



50th ANNIVERSARY EDITION TOTEM TIMES



Through adversity to the stars

VOL. 16 — NO. 6

RCAF Comox Totem Times THURSDAY, MARCH 28, 1974

1924 Royal Canadian Air Force 1974

HIGH FLIGHT

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings,
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and
swung

High in the sunlit silence. Hov'ring there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high, unfrequented sanctity of space,
Put out my hand, and touched the face of God.

-P/O. J. MAGEE

The RCAF at War

In the 50 years since the establishment of the RCAF, that force has distinguished itself, as have other Canadian fighting men, with valour and honour. There is no doubt that the RCAF's finest hours were those long and tortuous years of World War II.

It would be impossible in this short article to list all the RCAF's heroes of World War II or even to list the battles in which the RCAF played a gallant role.

Canadian Airmen serving in the RCAF and RAF who qualified as aces numbered 132; an ace being an airman with five or more confirmed victories over enemy aircraft.

Fighter pilots naturally shared most of these victories since their primary role was to engage enemy aircraft.

Canada's leading fighter ace of World War II was F/L George Beurling, DSO, DFC, DFM. His Spitfire bore 31 German Crosses to signify 31 confirmed "kills." Next came S/L H.W. McLeod, DSO, DFC and B with 21 victories and S/L V.C. Woodward DFC and B also with 21 enemy aircraft to his credit.

Not all the aces were fighter pilots however. Sgt Peter Engbrecht, an air gunner in a Halifax bomber, is believed to be the only air gunner in the Allied Air Forces to become an ace.

Another hero of Bomber Command was P/O A.C. Mynarski. He was awarded the Victoria Cross for his gallant attempt to free a crew member who was trapped in a gun turret in their burning Lancaster bomber. Mynarski stayed long after the rest of the crew had bailed out, but could not free the trapped gunner. He was finally forced to jump, but died from burns and other injuries. Miraculously, the gunner was thrown clear of the crash and survived.

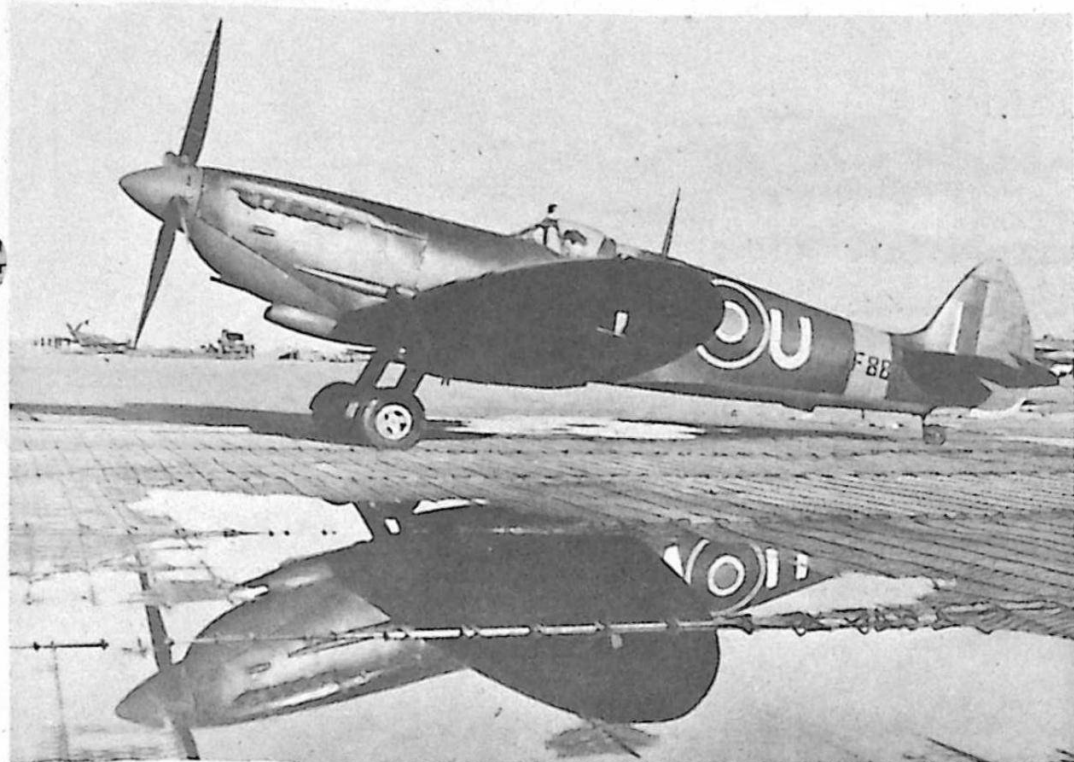
The only other Victoria Cross for the RCAF during World War II was won by F/L

David Hornell of the Coastal Command. While on a Northern patrol out of Scotland in his Canoe, he encountered a surfaced U-Boat. In spite of serious damage and one engine on fire caused by the U-Boat's guns, Hornell continued his attack, sinking the submarine. He had to ditch in the North Sea and after 21 hours in the water and sustained only by Hornell's courage and leadership, the crew was finally rescued. F/L Hornell died from exposure and exhaustion shortly after being picked up.

The Second Tactical Air Force was not without its RCAF heroes. Flying with No. 438 Squadron of No. 143 Wing was W/C F.G. Grant, DSO, DFC, Croix de Guerre with Silver Star, and the Netherlands Flying Cross, the most decorated Typhoon pilot in the RCAF.

Airmen in Transport Command also faced extreme danger. The slow flying Dakotas were easy targets for the fast, manoeuvrable Jap Zeros. One such attack involved S/L H. L. Coons who was dropping supplies to troops in Burma. After four passes by a Jap Zero, which damaged his fuselage and wings, he manoeuvred his Dakota in the enemy's direction to draw fire away from other aircraft in his squadron. The only evasive action he could take was to hug the ground and make hard turns. His starboard wing tip hit a tree top, but he managed to get home minus four feet of wing tip and with a fuselage full of bullet holes. His courage and coolness under fire earned a bar for his DFC.

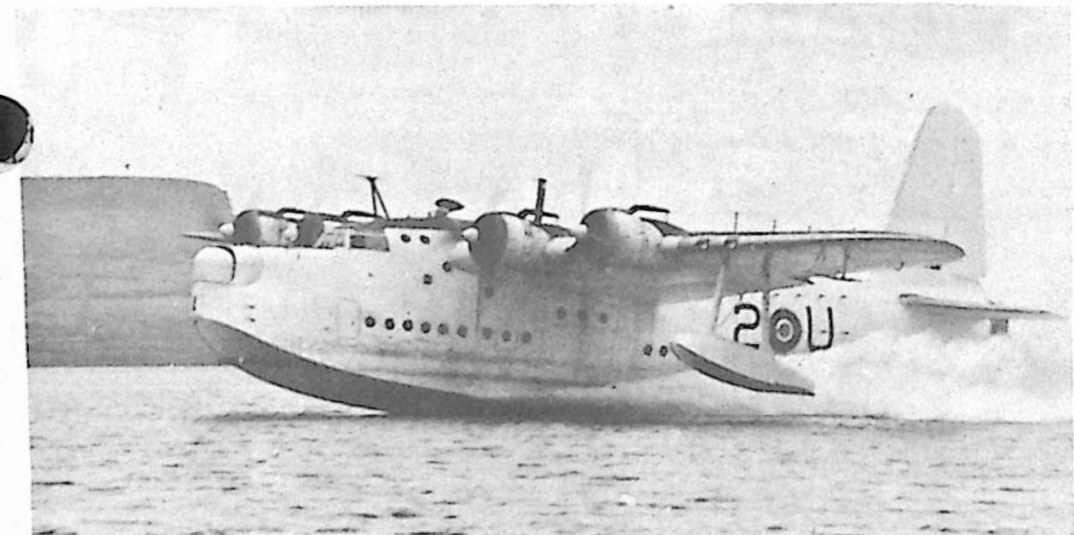
These are just a few examples of courage and dedication that combined to form a proud and deadly fighting force. May the courage and leadership shown by the RCAF during World War II forever be an inspiration to the Canadian Armed Forces.



SPITFIRE at a forward base is ready for action.



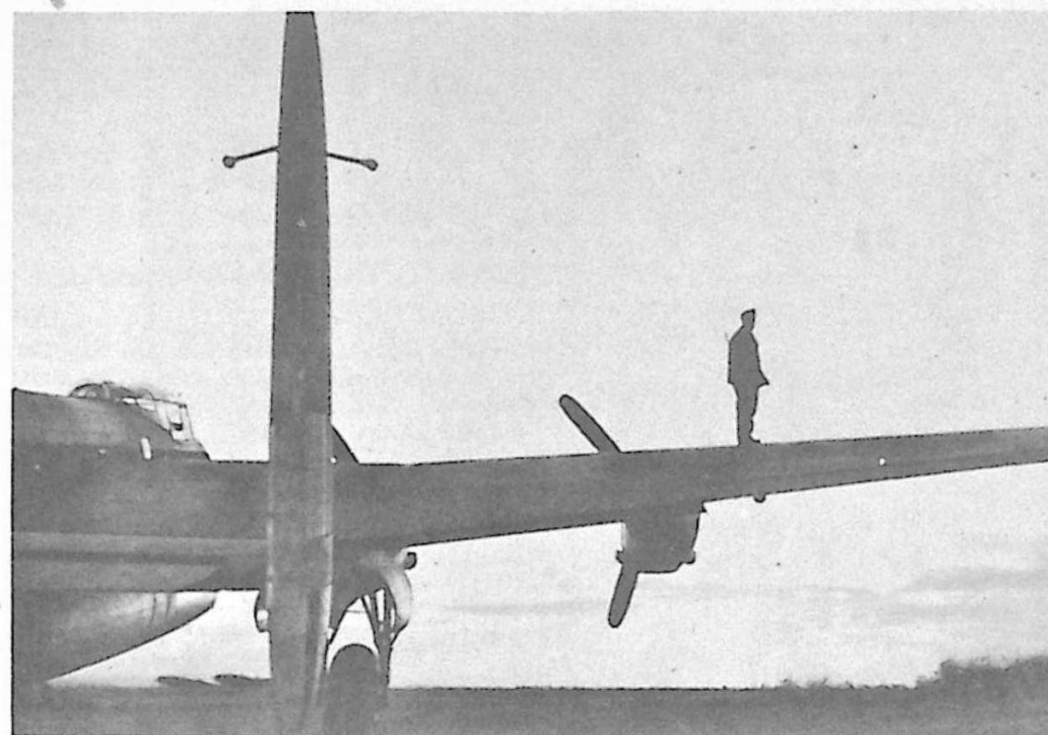
ACE F/L GEORGE BEURLING marking his score on his Spitfire with German Crosses. He had 31 confirmed "kills."



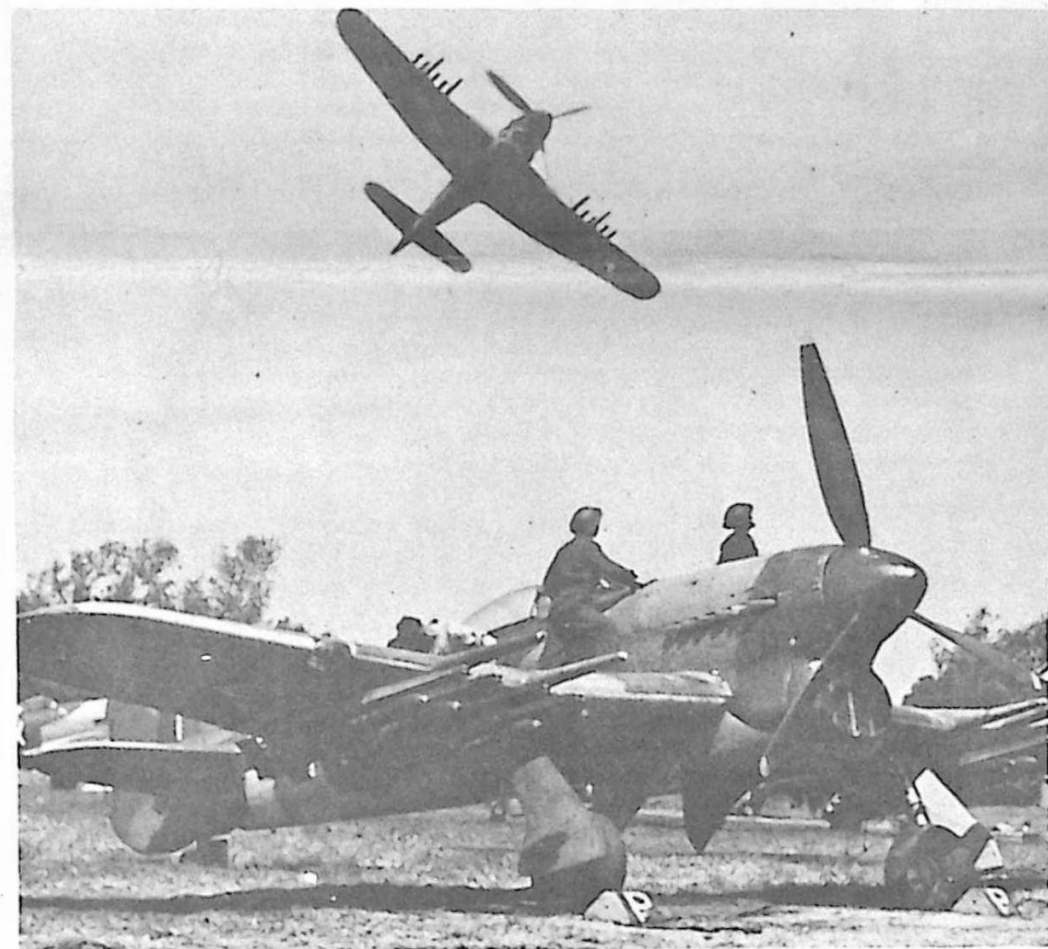
A Sunderland flying boat.



SERGEANT ENGBRECHT - only allied air gunner to become an ace.



A LONELY VIGIL as ground crew member waits for his squadron to return.



A TYPHOON prepares for take-off as another roars overhead.



SQUADRON LEADER E.A. McNab led RCAF's first unit to engage in battle.



THE "YELLOW PERIL" or Harvard was well known to student pilots during and after the war.

ROYAL
CANADIAN
AIR
FORCE
APRIL 1ST 1924
JAN. 31ST 1968

RCAF Quiz

TEST YOUR KNOWLEDGE BY MATCHING "GAME" AND "SEASON" WITH THE APPROPRIATE REMARK:

GAME	SEASON	REMARKS
A Air Chief Marshals	As for Lions	() May be shot, snared, trapped, or poisoned without noticeable decrease in numbers. Easy prey due to habit of congregating at drinking hole.
B Air Marshals	As for Owls	() Very rarely seen. Usually give ample warning when approaching and cause much commotion amongst all other animals.
C Air Vice Marshals	Closed	() Almost extinct. Closely protected. Severe penalties for harming these rare animals.
D Air Commodores	As for Bull moose	() Protected year round. Noted for their vicious dispositions. Travel alone but respected by all other game.
E Group Captains	As for Wolverines	() Pests. Must be kept to a minimum.
F Wing Commanders	As for wild boar	() Becoming increasingly rare. Can be found in the vicinity of drinking holes at night fall. Appears when least expected.
G Squadron Leaders	As for geese	() Easily spotted because of their large stomachs, very little hair, and are usually last to leave the drinking hole.
H Flight Lieutenants	As for mink	() Protected year round, feared by all other animals due to their unpredictable nature. Severe penalty for annoying these anti-social creatures.
I Flying Officer	As for deer	() Call can be heard from far off. Like admirals these birds are rapidly becoming extinct.
J Pilot Officers	Closed	() Usually young bucks. Have short horns and very little tail. Occasionally the herd is strengthened by other game that is older and more experienced.
K Flight Cadets	Open all year	() Protected because of their extreme youth.
L Warrant Officers	Closed	() Logical prey for all male animals. Location of nest well known but frequently inaccessible. Can occasionally be induced to migrate on the weekends.
M Flight Sergeants	Special licence only	() Mate all year round. Easily lured by simulated call of the female.
N Sergeants	As for bears	() These wise old birds are very seldom seen and have never been known to venture within the range of the hunter.
O Corporals	As for skunk	() Difficult to locate in their native habitat dangerous when annoyed. Migrates south quite regularly. Honk audibly after much drinking.
P Aircraftmen All Breeds	As for rabbits	() Have ugly dispositions and mean tempers. Are very thick skinned. The hide makes excellent footwear.
Q Airwomen	Open all year	() Like two striped animals. Can raise quite a stink when aroused. Become almost human when the sun goes down.

Military Personnel Christian Union

An organization long established in the British and American Armed Forces and more recently in the Canadian Armed Forces has gone by the title "Officers' Christian Union." Recently in Canada and the United States it has become open to all serving personnel and their wives.

This fellowship now exists in nearly all military forces save those of Russia and China. It is a Layman's organization and not one directed or run by ministers or chaplains.

On Friday the 5th of April, the General Secretary of this organization in the Armed Forces of India and our own General Secretary will be present in Comox. An informal supper meeting will be held in the Social Centre upstairs in the Recreation Building, at 6:30 p.m. Following supper these two gentlemen will have something to say about the aims and object of a Military Christian Fellowship and will then be open to questions and discussion from those present. The meeting is open to all interested people both military and civilian.

It would be appreciated if those intending to come would call the Chaplain's office at 273 prior to the 4th of April so that sufficient food will be available. There will be a charge for supper. 6:30 p.m. — Social Centre — Friday, 5 April 1974.

407 Sqn.

Officer mourned

Captain E. A. Classen died on Sunday morning, 24 Mar. in his 49th year. Al was born in Medicine Hat, Alberta on 20 Oct. 25. He enlisted in the RCAF on 23 Nov. 43, where he remained until the end of the war. His re-enlistment was effective on 1 Apr. 46. After many postings during his service career he arrived at CFB Comox on 1 Aug. 72. Since that time he has been employed as 407 Sqn. AMCRO.

Al is survived by his wife and seven children. His wife, the former Irene May McPherson of London, England, currently resides at 1171 2nd St., Courtenay.

A military service took place in the Protestant Chapel on Wednesday, 27 Mar. Captain Classen's remains were then moved to Nanaimo for cremation.

Expressions of sympathy may be made in his memory to the Heart Fund.



P2V-5 NEPTUNE . . . Designed as a twin-engine medium range submarine hunter, the Neptune fills Maritime Command's requirements for many years. It has been retro-fitted with two auxiliary turbo-jets to give an added 'dash' capability and improved 'engine out' performance.



407 M-CPL promotions in March 1974 l to r: M-Cpls Desjardins, Wells, Clark, W-C Hedges, M-Cpls Bazeley, Karila, Kerstens.

Attention all former 4 Wingers

Especially:

All former "Baden Raiders"
All former "CFNS Personnel"
All former "Walking and Touring Friends"

If the name Uli Arland means a great deal to you, and brings back happy memories of Germany and German hospitality, walks in the Schwarzwald, and exciting hockey games, then WE NEED YOUR HELP!

Friends of Uli and Margo who are presently in Baden are planning a big project, namely:

"Let's send Uli and Margo Touring - To Canada"
On this side, we feel confident that we can raise the money for the two return tickets with Air Canada. However, our aim is to have Uli and Margo travel coast to coast in Canada, and before we can get this project off the ground, we have to know if you will help! Wherever you are, let us hear from you immediately. For example:

Where are you now stationed?
Would you meet a plane, a train or a bus and offer Margo and Uli a few days of Canadian hospitality?

Would you be willing to show them around the part of Canada where you now live?

Would you be willing to arrange a "get-together" for other friends of Uli and Margo in your area?
Do you know any of their friends that YOU could contact — especially people who are now retired, or former Baden school teachers who are not likely to read a service newspaper?

This plan, at the present time, is TOP SECRET, so if you correspond with Uli and Margo, don't let the cat out of the bag!

The trip is tentatively planned for Sept. or Oct. of 1974. We hope to hear from every base in Canada. If you can help, write immediately please with details and any ideas you may have, to Mrs. C. Relph, Per Cent Der Kanadier, C.F.P.O. 5056. Any help will be accepted as this is going to be an expensive project and we don't want it to cost Uli a cent!

ULI AND MARGO HAVE BEEN HOSTING AND HELPING CANADIANS AT BADEN FOR OVER 20 YEARS. LET'S GET TOGETHER NOW AND SHOW THEM WHAT CANADIAN HOSPITALITY IS ALL ABOUT!

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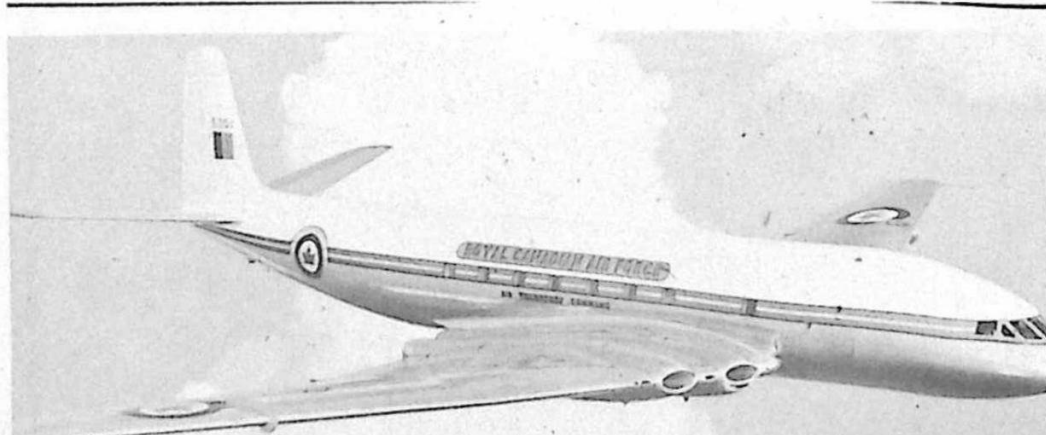
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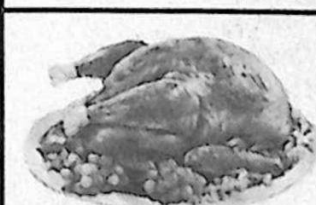
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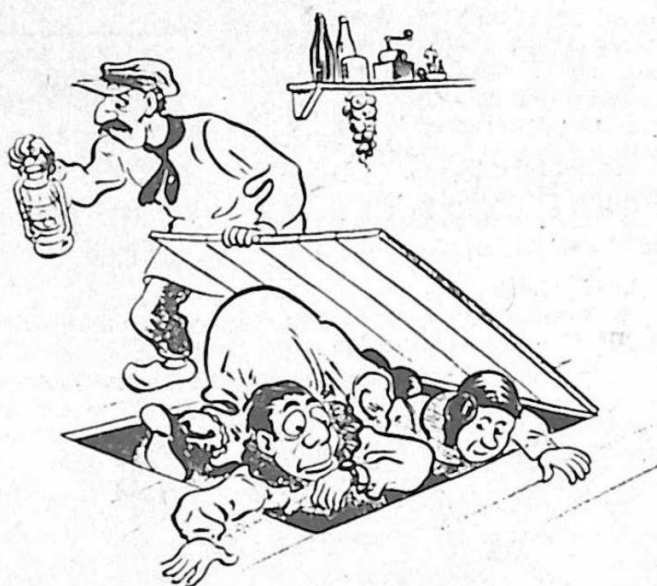
I Make De Trip de Palace

Mos' bomber guy make t'irty trip,
if live to tell de tale,
I'm lucky guy who do dat t'ing,
my Halifax don't fail.
So C.O. boss call out de gang,
one day jus' after lunch,
He say nice t'ings to all of us
and call us lucky bunch.
"D'ere's medals for t'ree of you boys,"
say C.O. wit' big smile,
D'ere's Joe, (dat's me), and Pete and Charles,
our squadron set nice style.
"To-morrow, you t'ree guy," boss say
"get haircut, wash, all shine,
De King he's wait at palace gate,
be sure you're d'ere in line."

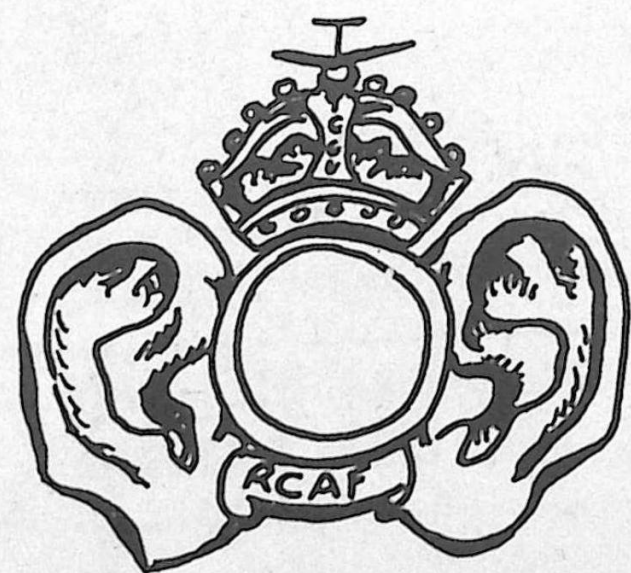
I'm sorry for de King next day,
he no can shake my hand—
On last night raid our plane catch fire,
we bail out over land.
All five of us make lucky drop,
close by a farmhouse door,
Dat French farmer he's save us quick,
stick us below de floor.
It's in de France, she's occupy,
wit' lots of Huns about,
Dey search de country all around,
so our gang no go out.
T'ree-four day we hide in floor,
d'ere's scheme hatch lac de chicken,
We get old clothes, don't fit at all,
but plot she's start to thicken.

Each day I'm t'ink of King at gate,
and hope he's not get mad;
To miss my medal after d'is,
it make me feel so sad.
Wit' French people I'm get on fine,
we travel safe at night,
Lot's time we hide in ditch and field,—
once, kill two Hun in fight.
De bes' moment in all dat trip
is w'en we're pass de guard,
All five of us feel safe at las',
no more we're "en retarde".
Trough town we go to place on map.
get boat at nice big dock;
Meet guy from our intelligence,
we pass him much big talk.

'Bout week pass by on ship for home,
I'm sorry for delay,
T'ree week it is wit' King at gate,
I'm sure he's go away.
Because I'm late for date wit' King,
I'm scare to get de sack,
But C.O. Boss and guys at field,
pound us upon de back.
Nex' day I'm go all by myself,
haircut, wash, all shine,
De King he's d'ere and Queen also,
I take my place in line.
Says King, wit' shake of hand and smile,
"T'ree week I'm look for you,
Nex' time you take de long way round,
be careful what you do."



DAT FRENCH FARMER he's save us quick, stick us below de floor.



In the past aircrew trades have had distinctive wings portraying some aspect of their trade. This has never been the case with the pilot. A very appropriate suggestion was a pair of ears surmounting an empty space. This looks pretty good too.

-Borrowed from the 4 (F) Wing
Schwartzwald Flieger

Dat Goddam Bird De Link

This poem is the original in the series and was written in April 1940 at Trenton station during the final period of the original long Link Instructors course. Since that time the flying Trainer has gradually increased its usefulness in the training program and "Dat Goddam Bird de Link" in mimeograph form has appeared on the walls and desks of hundreds of Link trainer sections. Additional inspiration hit the author from time to time and the net result is presented between the covers of this paper.

For two t'ree mont' my brudder Pierre,
Take course on "Link" to fly de h'air.
Dat "Link" she's plane of speciale make,
On first solo your nerves he's shake,
You take him off wit' nose to sky—
But dat goddam t'ing to floor she's tie.

I visit once on Trenton place,
Dose "Link" line up lac for de race,
Dat "Link" she's funny bird to see,
Got wings and tail, so Pierre show me,
But w'en you give wot's call "de gun",
You stay right where you started from.

Wit' system Pierre call one, two, t'ree,
Dat "Link" she's fly lac hay, bee, see.
Wit' needle, ball and h'airspeed dial,
You fly like hell for two, t'ree mile,
Go right, go left, its h'all de same,
Dat needle, she's lac bear to tame.

Pierre, he's tell us once on leave,
He's boss, C.O., get plenty peeve,
When h'airspeed, height above de groun',

Don't stay put, go hop and down.
Pierre say eyes get cross' one day—
Try turn to lef', go odder way.

Pierre come home for h'Easter h'eggs,
Starts talkin' "Beams, and cones and legs",
Dat's radio noise wit' "Link" he's ride,
Duck under hood, Pierre mus' hide.
I h'ask him why he's not fly home—
Dat "Link" she's nail to floor of stone.

Pierre he's change, my modder t'ink,
Since he's been ridin' in dat "Link";
He's appetite on week-end trips,
She's shrink on down—jus' leedle bits—
But lucky man, he's now ver' able,
He's fly dat "Link" from de goddam table.



BUT LUCKY MAN, he's now ver' able. He's fly dat "Link" from de goddam table.



F.L.M. POLLARD received trophy for 1000 mile run from F.L. Bill Keener, BPerO.

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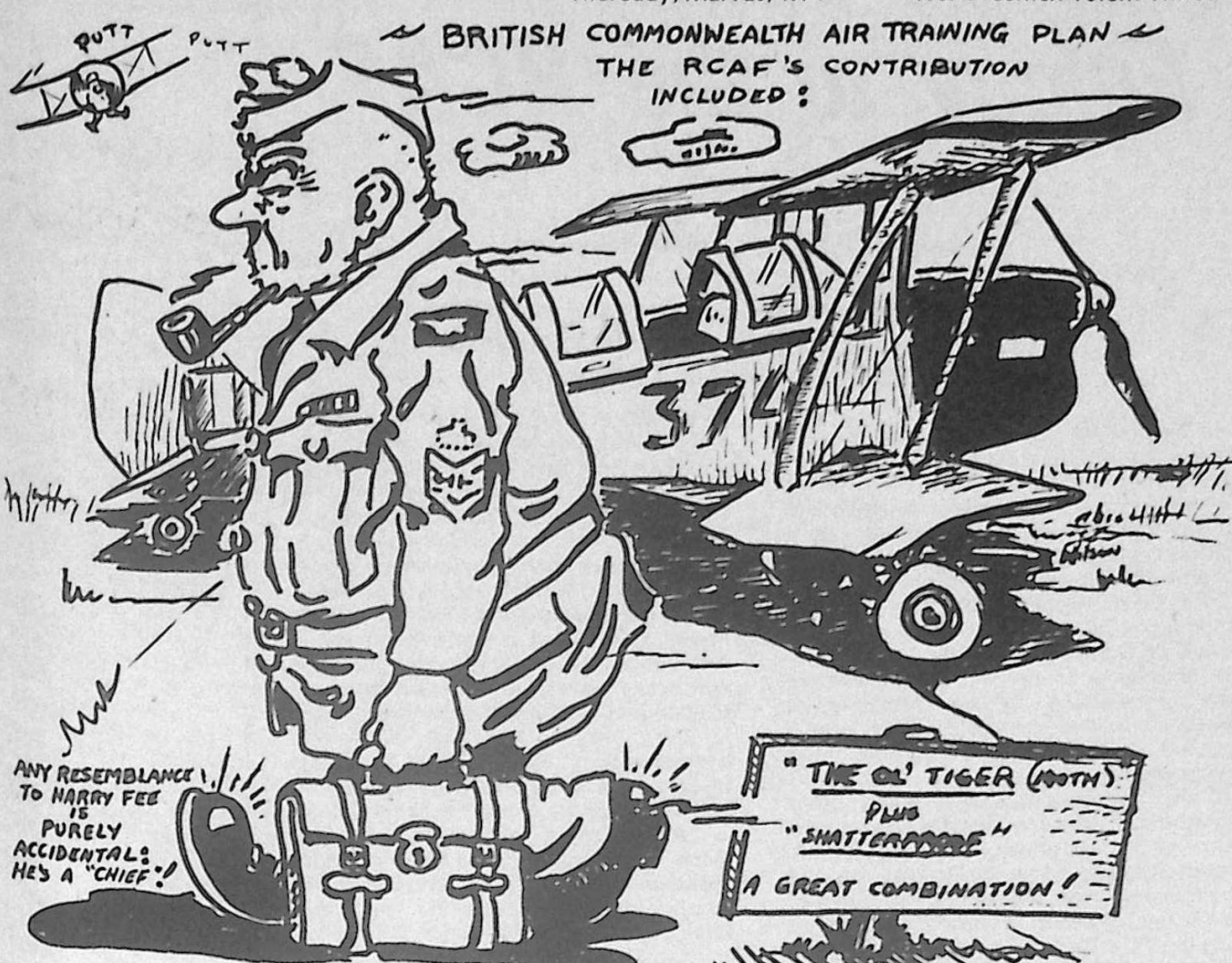
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Thursday, Mar. 28, 1974

RCAF Comox Totem Times 3



"BUT IT'S because I'm single that I need a raise! I don't have a wife bringing in another paycheck."

Womens Softball

All interested servicewomen and female dependants over the age of eighteen wishing to play recreational softball are asked to phone and leave their names at the recreation center, local 315 prior to April 12. Also, if any service personnel are interested in contributing to this league, by offering to coach, organize or umpire, please leave details at the recreation center.

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Eulogy to the RCAF

Dedicated

to

the fond memory of a beloved Service;

- possession of wealth of courage and wisdom;
- setting the highest standards in peace and war;
- earning, rather than demanding, our loyalty; and
- sharing our laughter and our tears.

Dear kind loving friends, it is with heavy heart and troubled spirit that we are gathered here today to lay to rest one who was more than a friend, more than a brother to us all. We knew him as a gallant, stern and compassionate father -- now he is gone.

I have chosen the text for this sermon from QR&O, 16th Revision, the first Book of Genocide, Chapter 11 Verse 47 to Chapter 14 Verse 12 8q: "These are the generations of the Ministry of Defence in the land of Canada, and a record of how the universe was recreated in six days.

In the beginning there was a clear distinction between those warriors who served on the waters of the deep and those who served on the firmament. And in the year one thousand nine hundred and twenty four a voice was heard saying "I will create a new son and raise him up to the sparkling blue above the firmament and I will give him the wings of an eagle and clothe him in a new garment. And then I will have three sons, each to his own environment, for it is written: "for this cause shall a man leave his home and loved ones and cling to his Service and they shall become as flesh."

And the valour of those sons who served above the firmament was acclaimed by the multitudes, and such names as Bishop, Brown Hornell, Mynarski, Beurling, and many others were inscribed in the Book of Life; for they twice did break the Hun's mighty aerial spears and free the children of men.

In the beginning also were the Liberals and they ruled all the tribes of Canada from generation unto generation, and from their ranks were found able men to direct the affairs of war. These were MacDonald, Ralston (and later MacNaughton) and Powers during the war, who later begat Claxton who begat Campney. And the multitudes wondered at the power given unto the Liberals that they should remain so long in office. And lo! after a time there arose a great prophet out of the prairie wilderness and his name was Dief. And he spoke to the multitudes and said: "My fellow Canadians the time has come for a change. You all need a new High Priest and I'm your man -- I've seen it in a vision." And the multitudes acclaimed this new prophet and made him the High Priest. And Dief, (whose marksmanship was such that he could shoot an ARROW out of the air with his cross-bow) first appointed Pearkes, who begat Harkness, to have dominion over the great waters of the deep, the firmament and above the firmament. But after a time the High Priest said: "It is not right that Harkness be alone, let us create a helpmate like unto himself." And so it was that Pierre de Sevigny was girded with the sword of office and appointed to share the burden with Harkness.

And it came to pass in those days that there were great murmurings against the High Priest and many of the tribal chiefs said that they would follow him no more. And first among these was Harkness who spoke out against Dief saying: "Man! how come you don't dig those nuclear weapons?" And there was a palace guard named Gordon of Churchill from the region of Winnipeg South Centre who was scandalized at hearing these words and smote Harkness on the cheek saying: "Darest thou speak to the High Priest thus?" And he rent his garment saying: "What further proof need we - Harkness hath blasphemed!"

And Harkness was bound and cast out into the exterior darkness and Gordon of Churchill appointed in his place till the revolt be quelled.

But lo! the tide was not to be turned until a new High Priest Michael was proclaimed leader in the land of Canada.

And it came to pass that Michael appointed one Paul of York-Trinity to rule over the warriors of the waters of the deep, the firmament, and above the firmament - for such distinction was made in those days. And great power was given to Paul over the waves, the mountains of the firmament, and over the winds above the firmament.

Then Paul of York-Trinity spoke unto his three chiefs saying: "Bring unto me 39 fatted calves and let us prepare a sacrifice." And so it was that a great holocaust was prepared with an offering of ships, squadrons, radar bases, flying stations and army units - and their smoke goeth up forever. And the Minister was pleased and all the press with him who said: "Verily Paul is a man of great power and majesty." And the evening and the morning were the first day.

And Paul of York-Trinity looked upon the waters of the deep, the firmament and above the firmament and was not pleased and he said: "Lo! there is much fat here - I will make all things new, leaving not one stone upon another." And he called his three chiefs unto him and said: "Give an account of thy stewardships for thou canst be no longer stewards. I will appoint but one steward who will have dominion over the waters of the deep, the firmament and above the firmament. And I will build one temple and it shall be called CFHQ."

And it was not given the chiefs to speak out in those days. And Paul saw that what he had made was good and he blessed him saying: "Decrease and unify, and empty the temporary

buildings in Ottawa." And the evening and the morning were the second day. Then Paul said "Let there be written a great Book of Life governing the waters of the deep, the firmament and above the firmament which will set out whatsoever I have commanded you."

And the Scribes wrote his words upon a parchment and called it the White Paper and sealed it with seven seals. And behold the Great Council Chamber and Press marvelled at the power given to Paul and said: "What manner of man is this, behold how the seas and wind obey him". And Paul saw that what he had done was good, and the evening and the morning were the third day.

And it came to pass that Paul of York-Trinity called unto him the chief steward and said: "Thy Command Houses (called CHQ's) which thou hast, have become multiplied upon this face of this land across the water. Justify to me the purpose of each in accordance with whatsoever is written in the White Paper." And the chief steward left Paul pondering the things spoken unto him. He numbered all the Command Houses and found them to be 15 in all: two for the waters of the deep, seven upon the firmament, and six above the firmament -- but no one was found who could justify why all were needed. When this was reported to Paul of York-Trinity he said: "Henceforth you shall keep but seven Command Houses and each of these shall be assigned a specific function (as it was written for those above the firmament). The eighth command house I myself shall create and call his name MOBCOM and he shall be mighty as the lion and swift as the eagle, and I shall give him a coat of many colors (mostly Khaki)". And some of the older Command Houses murmured that this new MOBCOM should be given such power and favour.

And Paul saw that what he had done was good and the evening and the morning were the fourth day.

Then Paul of York-Trinity assembled his scribes and said: "What we have done with this integration jazz doth but scratch the surface. Now let there be written the Great Scroll proclaiming unification and my commandment, which I give to you: 'that they all may be one' and whatsoever I have joined together let no man put asunder. We will call the Great Scroll Bill C243 and it shall be presented to the Great Council Chamber and henceforth will become the law of the land. For it is written 'Not by bread alone does the warrior survive but by the efficient use of every taxpayer's dollar.'"

And some said to Paul "What about a common rank structure?" and Paul said "A rank! What's in a rank, a Flight Lieutenant by any other name is paid as much." They murmured and said: "He goeth too far; who will believe that this thing can and should be done."

And the former High Priest Dief from across the Great Chamber assembled his forces and spoke out against the commandments in the Great Scroll. But Paul of York-Trinity remained firm and answered their accusations and said: "What I have written, I have written."

But lo! and behold out of the East from the Command House of the waters of the deep a voice was raised as thunder in opposition to the Great Scroll. And the Scribes said: "Whence comes this warrior's voice raised against his leader; for such a thing was never done in this land even unto this day."

And they answered and said: "It must be Landymore, Commander of the waters of the deep, and a brave warrior." And the scribes ran to Landymore wondering and saying unto him: "What are you -- some kind of nut to speak out thus against the great Paul?"

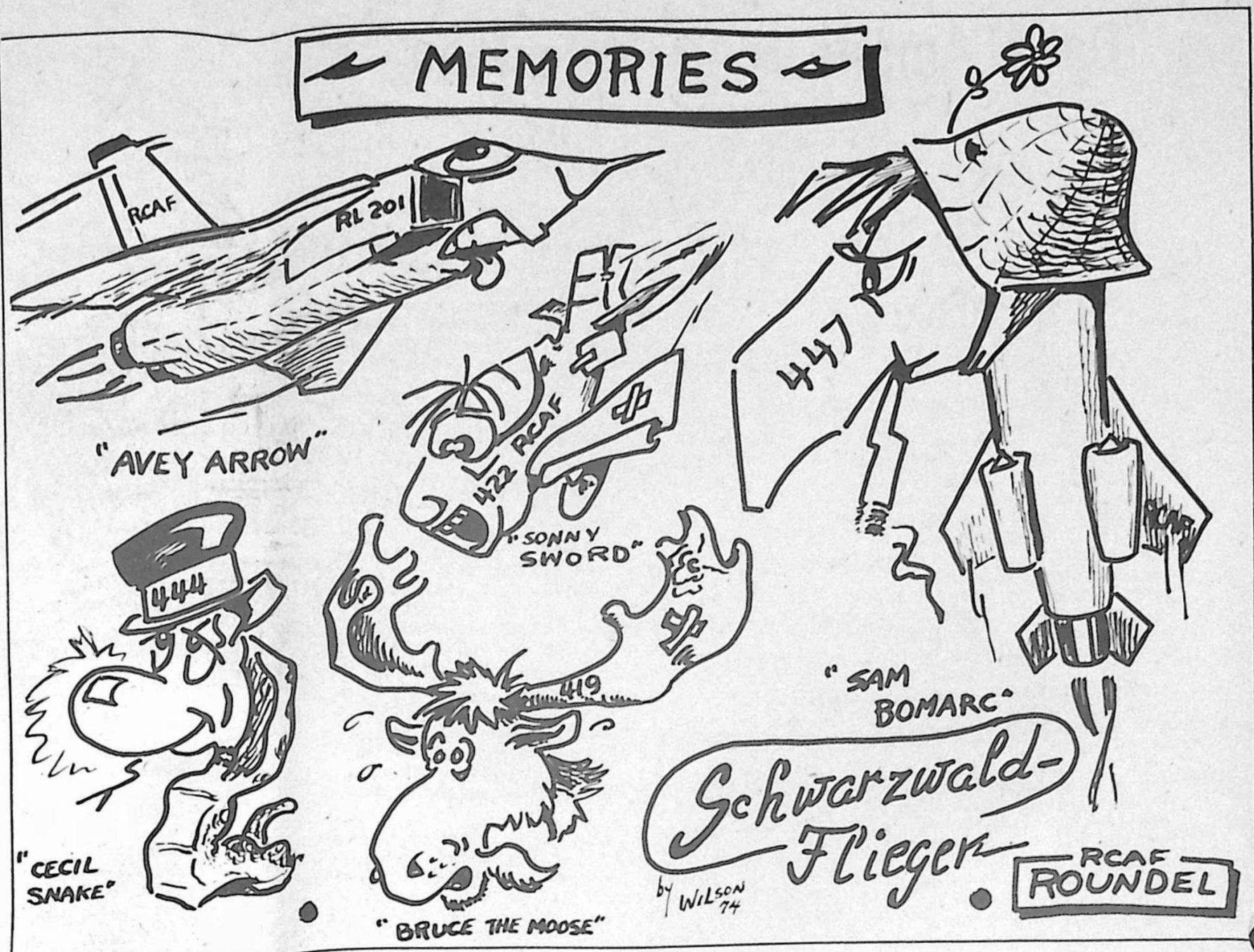
And he answered and said "I am not."

"Are you a prophet?" and he answered and said "I am not." "Are you a politician then?" and he said "I am not." "Who, pray are you for we must give answer to those who sent us." And he replied "I am the voice of one crying in the wilderness, make straight the way of the Navy, and touch not her traditions and organization. Render to Paul the things that are Army and Air Force, but to the Navy the things that are the Navy's. For if thou mixest up the waters of the deep with the firmament and that above the firmament thou will have but aerated mud."

There followed great consternation in the camp of Paul. One of Paul's guards, one William of Lee, exclaimed "Truly Landymore is an old scissor-bill to speak thus." And a clamour arose that Paul should meet his adversary eye-ball to eye-ball. And so it came to pass that Landymore was summoned to the Great Temple which is CFHQ, but his powers were not as great as that given to Paul, and he was ordered to yield his sword for he couldst no longer be steward in the Command House of the waters of the deep. There was left to Landymore a chance to appeal to the Great Council Chamber. But it came to pass that his arguments were found wanting and the Great Scroll became the law of the land.

And Paul approved what was done and the evening and the morning were the fifth day.

Then Paul called together his scribes, centurions, and chief stewards and spoke unto them in the Great Temple saying: "Revise your QR&O, CFAOs, EOs, ROs, and OOs: go forth



April 1, 1924

The official birthday of the RCAF. Reorganization of the air force, which had been in progress through the previous two years, was completed and the new "King's Regulations and Orders for the Royal Canadian Air Force" came into effect. The RCAF was now organized on a permanent basis as a component of Canada's defence forces. Its initial strength was 65 officers and about 200 airmen, headed by a Director who was responsible to the Chief of the General staff of the Army. In addition to Headquarters at Ottawa there were six units, or stations, at Dartmouth, Ottawa (Rockcliffe), Camp Borden, Winnipeg, High River and Vancouver (Jericho Beach). The force's function was service training (done chiefly at Camp Borden), and aeronautical research; the Secretary's branch controlled civil and commercial aviation.

Spring, 1930:

Civil Government Air Operations reached a peak of 14,935 hours on photographic survey, forest patrol, transportation, wheat dusting, test and development and other tasks. This year also marked a peak in government appropriations for the air services (\$7,475,700) and in air force strength (906 officers and airmen).

1932:

In the "big out" the appropriation for the air services, was slashed from \$5,442,000 for the fiscal year 1931-32 to \$1,750,000 for the year 1932-33; 78 officers and 100 airmen had to be released.

Oct. 1933:

The first RCAF air gunners course was started at Camp Borden for eight airmen. Prior to the outbreak of war in 1939 only two categories of aircrew were trained in the RCAF - pilots and air gunners.

Spring, 1934:

The turn of the tide. The appropriation for the air services began to rise again;

April, 1940

The first intake of BCATP trainees reported to No. 1 Initial Training School at Toronto - the official beginning of the Plan. On 27 May the first Air Observer School was opened, and on 24 June the first Elementary Flying Training Schools, the AOSs were operated by commercial air companies and the EFTSs by civilian flying clubs.

June 12-13, 1941:

The First RCAF bombing operation was carried out by three Vickers "Wellington" aircraft of No. 405 Squadron; their total bomb load was 11,160 lbs. of explosives and incendiaries. By the end of the war the RCAF was sending out more than 200 heavy bombers on a single operation, carrying a load of almost 900 tons.

July 2, 1941:

The formation of a Canadian Women's Auxiliary Air Force, (later renamed Women's Division) was authorized by Order-in-Council. More than 17,000 women were enrolled in this component of the RCAF; over 1500 served overseas.

July, 1942:

Eastern Air Command scored its first kill in the Battle of the Atlantic when a "Hudson" sank a U-boat southeast of Cape Sable.

1943:

The Air Cadet Corps was made a component of the RCAF; during the war almost 400 Air Cadet squadrons were formed with a total enrolment of more than 30,000 boys.

May 1944 - June 1944:

Recruiting of air and ground personnel was suspended and RCAF Recruiting Centres across Canada were disbanded.

June 6, 1944:

D-Day. Thirty-three RCAF bomber, fighter and coastal squadrons participated in the aerial campaign which preceded the invasion of Normandy and provided close support for the landings on the beaches.

Oct. 5, 1944:

Over Arnhem five pilots of No. 401 (Spitfire) Squadron destroyed an Me. 262, the first jet aircraft shot down by the RCAF or RAF.

Highlights of the RCAF

more personnel were taken on strength, "new service aircraft (reconditioned "Atlas" machines) were purchased, the development of the force; squadron formations reappeared, surveys were undertaken to select operational bases, and courses were introduced to train air gunners, wireless operators, explosives and armament personnel.

Aug. 1939:

RCAF Squadrons began moving to their war stations. No. 3 flying from Calgary to Halifax, No. 1 from Calgary to St. Hubert, No. 2 from Trenton to Halifax, and No. 8 from Ottawa to Sydney. On 1 September the RCAF was placed on active service.

September, 1939:

Canada declared war on the German Reich. The RCAF had a strength of 4,061 officers and airmen (including 1,013 in the Auxiliary), eight Permanent and 12 Auxiliary squadrons, and 270 aircraft of 23 different types (of which only the "Hurricane" was a first-line service machine).

December, 1939:

The agreement to set up a British Commonwealth Air Training Plan was signed at Ottawa by representatives of the United Kingdom, Canada, Australia and New Zealand. Extended and expanded several times, the Plan was finally terminated on 31 March 1945 after training 131,553 aircrew for the Royal Air Force.

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Sept. 30, 1947:

The "interim period" ended and the RCAF, on active service since 1 September 1939, "stood down". An intensive tri-service recruiting campaign was started.

Oct 6-7, 1944:

293 heavy bomber, the largest force ever despatched by No. 6 Group on a single operation, dropped over 813 tons of explosives and incendiaries on Dortmund; two aircraft failed to return. In the total bomber force of 523 aircraft there were also seven "Lancasters" from No. 405, the RCAF Pathfinder squadron.

Summer, 1945:

Most of the RCAF squadrons at home and overseas were disbanded. To the British Air Forces of Occupation in Germany the RCAF contributed a Disarmament Wing and a Fighter Wing of four squadrons; four squadrons remained with Bomber Command as part of its "Striking Force", and four more squadrons served with the RAF's Transport Command.

Summer, 1945:

Demobilization had reduced the RCAF to 58,047 personnel by the end of the year. There were ten squadrons overseas and four at home. The force had resumed its major pre-war activity of surveying and mapping Canada from the air.

May 8, 1945:

V-E Day, the termination of hostilities in Europe.

February, 1946:

The first post-war plan for the RCAF proposed a Regular Force of 16,100 men and eight squadrons, and an Auxiliary Force of 4,500 men and 15 squadrons.

Dec., 1946:

The three services were again united in one Department of National Defence under the Hon. Brooke Claxton.

Dec., 1946:

The Women's Division was dissolved. At the end of the year the strength of the RCAF stood at 12,735 officers and airmen.

Summer, 1947:

With the release of "interim period" personnel the strength of the RCAF decreased to 11,569 Regular Force personnel at the end of the year.

June 14, 1947:

The RCAF held its first "Air Force Day" across Canada.

Sept. 30, 1947:

The "interim period" ended and the RCAF, on active service since 1 September 1939, "stood down". An intensive tri-service recruiting campaign was started.

January, 1948:

The RCAF took delivery of its first de Havilland "Vampire" fighters - the first jet aircraft in the service.

Summer, 1948:

By the end of the year the RCAF had increased the strength of its Regular Force to 13,832 officers and airmen.

Jan. 14-15, 1949:

The first non-stop trans-Canada flight was made by a

Canadair "North Star" from the Experimental and Proving Establishment; the flying time was 8 hours 32 minutes from Vancouver to Halifax, for an average speed of 329 m.p.h.

Jan. - Feb. 1950:

A "North Star" of No. 412 Squadron made the RCAF's first around-the-world flight to carry the Hon. L.B. Pearson to a conference of Commonwealth foreign minister at Colombo, Ceylon.

July, 1950:

"North Stars" of No. 426 (Transport) Squadron began operations on the airlift to Japan, following the Communist attack upon South Korea on 25 June.

March, 1951:

The first NATO students trained in Canada graduated from the Air Navigation School at Summerside.

Nov. 1951:

No. 410 Squadron arrived at North Luffenham, England, as the first unit in the Air Division which the RCAF was providing for NATO; its "Sabres" were transported overseas by ship.

May, 1952:

In "Leapfrog I" the "Sabres" of No. 439 Squadron flew from Uplands to North Luffenham.

Aug. - Sept. 1953:

No. 4 Fighter Wing consisting of three "Sabre" squadrons, Nos. 414, 422 and 444 flew from Canada to Baden-Soellingen, Germany, to complete No. 1 Air Division.

Jan - Mar, 1955:

No. 1 Fighter Wing moved from North Luffenham, England, to Marville, France.

Jan. 1956:

The first jet crossing of Canada was made by a

(Continued on page 12)

TOTEM TIMES

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Wing Commander K. Kennedy
31 Jan. 68
CFB Moncton



**WE WISH TO EXPRESS OUR APPRECIATION TO THE FOLLOWING BUSINESS ESTABLISHMENTS
IN COURTENAY AND COMOX FOR THEIR SUPPORT OF OUR RCAF 50th ANNIVERSARY ISSUE**

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Flash Flaredrop

In this issue, Flash remembers the 50th Anniversary of the founding of his beloved RCAF, and plunges into a frenzy of nostalgia.

Good morning L.A.C. Torquewrench, quipped our fearless flyer, as he passed Tom on the hangar floor. Oh, g'mornin' Cap'n Flash, mumbled our intrepid mechanic from deep within an engine. "Correction, airman, that's Flight Lieutenant Flaredrop to you! We'll have none of that new-fangled lingo on this hallowed day." And with that he strode off toward Ops, merrily humming the RCAF Marchpast to himself.

In the Ops Room, Flash confronted his flight commander, who was, hopefully, smoking the last of that pineapple flavoured pipe tobacco. "Good morning, Squadron Leader Minor, 'tis the day of days! Fifty years ago the R.C.A.F. was formed, and as far as I'm concerned, it still lives on! These Navy jokers around the hangar are just here on exchange postings, and the sooner they get back to their boats, the better! Same goes for any pongoes lying around here, too! Remember Bishop, Barker and McLeod! And don't forget Sgt. Shatterproof!

"Oh, come now, Flash, be realistic," retorted Sqn. Ldr. (Major) Minor, "the old days are gone forever; we must accept the new way of doing things. Look how much more efficient and economical the Forces are now, since unification." "I should bite

my tongue off for saying that," he thought to himself.

"A pox upon you for such an attitude, sir!" shot back Flash, his face turning Air Force blue. "Why, I've a good mind to report you to Wing Commander Windsock, our venerable C.O. He literally 'looks down' on such diatribe, and won't stand for it. And if I catch any ground-crew acting in a similar manner, they should be dealt with by their engineering officer, Flight Lieutenant Eager Ironing or WO2 Knapsack, his learned and loyal deputy.

"Das all pretty good boss," piped up his loyal engineer, who had just entered the room, "but what about me? I'm a Master Corporal now, and we didn't have dem in the h'Air Force. I don't know whether I'm a senior L.A.C., or a junior Sgt., or a Corporal and a half."

"Rats," muttered Flash, as he pondered this new affront to his dream world. "I'll have to give it some thought, but right now, I've got to get airborne. Cheerio, chaps, wizard show, and all that. Mustn't go for a burton you know."

"Before you go, Flash, I think you ought to take along a whip to match that leather helmet and goggles you're sporting," mused the Sqn. Leader from behind his desk.

"A whip? whatever for, sir?"

"Well, if you insist on flogging a dead horse, you might as well do it right. So long, Flash."

Mushroom Mutterings

Once again, peace reigns supreme within the cavernous reaches of No. 1 Hangar, now that the hockey and volleyball trophies are in the bag. If one or more of the bowling teams can scoop a piece of scrap iron or two, it'll make for a good season.

GOOD TIMES AHEAD DEP'T

Two weeks ago, a great passle of Master Corporal appointments somehow made it into the Fungus Farm, all effective 1st March. The new hooks were hung on such notables as: Bob McNeilly; Art Seeley, who claims his reputation is ruined; good ol' Len McCormack; John Meider; Don Buchan; John MacKenzie; Paul Arsenault; and Jim Tomlinson, who got so tired from celebrating that he went to sleep in a chair and fell into his flying suit. Congratulations to all.

GOING DOWN THE ROAD Finally, someone has dug Peter Kury out of the engine bay, and now he's going to Edmonchuck, with a six month stop in Egypt. Right along with him go Capt. Cliff Eakin, silk scarf and all, and Garry Foster, who has been reincarnated as a Buffalo pilot.

ATHLETIC ANARCHY Sunday night saw the 442 and 407 Squadron hockey teams play before a packed house as they did battle in the final game for the "B" League trophy. In the best of five games series, 442 took the

first two with scores of 1-0 and 6-3 respectively. The Demons bounced back in the next two with scores of 5-2 and 2-1; to force a final go or die match on Sunday evening. And the fans weren't disappointed. The crowd roared and screamed as their heroes fired shot after shot at the goalies with a fever akin to the Battle of Britain (a little nostalgia there). But finally when the smoke cleared, the Mighty Mushrooms emerged with a hard fought-for 2-1 victory.

Marty Fraser, the 442 netminder looked pretty tired after withstanding some particular assaults by the Demon's number 13; and some displaced young navy C.P.O. with a number 16 on his back.

All in all, it was a well played series and for 442 a well played season, thanks to coaches Bill Brown and Bob Smith. The members of the team extend their thanks to the coaches, and the fans for their loyal support. Now, who's for a softball trophy this summer?

In parting, it is hoped that all you soldiers of the army, sailors of the navy and gentlemen of the air force will remember that although the R.C.A.F. was the Cinderella Service, she had two ugly sisters. And anyone who doesn't believe it, I hope Billy Bishop flies his Sopwith Camel up your nose!

407 Tech Ramblings

IN MEMORIAM ROYAL CANADIAN AIR FORCE

BORN: 1 April, 1924.
DIED: 31 January, 1968.
AGE: 43 Years 10 Months.

Memorial services commemorating the 50th anniversary of what was formerly the proudest Air Force in the world will be held throughout the Canadian Forces air element units on or about 1 April, 1974.

TORP TOPICS

The Torp Shop troops have been cycling through their annual OTTO fuel medicals of late. Some of the happenings down at the Med Shed have been pretty weird thanks to the guys from the Sticks and Bricks section who are revamping the joint. Can you believe an audiogram with hammering and drilling going on just down the hall? Of course the chaps are doing it in that building all the time but they are pretty couth about it. Bob Collins, Paul Fisk and Gerry Cook didn't study for their blood tests so failed on their first attempt. Gerry Cook wants his blood donor card annotated if he gets stuck for any more juice.

After reading the exemption list for the Junior Ranks Leadership Course, I felt by Jolly Green Jumper had taken on a definite Khaki tinge. Keeping things contemporary, did you know that some of the cleanest and briefest streaking in the area takes place in the base gym as the people from dressing

room "B" commute to dressing room "A" for showers.

John Luneng made it back from Ontario with a little more gray hair as everything hanging underneath his car was either knocked off or fell off during the trip.

We are saying "so long" to yet another Senior NCO from the section, as Jack McNaughton becomes Mister. Jack is staying in the area. His new office will be the cockpit of a motorized stage coach going up and down the island. All the best from the Torp Shop, Jack. May all your salmon be big ones.

SERVICING SNICKERS We of No. 2 crew cannot decide whether we should congratulate F-Sgt McCulloch or shed a tear on his behalf insofar as his impending posting to Camp Borden is concerned.

Cpls Lafortune and Uddenberg were recent returnees from what they claim was a frigid National Broomball Final at far off Shilo. While not too much has been said of the outcome, it would appear that our Pacific Region Champs did win two games. While the aforementioned were masquerading in their toques, mukluks and parkas, Cpls Fenn and Hooley were sojourning under Hawaiian palm trees.

Anyone observing a bright reddish streak going by them should not be alarmed since it's just Jack Sleeman and his

new (to him) Chrysler making the rounds.

If things keep going as they are, No. 3 crew will be sporting a complement of mostly new faces by the end of the summer. Glen Maher has taken up residence in the Tire Bay pending his release in August and from the same shop we welcome Larry Ward who we hope will enjoy the upcoming long trek to Greenwood for the Argus course.

F-Sgt Lozanski was the recent recipient of a letter from the banks of the Rideau reminding him of his impending retirement date. Since it started out "Dear F-Sgt Lozanski," Ed must have something going for him since no one in Ottawa has ever called me "dear."

Jim Milligan is Edmonton bound where he'll probably be rendering first aid to the good old Herc's. He's been here for so long that he may just have a little trouble selling all those CFB Comox shares that he holds.

Les Delamare is trying to remuster to flight engineer so if he is successful he'll be off on a posting to "2". Anyway, the best of luck, Les. Jerry was also going to have a crack at the F.E. trade but suddenly realized that those long hours and periods away from home weren't exactly his cup of tea. By the way, Jerry has bought another car so if you have a telephone pole in front of your house, be on the alert.

Dave Graham has sold his

beautiful self-built home, which wasn't even up for sale yet, in preparation for his move to 100 Mile House this summer. Obviously Dave is also remustering to a civilian.

To make our manpower situation even worse, Stead and Rod will be missing for a couple of months while they do their thing as members of this year's competition crew, and they promise that we'll win all the marbles this time.

Last but not least, we'll be saying our good-byes to Al Hillis this week as he trots his clearances around preparatory to his heading for the Cool Pool. We'll certainly miss his dry humour but will long remember him for insistence that our Argii get so dirty from flying through oil showers. So, as a favour to him, all pilots are requested to stay away from big black clouds at least until he leaves. We'll report on his post farewell party condition in the next issue.

Those new parkas should be arriving any day now that summer is almost upon us. By the way, Guys, drink plenty of coffee since Rod is going to need bags of money to pay for all those going away parties. I have a party contribution in my locker, but understand that F. Sgt. Lozanski can take care of that himself.

That's all from Super Crew for this time, see you next issue.

Entertainment and Events

WO & SGTS MESS

APRIL ENTERTAINMENT

APRIL 6 - Sportsman's Bingo - 2030 hours. Music by the Cameos. Food: Fish and Chips. Admission, regular and associate \$1.00 - honorary and guests \$2.00.

APRIL 13 - Social evening.

APRIL 20 - Wine and Cheese Dance Party. Music by the Alley Cats. Pick Trays for food. Time 2000 hours. Admission same as above.

APRIL 1 - Movie TBA

APRIL 8 - Movie TBA

APRIL 22 and 29 - Movie TBA

APRIL 26 - Retirement Dinner. Cocktails at 1900 hours. Dinner 2000 hours. Admission: regular and associate \$12.00, honorary and guests \$18.00. Tickets for this dinner on sale April 1 thru April 22.

TGIF EVERY FRIDAY EXCEPT THE 26th

Come on out and enjoy your Mess

JR. RANKS CLUB

APRIL ENTERTAINMENT

Sat. 31st, Sun. 1st - Western Entertainment Circuit "Kings Five" - Nashville.

Tues. 2nd - Movie - Across 110th Street. Anthony Quinn.

Sat. 6th, Sun. 7th - Band "Moonshadow". Saturday night - Food.

Tues. 9th - Movie - McCabe and Mrs. Miller. Julie Christie.

Sat. 13th, Sun. 14th - Band "Cross-Country Express".

Tues. 16th - Movie - They Shoot Horses Don't They - Jane Fonda.

Sat. 20th, Sun. 21st - Band - "Cameos".

Tues. 23rd - Movie - Easy Rider - Peter Fonda, Dennis Hopper.

Sat. 27th, Sun. 28th - Band "Van Islanders" - Sat. Night - Western Night with Food.

Tues. 30th - Movie - Box Car Bertha - Barbara Hershey.

BINGO - Every Wed.

SPORTS NIGHT - Every Thursday

TGIF - Fridays

OFFICERS' MESS ENTERTAINMENT

SUNDAY BRUNCHES - April 7, 14, 21, 28. Lunch Menu - 1145 - 1300. Children 75¢ - Adults \$1.25. Casual Dress.

MONDAY, APRIL 1st - Retirement Mess Dinner. Major Geo. Mealing - Major "Bud" Richardson. 50th Anniversary of the RCAF. 1900 for 1930.

SATURDAY, APRIL 6th - Mongolian Nite. Mongolian Menu - Price "by the ounce" - 2200 - 2330. Dress - Informal. DANCE to imported band - 2100 - 0200. RESERVATIONS FOR FOOD required by 1500 hours Friday, April 5th.

THURSDAY, APRIL 11th - TGIF - Free Snack Bar 1830. Please sign for snack tickets at Bar. Gallon Bottle Draw.

SUNDAY, APRIL 14th - Easter Family Dinner - 1700 - 1900. Beautiful Buffet. Walt Disney Movie for children at 1915. Adults \$2.75. Children \$1.25. Reservation for food required by 1550 hrs. April 11th.

SATURDAY, APRIL 20th - Super Demonite. Cocktails 1830. Dinner 1900. Dance to the "Music Factory" at 2100 hours. Dance is OPEN TO ALL Mess Members.

FRIDAY, APRIL 26th - Monster Mixed TGIF. RCAF Association Visit. Subsidized drinks 1700-1800. Seven course Chinese Dinner at 1900 hours. Price \$4.00 per couple - BIG BOTTLE DRAW. Reservations for food required by 1500 hrs. April 25th.

MAY HI-LITES

SATURDAY, MAY 4th - Spring Formal. Seafood Extravaganza. Vancouver Band "Natural Gas".

SATURDAY, MAY 18th - Dinner Dance - Cameos.

MINI THEATRE

Something New in Movie Entertainment

VIDEO CENTRE (60 Seats)

(Next to Central Meats)

FRI. 29 MAR. - THURS. 4 APR.

SHAMUS (ADULT)
BURT REYNOLDS - DYAN CANNON

FRI. 5 APR. - THURS. 11 APR.

CAPTAIN FROM
TOLEDO (GENERAL)

ADMISSION:

1 p.m. & 3:30 p.m.
Adults - \$1.25
OAP & STUDENTS - 75 cents
Children - 50 cents

7 p.m. & 9 p.m.
Adults - \$1.75
OAP & STUDENTS - \$1.25
Children - 75 cents

TCV VIDEO CENTRE

485 - 5th St. Courtenay
Manager: Mr. Bob Reed - 334-3262

Miracle Drive-In

BLACK CREEK, B.C. 337-5097

GATES: 7:30 SHOW: 8:00 P.M.
THURS., MAR. 28 - SUN., MAR. 31

"THE SWAPPERS"
(RESTRICTED)

PLUS
"THE IDEAL MARRIAGE"
(RESTRICTED)

APRIL 4 - 7 THURS. - SUN.

Paramount Pictures Presents

Bang
the
drum
slowly

"A rare event in the cinema - a movie that takes the elements of heartbreak and tenderness and love that made Love Story and Brian's Song so popular but elevates them to a more artful achievement."

A totally winning experience."

- Rex Reed

Mature - Frequent use of coarse language.

"The Friends Of
Eddie Coyle"

Robert Mitchum
Peter Boyle

DON'T FORGET

"SWAP 'N SHOP" EVERY
SUNDAY, 10 a.m. - 4 p.m.

BASE THEATRE

Theatre Information
Call 339-2433 Anytime

RESTRICTED SHOWS: 18 years and above - Under 18 years of age must be accompanied by a person over 18.
ADULT SHOWS: 16 years of age and above - Under 16 years must be accompanied by a person over 16.

Wed. 27 Mar.
Thur. 28 Mar.

TROUBLEMAN

Take off of Shaft film
Showtime 2000 hrs. to 2155 hrs.

Paul Winfield
Robert Hooks

Fri. 29 Mar.
Sat. 30 Mar.
Sun. 31 Mar.

HICKEY & BOGGS

Showtime 2000 hrs. to 2200 hrs.

They're not cool slick heroes. They're worn, tough men and that's why they're so dangerous.



BILL COSBY and ROBERT CULP
"HICKEY & BOGGS"

Wed. 3 Apr.
Thur. 4 Apr.

SOLDIER BLUE

Restricted
Warning - Some swearing, coarse language & brutality

Candice Bergen
Peter Strauss

THE MOST SAVAGE
FILM IN HISTORY!



JOSEPH E. LEVINE presents A RALPH NELSON FILM
SOLDIER BLUE

CANDICE BERGEN - PETER STRAUSS
DONALD PLEASANCE

Fri. 5 Apr.
Sat. 6 Apr.
Sun. 7 Apr.

A CHARTOFF-WINKLER-CARLINO PRODUCTION
CHARLES BRONSON
in a MICHAEL WINNER Film
"THE MECHANIC"

Mafia paid assassin
Showtime 2000 hrs. to 2155 hrs.

Wed. 10 Apr.
Thur. 11 Apr.
Showtime 2000 hrs. to 2155 hrs.

Paramount Pictures and Tomorrow Entertainment, Inc. Present
ALEC GUINNESS
SIMON WARD

HITLER:
THE LAST TEN DAYS

A WOLFGANG REINHARDT PRODUCTION
A JOHN NEWMAN PRESENTATION
IN COLOR - A PARAMOUNT PICTURE



'Chato's Land'

PG

Fri. 12 Apr.
Sat. 13 Apr.
Sun. 14 Apr.

United Artists

Charles Bronson
Western

Showtime 2000 hrs. to 2155 hrs.

SATURDAY MATINEES

Sat. Mat. 16 Mar. ZEBRA IN THE KITCHEN Jay North
Comedy Showtime 1400 hrs. to 1545 hrs. Andy Devine

Sat. Mat. 23 Mar. TIME MACHINE Rod Taylor
Showtime 1400 hrs. to 1555 hrs. Science Fiction

Sat 30 Mar. PRINCE OF PIRATES John Derek
Showtime: 1400 to 1550 hrs.

Sat 6 Apr. BEYOND MONDOSA Cornel Wilde
Showtime: 1400 to 1555 hrs.

Sat 13 Apr. STOP, LOOK AND LAUGH 3 Stooges
Showtime: 1400 to 1550 hrs.

For Base Theatre Information Call 339-2433

RESTRICTED SHOWS: 18 years and above - under 18 must be accompanied by a person over 18.

ADULT SHOWS: 16 years and above - under 16 must be accompanied by a person over 16.

For information on what's playing at the Base Theatre
- Telephone 339-2433.

All we have left are memories

No. 6 O.T.U.

The Golden Hawks

BY SCOTT HUNTER

Lo! these many years ago, when the Comox airfield was just hacked out of the forest and swamp, this writer was posted back from the Med and sent - attached to the RAF - to the training staff of this "bush" station.

Let's set a few things straight about the early role of the Comox air base and lay a few ghosts to rest.

Recently, two separate sources in two local papers have referred to the base as opening up as an RAF Coastal Command unit. As one who slept on the floor on a mattress before bunks were furnished to officer's quarters, this is news to me. As soon as the new runways were operational the RCAF Coastal Command out of Tofino and Sandspit may have used them as emergency strips. But the RAF Coastal Command? Uh. Uh.

The RAF's role really originated at Patricia Bay where No. 31 Operational Training Unit flew whip-stall Hampdens in anti-shiping torpedo laying. A few old wrecks on the slopes of Salt Spring Mountain will testify to that. But back to the initial days of Comox as a full-fledged flying station.

A gaggle of advance parties (this writer included) flew in with Beechcraft AT-12's, sort of the early type twin Expeditor. This was early April 1944. Then a regular stream of brand new Dakota transports were soon flying in straight from factory fields in the U.S. Later - much later - when the base became an RCAF total unit, ten B24 four-engine Liberators were added.

But in the summer of '44...strictly RAF Transport Command O.T.U.

We were a polygot outfit. Both in training staff and trainees. The bulk of the ground crew and station personnel, including a most attractive group of W.D.'s were transported up the Georgia Straits from Pat Bay on the Princess Kathleen, an old CPR three-stacker. They faced the long dusty trek from the Comox Wharf up what is now Anderton Road on a hot day in May 1944. This dusty, calamitous hike by literally hundreds of service types (the majority RCAF) became the motif of a special jacket crest which was struck and, incidentally, I have one.

At the onset of flying operations, aircrew types, both instructors and trainees, were a mixture: RAF, Aussies, New Zealanders, and Canadians attached or seconded to the Royal Air Force, plus true-blue RCAF types.

I think I can coddle my memory bank for some names.

The C.O. of RAF (Custodians) No. 6 O.T.U. was an English bloke, Group Captain Maxwell, AFC, who had formerly commanded South Atlantic Wing, 44 Group, RAF Transport Command in the Bahamas. The C.F.I. was a Winko, Mickey DePrett, DFC, AFC, who in real civvy life was known as the Count Michael DePrett-Roos, a scion of Belgium royalty.

The Chief Ground Instructor was an Edmontonian, idolized by every body on the base. Wing Commander Pete Oleink DFC and Bar, AFC - who had two tours of ops in Wimpies of all things. Pete and I later became business partners when we first settled in civvy street. So did Duke Schiller, now residing in the Comox Valley, who was one of those top dog W.O.s aircrew types.

My roommate was a sprig P/O Signals Officer, Ken Wark, who currently commands CFB Ottawa. The first Chaplain or padre was Mr. Frank Henderson who still lives in Comox.

So, although the Department of Transport, on completion of the construction had turned the airfield over to RCAF authorities, the first regime at No. 6 O.T.U. was RAF no less. Flying was the name of the game night and day. With over 70 airplanes to choose from there were a helluva pile of hours logged with pilots, navs and radio ops in 12-week conversion courses. Keep in mind that these "trainee" crews in the

majority had had one or two tours of ops overseas in Bomber, Coastal and Fighter Commands. I recall feeling slightly abashed lecturing to a class of 40-odd pilots of a mixture of ranks from Flight Sergeants to Wing Commanders all heavily laden with tunic fruit salad. Those were the REAL flying days - with more kites than you see at Comox now - 40 Beechcraft, 20 Dakotas, later, 10 or 12 Liberators.

And, oh yes! The gliders. Not too many know: at the present day Cassidy Airport, just south of Nanaimo, was built as an airstrip as an operational adjunct to No. 6 O.T.U. It was there that all sorts of weird experiments were tried with clumsy big Waco gliders - even flying pickups off the deck which resulted in a lot of strawberry boxes strewn around the field. Flight Lt. Paul Hartman, who was to become the RCAF's chief test pilot, led the effort at Cassidy.

I flew the odd search mission with Bruce Inrig, who still lives at Point Holmes, and I had to rely on his recall of aircraft losses during operations at No. 6. Strangely enough, for the immense amount of hours logged in all sorts of foul weather, very few! One fine summer afternoon (CAVU) in August 1944 an RAF trainee crew disappeared in a Dakota just after reporting over the Tofino radio range. Something happened during the letdown. The search was conducted for a week in splendid weather, but not a trace was found. Not to this day. Then during the winter of late '44 an Expeditor trainee crew got lost on a night cross-country (the "Rockpile Tour" so dubbed) ending up out of fuel away the hell up in the bush near Vanderhoof. They all bailed out successfully.

Then there was a splendid prang one morning when one of the senior instructors, a squadron leader who will blessedly remain nameless, tried to take off in a Dak with the outside wooden locks still in the elevators. The crew walked away.

Still there is the tragic memory of a 4-engine Lib on a "milk run" around the various Island bases with people going on weekend leave and crashing on takeoff at Tofino, killing all on board.

One bizarre flight involved the Furniture Fighters - 3 Dakotas dispatched to Terrace upcoast which was a Hurricane fighter base closing at this stage of the war. We were desperately in need of furniture for all messes so we were conducting a Seek & Swipe raid with the Daks as prime movers. After some squeaky hedge-hopping in abysmal weather (Oct. 44) a RAF type, F/Lt. Jimmy Raffan, with this writer, got in and out in a hurry with our stolen goodies. Meantime, F/O Pete Ludlow, vedy vedy English, took off later at dark and ran into what would loosely be termed "severe turbulence". Running into a hidden CB broke just about every bone in the Dakota's frame, the cargo deck awash with high octane from busted long range tanks. Upside down and nothing on the clock but the maker's name. Old Pete flew the kite back to Comox practically in pieces. He was gonged with the Air Force Cross.

There was a Cloak and

Ottawa, April 29, 1959 - The RCAF's newly created "Golden Hawks" precision aerobatic team, now training at Chatham, N.B., will be seen by millions of Canadians this summer during its four-month tour of the country starting in May.

Organized to take part in the activities celebrating the Golden Anniversary of Flight in Canada and the RCAF's 35th Anniversary, the team in their gold, red and white Sabre jets will be one of the few Air Force aerobatic teams to perform on a national basis since the famed "Siskins" toured the country in connection with the Trans-Canada Air Pageant of 1931.

Formation aerobatics have long been a part of military flying and teams such as the US Navy's Blue Angels and the Royal Air Force Black Knights are world famous. Now to join this select group of precision perfect pilots the Royal Canadian Air Force will present the Golden Hawks.

Leading the group of eight skilled pilots selected for the Golden Hawk team is Squadron Leader Fern Villeneuve, 31, of Ottawa. S.L. Villeneuve is considered to be one of Canada's top aerobatic pilots.

These other members of the team combine with him to form a four-plane formation, while two others perform solo displays and two spare pilots are available to fill in any position as required.

The Golden Hawks will stage a 25-minute sequence of loops, rolls, cross-overs, bombbursts, Cuban eights and rubeaturs during each performance. All these are standard manoeuvres to RCAF fighter pilots but will be carried out in tight formation by the Golden Hawks in their colourful planes.

Scheduled to start their tour in mid-May the Golden Hawks will be seen at more than thirty Canadian centres from Newfoundland to British Columbia.



The Golden Hawks

Dagger Ops where 7 barrels of beer played a mysterious role. But better ask the pilot who flew the operation, Bruce Inrig.

In late August 1944 the RAF custodians departed Comox, crewed up in their own Dakotas and headed overseas to 44 Group Transport Command. Most of them were in on the airborne troop and glider show at Arnheim. RCAF people then took over all operational phases of O.T.U. The new C.O. appointed was Group Captain Don MacDonald DFC of Vancouver who had a brilliant record on ops with Mosquito night fighters, 410 Squadron I believe. Squadron Leader Doug Connor, who's unit had flown in the B24s from Penfield Ridge, NB., was named CFI and S.L. Bud Brodski, a Yank in the RCAF, was SBOPS. Winko Oleink remained as CGI of the Ground School. The SAdO was a peppery little fireball out of the Imperial Indian Army, S.L. T. B. "Tish" Jones. After the war he ran the Kye Bay Lodge. The highest Poo Bah of all, the SWO, was Johnny

Regan, now well-known in Comox Valley real estate business. The Nav School was headed by S.L. Ed Kendall who went to CPA in peacetime. A chap now long associated with the Courtenay School District, Stan Rowe, was a Nav instructor wearing the old Winged-O.

On a number of occasions during the summers of 1944 and '45 Japanese fire balloons came drifting in on the westerly jet streams at very high altitude. A few appeared over the base, but there was nothing flying on the coast that could hang on its props that far up.

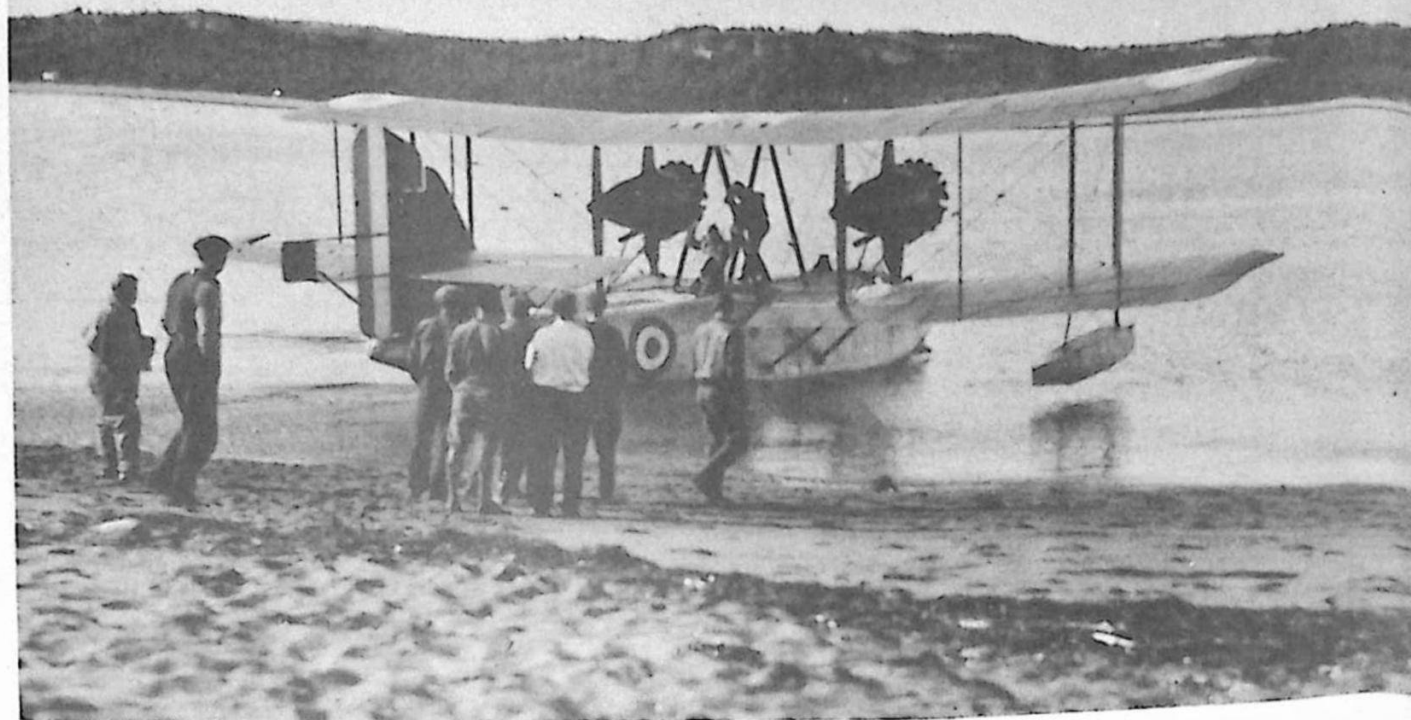
The aircraft on the base had a role to play in the affair of the so-called Zombi riots, in particular when a ruction (mutiny?) took place at the Sandwick Army Camp and the streets of Courtenay were shuttered and deserted. But that is another story for the telling by someone else.

Even after the Japanese surrender in August 1945 No. 6 O.T.U. continued to turn out trained transport crews, although not in the same previous quantity. Many of these had a crack on the famous Berlin Airlift. The base very gradually phased out with the aircraft in split up singles flying crosscountry to Greenwood, N.S. At this time, S/L Connor recorded the coast-to-coast Canada flying time in one of the Libs heading east with an exceptional tail wind. This writer and a B.C. chap named Moose Wells, departed with the second to the last aircraft to leave the RCAF O.T.U. - a Dakota on or about February 12, 1946.

Unfortunately, in the shuttle to Greenwood, a Dakota was lost on a night flight across the Rocks. The wreckage was found near the Crows Nest Pass with nine fatalities.

For about a year thereafter we were an RCAF holding unit with few personnel commanded by Flying Officer Archer who remained in a caretaker situation at Comox airfield.

The foregoing may titillate a few argumentative types who are both ancient and long-in-the-tooth prop jobs like myself. But this is the recollection of No. 6 O.T.U. to the best of my knowledge...but certainly not all of it.



VICKERS VANCOUVER Flying Boat flown by W.C. Bryant in 1932.

R.C.A.F. No. 249

Recently I had the good fortune to interview a former Wing Commander now residing in the local area. His career and memories are, I think, of more than passing interest as this is the 50th Anniversary of the R.C.A.F. W/C Bryant joined the service when it was just two and a half years old as an A.C. 2 "Standard". He became Regimental number 249 and received the magnificent sum of \$1.75 per day less 10 cents deferred pay, less 5 cents barrack comforts.

He joined up at Jericho Beach, Vancouver, and says he practically starved to death on the train journey to Angus, which was more popularly known as "Anguish", as there were no travel advances and if you had no money you didn't eat. It was as simple as that.

Basic training consisted of drill and more drill, inspections and more of the same, and discipline consisted of every form of punishment except the cat of nine tails. Seven days pack drill lugging a 60 pound pack and your rifle for two hours at a stretch was usually reserved for the more heinous crimes and that definition in no way conformed to the dictionary meaning.

You paraded for meals, marched to and from work, marched everywhere. Reveille was at six a.m. and if you weren't out of bed before the last echo of the trumpet the duty Cpl. gave you a whack across the ass with a swagger stick. From there on you didn't have to worry about what came next, you were told and it was do this do that until lights out at 10:30.

At this stage, he said, the R.C.A.F. had no rules and regs of their own and every detail was patterned after the R.A.F. including the scale of issue for rations, and what rations: 3 eggs per man per week and this included those used for baking. You very rarely saw one on your breakfast plate. One ounce of butter per day per man if you were lucky and the cook was in a good mood. Breakfast usually consisted of a scoop of porridge, milk you could read a paper through, two slices of dry toast and a mug of lukewarm coffee. The rest of the meals were equally "appetizing". It was bloody awful. Your deep enamel plate, shallow enamel plate and mug, knife, fork and tablespoon were personal issue and you packed them to and from the mess hall. After eating you washed them in two galvanized iron sinks. These sinks had no running water and were filled once from the kitchen with hot water for each meal. After about 40 people had washed their utensils before you that water became more than a bit thick and God help you if you were caught washing your dishes in the barracks.

He said he didn't receive any uniforms for about six weeks after his arrival in camp because there weren't any. When they were issued they were strictly R.A.F. The only difference was the buttons and these were R.C.A.F. The tunics had a stand up collar designed to choke you to death and he swears the summer uniforms were made of canvas. What uniforms - they fitted where they touched and if you squatted down once the knees bulged like half inflated

footballs. Standard working dress was breeches and puttees and these were a subtle form of torture designed by some maniac with a hatred for all airmen.

He went on that enlistment was for a period of three years or quote "so long as His Majesty may so desire your services". There was no formal trade training and in the mechanical field you became a "Fitter" or "Rigger" depending on the need and sometimes you were both. You were taught or learned your trade on the hangar line and gained trade grouping if and when the F/Sgt thought you were ready to sit an examination. There were three groupings, A, B. & C. and each paid an increment of 10 cents a day.

The basic flying trainer was the Avro 504N which was powered with a rotary engine of doubtful vintage and reliability. These engines revolved around a stationary crankshaft and had no oil return system. Once it had done its work it dribbled and smoked out the exhaust ports. Because of their design only castor oil could be used and sitting behind the engine, which was practically in your lap, breathing those exhaust fumes took care of any constipation problems you might have. The Wing CO told me that on graduation from his flying course he became the 13th Sergeant pilot in the R.C.A.F. and went on to say that many years later became the first N.C.O. flying instructor. It should be mentioned here that his career as a pilot spanned 28 years and in that time he flew 76 completely different types of aircraft. He also told me that once during his flying training he drew to his instructor's attention that there was no airspeed indicator in the front cockpit and was told to take off it was a bloody luxury anyway. Generally, he said,

you flew by the seat of your pants. If a deathly hush came over the proceedings you were going too bloody slow and if all the rigging cables started to whistle and scream like hell you were going too fast. You sought a happy medium. Apart from a few simple engine instruments the cockpit contained a compass plus a vertical and horizontal spirit level and an air speed indicator, that's all. As for speed, a good aircraft would get up to about 85 m.p.h. and land somewhere around 50.

His No. 1 log book shows that he had 69.45 hours dual and solo when he graduated and the CO said to him on Wings Parade (it consisted of four from the original 12 that started the course) that if he made 200 hours he would probably survive and if he made 500 he had it in the bag. All very encouraging. Perhaps his remarks were predicated on the fact that you received no further dual. New types you just got in and flew regardless of what they were.

Following graduation and flying boat training he was seconded to Civil Government Air Operations. This was "Bush" flying and he flew in all parts of Canada. Mostly in the north. On this work it was all flying boats and seaplanes in the summer and skis in the winter. As an afterthought he said he learned to fly on skis and never flew a machine on wheels until his flying boat days were over.

He told me this northern flying was damn dicey. They didn't have radios and the aircraft and engines were not too reliable. There were no detailed maps and if you did go down you were more or less on your own. It wasn't until 1931 that instrument flying was introduced in Canada and he along with nine others, including a few selected civilian pilots, took the first course. It consisted of ten hours in open cockpits with a

hood arrangement to block off the view. There were still no radios and the only gyro instrument was a double needle Reid and Seigrist turn and bank indicator.

Following the instrument flying course he was detailed to fly on a ship to shore air mail service for the post office dept. The route ran from Red Bay Labrador to Rimouski Que. and from there by land-plane to Ottawa. At this stage he was flying a twin engine Vancouver flying boat. It was nothing more than a metal version of the old Varuna monstrosity. Still fresh air flying. He says that designers put a cockpit in an aircraft as an after thought and to hell with the pilot's comfort. Next came three years of flying for the R.C.M.P. They were under contract to them through the C.G.A.O. arrangement. The job was to intercept rum runners inbound from Barbados and prevent them from making a landing along the coast line. The area patrolled extended from Yarmouth, N.S. to the tip of Cape Breton, and the whole of the Gulf of St. Lawrence. He said that in three years they sure put a crimp in the rum runners operations but they always managed to get some ashore and if you knew how to go about it you could buy a five gallon keg for \$8.

The R.C.M.P. eventually started their own air division and took over the rum runner bit and he was transferred to Trenton as a flying boat instructor. When that school closed he moved across the road instructing on land planes. He was commissioned on the outbreak of the war from F/Sgt. to F/O and three years later was a W/C. There was no promotion for anyone from 1931 to 1939 or at best darn well.

He was still determined to get overseas and out of training command and finally made it as a transport pilot attached to 216 Sqn., R.A.F. Cairo Egypt. When the war in Europe ended he was CO of the R.A.F. Staging Post at Rabat Morocco. On returning to Canada he took over as CO Jericho Beach and finally closed the station where he had joined up as an A.C. "Plunk". He then took over as Camp Commandant, North West Air Command, Edmonton and later as CO of several stations, each of which were closed in turn. He says he was jumping around like a yo yo and hardly had time to unpack. After a lengthy stint as CTechO Station Edmonton, he was transferred to the same position in Comox when the station re-opened in 1951 but still managed to fly the odd Lanc and keep in flying practice. He laughingly states he held onto the job until some S.O.B. in Ottawa twigged that a general list officer was not only holding down an engineering officer's position but one of their pet locations to boot and he got the bum's rush.

In 1955 he took over as CO R.C.A.F. Station Edgar and remained as such until he retired in December 1959.

W/C Bryant's total service fell just short of 35 years and he was one of a handful of those who took the R.C.A.F. out of diapers and swaddling clothes and made it into one of the finest military organizations in the world. Peter Kyashko



WING COMMANDER Bryant prepares for flight in a Fairchild aircraft.



THE HIKE from Comox Wharf, along Anderton Road on a hot, dusty day in May, 1944, took the bulk of RCAF Comox personnel to their new home.



"Donner-Krieg"

Dark was the night - the stars scarce shone.
With engines roaring one by one,
The aircraft scrambled, their plans well laid
For an orthodox practice bombing raid.

At Donna Nook the A.O.C.
Sat in the target hut, and he
Had others with him, to help him write
A report on the timing and bombing that night.

Above him, huge forms with winking eyes
Rushed by, half seen in the darkened skies;
Stars hung suspended above the ground,
While searchlights circled slowly round...

A wild, fantastic, nightmare scene
As if the mother of birds had been
With all her prehistoric brood
Released from Hell in a party mood.

The A.O.C. thought it too good to be true
When all of a sudden, from where no one knew,
A shower of incendiaries fell and shook
The peace-loving people of Donna Nook.

Some Jerries were flying abroad that night
And the flood-lit target had caught their sight;
They couldn't make out what was going on
And had joined the unsuspecting throng.

The lights were doused and helter-skelter
Everyone dived for the nearest shelter;
But no one minded and all went well,
Until another incendiary fell.

On the kitchen roof. Then, sharp as a knife,
A Winco risked his limb and life,
To remove it and save their supper from burning,
Eternal gratitude justly earning.

The target doused, one Demon mistook
The flare path of Manby for Donna Nook;
With utmost precision and timed to the minute
He opened his bomb door and dropped what was in it.

On a Hampden coming quietly home,
After a raid, to his aerodrome;
And the blinding flash and report like a gun
Upset the pilot's e-qui-lib-ri-um.

He wrote off his kite and a car, while his crew
Dived under the chance-light, but all they could do,
Was hide head and shoulders and hope for the best
And trust the Almighty to care for the rest.

The A.O.C.'s Anson was written off
And so was the C.C.'s Tiger Moth;
Which proves, if you care to figure it out,
That there is real justice somewhere about.

" 'Tis Goering were sprechen on der behalfe
Of Reichmaster Hitler and alle his Luftwaffe.
Amazed by your tactics we send you this token
For co-operation with Luftwaffe folken."

"It's a Cross made of Iron at our Fuehrer's behest
Mit oak leaves und Maple to pin on your breast."
This noble insignia adorns Winco B-
The head of the dare-devil Demons of D-.

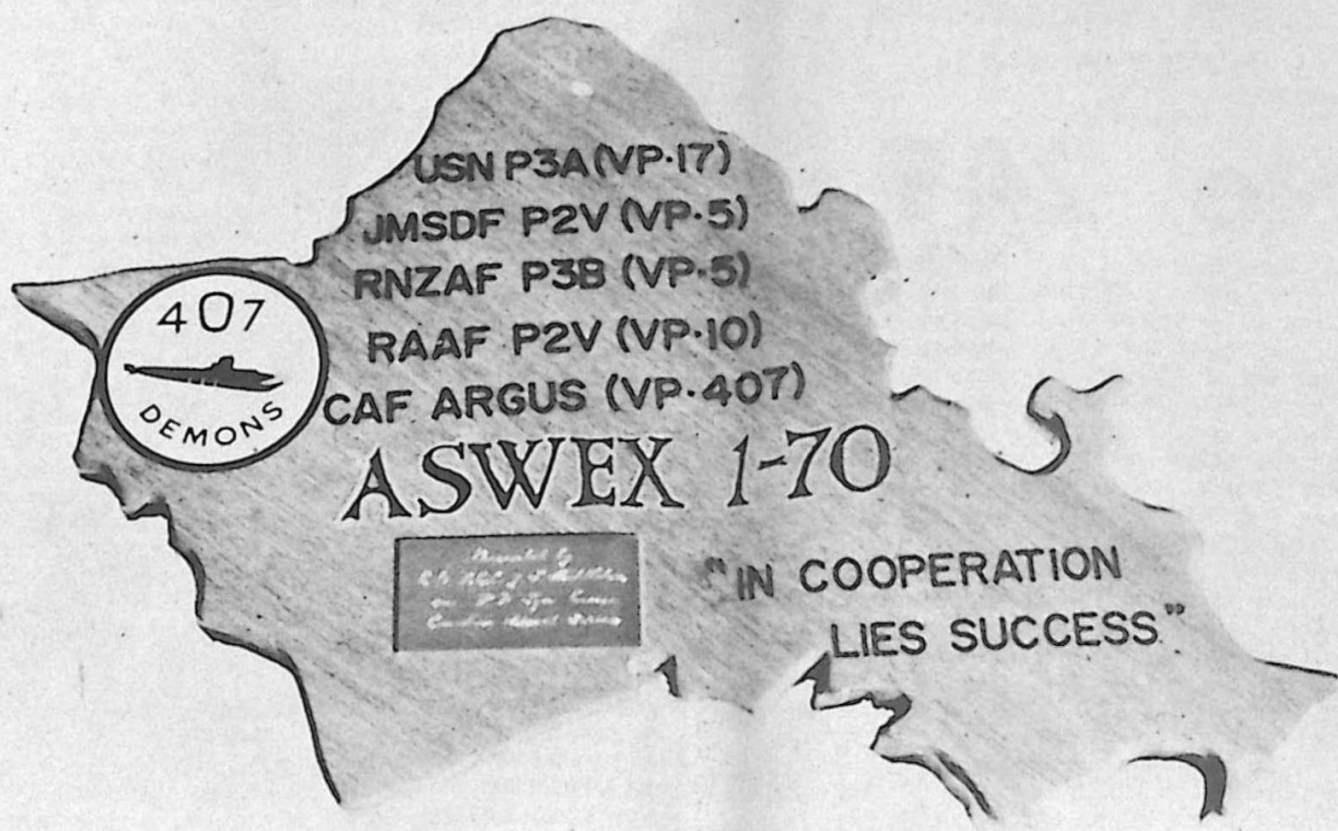
Roles of 407

The primary role of 407 Squadron is anti-submarine warfare and maritime patrol duties.

As such, the Squadron observes and monitors all Sino-Soviet surface and sub-surface shipping in their area of responsibility.

On the domestic side, 407 conducts Arctic surveillance patrols throughout the year and aids Western area Rescue Centres in some Search and Rescue missions in Canada's North and along the B.C.

coast. Since Canada has instituted a 100 mile pollution control zone on her coast, 407 Squadron has been involved in monitoring shipping in this area and reporting violations. Recently a 407 crew were instrumental in the first prosecution and conviction of a ship captain for polluting Canada's coastal waters. In a parallel task, 407 Squadron crews also observe the fishing fleets off Canada's West coast and report any observed violation of Canada's fishing regulations.



RT. HON. MacKENZIE KING talking with W/C H.M. Styles RAF first Commanding Officer of 407

(Demon) Squadron R.C.A.F. Britain, 1941. W/C Styles was CO from 18 May 1941 until 7 Jan. 1942.

Demon Doins

WARTIME: No. 407 (RCAF) Squadron was formed at Thorney Island in the United Kingdom on 8 May, 1941. It was equipped with Blenheim MK LV aircraft but soon after was switched to Hudson MK V's.

The wartime work of 407 Squadron may be described in two phases: the first lasting from the formation of the squadron until Jan '43, during which time it was engaged in shipping strikes against the enemy; the second phase, lasting from Jan '43 until the end of hostilities found the Squadron engaged in anti-submarine patrols.

Such was the calibre of work accomplished during the anti-shipping phase that, in March 1942 the Squadron received a letter of commendation expressing the appreciation of the Air Council and the AOC of Coastal Command for their excellent operational record during the six months ending December 31, 1941. During the month of May 1942 the Squadron set an all-time record for damage caused to enemy shipping. It was for

these accomplishments that the Squadron earned the nickname "The Demons" from the "Times" of London.

In January 1943 the Squadron began converting to the Wellington aircraft and soon commenced their work as an anti-submarine squadron. Most prominent of the Squadron campaigns was its role in the "Battle of the Bay" (Biscay) and in an operation against midge submarines, the latter near the end of the war.

POSTWAR: 407 (Demon) Squadron was re-activated on 1 JUL '52 under the authority of No. 12 Air Defence Group.

Upon re-activation 407 was again assigned the anti-submarine role, being equipped with converted AVRO Lancaster bombers.

While the operational range of the Lancaster had limited 407's area of operations, the Neptune had by the mid 1960's extended 407's operational area as far west as Midway and Adak.

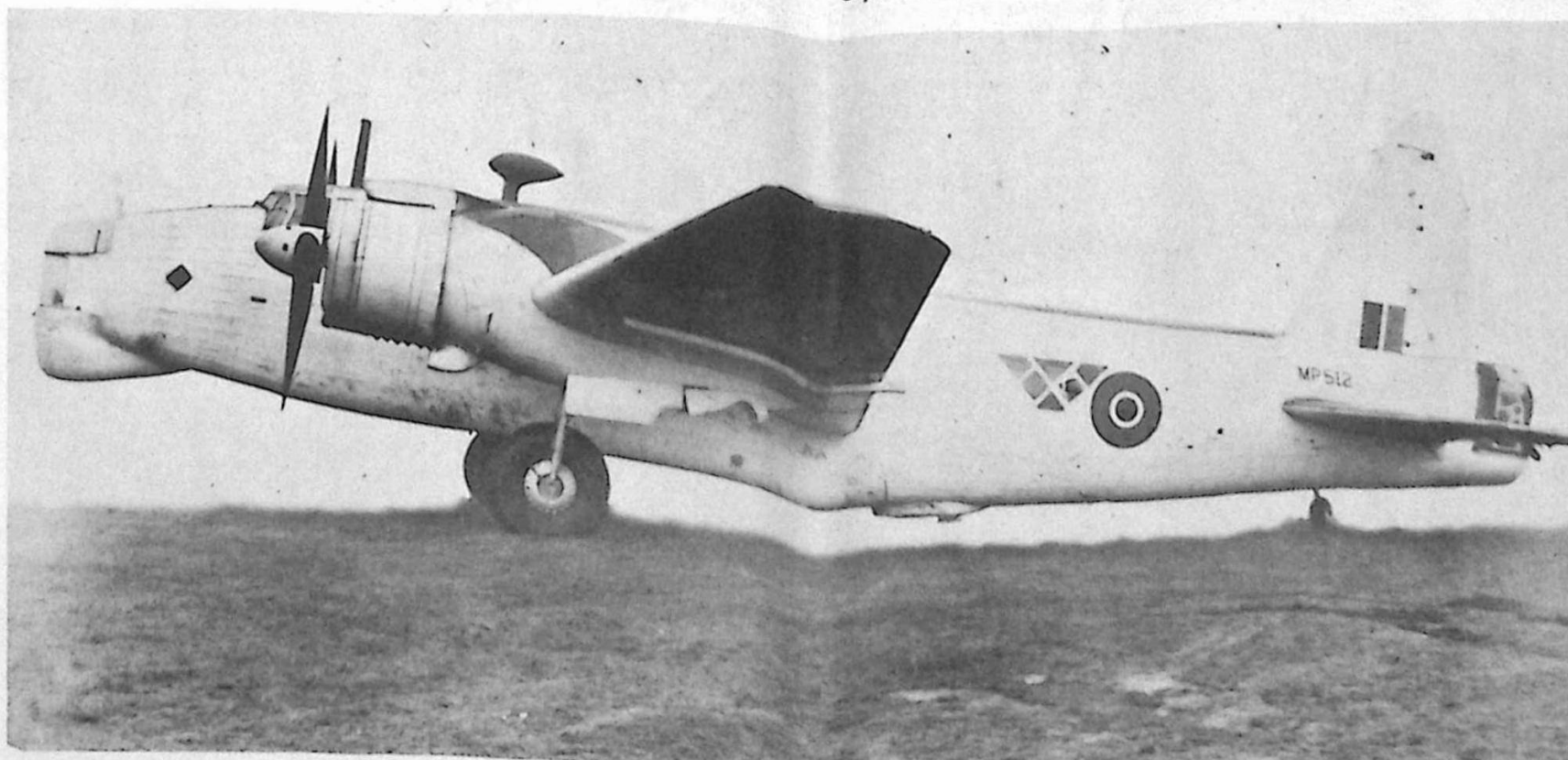
Since 1968 the Argus has extended that area to include Japan, Australia and New Zealand.



LOOKING FORWARD to the next 50 years, test flights have already begun on the new LRPA aircraft. Pictured above are the crew firing up X-407 for its maiden flight.



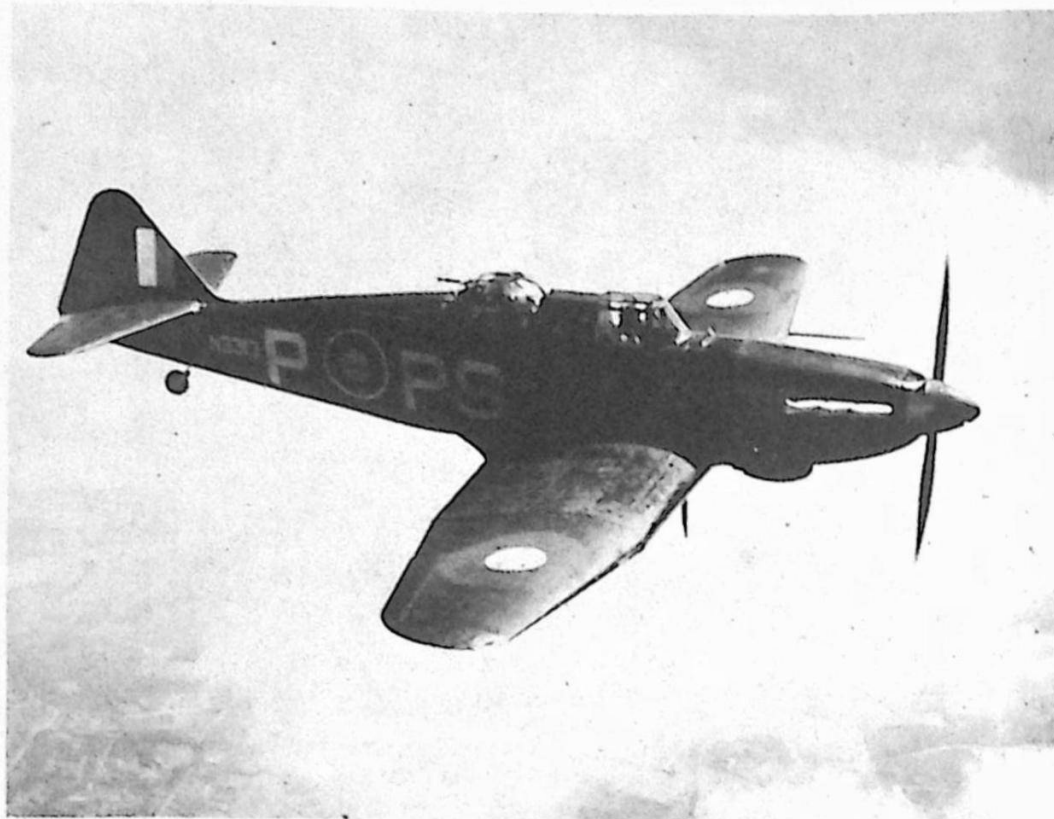
AS THE NAVS got older and bolder, the engineers longer in tooth and observers promoted again, 407 accepts its newest member to the pilot ranks.



FLOWN OPERATIONALLY with 407 on 19 April 1943, the Leighlight Wellington was the first aircraft to be totally used for anti-submarine and air-sea rescue by the squadron.



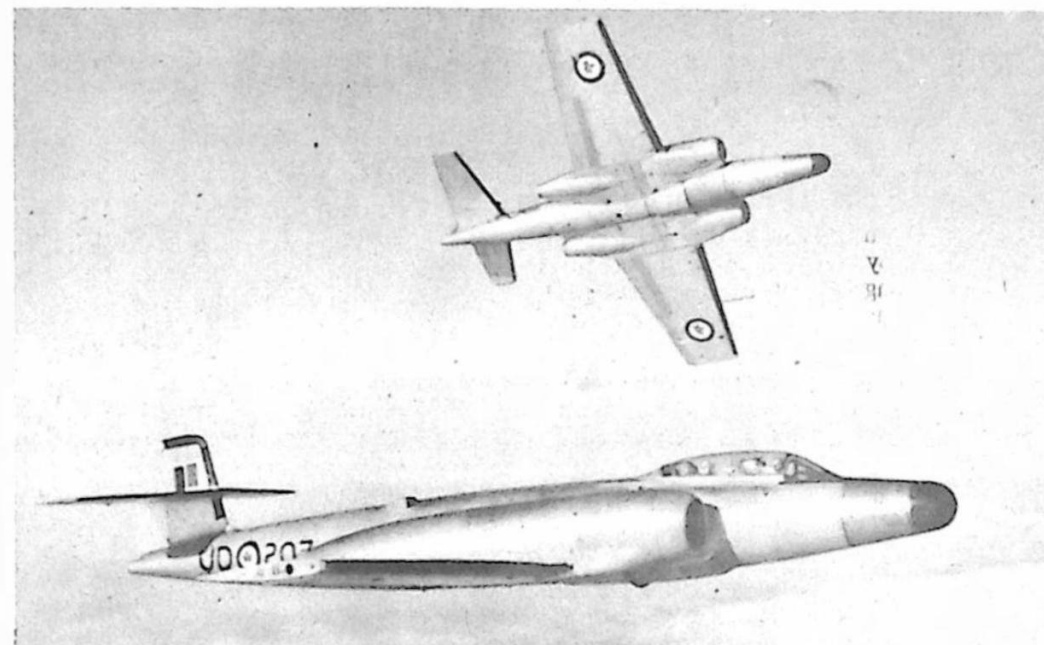
409 AW Fighter Squadron



BOULTON PAUL "DEFIANT," the first aircraft used by 409 Squadron in June, 1941.



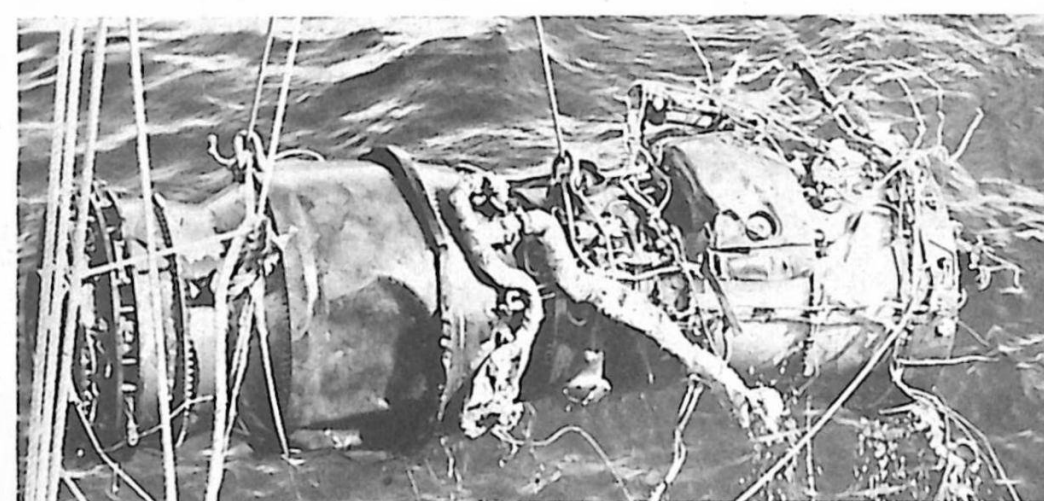
CF101B "VOODOO" supersonic interceptor is the aircraft currently in use by 409 Squadron.



CF100 "CANUCK" twin jet all weather fighters were operated by 409 Squadron from 1954 to 1962 until replaced by the CF101.



WINNING SPIRIT still prevails in 409 Squadron as one of many trophies is brought home.



MOMENTS OF TRAGEDY remind us that even in peace time our profession involves great risk.

409 Then and Now

409 Night Fighter Squadron was formed at Digby, Lincolnshire, England, on June 17, 1941. The Squadron was employed in the air defence of the British Isles and was first equipped with single engine Boulton Paul Defiants. Two months later the squadron was re-equipped with Bristol Beaufighters. In February, 1944, 409 Squadron received the Canadian built Mosquito night fighter equipped with the latest radar.

After D-Day the squadron became one of the first night fighter squadrons to move to the continent, where it became one of the top scoring units of the 2nd Tactical Airforce. Throughout the short nights of summer the Canadian night fighter squadrons, Nos. 406, 409 and 410 were as busy as they had been in the days when they fought from bases in Britain. Before D-Day the night fighters had scored slightly more than fifty enemy aircraft destroyed and about an equal number damaged or probably destroyed. In the first three months ashore in

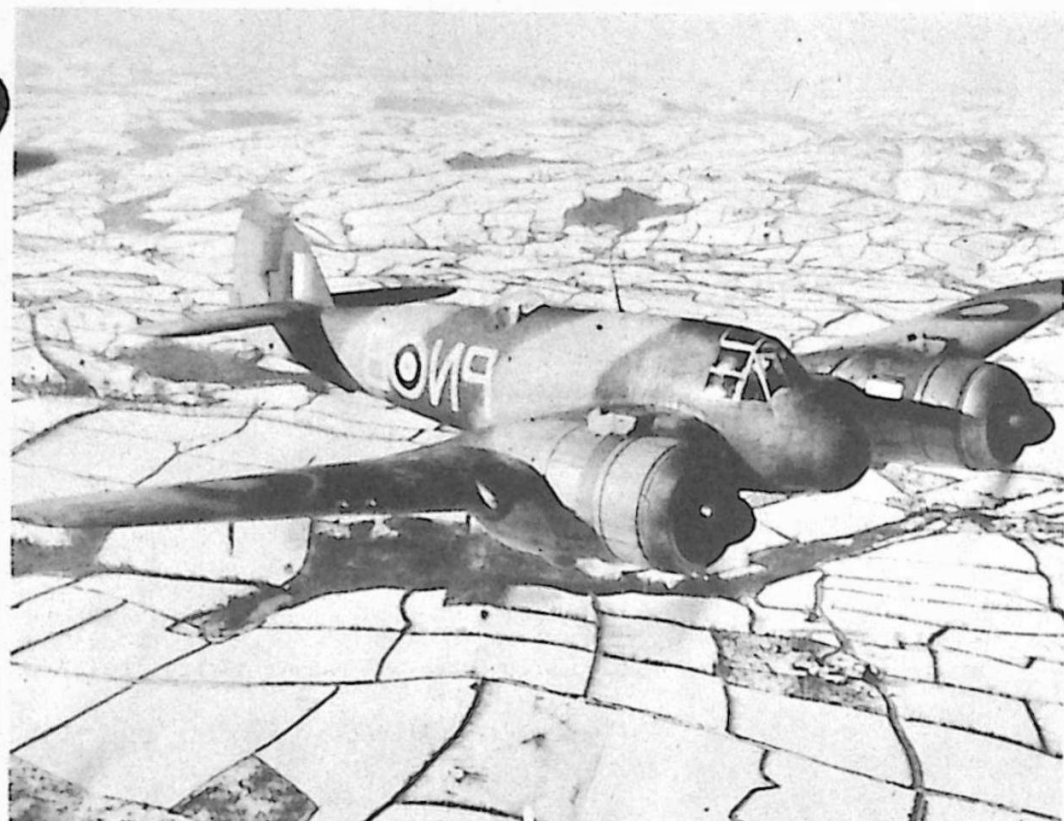
France, these figures were more than doubled. In addition they had knocked down ninety-two flying bombs. After the first robot landed in England on June 12, 1944, RCAF Squadrons 409 and 418 were detached for anti-bomb assignment.

During the latter part of 1944 and early 1945, 409 Squadron moved through Normandy, Belgium and France. On March 12, 1945 the squadron moved to Rheine and then to Twente in the Netherlands where the squadron was disbanded on July, 1945.

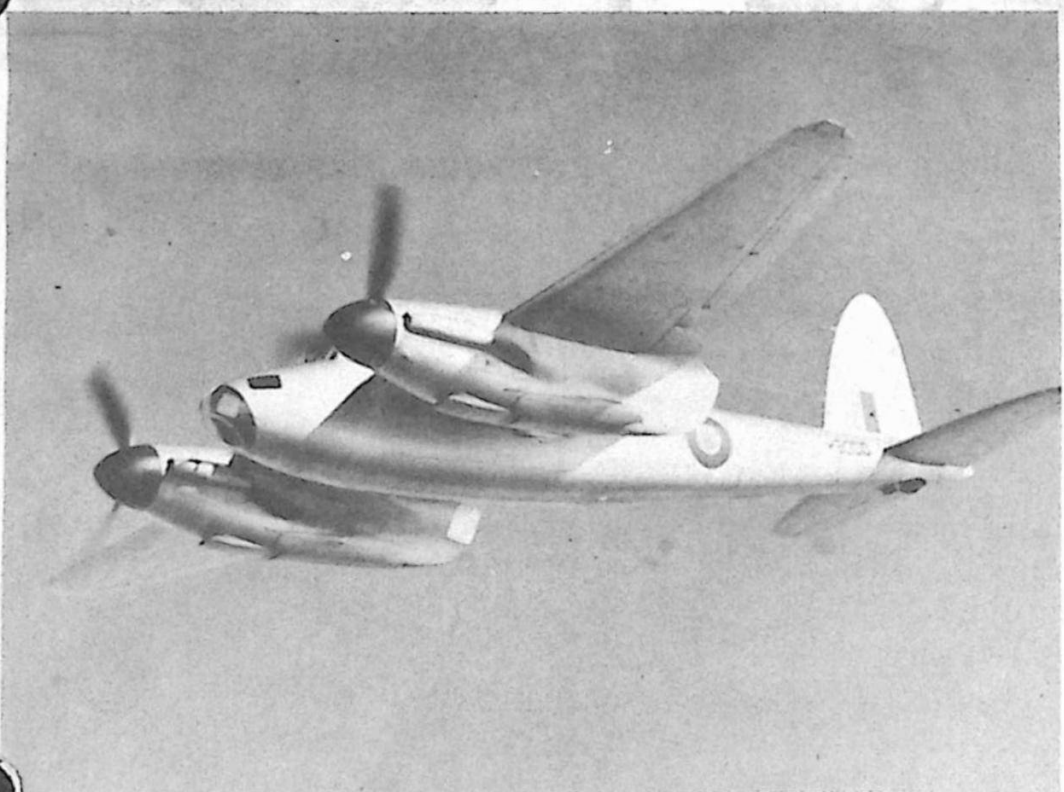
409 Squadron was reactivated on November, 1954. The squadron, a part of the Canadian Air Defence and based at RCAF Station Comox, was equipped with CF-100 aircraft.

On March 2, 1962 the first two CF101B (Voodoo) supersonic interceptors were delivered to the squadron.

In its 23 years of interrupted service, 409 Squadron has had 16 Commanding Officers from W C N.B. Petersen in 1941 to its present CO, LCol L. C. Price.



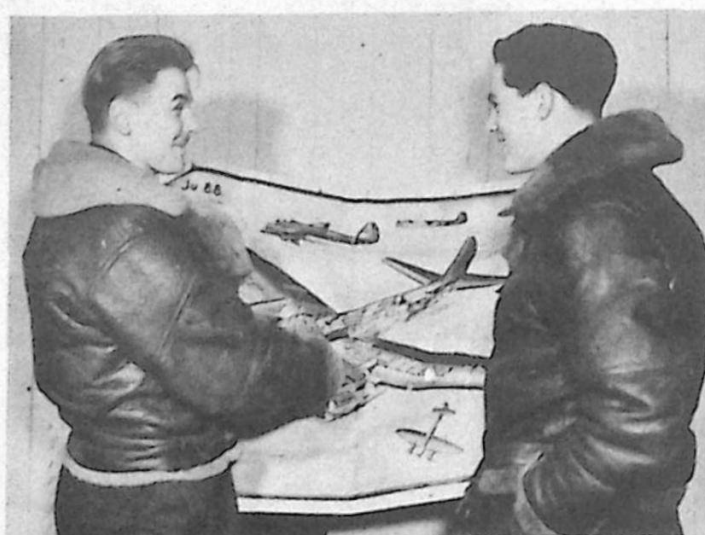
BRISTOL "BEAUFIGHTER" replaced the "Defiants" in August 1941.



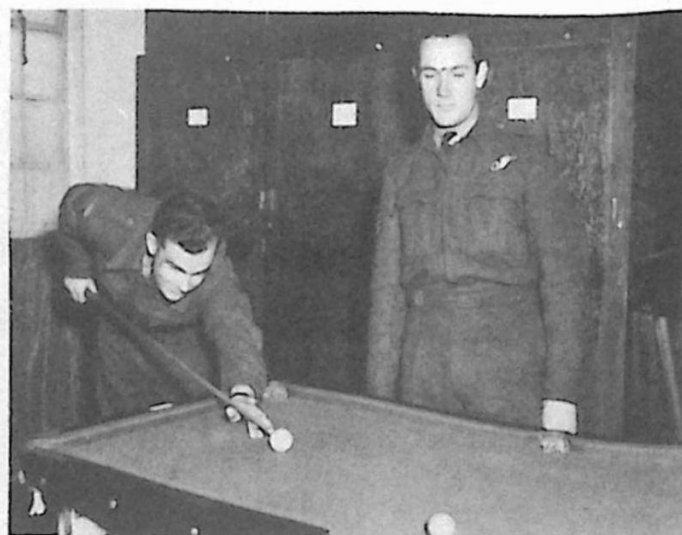
THE CANADIAN built Mosquito night fighter is used to re-equip 409 Squadron in February, 1944.



"SOUPY" Campbell in his Defiant in 1941.



WO COLE and F-L McNealy study enemy aircraft.



409 CREW MEMBERS relaxing between missions.



SOMETIMES it's a dog's life says this Voodoo aircrew.



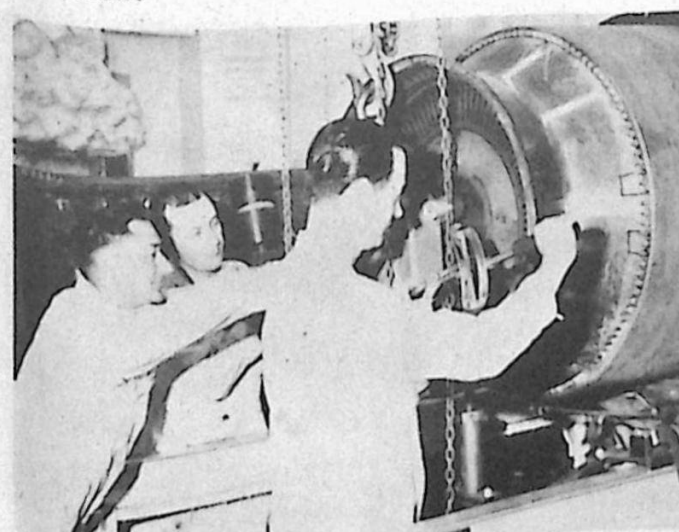
IMPORTANT MEMBERS of the 409 team refuel a Voodoo.



RCAF HAIR STYLES of 1942, not unlike the standard in 409 Sqn today.



F/O LONG ready for another mission into enemy territory.



EXPERT MAINTENANCE ensures top performance and dependability of 409 aircraft.



VOODOO PILOT ready to go (as soon as his navigator arrives).

121 K.U. R.C.A.F. and 442 (T&R) Squadron



THEN, 121 KR JUMPERS, like Dutch Franks and Friends, flew in the trusty Offer. RCAF Photo

Ode to 121

This poem was written in 1957 by Mrs. Marjorie C. Reigh and dedicated to the men of 121 K.U. RCAF.

The pilot baled from his stricken plane
Lost amid vast untracked terrain;
The fisherman clinging to capsized boat
Exhausted, the haven of land remote.

The logger maimed by a falling branch
Or the skier trapped by an avalanche -
Diminished are aeons of desperate plight
In relief at the presence of Rescue Flight,

Of the men whose aim and merciful creed
Is to succor and rescue the dire in need;
This is the team - outmatched by none,
Determined, courageous, 121.

"Marjorie C. Reigh"

History of SAR in B.C.

Prior to 1946, there was no formal organization in Canada for the handling of Search and Rescue incidents. Prior to and during the second war, when most of the flying was military in character, the RCAF conducted search operations as required, using whatever aircraft and personnel that could be spared from their primary operational or training role. Whenever a search on the west coast was co-ordinated by the RCAF, it was done by the normal operations staff of Western Air Command Operations room. In 1944, a flying control officer position was established, and this officer was given certain SAR co-ordination responsibilities.

By 1944, it became evident that a formal organization with special equipment and trained personnel was required to meet the growing needs of Canadian Aviation and to co-ordinate certain other rescue activities. The Federal Government accordingly set up an interdepartmental Committee on search and rescue to study the problem and make recommendations. This committee, chaired by the RCMP, held a series of meetings and drafted a number of proposals for government consideration, none of which were accepted, mainly because of the 10 million dollars capital investment that was necessary for equipment. By 1946, the International Civil Aviation Organization (I.C.A.O.) had taken shape and Canada, as a

contracting state had accepted responsibility for search and rescue for international air traffic in Canadian territory and adjacent oceanic areas off both the East and West coasts. To meet these international obligations as well as the domestic requirement of civil and military flying, the government directed that the RCAF assume chairmanship of the Interdepartmental Committee and produce a SAR plan. A comprehensive plan, was prepared and submitted to cabinet in May 1947.

The history of 442 Fighter Squadron closely parallels the history of communications and rescue operations on the West coast. The squadron's genealogy can be traced back to December, 1941, when No. 122 (Composite) Squadron was formed at RCAF Station, Patricia Bay. "A" Flight of No. 122 Squadron was stationed at Sea Island and, in July, 1943, was reformed as No. 166 Squadron. It was later redesignated as 121 communications flight and, in 1953 merged with No. 123 Rescue Unit to become 121 C and R Flight. This flight, now as 121 KU, was transferred to CFB Comox in June 1964. 121 KU was re-designated 442 Transport and Rescue Squadron on July the 8th, 1968.

Types of aircraft flown by this squadron during its long existence include Buffalo, Labrador, Albatross, Dakota, Bolingbroke, Stranaer, Canso, Lancaster, Norsemen, Otter and H21 aircraft.



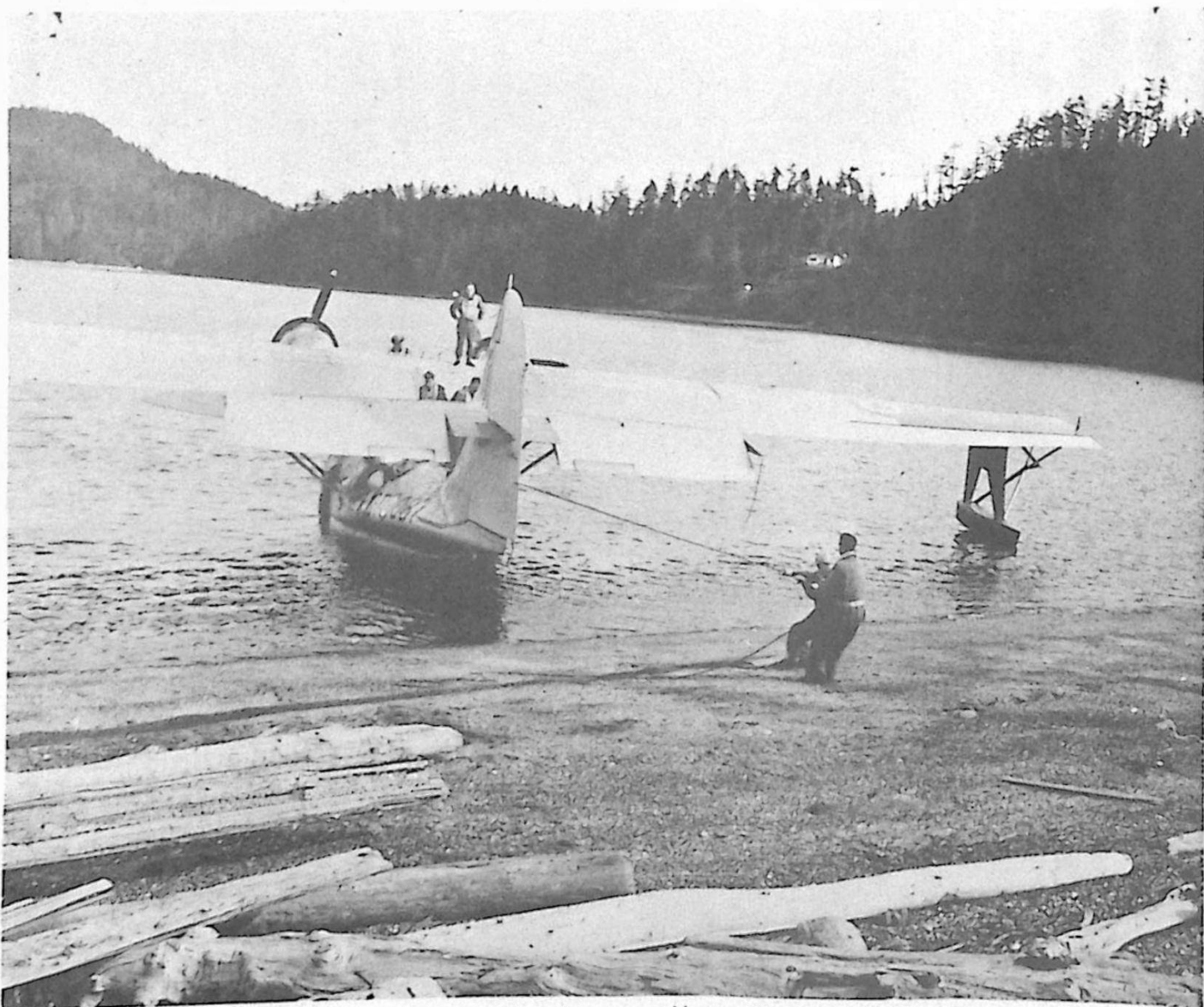
WHILE SOUP CAMPBELL practiced water rescue from the noisy H-21. RCAF Photo



NOW, 442 SQN. flies the Buffalo with F-L Guy Campbell and Sgt Jack Hawkins. Betty Wadsworth Photo

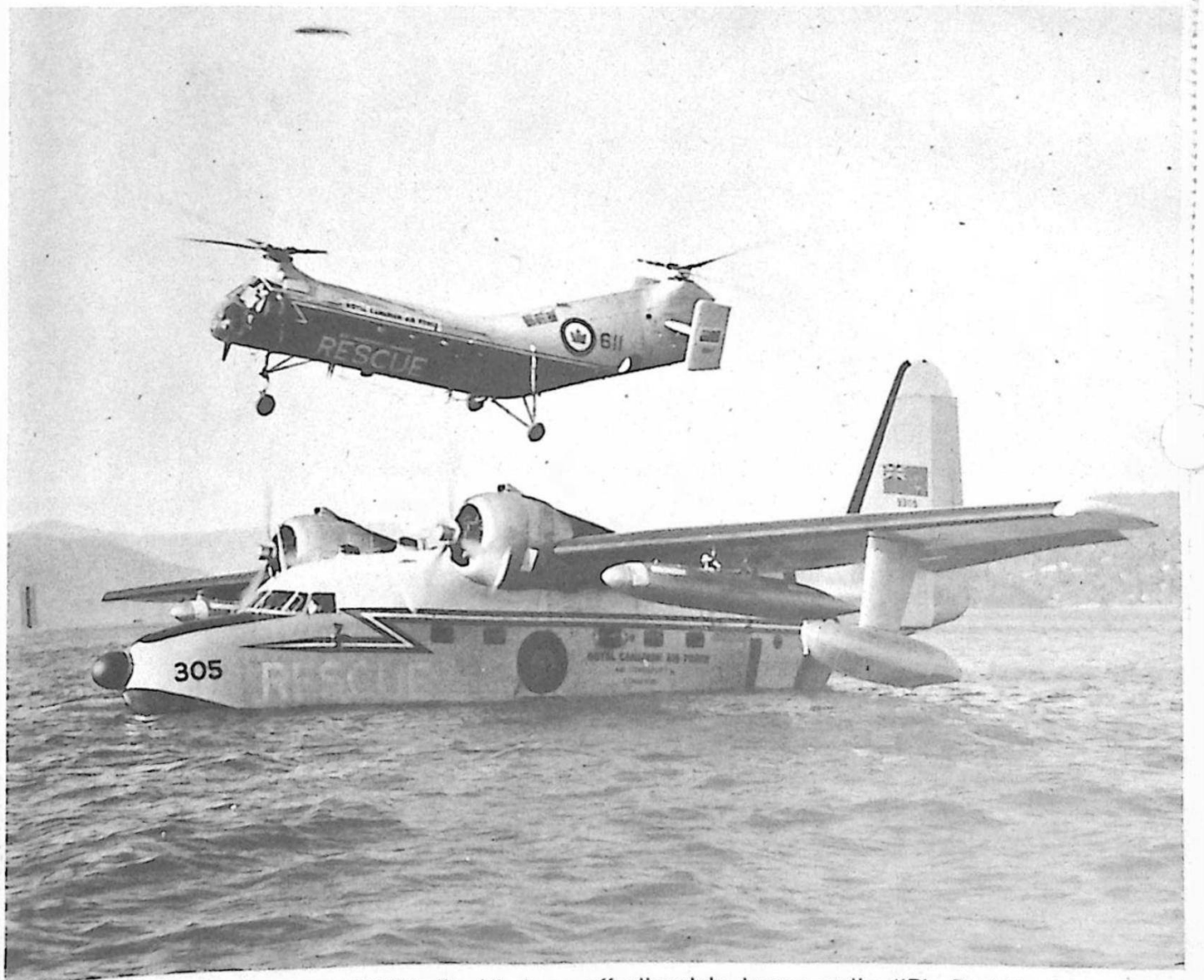


AND PARA RESCUE specialists descend from the turbine-powered Labrador. CF Photo

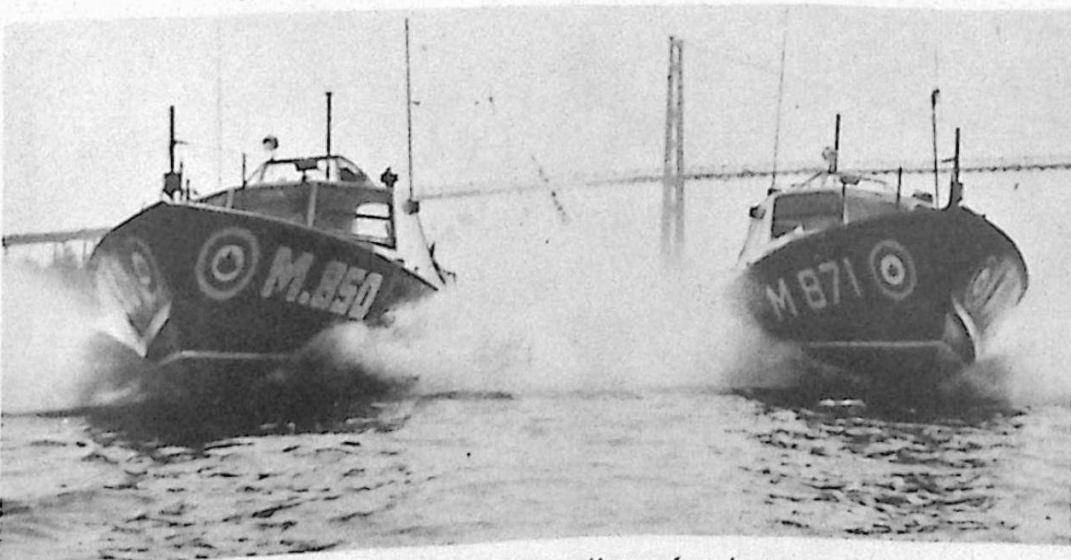


AH, THOSE Halcyon Days of yesteryear, when the RCAF flew Cansos on west coast SAR operations.

Here, S-L Bud Richmond and crew practice beaching at Pat Bay. RCAF Photo



THEY GAVE WAY to the Albatross, affectionately known as the "Pig Boat."



WEST COAST SAR was ably assisted on the surface by powerful Crash Boats.



KAMIKAZE AIRLINES - the only way to fly!



LAC (now WO2) Bohozuk mans the bow lookout station on a wartime crash rescue launch.

Comox Gliding Club

BY DANNY V. WEBBER
March proved a very interesting month for the local motorless fliers here at CFB Comox. The club's major get-together, the annual meeting, was held at the golf club this year and proved a great success. After some casual talk and refreshments, President Al Haan called us to order and thereafter ran a smooth and firm meeting. To old hands at gliding club meetings, used to drawn out dog-fights by multiple strong personalities, it was a surprising but welcome relief. Bob Denyer started us off with a taped presentation of color slides taken at the 1970 World Soaring Championships at Marfa, Texas. Although we all sigh at the sight of dozens of first class sailplanes we can only dream about, the presentation gave dramatic demonstration of the performance and artistry of modern aircraft and experienced pilots. Thanks, Bob.

retired as Secretary. More thanks of the crew Zan for your work, you proved indispensable (to interpret your hieroglyphics) but also for your constant enthusiasm. Our newest girl member, Louise Chevalier, offered her name and was subsequently accepted as replacement. Any person that accepts a post without any flying introduction has to be a fine addition to any gliding council. Gerry White continues as Technical Member and Barry Fraser our Ground School co-ordinator, as expected and with much appreciation; very demanding responsibilities go with each position. And so for 1974-75 we have a first class leadership!

President Al Haan then used the post election quiet to pay respects on behalf of all the club members to our departing friend and number 1 glider pilot Ivan "Chev" Cheverie. Chev is a founding member of our club - 2 years were spent campaigning high and wide on behalf of our sport before Gliders arrived at Comox. Never slowing he used his knowledge to get us efficiently into the air; accepted an executive post; worked overtime on equipment and aircraft; then recruited members at every opportunity. Subsequently his skill and training as an instructor was invaluable; popular with students and crews his contribution to safety and high flying standards was unmatched. On a personal plane, Chev, may I say that my job as C.F.I. was made very easy by your presence, and your support as a friend made much difference in my confidence and advancement in this beautiful sport over our many years together. May all your Manitoba thermals be wide and strong. A small token of

our appreciation was presented by the President - a lifetime Honorary Membership. We hope to see you often in the future, so come and use your card. May we hint at the advantages of retirement near a club such as this? Words are limited in expressing our deepest debt to a first class pilot and member - in sum, you will be missed on the field. And congratulations on leaving with the club endurance record; 1 hour 40 minutes in Bobs 1-23G (Sat. March 2nd) is a good way to retire - on top! All the best Chev - show them in Winnipeg how it is done.

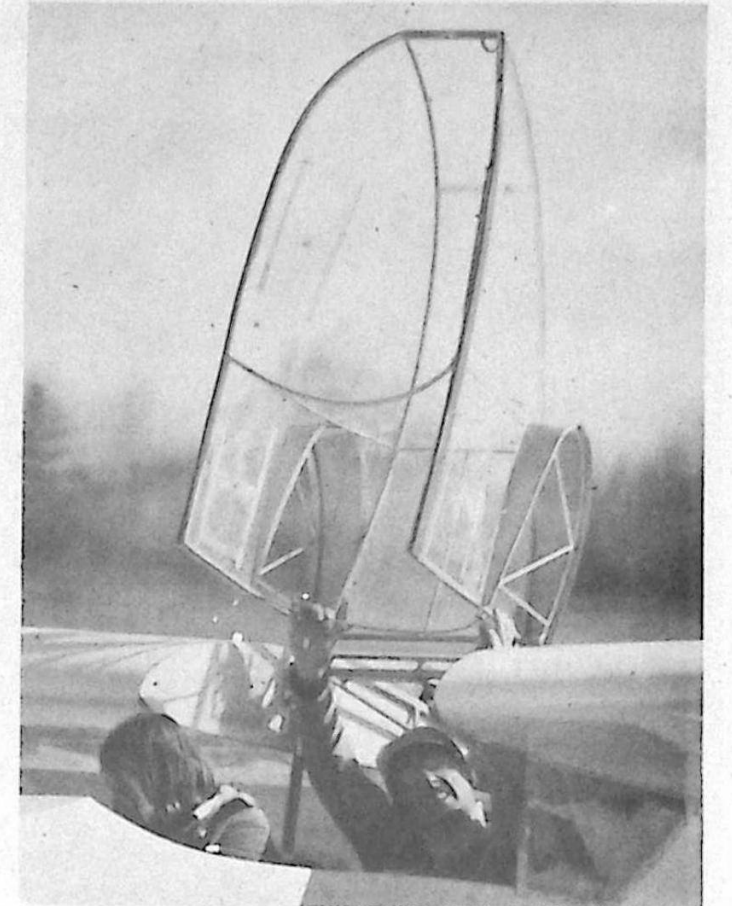
The Technical members also report that progress continues on un-grounding our Bergfalke. After a successful inspection we wait patiently for M.O.T. paperwork; hopefully soon our beloved advanced trainer will be in the air again. Many thanks are extended to all members and friends that helped us through this crisis with their time, energy and skill - our debt is deep. Thank you all.

Sunday March 17 was a warm and pleasant day, but only one of many we get at Comox B.C., so most of us will probably never remember it. Not so our President Al Haan - that day his Instructor, Chev Cheverie, sent him off solo! After his months of enthusiastic training, the smile on his face amid all the handshakes gave that date a special memory. Lovely flight, Boss, many deserved congratulations!

Records continue to change hands. On the same day as Chev's endurance record Gil Boulay took the Rhonlerche to 5200 feet for our altitude record. Good show, Gil. Lets have more of such weather!

A final note to members - we start operations at 7:30 in the morning now so a club member is available at local 380 from 7:30 to 8:00 each flying day, weather not being obviously unsuitable. Call to confirm club flying is planned.

In closing, welcome to our new members; let's see more at the field, and the best of lift to each of you.



NORA HAAN with instructor "Chev" Cheverier

Ladies' Golf News

The Ladies' Committee were very pleased to see 45 members turn out for the Get Acquainted 2 Ball Tournament on Sunday, March 17th.

Our apologies to all concerned. An error was made and the revised winners list is as follows: 1st Low Gross - Barbara Carter and George Trenholm. 1st Low net - Chet Behan and Glen Caslake. Short Drive, Male - Pete Hopkins. Short Drive - Female - Tie between Millie Legg and Bunnie Hammond.

Our thanks to Ron Carter for acting as Rules Member and for helping with scoring.

COMING UP
Ladies' Day, March 27. Putting Contest, April 3rd - 4 Ball Best Ball Mixed Tournament. Tee Off 12:30 p.m. 9 holes. Early registrations appreciated.

Among The Moguls

Hi, Skiers! Old hippety-hop here again. I haven't been able to ski lately so I have to go by word of mouth and the brown faces in the hangar. Nothing quite like spring skiing among the streakers.

The trip to Manning Park turned out all right. Not too many people, went and the weather couldn't be exactly termed cooperative but a good time was had by all. Stand by for some more good trips next year.

There's been a small change in the meeting scheduled for the first. We are now holding the meeting on the eighth of April, 1900 hours, in the Totem Lounge. Now, don't forget, because this is where somebody can win a season membership.

Well, just a couple more weeks to spring skiing. Get ready to use your summer gear but in the meantime keep your knees bent and your weight centered. Happy skiing to you all.

Comox Flying Club

BY L.G. ERVIN

The following is probably our first press release, however as the Comox Flying Club is an integral part of the community (service) I think that it is time that the Flying Club took its rightful place in that community. The following is a press release to let members and future members know we exist.

We have started out the new year with a change in management as well as the annual change in directorship. We doff our hats to Alex Ingram and his wife Eve

for the fine job that they have done in managing the club over the last five years.

On the 22 Feb. a general meeting was held at the Canadian Martyrs Church basement in Courtenay and the following were elected to the directorship for the next twelve months. J. Whittington, H. Schild, C. Arneil, Dr. J. Cubbage and G. Boulay.

At a special directors meeting on the 28 of Feb the following were voted into executive positions. Pres. J. Whittington, Vice Pres. H. Schild, and Sec. C. Arneil.

The managership of the club was taken over on the 1st of Feb. by L. (Lew) Ervin with the able assistance of his wife as book-keeper.

Times at the moment are a bit rough for the club as we have just emerged from a long hard winter. Our 172's decided that they had done enough it seems. Last September BQE chose to roll over and play dead up at Alert Bay, I guess being in the neighborhood of the tallest totem pole in the world was too much for it. Meanwhile QGW decided on a rest by cracking the cylinders on its powerplant. That left heroic little BIP to carry on, and carry on it did through the winter snow, hail and sleet. If the weather man co-operates, things will be really looking up. After a rest QGW under the care of our club engineer Al Walsh has decided to join the fray. BQE will be back with us as soon as we receive some parts from the Netherlands of out east; it is not only the service that has a parts problem, we hope that this will be resolved in the near future.

In closing good luck to Alex and Eve out in the wilds of North Bay, don't forget your woolies. If you can't stand it out there you're always welcome back. Remember if the birds are walking don't fly.

Sailing Club

SHELTER AT LAST!!

Despite all our efforts over the last year, the members of the Comox Squadron CFSA have had to brave the elements and lack of facilities on the Goose Spit unprotected; while the boats have been snuggled down in the boat shed! Hardly seemed fair.

However, on April 7, 1974 we move into our new temporary quarters in the Galley Building of HMCS Quadra. There we will have a large room at our disposal, furnished in 'Forces modern', heated! A vast improvement over sheltering in

the draughty boat shed. So if you are interested in sailing, and joining the Club, come out to the Goose Spit at 1300 hours and help us to celebrate!

The afternoon programme includes Balloon Pursuit Races, a chance to try a small race course, a capsizing and recovery demonstration, and ample opportunity to inspect the Mirrors and to ask questions. If you would like to try sailing, bring your life jacket if you have one, and join us. Everyone will have a chance!

So don't forget - April 7, 1:00 p.m. at HMCS Quadra to try your hand at sailing!

Tennis, Anyone?

The Comox Valley Tennis Club have slated their opening day for Sunday, April 7 at the Lewis Park Courts commencing at 1 p.m.

All previous members and any other persons interested in joining the club are cordially invited to get out their racket and come down to the courts. The club will operate on Sunday afternoon and Monday evenings at the Anderton Park in Comox.

The executive have announced that the Comox Valley Club will be hosting a Vancouver Island "First Chance" Tournament on the 20th and 21st of April. The tournament will be the first of several to be held on the

Island this coming tennis season. Plans are also in the making for hiring a professional instructor-coach who will be responsible for giving group, semi-private and private lessons throughout the Valley, and to improve the calibre of junior play in our area.

It is hoped that all tennis enthusiasts interested in joining the club this year will be at the courts ready to play on Sunday, April 7th at 1 p.m.

"The primary responsibility for safety lies with those who create the risks and those who work with them."



YOUTH BASKETBALL CHAMPS - The Supersonics were recent winners in the Youth Basketball League. l to r (back) Jeff Jenkins, Charles MacDonald, Willie Cowden, Chris Ouellet, John Power (coach), Dan Bryson l to r (front) Connie Cummings, Stanley Horseman, Natalie Brooks. Missing: Doug Baird.



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COURTENAY DUPLEX
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Order Early and Save Wire Charges

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SEE MARY AND BUNNY FOR PERSONAL SERVICE



PACIFIC REGION Broom Ball Champs: Front Row (l to r) Cpl G. Issel, Cpl JL Lafortune, Cpl JJ Dandurand, Cpl BG Uddenberg, LAC BH Huntington, F-L BM Hunter. Back Row (l to r) Cpl JA

Dupont, LAC J Bergeron, Cpl JT Chequis, Cpl RW Cuvillier, Cpl BJ Lavigne, CFB Shilo Cheerleader, Cpl WL Lyle, Cpl JE Whelen, Cpl WB Criss, F-O GA Anderson, Cpl PG McBride (Coach & Mgr).

Totems Show Well In Nationals

The CFB Comox Totems came back from Shilo, Manitoba and the Canadian Armed Forces Broomball Championships with a record of 2 wins and 3 losses.

The Totems played the second game of the Round Robin Tournament and their adversaries were from Europe. Although the Totems seemed to have the majority of the play they were outshot heavily in the game 25-6. Jack Dupont was in goal for the Totems and played brilliantly. Bill Criss scored the first goal of the game for the Totems who won 2 to 0 over Lahr and Brian Huntington and John Bergeron assisted. The second goal of the game came off the broom of Gerry Issel with Barry Hunter and Jim Whelen assisting.

Game Two for the Totems was a disaster, they played against CFB Ottawa and lost

4-0. Although in defense of the Totems three of the four goals came on power plays. Comox was outshot again 19-7. Guy Lafortune was the bad guy in the game with nine minutes in penalties. Brian Huntington and Gerry Issel were also off in the sin bin during goals for Ottawa.

Game Three was won by CFB Edmonton 2-0 and was the best game the Totems played. They were outshot 32-12 but that's no indication of the play. Jack Dupont was again brilliant in goal stopping 32 of 34 shots.

Game Four was against Summerside and the Totems played well but were outscored 3-1 and outshot 23-11. This could just as easily been a win for Comox as the score was 2-1 with Comox pressing, 5 min. left to play in the game and a lucky bounce, a breakaway and the 3rd goal

for Summerside. Jack Dupont again played a strong game in goal for the Totems. That made three losses in a row and one win after four games and only one game left to play.

Game Five saw the Totems meeting head on with the "28 percenters", CFS Senneterre. Both teams were hungry for a win and the body checking was fierce. Gary Anderson was hitting anyone who came near his goalies area and spent some 26 minutes out of 40 in the penalty box. Comox scored first with Bill Criss scoring unassisted, four minutes later Senneterre tied it up. The first period ended in a 1-1 tie. But it took Comox's "French Connection" of John Bergeron, Brian Huntington and Bill (le) Criss only 2 minutes to put the Totems ahead 2-1 in the 2nd period. Brian Huntington and John

Bergeron combined one minute later to make it 3-1 for the Totems and gave the Pacific Region Champs their second win of the competition. Jack Dupont goalie for the Totems was ranked 4th MVP of the Nationals but as far as the Totems are concerned he ranked No. 1.

CFB Summerside won the National Broomball Championships in a playoff game with CFB Ottawa. Both Summerside and Ottawa finished with records of 4 wins and one loss. Edmonton was in 3rd with 3 wins and 3 losses; CFB Comox placed fourth, Lahr fifth and Senneterre 6th.

The Totems showed up very well against superior competition and won the first games ever won by a Pacific Region Champion at CAF Broomball National Tournament.

The Fabulous Flyboy

"Up in the sky! Is it a bird? Is it a plane? Yes ... it's FLYBOY!"

Yes, in the clear, blue skies over our fair land, FLYBOY, that intrepid jet jockey of the air, in his faithful steed, VuDu, is constantly on the alert for his two archfoes, Groundpounder and Seadog, evil vil-e-ans dedicated to the wasting and destruction of our fair land with their boozing, carousing and beating up of old ladies.

But ... NOT so long as FLYBOY was in the skies.

Disguised as mild-mannered LAC, Percival Perfect, FLYBOY is in a position of trust with his Commanding Officer, Group Captain Don McNick, the only other soul who knows his true identity and of his fearless dedication to the eradication of evil manifestations.

One day, as LAC Percival Perfect, he was in secret conference with the Group Captain, a worried look marring his handsome face.

"I'm worried, Sir." He was always respectful of his officers and addressed them as 'Sir'.

"Call me 'Don'. Why, FLYBOY, Percival?"

"Well, Sir, Groundpounder and Seadog have been pretty quiet lately. I'm afraid they might be planning some super-dastardly deed. Pull a panty raid on some Old Folks Home or saturate our decent, honest schools with liquor and cigarettes or something."

"Yes, I can see why you're worried. Why don't you take

to the skies for a quick patrol. It may settle you down. At least, if something happens, you'll be there waiting. And, call me Don."

"A good idea, Sir. Thank you."

With that, and a smart, perfectly-executed salute, Percival Perfect left his CO's office and quickly to his secret hangar, donned his flying suit and helmet, visor down to hide his true identity, and climbed into the cockpit of his jet wonderhorse, to become FLYBOY, the daring and dauntless do-gooder!

"FLYBOY to Tower! FLYBOY to Tower! Ready for takeoff!"

When the Tower heard his words, all other air traffic was cleared to allow him immediate takeoff, so in awe of him were the men on the ground. Into the wild blue he rose, in search of evil and injustice wherever he might find it.

Moments later, the voice of his Commanding Officer came into his earphones, urgent and intense. "Percival, FLYBOY! FLYBOY! This is Don! You were right! I have just received word from the Mayor of Courtville that the evil Groundpounder and Seadog have joined forces and are simultaneously attacking his town from land and sea! Do you read? Over."

"I read, Sir. Over and out. Roger, wilco, et al."

"So," he thought to himself, as he banked sharply and cut in afterburners, "they've finally done it, eh? Well, we'll

just see how long this partnership lasts!"

Over Courtville, a grim scene greeted him. Groundpounder, with his Sherman tank (Obviously, US surplus, he thought), was slumped over the turret, waving a half-empty whiskey bottle and propositioning little old ladies passing by. In the distance, FLYBOY could see Seadog in his destroyer (US surplus) off the coast. A huge banner declared: "Free Movies for the Kiddies". Hah! He knew the kind of 'free movies' Seadog was offering. Violence, bloodletting and crime. Well, he would see about that.

But first, first things first. With a banshee wail, Vu-Du arced over and, with .50 cal. guns blazing FLYBOY streaked down on the nefarious Groundpounder, raining molten lead on his surplus tank. Groundpounder, almost caught unawares, leaped into his iron coffin, clanked down the lid, made a sharp U-turn, and, in the parlance of the old Greek philosopher, got the heck out of there.

Alternately crying like a baby and sucking on his thumb as he tried to manoeuvre his way out from under that umbrella of lead, he cursed FLYBOY. "Oh! you evil man, you! Evil! Evil! EVIL!"

Having chased Groundpounder out of Courtville, FLYBOY next turned his attention to the (surplus) destroyer, and with one figure-8 loop (it always pa d

to show how skilled you were with your aircraft, he always felt), he pounced on his number two nemesis.

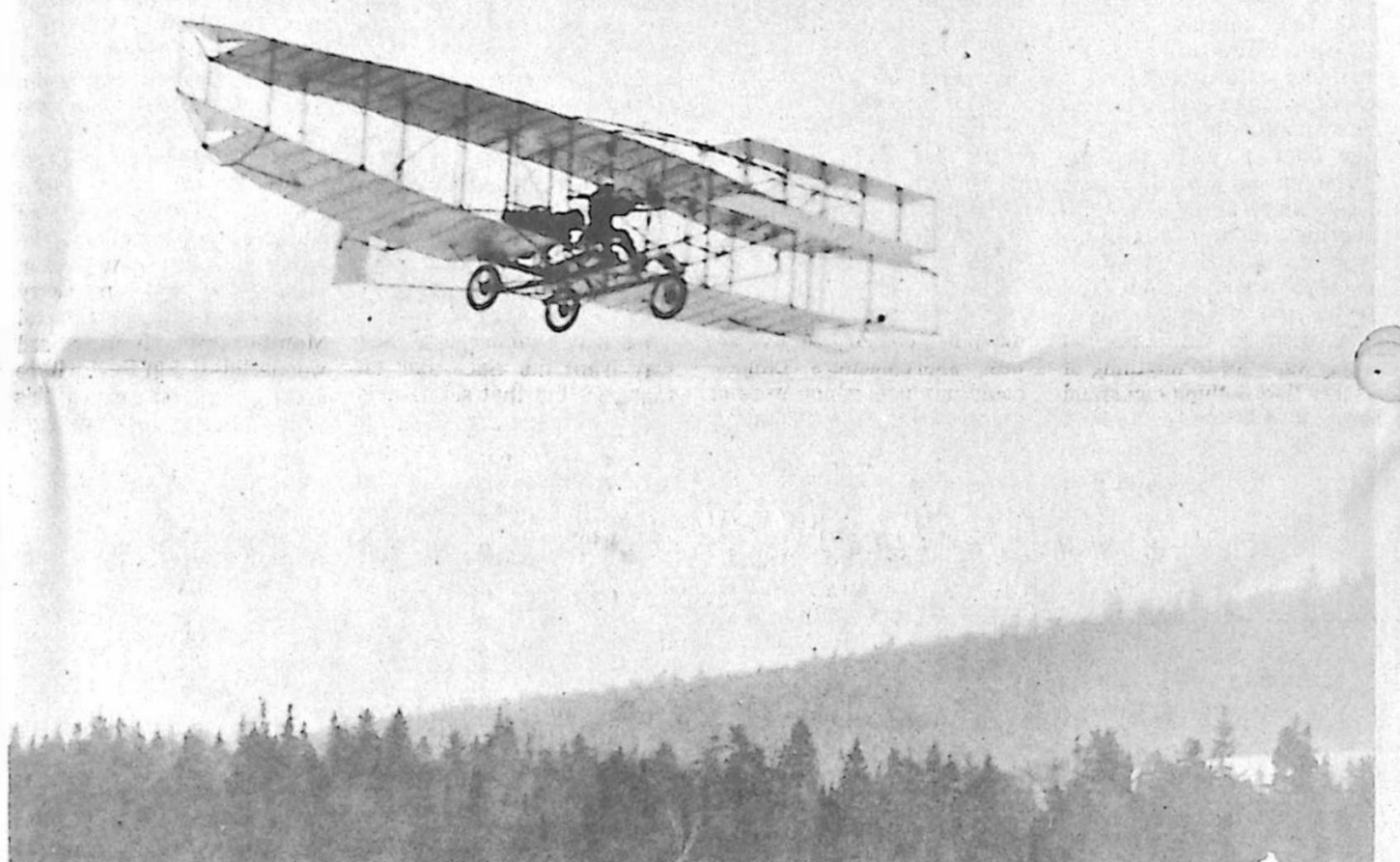
One - two - three - four rockets streaked from the underbelly of Vu-Du, down, down, straight and true (his personal credo, also) to meet the dastardly Seadog's Nay-Vee. "A funny name for a funny boat" thought FLYBOY. Boom! Boom! Boom! Boom! Boom! Almost crippled beyond repair, the craft limped up-channel, the nefarious Seadog alternately crying and sucking on his thumb, waving a fist at the fast receding streak of grey, yelling: "Oy, you bad man, you! Bad! Bad! BAD!" (Evil minds think alike).

Alone once again in the diminishing light of day, FLYBOY called in to his Commanding Officer, Group Captain "Call me 'Don' " McNick.

"FLYBOY to Base, FLYBOY to Base! Mission accomplished. Repeat, mission accomplished. Over."

"Per... er, FLYBOY! FLYBOY! This is Don! Thank you! Thank you! The Mayor of Courtville thanks you! The good, honest denizens of Courtville thank you! The who-o-le country thanks you! Over and (sob)-out!"

With a wave of his wings, FLYBOY, his trusty and true blue steed, Vu-Du, flew into the setting sun. Tomorrow would be another day. Another day of vigilance. Another day of victory over the evil forces of honesty, decency and fair play. (Fade).



I WONDER where I can land this thing, there's so much bush around!

Highlights of the R.C.A.F.

(Continued from page 4)

"Silver Star" in 5 hours and 52 minutes flying time from Vancouver to Dartmouth. March, 1957:

First flight of the Canadian "Argus" at Montreal. The first "Argus" maritime reconnaissance aircraft was handed over to the RCAF on 30 September.

May, 1958:

A Canadian-USA air defence agreement was signed at Washington formally establishing the North American Air Defence Command (NORAD).

Aug. 30, 1958:

The "Gyner Trophy", emblematic of aerial gunnery supremacy in the Allied Air Forces, Central Europe, was won by No. 1 Air Division.

Jan. 1959:

The Government announced that the RCAF would man most of the operational positions on the DEW line sites in Canada.

April 1959:

In connection with the nation-wide celebrations of the 35th Anniversary of the RCAF and the 50th Anniversary of Powered Flight in Canada, a precision aerobatic team of Sabres was formed. During the year, the crack team, the Golden Hawks, staged 63 aerial performances throughout Canada and the U.S., and won the praise of millions on both sides of the border.

June 1959:

An RCAF Argus set a new Canadian record for long-range flight by flying 4,210 miles non-stop from Greenwood N.S. to Shannon, Eire,

and back to Gander Nfld. Aug. 1959:

For the second year running, RCAF aircrew competed with top aerial marksmen of other NATO Air Forces in air firing competitions at Cazaux, France, and won for Canada the Guyner Trophy, emblematic of air gunnery supremacy within the Allied Air Forces Central Europe. Sept. 1959:

An RCAF airlift of about 530 fully equipped Army rotation personnel from Canada to El Arish, Egypt, for service with the United Nations Emergency Force, got underway, with troop-laden North Stars from 426 (T) Squadron leaving Montreal. Oct. 1959:

An RCAF Argus broke an existing record by flying non-stop from Hawaii to North Bay (4,570 miles) in 20 hours, 10 min.

February, 1960:

The Lawrence A. Steinhart Memorial Trophy was awarded to 409 Squadron, based at Comox, B.C., as being the most efficient all-weather interceptor squadron in the RCAF in 1959.

May, 1960:

RCAF North Stars airlifted 25 tons of food, shelters, medical supplies and field hospitals to Chile after it has been racked by a series of severe earthquakes.

September, 1960:

For the third consecutive year, the RCAF Air Division was formally presented with the famed Guyner Trophy, as a result of the annual International NATO Com-

petition at Cazaux Air Base, France. September, 1960:

It was announced that the phasing-out of the RCAF Auxiliary Aircraft Control and Warning Squadrons would begin on 31 Jan. 1961 and end on 31 Dec. 1961. With the advent of Semi-Automatic Ground Environment (SAGE) into the North American Air Defence System, and its introduction into Canada in 1961, and with the resulting change-over from manual operation of radar to a semi-automatic system, the requirement for an Auxiliary to supplement the Regular Force squadrons would thereby be eliminated.

Oct. 1960:

The RCAF's first C-130B Hercules bulk-cargo and troop carrier aircraft was officially accepted at Uplands, to be delivered to 435 Squadron for use in non-stop Canada-to-Europe flights, re-supply of Arctic stations, paratroop operations and domestic transport.

Nov. 1960:

As the RCAF communications unit at El Arish, Egypt, finished its fourth year of operation in support of the UNEF, it was provided with new Caribou aircraft to replace the Dakotas.

Dec. 1960:

Having made its first flight, the RCAF's new long-range CC-106 turbo-prop transport aircraft was delivered to CEPE Uplands.

Dec. 1961:

A Yukon completed the longest flight in RCAF history, from Tokyo to

Trenton (6,750 miles in 17 hours 3 minutes.)

Jan. 1962:

The CC-106 Yukon long-range transport began regular transatlantic runs in support of Canadian NATO forces.

Oct. 1962:

Delivery of the first CF-104 Super Starfighters began. The first of the 200 Canadian-built was delivered to 3 Fighter wing in Germany to replace the sabre.

1962:

DND purchases 64 CF101 supersonic Voodoos to replace CF100 Canucks.

April, 1963:

Last Lancaster Bombers retired from service.

Oct. 1963:

CT114 "Tutor" replaces Harvard as an advanced trainer.

Aug. 1964:

Minister of National Defence, Hon. Paul Hellyer announces first step for integration of the Canadian Armed Forces.

July, 1965:

Second Step of Integration of Armed Forces announced

Oct. 1966:

Armed Forces pay scales undergo major revision.

1967:

Golden Centennaires form Centennial Aerobatic team to tour Canada flying CT114 Tutors. Green Uniform makes debut in Canadian Armed Forces

31 Jan. 1968:

The Royal Canadian Air Force ceased to exist.

"Golden Hawks" ground crew

The RCAF's Golden Hawks precision aerobatic team has gathered together a unique 35 man maintenance crew to carry out fast and efficient servicing of the eight Sabre jets during their trans-Canada tour this summer.

The crew is under the supervision of Flying Officer Ray Grandy of Sydney Mines, N.S., and represents all of the technical trades in the RCAF. Heading the individual trades are: Flt. Sgt. Joseph Tousignant of Blind River, Ont.; Sgt. Francis Devins of Sligo, Ireland; Sgt. Norman Johnston of Windsor, Ont.; Sgt. Vincent Metcalf of Ottawa; Cpl. Francisco Mentelone of South Porcupine, Ont.; and Cpl.

Reginald Zinn of Halifax.

Maintenance problems on the four are expected to be about the same as those of an operational flight on the move, and the aircraft themselves are under greater strain than those used in the RCAF's flying training program. It is the job of the crack maintenance crew to keep these aircraft in top operational form and on schedule for each of the 50-odd performances.

The eight golden Sabres that the crew is required to service are completely equipped except that in place of armament they carry smoke generating equipment in the modified ammunition boxes. Carnea oil and other

chemicals are fed from the bullet nests to the jet stream to produce colorful plumage trails during the aerobatic manoeuvres.

A C-119 "Boxcar" is assigned as "eagle mother" to the Golden Hawk flight, and transports some 14,000 pounds of servicing equipment for the "brood". Heavier pieces of gear are shipped by rail to air stations and points on the tour where this equipment is not available.

The Golden Hawks ground crews, marked by their golden baseball style caps, are a jet pilots "dream crew", and are doing a great job to ensure a homerun record for the Hawks' anniversary tour of the country this summer.

M.P. Says . . .

OTTAWA (CFP) - Young Canadians have a "genuine respect" for Canada's Armed Forces, says York North Liberal member of parliament Barnett J. Danson.

In an interview with Montreal Gazette parliamentary correspondent Arthur Blakely, Mr. Danson said "the peacekeeping of the Canadian Armed Forces and their assistance to the civil authorities in the past have given them a unique acceptance to Canadians young and old."

Mr. Danson was being interviewed on an idea he supports, involving a non-military draft for Canadian youth, first attributed in 1968 to federal communications minister Gerard Pelletier, then secretary of state.

The plan would involve a year of civic service, similar to military service in some other countries, but devoted to peaceful ends. The plan, so far, is Mr. Danson's own; it has no official government backing.

At the time, Mr. Pelletier said the plan had come to him from "some youth groups." He said he was encouraged by indications that young people seemed to like his plan for compulsory service in a national youth corps.

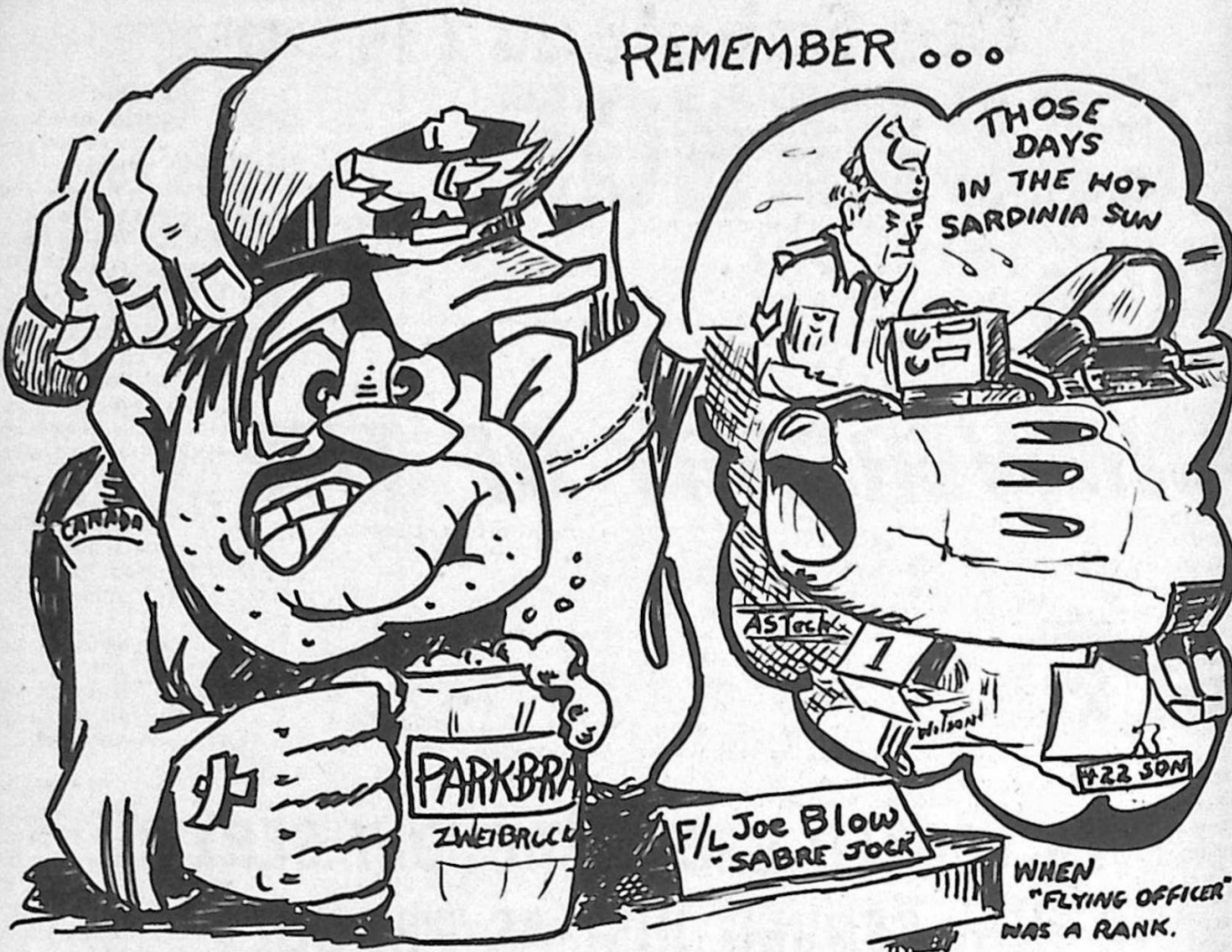
He was reported as saying "the young would like to work with their hands and their brains to build their country, especially its underdeveloped regions, so they can play their part in creating a more just society."

Mr. Danson's plan differs from Mr. Pelletier's, in that participation would be entirely voluntary.

Mr. Danson reports an enthusiastic response from the public, said Mr. Blakely. A survey conducted in the MP's home riding produced a positive response of about 80 per cent. Some 65 per cent of students polled liked the idea, said the Montreal Gazette report.



THOSE WERE the days when we had an Air Force, says Cpl Graham Faulkner a former member of the Golden Hawks Aerobatic ground support team.



Nighthawk's Nest

BY DUFFY

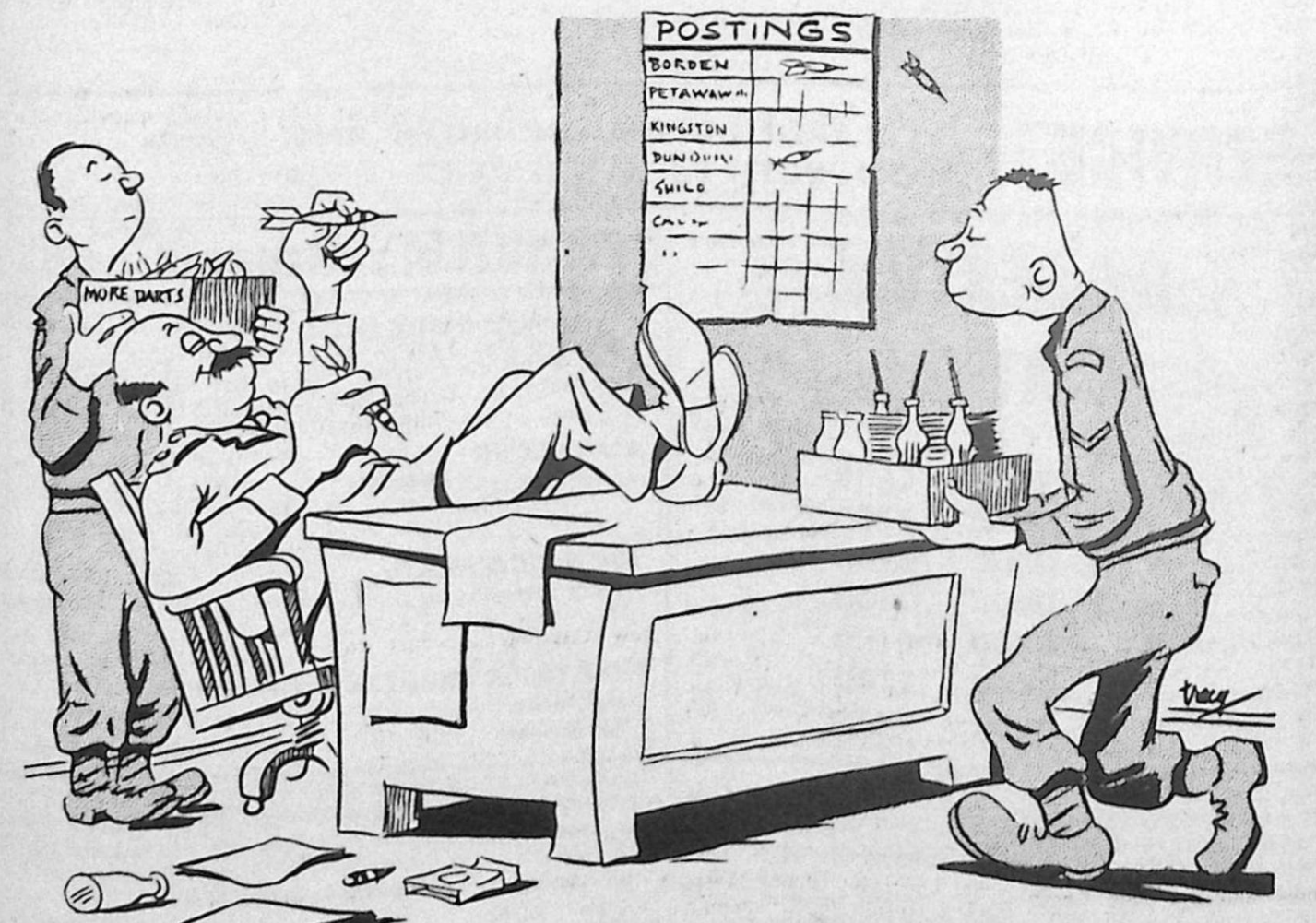
A few of the older heads were standing around the back bar after a hard day defending the Rocks against all comers when out of the blue (where else?) swooped the topic of "the Good Old Days". It's amazing how much ancient history a young officer on flying duty can pick up by just being in places where large quantities of liquid refreshment are being consumed. Some of the stories are so vivid and the hands get moving through the air so fast that they almost have a hypnotic effect and make a man feel as though the words are becoming reality and that he is slipping through a back door into a world that no longer exists, a world where an ex-Corporal from Bavaria wearing a paint brush on his upper lip has welded together one of the greatest armies and navies the world has ever seen, and an air force so

stands between England and the dark night sweeping Europe except an indomitable will and the fruit of seeds sown in the New World. From a land far across the Atlantic came a group of strong men, they were not all young, farmers from the prairies or business men from the city, but lads from all across the length and breadth of Canada. They were men who had heard the call to arms to defend the land that gave us our heritage and our law, and so in the late spring of 1941, the men of the 409 (NF) Sqn. set about the defense of the east coast of England against all contenders. The 409 (NF) Sqn. was flying the Boulton Paul "Defiant" in those days. She was a beautiful little ship painted a jet black, sporting a very powerful engine, some very accurate and deadly machine guns and some of the best sharpshooters Canada could produce, which were of course, the finest in the world.

Things were changing rapidly and in the next few years the Fighting 409 was the terror of the skies in "Beaufighters" and "Mosquitos" as well. There were a few men flying airplanes with strange sounding names like Stuka and Fokker who ended their flying careers very shortly after their first introduction to the Nighthawks. Wars however, are never quite like the story books say they were. It was never all glory or terror, bravery or privation, but all aspects of life together, only somehow bigger and sharper because every moment is ever so much more dear when someone is shooting at you. When it had finally been set straight and the 409th was ready to come home, the Nighthawks knew full well that they were among the few to whom so many owed so much. We sure wandered a long way from the Back Bar on that one but that sometimes happens when hands start

zooming through the air and the smoke gets thicker around the empties. Speaking of things zooming through smokey air, remember the beam attacks with the old CF100 when you would fire a pod of rockets and shoot down the target, a flock of migratory geese, two weather balloons and a skydiver, all with one salvo? Think that's funny? Neither do I. Well, to bring things up to the present, we got rid of the "Clunk" blew the balance of payments and bought some shiny supersonic interceptors from the supersonic interceptor dealer down south, you know, the guy in the commercial with the funny laugh and the sledge hammer. So here we are 50 years after it all began, sitting around the "Q", streaking the ladies fashion show, telling war stories, watching Gerry McIntosh address the General Membership Meeting and wondering if Jon Pew will be getting to go on survival this year. Things don't change.

The best of Tracy



WOMENS LIBBERS take notice - These gallant ladies served as RCAF para rescue nurses with 121 K.U. at Sea Island during the fifties.

Hospital Anaesthesia

In this, the 50th Anniversary of the RCAF issue, others will probably be remembering (fondly, no doubt) about how things were then - way back when, in days of old. But...we, at the Hospital, are going beyond just remembering. Yes, we are giving away, FREE, with no strings attached, an honest-to-goodness, old fashioned, soap-suds enema. A-h-h yes, the good old days. Remember that? None of this 'go home and do it yourself' do-it-yourself kits they have these days. No sir-ee. In those days, it was more of a "buddy-buddy" system, the MedA and the Man. So, if you want to bring back the good old days, drop into the Base Hospital and let us "get to know you a bit closer". A once in a lifetime offer!

NEEDLES & JABS

Well, Spring is around the corner and...what this has to do with two of our MedA's becoming proud Pappas, we don't know. It adds a nice touch though. Anyway, congratulations to Jean and Diane the wives of Cpl's Howie Eames and Denny Boutet. Of course, to the guys, too, having had a small part in the joyous tidings. Both had girls. (Not the guys - the wives!)

However, Denny did give us a bad scare when he stated that his little girl was "all black" (!!!). He, very adroitly, corrected himself when he added that her HAIR was as black as his. Whew! (Hope his wife doesn't read about his little error. C'est la translation, we guess).

For those who still don't know (or for that matter, CARE to know) Senior LAC Lloyd McKay is back at work, for all or little he does, after his 'free' trip to Germany. On his return, he had a big head and a flat wallet. Now he's back to normal - a flat head and a big wallet! (At least the Hospital will be running more efficiently, now - L.M.)

Flight Lieutenant Helen Gerrard has just used up the rest of her leave, no doubt, 'streaking' here and there,

touring the Island or something, that is. Another on leave, and whom very little is said about in the column for fear of retribution, is (Army) Cpl. Robbie MacBourne. Robbie's the quiet type (darn!) so that's why little can ever be 'bared' about him. However, snoops that we are, we have learned from unidentified sources, that he's going on his PL 6A course in May and we certainly wish him the best of luck.

FLASH FROM THE PAST...Leading Seaman Bob "Spook" Fraser (remember him??) now in Germany with a field Medical unit, has received his PO2 stripes. Good show, old boy!

Flight Lieutenant Dave (Doc) MacNaughton has added one more specialty to his already-full bag of tricks. Seems he had to play the part of a Dentist out on the high seas on the weather ship CCGS Vancouver.

One wonders if he put the tooth under his pillow for the Tooth Fairy, who with inflation the way it is, probably couldn't leave anything anyway.

And, Pharmar John Maddison, Flying Officer John, is really becoming a flying officer. Pretty soon he'll be logging more flying hours on Aircraves than the Med A's. And, he's becoming known around the Section as - would you believe - the

"Flying Pharmacist" (groan!).

Another mystery in the Base Hospital. Which of our Nursing Officers is qualified to be called a "Male Chauvinist Pig?" Another first for Nursing at RCAF Station Comox.

SUMMER SAILING PROGRAMME

April 6, 13, 20, 27 and May 4 - First Beginners Sailing course (to be repeated if necessary).

April to October - Casual recreational day sailing, wind and waves permitting.

7 April - Sailing Squadron Open House.

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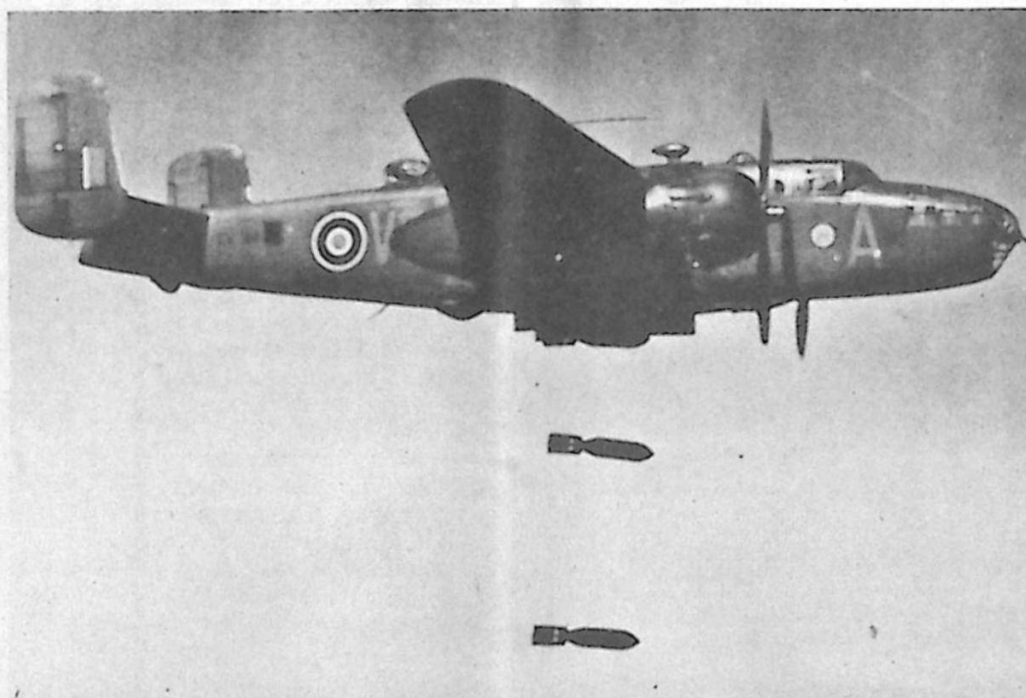
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The RCAF (WD) Association of Hamilton, Ontario after several years of planning and research have published a book about the Women's Division in the R.C.A.F. This book is the first story of the RCAF Air Women serving from 1941 to the current air element. A factual humorous, illustrated hard cover book selling for \$4.50 per copy. Prepaid orders will be mailed through.

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Exercise Medlift 3

7 Mar 74 - Under a full moon and the keen eye of W-C A. J. Clayton, SSO Surg ATCHQ, Airmedlift III lifted off the tarmac of CFB Trenton, enroute to CFB Lahr, at 1910 hrs local.

On board were 56 "volunteers," servicemen and their dependants, acting out the parts of patients with numerous diseases and-or conditions. Caring for them under the watchful eye of their Supervisors were 14 Medical personnel, Nurses and Med A's from various units across the country - from CFB Comox to CFH Halifax.

Amongst the numerous observers and supervising Medical personnel, the eagle eye of BGEN W. Leach was taking a sharp look of interest at the proceedings around him, from the onloading of patients down to sampling the "light lunch" served enroute.

Some of the many objectives of MedLift III, as of MedLifts I and II, was to assess the requirements of mass Aircrews, equipment needed and new equipment to be tested, and to acquaint selected Nurses and Med A's of the proper procedures involved in CC137 (Boeing 707) aircrews.

Some of the "patients" were given the first hand feel of how it is to lie in a stretcher on takeoff and landing and, surely, did not relish it. And, lying on a stretcher for six to seven hours with little chance of getting up and moving around - due to the small aisles and the interested observers moving up and down them, causing even less room - and with only about 18 inches of space between litters, was a hardship that most

endured bravely and some enjoyed wholeheartedly.

Observers were given the opportunity to be in the stretchers on takeoff or landing to get to know the feeling but, regrettably few volunteered, some having already had the unfortunate experience.

8 Mar 74 - We arrived at Lahr at 0830 hrs local under cloudy skies, all glad that the long journey was half over. Disembarkation of patients fell into the hands of members of CFB Lahr as did the forthcoming onloading a few days hence. We were free until Sunday morning to explore the beauties of this ancient land.

10 Mar 74 - Some were bright-eyed and eager, others were feeling the effects of the previous 36 hours of freedom as we met that Sunday morning for what seemed like a long journey home.

Volunteer patients were patients again, observers who could, observed, and the Medical personnel worked their way home, to arrive in Trenton on a windy, clear day at 1500 hrs local. And, the end of a long, arduous journey.

A journey of ideas and objectives. A journey of remembrances. Special credits for a job well done are the people who really made the whole trip feasible: G-C J.R.W. Wynne, Command Surgeon, ATC, F.L.W. Picard, CFNI, 426(T) Sqn, Cpl D. Hanks, who all did more than can be said here, and the many ATC Officers, aircrew and groundcrew who worked so hard to configure, fly and serve the many persons under their wing. They deserve and are given heartfelt thanks for a job well done.

Thursday, Mar. 28, 1974

RCAF Comox Totem Times

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Library Report

It is appropriate that as part of the celebration of the 50th anniversary of the R.C.A.F., that we should read about what the Armed Forces of Canada have done for their country, the Commonwealth and the World. We boast of some very interesting books to help you remember. Some of the books are recent and others, although old, are priceless:

THE CANADIANS AT WAR - 1939-1949. Volumes 1 and 2 by Reader's Digest. THE TOOLS OF WAR - 1939-1945 with a

chronology of important events. By Reader's Digest. LET X BE EXCITEMENT by Christie Harris. THE PATHLESS WAY by Justin de Goutiere. THE ARMED FORCES OF CANADA - 1867-1967. CANADA'S FLYING HERITAGE by F.M. Ellis. KNIGHTS OF THE AIR by J.N. Harris. THE DANGEROUS SKY by Tom Coughlin. FIRST STEPS TO TOKYO by D.F. Griffin. Library Hours: Tues. to Thurs.: 12:30 to 14:00; 19:00 to 20:00; Friday: 12:30 to 14:00.

OWC Fashion Show

Spring was welcomed on Wednesday evening, March 20th at the Officers' Wives Club Fashion Show.

The lounge of the Officers' Mess was gaily decorated with bouquets of spring flowers, and beautiful music by Betty Elliott on an organ from Kings Pianos and Organs added to the spring time atmosphere.

Convened by Diana Jenks, the Show featured styles from sports clothes to evening wear. To a commentary by Shirley Robb, the fashions were modelled by Iris Boychuk,

Colleen Collier, Eliza Cummings, Ellen Davis, Surinda Gill, Pearl Kingens, Terry Martin, Francoise Watkin and Sylvia Zinkan.

Fashions were by Laver's Department Store, with shoe styles by Comox Shoes. Ilse's Comox Beauty Salon created the very pretty hair styles. Worn with many of the spring ensembles were pieces of jewellery by Sarah Coventry.

One lone male, very fashionable in concealing headwear, provided an unexpected finale to the evening when he streaked through the Lounge.



DECIMOMANNU, Sardinia - Corporal G. Faulkner, metal technician here at this NATO airbase, tries some of the common transport.

Something has happened . . .

Something has happened to this Air Force of mine. It's gone down hill by someone's design! Integration was at fault, some people will say. And pay is a factor you can't push away. For color of uniform you get only one. But you have seventeen choices for your cum-bur-bund. Gray, blue, and red, and the likes of that. And umpteen badges for the front of your hat. The berets are in, the wedgies are out. And did you notice that Navy ranks still hang about.

The Armed Forces are great if set to a task. But why do people push, never bother to ask. "Unification is great", they said with a grin. "One colour to show the outfit you're in. We'll lead the world and set the pace. But now eighty thousand, it's a damned disgrace." Recruits come in, they look ahead. The way is not clear, promotion is dead. So they leave the service for civvy street. Never looking back, no mistake to repeat. People doing well cause they parlez-vous. The message isn't clear for me or for you. Do we bend with the wind and make no wave. The years we've put in, the pension to save; Or do we leave to start somewhere anew. And give up the ghost like so many do? A perplexing problem, 'twill never be solved. Cause people who should don't get involved. Leadership, yes, we need it to win. But the root of our problem comes from within. We'll look and wait for a promising sign. But something has happened to this Air Force of mine.

F. Deegan

The Yukon River system offers the canoeist over 600 miles of historic wilderness river travel. The route starting at Lake Bennett, B.C. traces the gold stampers quest to Dawson City and the Klondike.

Chapel Chimes



RC CHAPEL
Father Joseph A. Borg - Base Chaplain (RC) Telephone No. 339-2211 Loc 274

MASSSES: Saturday - 7:00 p.m. Sunday Vigil Mass
Sunday - 9:30 and 11:00 a.m.

LENTEN WEEKDAY MASSES:

Monday - 7:00 p.m. in the Protestant Chapel
Tuesday - 7:00 p.m. in the Protestant Chapel
Wednesday - 7:30 p.m. in the Protestant Chapel
Friday - 7:00 p.m. in the Protestant Chapel
PALM SUNDAY: Blessing of Palms at 11:00 a.m. Mass
HOLY THURSDAY: 7:30 p.m. Mass of the Lord's Supper. All parishioners are asked to come and take part in the Liturgy of the Eucharist and also to continue their adoration before the Blessed Sacrament until midnight.
SACRAMENT OF PENANCE: Before Mass on Saturday from 6:30 to 7:00 p.m. and before other Masses. On Holy Thursday, 11 April, from 6:15 to 7:15 p.m.
BAPTISM: By appointment. Whenever possible on the third Sunday of the month at 1:30 p.m. On other Sundays for a good reason.
JUNIOR & SENIOR CHOIRS: Will meet on Wednesday in the Protestant Chapel following Lenten Mass. (8:00 p.m.)
CATECHISM CLASSES: Will resume on Wednesday, 3 April.
CWL MEETING: Will take place on Tuesday, April 2nd at 8:00 p.m. in the Parish Hall. All interested women are invited. This is the change-over of the 74-75 Executive so come out and show your support.

PROTESTANT CHAPEL

Rev. R. J. Ritchie - Base Chaplain (P) Telephone No. 339-2211 Loc. 273

31 March 1974 - 0930 hrs. - Church School
1100 hrs. - Divine Worship
1145 hrs. - Holy Communion in accordance with the custom of the Anglican Church. Reverend E. Scott officiating.
HOLY WEEK SERVICES
Sunday - 7 April 1974 - 1100 hrs. - Palm Sunday
Good Friday - 12 April 1974 - 1000 hrs. - Good Friday Meditation
Easter Sunday - 14 April 1974 - 100 hrs. - Easter Sunday Family Service
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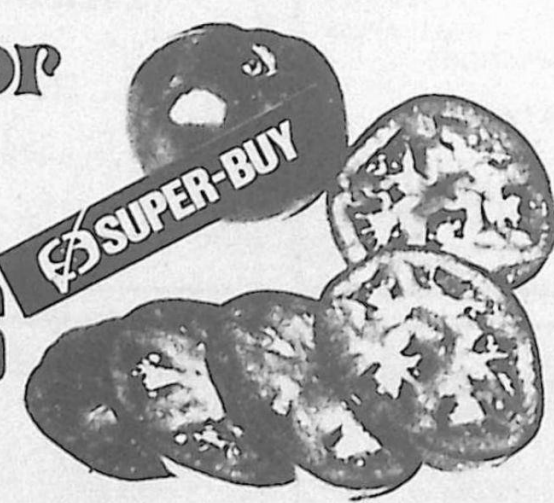
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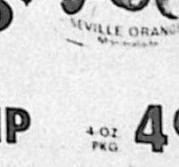
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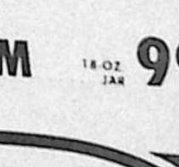
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