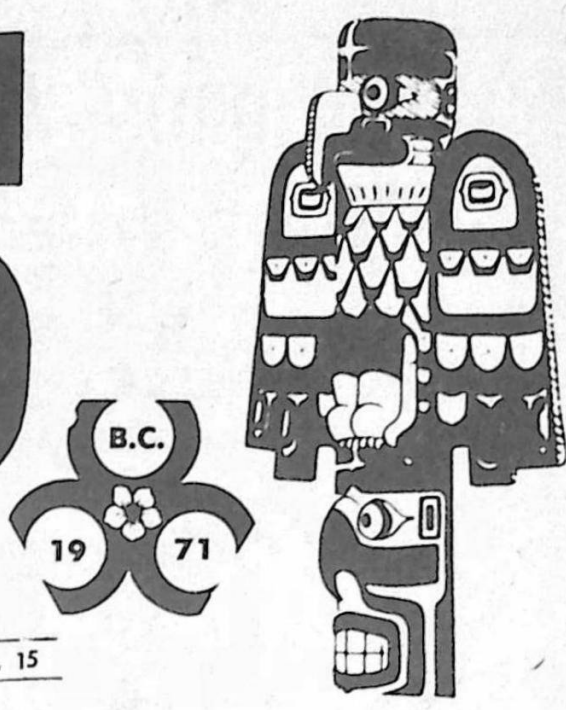


TOTEM TIMES



HAVE A BLAST THIS SUMMER, VISIT AMCHITKA, BOOM CENTRE OF THE NORTH

VOL. 13

CFB COMOX TOTEM TIMES Thursday, July 22, 1971

NO. 15

NO TOTEM TIMES FOR THREE WEEKS

TOTEM TIMES readers are being granted a significant reduction in their workload this month as a result of a decision to change the paper's publication date from every other Thursday to every other Thursday one week removed from the Thursday on which it is now being published, and if anyone out there is able to decode that statement, please let us know what it means.

What it really means is that the next TOTEM TIMES will burst upon its unwary readers three weeks hence, rather than the usual two. It also means that there will be a greater than usual quantity of unwrapped garbage trucked off to the dump, and a larger than usual number of fish delivered naked to their intended recipients rather than clothed in the TOTEM TIMES. Such inconveniences are regretted, but it is hoped that the strain will not be too great.

The next TOTEM TIMES will appear on August 12, but this does not mean that the contributors can sloth about until then. The next deadline is August 9, or such earlier time as you might feel like writing a letter to the editor.

Following that splendid issue, the paper will revert to its usual custom of appearing every other week until at least the end of time. (That's chronological time, not magazine Time).

The reason behind all this mystic jiggery-pokery with the schedule is that the staff of the paper is in the process of changing, and the new schedule will be more compatible with the work schedules (if any) of those who will henceforth be minding the store.

Spend the next three weeks catching fish, and once more you'll have something to wrap them in.

Flight Simulator Re-opens

First Improved Voodoo is Indoor Model



SGT. BERT KERYLUK (in the cockpit) assisted by six wing walkers, taxis 409 Squadron's fine new simulator out of the mothballs, in which it has been stored for the past several years, on its inaugural run. Just after the picture was taken, Bert kicked in the burners and launched into space, whence he has not returned.

Manning the telescopes looking for him are: (front, left to right) Cpls. F. Wiley, N. Law, B. Baker and Y. Ono. On the French side of the machine are Cpls. N. Blondel and T. Mulligan. The greatest problem in building the new simulator was labelling all the switches in both of the country's official languages. (Canadian Forces Photo)

Sgt. Bert Keryluk and his merry men who toil in the bowels of the CF-101 flight simulator building this week presented 409 Squadron with a brand new airplane. Unlike most of the big silver jets which roam the northern skies, pausing only briefly to disrupt 407 Squadron cocktail parties, this one makes no noise. Nor does it have to be parked several hundred yards from its nearest neighbor on the flight line, for it is the only one of its kind on the base.

The airplane in question is the CF-101 flight simulator, the new improved version of which is now in residence in the flight simulator building. The completion of the simulator completes a large project which began on June 3, when the old simulator flew its last trip. Immediately the aircrew had retired to the bar to curse the fates that made them take up going to the simulator, Sgt. Keryluk and his men started removing the old box of snakes. Five days later, all the old electronics had been removed, and the building stood in pristine emptiness, ready to receive the new torture chamber.

A few days later, a passing Hercules disgorged the new machine. Not, it should be added, by the "let's throw it out and hope that the chute works," method, but by the mundane method of having the passengers carry it off.

Upon the arrival of this colossal collection of spare parts at the simulator building, the technicians started work. Only three days later, they had progressed to the point where

they could apply power to the machinery without hearing any loud zapping sounds, or seeing any minor lightning flashes. Since then, there has been two crews of techs working in the simulator during the week and on weekends, holidays and high holy days, if any.

Last week saw them invite a squadron crew over to fly the machine. The crew, after flying an intercept sortie, decided that the machine was working quite well. Amazingly well, considering the circumstances, and the simulator has now been conditionally accepted by the Canadian Armed Forces.

Provisional acceptance does not, however, mean the end of all the tribulations for Sgt. Keryluk and his crew. The machine has been in storage for some years, and some of the modifications that were done to it while it was in storage left a little something to be desired. While these problems have been largely overcome, enough of them will remain to make life interesting for simulator techs.

All the improvements that have been incorporated into the improved model of the Voodoo have also been incorporated into the simulator and this too will create some interesting times for the techs. According to Sgt. Keryluk, it will be some time before the techs will be troubleshooting with the same carefree aplomb which marked their behaviour in the bad old days before all the improvements took place.

The operational effectiveness of the squadron has been greatly enhanced by the dedicated fashion in which these men have performed a difficult task.

A comprehensive training program is essential if operation effectiveness is to be maintained, and one of the best, and cheapest ways of providing realistic training is with the use of a flight simulator. However, for the training to be effective, the simulator must work something like the real airplane does. Sgt. Keryluk and his crew have been able to achieve this in the past, and it looks as though they have done it again. Well done.

MARCOM Logistics Chief Pulls Plug

Brigadier-General R.F. (Bob) Miller is "swallowing the anchor" and setting sail for the west coast. Now Chief of Staff Logistics, Maritime Command, Gen. Miller begins his retirement leave this month.

Gen. Miller is the senior "light blue" representative in a command that is considered by some to be "dark blue". "In spite of what some people might think, this command is not 'light blue' or 'dark blue' - we're well past that stage," Gen. Miller said.

He added that the combination of the air and sea elements, each with a complementary operational role makes Maritime Command the most challenging command in the Canadian Armed Forces.

"There's more varied military

points of view than in any other command in any western nation" the General said.

"Here, under one command, we have surface, subsurface, submersible, diving, rotary air, fixed wing... logistic... every type of operation that there is. The mutual understanding and respect between these agencies is superb. The command is an entity. It operates and functions as an entity."

General Miller's favorite postings were the command postings. "Command is what we're trained in and that's where the fun is," he said. "I've enjoyed all my postings but command positions are better than staff. But someone has to do the staff work. I'd give up a rank tomorrow to be a field commander."

Base Blood Clinic Aug. 3

A Blood Donor Clinic will be held on the Base at the Rec Centre from 1400 to 1630 hrs on 3 Aug. 71.

DND employees, dependents, and Service personnel not engaged in active flying duties and Air Traffic duties are requested to support this clinic.

Personnel engaged in active flying duties and Air Traffic Control duties shall not give blood donations without the prior approval of a medical officer.

No blood donations shall be made by aircrew of high performance or combat aircraft or by persons occupying cockpit positions or on-call status to perform essential flight duties. Exceptions may be made to permit personnel to donate blood from personnel of flying status who are assigned to non-flying duties.

WEATHER IS THE QUESTION

To Race Or Not To Race

By LT. JOHN MacDONALD

To be a contestant in an air race is a very challenging business. There are miles of red tape to cover, many pitfalls to overcome, and some really professional people to contend with if you plan on winning.

This was the situation of aircraft CF-DTS (No. 78) in the London-Victoria Air Race. DTS was flown by a young West Coast Indian named Rodney Dixon and navigated by 407's own Lt. J. H. MacDonald.

How do you get into an air race? Well, to start with, you probably need a sponsor unless

you are extremely wealthy, and then you fill out your application. Ottawa acknowledges your application and, by George, you are now a contestant. You sit back and let the whole idea of racing sink in and you start to visualize the steps you must go through to prepare. At that moment sheer panic sets in and you wonder what ever gave you the idea to even enter. Once you get over the initial panic, you can now sit down and start the ball rolling.

The first step is to rent an aircraft which has had a major overhaul within the last 50 hours. You must install all the required nav aids such as two ADF's, VOR, TACAN, DME, HF radio, and, in our case, a Loran. You are not required to have all the nav aids mentioned, but it is very wise. Now that you have a plane and equipment, you can take care of other details such as permission of the USAF and Danish government to use Sonderstrom, Greenland as an alternate. Permission from the Danish government is also required to land in Narssarsuaq and Kulusuk Island, Greenland. You must now obtain survival equipment, i.e., dinghies and mae wests.

All of a sudden you run into a stone wall. The MOT will not allow the Loran to be installed and require that a new licence be issued for the extra radio equipment. But hang on, with a little haggling and holding your breath, you convince the MOT to allow the Loran for only the race and they issue the licence. But they have refused to let you use the frequencies you have crystals for in the HF. Now the fun starts once more - what in hell are crystals, where do I get them, and how soon? You find out what and where but you also find out that the crystal maker is broken down and delivery cannot be guaranteed before July 1st. Great! More frantic phone calls and you end up locating the crystals you require down in Seattle and delivery is three days, so you arrange to have the crystals delivered to you in Ottawa. All of a sudden you realize the air gets pretty thin at 15,000

(Continued on page 8)

Reserves Go North

OTTAWA (CFP) - Fifty air reserve personnel from No. 3 Air Reserve Regional Headquarters and 402 (City of Winnipeg) Squadron face a series of demanding tasks during two weeks of operations in the Northwest Territories this summer.

Five Otter aircraft with 11 pilots and navigators will log thousands of miles surveying and photographing northern landing strips to determine their suitability for future requirements, and in keeping a watchful eye on seven servicemen from CFB Shilo who are canoeing down the Coppermine River.

Operations will involve navigation in an area of compass unreliability, lacking navigational and topographical aids, short take-off and landing situations and frequent unusual weather conditions found on the arctic coastline.

Colonel Jack Brown, commanding the headquarters, and Lt.-Col. Ernie Harris 402 Squadron Commander, will also arrange familiarization flights for young air cadets in Fort Smith, Yellowknife, and Whitehorse, and run a three day bush camp in survival techniques for administrative and technical personnel.

The Air Reserve will face most of the problems inherent in northern operations although boredom will definitely not be one of them.



FILLED TO HER GUNWALES with Sea Cadets from the summer training camp at HMCS Quadra, the Canadian Forces latest experimental hydrofoil vessel, HMCS Dobra throws a rooster tail high into the air during initial trials held this week in Comox Bay. Full details of the propulsion unit are still classified, but from observers on the scene have come reports that the vessel moves silently through the water and seems very manoeuvrable. According to a spokesman from the Defence Research Board, this type of vessel will be produced in large numbers as the unit production costs are projected to be quite low. He further explained that the power plant development costs had been relatively high but had paid off in a 100 per cent pollution-free unit.

WHALE COUNT MONDAY

Monday July 26 is Killer Whale count day. That is, when all sorts of volunteers and members of the Air Element will go out and count Killer Whales off the B. C. Coast. This is not the 407 Demon variety, but the actual ones that swim in the water. The Fisheries Research Board of Canada along with Washington State, Oregon, California and Alaska are co-operating in a census of the Killer Whales. Like most Canadian censuses, it will only take place on one day and that is the 26th July. Involved will be Maritime Pacific Command with VS 880 and Comox's own Whale Killer Squadron, the 407 Demons. 442 will be there to aid in this count but whether they will be adding for the computer or just sight seeing along Long Beach is still a question.

Those that deal with the sea along the Pacific Coast have been sent some of the 18,000 questionnaires prepared by mammalogists Michael Bigg and Ian MacAskie of the Biological Station in Nanaimo. These include the Fisheries Department, ferries, lighthouses, fishing companies and unions, airlines, tugboats, armed forces, RCMP and yacht clubs, including the one down in Esquimalt.

Other persons interested in assisting in this study can obtain a questionnaire from their local Fisheries patrol boat or by writing to Killer Whale Census, Biological Station, Nanaimo.

It is hoped that this study will aid biologists to determine whether the whales were seen by the same observers and the results will be used to establish how many permits can be issued to capture these whales for zoos and aquaria.

Yo Ho Ho and a Bottle of Coke

Once again the Comox Valley seems to be inundated with pygmy sailors. Everywhere one looks in downtown Courtenay the traditional bellbottoms and white tops of the RCN can be seen. While many of these sailors may be short on stature, they more than make up for it with their proud bearing and manner. The sight of their anxious faces would bring a nostalgic tear to the eyes of even the most hard-hearted of Captain Blighs. The source of this nautical sea of short sailors is of course, HMCS Quadra.

Quadra, or as it is known locally, Goose Spit, is one of the most coveted pieces of waterfront property on Vancouver Island. It could easily be compared to the Four Seasons property in Vancouver. The civilian population has long wanted the 'Spit' for a marina, and there is no doubt that if the Spit was put on the open market, large real estate corporations would have an open war with the Spit going to the victor.

Quadra, however, has been in the hands of the Sea-going branch of the Department of National Defence and its predecessors since 1911. It is not the most strategic Naval Base in the world, but it has incalculable value when it comes to the summer training of worthy and qualified cadets. The most money hungry promoter in the world would have to admit that the property is in good hands after a visit to the Sea Cadets Summer Training Camp.

The 'Spit' is the epitome of cleanliness and the entire area is festooned with signs in both French and English marking such nautical sites as the Wardroom, Ship's Office and the Dhoby. Coupled with smartly attired Cadets marching busily

(Continued on page 7)

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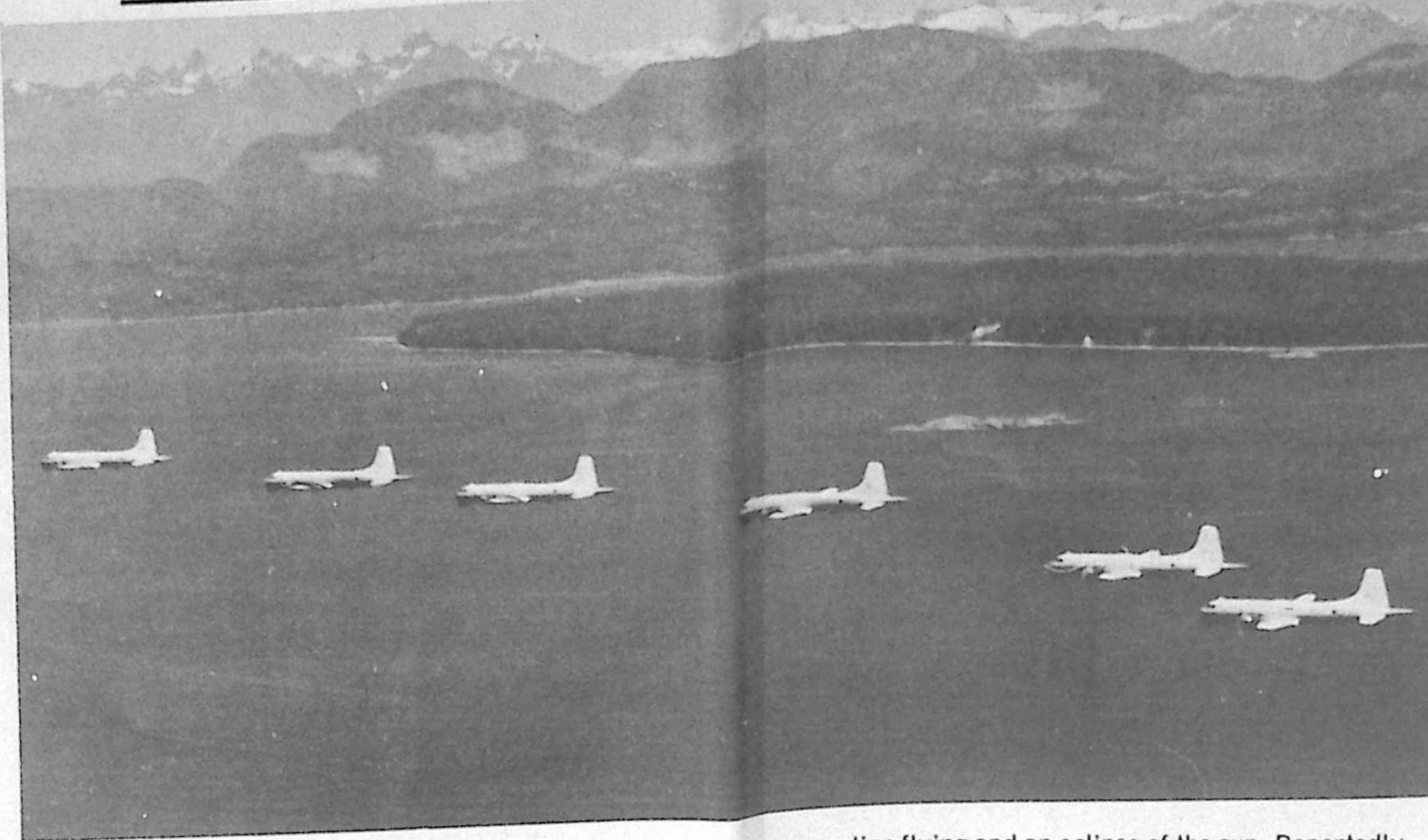
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AERONAUTIC FEAT OF THE YEAR



THE COMBINED MESS lost 80 per cent of its cooking capacity when these six stoves got airborne last Friday to give a final salute to L.Col. John Middleton, and welcome L.Col. Dave Haire with a spectacular example

SIX ARGUS LAUNCHED TO BID

407 Sqn. changes ownership

Pride was the watchword of the day last Friday upon the occasion of change of 407 Sqn. commanders. Lt.-Col. Dave Haire on a formally handed over the reins to Lt.-Col. John Middleton on a squadron parade. The pride of which I speak was very self evident and could be seen shining on many faces. First off, it is only a proud unit which would burn the midnight oil and work with the diligence required to turn out the entire Argus fleet to honour their commander with a flypast. Only the hardest of unfeeling hearts would fail to notice the pride shining in the eyes of Colonel John as he saluted the Argus flypast.

Pride was on the faces of all when the parade was inspected and then marched past in review. Who else but a proud unit would have put out the special effort to make the whole parade a success. The technical empire outdid themselves, first by getting out six birds "Ops A" and then by honouring the outgoing CO with a special presentation after the parade. Such shenanigans you'll never see again. The story of this presentation will be told in picture and word elsewhere in the paper.

The parade was followed by some cold beer, sherry for the ladies and coke for the kiddies all served in the hangar. After the hot parade it was welcome indeed. Lt.-Col. Haire was presented with some stolen property, namely a larger than life size "Snoopy" captured by 407 groundcrew in Australia.

The entire parade and related happenings was a monumental success and my congratulations to everyone involved.

Lt.-Col. Dave Haire has expressed the opinion that he is glad to be with us and I hope that we have shown a proper "Demon" welcome. I am sure that we have impressed Lt.-Col. and Mrs. Middleton with the sincerity of our fond farewell and with the many wishes for happiness and success in their future endeavours.

407 Tech Ramblings

Here we go again — another survey! We've just finished having a bash at secondary duties and moonlighting and now the subject is drugs. Next comes one to determine the cost, in man-hours and paper, of conducting these exercises.

Sgt. Carragher has finally cracked under the strain of added responsibility: he submitted his own name for the handing-over parade. His fitters are struggling along finishing their inspections after the riggers while it used to be vice versa. As a means of doubling the intervals between inspections, a far-out solution would be to use only one inboard and one outboard engine on each flight, then use the alternate engines next time up. Now, all we have to do is come up with a method for flying only half the airframe.

Ally Ashdown has a lost far away look on his face these days: possibly he's not too sure of the

wisdom of his decision to take his release at this time of mass unemployment. Speaking for myself, I'll stick around in the event that the cutting back process continues unabated, in which case I might even become Commander of Maritime Command. In the meantime, the moving companies are reaping their bonanza and those of us who are left will keep them flying so that you may sleep well at night.

MWO MacLeod gave this scribe a blast the other morning; apparently I persist in spelling his name incorrectly. Oh well, the Scots and Kippers never did get along too well but at least we are still on speaking terms since he proceeded to spin a tall yarn about sagging tired arms resulting from his having done battle with the three largest salmon in the salt chuck. Personally, I have a strong suspicion that he snagged either a sunken galleon or a soggy deadhead that was moving with the tide.

We must apologize and retract our last issue statement pertaining to Log Control and the local beaches: they state that they have been far too busy working on the golf course and other jobs to attend to their original assignment.

Still new faces arriving on the base and one of them reported here to pick up several feet of flight line for his section.

We notice that our barbers have all completed a recent hairdressing (styling) course. Think I'll trot down and have my bangs trimmed and possibly try a flip to one side as well.

The Repair Welcome Mat is out for three new arrivals in the persons of Cpls. Farquharson, Murray and Wallis.

In closing, we would like to express our deepest sympathy to the family and many friends of the late Charlie Keating whose sudden passing came as a great shock to all of us.

GUN PLUMBER'S CORNER

With our number one Fork Sharpener, Capt. Peigl, away on leave (possibly he's a member of the rescue squad that is out looking for Blackie Kellett), WO

Gord McMullen stands holding the plow handles.

We hear tell that Blackie took time out during his leave to haunt a house in Lindsay, Ont.

Jim Zotak is currently travelling the air show circuit. His primary duty is to demonstrate the proper application of 3M when using same as a moustache wax.

Craig Neufeld (he was only following orders) is newly returned from the electronics course looking as though he had been hit between the horns with something blunt. Don't worry, man, we all felt that way when it was over with.

Dubious Dwayne Schlamp will have the starring role as surgeon in the Very Rank production "Vasectomy of a Bomb Container." Sorry folks, viewership will be restricted to head-shed operators from Halifax and a few selected denizens from the left bank of the Rideau Canal.

Say, did you try fishing during one of our recent quickie storms? People, that was the first historical recording of white-caps in the bilge-water!

TORP TOPICS

What in Heaven's name has happened to the weather? Here it is July and we haven't had any summer weather to speak of yet. Some fellow on the radio has a theory that two huge pools of abnormally cold water somewhere out in the Pacific are producing cold air currents which, in turn, are disturbing the jet stream in the upper atmosphere. Thus the unseasonable weather we have been experiencing. Ed's NOTE. The Hood wrote this before summer arrived on 12 July. Too bad he didn't come up with this a month sooner since the Man Upstairs has obviously heard his plea.

Another successful torpedo exercise, with the submarine Rainbow as the elusive target, has just been completed and everyone involved in the operation undoubtedly benefitted from the experience.

Poor Denny Wickiam and Gerry Cook have yet to catch their first salmon of the year but don't despair chaps; you're bound to break the jinx sooner or later. Here's hoping that we can report limit catches for you both in the next issue. Wilf Whalen just caught his first west coast salmon, a 4½ lb. spring, and the big hog is bragging that he ate the whole thing himself at one sitting.



AWAITING DELIVERY of the box lunches which will be served on the table shown in another picture on this page are Capt. Bernie Roberts (L) and Col. Dave Haire. Capt. Roberts' job is to catch the falling flight lunch before it schmucks into a zillion pieces in front of the new squadron commander. (Canadian Forces Photo)

DEMON DOINS

LCol Dave Haire is now official Chief Demon. LCol Middleton turned 407 (VP) Squadron over to LCol Haire on July 16 during the handover parade, which unfortunately did not quite meet the drill manual standards. The Demons gathered in the Officers Mess on Saturday the 17th to say farewell to LCol Middleton and his wife and to welcome the new CO.

There were a number of presentations made Saturday night. LCol Middleton received a silver tray to serve drinks on and has promised to throw the old one away. As well as the tray LCol and Mrs. Middleton received a painting of an Argus plus a telltale photograph album of their stay in Comox.

Capt. and Mrs. Camilleri received two silver trays, one

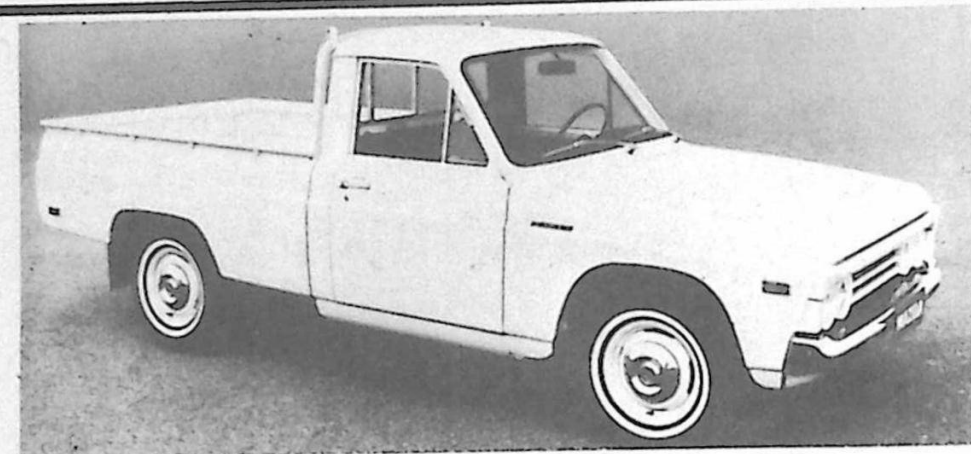
from the Base and one from the Demons to mark their retirement from the service. Maj. Ash the Demon BOOT major tried to hand the BOOT over to Maj. Earl Smith, who on spying the Gold Boot ready for presentation scampered off home. Those who saw Earl leave say that his wife had him by the collar and was heard to say "No old Boot for you tonight."

Crew 3 have been travelling around lately and entered into the spirit of the Saturday Night presentations by making a few themselves. The presentations were booty from Greenwood for the new CO — all that was needed to make a clean sweep of the East Coast was for the crew to bring 415s Swordfish. Capt. Bill Ainslie, on behalf of Crew 3 presented LCol Dave Haire with 405s Eagle and 449s Drinking Flag. Crew 3 also had 404s Buffalo but had this removed from them in Comox. Whatever happened to honor among thieves? Anyone who happens to notice an old Buffalo head skulking in the Comox area please contact Bill Ainslie — though it is rumored that the head is on its way to Australia along with the Drinking flag.

Crew 3 needed the crowbar to get them airborne on their last Hawaiian Loop. The only reason that the Crews go flying is that Ops is skilled in salesmanship and sells the crews on flying with their brilliantly prepared briefings. It is an achievement on its own to get Crew 3 to the Briefing Room.

Crew 2 with LCol Desko at the helm are off to Australia after months of preparation. Maj. Smith unfortunately could not accompany the Myths on the holiday trip as his presence is required in the area. The Crew 2

Continued on Page 3



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FAREWELL TO L/COL MIDDLETON



OK DAVE, I'll sign on this side and you sign over by that funny wax mark over there, then we will go and count the box lunches again, as I am sure Bill is not telling the truth when he says there are only 34 left. I counted almost 500 before the six Argus got airborne. (Canadian Forces Photo)

Medal For Middleton Marks Ceremony

The 407 Sqn. Technical Sections, with your forbearance, are taking this opportunity to honor you for the continuous interest and support you have given to us throughout your stay. This support has made our job very much easier and the added "horsepower" we have received from your position and prestige has been much appreciated.

It was not an easy thing to obtain a suitable presentation to you on this occasion. Our solemn intent was to have an "Order" bestowed on you. Our first endeavor was to have you bestowed as a "Knight Commander of the Bath." Unfortunately your wife was not able in good conscience to provide us with the necessary affidavit that you used such a commodity regularly, therefore our application on your behalf was rejected. The next attempt was to have the Order of St. John of Jerusalem bestowed on you in reward for the way you have kept the technical organization "patched up." However, as this order has religious affiliation and the Base Chaplain denies ever having heard of you, our application was rejected once again. Having run out of time, we decided to present you with a TECHNICAL ORDER - very similar to Flight and Section Orders, etc.

Having decided on this very coveted order it was necessary to have it suitably presented. We requested P.E.T. to come from Ottawa and do the honors but we were informed by a level 1 clerk

in his office that he was busy preparing for an election. Next we went to the C.D.S. but a Pte. in his organization advised us he couldn't come because he was busy worrying about his job on the outcome of the election. Next we tried various other Chiefs of Staff but they were busy running the Service.

As a second consideration we wanted someone who represented the Modern Unified Force because we know how strongly you support this and also we had to pay some tribute to Bud Chura and Pte. Clark in our organization. With this aim in mind then, we went back to pre 1927 and the old Canadian Tri-Service Spirit and, after much difficulty, were able to persuade that noted Canadian: Air - Brigadier - Rating McMullen to interrupt his retirement and make this presentation. Everyone knows, of course, that Air Brigadier Rating McMullen is famous for contributing nothing to Canada's Armed Forces in their formulative years.

The Air Brigadier Rating is assisted by his Aide de Camp, Left ELEVENENT (that's one better than a Left TEN ant) Norm McLeod and the new Unified Regimental C.P.O. Class 1 Harry Fee.

So, Sir, if we may proceed with the ceremony -
PARADE - ATTENTION
TRUMPETER - SOUND THE ADVANCE

(then) Air Brigadier Rating takes over and calls
PARADE - STAND EASY OR LAY DOWN
At this point, Col. Middleton was presented with a medal that is easily more distinctive than the CD, and one that will mean far more to him.

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L.COL. MIDDLETON has just received the newly created "Technical Order" which was specially minted for the occasion. From the big grin on his face, which he is trying in vain to conceal, it is obvious that he is very much delighted to become the first and only member of this exalted order. The rather extinguished gentleman on the left who made the presentation is Air Brigadier Rating McMullen who was persuaded to interrupt his retirement to place the order about the Colonel's neck.

DEMON DOIN'S

(Continued from page 2)

Myths are supposed to attend the AJASS School near Richmond in Australia to take the Joint Unit Course in ASW.

Capt. Leon Rushcall, 407s robust rascal of Maritime Command is leaving the Demon Den. Mind you, he is not going far and will still have the fate of 407 in his hands. Leon is off to Victoria and Marpac as the Staff Officer Air Ops, and Capt. Jim Creamer will be the new Senior Controller. Watch all the Jam Leon gets on now.

With arrivals and departures changes occur within the Squadron. Welcome back to Big Frank Creamer who is going to sit in the Deputy Dogs seat while awaiting MOAT. Tom Procter is off to Asacac. If the Deputy Flight Commander is the Deputy Dog, what does that make the flight Commander, Maj. Gus is going into Standards and it is rumored that Maj. Froehner will become the Flight Commander. With all these changes it looks as though there will be new Crew Captains soon.

Flight lieutenant Ray 'Red Rat' Running legally beat up Kamloops on Saturday July 10. Ray demonstrated to the people of Kamloops what an Argus can do in the air, and what they are missing by not living in the Comox Valley. After the Red Rats fine display in the Airshow the people of Kamloops will not be content with empty skies and will probably picket flying Phil to have the Demons moved to Kamloops.

Snoopy has returned to the Demon Den by devious route, as when he joined. Ptes. Copeland and Southward found the wandering Dog and returned Snoopy to LCOL Haire after the handover parade. Snoopy received a new set of clothes compliments of the

Squadron Officers Fund.

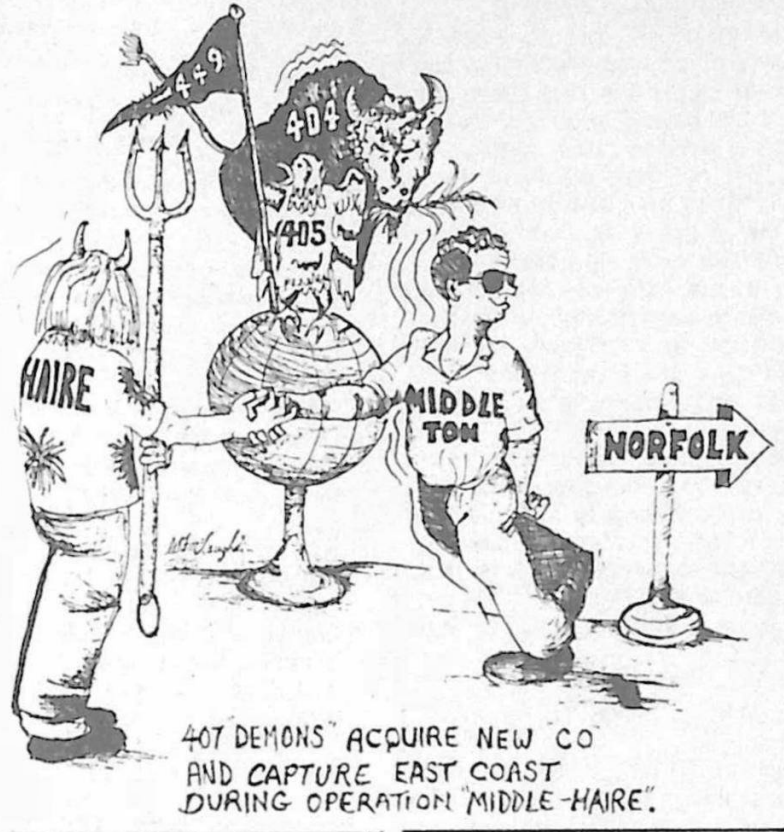
Capt. Bob Currie aided Snoopy with his new image, which accounts for Snoopy being so smart.

It is time again for the CFB Comox 6-a-side Soccer league. 407 aircrew, last years trophy winners will enter a team again this year. Lt. Joe Verner will be 407s Captain and Co-ordinator and hopes to carry on the tradition of winning the 6-a-side trophy, as they have done in 3 out of the last four years; they were runners up the other year. The Flight Commander has promised full co-operation and support this year, so that anyone interested in a few physical jerks combined with a little of the soft shoe shuffle should contact Lt. Joe Verner Crew 3, Loc. 308.

DEMON UNDOINGS
Crew 3 must take a prize in this

department for missplacing the Buffalo Head.

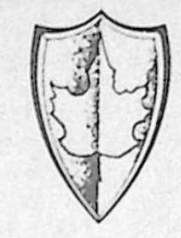
DEMON SOAPBOX
Drug abuse presents an ever-growing problem, and this is due largely to the lack of information. A great many offenders are young people, who in some cases have no knowledge of the after-effects of overdoses, and in others are afraid to seek help for fear of prosecution. There is now a program on Channel 12 (Bellingham) which should remedy this lack of information. There will be 22 weekly segments; on the different drugs and the ways in which they affect the human body. The program is called 'Drugs A to Z', and may be viewed on Channel 12 at 3:00 p.m. each Saturday. Two of these segments have been shown and the series will be rerun in the fall.



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MARPAC Centennial Regatta 71

This Friday, July 30, will see the biggest concentration of barrel chested sailors afloat, since the frigates left, to compete in the MARPAC CENTENNIAL REGATTA 71. More than a dozen units from the Command including CFB Esquimalt, VP 407, Second Destroyer Squadron Fleet School and every Ship in the harbour, will be vying for the Cock O' the Walk emblematic of superior skills in sailing and whaler pulling. This trophy was resurrected from the dingy cellars of CFHQ especially for this occasion.

At the time of writing, it appears that the "Crabbies" of VP 407 have the leading edge in preparing for this regatta. Rumor has it, that they think the whaler course is too short, only time will tell. Their doctor has his hands full removing splinters and treating soft blistered hands. In Esquimalt, only the Huskies from the YUKON have been

practising daily. Each afternoon a team of weary men and officers from YUKON stagger aboard exhausted from their pull across the harbour. The other units are no doubt confident of their ability to win without practise.

The Commander, Maritime Forces Pacific R. Admiral R.A. Leir has granted a Fleet Make and Mend to all participants and spectators. Refreshments stands for the use of the spectators will be located on the grounds of the Canadian Forces Sailing Association. The CFSA will also open its bar facilities for the duration of the Regatta. Boat rides giving a birds-eye view of all events will depart from the CFSA so bring your children along for a great day's outing. The Regatta starts at 12 o'clock and ends with the presentation of prizes at 1630 by R Adm. Leir. So lets see the whole Command out there to make this a truly memorable day.

SUPPORT WOMEN'S LIB

Let it All Hang Out



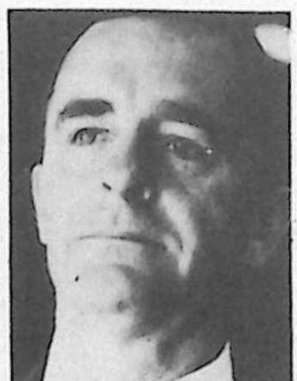
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EDITORIAL

The Things We Don't Know

Summer season is rumour season, or so it has lately seemed, and this summer has spawned an even greater crop of rumours than was the case in some of the more vintage years. Some of the rumours are pretty interesting. There is one, for example, making the rounds that says that servicemen will receive a raise of some scandalous per cent, but that they will no longer be allowed to moonlight. Another accompanying rumour is that there will indeed be a tremendously large raise, but that the thirty days leave will disappear. And so it goes. Most of our readers have probably heard these and better rumours, and they are offered not for whatever accuracy they might have but to illustrate the type of speculation which exists under the bargaining system currently used by the forces.

Most wage and salary earners in Canada have some idea of what sort of raise, or what changes in working conditions they might expect each year. But this is not so in the service. Historically, the changes to servicemen's wages and working conditions are made known to the serviceman and to the nation at the same time. Until the final package is released to the press, the serviceman has no idea what is sought, what is offered, or what processes are used to arrive at the decision. From this abysmal ignorance stems the flow of rumour, and from the flow of rumour spreads doubt. Doubt in the system, and doubt in the efficiency of those who are charged with conducting the negotiation on his behalf.

In other organizations, doubt in those conducting the negotiations would not necessarily be all that meaningful. If, for example, a GM worker feels that the union negotiating committee is not all that great, it might not destroy his faith -- if any -- in GM, nor might it lessen his will to work. The man doing the negotiating on the workers' behalf in a civilian industry is not the charge honcho. If he bungles his task, the worker might be more than usually oppressed, but the industry will still function to an extent.

The Editor Goes To School

The TOTEM TIMES has come to the end of an era. This issue marks the last time that Rhiney Koehn will have his name on the mast as editor. For the past two years, Rhiney has shepherded the paper past a variety of pitfalls, and has not allowed it to drop once.

When he took over, the paper was regarded as the standard-setter among service newspapers. Not only has he upheld that reputation, he has enhanced it. Over two years, he has taken editorial issue with a variety of topics, and his facile pen and clear thinking so impressed those in Ottawa that they promoted him to major on fond hopes that he would go away. To ensure that he would go away, they transferred him to Sandbag U., at Kingston, where he will spend the next year learning how to be polite to penguins, if such a feat is possible, or even desirable.

Rhiney's dett touch on the editorial page will be missed. His editorials always made the point without belabouring it, and did so with a light touch which ensured that the point would be remembered.

Happy Birthday, B.C.

One hundred years ago, B.C. joined the confederation that is called Canada. To achieve this aim, the federal government promised a railroad and a few other things that were thought to be far too expensive at the time. The idea of slinging tracks across a vast wilderness to connect with another chunk of vast wilderness was not thought to be the purest form of reason. But the men of vision persisted. Despite the obstructions, the difficulties and the hardships, the country was tied together. And because it was tied together, it tended to pull together. Slowly, being a Canadian began to mean something. The acquisition of B.C., by Canada, while not completing Canadian cartography, assured that it would continue to be Canadian. The United States, which had been looking northward on the west coast, began to look elsewhere, and the Canadian nation began to emerge.

Not The Best Dressed Yet

How can it be that the Canadian Armed Forces after all these years has not been able to adopt a selection of uniforms to serve all the functional and environmental needs of the service? What we have is a pot pourri of garments, borrowed or improvised, which may put a surplus dealer to shame but does little to identify its wearer as a member of a proud professional organization.

The new green uniform has received many well-deserved compliments from the public and has been well accepted by servicemen. But, it is a walking out uniform and under many conditions it is just not suitable. Witness the poor sweat wearing his dark greens, tunic included, at the local shopping centre nearby almost any Canadian Forces Base on a hot summer afternoon. This is a severe strain on loyalty if there ever was one. Unreasonable possibly, but what is the alternative, an open necked dress shirt with rolled up sleeves looks terrible. The new sport shirts now available are another half measure. The fact is we need a proper summer uniform; comfortable, practical.

Without a proper fatigue or working uniform a man resorts to wearing a wide variety of ill fitting, shoddy looking shirts and trousers worn in every conceivable color combination. Or on the other hand he wears the walking out uniform and after a day's work the uniform looks as tired as the man wearing it. A wash and wear working dress suitably designed would not only

In the service though, it is different. Those arguing with Treasury Board are not union negotiators, or others shunted off from the mainstream of command. They are the very persons who would exercise life and death authority over servicemen should the services be called upon to fight a war. Doubt in their abilities, bred by years of constantly speculating about projected changes to pay and working conditions would be pernicious.

Conditions have changed dramatically from those which prevailed in earlier and perhaps simpler times. Years ago, it was permissible for management, or ownership to lordly hand down whatever it thought was a fitting reward for the labours of its workers. Often the workers were not consulted, and had no choice but to accept what was offered.

But times change, and this type of approach is no longer successful. Better education, widespread exposure to television and wider travel opportunities have combined to produce a more sophisticated worker and a more sophisticated serviceman; one who likes to have a voice in his own affairs.

What, for instance, do servicemen want in the way of pay and working conditions? What do they think that those who negotiate on their behalf should strive to attain? Many servicemen feel, with some justification, that no one has asked them these questions. They also feel that they are not part of the process that determines their pay and their working conditions.

What they do want is some system that will enable them to feel that they do have a voice in their pay and in their working conditions. They also want some foreknowledge of what benefits are being sought each year.

From the sidelines comes the siren-song of those who would unionize the service. They are offering to provide that type of service for servicemen. Can the service find a way of doing it, or will it go by default to the unions?

Let's hope we can find a better way ourselves.

During his tour as editor, he has had to weather a few storms. Some of the articles carried during his tenure raised the hackles of some reasonably senior people in Ottawa, causing Rhiney, one week, to print under the banner head, "The Aerospace Age Newspaper -- We Get a Rocket a Week." But the rockets came in reply to salvos that the paper had fired, and tended to illuminate the fact that the paper was fulfilling its function of two-way communication. It helped carry the word down from on high, and it also helped carry the word back up from the hangar floor, which is equally important in this day and age when people tend to gain the impression that they are but small cogs in an increasingly impersonal machine.

So 'tis with heavy hearts that we bid farewell to Rhiney, especially when we realize that the next editor will be Bob Merrick, whose mercurial assaults on the English language will be remembered by the more long-in-the-tooth Comox residents. The best wishes of all those on the TOTEM TIMES staff go with Rhiney as he leaves for his year among the aliens.

because the old motto of "From sea to sea" was now a physical reality.

The men who pushed the country into this madcap scheme did well, and it is well that we pause this week to remember them. They were, for their vision and for their dreams, roundly exoriated in many corners of their world. But they would not give up, and among them, they built a foundation for a nation. They have left us a tremendous legacy indeed, and we shall be forever in their debt.

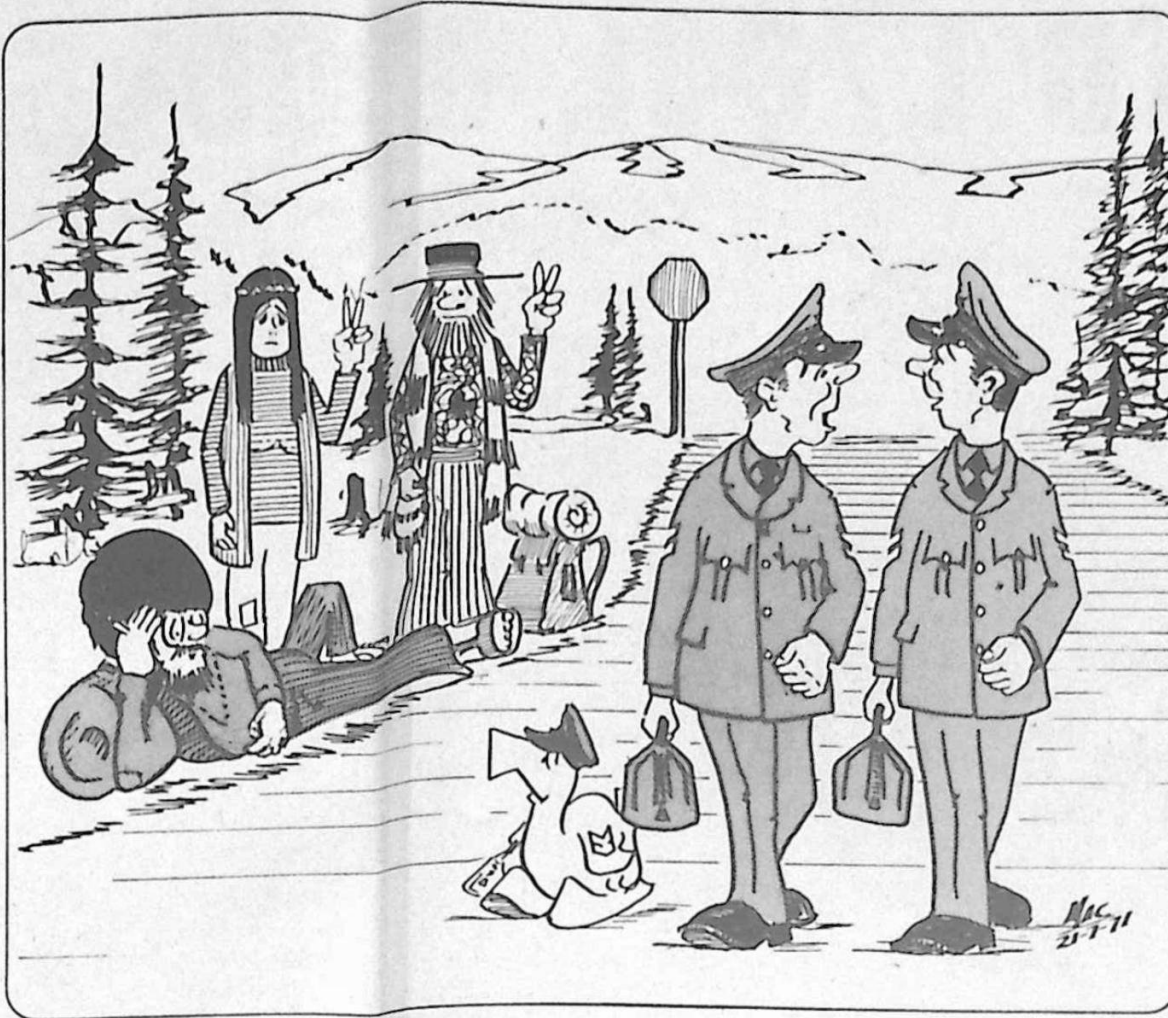
Centennial celebrations may well be a lot of froth and frolic, but over-shadowing them are the deeds of those who built the country when most people thought it could never be done.

One hundred years from now, will our descendants look back upon us in similar fashion?

solve this problem but could be sufficiently presentable as to be worn off Base. Despite the considerable activity by our forces in tropical climates the order of dress varies from so-called tropical shorts, rumoured to be on lend lease from the Gurkhas, to a smart looking improvisation on the USN white summer uniform to ... yes, you've guessed it, the good all purpose greens. Enough said.

At some bases, where in winter no brass-monkey has been known to tread, servicemen are permitted to wear a type of parka and other apparel best described as rejects from the Klondike gold rush. Meanwhile our compatriots from the south arrive on base appearing to be not only warm but comfortable in their winter finery, making our hardy defenders of the north feel left out. A warm, lightweight parka and trouser outfit designed to provide a maximum of mobility for the wearer so he might do his job in comfort is needed for cold weather operations. The need is all the more urgent in the light of the increasing commitment to northern operations.

There are benefits to be gained by the service for providing a suitable selection of uniforms to its members. A man who is comfortably clothed for the job no matter where he is working or what he is working at will perform better. A positive move in this regard could only improve morale and the Canadian serviceman will look like the credit that he is to his country.



Remember when hitch hiking was almost a respectable art?

Paint Without Poverty

Painting in and around your home can be easier than you think and for consumer savings is still the cheapest, quickest and best way to achieve a fresh look. Almost any room can be changed with an investment of only a few dollars.

Consumers' Association of Canada suggests that if you are not too knowledgeable in this field, your paint dealer will give you all the information you require on accessories such as brushes, rollers, putty, edgers and so on. But before you go to the dealer, measure the area you are going to paint and ask him to estimate how much it will require. He will be able to give you a closer estimate than you can arrive at yourself.

One point to consider: if the estimate should come to three quarts, it might be wiser to buy the gallon for the few added cents it will cost for the extra quart. It will come in handy for touchups as the next time you go to buy the paint it might be a different batch and slightly different in color.

An executive of one of the world's largest paint companies once said "We do not make money on the paint we sell, but rather on the paint the consumer wastes." So a real money-saver is to be sure to seal the left-over paint properly. Clean the rim and lid of the can thoroughly with whatever solvent is recommended and seal it, gently tapping the lid in place with a

hammer. Store the can upside down. By following this procedure, even enamel should remain in excellent condition.

The best single piece of advice is, read the label before you apply the paint. The label directions are not advertising. They are written for a purpose and for your information. The Canadian Paint Manufacturers Association suggests every instruction be followed to the letter if you want a beautiful paint job and offers some guidance for do-it-yourself painters.

Don't jump in without first making the necessary preparations. Fill all cracks in plaster walls with spackling material, using a putty knife, a kitchen knife or a versatile finger and thumb. When the patching is completely dry, sand the surface smooth and dust your walls thoroughly.

To make your painting easier, remove all hardware and light fixtures from the room and cover with masking tape. Kitchen and bathroom walls should be washed with household cleansers to remove dirt and grease. Cover all floors and furniture with dropcloths before painting because a few splatters are inevitable. Now you are ready to apply the undercoating or primer.

By dipping the bristles of your brush no more than one-third of their length you can minimize clean-up problems. Save yourself extra work by wiping with a damp cloth before the splatters dry.

Start with the ceiling and work across the width of the room, so you can begin the second lap before the first has dried. And remember -- don't try to move your ladder with paint or tools aboard.

Now begin on the walls and watch your room take shape. Start at the upper left hand corner and work down toward the floor. Follow this order whether you are using a brush or a roller. Finally, tackle the woodwork. A round one-inch brush is handy for the window sash; a two-inch brush makes painting the trim a simple affair. When you paint panelled doors it's a good idea to coat the panels first then the centre rail. The top and bottom rails come next, then the vertical stiles and edges last.

As soon as you are finished, clean up your brushes and tools so they will be in good shape for your next painting spree. Good brushes are a wise investment but must be cared for and should be cleaned and stored carefully. CAC reminds you that there are certain dangers in connection with painting. Virtually all solvents used with paint for thinning and cleaning up are toxic and highly flammable. These must be kept away from children. It is advisable to dispose of all paint rags immediately but at least spread them out to lessen the danger of spontaneous combustion if you haven't finished your painting and want to use them again.

Massive Aid Effort Needed In Pakistan

Five and one-half million refugees! THAT'S ABOUT ONE-QUARTER OF THE ENTIRE POPULATION OF CANADA!

Five and one-half million refugees! Victims of what one observer has described as "the greatest tragedy of the century."

The suffering of the East Pakistani refugees in India defies description. Nevertheless, we shall try to present an accurate picture of the conditions under which these tragic people are living.

Picture, if you will, thousands of people standing in the freezing rain of the monsoon -- people without shelter, clinging to trees to protect themselves from the driving rain. Picture the trees -- stripped bare of leaves and bark as cold and hungry refugees struggle to find a tiny bit of fuel. Picture people, in lines as far as the eye can see, standing silently and patiently waiting for a single cup of milk. Picture if you can, the unbelievable squalor and filth of a camp that is without proper latrines after it has been flooded by the waters of the monsoon. Picture the misery of the old as they die without medical attention -- or, if they live, their despair as they watch their children and grandchildren succumb to dysentery, cholera, death!

It is an ugly picture. It is a picture that is hard for Canadians to visualize. Few of us have endured horror of this kind. But even if we cannot grasp the entire picture of their misery, we can understand enough to know that we must help -- and we must help now!

Nine major organizations have launched a Combined Appeal for Pakistani Relief:

Canadian Catholic Organization for Development and Peace
Canadian Council of Churches and its member churches
Canadian Red Cross Society
Canadian UNICEF Committee
CANSAVE Children Fund
CARE of Canada
OXFAM of Canada
United Nations High Commission for Refugees
World Vision of Canada

Massive efforts are being made to raise money on the local, provincial and national levels -- because information from the Indian Government and agency church representatives in location indicate that cash is the quickest, most effective method of assisting the refugees.

That money is needed desperately -- and it is needed NOW. Can you help?

You can contribute through the participating CAPR agency or church of your choice. You can donate through any chartered bank in Canada. Or cheque or money order directly to COMBINED APPEAL FOR PAKISTANI RELIEF, Box 1000, Station F, Toronto 5, Ontario -- or Box 200, Station H, Montreal 107, Quebec.

Consumers Groups Answers Questions

Here, for light, summer reading, are some questions and answers that seem to keep cropping up as consumers everywhere in Canada continue to communicate with us.

Q. Can an ordinary household teaspoon be used to dispense liquid medicine?

A. Household teaspoons and culinary measuring spoons frequently vary in volume. The most accurate method of ensuring a proper dose for liquid medication is the use of a calibrated glass or plastic medicine cup which has the various graduations marked on it. For purposes of drug labelling a teaspoon dose is considered to be equivalent to a volume of 5 cubic centimetres.

Q. How does the food value of

white bread compare to that of whole wheat bread?

A. Most white bread sold in Canada is made from enriched flour containing added thiamine, riboflavin, niacin and iron in amounts specified by Food and Drug Regulations. Consequently the food value of white enriched bread compares favorably with that of whole wheat or cracked wheat and in fact may contain more calcium, thiamine and riboflavin.

Q. Are all food additives laboratory chemicals?

A. Some food additives are derived from foods. For example, lecithin which may sometimes be used in processed foods as a preservative is derived from soybeans and corn.

Q. Why do the Food and Drug Regulations permit the addition of vitamin A to skim milk?

A. Skim milk is milk from which most of the milk fat has been removed. In removing the milk fat, vitamin A, which is fat soluble is also removed. To compensate for this loss Food and Drug Regulations permit the enrichment of skim milk with added vitamin A.

Q. Food products are packaged in many types of containers including those made from wood, paper, glass, plastics and aluminum foil. Is one type of container safer than another?

A. Food packaging materials vary with the nature of the products they contain. Food and Drug Regulations specify that "No person shall sell any food in a package that may yield to its contents any substance that may be injurious to the health of a consumer of the food." Inspection and scientific analysis ensure that this regulation is being carried out.

Q. Are there calorie or sugar reduced foods and drinks available for diabetics or others who might require them now that cyclamates have been banned?

A. Soft drinks containing saccharin or a saccharin-sugar mixture are now available and a declaration of the contents appears on the label. Canned fruits suitable for use in carbohydrate or calorie restricted diets will soon be marketed.

Letters to the Editor

Who Moved The 707?

Dear Sir:

Last week, the time set for the departure of the 707 was advanced by 2 hours without a great deal of notice. You guys are supposed to be in the news business, yet did you say anything about it? All we got from you was a suspiciously cheerful story about the collapse of some tombstone in Trenton, which didn't mention the collapse

of those who got to their local AMU to find their airplane gone. What are people trying to do? Show that our airplanes can run just as empty as those operated by the airlines? I know a guy that almost missed the flight that would have connected him with Cape Dyer. Imagine how broken up he'd have been.

T. Ardie
Master Captain

He's Not Teed Off

Dear Sir:

I am sort of wondering about the operation of your golf course these days. Apparently your committee hasn't been told about the advent of daylight saving time, because the last time I went out to pay my green fees, the attendant had vanished, a feat she performs each evening at a very early hour. Although the clubhouse is open, there is no

way to rent clubs or pay green fees, and one hesitates to grab the clubs and hustle out onto the course for fear of being bagged by a marauding MP. (Not the hot-air bearing kind, but the tommy-gun bearing kind.) As it doesn't get dark until about 9:00 P.M. (that's 2100 to you), why can't the attendant be kept around until then?

G. Oliver

The Sharpy at the Gas Pump

Dear Sir:

In the last issue of your esteemed fish wrapper you carried an editorial about some newfangled kind of uniform that those hard-working people in CFHQ have designed to be worn by groundcrew participating in this year's major air show. I gather from the tone of your editorial that you were not in favor of the uniform, which is all right because you are entitled to your opinions, however half-baked they may be, but I thought

that you went one step too far. You said, "... And what will they see? A bunch of service station attendants, and not particularly distinctive ones at that."

Of all the audacity. We service station attendants have a sharp image, unsullied by any duck hunter hats, or furnace repairman shirts. Who do you think you are, you wiseacre? Next time you come in, I'll spill gas on your fender.

Gar Ageman


Sees Through Our Centennial Ruse

Dear Sir:

The end is in sight, you sloth. For innumerable years, you have been filling your paper with the outpourings of dozens of Centennial committees. Not an issue has passed but that you haven't grabbed gratefully, as a drowning man to a straw, to some long treatise put out by some Centennial group that has found a new way of being one hundred years old. For years, Centennial thing have filled your pages, sparing you the work of writing anything yourself. But soon, soon, you will be doomed. Even here in sunny B.C., where every year is a Centennial year, there is a dwindling interest in things Centennial. Our pioneers are by now so weighted down with Centennial medals that they

can scarcely move. Our legislators have handed out so many of them that their pinning-on fingers have become calloused. And you editors have batted on this. But mark my words, the end is coming. What will you do for fill next year? How will you cover all that uninteresting white space. Will you have to resort to that trick, so beloved of EO writers, which says, "This space intentionally left blank"? I'm waiting to see how you react to this challenge, because I've suspected all along that Centennials were nothing but a trick played by editors of the nation, to help them fill the large spaces which overzealous advertising salesmen had made possible.

S. Keptic



TOTEM TIMES

Read in the best news in the Canadian Forces

Published on alternate Thursdays, with the kind permission of Col. G. H. Nichols, Base Commander, CFB Comox
Printed in Courtenay by Comox District Free Press

EDITOR: Maj. R. H. Koehn (Loc. 409) EDITORIAL STAFF: Capt. R.E. Merrick (Loc. 409) Sgt. H.E. Miller (Loc. 461) SPORTS: Cpl. Gord Palmer (Loc. 365)	DEPUTY EDITOR AND CARTOONIST: Cpl. L.G. McCaffrey (Loc. 377) CIRCULATION: WO J.A. Sopp (Loc. 474)	BUSINESS MANAGER: Lt. Gary Soule (Loc. 410) ADVERTISING STAFF: Lt. P. Lafleur (Loc. 308) Lt. J. Anderson (Loc. 308) Lt. Barry Watkin (Loc. 410)
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Inquiries may be directed to Cpl. McCaffrey at Local 377. Advertising: Lt. J. Anderson, Loc. 308 or 339 3804.

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by Mac

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THE PAUSE THAT REFRESHES



NOTIONS 'N' THINGS

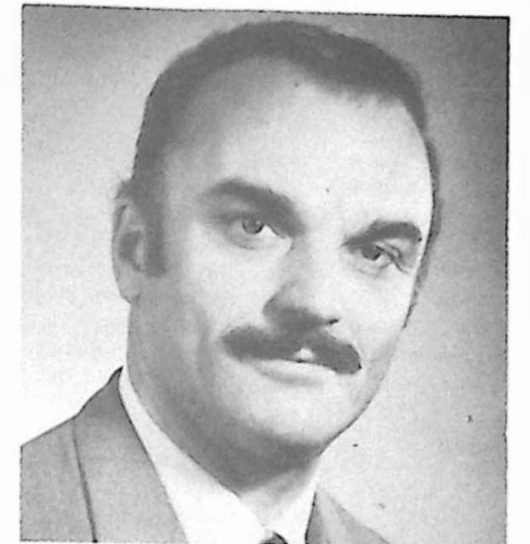
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COMOX CANADIAN FORCES CREDIT UNION ANNOUNCES

MILITARY CREDIT UNION CREST CONTEST

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

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

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

AWARDS

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

entry form

MILITARY CREDIT UNION CREST COMPETITION

NAME

ADDRESS

CITY or TOWN

CREDIT UNION PROVINCE

PLEASE NOTE:
Entries will only be returned if a self-addressed, stamped return envelope is enclosed. All other entries become the property of the Executive Committee of Military Credit Unions.
I herewith enter the enclosed crest as my own personal work.
Signed Date

For office use only Entry No.

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Pipers Pollute R'cliffe Air

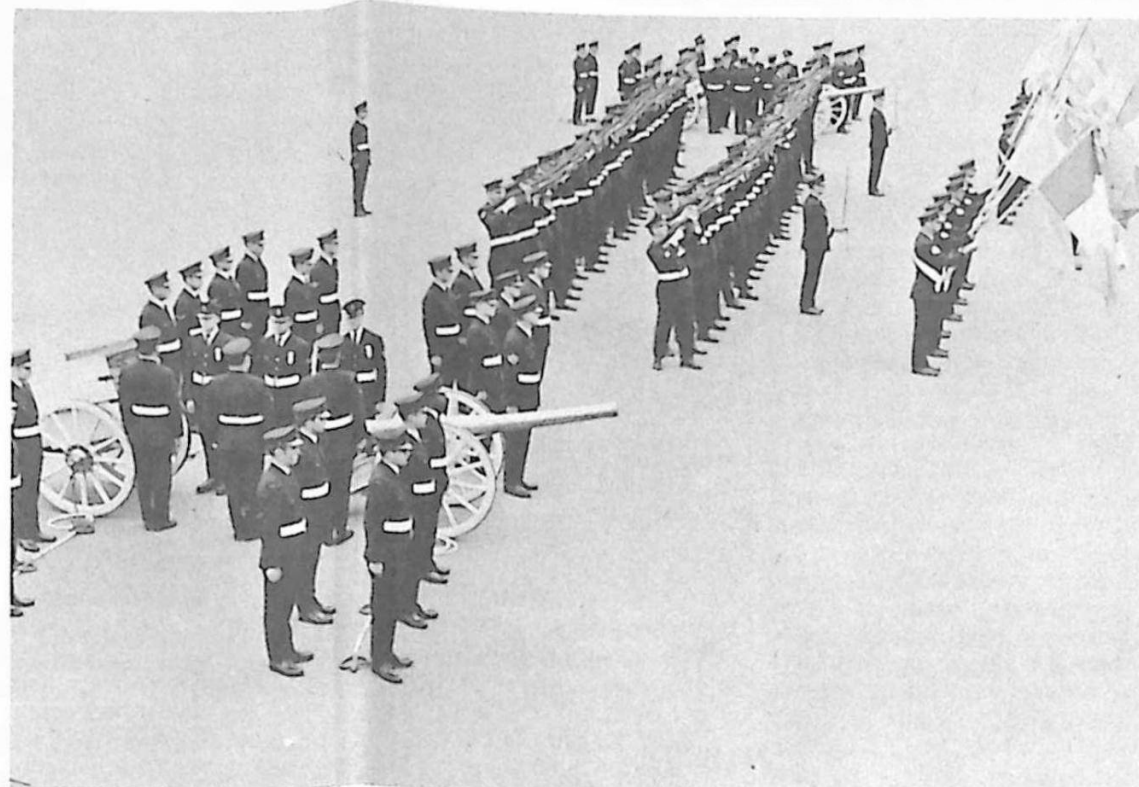
OTTAWA (CFP) — Selected pipers and drummers and 13 land and air reserve units of the Canadian Forces will participate in a unique training course in Ottawa during July.

Each week during the month 30 bandmen will attend the pipe band school at CFB Rockcliffe to upgrade their proficiency under the tutelage of Pipe Major A.M. Cairns and Drum Warrant Officer J.B. Kerr of the Rockcliffe air element pipes and drums.

Described as a pilot training course, the project marks the first time that a school has been established for musicians from pipe and drum bands of reserve units from coast to coast. Previously only school for reserve musicians from brass and reed bands had been established.

The course will consist mainly of classroom work and is designed to upgrade the musical proficiency of the individual in line with recently published trade qualifications for pipe and drum bandmen.

Attending the final week's training will be pipe-majors, senior pipers, drum-majors and lead drummers. The class will attend the North American band championships at nearby Maxville, Ont.



FLAG CEREMONY IN COMOX AUG. 14

A unique military ceremony will be performed throughout British Columbia as a major contribution by the Canadian Armed Forces to Centennial '71 celebrations.

Announcement of the "Ceremony of the Flags" performances in 14 areas of the Province was made jointly by Rear-Admiral R.H. Leir, Maritime Commander, Pacific and Mr. L.J. Wallace, General Chairman of the British Columbia Centennial '71 Committee.

"This ceremony, a distinctively Canadian Pageant, pays honor to the flags of Confederation and seeks to exemplify the unity they represent," said Admiral Leir.

Mr. Wallace called the Ceremony of the Flags an "outstanding contribution" to Centennial year. "Members of the armed forces are adding greatly to the total involvement of British Columbia citizens in this historic year," said Mr. Wallace.

For three weeks, commencing July 20, the 100th Birthday of British Columbia's entry into Canadian Confederation, 160 personnel of the Canadian Armed Forces will take part in this salute to the Province and the Nation, for which there is no admission charge.

The Ceremony of the Flags is performed by a Color Party

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Mountain Guide Yukon "First"

WHITEHORSE, Yukon — Canada's Yukon Territory has some of the most spectacular and some of the highest peaks in the world. And at least one Yukoner is determined they will be shared with persons from outside the territory.

He's Monty Alford, long-time resident and internationally-respected mountaineer, who has recently formed "Yukon Expeditions", a guide service which is the first of its kind in the territory.

Beginning this spring Alford will, for a nominal charge, guide expeditions into the Yukon's rugged mountains — the most famous of which are in the St. Elias Range.

The St. Elias contain such renowned peaks as Mt. Logan, the highest in Canada and Mt. Kennedy, named after the late U.S. president.

The St. Elias, says Alford, "are just one step away from the Himalayas". Mountaineers from around the world — Switzerland, Germany, Spain, Japan, the U.S. — climb them as the final stage before taking on such challenges as Mt. Everest.

Alford also points out the St. Elias offer advantages found nowhere else. These include very long daylight hours during the northern summer, sparse vegetation around the approaches to the peaks and the combination of rock as well as ice and snow climbing.

"Yukon Expeditions" will supply basic equipment in the

form of tents, cooking gear, ropes, ice axes, food supplies and, where necessary, kayaks.

Participants, says Alford, are expected to be equipped with items of a more personal nature.

Trekking tours may be selected to suit the customer's time, but most tours offer expeditions of a minimum of four days.

Costs vary slightly with expeditions but the charge is most likely to be \$65 per day for a single person; \$110 per day for two persons and \$50 per day for each additional person to a maximum party of four.

In cases where air support is required this, of course, is an additional charge.

Alford states he expects to be drawing from a somewhat select field.

Potential customers for anything but the easier hiking tours must be relatively experienced and physically fit to take advantage of his service.

Voodoo Nuts, Bolts and Volts

By PAUL KLEM

Last week the BAMEO had a gathering of the clan. After leaving the office the following people were on cloud "Nine."

Sgt. George Allen of the I & E Section was promoted to Warrant Officer ("Min" Class). Those T.D. trips east finally paid off for our "George."

Sgt. Ivan Cheverie of the RST Avionics section was also given his "Mini" Warrant.

Sgt. Al Joynson of the "Bathtub Squadron" had to be called in from the salt chuck to be presented with his "Mini" crown.

Cpl. Russell Parker from workshops finally made his third hook—19 days short of 20 years of faithful service. Our heartfelt congratulations to those that made it and our condolences to those that didn't including myself. As a matter of fact I wasn't even invited to the presentation. I just happened to be walking by when I heard all the excitement and commotion.

I must apologize to the 407 Salmon Derby Committee for some statements I made in the last issue. It appears I was misinformed and got only part of the story. The winners were strictly legitimate under the circumstances. It just goes to show that writing for the Totem Times isn't all fun as some people think it is.

I also goofed on Sgt. Bill Duncan's retirement date. He informed me that he volunteered to stay another year now that his only worry is chasing up IORs and Code I demands. Our friendly Supply Section will have to issue Bill an extra pair of heavy duty shoes for all the running around he is doing. It has one good aspect though, Bill will be in good shape when he gets out next year.

Sgt. Ron Duncan of the I & E is the man that's ticking off the days on his calendar.

Last week was a real bee hive of activity, we even had the privilege of personally meeting the new BTSO Lt-Col Anderson who expressed his delight at being posted to CFB Comox from CFHQ.

Lt-Col Anderson will be replacing Lt-Col R. N. Smith who has been with us since Feb. 69, and has been instrumental in various Base improvements, the Teepee campsite, the beach house, picnic site and the golf course just to name a few. The final straw that sent Lt-Col. Smith on his way to CFHQ was the golf tournament challenge with the Corporals. He offered to buy drinks to anyone who beat him.

He apparently miscalculated on that one and figured on only a few but when 14 Cpls beat him, that was just too much. He decided to head out where competition wasn't quite so keen. Our best wishes go with Lt-Col. Bob Smith. I'm sure Lt-Col. Anderson will enjoy the same wholehearted support from the base personnel as did Lt-Col. Smith.

We extend a warm welcome to the new additions to the BAMEO organization. From CFB Gimli we have MWO Buzz Fay, Cpl. Ron McRae and Cpl. Gerry Ness. All T Bird experts.

Sgt. Lorne Liston from 442 Sqn., decided to move to 409 Snags and Servicing where the action is. Welcome aboard fellows and join the rest of the happy crowd.

We offer our deepest sympathy to the family and friends of Pte. Glenn Colledge who was killed in an unfortunate car accident near Kamloops while returning to base from the Calgary Stampede.

Pte. William Brown who was with him fortunately escaped serious injury.

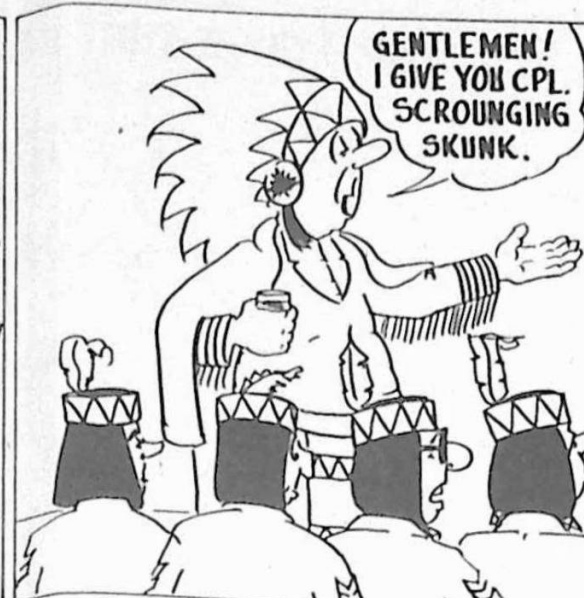
I watched the performance trials of Miss Per Ardua the other day in Comox Bay.

The boat seemed to perform very well. There's no doubt that the boat itself is in top shape and as good as any, and probably better than most that will be entered in the annual Nanaimo Vancouver Bathtub race.

UNISKINS by mac



CORPORAL BRAVES WE ARE GATHERED TONIGHT TO BID FAREWELL TO A FAITHFUL BRAVE WHO HAS TOILED LONG & HARD WITH ONLY THE INTEREST OF THE TRIBE AT HEART. HE HAS GIVEN THE TRIBE HIS ALL EVER WILLING TO HELP OTHERS LOYAL, RESPECTIVE, VIRTUOUS, SOLID DRINKER & ALL ROUND GOOD CHAP.



NIGHTHAWKS NEST

The past couple of weeks have seen a host of farewell parties in honor of those who are departing the squadron this summer, which seemingly includes almost everyone. The highlight of the festivities was a mixed party last week, for which officer Elphick and his entertainment henchmen deserve great credit. Also worthy of note was the cow that gave up so many steaks for the greater enjoyment of the party.

Guy Sullivan has returned from leave, and relates that he had a harrowing experience. Guy, who is rather sensitive about being confused with the Comox beacon, had purchased a bottle of guaranteed hair restorer; the sort of stuff that is supposed to grow hair on eggs, rocks, radar bubbles and freshly waxed floors, none of which Guy happens to have, but hope springs eternal. Anyway, Guy opened the bottle, one which had been specially built for marketing in Newfoundland, and on it was printed the legend, "open other end", in Newfoundlandese, which Guy cannot read. Consequently, he opened the wrong end, applied the resulting torrent of hair restorer, and sat back to wait. As he had hoped, the stuff worked, but as he had poured it out the bottom of the bottle, the hair grew out of the bottom of his head, producing the finest beard this side of the Hornby Island Hippy Haven.

Unfortunately, the beard did not survive his return to CAC, because it kept jamming in the complex phone system they use in there to tell callers that 409 is not responsible for all that noise.

Major Mac and Ernie Poole went to Summerside last week, and Uncle Ern's memory of what is where on the island apparently is not as infallible as one might expect. It seems that Major Mac, who has never been closer to the island than listening to Don and his mess of islanders, had to take over the navigational chores to enable them to find the airport, which takes up most of the island.

One would also be compelled to suspect Ern's navigation on the ground as well. By his own account, they had to drive 80 miles to reach the airport prior to setting out on the return journey to Comox, and the only way one can do this on P.E.I. is to cross

over into New Brunswick and use some of their territory.

Hugbert has bought himself a second car, but he is having some trouble breaking it into Fischer family service. The car's previous owner was the Protestant padre, who spoke to it in the quiet, gentle tones used by those of that calling. The car, obviously, has had some shocks since it has moved to Hugh's driveway, and it can now be identified because it is the only car in PMQs with its fenders held tightly over its ears.

Major Bob, that crafty old horsetrader, was only too pleased to offer a helping hand when B flight pleaded a paucity of navigators. With suspicious alacrity, he traded off Rudy Withoef, who worked for two days and promptly went u/s. Major Bob piously swears that he knew nothing whatever about this, but one wonders. Maybe his shrewd trading sense could have been used on the tombstone.

The CAC has undergone some changes, apart from Guy Sullivan's goat. Harry the Red has departed for Semeterre, where he will be programming the computer for this and that. With Harry programming it, all the turns will undoubtedly be late. Replacing him is Mike Pollard, whose comments on this turn of events were rejected as too strong to print by the Georgia Straight. Corporal Jack Langille has come in to take messages, tell fibs, make indecipherable grease pencil marks on the flying board and keep the ops officers straightened out. Fulfilling the same function on a different shift will be Corporal Scotty Duncan. Scotty left the CAC a couple of years ago, and is still ecstatic about being transferred back. Welcome aboard.

Harry Chapin has returned from the survival course which was held this time at Goose Bay, because there are ever so many more black flies there than there are at any civilized place. Harry took advantage of the enforced separation from his razor to grow what might loosely be termed a beard, if some more accurate person doesn't term it a black smudge. Harry succeeded in not being carried away by any black flies or mosquitoes either, so he is deemed to have passed the course.

Continued on page 8



THE LANDROFIL, the multi-purpose vehicle that will replace the ill-fated hydrofoil as the force's newest all-use vehicle, blasts out of Comox Bay and heads for the base, where it will take off from runway 29, do three orbits, and identify a submarine in downtown Bowser. Moving on its specially prepared skids, the vehicle can top 30 knots on water, and .003 knots on land, unless it is raining, in which case it utilizes surface tension to move than triple that speed. (A MacPhoto)

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THE SECRET WEAPON IS UNVEILED at a little known launching site in the Quomoxxe valley, where these three gnomes have been slaving for some time to build a suitable vessel to scupper all comers in the Nanaimo-Vancouver bathtub race. Reportedly, the driver is a distinguished pilot, one who would feel lost without a propeller to whiz him about the blue. A casual observer would believe that the rig is backward, but it isn't. The propeller pushes the craft through the air four micrometers above the water. (Canadian Forces Photo)

TUB ON TIME TRIALS

The Base entry "Miss Per Ardua" No. 49 in the Nanaimo Vancouver Annual Bathtub race is in its final stages of preparation. The latest performance trials have been kept secret due to the unusual powerplant that is being readied for its final performance test. Although we haven't seen it perform, we have reliable information that it will pass anything on the water. This

power plant was secretly assembled by the Jet Engine Maintenance Shop personnel, working on their own time. These men cut their teeth on high performance engines for supersonic aircraft.

The chief engineer and co-ordinator for the bathtub squadron is Major Ron Thacker. Lt. Tony Ravenda has also been following through on all the stages of development and trials

with WO Al Joynson.

The construction of the Super sonic tub was the work of Mr. Len Willing, ably assisted by Cpl. Bill Onyett of the refinishing shop, also Cpl. Bram Avery and M Cpl. Ted Henn from Workshop. The above team put together one of the finest performing tubs on the water, all on their own time.

Sail-in In Sept.

OTTAWA (CFP) — Sailors from all elements of the Canadian Forces will get a chance to show their skills when the annual Canadian Forces sailing regatta is held in Esquimalt this September. The regatta is being combined with the CFSA National Regatta this year.

Racing, which will take place from 10 - 12 September, will determine both the CF and CFSA sailing champions. The Esquimalt squadron CFSA and CFB Esquimalt will host the 30 crews taking part.

The two-man crews will be sailing the Uniqua 420 sailing dinghies under current Canadian Yachting Association rules. Each crew will race six out of 12 scheduled races.

Regular and primary reserve force personnel and all members of CFSA of demonstrated racing sailing ability are eligible to compete. The central committee of the CFSA will select representative crews from those nominated.

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BAPTISM: By appointment, usually the third Sunday of the Month.

PROTESTANT CHAPEL

SUNDAY, - 25 JULY, '71 - Morning Worship at 11:00 A.M.

WORSHIP SERVICES - MONTH OF AUGUST — Services will be held on Sunday, August 1st and August 8th at 11:15 A.M. These Services will be conducted by the Rev. Eric Scott of Courtenay. It is expected that Major (Rev.) R. Ritchie will arrive from Greenwood about mid-August to replace Padre Archer as Base Chaplain (P.).

SPORTS AROUND THE BASE

By "SCOOP" PALMER

Minor Hockey Report

The Comox Valley Lions Club will turn over the entire proceeds from their Bingo this Friday night to the Comox Valley Minor Hockey Association. The bingo will be held at the Comox Rec. Centre. If you don't have any plans for Friday night why don't you take in this bingo and this way you will help to support minor hockey. It takes an awful lot of money to run a hockey organization and if it was not for the assistance gained from sponsors and service clubs things would be quite difficult. This is the second in a series of four bingos that the Lions Club have donated, there will be two more coming up in August. Last Saturday there was a car wash and down at the Totem Texaco Station in Courtenay and this turned out to be quite successful. The Ways and Means committee of the organization have a number of other things planned for the coming months and it is hoped that you will give them your support. I will let you know about these other events as the time comes.

ZONE 1 SOFTBALL FINALS

The Zone 1 Softball Finals are currently being played at CFS Kamloops and the CFB Comox Totems are there representing our Base. The double round robin tournament started on Tuesday and it is supposed to wind up either today (Thursday) or tomorrow. It was not known for sure just how many teams would be there competing for the Zone 1 Championship. Some of the possible representatives are CFS Holberg, CFS Beaverlodge, CFS Kamloops, CFB Esquimalt, CFB Chilliwack, Navy Ships and Comox. Last Friday night the Totems were supposed to have played an exhibition game against the Comox Luckies but unfortunately the Luckies ran into a shortage of players. The Totems loaned some of their players to the Luckies so that they would have enough to make a team. The Totems came out on top by a score of about 8 to 4. They also picked up another victory when they defeated the Lorne Hotel.

I will have a full report on the Zone Finals in our next issue.

GOLF CHIPS

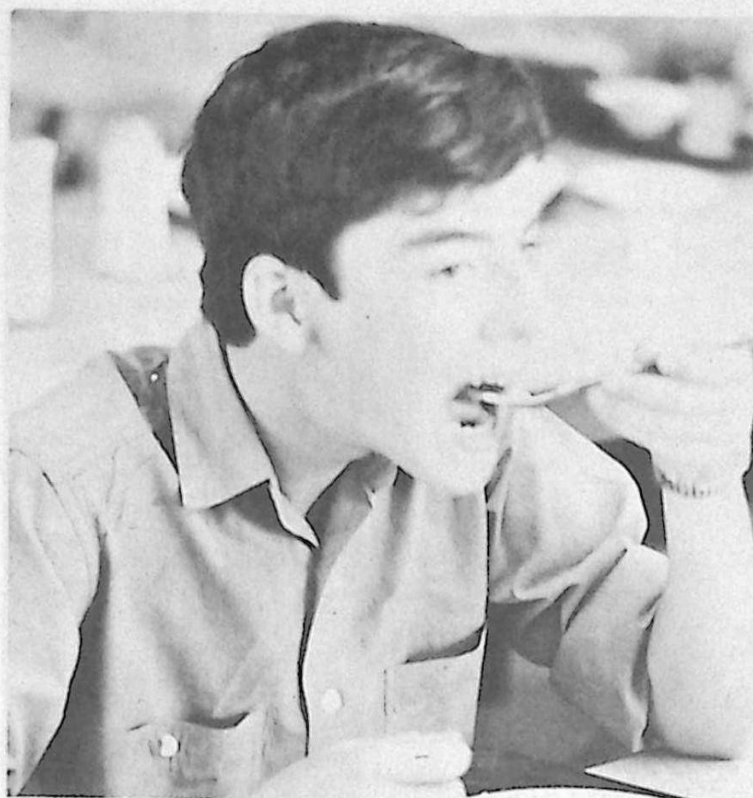
The Zone 1 golf finals were held at Grand Prairie, Alberta from July 5 to 7th. The winners of the

team championship were CFB Esquimalt with 1008 strokes while CFB Comox came in second with 1021. The other scores were as follows: Pacific Fleet 1034, CFB Chilliwack 1055, CFS Kamloops 1159 and CFS Beaverlodge 1162. As far as the individual winners were concerned we were able to place two men in the top ten. Finishing second was Major F. Carr-Hilton of 442 Squadron and in eighth place was Cpl. J. McLeod of the Base Fire Hall. These two men will be competing in the Canadian Championships that will be held at CFB Camp Borden the 9 to 14 of August.

The first meeting of the Glacier Greens Womens Golf Club was held a couple of weeks ago and the following ladies were elected to the executive: President - Joan Webber; Vice-President - Lil Boudreau; Secretary - Laurie Sweeney; Entertainment - Leslie Smeeton; Handicaps - Pat Melvor and Mona Ledgard. It was decided that every Tuesday starting at 9 a.m. will be Ladies Day and it is hoped that as many ladies as possible will be present. Ladies who are working and would like to play in the evenings are asked to contact Laurie Sweeney during the day at 334-3181 or 339-2656 in the evenings and she will arrange a match for you. The next general meeting will be held on Monday, August 9th at 7:30 p.m. in the Club House and all members of the Glacier Greens Golf Club are heartily invited to attend.

INTERSECTION SOFTBALL

There are not too many games left in the Intersection Softball League regular schedule and at the present time there is quite a battle going on for those four playoff positions. These remaining games should be quite interesting and I don't think any of the seven teams have been eliminated from playoff contention as yet. There were not any games scheduled for this week due to the fact that quite a few of the players are away at Kamloops with the Base team. The league will return to action next Monday and Wednesday nights so why don't you plan on taking in some of the games. Here are the current standings: USAF & Supply 26 points; Firehall & 407 B 22 points; BAMEO 21 points; 442 Squadron 18 points and 407 A 17 points.



ARMIES TRADITIONALLY travel on their stomachs, at least when they are being shot at, and in these tri-service days, one just never knows when one might wind up in the army. Hence the obvious pleasure with which this unidentified cadet at HMCS Quadra attacks his noon meal.

(A MacPhoto)

Yo Ho Ho and a Bottle of Coke

Continued from page 1

to and fro, (or is that fore and aft?) the whole effect is that if the Commanding Officer, L. Col. S. B. Alsgaard were to give the proper command, the one connection of land between the Spit and Comox could be severed, a sail hoisted on the yard arm and the whole camp could sail to Esquimalt.

A Cadet's tour at Quadra could not be construed as a holiday by any stretch of the imagination. From the minute he arrives he is actively involved in a full program of training and other activities. The pace of this program is geared to increase the boys' mental and physical stamina.

Training includes such things as the perennial drill, sports, obstacle course and rifle firing, in addition to a full range of training in boat handling and other seafaring skills. Some of the more 'fun' events include a sky ride 20 feet off the deck, abandon ship drills which entail jumping off the wharf during low tide (not recommended for the faint of heart), running through a smoke filled tent and swinging across a sand pit on a rope. In short, Quadra is fast becoming the summer Cornwallis of the West Coast.

During their sailing training the boys become qualified on four types of boats leading up to the sailing of a 32 foot cutter. There is a fun-filled overnight sailing exercise where three sailing cutters loaded to the gunwales with cadets and a mother ship sail to Henry Bay, remaining out for just over 24 hours. During this time the three boats are in competition with each other, vying for points in handling, sailing, rigging and signalling each other. These are open boats and not cabin cruisers. The cruise is definitely for training and not for pleasure. Concerned mothers may put their worried hearts at rest for the cadets are fully equipped with exposure suits and are in the most capable of hands. What tales of endurance must come from these cruises when the Cadets return home and relate their experiences to their landlubber friends.

The Cadets' ages range from 14 to 17 years with the younger ones staying for the short 'two week' courses only. The older Cadets, or Senior Cadets have the dual role of practising leadership and physical conditioning. They take sessions of practical leadership and must have attained certain degrees of proficiency before they leave. The 60 staff Cadets actually carry out the main functions of the base. They take care of and handle the boats. Give instruction, take care of parades, supply sections, man the radio shack, give P. R. & T.

training, serve as senior hands on the sea going boats and wonder what the girls are like downtown. They are, in short, undergoing 'on the job training' and must pass certain standards by the end of the summer.

In addition to all this there are 7 Cadets taking a Bos'n's Engineering Course, 8 are taking a Bos'n's Medical Assistant's course, there are 20 Foreign Exchange Students from the U. K., Netherlands and Sweden, as well as 16 Officer Cadets (reserve) on a 3 month course. The most astonishing thing of all is that all orders are given in French and English, on alternate days, which tends to leave half of the Spit's population wondering what is going on all of the time.

The overall impression of the discipline on Quadra is that it seems to be designed to encourage the cadets to enlist in the Air Element of the Canadian Armed Forces when they are old enough.

The Cadet Band is made up of Cadets from units all across the country. A prerequisite is that they must be able to read music before they are ever qualified to come to Quadra. Amazingly enough, within 36 hours of their arrival, the band is assembled, on parade and playing together. They spend most of their time attending things like the Vancouver Sea Festival and the Courtenay Fair as well as their well-known Sunset Ceremonies. Anyone who has heard them will attest to their professionalism. The boys must give some of the credit to their very capable leader, Captain E. Shepard of Kamloops. He has served as a bandsman in all three services since 1936 and is now a retired music teacher.

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FOR SALE: Large pasture, located immediately adjacent to Trenton air patch. Used only by a committee as an architect's sand box. Contact Memorial Fund Committee, Astra, Ont.

OFFICER'S MESS ENTERTAINMENT

JULY 1971

Thurs. 22nd — Quadra Mess Dinner
Fri. 23rd — TGIF - Bottle Draw
Sun. 25th — Family BQ - 7-9 p.m.
Fri. 30th — TGIF - Bottle Draw
Sat. 31st — Wine & Cheese - Dance 9:30 - 1:30

Family BQ — 7-9 p.m. — 1, 8, 15, 22, 29

TGIF & Bottle Draws — 6, 13, 20, 27

'Beer Garden' & BQ Dance — 14

'Monte Carlo' & BQ — 18

Western Nite BQ & Dance — 28

SERGEANT'S MESS

Entertainment for

JULY 1971

July 2, 9, 16, 23, 30 — Happy Hours
July 3, 10, 24, 31 — Combo Nights - Alley Cats - Reddi Hot-Foods
July 26 — Guns of San Sebastian

AUGUST 1971

(Additionally)

EVERY FRIDAY: "Happy Hours" with subsidized beer and specials on Reddi-Hot foods.
EVERY SATURDAY: Hot foods available - "COMBO NIGHTS".
EVERY SUNDAY: Family Dinners - by reservations only.
EVERY DAY: Shuffleboard, Darts, Billiards, Golfing, Your Favorite Beverage, Fish Stories, Etc.
September: beach Party (weather permitting). Details will be announced later.

Aug. 2 — Movie - "T Games" (Olympics).

Aug. 7 — Combo Night - Alley Cats.

Jr. Ranks Club

July Entertainment

July 23 — TGIF

July 24 — Hard Times Dance - "Cascades" - H.T. Dress - 50c, no food

July 25 — "Cascades - Annex

July 27 — Movie - "Guns For San Sebastian" - Anthony Quinn

July 30 — TGIF

July 31 — "Sea Hawk" - Half Price - No Food.

No Bingo Until September

BASE THEATRE

JULY 1971

THE LONGEST DAY
Fri. July 23 Richard Burton War Spectacular
Sat. July 24 John Wayne 3 Hours

HOW TO SAVE A MARRIAGE
AND RUIN YOUR LIFE
Sun. July 25 Dean Martin Comedy
Stella Stevens

THE STRANGER RETURNS
Fri. July 30 Tony Anthony Rough, Tough
Sat. July 31 Danile Vargas Western

Restricted shows 18 years and above — Under 18 years of age must be accompanied by a person over 18.

Please notice —
No Saturday Matinees from July 3 to September 4

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NEXT TOTEM TIMES DEADLINE:

Aug. 9, 1971



LONDON-TO-VICTORIA-TO-COMOX The second-place finisher in the Centennial Air race arrived at CFB Comox last weekend. The pilot, Mr. Tim Phillips, of Dublin, last weekend, was in the area to visit his uncle, who lives on Hornby Island. After spending a few days on the island, Mr. Phillips will leave to spend some time with Ernest K. Gann, also an air race participant, and author of Fate Is The Hunter and other books.

Nighthawks

Continued from page 6

The galloping gourmets who inhabit 407 Squadron are still thanking super-sub and his anonymous nav for the superb AI approach the other evening which added a touch of verve to an otherwise sedate cocktail party. It is rumored that one wife set a record for the best freehand cocktail glass throw.

Speaking of super-sub, he and Pete Dunda spent the past week doing acceptance trials on the new simulator. John thought it was OK, but Pete turned it down because the air conditioner didn't put out garlic scented air.

Orv Malcomson has returned to the valley, bringing his wife, family and dog, and the dog has created some problems. The motel was not enthusiastic about the dog, so Orv has been playing musical motels, which got sort of tiresome. He then offered to put everyone up in the kennel, but the kennel operator, while quite happy about taking the dog, wasn't too enthusiastic about Orv. At last report, he was still moving every day.

Rumor of the Week: Gord Saunders tried the fat man's diet and it worked. He got fat.



LT. W. M. (BILL) KEENER arrived at CFB Comox 1 July 1971 to replace Capt. Don McReynolds as the Base Physical Education and Recreation Officer. Don is posted to CFB Borden to work in the Standards Section at the Forces School of Physical Education and Recreation.

CENTENNIAL AIR RACE

Continued from page 1

ft. over the Rockies so you have to have O2. Canox in Vancouver are most obliging and completely supply you with O2, regulators, and masks. Now you find out that BFO does not mean what you think, it really means Beat Frequency Oscillator and it is required on your ADF in order for you to properly identify the radio signal in Europe. Another mad scramble and this is solved. It is also very handy to have low altitude enroute charts for Europe but no one seems to have them. A stroke of luck, one of the contestants has cancelled out of the race and conveniently has all the enroute charts for all Europe and Iceland. For a mere \$35.00 you now have the charts and, believe me, they are worth their weight in gold. After a number of briefings from ex-RCAC aircrew on the horrors of flying into Bluey West One (Narssarsuaq), you feel you are ready to leave for London. Halt, people keep asking about a C of A. With all the action around Altair Aviation, one is led to believe it means "circuit of action" but, alas, it really means "certificate of airworthiness" for the aircraft. It seems that with all the modifications to the aircraft it has to be inspected and certified airworthy. Another

stroke of luck — a MOT inspector just happens to walk through the door and, voila, we have a C of A. London, here we come.

The trip across Canada went well except for a little scare over Lake Superior when we accidentally entered a towering cumulus cloud. Boy, you don't feel scared until you see your wing tips attempt to clasp hands. We arrived in Ottawa and so did our HF crystals. A quick call to L Col Hallowell, CO 412 Sqn., and we were at Uplands with two technicians making repairs. Off we go to Quebec City to be grounded for two days due to a cold front. At last we arrive in Goose Bay, and now the real fun began.

It was decided not to put an extra fuel tank on board, since we carried 6 hours and 15 minutes of fuel and our longest leg was 4 and 15. Problem No. 1 — with no extra fuel we would have to fly VFR, since we couldn't meet ICAO IFR requirements of fuel for destination, and alternate, and 45 minutes. This was all right as the weather had been good and should stay good. Problem No. 2 — the weather did not stay good. We sat in Goose Bay for five and one half days and each day was something like this: 500 ft. overcast, light to moderate icing, freezing level 4000 ft. and heavy sea. The two days that the weather lifted to allow a VFR flight, the weather in Greenland changed to clouds and winds gusting to 50 kts at Narssarsuaq. If we had put a 40 gallon tank on board, we could have made the trip but without the 40 gallons of gas, we were SOL as far as flying. On the day before our last possible crossing

date, where we could be in position at Abingdon, we went to a met briefing and found out the weather was bad and would be getting worse in another 24 hours. We had played a gamble with Mother Nature, of fuel against weather, and lost to Nature.

We packed our bags and started to return home to Vancouver. In Montreal we sent a cable to the Race Headquarters in London to cancel us out of the race. That was the hardest cable either of us had ever drafted. In Montreal our hotel room was relieved of \$2,000 in travellers' cheques, around \$600 in camera equipment, and a navigation watch, but that is another story.

On July 1st we sat and watched Calude Butler take our place and open the race. That was an excuse for a little beverage. What a short day July 1st was!

Heading west, we encountered bad weather in turbulence and CB's. We stopped in Regina and rested. The next day we flew to Lethbridge, fueled, and had a met briefing for the last leg over the Rockies. The met showed clouds topped at 12 grand and a 50 kt headwind, due to funneling effect, until we reached Kimberly and from there on the winds would be 270 10 and cloud. We left Lethbridge and had just levelled at 14,000 ft., about 20 minutes into the Rockies, and were setting up for cruise. All of a sudden both engines decided to act up. We applied carb heat and nothing happened. Rod pushed the throttles to full power, as we were now at 80 kts I.A.S. (79 kts being stall speed) and dropping at 500' min. The engines were still running and we had

managed to hold altitude. I hollered at Rod to turn around and head for the Prairies. Both engines were still sputtering and carb heat had no effect. We got off airways and headed for Calgary. Once we were below the freezing level, the port engine started to run okay, but not the starboard. In Calgary the engineer checked the engines and found the de-icing on the port engine wasn't working and the plugs in a couple of cylinders on the starboard engine were wet with oil and not firing.

At that point we said, "To hell with it!" and went for a night's rest. The next morning the weather was really bad to cross the Rockies, plus the plane wasn't ready. After a little conference with the powers-to-be we decided to fly home Air Canada and return at a later date to pick up the plane.

There was much to be learned from this little expedition. You meet many different people, some good, some bad, but it is all worth the experience and knowledge you pick up.

It is very disappointing to see that sensationalism seems to be the only way to sell newspapers. There was a certain pilot who punched out his captain and flew the race by himself. My, my, how flashy can you get? Well, he got front, centre and back page coverage of every newspaper in Canada. But what about the racer who spent around 1½ hours of his race time leading some lost pilots, who were low on fuel, up the fjords into Narssarsuaq and probably saved their necks. He got 2½ column inches.

Both of us feel that one learns an awful lot from an adventure like this and we both agree that when the next air race comes along, we are going to try to be in it. However, the next time we will be one huge flying gas bag.

SWIM PROGRAM

ADULT SWIMMING CLASSES

Commences - 3rd August - Open to all adults - Male or Female.
Cost - \$5.00 per person.
Length of course - 3rd August to the 26th August. 71.

CHILDRENS' SWIMMING CLASSES

19 July to the 6 August - There are still a few openings for kids in this session, but they are being filled fast. Contact the Recreation Centre as soon as possible if any interest to these classes.

9 August to the 27 August - Still a few vacancies available here, but will be filled quickly.

SPECIAL NOTICE

There will be no open swimming on Friday, July 23 from 1330 to 1530 hours.

Keep Fit

- Win a medal

The Centennial 71 Fitness Program for British Columbia offers every male and female over 18 years of age to compete in the British Columbia 71 Program.

For further information or assistance, contact the Base Physical Education and Recreation Centre anytime.

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7.75-14, 7.75-15, 8.25-14, 8.25-15, 8.55-14, 8.55-15	26.88 ea	25.88 ea	24.88 ea	23.88 ea
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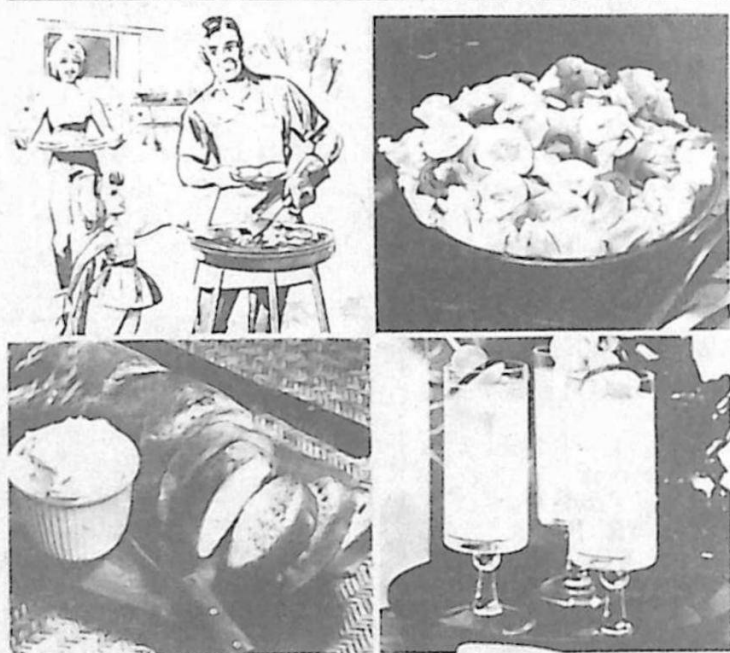
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