

TOTEM TIMES



Bingo Bango Bongo I Don't Want To Be a Pongo

VOL. 14 — NO. 7

CFB COMOX TOTEM TIMES Thursday, Apr. 11, 1974

New Base Commander Appointed



COLONEL D.W. McNICHOL posted to ADCHQ North Bay

Colonel D. W. McNichol was born and raised in the town of High River, Alta. He attended the University of Alberta and graduated with a BSc in Civil Engineering in 1950. During his university years he was a member of UATP Course No. 1 and he received his pilot's wings in the summer of 1949. In 1950 he joined the RCAF regular and became a flying instructor. In this capacity he was stationed at Centralia, Gimli and Claresholm. In 1953 he was selected for the All Weather Fighter OTU and became a member of 423 AW

(F) Sqn. in St. Hubert, Quebec. Following his tour on the squadron he served one year in ADCHQ in the personnel branch.

In 1957 he was posted to 5 Air Division, Vancouver as SOPC. In 1960 he was posted to Europe where he served two years at 4 ATAF Ramstein, Germany, and two years at 1 Air Div HQ, Metz, France. His next assignment was to Goose Bay, Labrador, as Chief Administrative Officer.

From there he became a

member of a team to organize the Canadian Army into Mobile Command. He spent two years in FMCHQ and in 1967 was posted to Battle Creek, Michigan, as Deputy Commander of 34th NORAD Division. In 1969-70 he attended the National Defence College at Kingston and from there he went to Training Command HQ where he was DCOS Comptroller-Personnel. In July 1972, Col. McNichol was appointed to his current assignment as Base Commander, CFB Comox.

New Promotions Announced

NDHQ recently announced the promotion of L.Col. R.L. Mortimer and L.Col. W.H.D. Hedges to Colonel effective 1 July 1974.

L.Col. R.L. Mortimer, Commanding Officer of 442 Search and Rescue Squadron has also been appointed as the new Base Commander, replacing Colonel D. W. McNichol who will assume his new position of Deputy Chief of Staff Comptroller-

Personnel (DCOSC-P) at ADCHQ North Bay. L. Col. W.H.D. Hedges, Commanding Officer of 407 VP Squadron has also been posted and will assume the duties of Base Commander of CFB Summerside.



HIS EXCELLENCY, the Governor General of Canada, Jules Leger and Mrs. Leger, paid a short visit to CFB Comox as a result of the Airport Fire Fighters strike at the Victoria International Airport. Fortunately, 442 Squadron came to the rescue and air-evacuated the Vice Regal party to their pad on Johnson Street in Victoria.



L. COL. R.L. MORTIMER promoted to become new Base Commander.

Lt. Colonel Mortimer was born and educated in Vancouver, B.C. Following graduation, he enrolled in the RCAF and underwent training as a Pilot at FTS Centralia, PGS MacDonald and 1 (F) OTU Chatham. On completion of his training in May, 1952, Lt. Colonel Mortimer was posted to 414 (F) Squadron, Bagotville, P.Q. The Squadron moved to Baden Soellingen, Germany in August 1953, where he remained with the Squadron until his repatriation to Canada in December, 1956.

On his return, he underwent further training at Trenton and Penhold before proceeding to CFB Moose Jaw. In March, 1962 he was appointed to the staff of the Air Force College in Toronto.

From December 1964 to December 1965 he attended the Royal Air Force Staff College in England, following which he was posted as a staff officer to Mobile Command Headquarters. Following a brief tour with 10 Tactical Air Group, he was appointed Commanding Officer of 408

Tactical Support Squadron at Rivers, Manitoba.

Before assuming his present duties as Commanding Officer 442 Transport and Rescue Squadron, L.Col. Mortimer was on the staff of NDHQ CP DGSA. (DCPA)

In September, 1955, L.Col. Mortimer was married to Norma Jean McKendrick of Vancouver. They have three children, Sharon Lynn aged sixteen and Edward Dale and Bruce Robert aged thirteen and ten respectively.

In The House

Rank Titles Discussed

ANNOUNCEMENT OF ORDER AMPLIFYING SERVICE REGULATIONS GOVERNING USE OF NAVAL RANKS

Hon. James Richardson (Minister of National Defence): Mr. Speaker, I wish to announce that an order will be issued today within the Department of National Defence to amplify service regulations governing the use of naval ranks. Naval ranks are listed in column two of Section 21 of the National Defence Act and include all naval ranks from ordinary seaman to admiral.

Under the new order, all personnel will use and be referred to by their naval rank if they are in the naval operations branch, and employed in Maritime Command, in a ship or other vessel, or in a ship repair unit. Provision is also made in the regulations for personnel to continue to use naval ranks upon leaving the naval operations branch if they wish to do so.

In addition, all personnel in the naval reserves as well as all sea cadet instructors will use naval ranks. Finally, Mr. Speaker, all officers and other ranks who were serving as members of the Royal Canadian Navy prior to unification of February 1, 1968, may elect to use their appropriate naval rank regardless of where they are now serving.

I would like to emphasize that it is our intention to achieve all possible advantages from unification, but

I believe, as I have stated at other times, that it is important for members of the Canadian Armed Forces to identify themselves with the traditions and accomplishments of individual units of the service.

This order on the use of naval ranks will take effect today, March 28, 1974. It honours the commitment made to members of the Royal Canadian Navy at the time the three services were unified into the Canadian Armed Forces.

Hon. Paul Hellyer (Trinity): Mr. Speaker, we welcome this announcement on the part of the minister. It is, as he has suggested, consistent with the commitment made at the time the unification bill was approved by parliament. It will clarify the circumstances in which naval ranks may appropriately be used, and this clarification will, I am sure, be well received by armed forces personnel.

If the minister will now reverse his decision with respect to a replacement for the Centurion tank so that in that case too he will be consistent with earlier plans, he will earn enthusiastic applause from this side of the house.

Mr. Doug Rowland (Selkirk): Mr. Speaker, I am not entirely sure, as a serving officer in the naval reserve, that the new guidelines on conflict of interest do not disqualify me from speaking on this subject, but I am going to anyway.

First of all, the announcement that the govern-

ment will be honoring the commitment it made to the Royal Canadian Navy at the time of unification is welcome. There are two important reasons for so doing. The first is the very practical reason that fleet units of the Canadian Armed Forces operate with naval elements of other countries where traditional ranks are used, and this kind of arrangement will avoid confusion. It is also very difficult to explain to someone not within the services how important something as symbolic as a

rank can be to a person who is in the forces, but I assure hon. members that this is an extremely important consideration with respect to morale in any forces unit. For those two reasons especially I welcome the minister's announcement.

It is interesting to note that the last major occasion upon which a general was in command of a fleet involved the Spanish Armada. I do not know whether you can tie the results of that naval engagement to the fact that a general was commanding the Spanish fleet, but it is

something worthy of consideration.

I hope that this evidence that the minister is devoting some consideration to the naval forces of this country will result in his continuing his consideration and re-examining his decision to cut back, in effect, on the amount of equipment made available to maritime command for the carrying out of its duties. It seems to me that the decision to reduce equipment, such as the number of Trackers by 50 per cent, is ridiculous at a time when Canada's maritime

(Continued on page 5)



L. COL. W.H.D. HEDGES promoted - posted

Lieutenant Colonel Hedges was born in Bloemfontein, South Africa and attended high school in Ficksburg in the Orange Free State. In 1944, he joined the South African Naval Forces, was seconded to Royal Navy and served in South East Asia and the Pacific until the cessation of hostilities. He immigrated to Canada in 1948 and joined the RCAF in 1951. He completed his navigation training at 1 ANS Summerside and has since served in various

capacities in Maritime Command. These include service in 404 Squadron, 2(M) OTU, 407 Squadron, staff of Maritime Warfare School, staff of the United States Navy Atlantic Fleet ASW School.

In 1967, he attended the Canadian Forces Staff College in Toronto, then joined the staff of CANCOMFLT aboard HMCS Bonaventure. In August 1969, he was promoted to Lieutenant-Colonel rank and transferred to CFB

Summerside as Base Administration Officer. In July 1970, he assumed the duties of Deputy Commandant, Canadian Forces Maritime Warfare School where he served until July 1973. He was then appointed to the command of 407 Squadron in Comox, B.C.

Lieutenant-Colonel Hedges is married to the former Rosemary Bradley of St. Lambert, Quebec. They have two daughters, Kathryn - 21 and Blythe - 18.



GEE, IT'S WET out here ... I hope these signs are SANFORDIZED!!!



RECENT 407 TECHNICAL STAFF promotions -- Five recently promoted technical senior NCO's shown with CO VP 407 and STECHO VP 407 - l to r: WO McCulloch, WO Peters, MWO Alstad, LCol W.H.D. Hedges (CO), Maj. Smith (STECO), Sgt. Clarke, Sgt. Zurakowski.

407 Tech Ramblings

AVIONICS

After many years of carefully nurturing the juice of the grape into a fine fermented beverage, Joe Hollman is about to depart our midst by virtue of an overseas posting. Consequently, as a means of reducing his bottled inventory, he invited the boys down for a Bacchanalian festival of sorts. Not only did the party live up to the expectation of a highly successful evening but an unexpected attraction was added -- they were streaked.

Anyone contemplating hosting a similar function should contact Repair for details of their rent a streaker plan: "Fast Bill" is also available for weddings and Christenings.

Recent mutterings overheard in Servicing had something to do with horseshoes. It seems that Pete McBride sold himself a raffle ticket on a boat and motor; you guessed it, he won. Fortunately a trailer was also part of the package so he'll be able to tow his prize to

Edmonton when he leaves the area.

The annual Avionics spring trout outing is planned for the weekend of 19 - 21 April and will again be held on Quadra Island. This is an excellent father and son type of activity in a very fishy setting so we are anticipating a large turnout. If you are interested in participating but are short of equipment, call Tom Place at local 367.

Question: If a sea going Sergeant is a Petty Officer, can Ross Collier be a Flight Sergeant?

SERVICING SNICKERS

Anyone who has been reading the B.C. comic strip of late must be wondering if the abbreviation stands for Before Christ rather than British Columbia. Judging by the antics of the person on "the stand of truth", he should run for political office and might even wind up as Premier. The local political scene might well be dubbed "Sanford and Son" -- the humor is missing, the speech is less coherent but the out-

come is the same.

Now, to get around to the sensible side of life! Mike Dandurand is away partaking of the "killer course" for a couple of weeks while Everett Hale made his first appearance this morning after a five month stint as PMC of the Totem Lounge-Annex. Considering the odds you were up against, you have done a fine job, Everett.

Ray McNicol has applied for a job as "super-civvy" and is reportedly out in September. Frank Thomas is also shedding his greenies in the not too distant future. Keith "Hockey Stick" Cowden will be off on a posting to Trenton this summer and will be sorely missed, particularly behind the bar.

On Monday, March 26th Super Crew turned out in full force when a party was held in the Totem Annex for the purpose of bidding farewell to Al Hillis. Even Cam and Stead were able to join the festivities in spite of their participation in league darts and, although we can't say much about their dart scores, their drinking ability was certainly not hampered.

Sgt. McKay, Army and Jim Milligan should be suffering no hardship in Hawaii. We can just picture them lying on the beach enjoying the sun, sand and other things, especially the other things.

Some queer looking aeroplanes have appeared on the line recently and upon enquiring we have been advised that they are Anne Murray's Snow Birds. So, Snow Birds, welcome to Comox and good luck with your P.R. photo mission. Now, if we were to form an Argus aerobatic team there is no doubt that we could leave them behind -- in a cloud of smoke.

The Gravel Pit

Since the last time we chatted a good many things have happened. The most significant event of the past few weeks would have to be the 50th Birthday of the RCAF. The many activities that took place to mark that great event would seem to indicate that although the Federal Government, in their infinite wisdom, have pronounced the RCAF dead, there's still a lot of life left. In conjunction with the Birthday celebrations there was a Mess Dinner to honor the retirement of our departing BATCO, Maj. George Mealing. If we may, we'd like to come back to that Dinner a little later in the column. Other recent happenings include two appointments and two achievements.

The first appointment was Capt. Dave Blamire to the position of Chief Controller RATCON to replace Maj. Oz Septav who took over as A BATCO. Dave's old position as Standards and Training Officer was taken over by Capt. Larry Harker.

So, as you can plainly see, the names have changed but the same high standard remains. The two achievements, if we may call them that, were by Capt. Norm Nielsen and Lt. John Flanagan who have successfully checked out in RATCON and Tower respectively. Norm will be taking over as head Honcho on Capt. Roger Ouellet's "D" Crew so that Roger can take a small breather prior to his departure for Valcartier, P.Q., and John will slip into the slot left vacant by Lt. Dave Godfrey who has moved down to RATCON to start check-out.

Now that we've pretty well covered past events, we'll move on to happenings of the future. On or about the 17th of May the plan is to have a giant mixed going away party for all the people who are leaving this summer. It should be a

good one so keep your calendar in a handy place and stand by for more information which should be coming out shortly. Then, on the 1st of June, plan on being out to the Gala re-opening of the Gravel Pit.

One last point before returning to the Mess Dinner. With the great turnover of personnel this summer, the "Gravel Pit" finds itself in dire straights. Although the quality of the column at times may have been highly suspicious and the frequency of its insertion into the Totem Times somewhat irregular, we have had a column. The feeling seems to be that we should continue to have a column.

The fact is that one of the persons being sent away this summer just happens to be the Chief Scribe and unless someone steps forward to replace him we will not have a column. If anyone would like to become an internationally known celebrity for the mere cost of a few minutes at a typewriter every two weeks, we can use you.

For further information, contact Capt. Dave Wilson at Local 423 and receive your key to the gateway to success.

At this point, we would like to return to the events of the 1st of April, 1974, The Anniversary of the RCAF. As we said before, on that day, we paid honor to our retiring BATCO, Major George Mealing. What better way to go than on the Anniversary of the RCAF, of which he was a part for so many years. We feel sure we are echoing George's own sentiments when we say "thank you" to everyone who was there on that occasion.

At that same dinner we also honored Maj. Rud Richardson, our retiring Base Transportation Officer. A highlight of the evening was the reading of a poem written by one of our former mem-

bers, Capt. Frank Deegan to say good-bye to the two Majors. With Frank's kind permission, we offer that poem:

GOLFERS TOO!

To that inner sanctum where Majors abound, Comes two more to muck up the ground, Golfers by nature, liars of repute, Scores in the seventies they both do shoot. A slice or a hook disturbs not the soul, Take two strokes, on to the next hole. Up on the tee it's poetry in motion, The puddle on six has become an ocean. And if by chance a drive goes straight, They both look up and await their fate. A little white ball beat with a stick of design, Three good drives, approaching the creek on nine. Eight more shots and onto the green, The gol-darnedest golfers you've ever seen. The putting stance, oh there's the press, Was it five or six, we'll take the less. On to the club house, tally the score, Shot forty-three, didn't count the last four. Golf balls and Majors they make quite a pair, They both work better in a mass of hot air. But golf is their passion, they chase with delight, And only keep score till they get out of sight. Seriously though, this is nipped in the bud, To give best wishes to George and to Rud. May your drives be true, may your chips straightly bore, And may your retirement years be as high as your score.

All we can add to that, George, is, "Good luck" to you and Pat. It's been a pleasure.



CWO G. HOWARD, the Base Warrant Officer, receives 32 year Clasp for his CD from M. Gen. W.M. Garton, Commander ADC.

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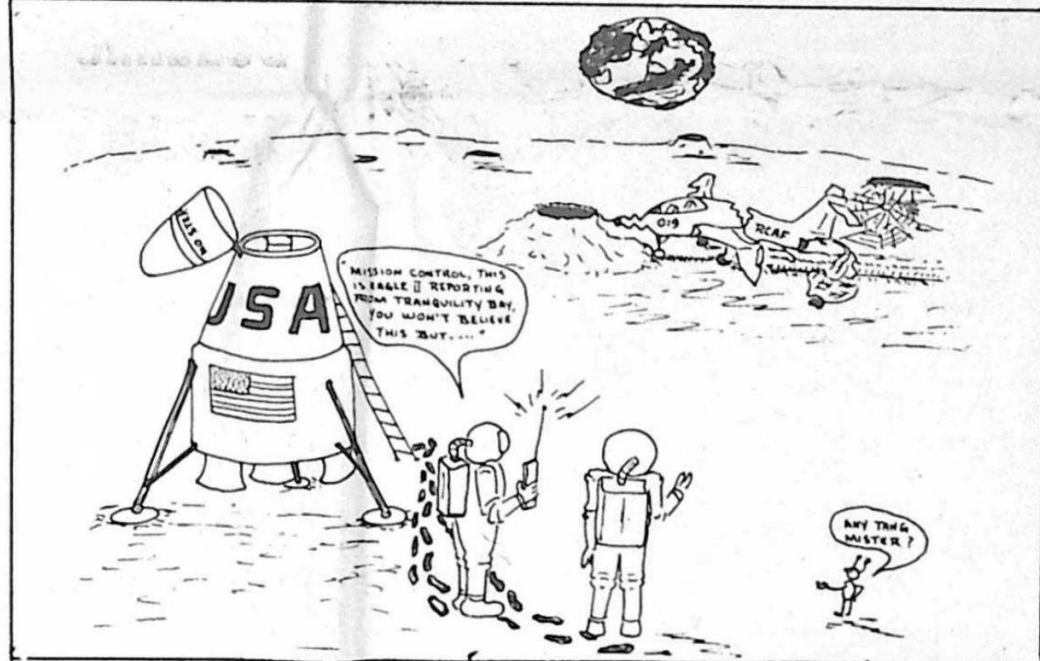
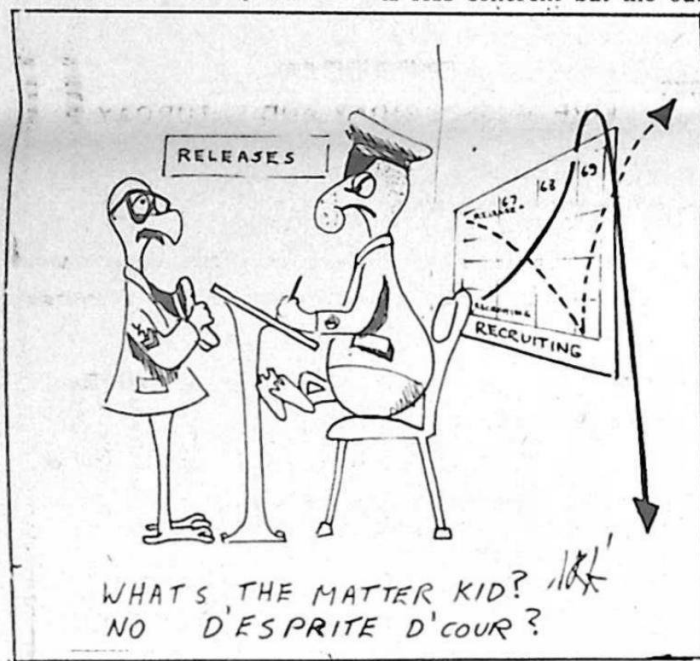
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FUNGUS ON THE MOVE

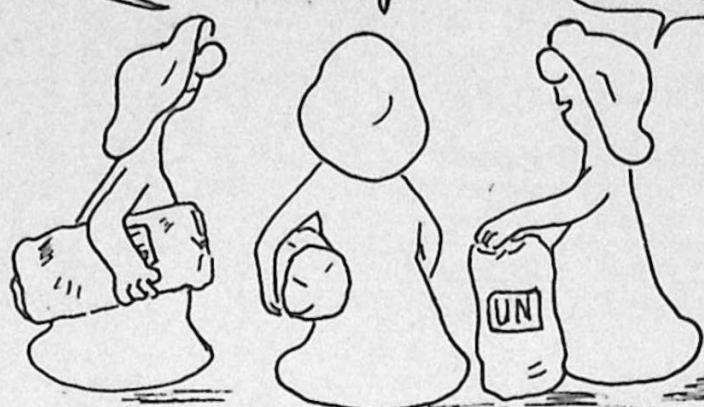
By JAM

WHILE IN COMOX:

HOW DO YOU KNOW I COULD PRACTISE MY FRENCH IN EGYPT?

JUST GOT IT FROM THE HORSES' MOUTH. . . . NO THE ARMY IN MONTREAL.

YOU MEAN THE CAVALRY!



POUVEZ-VOUS ME DONNER LA DIRECTION POUR LE CAIRE?

I WONDER WHERE THE CAVALRY GOT THEIR INFO?... SECRET AGENT? DOUBLE AGENT? CIA? FLQ?...



WHILE IN EGYPT:

Nighthawks Nest

I was calmly sitting on the back terrace this morning, trying to tape record the different calls of the seagulls who hang around keeping the place clean. Out of the clouds flashed a strange looking blackbird with green and yellow eyes, red eyelashes, a beak like Jimmy Durante's and a mood as black as a CO's heart.

"Are you the guy who writes all the lies about us Nighthawks?" he demanded as he started smoothing his ruffled feathers.

Since he caught me with my tape recorder and incriminating typewriter, I allowed as how he had the right man, but that he had no right to talk like that, especially since he was a bird and not supposed to be able to talk at all.

"You humans think you have a corner on everything, why the problems you have with one little squadron are nothing compared to the problems we have in the real world. You stand around all day flapping your wings and squawking about how rough it is to stand alert one day out of seven, and the rest of the time you're in the bar telling war stories or ruining my afternoon nap with your afterburners."

"That may all be true," I replied, "but why have you broken your traditional silence to complain to me about it?"

"You just keep that tape recorder going, sonny, maybe

you can use a little story from the animal world in your column."

"It all started about a year ago when me and a group of the Nighthawks that I fly with were cruising over the chuck keeping an eye out for red herring. We were just goofing along on CAP, that's chuck air patrol for you slower fellows, when this carrier pigeon came up with a message for us to Return to Beach for a meeting. We RTB'd, doing a few rolls and split manoeuvres along the way, touched down and went up to the briefing tree to see what Cinc Nighthawk had to say. It seems the whole world was getting short on high energy flying food, but we were still in pretty good shape, but we would tighten our belts a little just in case.

"That, however, was just the beginning, because as things got tighter, more and more of our flyers left the nest to fly the other birds around, you know, ones like the Ostriches and Kiwis and Dodos. As they left, we were getting pretty well overworked until some of our new Nighthawks finished CAP school. Well, things were getting back to normal when this large beaked Twit who thinks she's an owl, got wind of a deal we had made with some of the Eagles who live down the coast. The owls in

our council and the owls in the Eagle council decided that we could use some of the Eagle's super claws in case our territory was ever invaded by the red billed vultures.

"Twit did not think that Nighthawks should use Eagle claws, as a matter of fact she wasn't even sure we should have Nighthawks. She said that the peace loving vultures and yellow tailed crows were going to be upset if we borrowed these claws, why they might think we were going to fly over three thousand miles to their home and use our air to air claws on their trees. Somebody ought to tell Twits that you can not do too much damage to a tree with claws, but they sure do a great job on unfriendly birds in our home territory."

Well, that's where a pigeon came up and she and the Nighthawk headed off for the beach. It certainly seems like a strange story. I find it hard to believe myself, but if you'd like to hear the tape, I'll leave it in that little box down by the watergate. Just ask Rosemary to play it back for you, but make sure she isn't typing at the time.

PS: Who is this General Fritz who cancelled survival because of some manoeuvres being held. Something about laying plans to assault a bridgehead, for his maiden attack.

Hospital Anaesthesia

We are hoping beyond hoping that by next issue we will be able to say to you: Come one, come all, to the grand opening of the new, revitalized Base Hospital. But we are not going to say that yet. We wish to delve right into the juicy gems of jabber that we have found out. And, a-w-a-y-y-y we go! . . .

NEEDLES AND JABS
We wish to squelch the rumor before it even starts. That was not the Base Surgeon streaking along Waikiki Beach in Hawaii this past week. He admits to being in Hawaii during the fatal period but denies any knowledge of the streaker. (But, does he always have to have that far-away smile on his face when he says it?)

Larry Cole, Sergeant to you, returns to the Base Hospital next week to once again reign terror upon us. Even with CE here, it seemed kind of peaceful. We are sure that his WO's course was a success. (We've decided to disappear for a little while after Larry reads this. We fear for our tender skins.)

Speaking of Esquimalt, for that's where Larry was, our one and only 'Red', Pte. Theresa Andre, is leaving shortly for that outpost on her PLA course. We know she'll do well . . . if she don't talk them to death. (Only kidding, luv, only kidding.)

From our usual reliable, unreliable sources comes this pearl of a jewel. Not mentioning any names (darn!) it is reported that a while ago, our NCO i c. Hospital (no names, please!) and our Director of Nursing were mistakenly registered to the same room on a TD trip down to Victoria. It was, reportedly, not changed. Hmmm!

With the high quality of work produced by the Hospital and its Orderly Room, inconsistency is not tolerated. Jim MacDonald, for inconsistency above and beyond the call of duty has been relegated from the HOR (Heavenly Orderly Room) to the BOR (Basement Orderly Room) as of next week. No amount of pleading to a determined NCO i c. HOR could unbend him. "It's the Army way," stated the cold-hearted Sgt. Les Andrews. However, Les has accepted an Air Force Corporal to replace Jim - Bill Phaneuf.

Sgt. Vic Hope is on leave for two weeks, and has been to dog shows in Victoria and Vancouver. Rumor has it that one day they forgot their dog so Sandy entered Vic. They ended up with "Best Canadian Breed" and "Best in Show".

Totem Times

Deadline
Monday,
April 22

Mushroom Mutterings

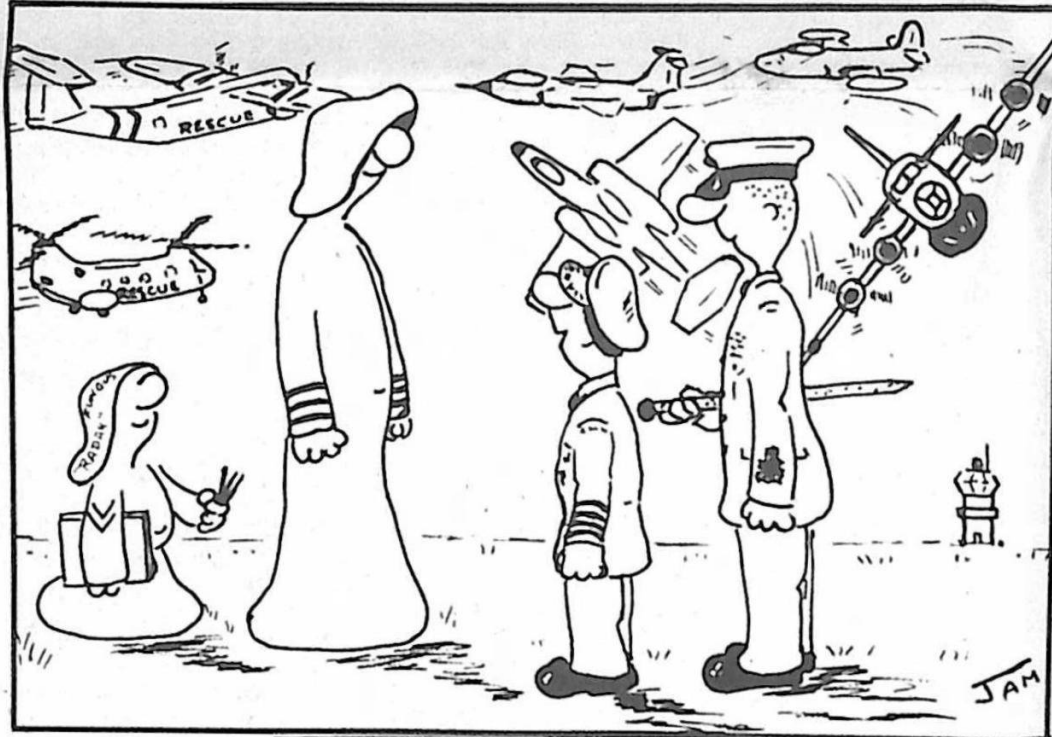
Big news from the Fungus Farm this week is the recently announced promotion of the Squadron CO, L.Col. Mortimer, to Colonel, with subsequent appointment as Base Commander. Congratulations, Sir, and thanks for the suds.

A few postings continue to trickle in at a lesser rate, fr' instance: Gabe Sehn, the resident Sar' Major is going to ATCHQ this summer; right behind him is Bill Frain, to CFB Trenton. Moe Sirois, Johnny Thibeault and Harvey Pelletier are off to pound the burning sands of Egypt.

Now that the hockey season is over, the biggest sports news is that the mighty 442 Boozers bowling team is holding down first place after taking four points Monday night. Bill Brown tells me that his secret is to breathe on the ball before rolling it, and if that don't knock them down, nothing will.

The house volleyball league is well under way, with four teams and lots of enthusiasm. So if you're not on a team, join in and take your life in your hands.

Enough, already, with these hen scratchings. Don't forget your tickets for the Dance in the Totem Lounge next Friday. See you there.



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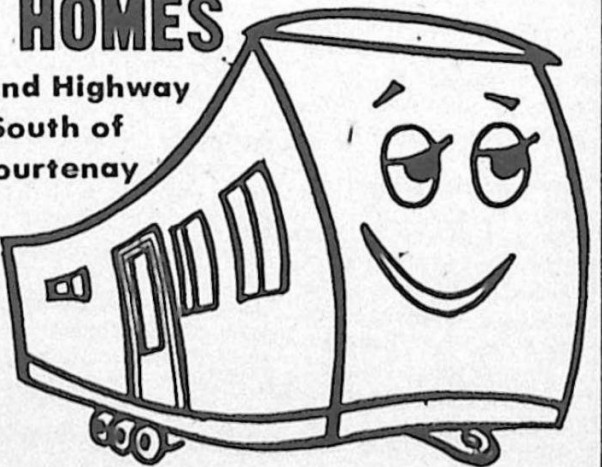
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Editorials

Ombudsman, Union, or?

The editorial section of the Totem Times this week features a number of letters which contain several current "beefs" from service personnel. Some persons might accuse the Totem Times of "stirring up the natives" with provocative editorials and facetious comments. But we would like to point out that we are merely reporting what we are told and what we can read and deduce for ourselves. The fact that most other military papers choose to ignore the undercurrents doesn't mean that they are not there and if ignored, will go away. Therefore we are pleased to publish these letters, particularly "An Ombudsman?" and "Who's Apathetic?", each of which was written by different Corporals - neither of whom is on the staff of Totem Times.

The letter written by Corporal Lavigne is remarkable in that he insisted on using his name and not a pseudonym. He makes some good points and his letter is, we believe, indicative of the feelings of the majority of "air force" NCO's. He makes some minor errors in his statements but at least he is not afraid to stand up for what he believes. The letter by "Erudite" takes a look from below at grievances and makes a positive suggestion.

Let's look briefly at some of the "bitches":

PAY

Our last pay "adjustment" has already been eroded by inflation. The average 6 1/2 per cent raise, benevolently given out last October 1st, is now gone and all we can look forward to is falling more and more into the hole. Many military personnel are now forced to look for better paying "moonlighting" jobs or send the wife out to work because the increased costs do not enable them to maintain even a moderate standard of living on their military wages. This constant war with inflation, in which the military member has no control serves only to embitter and frustrate and lower his morale resulting in many doing "only what is necessary" and no more. JLS

His tension is only increased when he, a ten-year or more Corporal and very qualified tradesman, is forced to attend a land-oriented OTU for training in which he has little use and no respect at all. When he arrives there he is advised to sign "the waiver" or be content to stay a Corporal until CRA. If he does buckle under, as most will, attends JLS and signs his waiver, he must still play the "name" game because he chose the wrong parents.

PER'S
Someone up there must be listening to us because we now are allowed to see the narrative portion of our P.E.R.'s. This is a step forward, but let's realize that we still can't see the numbers and the computer that processes the P.E.R.'s can only read numbers and it's the numbers that count.

WAIVERS
If you read the national sports news, you will realize that the "waiver" in professional sports is on the way out. In the CF it is on the way in. No matter what you may think, if you don't sign the waiver, don't count on promotion.

B & B
This paper absolutely refuses to say any more nasty things about B & B. We believe in equality for all Canadians, no

matter their race, creed, color, religion or ethnic origins

PENSIONS
Why is it that a member of the military retiring at age 55 with 30 years service can get an immediate cost-of-living increment on his pension, while a serviceman retiring at age 44 with 25 years service has to wait until he is 60 years old to get the cost-of-living increment? Give up? Well, it's simple. Colonels and above can retire at age 55 but a Corporal and a Captain must retire at ages 44 and 45 respectively.

Our letter writers offer quite a few very valid suggestions for improving the present situation. In summary they are:

1. Devise some method, short of redress of grievance, to allow the junior ranks to express their feelings. The suggestion of an Ombudsman might be the answer. But don't make his section commander or the BWO the Ombudsman. It must be somebody that the junior ranks can trust and talk to openly and who in turn has direct access to the senior levels on a Base, including the Base Commander.

2. Unification is not working. Now that the Navy have their ranks back, let's recognize the Army and the Air Force again. This does not mean disintegration but rather a return to three operational elements and the right to choose our element.

3. Pay must reflect at least the rise in the cost of living. Otherwise some of our junior ranks and lower payfields will soon be below the poverty level. There should be an immediate cost-of-living adjustment retroactive to the 1st of April, 1974. Everybody cannot be promoted but it is ludicrous to give a Corporal only four pay incentives when a Captain gets ten.

4. Promotion should be based on merit only. All other factors: language, education, JLC, waivers, etc. must be ignored. Present promotion policy is a bigger factor in discontent than is pay.

5. Spend more money on up-dating equipment and trade-training, and leave language training to the civilian schools. Stop trying to make the military bilingual.

6. Make the pension plan equitable for all ranks instead of the present system which favours senior officers. If all the other conditions are met why would anyone want to retire before age 55?

The most important point must be made now. Armed forces, from time immemorial, have had their share of dissatisfied individuals, better known as "disturbers". The CF of today is no different, but a distinction must be made because some of the best people we have in the military today are extremely unhappy.

Something positive has to be done immediately or the military will be left with only "Majors and above". There has been little talk lately about unionism in the CF. However, as much as we may detest the thought, at least in a union everybody has a shop steward who can carry the word upward. Unless our leaders listen to the undercurrent, the next word they hear may be from a shop steward.

Finally, we have all been lectured on the aspects of loyalty. But loyalty is a two-way street and loyalty upward can only be obtained if reciprocated by loyalty downward.



IF I HAD WANTED to be an Aero Engine Tech in the French Navy, I would have joined the French Navy.

Letters Continued

Who's Apathetic?

Dear Editor:

Last week's guest editorial from the Greenwood Argus was nothing short of nauseating. The Funk and Wagnall's definition of: "Apathy - a lack of feeling, emotion, or sensation, insensibility, indifference, lack of interest" does fit some members of the Canadian Forces to a tee, but not the ones at the "bottom" as you suggest, but those at the "top."

That, my apathetic friend, is a good description of the person or persons who took away our "pride and esprit de corps" in the Army, Navy and Air Force of yesterday. The rum ration, wedge cap, regimental dress and rivalry; these things are long gone and most of them sorely missed.

Let me point out some of the "bitches" ... Have you been on a parade lately, with the three former drill manuals still etched in the airman's, sailor's, or soldier's mind, as applicable? You have the new drill and with all this the left foot doesn't know what the right one is doing. Parades have been a dreaded thing to go on and a "horror show" to watch ever since.

Pay ... a 5 per cent raise to keep up with the 12 per cent rise in cost of living??!

Promotion ... every time you turn around someone says, go to sea, speak French etc., or you won't get promoted. Now, even though thousands of us have previously passed "Cpl's qualifying" or the Navy equivalent exams, we are told that to get up the "ladder" we must now spend five weeks on the ARMY "JUNIOR LEADERS COURSE". Why must we always buckle under to the Army or land element style of doing things. Don't go to sea, speak French or go "Grunt", and they won't promote you three times instead of only once.

P.E.R.'s are filled out by humans, and so are not perfect as everyone knows, but just how imperfect are they? Build one man up at the expense of others. Assess the men who work directly under you as you should, only to have someone upstairs in an office tell you the score is too high or the like. Who knows the person in question better: the co-worker or the one whose knowledge of him comes from a picture on a board and on piles of paperwork. People have blood in their veins not ink so treat them as humans and not inanimate objects.

Vested rights ... they are

just that! When I enlisted I had a choice of three and chose the Air Force while others went for the dark blue or brown suits. There appears to be a shortage of people to man some ships and also establishments at some air bases are getting low. Well, have a look at Halifax and see where the airmen go, or at a few other sea or land bases.

B and B ... spend great sums of money to unify three services and then squander said savings by printing everything from E.O.'s to toilet paper in English and French. There is a projected paper shortage; I wonder why? A person who has not the desire to speak French is almost threatened into it while someone I know who speaks a little of the language and wishes to improve, is told no, "you're too old".

The pension scheme ... a senior officer retires and gets the cost of living adjustment right away while an airman must serve another five or ten years or else wait that long after he gets out to reap the same benefits. Now that's discrimination whether you're blue, brown, Anglo or Franco.

I have recently passed through CFB Edmonton where they have signs erected in the hangar "Bring a friend to work, support your recruiting drive" or words to that effect and they are authorized by the Base Commander. A person might wonder why do "they" believe we would recommend signing up to someone new when the fates of those already in are so unsure.

Postings ... someone from Ottawa or wherever will tell us that they are given out on rotation basis so that nobody gets "stuck" more than someone else or the like. Well, Bull ... so go to any base in Canada and find out who has been there for ten to fourteen years while the rest of us have been bounced around every three or four years. Let me tell you that you're in for a shock. Get yourself a transfer in one of these cases and ask "why me" and see what answer you get.

Now for a few suggestions or solutions ... Put the sailors back on their ships, the airmen back to their land-locked airbases and the soldiers back in their tanks etc. Give the "tar" back his "tot", the "pigeon" back his "wedgie" with dress uniform (not just working dress - that you can burn!), and the "brown job" his putties or regimental regalia and berets.

Equalize the pension benefits for all ranks. The money will be different of course but the qualifications

should be the same for each. No discrimination!!

Stop trying to cram French down our throats and think of the money saved on paper, plastic, metal and wood for signs painted, printed, etc.

Ranks ... They still use the Navy terms on some ships and in Shilo recently they refer to "Bombardiers" etc. ... how about Flight Sergeants and the like?

Leave our vested rights alone because that is exactly what they are.

P.E.R.'s ... there is not much can be done about them except let the individuals see the finished product so he knows where he stands at least.

Pay ... if the cost of living adjustment is to be implemented let it be more realistic. They speak of inflation and wage and price controls, yet as soon as a raise comes out, up goes the P.M.Q. rent for one thing so who is partially to blame?

Transfer people on a more even basis rather than some often and some never.

Drill ... God only knows what can be done with that. Let me make another comment regarding pensions as they are so important to everyone. Let's have the pensions based on the best 3 years service or even 2 years. Give a person some incentive to stay in for the 30 year mark. The way things are now a fellow starts looking around at 20 years to find a job to augment his pension of \$200 or \$250 (approximately) if he gets out then, because he is certain that staying in for a further 5 years or more will make little or no difference in the size of benefit received. If a man is willing to lower his chances of beneficial employment on retirement from the service, by staying in a further 5 years or more then he should be entitled to an annuity which if need be could sustain him at a level above the poverty line. Now give this person who has served his time a realistic cost of living increase regardless of rank and not in 5 or 10 years but NOW when he needs it. When he was called on for some extra duty etc. did he tell the government, "come back in 5 or 10 years and I'll fix you up."

One suggestion would be to take the monies in various benevolent funds (if they still exist) plus the money spent to operate Canex stores etc., and pool this with the pension fund. I'm sure the financial increase would be substantial. Someone may argue "Why close the BX's etc." There are thousands of stores everywhere but only one pension and if you have to rely on it some day for your livelihood, what good is Canex

if you can't afford to go in it because of meagre pensions.

The article on "apathy in the Armed Forces" was just a little too hard to swallow after hearing, a couple of years ago, a General tell a man during a pep talk and the question and answer period that followed, "Corporals don't make policy," when asked an intelligent but pointed question.

As for the last and most important thing, give us back our pride; Pride in the uniform, Pride in the services (yes service plural), and last but not least, Pride in ourselves.

B.J.Lavigne, Cpl (A) P.S.

This letter was written prior to the announcement by the Minister of National Defence allowing the "Sea Element" to revert to their former ranks. The Minister also admitted on national television that there was a morale problem which prompted the action. He was quick to point out that this was in no way a reversal of the unified service structure. Too bad!!

Instant Fame

Dear Sir:

A few months ago I decided to have a crack at penning editorials for the Argus. Spurred on by the smashing success of my weekly column, B.C. (one letter in one year) and by other members of the Argus staff, I did my thing. My guide line for the delicate diatribe was the Totem Times, past masters of telling it like it is.

It worked. The "APATHY" editorial prompted a reply from one of my dozen readers. It also got me hot on a few other favorites of mine and away I went.

Imagine the surprise and happiness I felt when the Totem Times arrived the other day and there on the editorial page was my very first effort. Wow! I made "the Bible" on my very first try.

Now you bastards - that stuff is copyrighted or whatever and the next time you want to use something of mine - go right ahead. Keep up the fantastic work.

Your servant in type
Bob Moffatt
Editorial Staff,
Greenwood Argus

Letters To The Editor

An Obudsman

Dear Editor:

There is a real need in today's CF for an Ombudsman. Many of the problems and legitimate complaints of the personnel of the lower ranks are not being heard by the people in charge of the Squadrons and Branches. "Why not use the proper chain of command to be heard?" you say. Well, the chain has developed a few weak links. For instance:

1. Few supervisors are willing to admit that there are problems or at least problems that they can't solve. One man I know was told by his supervisor, "If you don't like it, get out." So he did. As a result we are short one more man and the problem is still there.

2. Who wants to be known as a bitcher or complainer? They are unpopular fellows with their supervisors.

3. The chain is sometimes so long and arduous that as few as 5 per cent would be willing to go the limit. I think the officers in command want a broader picture than that.

4. For the ambitious ones there is always the fear of career action being taken. Not openly, but on the Performance Evaluation Report where it could be hidden from him and he is unable to cope with it.

5. The old saying, "Don't rock my boat and I won't splash you" is the term used by too many of today's supervisors - men who are close to pension time and

don't want any trouble. As a result of these conditions as well as Unification and the breakdown of the old Squadron concept that included "all" ranks and trades, the lower ranks have been gradually separated from the officers and the officers in turn isolated from the personnel of the lower ranks. Apathy and frustration in the lower ranks is growing at an alarming rate. People are leaving the forces in increasing numbers. Something must be done so the lower ranks voices can be heard and help to reverse the trend of early retirement.

Those in position of command have already looked into the feasibility of Unions, Shop Stewards and Associations and know they are not workable in the hierarchical framework of the CF. They constitute too much of a threat to established authority.

No one in the lower ranks wants to break the chain of command. They would however, like to be able to have their voices heard where it counts - at the top. I have a feeling that the officers in command are concerned enough to want to know what the problems of the men are.

You can't get a true picture of the men's problems by talking to his supervisor and you can't have the men taking all their problems to the commanders.

The only solution to this dilemma is the Ombudsman. The formula for representation should be left up to the

Squadrons or Branches involved, allowing the lower ranks to have a say in selection of a representative. There should however be an Ombudsman from each section; i.e.: maintenance, servicing and shops, who would take the problems and complaints directly to the Squadron or Branch Commander or his designate. These problems can be discussed, in an informal atmosphere of consultation and not confrontation, between these people. If the officer or Ombudsman feels it necessary, the officer can discuss the problem further directly with the men, again in an informal atmosphere - say at coffee break.

The Ombudsman does not, in this way, break the chain of command, but he does offer an alternate route. The men will know their voices are being heard, will again feel a part of the "big" team and not just a little guy on the outside who really doesn't amount to much.

The benefits for all should be quite apparent and the biggest beneficiary will be the CF. The men will no longer have a reason to say, "Why should I care if the job gets done or done right, the outfit doesn't care about me."

If your reaction to a new idea is to think of ways it can't be done or won't work, then this is not for you. To those of you with positive reactions that have alternate views or ideas, let's hear from you on the subject of an Ombudsman. "All" ranks are encouraged to participate.

Esprit de Corps

Looking back on thirty years of Service in the R.C.A.F., I still feel proud to have been a member of that great military organization.

There were many ups and downs in my career as undoubtedly everybody experiences, but there was always that something extra which made you want to give your best whatever you were doing, whether it was on the job or on the parade square.

When the going was tough your inner voice kept your morale up. You did your best to achieve your goal; you didn't want to let your fellow airmen and superiors down. You had a sense of belonging, what the military call "Esprit de Corps".

Many military leaders voiced their opinion on this expected loss of "Esprit de Corps" when integration was announced. This fear was well founded. Slowly but surely the "Esprit de Corps" of the Service is gradually disappearing. The last vestiges of it are still around but it's becoming a rarity. Most of the old timers are hanging on to the threads of it but the new recruits will have to build a new "Esprit de Corps" of their own if they are to have something to fall back on when the going gets rough.

The "Esprit de Corps" of any organization is built on leadership, tradition and pride over a long period of time. It will take a long time to build it up again.

I have heard people say, "A man is getting paid to do a job; he doesn't need anything else". Nothing could be further from the truth. To most people monetary returns are secondary. I'll stress 'secondary' because a man that has no feeling of belonging or of being appreciated will not be as effective, no matter how much he's paid, as will one who feels he's part of a vital force and everybody depends on him.

Leadership should be strongly stressed if "Esprit de Corps" is to be revived.

Our old Supervisor Service Training School (S.S.T.S.) now affectionately called "Charm School" by some, taught us that there were three types of Leadership.

Autocratic Leadership: The leader mainly seeks obedience from his group. He determines policy and considers decisions which involve his operation, his prerogative.

Democratic Leadership: The leader draws ideas and suggestions from groups by discussion and consultation. The leader's job is largely that of a moderator seeking co-operation.

Free Rein Leadership: The leader is more or less an information booth. He plays down his role. He tries to build initiative and exercises a minimum of control.

They tell us leaders are made, not born. It's a debatable point.

Where do you stand as a leader?????

P.K.

TOTEM TIMES

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Base Sailing Club

The sky is blue, the sun shines, a warm breeze whispers and Comox Bay is full of sails! Sails of all colors and shapes, mounted on hulls of all colors and shapes, going in different directions at various speeds. The picture is idyllic, but it may not make much sense unless you can sort out what the various classes of boats are doing.

A class of boats is similar to a registered breed of dog. The boats are all built to the same specifications and therefore have the same handling and performance characteristics. The boat has also been registered in its class with the appropriate national or international association, which differs from class to class. Eventually, you will be able to recognize the different classes by their hull design and fittings, but initially the easiest way is to look at their main sail — especially on that summer Sunday afternoon in Comox!

Each yacht's main sail normally carries a stylized design of some kind which will be the same for each boat in that particular class. The design is normally followed by a number, which is different for each boat. The most common classes of dinghies seen in the Comox area are as shown above.

The first is the Mirror dinghy insignia, also distinguished by having bright red sails. These dinghies are sailed by the Comox Squadron of CFSA as a Club fleet. The Mirrors are about 11½ ft. long, have a square bow, and considerable free board. The design was sponsored by the British newspaper the 'Daily Mirror'; hence its name. All Mirror dinghies are registered in England, and since it is perhaps the largest class in the world, the numbers on the sail are now about 39,000. So by looking at the number you can tell whether the boat is fairly new or not, as each boat sold gets the next consecutive number.

Number 2 is simply a big red ball on a white sail, and this designates the Fireball class. These dinghies are again square-bowed, but longer and lower in the water. Technically, they are known as planing scows. For the amount of sail they carry, they are very light, and therefore a little experience is needed to handle one. But they are lots of fun, and you will see them out on Comox Bay racing quite frequently, especially if there is a good breeze. Fireballs are registered with the Canadian Fireball Association, and

therefore their numbers are prefixed by the national designation KC.

The Lightning insignia is self-explanatory! These dinghies are perhaps the largest you will see on the Bay, being 19 feet in length and carrying a crew of three. Lightnings have the traditional pointed bow and open cockpit of the sailing vessel. They are all registered in the United States, so will not have any national designation in front of their number.

The last design illustrated is that of the Signet, the fleet boat of the Comox Bay Sailing Club. This dinghy was also designed under the sponsorship of an English newspaper, the 'Sunday Times'. However they are registered on a national level, each country being designated a block of numbers for their use. The Signet is about 12 feet in length, again the pointed bow and a great deal of fun to sail.

These four classes of dinghies make up the bulk of those you will see in local waters. So when you see the Bay full of sails on a Sunday afternoon, you will be able to tell who is racing and how everyone is doing! If you get tired of watching, do come and join us!

Summer Sailing Programme

April 6, 13, 20, 27 and May 4 — First Beginners Sailing course (to be repeated as necessary)

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

7 April — Sailing Squadron Open House

21 April — Mirror Spring Series I

28 April — Mirror Spring Series II

5 May — Comox Bay Sail Past and Pursuit Race

12 May — Mirror Spring Series III (Mother's Day - female crew or helm)

19 May — Algerine Passage Keel Boat Race - Powell River to Comox

2 June — Mirror Spring Series IV

9 June — Squadron Sand and Surf Picnic Cruise

15 - 16 June — RNSA Straits of Georgia Single-Handed Race

16 June — Sisters Island Race

23 June — Mirror Spring Series Final V

30 June — 'Up-the-River' Cruise

Li'l Abner

Courtenay's Co-Val Choristers are at it again and once again they've turned to CFB Comox for help.

The Choristers do a Broadway musical each year and this year it's the rollicking hillbilly hit, Li'l Abner.

They had no trouble casting most of the parts but when it came to Li'l Abner himself they were stumped. They needed someone with acting ability who was handsome, strong, brave, honest, gentle, and not interested in women. Finding no local candidates they ran these specifications through a computer.

The machine hiccuped, shot sparks in the air and spat out a scorched card. On it were two words, "ARMY DENTIST".

The choristers raced out to the base, burst into the dental office and gasped, "Is there anyone here who wants to be in a play?"

Captain Brian Shaw took his foot off the chest of one of his victims, turned calmly and drawled, "Sho' do!"

Another star was born! Seriously, Brian is the latest in a series of servicemen who have starred in Co-Val Choristers' Productions.

Al Burden did a fabulous job as Alfie Doolittle in My Fair Lady, Jimmy Douglas was unforgettable as Dauntless in Once Upon a Mattress and Tom Large was majestic as King Arthur in Camelot. Art Collins was the hapless Albert in Bye Bye Birdie and Don Bowen was the wistful Mitty in The Secret Life of Walter Mitty.

Many other servicemen have had smaller roles and of course many dependants have also been involved. This year Brian's wife Susan plays Appassionata Van Climax and at one point tries to trap her husband (Brian) into marrying her.

Lawrence Burt of 442 Squadron is another serviceman who has done much for Co-Val Choristers. For several years he has been the stage manager for the group, and that's a lot of work.

Li'l Abner will run for six nights in the Courtenay Civic Theatre starting April 24th. It will also play in McPherson Playhouse in Victoria, on May 12.

The play is directed by Beryl Regier and choreographed by Joy Woodrow. Li'l Abner's heart throb Daisy Mae is played by Adele Ennis, Gail Limber has the role of Mammy Yokum, Sid Williams is Pappy Yokum and Larry Brons has the central role of Marryin' Sam.

Rank Titles

(Continued from page 1)

interests are expanding. I refer to our interest in the management of our ocean resources, both mineral and living, and our interest in controlling pollution of the sea lanes. With this kind of consideration going on in Canada and the expanded interest in maritime matters, this is certainly not the time to be cutting back on equipment at the disposal of maritime command and the Canadian Armed Forces. I hope the minister will reconsider that part of his decision relating to the modernization and re-equipping of the Canadian Armed Forces.

SUGGESTED RESTORATION OF RANKS AND TITLES IN AIR FORCE - GOVERNMENT POSITION
Hon. George Hees (Prime Minister)
Edward - Hastings: Mr. Speaker, I have a question for

the Minister of National Defence but in his absence I will direct it to the acting minister. Having spent some time last weekend at the largest air force base in Canada, and having learned first-hand of the great dissatisfaction felt by the men and women in that service that their service should be the only one which remains deprived of its proper ranks and titles, is it the intention of the government in the very near future to restore their ranks and titles to the members of the Canadian air force and thus end this discrimination against a great service?

Mr. Leonard Hopkins (Parliamentary Secretary to Minister of National Defence): Mr. Speaker, I will take this question as notice for the minister.

Thursday, Apr. 11, 1974

CFB Comox Totem Times 5

The Golden Palette Art Club

Presents

THEIR ANNUAL SPRING ART EXHIBIT

at the Mexicana Motor Inn, Courtenay,
April 27 - 28 from 11 a.m. - 6 p.m.

The public is warmly invited to attend and view the wide range of paintings done by local artists. Special guest this year will be Mr. D. Anderson, Curator of the Extension Department, Greater Victoria, bringing with him 20 Woodcuts by W.J. Phillips for exhibit. Refreshments available. Free admission. Keep this date in mind.

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Entertainment and Events

WO & SGTS MESS APRIL ENTERTAINMENT

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 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. 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.

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OMAR SHARIF JACK PALANCE
LEIGH TAYLOR-YOUNG
General

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"THE NATIONAL HEALTH"
OR "NURSE NORTON'S AFFAIR"
Lynn Redgrave

ADMISSION: 1 p.m. & 3:30 p.m. \$1.75
Adults - \$1.25
OAP & STUDENTS - 75 cents
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TCV VIDEO CENTRE

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

OFFICERS' MESS ENTERTAINMENT

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.

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SATURDAY, MAY 18th - Dinner Dance - Cameos.

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Sat. 13 Apr.

Sun. 14 Apr.

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Wed. 17 Apr.

Thur. 18 Apr.

VINCENT PRICE
DIANA RIGG

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Fri. 19 Apr.

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

Sat. 20 Apr.

Sun. 21 Apr.



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Thur. 18 Apr.

Fri. 26 Apr.

Sat. 27 Apr.

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Wed. 17 Apr.

Thur. 18 Apr.

Fri. 26 Apr.

Sat. 27 Apr.

Sun. 28 Apr.

PG A WOLFGANG PETERSEN PRODUCTION
A JOHN WETNAM PRESENTATION
IN COLOR A PARAMOUNT PICTURE

Wed. 17 Apr.

Thur. 18 Apr.

Fri. 26 Apr.

Sat. 27 Apr.

Sun. 28 Apr.

PG A WOLFGANG PETERSEN PRODUCTION
A JOHN WETNAM PRESENTATION
IN COLOR A PARAMOUNT PICTURE

Wed. 17 Apr.

Thur. 18 Apr.

Fri. 26 Apr.

Sat. 27 Apr.

Sun. 28 Apr.

Library Report

WARNING! Reading isn't for everyone. Once you become a habitual reader you may run across ideas which shake you up, which make you question your most cherished views. You may be lured into new thoughts and new places, appreciate what used to repel you, discard old friends for new ones who read too, and like to discuss; "reading isn't for everyone, only the curious — the adventurous — the brave."

BETHUNE by Roderick Stewart is the complete story of Norman Bethune, famous and admired in the world, yet little known in his native land of Canada. Roderick Stewart has travelled the world over

interviewing people who knew Bethune, and seeing places where he worked.

WATCH FOR ME BY MOONLIGHT by Evelyn LeChene is the story of a British agent: Nicolas (Major Robert Burdett) with the French Resistance in the Second World War. Nicholas' story is the real thing.

THE HALL OF THE MOUNTAIN KING by Howard H. Snyder. On June 25, 1967, the twelve members of the Joseph F. Wilcox Mount McKinley Expedition began their ascent of 20,320 foot Mount McKinley. Only five of them were to return. One of the survivors of this expedition tells the day-to-day story of the climb.

HOME BOOK OF SMOKE-COOKING MEAT, FISH & GAME by Jack Sleight and Raymond Hull. For the barbecuer, the gourmet or the natural food enthusiast, a smoke oven is the practical next step in preparing and preserving delicious foods right at home. Here are step-by-step directions for constructing a smoke oven from a wheelbarrow, a non-functioning stove or refrigerator, barrel, cardboard, wood or a metal box, cement blocks. Even for the outdoorsmen are instructions for portable ovens.

LIBRARY HOURS: Tues to Thurs: 1230 to 1400 and 1900 to 2030. Friday: 1230 to 1400.

It's another beautiful British Columbia day! (Keep in mind this was written on Tuesday), having just returned off a crazy course in Halifax, where the temperature seemed to hover at the 20 degree mark with a wind chill factor of 30 below, the weather here can only be described in one word — "Beauty!"

I see on my return, a stack of internal transfers around the section. So without further ado, (and having nothing better to talk about), here goes.

Moving from 1 SG to Stock Control is fast Eddie Vincent (lucky fellow). Also coming up here is Gord (Scoop) Palmer to take over Document Control from Cathy Dykeman who is moving down to 5 SG (C.E.). Bev Acorn is moving down to 3 SG (MSE) taking over from Wally Romanuk who is making the biggest move. Wally is going to Lahr, Germany. Andre Duchesneau, (try saying that name with a mouth full of crackers), is going to L.P.O. to take over from Rick Taylor who is also making a fairly large move to CFS Yorkton, Sask. Bob Lightfoot has taken over the job of SAO, leaving

Keith Stagg in the illustrious position as N.C.O. in charge of Stock Control (some fun, huh, Keith?). Other moves are God Whaley from Tech Stores to Clothing, Ken Towse from 5 S.G. to Tech Stores, John Bergeron from Pubs to 6 S.G., and Don (Gruesome) Grenon from Egypt to 1 S.G. If I've missed anybody, so sorry.

I understand ten of our guys have been out doing their thing on the Base Defence Force. Welcome to the Club, gentlemen.

Larry Ferris is taking a crash course in camel driving in preparation for his posting to Cairo on the 29 April. Mac McDonald was just telling me that Larry has the mating call of a camel down perfectly. You never know, Larry, after six months it could come in handy.

I see a new face wandering around here, and at this time would like to welcome him to the family. George Hubley is his name and you'll find him in publications.

Bill Kellner of 2 S.G. has been posted to 7 C.F.S.D. in Edmonton, and is extremely happy.

Father Borg seems to have some pull somewhere, in this case it was out of a hat. It

seems that the good Father was asked to draw for the winner of the Texas Mickey of C.C. we were raffling off. The funny part is, that he drew his own ticket. Very strange. By the way, for anybody that's interested Father Borg will be performing an exorcism on the DEVIL Program in the coming weeks. I hope he succeeds 'cause I'm tired of purging cards.

In the Sports Department, Adam Simpson's "Knockouts" Bowling Team won the Lorne Hotel Bowling Trophy on the weekend. Congrats to one and all.

The Supply baseball team is looking for players again this year. Anyone interested can contact Mac McDonald at Local 365.

The Entertainment Committee have come up with a couple of biggies. The first is a Cod Fishing Trip on May 8, and the second involves that good sport of Golf on the 26 April.

Speaking of good sports, Debbie Larson has just had her remaster approved and is now an A.T.C. assistant. Congrats and good luck.

Also congratulations to Wally Romanuk who just got

(Continued on page 8)

Noctivaga

410 (SABRE) SQN. DET. AT COMOX 4 APRIL 1974

The chance reunion at Comox of seven 1951 to '54 members of 410 Sqn., 1 F Wing, North Luffenham, England was an event that almost eclipsed all the actual and rumored Senior Officer promotions and transfers.

In the foreground are three unlikely members of Transport Command HQ who came West to buy fish, shop in the CANEX and to do a ORE, Tac Eval, CI, AFCT MAST or whatever on 442 Sqn. From left to right are Maj.'s Lloyd King, Cal Drake, and Bob Gibson.

The CFB Comox ex 410 Sqn. members discreetly in the background from left to right are Maj. Al Robb, B.F.S.O. and B Test Plt., Cpl. Harry Waters, Base Servicing, Maj. Ev McKay, 409 Sqn. and L.Col. Duke Warren, last year's BOPsO, now in the reserves and designated 1974 Air Cadet Camp Commander for Penhold.

The meteoric career progressions are underscored by the impressive individual statistics: L.Col. Warren and Cpl. Waters have each had one promotion since 1953 while the rest of the group have each doubled that record. It is understood that Cpl. Waters will become eligible for promotion if he successfully completes the Junior Leadership Course.

Unfortunately 2 other 410 Sqn. members from the 1951 to '54 era missed the celebration on the Voodoo line. Maj. Ron Poole of AD-CHQ North Bay was in such a rush to get back to his snow shovelling that he left the day before the event and Cpl. Guy Roy of Base Supply wasn't identified as an ex 410 man in time.

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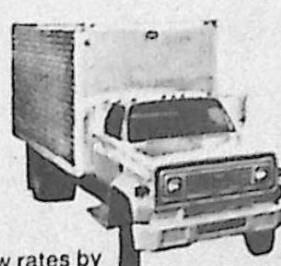
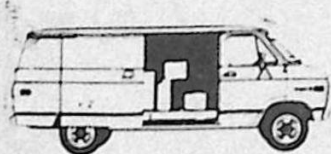
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ANNOUNCEMENTS

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 copy book selling for \$4.50 per copy. Prepaid orders will be mailed through.

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PUBLIC AUCTION

to be held in the Court House, Courtenay, B.C., commencing at 11:00 A.M., Wednesday, May 15, 1974.

Further information regarding the terms and conditions should be obtained from the Land Commissioner (Government Agent), Nanaimo, B.C., or from the Director of Lands, Department of Lands, Forests, and Water Resources, Parliament Buildings, Victoria, B.C. V8V 1X5.

Terms and conditions will also be announced at the time of auction.

D. BORTHWICK
Associate Deputy
Minister of Lands
VICTORIA, B.C.
MARCH 21, 1974
FILE: 0286147

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Argus Patrol

This is an open letter for the purpose of extending to you and your Crew Two my appreciation of the opportunity of "experiencing" a patrol with them in Argus 721 2-5 Mar. The photographs which accompany this letter were taken during the patrol. Due to my ignorance of the equipment and the circumstances prevailing during each shot, I asked an experienced VP pilot, L.Cdr. Bill Ainslie, to write a suitable caption for each.

You asked me, Sir, to give you my impressions on my return to Comox. Unfortunately, you were not available at the time, but I would like to outline features which created the strongest impressions.

Firstly the crew, whom I first met at the pre-flight briefing. I would like to have met some of them socially beforehand at TGIF, but of course aircrew don't partake within twenty-four hours of a flight. The attitude of military decorum and discipline which prevailed at the briefing gladdened my little staff officer heart and dispelled the rumours that democracy had infiltrated the ranks of aircrew. When the Corporal was

briefing, I noted that the officers were duly attentive and appreciative of his no-nonsense approach. It was only later onboard 721 that I became concerned when the MAJ, not the CPL, went forward to the driver's seat. The privilege of rank, I suppose... the view is much better up there.

The efficient manner in which pre-flight testing is conducted was most impressive. What could be more time-saving and positive than the procedure of simply revving everything up full and shaking the airframe repeatedly? If nothing falls off it must surely be OK to go. Most economical in terms of manpower.

It was during the flight(s) that impressions were strongest. One thing that was particularly noticeable was the religious devotion of all crew members. Each, in turn, would quietly make his way to the small white shrine in the after end of the ASW compartment to stand with head bowed in silent meditation... or, knowing the superstitious

nature of aircrew, to make his votive offering to the gods of wind and water. The intestinal fortitude of the crew was demonstrated on both flights as well. But now the secret of the stiff-legged gait of the landed airman is out!

The equipment of the aircraft is most perplexing and bewildering to one who has difficulty tuning in his pocket transistor. The fact that some of it didn't work didn't seem to bother anyone. In fact, in the interests of economy again, it seemed that if a few things were turned off, two engines could be shut down. They seemed to be used only to power electric generators most of the time. Having a "foreigner" among them, everyone did his best to put on a convincing show of twiddling knobs and flicking switches, talking into the mikes the while. In fact, once

each had twiddled or flicked all the knobs in his area, he would get up and switch places with someone else. Unless it was his turn to rest. For the purpose of crew relaxation someone must be congratulated on the lavish appointments of the "crew rest" facilities. Getting comfortable, in order to be rested, is about as easy as touching your toes while stretched on the Inquisition rack. While there are shelves provided for temporary body stowage, use is controlled. In fact one officer appeared to be mainly responsible for holding onto the securing pins for the "berths" to ensure no illicit usage.

Because of the length of time aloft, it is recognized that there is a meal entitlement. Here crew versatility was again demonstrated. Every man a gour-

met chef. While I was a little disconcerted that no one dressed for dinner, appetite was only somewhat diminished by the rough-and-ready appointments of the dining area. To quote one connoisseur of the crew, the meals qualified for a "one Tum" rating.

Many more items come to mind, but in the interests of brevity the foregoing should suffice. Mention could be made of crew activities in exotic Anchorage, Alaska. However, I know you will be reassured of the propriety when I tell you that one Officer was found in the YMCA! I am sure his good example was followed by his brother officers and other ranks as well. All, I know, took long, brisk walks in the snow and cold... to maintain their splendid physical fitness, of course.

Again, Sir, my thanks to you and Crew Two.

R. R. Godden,
Lieutenant (N)
MARPAHQ



"THIN STEAKS AND no mushrooms! Time I got out."

Devil's Brigade

(Continued from page 6)
married a week ago. Cliff Medland has achieved the mighty mark of high school graduation, by completing his Grade 12 at the local High School. Now you can take your wife to the Prom, eh! (A white sport coat and a pink carnation).

Three of our Corporals are now earning that extra \$25.00 a month. Jim Wilson, Ed Doucette and Fred Fredette have reached that high epitome of Master Corporalism, and a new tax bracket.

And last but not least Lyle Overall, of Barrack Stores has been selected to go on the Junior NCO's Leadership Course. Many a ha-ha going on about that course, Lyle.

Today's quotable quote is "For crying out loud, the only way you can get a day off around here is to go to Greenwood!"



"DID THEY MOVE that damn hot mike AGAIN??"

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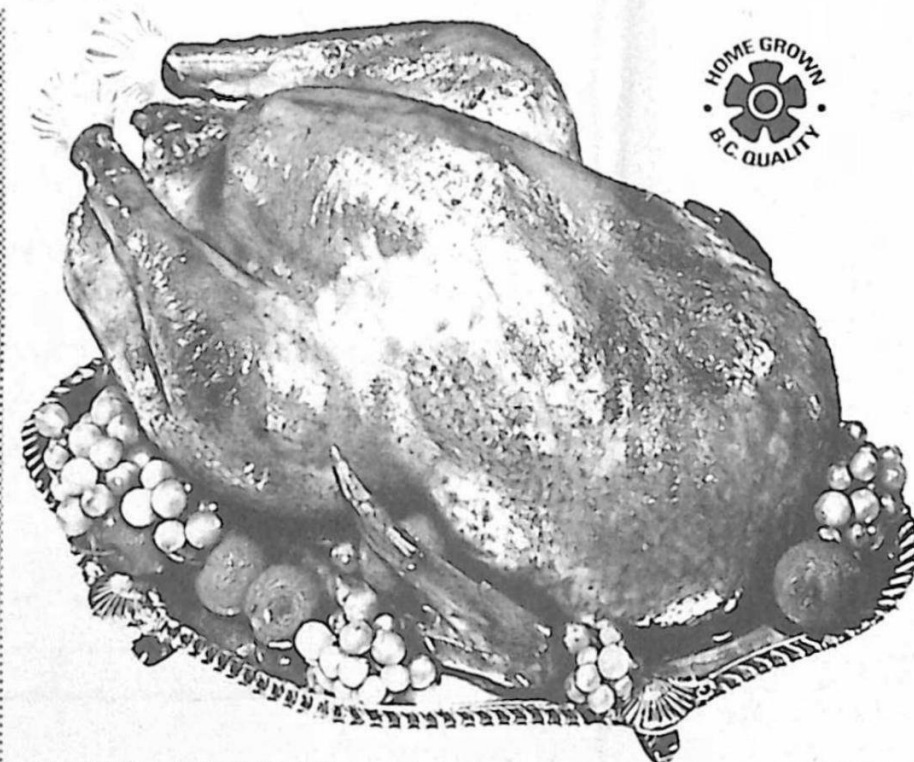
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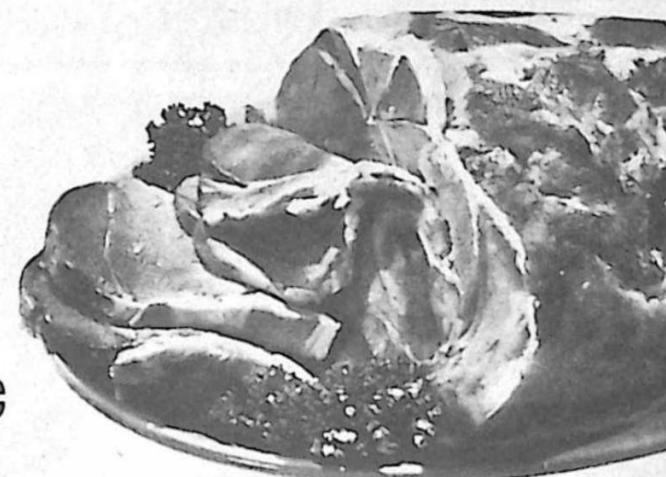


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SUPER-BUY
Orange Juice... 64-OZ. BTL **85¢**

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SUPER-BUY
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