after and enjoyed a salmon fishing excursion with some success.

Friday 4 June was the day of the 407 golf tourney. Did you realize that golf spelled backwards is flog? This was the appropriate word to describe the actions of the day. The CO took his rubber ball and shot a 15 on one hole. Cpl. Steve Laliberte won the 1st prize of 12 golf balls with a gross score of 154 and handicap of 85. Lt. Bud Chura came in second to claim the golf shirt which was second prize.

It is strongly rumoured that after the fine display of skill showed by last year's ASW competition team that all other squadrons have withdrawn from competition this year. 407 wins by default. At any rate the whole thing seems to have been delayed for the time being, leaving Maj. Stan Froehler and his team champing at an empty bit.

Tea and crumpets were served on Thursday afternoon in the Ops Room by LCDR Dan Desko. Several of the more auspicious guests were LCol Middleton and his secretary Mrs. Karker, Maj. Morse, Maj. Ash plus a varied assortment of minions from Ops and ASCAC. Although tea and crumpets are not standard fare with USN EXCHANGE OFFICERS, LCDR Desko proved a congenial host. Next time it's back to cokes and Hershey bars.

## WG RCC, 440 Sqn.

### Move To Namao

EDMONTON (CFP) - Search and Rescue facilities now located at Winnipeg will move to CFB Namao, Edmonton beginning in August.

Since 1948 Winnipeg has been the central base for the Armed Forces Rescue Coordination Centre (RCC) and its working arm, 440 Transport and Rescue Squadron. Together this team has distinguished itself in a host of distress and mercy operations in central and western Canada.

Studies show that more search and rescue operations have occurred in the region nearer Edmonton than Winnipeg. Aircraft of other units stationed at CFB Winnipeg would be able to assist operations in the Manitoba area and thus fill the gap left by the relocation of the squadron.

The RCC will complete the move in August while 440 Squadron is expected to become fully operational out of Namao, by October 15.

Two RCC personnel now at CFB Winnipeg will make the transition to Edmonton to assist in staffing the new centre. 440 Squadron will send eight parachute rescue jumpers as

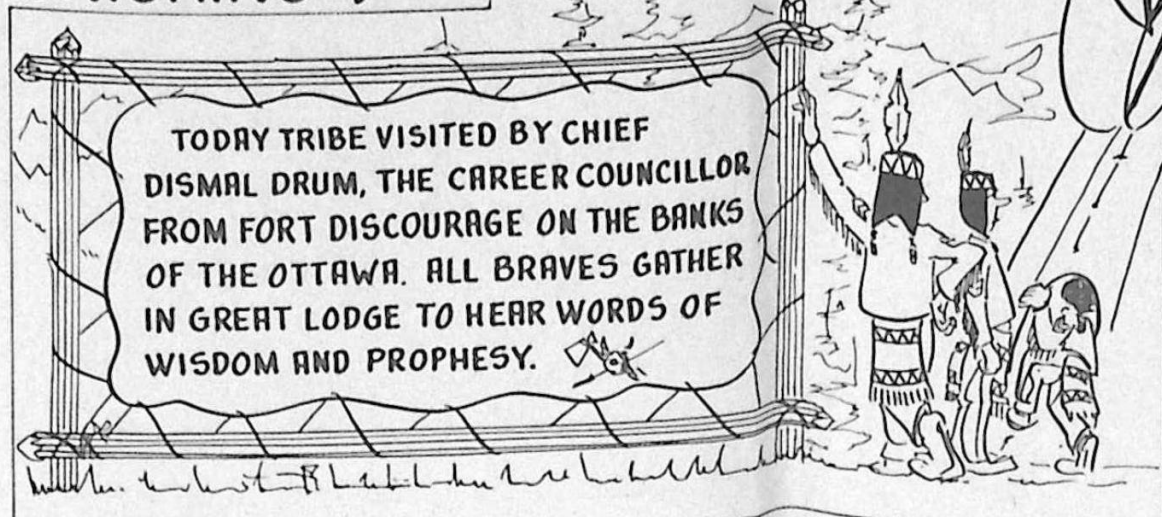
well as several air crew members yet to be designated.

The 440 Transport and Rescue Squadron is the operational extension of the rescue coordination unit. With a strength of 40 personnel it has functioned with two helicopters and three aging Dakotas, all of which will be retired on relocation. These aircraft will be replaced by two Twin Otters operating from Edmonton, while two additional Twin Otters will be located in the squadron's northern detachment at Yellowknife. Also one C-130 Hercules from 435 Squadron in Namao will be available on standby to support search and rescue operations.

In all, the normal yearly average of flying hours for 440 Squadron has been in excess of 2800 hours. Last year they participated in 12 major search and rescue operations, not counting the numerous minor incidents, which included checking of reported flare sightings, medical aid and mercy flights.

The move to Edmonton will mean better mobility and coordination to meet the need of the search and rescue mission.

## UNISKINS by mac



### Wing and a Prayer London To Victoria

A 407 Squadron member is risking life and limb in the London to Victoria Air Race. Lt. John MacDonald, while on leave, and acting as a private citizen, is flying as navigator for Mr. Rod Dixon of Vancouver and Bella Bella. The flight to London commenced on 7 June from Pitt Meadows airport and included stops at Vancouver, Calgary, Winnipeg, Ottawa, Goose Bay, Narsarsuaq Greenland, Keflavik Iceland, Prestwick and London.

Mr. Dixon's twin engine Aztec has been chosen to be the first aircraft to depart Abingdon airport in London on 1 July. It is expected that Prime Minister Trudeau will officially launch the race by trans-Atlantic telephone. The route of the race will be the reverse of the eastern flight but will include Quebec City and Regina which are compulsory stops in the competition. While Mr. Dixon provides the wing 407 provides the prayer and wishes John good luck and safe journey.

The 1971 version of the 407 divot-digging championship was played over the Glacier Greens layout last Friday afternoon with the following results:

Low Net - Steve Laliberte - 69; Second low net - Bud Chura - 70; Low gross - Ron Beeher - 81; Longest Drive, No. 2 - Kim Matheson; Closest to pin, No. 4 - Stan Hodgson; Closest to pin, No. 17 - Pete Hill; Best Four Man Team - Jack Price, Stan Hodgson, Bob Chaignon, Bud Enman.

The annual squadron Salmon Fishing Derby got underway on June 1st and will remain in full swing until noon on June 30th. Ticket sales for this event closed at 24:00 hours June 4th so, if you have not signed up and are successful in a salt chuck outing, we wish you good eating - your fish cannot be entered in the derby.

Since a prerequisite to entering any fish is that it be gutted and gilled, please ensure that the required operation has been performed prior to presenting your catch at the fire hall for weighing in. No cleaning of fish in the fire hall or base confines is permitted and any entrant who attempts to do so will have his fish disqualified.

#### GUN PLUMBER'S CORNER

Our biggest item of current news is that "Blackie's gone green." It was a long time happening but now that it has finally come to pass, was worthy of the resultant hearty round of applause. Speaking of "Going Green" brings to mind the fact that the nominal roll of our beloved belated salt mine is color coded: Red Leblanc (white in English), Blackie Kellett, Wayne Green, John Brown, etc.

The second largest news item pertains to the "Rites of Spring Ball" held on May 28th. All in attendance had a real Whoopee and for those who missed the gala affair, "Eat your hearts out." An air of respectability was lent the party by virtue of the attendance of our number one truck driving Demon and his better half as well as our boss mechanic Demon and his C.O. Skits by the Torp Shop "Bad Actors Guild" and the able eulogizing of our chief fork sharpener launched two ancient warrant officers on their journey to retirement. To Dave Hansen and Kelly Boyd, may your days of leisure be long and happy ones. Truly, the show was made by our brother Torp Shop warriors and duly stolen by WO Gord "Happy Hips" McMullen substituting for Hugh Heffner's private stock.

With plagiarism rampant for a closing remark, remember that any good turn is one that won't go any tighter. (Murphy must have had some involvement here.)

#### TORP TOPICS

Your scribe was one of the 80 odd privileged guests who attended one of the best parties to occur in a long time; namely, the Armament Spring Frolic held to honor three soon to retire long time armament faithfuls in the persons of WO's Boyd and Hansen and Sgt. Field. With the actors having mastered their parts, the skits went over with a bang and brought forth bags of uproarious laughter. The food, as anyone who has sampled the mess hall hip of beef will attest, was its usual first class and was enjoyed by all. The festivities got underway, in the newly renovated Totem Lounge, with cocktails at seven-thirty followed by dinner at eight and the skits and dancing after 9 o'clock.

#### KAMERA KORNER

There have been two new arrivals to the Air Photo Section with another due from Borden shortly. Shut it off, quick! Cpl. Bert Cofield joined us from

## 407 SQN. TECH RAMBLINGS

Halifax and is presently searching the area for suitable accommodation while Aaron Clark showed up at the Comox hospital where he weighed in at 7 lb. 2 ozs. and immediately found his place. He's going to stay with his proud parents, Mr. and Mrs. Don Clark. Randy Howell found a job for his wife and then went out and bought a new Pinto. No. 3 shift looks rather prosperous these days what with two new cars parked in front of the section.

Bill Searle has been arguing that having a mother-in-law isn't always bad news. To prove his point, he caught a recent flip to Toronto and brought his back with him for an extended stay at Comox. But 3,000 miles to pick up a baby sitter?

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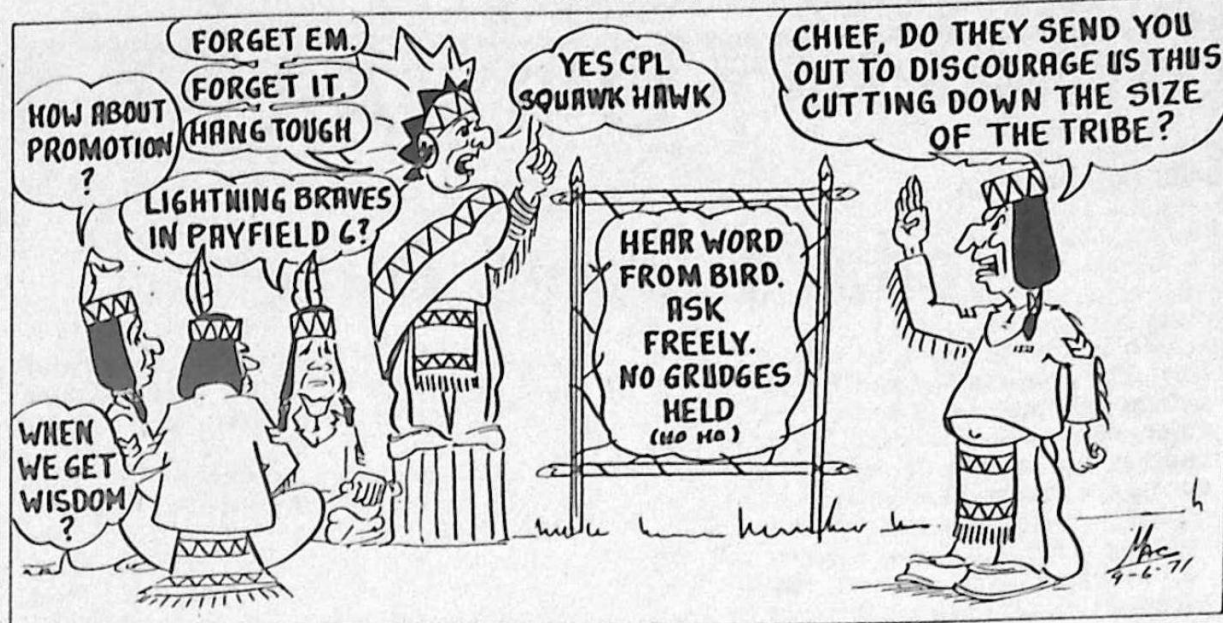
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ONE OF THE MORE RECENT innovations of the entertainment committee of the Officers Mess has been a super happy hour, to which members were cordially invited to bring their "wives, girl friends, or concubines." Much to the committee's dismay, one salt-encrusted member of 407 brought all three, and they are depicted advancing grimly upon the hip of beef, which was unable to withstand the onslaught. Urping happily, the quartet left, while the committee hastily revised its advertising.

(A Harem Photo)

## The Herc - Heavy Duty Hauler

Every successful operation requires flexibility. This is a military maxim which air transport squadrons endorse by pointing out the C130E Hercules aircraft.

436 "Elephant" squadron, based at Uplands, and 435 "Chinthe" squadron at Namao, in Alberta provide the muscle and versatility to Air Transport Command.

The Hercules can be used economically on short hops or trans-continental routes. It can operate from short strips, with bulky loads and a minimum of ground support equipment for

cargo handling. A Hercules can land on an unprepared surface such as clay, sand or sod. It can and does carry anything from people to pills.

Statistics are usually dull but those of the Hercules are quoted by air crew with the same awe most people render to the "vital" statistics of Miss America. In fact, the Hercules' figures can often literally be a matter of life and death.

In Biafra and Peru the thread of life to thousands depended on the capabilities of the "Herc." The big bird can carry 94 personnel, or 64 paratroopers, or 72 litters, or 45,000 pounds of freight. It has a range of 4,500 miles at a speed of 300 knots and puts down where many other aircraft can't.

Only 23 aircraft in all, but the two Hercules squadrons make their presence known around the world.

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## EDITORIAL

Securing Tomorrow

## Today's Armed Force

This Saturday will be Armed Forces Day. The traditional Open House at CFB Comox will not be observed because of other commitments that the base has undertaken in this Centennial year, but across the country, Canadians will have an opportunity to visit their friendly neighborhood CFB or S and admire all the technological goodies that today's servicemen use to keep the dreaded foe from the door, or whatever it is he does.

It is also an opportunity to reflect on the roles and the accomplishments of the forces in the past, and their roles in the future, and this is the prime purpose of Armed Forces Day. Not just to pay tribute to those who have served, and those who are still serving, but to think about the forces and what they are doing for the country.

We are living in an age in which most people are, or profess to be sick of war. Pacifism, peaceniks and draft-dodgers more than amply serve to illustrate the point. The strategic arms limitations talks, various disarmament conferences and rumoured rapprochements with Russia also serve to obscure the fact that the forces in Canada do have a reason for being.

CFB Comox has in residence squadrons from three operational commands. 409 Squadron flies interceptors that are meant to be used against manned bombers. Various arm-chair strategists point out that the manned bomber is finished; that it is of no more value than manned cavalry. But this point seems to have escaped those who own the manned bombers. The bomber fleet which might one day provide the competition for the Nighthawks has been improving; its ability to slip through an anti-bomber defence has been enhanced. One would wonder why such care would be lavished on a weapon that was of no more value. In a country that is short of consumer goods, manned bomber improvement is an unlikely make-work project.

407 Squadron flies an anti-submarine aircraft. In an age in which everyone is sure that things military will be needed nevermore, one might expect that 407's opposition would be diminishing. Oddly enough, it is not. The submarine has also been improved. Nuclear submarines that can stay underwater forever, just like the Titanic, only better, now roam the oceans. And they now threaten the middles of continents. In the last war, submarines were a threat only to those communities which, like Estevan Point, had the misfortune of being built in the ocean. Now, a submarine, equipped with a Poseidon

type missile, can attack Winnipeg without ever leaving its lair on the ocean bottom. The numbers of these ships have also been increasing.

442 Squadron's preoccupation with search and rescue derring-do has tended to obscure the fact that the squadron has some very real transport responsibilities, and should war ever break out, these responsibilities would definitely increase. The air transport capability of the force enables it to get by with fewer troops than it might otherwise need. Should Canada ever be called upon to fulfill her NATO obligations in a hot war, air transport will be urgently required, and units such as 442 Squadron will be called upon to supply it.

The rest of the forces have similar responsibilities. Canada maintains an armed force not because she has aggressive designs on other countries, but because other countries, with the armament to make it stick, may have designs on Canada, or on Canadian allies.

But the forces also have other roles. Aid to the civil power, for example. When the rivers flood, when forest fires threaten, when ice ages strike, the forces respond to alleviate distress and suffering. And there is still another role. When the forces of terror and anarchy try to blackmail a government into suspending its laws, the armed forces can provide a measure of security while the government grapples with the problem.

The roles entrusted to the armed forces are many and varied. Some of them, such as maintaining peace in Canada are relatively new. But the experiences of those in the service are also many and varied. The air defence people have the experience to deal with the air defence threat. The maritime people have the experience to deal with the maritime threat. The transport people have the experience to carry anything anywhere, and the army, which has spent years maintaining an uneasy peace in Cyprus and many other places, has the experience to keep it in Canada without exacerbating conditions.

Armed Forces Day should serve to remind us that the forces do indeed have a valuable role to play in Canada, and will have for some years to come. Armed Forces may not be, in the eyes of some, lovely things to behold. But they, and the people in them, might just be giving the world's statesmen the time they need to ward off a third and possibly final world war. Detering a war is a whole lot better than having to fight one, and it leaves time over for things like Armed Forces Days. Have a happy one.



There's something about a man in uniform...

## Take a Bow, Point Holmes

Members of the forces have long been accustomed to thinking of themselves as just a little faster to volunteer for what might be called good works than the average civilian, and just a bit more apt to stick to the good works once they have been embarked upon them.

Most of them would, however, be hardpressed to equal the record that has been set by the Point Holmes Recreation Association, whose members looked on proudly last Sunday as Myrtle Vickberg officially opened what seems to be the world's longest boat-launching ramp, a Centennial walkway, and a Centennial marker.

The project is not just a one year wonder. It started in 1967, when yet another Centennial was being celebrated. Ron Tressider, who was then, as he is now, chairman of the project, and a few others thought that a boat-launching ramp would enhance the recreational possibilities of Point Holmes. Accordingly, Mr. Tressider, his friends, and a host of other volunteers set to work and before the year was out, the ramp was a reality. People donated heavy machinery. Other people donated material. Still other people donated their time and labor.

In the years since, the Point Holmes boat ramp has received heavy traffic. It has also received a lot of work. Every storm blows about a million logs into it,

along with several tons of rock, and these always seem to be removed.

Even as the first section of the ramp was completed, plans were begun to extend it to the low water mark. This entailed more donations from contractors and merchants, and more work for those tireless people who set out to make Point Holmes a better place.

But it was done, and done well. The boat ramp now extends halfway to Denman Island, and will be suitable for launching boats even if they drain Georgia Straits. Additionally, the committee has also provided a beach walk, and for those walkers, who tire quickly, some benches.

One would think that, having done this much, the volunteers would fling themselves exhausted onto the benches and say forcefully, "Never again." Such is not the case. The recreational possibilities afforded by Point Holmes can be further exploited, and the committee means to exploit them. Currently, the committee is considering the idea of a breakwater, which would enable them to repair the damage that the sea has done to the cliffs. They are tireless people indeed.

Their vision and their energy have provided the Comox Valley with a first-class recreational facility, and we should be most grateful to them. Take a bow, Point Holmes.

## Tax the Taxers

Recently, members of Parliament voted themselves a pay raise. Although the amount of the raise seemed excessive, when one averages it over the 17 years which have elapsed since the last raise, it really wasn't. Many MPs, particularly those who had to maintain two residences, came perilously close to bankruptcy on the old salary scale. Others had to dip into private income to make ends meet. The privilege of serving one's country as an MP was becoming more than an average man could bear. And so the raise.

But there was also a raise in the tax-free expense allowance, and it was this item that made many people splutter. Chief among the splutterers were other government employees who toil for the same country and get no such largesse. "Why," they demand, "should an MP, with many other privileges, get so much money each year that is tax-free?" And it is a good question.

Definitely, MPs incur expenses in the service of their country, just as do servicemen and other government employees. And just as definitely, they should be reimbursed for these expenses, just as are

servicemen and other government employees.

The travel claims and general allowance claims that servicemen and other government employees fill out for their expenses would do admirably well for members of Parliament, and they would be saved the odium of having a tax advantage that is not available to their fellow citizens, although anyone who is compelled to spend four years listening to debates in the House of Commons just might deserve some advantage.

But there is another reason for the undesirability of tax-free income for members of Parliament. It is Parliament that levies the taxes. A man who derives roughly one third of his income on a tax-free basis is not as likely to notice the effect of new taxes as is a man who pays taxes on every nickel of his income.

A further increase in members' salaries, with all of it taxable would go a long way toward easing the resentment that has grown up over this latest raise. Hell hath no fury like a tax-payer who feels that someone else is getting a better deal than he is.

## Letters to the Editor

Pass the Fork

Dear Editor,  
In a recent Armed Forces Paper Seminar held in New Brunswick, it was brought to the "Trident's" attention that many of our East Coast friends have been posted to locations outside our immediate circulation area. For them to keep posted on what's happening here in Maritime Command (Atlantic), we hope you may help us circulate our paper.

"Trident" would greatly appreciate if you and your staff would let us know approximately how many "Tridents" you could circulate for us.

Editor, Trident  
ED.: Anyone wishing to have his name placed on the Trident mailing list should write to Circulating Manager, Trident, 5217 South Street, Halifax, N.S.

Down the Tube

Dear Mr. Editor,  
Now look what you've done! First of all you took the liberty of knocking our balls into Georgia Strait. Now, you've got the cartographers of the new world all shook-up and accomplished something the combined efforts of both our padres could not bring about. Mon Dieu (we're also bilingual at Holberg), our hallowed site has finally slipped down the umbilical cord to the

As will be seen from the accompanying map, extracted from the April USAF ADC Communications Digest, you people have been merely deluding yourselves into believing that you were situated at the omphalos of Vancouver Island. Hence the tendency of all Comoxites to indulge in omphaloskepsis. But our trusty and faithful allies finally put you back in proper perspective with a tenuous toehold on the northern extremity.

Since our geographical positions have now been properly established, we are prepared to negotiate a mass exchange of personnel on a mutually agreeable date. Of course we are prepared to leave in situ some of our more agreeable desirable amenities such as our helipad, a half-finished Canex and unpaved roads, but we do insist on taking our balls with us to play on your new golf course.

J. D. Dickson,  
Lieutenant Colonel,  
Commanding Officer  
CFS Holberg  
San Jose, B.C.

P.S. How would you like the job as editor of the Holberg Totem Times?

Look that up in your Funk and Wagnalls.

Ed. Note: We thank you for bringing this example of superb American cartography to our attention. Now we can understand the reason for some of the navigational vagaries of our gringo exchange Nav. Acceptance of your kind job offer is conditional upon the USAF map gaining official recognition. Perhaps the map explains why our fishermen now do their fishing directly under an Argus, or some other symbol of Canadian military might.

Happy Birthday ADC  
(SECOND CHORUS)

FROM THE PRIME MINISTER OF ONTARIO  
As the Canadian Forces Air Defence Command observes its 20th anniversary, I welcome this opportunity to extend the congratulations and good wishes of the Government of Ontario. The people of Ontario are most appreciative of the contribution to their safety by the men and women of the Air Defence Command units in this province, throughout Canada, and, indeed, wherever they are stationed throughout the world. May I take this opportunity to extend an enthusiastic thank you on behalf of the people of this province and wish Air Defence Command and its personnel continued success.

William G. Davis.

FROM THE PREMIER OF PRINCE EDWARD ISLAND  
I wish to extend to you on behalf of the people of Prince Edward Island best wishes on the 20th anniversary of the formation of Canadian Forces Air Defence Command and to commend you for your legal service in defence of our great country. CFADC since its formation twenty years ago has provided for Canadians a defence system ever on guard, a defence which we as Canadians should not take for granted. In recognition we extend our greetings to you and we salute you for your fine work over the years. With every good wish.

Alexander B. Campbell

FROM THE PREMIER OF NEWFOUNDLAND AND LABRADOR  
Newfoundland has had a long and close association with aviation.

The first successful non-stop Trans-Atlantic flight was made from this island which was also the focal point for many other historic accomplishments in man's early attempts to conquer the air.

During World War II, the great airport at Gander achieved international fame for its contribution to the air defence of the free world, a tradition which is still being maintained by the many Newfoundlanders who are serving in our country's Air Defence Command.

It is noted that June 1st of this year marks the twentieth anniversary of Air Defence Command. It gives me very great pleasure, on behalf of the government and people of Newfoundland and Labrador, to extend sincere congratulations and best wishes to the Command on this occasion and to pay a well-earned tribute to the service and dedication of the men and women who are now serving and have in the past served our nation with such great distinction.

Joseph R. Smallwood.

FROM THE PREMIER OF MANITOBA

To Manitobans serving in Air Defence Command.  
It is with a deep awareness of the importance of the role of Air Defence Command that I salute you on this, the 20th anniversary of ADC. For two decades, through a variety of international pressures and tensions, Canadian men and women at Air Defence units have been on guard 24 hours a day, every day, in continuing service, pursuant to present defence policy of our country.

Within Manitoba itself, two Canadian Forces Stations near Beauséjour and Gypsumville maintain constant radar surveillance and I know that throughout the remainder of the Command, Manitobans serve with vigilance.

For this, I extend my thanks to you and to all members of Air Defence Command.

Edward R. Schreyer

FROM MINISTER OF NATIONAL DEFENCE TO COMMANDER AIR DEFENCE COMMAND

1 Jun 71 marks 20 years of your Command's service to Canada. I have visited some of your units and I am sure that you are aware, as I am, that they are among the finest in the armed forces. A command is only as good as its personnel make it, and obviously ADC has some of the best.

I would like to send my thanks to all ranks and their families for their dedication to their duty and country whether they are serving at an isolated radar station or a large flying base. Happy 20th Anniversary Air Defence Command.

Donald S. Macdonald MND

FROM CHIEF OF DEFENCE STAFF

For the past two decades the men and women of Air Defence Command have maintained their constant vigil. At many of the units isolation has been countered and overcome in the best traditions of the service. I am sure that I speak for all members of the Canadian Armed Forces when I say "Thank you Air Defence Command for a job well done". Per Ardua Ad Astra.

General Sharp

## Ask, And Ye Shall Receive

OTTAWA (CRP) - Got a problem?

Each day whether corporal or colonel, single or married, most of us face some minor and usually unexpected difficulty.

If the kids get the mumps on the day leave starts or a tire goes flat during a blinding snow storm on the freeway, the pulse quickens and the blood pressure rises but we can usually cope.

What happens though if 'mom' suddenly requires a long stay in hospital and there's no money for a housekeeper or the engine in 'old faithful' quits for the last time and it looks like you'll be walking 12 miles to work.

Don't panic. Go see your social work officer. He gives advice and assistance every day to service personnel with problems like these.

Yet many service members are not aware that the forces

have professionally qualified social work officers.

Stationed regionally across Canada and in Europe, one of their primary aims is to ensure that personnel and their dependents have access to the social services they may require. As such, they often act as a link between the military community and the social service agencies within the civilian community.

A phone call to the right agency by the social work officer can arrange for a visiting homemaker until mom comes home. Another call will arrange a loan so that you can purchase that necessary transportation.

So if you have a problem talk to your section head or base administration officer. They will arrange an interview for you with the Regional social work officer.

Beat the problem - before it beats you.

## Minister Says "Welcome"

"The travel industry will probably be worth \$500 million to the economy of British Columbia in 1971. Important as that is, there are other benefits to be derived from tourism; such as friendship and understanding among peoples. That is why I ask you and every citizen of the province to join me in supporting Welcome-A-Visitor Week which is to be observed in British Columbia from June 14 to 20."

That's the invitation extended by letter this week to every mayor in the province by the Hon. W. K. Kiernan, Minister of Travel Industry.

"It is significant that, while British Columbia is known around the world for its spectacular scenery, actual survey shows that most visitors to our province return to their homes with feelings that they ex-

perienced genuine hospitality here," Mr. Kiernan said. "Perhaps the best way to mark Welcome-A-Visitor Week would be to encourage the continued demonstrations of hospitality wherever each of us has the opportunity to meet people from out of town, out of province, and out of the country." Welcome-A-Visitor Week is being celebrated in both Canada and the United States under the impetus of the American and Canadian Chapters of the Society of American Travel Writers and with the endorsement of the Hospitality Council of the Travel Industry Association of Canada. The stated purpose of the campaign "is to show the world that Canada really does welcome its visitors and to demonstrate to Canadians themselves how much visitors mean to the country and its balance of trade."



TOTEM TIMES

Read on the last pages in the Canadian Forces

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## Seven Years in Cyprus

Early this spring the 1st Battalion, Princess Patricia's Canadian Light Infantry from Calgary replaced 3 PPCLI, its sister battalion from Victoria, in Cyprus.

It was the fourteenth time that Canadian battalions have rotated since the 1st Battalion, Royal 22nd Regiment, a reconnaissance squadron of Royal Canadian Dragoons and supporting elements arrived on the island in March, 1964, for duty with the United Nations peacekeeping force.

The situation facing the Calgary Patricia's today is considerably different from that which Canadian troops faced when the advance party marched ashore from the deck of the aircraft carrier Bonaventure onto the streets of Famagusta.

Following the outbreak of fighting between Turkish and Greek Cypriots in December 1963, Turkey had threatened to invade Cyprus and defend the Turkish Cypriot minority. They were warned that a Turkish invasion would mean war with Greece.

The crisis prompted Cyprus President Makarios to ask the UN for a peacekeeping force.

When the remainder of the 1,150 strong Canadian Contingent arrived by airlift, the major fighting between the Greek and Turkish Cypriots had been stopped, mainly by the intervention of Cyprus-based British troops. Sporadic fighting continued throughout the island, however, and the situation remained explosive.

The Canadians were soon joined by nearly 6,000 troops from seven other nations to form the United Nations Force in Cyprus.

Although there were skirmishes with both sides, the Force was able to keep the threat of another outbreak of major fighting in check.

Since then, with the exception of one incident in 1967 which brought Turkish jets overhead and a renewed threat of invasion, there has been no major confrontation on the island. Quick action by UN officials and the peacekeeping force brought about a peaceful settlement.

More than 10,000 Canadians, representing every Canadian infantry regiment have served in Cyprus. Many soldiers and most battalions have returned for a second and even third six-month tour.

For the first six years, Canadians were shot, shot at and harassed as they patrolled or manned lonely outposts in a 550-square mile area of northern Cyprus. Scene of some of the fiercest fighting in early 1964, the area contained the majority of the Turkish Cypriot community and the Turkish fighters.

In 1970, the Canadian Contingent moved into the divided capital of Nicosia, where Greek and Turkish Cypriots face each other across an imaginary 'green line.' Because of the closeness of the two communities, Nicosia remains the principal area of potential trouble.

While keeping the peace on the island, the UN Force has also assisted both communities, through advice and negotiation, to return to conditions approaching those which existed prior to the outbreak of the fighting.

In addition, the Force has set the stage for local diplomatic negotiations to meet to attempt to bring about a final solution to the Cyprus problem.

Throughout the years, the cessation of fighting and negotiations had led to an easing of tensions, permitting a gradual reduction in the size of the UN Force. Today, 1 PPCLI and its supporting elements number just over five hundred.

The troops are scattered throughout Nicosia, living, guarding and patrolling in both communities. It's their job to ensure that no new defences are constructed or local agreements violated which could offend either side and bring a halt to negotiations.

Cypriots, whether Turkish or Greek, seem particularly friendly towards the Canadians. They have grown to know and respect their professionalism, giving them the feeling that if a spark of trouble flares up, a Canadian soldier will be there in moments to put it out.

## Quebec Loses Dump

The Honourable Donald S. Macdonald, Minister of National Defence, has announced a government decision to phase out operations of No. 34 Canadian Forces Ammunition Depot, Town of Blainville (formerly Ste Therese), Quebec, by June, 1972.

Government departments such as Regional Economic Expansion and Manpower and Immigration will be working with the Department of National Defence to minimize the disruptive effect on the area communities concerned and assist civilian employees to find other employment. Armed Forces personnel at the depot will be posted to vacant positions elsewhere in the forces.

Mr. Macdonald said that factors leading to the decision were a general reduction in the size of the forces, a requirement to consolidate support facilities, and the fixed defence budget. The phasing out of the depot will result in an annual saving of approximately \$1.5 million.

This The ammunition depot is located within the Town of Blainville, near Ste Therese, about 25 miles northwest of Montreal.

Approximately 155 civilian workers and 50 military personnel at the depot will be affected by the closure. Qualified civilian employees who are offered and accept a position at another defence establishment, or elsewhere in the public service which requires a move to the new place of employment, will be reimbursed for reasonable expenses involved in the move.

Efforts to find suitable employment for the civilian personnel of the depot are being supported by the Public Service Commission and the Canada Manpower Centre, which will be requested to provide assistance for employees who do not remain with the Department of National Defence.

This is the second ammunition depot to be closed under the Canadian Forces base consolidation program. No. 32 Canadian Forces Ammunition Depot at McEwen, N.B., was closed in Sept. 1969.

The 7,000 acre Ste Therese depot was taken over for ammunition storage by the Department of National Defence in 1946.

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LIEUTENANT COLONEL BOB HALLOWELL, commanding officer 412 Transport Squadron, accepts a Falcon jet model from Frank Young, Canadian representative for the Business Jet division of Pan American World Airways. The award was presented in recognition of the squadron's achievement in the 1970 London to Australia air race during which the squadron's Falcon jet set several world records. LtCol Hallowell will pilot an Armed Forces Falcon in this year's B. C. Centennial air race between London and Victoria which begins July 1. In addition to entering the race and assisting with co-ordination, the Department of National Defence will provide search and rescue protection for the competitors.

(CF Photo)

## Polished Water

OTTAWA (CFP) - "Polished water" may sound like a staff officer's brainstorm in naming the latest exercise. In fact it is the term for the purest form of fresh water than can be processed.

The water, packaged in hermetically sealed plastic containers holding 456 cc's (approximately two cups), becomes a component of the kit for the Canadian Armed Forces 20 man life raft.

The design for the plastic bottle was developed by the Directorate of Clothing and Engineering, with participation of Canada Dry Ltd., the firm contracted to supply the special water.

Polished water is the result of a special process involving lime-ferric sulphate and a three-filter system of sand, activated carbon and "polishing" paper. The finished product is drinkable for two years when enclosed in the plastic container which can withstand temperatures from -20 F to 100 F and outside pressure equivalent to 40,000 feet above sea level.

## Canadians Compete in NATO Air Exercises

Brunsum, The Netherlands - Aircrews and support forces from six nations of the Atlantic alliance, including Canada, are testing their abilities this month as Allied Forces Central Europe (AFCEC) conducts its annual reconnaissance competition at Ramstein air base, Germany, from June 1 - 12.

Titled Royal Flush XVI, the flying competition features top aircrews from central region nations, Belgium, Canada, The

Netherlands and the United States plus two guest teams, one from France and one from Norway.

The AFCEC competitors were drawn from second allied tactical air force (TWOATAF) with headquarters at Moenchengladbach, Germany and fourth allied tactical air force (FOURATAF) with headquarters at Ramstein.

Two teams are entered from TWOATAF while four are competing from FOURATAF.

The daylight missions are designed to test the ability of the AFCEC units to carry out briefed reconnaissance requirements to provide timely and accurate information about simulated targets.

Competition planners also feel that Royal Flush XVI will help to demonstrate to the public and military users of reconnaissance information, the reconnaissance methods used to support air and ground forces. Aircraft employed during the competition include the RF4F, R-104, CF-104, RF-4C, French Mirage III and Norwegian F5.

The aircrews are competing for a variety of trophies signifying their proficiency in both flying and support duties. Top prize is the Gruenther trophy, named after General Alfred M. Gruenther, a former Supreme Allied Commander Europe, which will be awarded to the top ATAF team. The key to victory in the Royal Flush XVI programme will be the integral relationship between highly efficient air and ground crews for the respective units.

Army units throughout western Europe are also competing for a trophy signifying the best target display presented during the competition. Armed with a limited target briefing, the crews must seek out and photograph selected targets throughout western Europe. The results of each mission are then evaluated by an international panel of judges and photographic interpreters. The goal of each mission is simple - a maximum of information with a minimum of error.

Submitted results are assessed for such things as missed targets, improper aircraft positioning during overflight of the target and late take-off. The aircrews are also required to meet pre-set times over each target. Failure to meet the strict time schedule may result in all points being lost for the mission.

Competition practice opened June 3 with the actual competition beginning June 4 and ending June 10. The closing ceremonies and the presentation of awards will be held June 11 at Ramstein air base, Germany.

## Training Aids Youth

More than 11,000 young men and women are being accepted for employment and training programs this summer as part of the Department of National Defence's portion of the federal student youth employment program.

They will be building roads, driving trucks, clearing bush, typing letters and learning survival techniques.

The purpose of this program is twofold: to provide gainful and meaningful employment for students and to develop attributes of good citizenship, leadership and physical fitness. Some students are now working at a variety of jobs at bases across the country. Early next month more than 7,000 young men will start training at local militia units, military bases and cadet camps.

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# Support Armed Forces Day

Hall  
Hollers  
Help

The campaign to promote construction of the Hall of Canadian Aviation History at Trenton, Ontario is nearing the million dollar mark. Funds have been raised by Canadian companies, private citizens, serving members of the Canadian Armed Forces and air-minded individuals throughout Canada and around the world. Fund goal is \$3.6 million.

Directors of the project include many famous Canadian aviators such as Phil Garratt of de Havilland Aircraft of Canada Limited; Geoffrey Notman of Canadair Limited, in Montreal; and Air Marshal Wilf Curtis of Toronto. A number of prominent citizens with life-long aviation interests also serve on the Board. Among them are the Honourable Clarence Wallace, former Lieutenant Governor of British Columbia; Halifax lawyer Frank Covert; grain company president, George Sellers of Winnipeg; and industrialist Dennis K. Yorath of Edmonton.

The proposed Hall of Canadian Aviation History will include a memorial to the airmen who gave their lives in the defence of this country, a hall of aviation history, a chapel, an activities area, and an aviation library.

Within the Hall of Canadian Aviation History, displays in categories such as pioneering, resource development, transportation, military and industrial will be presented.

The display area occupies about one-third of the building's 52,000 square feet of floor space. The visitor will see and hear, through the medium of film, colored slides and tape recordings, exploits of our aviation heritage.

The Resource Development displays will highlight the activities of the famous bush pilots such as Pat Reid, Punch Dickens, and Wop May.

The Transportation Section will contain details of early trans-Canada flights, the first airmail attempts, early commercial operations, as well as today's major airline operations.

The Military Section will focus attention on the outstanding achievements of military aviators.

Fund raising projects are currently being planned by members of the Canadian Armed Forces, the RCAC, the RCAF Association, the Women of the RCAF and corporate and industrial groups.



WHEN THE DEFENCE BUDGET IS PEGGED, cutting costs becomes all-important to the service. Food is an important item in the budget, and these soldiers are shown bagging their own rice pudding during their tour in the Saskatchewan paddies. In fifteen more minutes, an Argus will come along and scoop up the full bags which have been left at the edge of the paddy.

(Canadian Forces Photo)

IF YOU'RE A SAR UNIT

## Seek and YE Shall Find

In 1970 Armed forces search and rescue units across Canada had one of their busiest years since their formation in 1947.

The rise in search and rescue activity is due partially to the steady increase in aircraft and pleasure boat ownership by Canadians. This year more than 10,000 private aircraft and 750,000 private boats are registered in Canada.

While many search and rescue incidents were of a routine nature, the 23 military aircraft on primary rescue duties have also been involved in major aircraft searches and sea rescues.

In all there were 54 air searches for missing aircraft in 1970. Of the 54 missing aircraft only four were not located. Two of these flights originated in Canada the other two were outside Canada but search and rescue aircraft did participate in

the search for them. Search and rescue aircraft found 23 of the missing aircraft while civilian aircraft found another 12.

Hunters, and police located another nine and in six instances pilots or passengers either flew or walked out. There were 399 people saved by search and rescue facilities, helped by civilian aircraft.

There has been a marked increase in the number of missing aircraft which carried electronic locator devices, (ELDs) . . . ten in 1970 as compared to three in 1969. A total of four aircraft were located electronically in 1970. Only one was found in 1969.

The Canadian search and rescue organization's publicity regarding the importance of filing and closing flight plans and the value of electronic locator devices has been paying off. Civilian volunteer organizations, such as the Lakehead SAR Unit, also do very effective work in

policing local flying clubs and stressing flight safety. There were no searches in the perennially active Lakehead area during 1970.

Many search and rescue incidents occur at sea. Last year, for example, there were almost as many air searches for marine craft (53) as there were for aircraft (54).

Last June a fishing vessel, with a crew of four, sank approximately 200 miles off the south coast of Nova Scotia. The crew took to a small boat and later were sighted by a search and rescue Albatross aircraft. The SAR crew alerted the US Coast Guard and a C130 Hercules was quickly dispatched to the scene. The Coast Guard dropped two para rescue personnel to determine the condition of the survivors.

Two Sea King helicopters were dispatched from CFB Shearwater. The fishing crew and the two para rescue personnel were picked up and landed at CFB Shearwater. Co-operation in this case came not only from Canada and the United States but from the United Kingdom as well. RMS Queen Elizabeth II, responding to an "all ships" broadcast, stood by at the scene until the rescue had been completed.

Mercy flights or airlifts for emergency medical cases continued at about the same frequency as in previous years, 180 mercy flights were flown in 1970 as compared to 157 during 1969. The greatest number were in the outport regions of the Atlantic and Pacific coasts where small settlements are accessible only by sea or air.

## Training Exercises Keep Canadians Combat-Ready

If there are two things a Canadian serviceman needs, they're an all-weather coat and a packed suitcase.

From the Arctic to the Caribbean, Canadian sailors, soldiers and airmen are involved in training exercises the year around.

December in Edmonton, Alta. wasn't cold enough for members of the Canadian Airborne Regiment and so off they flew to take part in the joint U.S. - Canadian exercise Acid Test III at Fort Greely, Alaska. With ground temperatures dropping to -60 deg. F. and an added wind-chill factor, there was no complaint about the heat.

Hercules aircraft from Air Transport Command's 435 and 436 Squadrons provided the airlift to and from Alaska and

(Continued on page 8)

## North The In Word For 1971

Canadian Forces Headquarters Northern Region began operating from its new quarters at Yellowknife, N.W.T., one month ago.

The opening was a visual reminder that Canada's defence policy has swung back to the Arctic after a gradual decline over the last ten years.

A decade ago the Canadian Forces kept 1,500 men permanently in the north, and as late as 1961 staged a full-scale anti-submarine exercise in Hudson Bay with the aircraft carrier Bonaventure as a flagship. These soldiers, sailors and airmen who grew up with the Canadian north were far from just a military presence. They were builders and contractors for the Alaska Highway, surveyors and mappers for most of Canada's western Arctic, and communicators. Their roles were inevitably linked with the evolution of the land.

## ADC Covers Canada

On June 1 this year the Canadian Forces' Air Defence Command celebrated its 20th anniversary.

From fledgling days air defence units have flown a "Who's Who" of aircraft from Vampires, F-51 Mustangs, CF-100 Canucks, F-86 Sabres to the present day CF-101 Voodoos.

Over the years, such household words as the Mid-Canada Line, the DEW Line and the Pinetree Line appeared regularly in newspapers describing ADC's growth from a baby to a grown man.

Today, with the advance of technology, Air Defence Command has a different face - a more sophisticated, electronic face.

If you wrap three CF-101 squadrons around continental radar lines; computerized ground control systems and back-up systems, add two unmanned interceptor squadrons, throw in a satellite-tracking unit and sprinkle with an electronic warfare squadron today's ADC visage comes into focus.

With this electronic hardware, ADC meets its present role - to participate with the United States in the air defence of North America, through NORAD (North American Air Defence Command). To carry out its role ADC has units in every Canadian province, except P.E.I., as well as in the North West Territories.

Rimming the Arctic is still the DEW or Distant Early Warning Line. This radar fence provides the first warning of unknown aircraft flights. Gone is the Mid-Canada Line, a technology casualty, but still functioning is the Pinetree Line - a series of radar stations stretching from Gander, Nfld. to Holberg, B.C.

These units provide a detection and ground intercept capability. Data from the radar units is processed by regional computerized SAGE or semi-automatic ground environment sites. Backing up the main SAGE control centres are BUIC or back-up intercept control sites in case the SAGE site becomes inoperative.

The sharp end of ADC's system is the manned and unmanned intercept squadrons. ADC has three all-weather CF-101 Voodoo squadrons and two unmanned Bomarc surface-to-air missile squadrons. The job of the aircraft squadrons is to visually identify unknown aircraft and to intercept and destroy hostile aircraft. The unmanned squadrons are also used in the intercept and destroy role.

Another arm of ADC is the electronic warfare unit at Uplands, Ont. Equipped with CF-100 electronic countermeasures aircraft and T33s, this unit's aircraft act as simulated targets to provide training for interceptor crews and radar controllers.

ADC's head is in CFB North Bay, Ont. At this base is the 22nd NORAD Region headquarters and the only NORAD control centre (SAGE) outside the U.S.A. This centre is unique in that it is the only hardened (underground) site in the NORAD system.

So, twenty years after its birth, Air Defence Command is alive and healthy but hardly recognizable even by the most observant Canadian parent as it continues to carry out its role of North American air defence.

Now, after gradually falling off to 397 servicemen stationed permanently in the north in 1969, the Canadian Forces are taking a new interest in the north - as guardians, and as its traditional corollary, partners in the development of the north.

So far this year - as guardians - the Canadian Forces have stepped up aerial surveillance of the Arctic by about 25 per cent, opened an advanced staging base for Argus patrol aircraft at Frobisher, and begun year-round Arctic exercises. Maritime Command naval forces also staged the first major anti-submarine exercise in Hudson Bay since 1961. Arctic surveillance, and a reservoir of Arctic know-how among Canadian servicemen, are the main ingredients of the Canadian Forces new stress on northern defence.

As developers, the Canadian Forces are taking part in the construction of a 360-foot steel and concrete bridge over the Ogilvie River in the Yukon Territory. The defence department will also build or improve six airstrips in the Eastern Arctic over the next four summers. The sites are at Pangnirtung, Chesterfield Inlet, Poland Inlet, Whale Cove, Igloodik, and Cape Dorset - all native settlements on Baffin Island or on the mainland near Hudson Bay. The strips will open these settlements to year-round commercial or emergency flight operations.

The question that remains now is what more can be done, and the man who will probably have the greatest say is Brigadier-General Ramsey Withers, a 40-year-old electrical engineer from Ottawa with a passion for the north. General Withers commands the new 35-man Northern Region Headquarters which was established at Yellowknife in February and will bring the Canadian Forces strength in the north to 446 officers and men.

The Northern Region Headquarters will co-ordinate and support the increased military activities in the north. But at the same time, its close liaison with the territorial governments will give the military a more intimate feel for the problems and character, as well as the military significance of the north.

And General Withers seems an apt choice for his position. His father's work on hydro-electric projects sparked an early fascination with the north. Later, as a signals officer, he commanded the first military exercises ever held on Baffin Island. And in April last year, he travelled with former Defence Minister Cadioux and chief of the defence staff General F. R. Sharp on an extensive tour of the Arctic.

He's familiar with the land, its people, its social code. At this point, he doesn't see Canada putting any more permanent troops in the north. Military transport has proved this year it can move Canadian soldiers into the north at short notice. "To a worker on an oil rig," says General Withers, "sovereignty isn't an Argus patrol aircraft flying past at 20,000 feet. It's a light plane with a Canadian maple leaf on the side circling the site and the pilot landing for a coffee. That's what a Canadian military presence means to a northerner."

"The north is a frontier country and technologically-oriented people don't necessarily fit in. That's why I'd like to work with the people who are already northerners: the Rangers, the Eskimos, the Indians. For one thing, I intend to do a lot more for

(Continued on page 9)

## Gift IDEAS for Father

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# Buy a Soldier a Foxhole

(And Stick Him In It)

## Meanwhile, Back on the Civil Side

Most Canadians know that the Armed Forces played a vital role in last October's FLQ crisis and that troops were called out during the Montreal police strike in 1969. But many do not realize the variety of other ways the military lends assistance to civil authorities.

Over the past year and a half Canadian servicemen helped clean up oil pollution in Nova Scotia; fought forest fires across Canada; battled snow drifts to evacuate storm isolated citizens; blasted potential avalanche areas in the Rockies; sandbagged swollen river banks on the Prairies; parachuted into otherwise inaccessible areas to rescue lost hunters; and more recently assisted civil authorities during Kingston Penitentiary's prison disturbances.

## The DDH- Seafaring Gone Modern

In late April the last of four helicopter carrying destroyers under construction for the Canadian Forces Maritime Command was launched marking a new era in Canadian naval history.

The DDH 280 class destroyers, bigger, deadlier, and more flexible than any previous Canadian destroyer are scheduled for completion in 1972-73. The Athabaskan, Iroquois, Algonquin and Huron are 425 ft. long with a beam of 50 ft. and displace 4,100 tons.

Larger than the present Annapolis class of helicopter-destroyer, the DDH 280s carry a second helicopter and a new innovation - a close range anti-missile and anti-aircraft missile system. The Sea Sparrow missiles sit out of sight on both sides of the super-structure just behind the forward mount. During firing, four 12-foot missiles extend on a narrow beam and hang out over the side like mail hooks. The beam retracts, loads and reappears with another four missiles.

The DDHs will carry a variable depth sonar body to detect submarines beneath thermal layers in the water. These towed bodies will weigh seven tons. Despite the weight the DDH 280s can tow these at higher speeds and greater depths than present destroyers.

While practically all the systems in the ships (some 150 systems are new) reflect improved concepts in Canadian naval engineering, some of the ship's major innovations are at the frontier of world naval engineering.

The DDH 280s are the first ships of their size to go exclusively to gas turbines for main propulsion. The turbines are better suited to noise reduction engineering than the conventional steam power. Besides, gas turbines can raise full power from a cold start in less than half an hour versus half a day for steam plants. Also, the primary generator plant for ship services is gas turbine - three 750 KW generators.

Using a Canadian-developed bear trap haul-down system to pull down a helicopter to the deck, the DDHs are able to squeeze two helicopters aboard against the present one Sea King helicopter per destroyer. With new developments in night-time landing aids, these helicopters, for the first time, will be able to operate from the ships 24 hours a day.

The weapons, fire control system, and command and control system in the DDH 280s

(Continued on page 9)

When the tanker Arrow ran onto Cerebrus Rock in Chedabucto Bay, N.S., in February 1970, it spilled half its oil cargo onto shorelines. Military aid was required to meet this emergency. Service engineers built floating booms to contain oil slicks, and tested various methods of removing oil from sand pilings and docks. Navy divers wrestled elephantine hoses underwater to connect them to tank flanges prior to pumping the remaining oil from the Arrow's tanks.

Later in the year, Canadian servicemen took part in the annual battle against forest fires, particularly in Alberta, where they manned hoses, wielded axes and shovels, assisted in evacuation, helped re-seed damaged areas and spotted fires from Buffalo, Caribou and Otter aircraft.

During the winter the adversary was snow. When a series of snowstorms disrupted communications and transportation in eastern Canada 450 Helicopter Squadron at Uplands, near Ottawa, was called in to assist civilian authorities. An expectant mother was airlifted from an isolated Quebec village to have her baby; a blood-transfusion patient was carried to hospital in Sorel, Que.; drugs were flown to a Howitz, Que. housewife and Bell Telephone Co. technicians were airlifted to trace broken power lines. The same story was repeated in London, Ont., Moncton, N.B. and other storm-stricken communities.

In April when the Wascana and Qu'Appelle rivers spilled over their banks in Regina and Lumsden, Sask., over 300 servicemen were cast in a familiar role - building, patching and patrolling dikes. Within hours airmen put down their spanners and left their workbenches to hoist sandbags into position. When a shortage of sandbags threatened the success of the operation, 435 Transport Squadron airlifted a supply from Manitoba. Troops from CFB Shilo, Man. were also transported to battle the swollen rivers. And throughout Canada military units were alerted to respond to flood threats.

This April during the prison disturbances at Kingston Penitentiary, soldiers once again took on a familiar role - as security guards. Over 500 troops assisted warden Arthur Jarvis in perimeter defence of the main cell block where convicts, holding six prison guards as hostages, were barricaded. Forces helicopters airlifted troops and federal officials during the operations.

The importance of military assistance to civil authorities was underlined by events in Ottawa and Montreal last October. The FLQ crisis however was not the first occasion in which troops have aided the civil power in internal security. Since 1870 the armed forces have responded to 90 calls for assistance from civil authorities to help in riots, strikes and civil disturbances.



**BTNO CUTS TD TRAVEL COSTS.** One of the budget items that is firmly under the control of the base commander is travel costs, and in a heroic bid to get those costs under control the BTNO has adopted a new, low-cost expedient. The Hercules in the background no longer flies. Rather, it serves as a warehouse for dispensing seasonal footwear, and explicit directions for walking across the country. For a small extra charge, they will also furnish directions to the Secretary of State's hitch-hiking kiosks.

(Canadian Forces Photo)

## YEAR OF THE MOVING VAN IN EUROPE

The past year has been one of unprecedented change - for Canadian Forces Europe. The change revolved around the decision to integrate 4 Canadian Mechanized Battle Group (4 CMBG) with 1 Canadian Air Group (1 CAG), to form a unified military Force unique among NATO Armed Forces.

To bring about this change, some 3,800 Servicemen and more than 5,000 dependants were moved from the Westphalia area of northern Germany to the Black Forest in southern Germany. It took 11 trains, of more than 20 flatcars each to transport the battle group's heavy tracked equipment such as tanks, artillery, armoured personnel carriers and bulldozers. In addition, more than 500 wheeled vehicles travelled in road convoys to the Canadian's new area of responsibility.

It was neither railway flatcars nor road convoys that heralded the arrival of the battle group to the city of Lahr. Fifteen soldiers from the reconnaissance element of the Royal Canadian Dragoons ran the 303 mile distance in a non-stop 50-hour dash, with each runner covering about one mile before being relieved by another runner. Like marathon runners of old, the Canadian soldiers carried a scroll bearing greetings from their general to the mayor and citizens of Lahr. On the final run into town the soldiers ran past cheering throngs and were greeted at the town hall by ceremonial trumpets and a warm welcome from the mayor.

Before the arrival of the combat group in Lahr, the Canadian Air Group re-located to Baden-Soellingen. For the first time in their 19 years of NATO service in Europe Canadian fliers as part of the Fourth Allied Tactical Air Force, are now providing direct air support for Canadian troops.

The biggest problem in the move was to find housing for approximately 2,000 families, either in government-owned quarters, in bulk lease housing units or in German-owned apartments or houses. The housing offices at Lahr and

Baden-Soellingen combed the surrounding areas to find accommodation. At Lahr, a reception centre was set up; by Easter 1971 all but a few families were settled in quarters. Personnel requiring furniture also turned to the housing office where a list was kept of furniture for sale by Canadians being rotated to Canada. In addition, some furniture from the Brigade area in northern Germany was moved to Lahr and sold.

The move did not affect the operational readiness of the Canadian Forces. For the air element, the annual Royal Flush race competition and the NATO Tactical Weapons Meet provided the opportunity to show what they could do on an international level. In 1970, for the second year in a row, Canadian pilots took top team honors among the seven Air Forces competing in Royal Flush and in the weapons meet, Canadian fliers helped their Fourth Allied Tactical Air Force teammates win the Broadhurst Trophy.

Similarly the land element was put to the test in the annual Prix Leclerc competition. The Prix Leclerc, which is considered to be the most important small arms competition for members of NATO, was won by the Canadian soldiers in 1970 for the second time.

On the non-operational side the Canadian Armed Forces continued their winning ways. For the second year in a row a Canadian team from the air element won the "Johnnie Walker Gold Plate Trophy in what is considered to be Scotland's most important bonspiel. Not to be outdone, teams from the land element won the British Army of the Rhine and the British Army judo and basketball championships - also for the second year in a row. And a hockey team from the air element, the Baden Raiders, capped a successful hockey

season in Europe by returning to Canada long enough to win the Canadian Armed Forces Hockey Championship.

The year 1971 was only four days old when the battle group moved from its home base in Lahr to begin more than a month of manoeuvres in the Grafenwoehr area at southern Germany. Approximately 2,800 men and several hundred tracked and wheeled vehicles took part in the exercise.

On March 1 something new was added to the scene in Lahr when a Canadian Forces French language radio station began operations. The station operates on 101.2 megacycles in the VHF (Very High Frequency) band to eliminate interference with German broadcasting and also to ensure a clear signal to Baden-Soellingen, where the other Canadian base is located.

## Careful Drivers A Forces Forte

According to the latest statistics released by the Canada Safety Council, Canadian Forces' drivers are leading the way in defensive driving training.

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

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

In 1969, over 24,000 armed forces drivers, of a national total of 72,000 were successful. The decline in graduate production of servicemen in 1970 is attributed to the high percentage of service drivers already trained, the Canada Safety Council stated.

## Yukon To History Hall

When Yukon 106928 came to roost on the runway at CFB Trenton, Ont. on Friday April 2, it marked the end of the line for Air Transport Command's ten-year-old workhorse.

On its last operational flight as a Canadian Forces aircraft, the Yukon lifted 87 members of the Canadian Light Infantry from Nicosia, Cyprus to Victoria to complete the semi-annual Canadian Contingent UN rotation.

Built by Canadair, the 12-craft Yukon fleet carried military passengers and cargo all over the world during its ten-year history. And it racked up a perfect safety record to boot.

Relief and emergency flights also form a part of the Yukon's history. They flew into Brazil in 1963; lifted troops home from the Congo in 1964; aided earthquake victims in Turkey in 1966; evacuated Canadian troops serving with UNEF in the middle east in 1967; lugged supplies to Biafra in 1968 and airlifted supplies and medicine to cyclone-stricken Pakistan last fall.

Besides their normal personnel and cargo flights, the Yukons were also involved in numerous special flights. The Royal family, prime ministers and other VIPs have flown in CF Yukons.

For some, the Yukon's last flight marked the end of an aircraft. For others it marked the end of an era in the forces' aviation history. For still others, it was the beginning of a problem. How in the world would they ever get it through the door of the museum.

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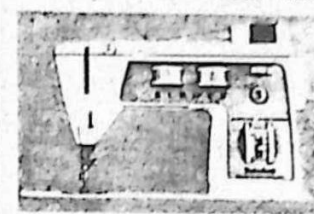
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## Chapel Chimes



R. C. CHAPEL

Father James G. Campbell - Base Chaplain (RC)

SUNDAY MASSES:

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

WEEKDAY MASSES:

Tuesday 7:30 P.M.

Wednesday 4:15 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.

## PROTESTANT CHAPEL

Major (the Rev.) Wm. Archer. Base Chaplain (P)

SUNDAY — JUNE 13

Morning Worship at 11 A.M.

SUNDAY — JUNE 20

Morning Worship at 11 A.M.

SUNDAY SCHOOL

Classes have closed for the summer. All children are encouraged to come to Church with their parents.

NURSERY FACILITIES

Nursery facilities are available in the Chapel during Sunday Worship Services for babies and small children.

## Training Exercises

(Continued from page 6)

Buffalo aircraft from 429 Tactical Transport Squadron, Edmonton, re-supplied the troops.

CF-5s from 434 Tactical Fighter Operational Squadron, CFB Cold Lake, Alta., flew close air support, reconnaissance and intercept missions to assist the units below in the sub-zero weather.

Sub-zero weather was also experienced by a battalion group of 3 Battalion, Royal Canadian Regiment, and elements of 2nd Royal Canadian Horse Artillery and 2 Service Battalion, in Exercise Pygmy Chief 250 miles north of the Arctic Circle in Norway. The battalion group, Canada's standby battalion for Allied Command Europe's mobile force, was flown to Bardufoss Airport by four Hercules and two Yukon aircraft in a continuous airlift of 17 flights for the month-long exercise.

Units of Maritime Command get a taste of the north as well.

In August a task group consisting of the fleet replenishment ship Protecteur, the destroyers Skeena, Terra Nova, Annapolis and Fraser, the submarine Ojibwa, and Argus aircraft from 404 Squadron, CFB Greenwood, N.S. took part in the first major northern anti-submarine exercise since 1961. The exercise provided valuable experience in arctic conditions and gave several isolated northern communities a chance to visit Canadian warships.

Meanwhile, in the central and eastern Arctic another type of exercise has been underway on an almost continuous basis since April 1970.

Called New Viking, it trains and tests men of Mobile Command in operations in the northern tundra.

The exercise is well named. Almost all the more than 500 officers and men and 60 staff members who have completed the training, are in effect, "new Vikings," having blazed trails through territory previously unknown to them. They have learned to cope with the problems of living, moving and fighting in the north under all seasonal conditions.

In February more than 700 men of the 2nd Battalion, Royal Canadian Regiment, CFB Gagetown, left the New Brunswick snows behind for the sunny Caribbean island of Jamaica, on Exercise Nimrod Capet. Exercise Nimrod Capet was one in a series designed to familiarize Canadian Forces with operations in a tropical environment.

Exercise Maple Spring, a joint exercise involving naval and air units from Canada and seven other nations gave sailors and airmen training experience particularly in anti-submarine operations, in the ideal climatic conditions available in the Caribbean. Based in Puerto Rico, the Canadian ships and aircraft carried out an intensive series of fleet and squadron exercises from January to March.

Fighter pilots of Air Defence Command exercised continuously throughout the year in their North American Air Defence Command (NORAD) role. It is NORAD's job to identify the more than 200,000 domestic flights and approximately 1,200 foreign flights which operate in North American airspace every day.

CF-101 Voodoo squadrons participated in Exercise Callshot, Air Defence Command's competition for aircrews, ground crews and controllers last May. The competition was held to determine the top gun aircrew, aircrew team, maintenance support team, weapons loaders and interceptor control team. The exercise consisted of low-

level interception and supersonic missions against electronic-countermeasure targets. 409 Squadron, which won the competition, later represented Canada in the William Tell rocket meet.

In Europe, elements of the 2,800-man 4th Mechanized Battle Group exercised in Grafenwoehr, 300 miles northeast of Lahr, Germany. More than 900 tracked and wheeled vehicles were moved to the 57,000-acre training ground to engage in firing tests and day and night company tactical training.

This month Canada's Germany-based CF-104 Starfighter strike-attack squadrons are competing with units from Belgium, USA, The Netherlands, and two guest teams from France and Norway in Exercise Royal Flush XVI at Ramstein Air Force Base, Germany. The exercise missions are designed to test the ability of the teams to carry out reconnaissance requirements and to provide timely and accurate information about simulated targets.

Why does such an event have

Many people remember vividly, Alice's daughter Jane (Ault) Logie, who left some warm memories in this Valley, from her performances on stage with Courtenay's Little Theatre, and Co Val Chorister's ... and Jane will be coming back to Courtenay from her home in Chilliwack, to take an active part in Courtenay's British Night '71. I've also heard that Art Collin's, (whose performance as Fagin in Co Val's marvellous play 'OLIVER' still remains in our memories) will take a part in the evening's entertainment, and this in itself should be worth attending alone, along with many fine performers from the Comox Valley.

Why does such an event have

## That's Show Biz

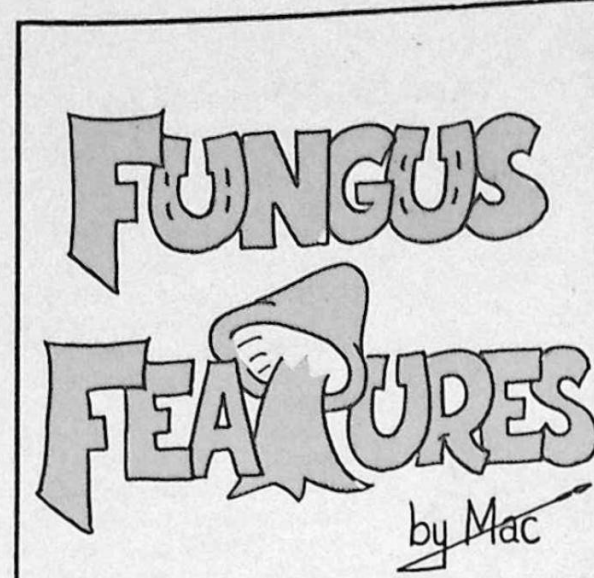
BY NOLA WELLS

In 1775 Paul Revere announced the first 'BRITISH NIGHT' ... loud and clear, as he rode through the American countryside, and while the first 'BRITISH NIGHT' held back in 1963 in Courtenay's Legion Hall, perhaps wasn't as dramatic or as historical, it proved to be a smashing form of entertainment. Formed at that time from an idea of the late Barney Parrish (whose wife Alice operates Barney's Place on fifth street in Courtenay) it was a social evening based on the style held in England, which consists of dancing, and intervals of entertainment, combined with any desired British ale.

The first 'BRITISH NIGHT' became a great success, and was repeated several times through the years, ... all proceeds going to the Beaufort Retarded Association. And now after a few years' rest, the British will be ruling again, come July 3rd., in the Legion's Upper Hall in Courtenay ... and hopefully it will enjoy as much success as its previous memories. Barney Parrish passed away one week before the last British Night in 1967, ... but his wife along with talented Bill Edger, have started his dream up again, and plans are in full swing for a full night's entertainment.

Many people remember vividly, Alice's daughter Jane (Ault) Logie, who left some warm memories in this Valley, from her performances on stage with Courtenay's Little Theatre, and Co Val Chorister's ... and Jane will be coming back to Courtenay from her home in Chilliwack, to take an active part in Courtenay's British Night '71. I've also heard that Art Collin's, (whose performance as Fagin in Co Val's marvellous play 'OLIVER' still remains in our memories) will take a part in the evening's entertainment, and this in itself should be worth attending alone, along with many fine performers from the Comox Valley.

Why does such an event have



## AT VAN ISLE SUMMER SCHOOL

## CREATIVITY HIGHLIGHTED

School will be out soon. Do your children have projects and programs arranged for the summer months?

Designed particularly for children, the following Vancouver Island Summer School of the Arts courses will be both worthwhile and fun for your youngsters.

Arts and Crafts for Children will include drawing and painting and projects in pottery, sandcasting, collage, sculpture, beading, puppet, doll and kite making.

Instructor Nancy Gayou of Vancouver is offering two divisions in this course, one for ages 4 to 7, and one for ages 8 and up. The course for the younger children, four to seven, will run for two weeks only, July 12 to 23. The course for ages 8 and up will run for the full three weeks of the summer school.

Drama offers challenge and satisfaction to youngsters. "A Drama Happening" is the name of the summer school class in drama. Not only will it give an introduction to drama technique, but it will develop imagination, poise and self-confidence

through creative emphasis. Drama instructor, David Lander, Victoria, has done outstanding work with children.

Dance is always a popular art, and the summer school again offers a course for children. Instructor David Dressler of Vancouver will stress the "creative rather than imitative" approach to dance.

The Summer School also offers beginning Guitar for all ages — and that includes children ages 8 and up. Bruce Clausen, experienced teacher from North Vancouver, will give group instruction as well as individual guidance to each student.

The dates for the Courtenay based Summer School of the Arts are July 5 to 23. Classes will be held at Vanier School. Fees for children are \$18 for a full 3-week course. The 2-week course in Arts and Crafts is \$12.

For further information phone 339-3477, or write to Mr. H. Dougan, Director, Vancouver Island Summer School of the Arts, Box 3053, Courtenay, B. C.



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No other 1600 cc on the road gives you more - more rear seat room, more trunk space, better performance or better styling inside and out. And standard features on the 616

Sedan include reclining front buckets, adjustable headrests, power-assisted front disc brakes, carpeted interior, and safety innovations like side window defrosters for all-round, all weather visibility.

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IN AN AGGRESSIVE BID to bolster sagging revenues, the Post Office department has embarked upon a vigorous advertising campaign. Even motorists are urged to take advantage of the services offered by the department, and it is hoped that soon there will be receptacles for parcels, as well as those for letters. Still awaited is a ruling on whether or not Christmas cards qualify as litter. (Litter Writers Photo)

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1969 Corolla Sprinter, 4-speed trans. Radio. A nice one at	\$1550
1969 Volkswagen, light blue. Good clean condition	\$1495
1969 Volkswagen, dark blue sedan with radio. Excellent	\$1395
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1966 Crown Wagon. 3-speed trans. Radio. Reduced to	\$650
1963 Rambler American, Standard trans. Excellent 2nd car	\$435

### PICK-UPS

1959 Fargo 1/2-Ton. Standard trans.	\$395
1958 Chevrolet 1/2-Ton. Low mileage for age	\$350

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## This year, let's join the party!

Wherever you go in British Columbia this year, you'll enjoy exciting Centennial events. From the famed Musical Ride of the Royal Canadian Mounted Police to a colorful assortment of rodeos, regattas, pageants and parades. It's a great reason to spend this holiday discovering more of your beautiful home province. For a complete calendar of Centennial events, contact your local tourist office — or write: Government of British Columbia, Department of Travel Industry, 1019 Wharf Street, Victoria, British Columbia.

Hon. W. K. Kiernan, Minister R. B. Worley, Deputy Minister







**KURVY KEGLERS KOP KUPS.** Area 1, (Western Canada) bowling champions display their bowling plaques. Left to right: Pte C. Smith, (CFB Edmonton), Pte M. Fleming and Pte J. Mezzatesta, (CFB Esquimalt), Cpl. E. M. Alston, (CFB Cold Lake), Lt. Col. L. J. Davis, (representing CFHQ and making the presentation of the individual and team trophies), Pte G. E. Bell, (CFB Cold Lake) and Pte P. Feechuck, (CFB Esquimalt). Cpl. Awston was also the winner of the individual trophy presented to the bowler with the highest total pinfall. A total of 24 servicewomen from across Canada participated in the double round robin bowling championship, the first of its kind, in the Servicewomen's National Sports Championships for 1971 held at CFB Trenton.

(Canadian Forces Photo)

(Continued from page 6)

our 1,600 Rangers within the limits of the resources we have - visit them at regular intervals, make sure they've facilities to communicate back to us, take them on trips to the big Canadian bases so they can see what they're part of. (Already this year a study team has visited all the Ranger outposts to size up their present state.)

"There's no reason why we couldn't train some of them in the skilled trades, such as electricians for a radar station near their home. We're working on a means now to enhance the chances for Eskimos and Indians to come into the Forces, without getting the technological submersion necessary in southern Canada."

The mineral and oil boom in the north, and the new pollution limits are bound to have some effect on the military's planning for the north. One obvious offshoot of increased commercial activity is increased search and rescue flights. Actually most northern flyers are so conscientious about their flying habits that there are relatively few incidents. One single-engine aircraft, however, got lost this year in fog on the tail end of a trip from Shefferville, Quebec, to Frobisher Bay. An Albatross rescue aircraft from Frobisher located the plane in the fog, and guided it back to a safe landing in Frobisher - it had 10 minutes fuel to spare. With 35,000 people already living north of the 60th parallel, General Withers feels

that sooner or later military search and rescue facilities will have to move further north.

The defence department is certainly taking a new look at the north.

"The serviceman of the seventies," says General Withers, "is going into the Arctic

with a more expanded role than he did in the fifties." For the last 20 years, it's the same concept: training and outfitting soldiers for the north. But now a statistic won't be won't be Canadian Forces' priority sovereignty and the defence of Canada. The focus is on the north, and most of our resources are in the north.

## New Top Dagg For Air Race

Appointment of A.G. ("Digger") Dagg as Provincial Liaison Officer for the London-Victoria Centennial '71 Air Race is announced by L.J. Wallace, General Chairman of the British Columbia Centennial '71 Committee.

Mr. Dagg retired from the RCAF in 1965 with the rank of Group Captain. He logged 6000 hours of flying as a pilot and served in a variety of staff and command positions during his 27 years in the force.

In his final tour of duty as Commanding Officer Canadian Forces Base Sumner, P.E.I., he was responsible for co-ordinating activities involved in the arrival of Queen Elizabeth II and Prince Philip from England for their 1964 visit to Eastern Canada.

Since retirement he has worked as reporter and editor of the Sidney Review and currently, as an information officer for the British Columbia Forest Service.

## OFFICER'S MESS ENTERTAINMENT

JUNE 1971

Fri. 11th - Super Happy Hour - Entertainment - Wine and Cheese  
Sat. 12th - BBQ Steak - Trio (Casual)  
Sun. 13th - Family BBQ - 407 Nite - Sea Hawks  
Mon. 14th - Jugs \$1.00  
Wed. 16th - BBQ Steak - Jugs \$1.00 - Monte Carlo Trio  
Fri. 18th - TGIF - Hot beef Sandwich  
Sat. 19th - Family Car Rally - BBQ Steak (Casual) Combo 9 p.m. - 1 a.m.  
Sun. 20th - Family BBQ - Chicken  
Mon. 21st - Jugs \$1.00  
Wed. 23rd - BBQ Steak - Jugs \$1.00 - Bingo - Trio  
Thurs. 24th - BBQ Steak - Sea Hawks - 9 p.m. - 1 a.m.  
Fri. 25th - TGIF - Fish and Chips  
Sat. 26th - "Hawaiian Nite" - Outrigger Floor Show

## SERGEANT'S MESS

Entertainment for JUNE 1971

June 11, 18, 25 - Weepers Night  
June 12 - Band - Mrs. Jackson - Wives Club Show - Chicken & Chips - Admission \$1 per person - "Starlighters"  
June 14th - Movie: "Only Game In Town"  
June 19 - Combo Night - Reddi Foods - Casual Dress  
June 21 - Movie: "Savage Wild"  
June 26 - Dinner Dance - Details will be announced later  
June 28 - Movie: "Bullitt"

## Jr. Ranks Club

JUNE ENTERTAINMENT

Thursday 11 - TGIF  
Friday 12 - From Victoria - Seahawks  
Sunday 13 - The Roadrunners  
Tuesday 15 - Movie: 8:00, Lounge  
Friday 18 - TGIF  
Saturday, Sunday, 19-20 - From Vancouver - Cross Country Express  
Friday 25 - TGIF  
Saturday 26 - From Vancouver - Hootch Klootch and Gramp- phone  
Sunday - Hawaiian Night - Floor Show

ALL NEW BANDS FOR JUNE  
BINGO EVERY WED. 8:30

## BASE THEATRE

JUNE 71

Fri. 11 June DON'T RAISE THE BRIDGE Jerry Lewis  
Comedy LOWER THE RIVER Terry Thomas  
Jacqueline Pierce  
Sat. 12 June CARRY ON UP Original Carry Comedy  
Sun. 13 June THE JUNGLE On Gang  
Fri. 18 June POPI Allen Arkins Family Show  
Rita Moreno  
Sat. 19 June THE UGLY ONES Richard Wyler Adult  
Sun. 20 June Thomas Millan  
Thurs. 24 June WHERE ANGELS GO Milton Berle  
Fri. 25 June TROUBLE FOLLOWS Arthur Godfrey  
Rosalind Russel Stella Stevens Robert Taylor  
Sat. 26 June PERFECT FRIDAY Stanley Baker Adult  
Sun. 27 June Ursula Address David Warner

## SATURDAY MATINEES

12 June THE MAGIC SWORD Basil Rathbone  
Gary Lockwood  
19 June ALL THE BROTHERS WERE VALIANT Stewart Granger  
26 June NAMU THE KILLER WHALE  
SHOW TIMES Matinees 1400 hrs Evenings 2000 hrs

## Sports Around The Base

By "Scoop" Palmer

### Zone Softball Team

The CFB Comox Totems softball team will be holding their first practice on Tuesday June 15th at 6:30 p.m. at the PMQ diamonds. All personnel who are interested are urged to be at this first practice. This is a complete new team and there are not any positions filled as yet. According to Coach Gerry Murray every

serviceman is going to be given every opportunity to make the team. After this initial practice there will be practices held every Tuesday and Thursday night from then on. This will be the team that will represent CFB Comox at the Zone 1 finals at Kamloops the latter part of July. For any further information contact Sgt. Tom Sloan at the

Base Recreation Centre at local 314 or 315.

### Base Golf Tourney

The CFB Comox Zone Qualifying Tournament was played at the Comox Golf Club on Thursday and Friday of this week. This was a 36 hole tournament with 18 holes being played each day. The top golfers from this tournament will represent our Base at the Zone 1 finals at Grand Prairie, Alberta, on July 5 to 7th. We have got some pretty fair golfers on the Base at the present time and I have a feeling that we are going to make a good showing at the Zone 1 Finals.

### Children's Swimming Classes

If you are interested in registering your children for swimming classes this summer I would like to suggest that you take a stroll over to the Rec Centre on Monday to Friday June 21st to 25th. There will be 15 lessons per session and there will be three different sessions held. The cost for each session of 15 lessons is \$5 and I think you will find this quite reasonable. The three different sessions will be held as follows: 28 June to 16 July; 19 July to 6 August; 9 August to 27 August. All of these classes will be held daily in the morning hours. There will be classes for Pre-beginners, Beginners, Juniors, Intermediates and Seniors. The minimum age for the Pre-Beginners is 5 years old. Those registration dates once again are June 21st to the 25th at the Base Recreation Centre. Don't forget to register those children! We would hate to see any of them left out.

### Intersection Softball

It certainly looks as though it is going to be a very interesting Intersection Softball season before it is all finished. There are only six points separating the first and last place team at the present time so anything is liable to happen yet. There are games played up at the Base ball field every Monday and Wednesday

night so why don't you plan on going to see some of these games real soon. There are two games played each night and the first one gets underway at 5:30 p.m. Just so you will be able to figure out the team standings I would like to tell you how the total points are arrived at. A team will get two points for a win, one point for a loss and no points for a default. The tie games will be broken later on in the schedule.

Standings	W	L	T	D	Pts
BAMEO	3	3	0	0	9
F.Hall	3	2	0	0	8
USAF	3	1	2	0	7
Sup.	2	2	1	0	6
442 sqn.	2	2	1	0	6
407 sqn A	1	3	0	1	5
407 sqn B	1	1	2	1	3

### Help Wanted

On July 2-3-4 the Courtenay Recreation Association Swim Club will be hosting the Vancouver Island Swimming and Diving Championships. This big meet gets underway at 6 p.m. on Friday night with the diving, the relay heats will follow at 8 p.m. If you would like to offer your assistance for this big weekend by acting as a timer or something like that it would be very much appreciated. To offer your help or if you would like some more information please contact the Courtenay Recreation Association at once.

### Minor Baseball Tournament

There will be a big Centennial Baseball Tournament for Pee Wee's and Juvenile B held at Lewis Park in Courtenay on July 2, 3 and 4th. There will only be two games played on Friday but then the tournament will run all day Saturday and Sunday. If you would like to umpire some of these games would you please contact Gord Palmer at local 400 or 338/8798. There will be a remuneration paid to the umpires. This tournament will bring the Comox Valley Minor Baseball Week to a close, there are quite a few things planned for the week of June 28th to July 4th. I will tell you more about this in our next issue.

## The DDH Seafaring Gone Modern

(Continued from page 7)

are all illustrations of technology's race against time - tion time. The main surface element is an Italian 5-inch gun which unlike the present 3-inch guns can be fired without a gun crew. The missiles system also eliminates human response time. Fire controllers can launch the first 16 missiles before sailors, piling out of bunks, can reach the missile loading compartment.

Instead of the conventional operations room plot table where plotters re-create the tactical situation for the captain, the DDHs will have computers. The captain, weapons officer and staff will sit before a number of display consoles watching small symbols denoting radar and sonar targets.

And one more first - as far as the designers know, the DDH 280s will be the first destroyer class which can operate con-

tinuously in a nuclear biological or chemical cloud. The DDH 280s are designed to operate sealed-off for at least 30 days with the crew relatively comfortable. In present destroyers, heat rises fairly dramatically in sealed-up conditions. To combat this situation the ventilation and air conditioning system in the DDH 280s have been completely redesigned.

With so much more electronics and so many more technological break-throughs than current Canadian destroyers, the DDH 280s will have far wider applications. And they'll defend themselves better too. But more significantly, the DDH 280s - and they are still primarily anti-submarine warships - are far less vulnerable to aircraft or missile attack, and far more valuable as control and co-ordinating platforms. In fact this latter feature, reflecting the digital age in electronics, may prove to be the DDH 280s greatest asset. Most warfare, and particularly anti-submarine warfare with its chess pieces of long-range patrol aircraft, helicopters and squadrons of ships, is a team effort. And the DDH 280s will have to act as floating control centres now that the aircraft carrier Bonaventure is out of service.

The DDH 280s will be Canada's most advanced weapons platform. The men who fight her will be a technologically-oriented breed. Gone is the Murmansk run and the gun crew frozen to their mount. The DDH 280 crews will fight the ships from the inside; in fact, only the mortar and torpedo loading teams, and the helicopter personnel venture into the elements. The drama now will be largely electronic.

## 07 Tech

(Continued from page 3)

Ladysmith) is moving into married quarters where he will continue to radiate.

Tom Arnold apparently lowered the water level in his secret lake when he removed a bunch of big ones. How big were they, again?

We bid fond adieu to Sgt. Dan Daniel of the engine bay who is venturing out onto civvie street. From all of us, good luck, Dan. Here is a follow-up quote from our MWO. "I shot an A.R.O. into the air, he landed back in Repair."

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## BIG PLANS? LITTLE PLANS?

### Soccer Night In Canada

In every other country in the world the name of the game is football - in North America it's soccer. But by any name it's one of the fastest and most punishing 90-minutes of non-stop action devised by man.

Soccer is the world game. More people play and watch it than any other sport in the world.

With the entry of the Toronto Metros and the Montreal Olympic soccer clubs into the North American Soccer League the game has had an energetic rebirth in Canada. As part of that renaissance CBC-TV Sports will bring viewers 10 regular season games of these two clubs, live and in color, on the full CBC-TV network during the next four months.

The top-flight team of sports commentators assigned to the NASL telecasts consists of three men well acquainted with the game. Play-by-play action will be called by veteran commentator Tom McKee, with Toronto Telegram columnist Bob Pennington and sports announcer Tony Hodge of CFPL in London, Ont., providing color commentary.

With the entry of the Metros and Olympic in the NASL, the league has reached a com-

plement of eight teams. Other teams in the league are the New York Cosmos, Rochester Lancers, Dallas Tornado, St. Louis Stars, the Atlanta Chiefs and the Washington Darts.

Both Canadian teams are well organized for their first year of competition and have already acquired some excellent players from Europe to combine with their home-grown Canadian soccer talent. The management of both teams are well known in the world of professional sport. President of the Metros is John Fisher and Jack Daly is general manager, while in Montreal Sam Berger is president of the Olympic and Red O'Quinn is general manager.

Following is a schedule of CBC television's 1971 soccer coverage. Note that all times are 5 p.m. PDT unless otherwise noted.  
June 12 - Dallas at Toronto  
June 19 - Rochester at Montreal  
June 26 - Montreal at Toronto  
July 10 - Toronto at Montreal  
July 17 - Rochester at Toronto  
July 24 - Montreal at Dallas  
July 31 - Toronto at Montreal  
Aug. 7 - New York at Toronto  
Aug. 14 - New York at Toronto  
Sept. 4 - Possible coverage of beginning of playoffs.



The construction of the new Aviation Ontario dollar raised private member Forces dividend around \$3.6 million.

Direct many such as Haville Limited Canada and Air Toronto.

**THE ARMY TAKES ITS BASEBALL SERIOUSLY**  
Preparing for yet another successful season is the noted pongo pitcher, Bligher Lalancour, the iron-man whose vaunted right arm pitched 406 complete games last year, as the Chilliwack Churls swept to the league pennant. Lalancour's pitching coach, Baz Ooka wearing his combination baseball helmet and soup pot, offers clever technical advice, such as "Don't give him anything good to hit, babe."

(A Sporting Photo)

## SPORTS CLINIC SET AT UBC

VANCOUVER - The most unique athletic clinic ever staged in Western Canada will be held June 17 - 19 at Totem Park, University of British Columbia.

Sponsored by the B.C. Federation of School Athletic Associations, the clinic will revolve around seven sports - basketball, football, wrestling, track and field, field hockey, soccer and volleyball.

Twenty-six clinicians will speak at the clinic over the three days, most of them well known to B.C. athletes.

Guest speaker at the clinic will be Dr. Thomas Tutko, presently a professor of Psychology at San Jose State College. Known throughout North America for his work and his dynamic speeches, Dr. Tutko has written several books on Athletics and Psychology. He is presently

retained by San Francisco 49ers, New Orleans Saints and Oakland Raiders football clubs for recruit assessment and motivational advice.

Exhibitions in kendo and table tennis will be held on Friday and the Vancouver Calons, Canadian women champions, will meet a Select All-Star team in an exhibition volleyball match Saturday.

"We believe this clinic will prove a benefit to all coaches in the province," said Don Steen, executive-director of the B.C.F.-S.A.A. "With the type of clinicians we have, everyone should go away much richer in knowledge about each sport on the program."

Further information on the clinic can be had by contacting Don Steen at 1200 West Broadway, Vancouver 9. The phone number is (604) 736-9751.

## Totem Times Classifieds

**FOR SALE** by owner - you don't have to be a Member of Parliament to afford this attractive Comox home with the fantastic view. Modern, 3 bedroom, basement, fireplace, balcony, carpeted stairways, large kitchen with built-in stove and exhaust system. 7 per cent mortgage and low monthly payments. Phone 339-3685.

Lined oak cabinet model 21" TV in excellent working condition - \$40.00 or best offer. Can be seen at PMQ 87, or call Padre Archer at Loc. 273.

**FOR SALE** - 1963 Chevy II, 4 door sedan in good condition. Owner must sell - transferred end of June. Call Capt Voysey - Local 297 or 339-4216.

**FOR SALE**, soonest. Kitchen chrome set, extra leaf, and 4 chairs, in good condition - \$30.00.

**FOR RENT** by the week at Saratogo Beach, 19' Travel Trailer fully self contained. Located on beachfront fully

served lot available by the week early June through September. For further information call 339-2668.

**FOR SALE** - 1965 VW Beetle, 1300 cc, suitable for parts or making a dune buggy. \$300 or best offer. For information Phone Pte. A. McNab, local 272

**ROOM FOR ONE** passenger, Comox to Halifax. Depart Comox approx. 25 June to arrive Halifax 4 July. Any further enquiries, call 339-3345.

**FOUND** - Child's wristwatch, in PMQ area. Will be returned upon proper description. Phone 339-3104.

**FOR SALE** by owner - large 4 bedroom, 4 year old home in Comox. 2 floors, each has bathroom and fireplace. Phone 339-3474.

The number of patients treated last year in B. C. - Yukon Red Cross Outpost Hospitals was 5,924. Seven of these hospitals serve remote areas of British Columbia and the Yukon.

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