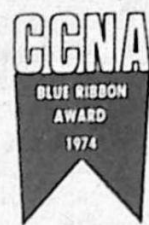




# TOTEM TIMES

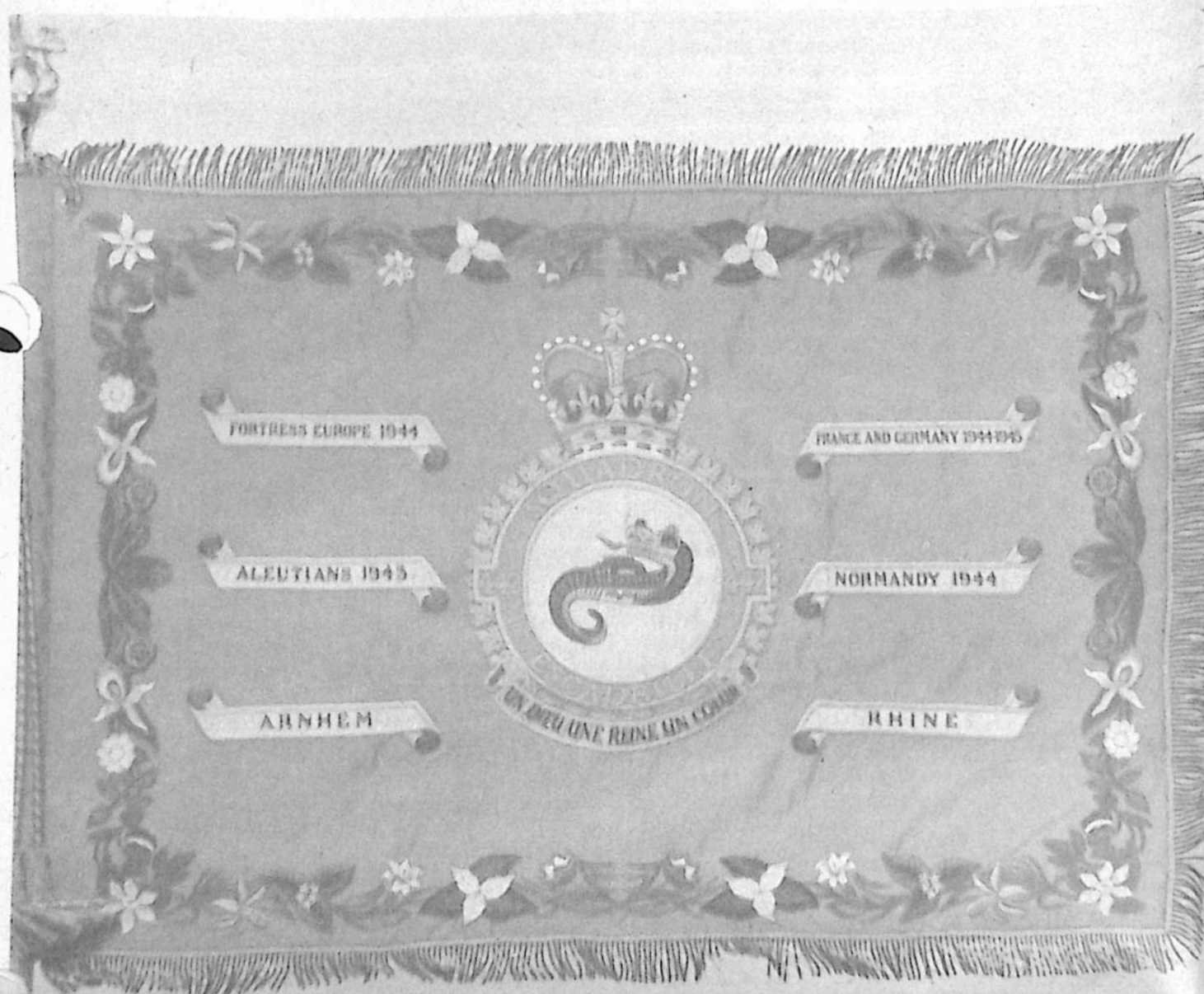
July and August - B.C.'s Mildest Winter On Record



VOL. 17 - NO. 17

CFB COMOX TOTEM TIMES THURSDAY, SEPT. 4, 1975

## Vancouver's Own To Receive Standard



## The Squadron Standard

Standards have been in use for hundreds of years, mainly because of the need for some mark or distinction between battlefields units and the need for a rallying point in battle. In early times banners and standards such as the Roman eagle served to show the position of the commander. The standard or banner was trooped or paraded before the ranks so that every man might quickly recognize it. Within the British Empire the first regimental colors appeared in the 17th Century.

Since about 1880 these standards or colors have no longer been carried in battle. The Canadian system of standards and colors follows that of the British military. The squadron color presented to Canadian Forces air units is based on a "fringed and tassled silken banner" created by His late Majesty King George VI to mark the 25th anniversary of the Royal Air Force in 1943. Squadrons qualify for the award of colors after 25 years of active service or for especially

meritorious operations.

In addition to their military significance, colors also have a semi-religious significance in that each color is consecrated by the chaplains to the service of the squadron, and the colors, when a squadron ceases to be an active unit, are laid up in a public or sacred building - under the care of religious authorities for preservation.

Each color for an air unit is emblazoned with the battle honors of the squadron and serves as the shrine of the

squadron's traditions, a memorial to the devotion and sacrifices of the men of the squadron in years gone by, and an inspiration to those who continue to serve.

The color is honored as a symbol of the trust which the sovereign places in the squadron and as an emblem of its achievements. It is saluted by all military men and always moves under an armed escort.

It is in fact the squadron's most prized possession.

### Post War Service - The First Years

On April 15th, 1946, No. 442 Squadron was reconstituted at Sea Island as a fighter unit in the RCAF Reserve, and in the next five years it added new laurels to those won in the Aleutians and Europe.

W.C. Roy F. Begg was commander of the new squadron during its early period of organization and recruiting. He was succeeded in August 1947 by W.C. J. W. Reid who was moved to eastern Canada a few weeks later and F.L.J. F. McElroy, DFC and Bar and S.L.G. W. Northcott, DSO, DFC and Bar then took temporary command until the appointment of W.C. D.C.S. MacDonald, DFC (one of the first members of the Reserve squadron) on January 2nd, 1948. At the end of 1948 W.C. Geoff. Northcott replaced MacDonald in command.

The squadron was initially equipped with Harvard aircraft for refresher training prior to "graduating" to Vampires in the spring of 1948.

To demonstrate their proficiency the personnel of No. 442 frequently presented ground and air displays on Air Force Day, at the Pacific National Exhibition, carnivals and air shows, and thereby gained much favourable publicity for their recruiting campaign. They also co-operated with their friends south of the border on air exercises and in flying exhibitions for USAF Day and

(Continued on page 4)



Lt. Col. C. B. Lang

### Sqn. Commander's Message

I would like to take this opportunity to extend, on behalf of current squadron members, a very warm greeting to all who will be attending our standard presentation here at CFB Comox. As you are no doubt aware, the ceremony symbolizes 25 years of meritorious service for 442 Squadron and it is with great pleasure that we welcome back those of you who are part of this squadron's enviable history. 442 Sqn has a checkered background which includes service as a wartime fighter squadron in Europe,

peacetime service as a reserve fighter and light transport squadron at Sea Island and since 1968, as a transport and rescue squadron at Comox. Not to be forgotten in the genealogy of 442 Sqn is 14 Fighter Sqn and 121 KU which were redesignated, in 1944 and 1968 respectively, as 442 Sqn. During the evolution of the squadron there has been, in addition to a unit designation, a common thread which has bound the squadron together. A thread to which I refer is the devotion and sacrifice of in-

dividual squadron members throughout the squadron's history, the sum of which has been manifested in a superb record of excellent performance and high esprit de corps. This record is our heritage and we shall do our utmost to carry it forward.

The activities of the standard presentation will provide the opportunity for current and former members of the squadron to renew acquaintances and relive experiences. Again, a warm welcome to this memorable occasion.

### Ends in Tie

### Competition Over

Winners of the 1975 Fincastle competition held in the Greenwood area were two first class crews; one from the RAF; the other, from the RAAF. VP 407 crew did very well but lost by the smallest margins. "They flew two excellent, highly professional sorties but lady luck did not smile," stated L.T. Col. B.T.

Montgomery, "that was the difference."

The ground support crew performed miracles in having the aging Argus meet the aircraft takeoff times.

"In summary we lost," said the CO, "but 407 as a squadron can be justifiably proud of the efforts of crew number 4!"

## BATTLE HONORS

Aleutians	1943
Normandy	1944
Fortress Europe	1944
France and Germany	1944-1945
Amhem	
The Rhine	

## Wandering Herd

The entrance of Japan into the War in December 1941 had made it necessary to strengthen our Pacific coast defences, and No. 14, Squadron was one of the units selected to bolster the air protection of Vancouver and Victoria. An advance party of the Squadron left Rockcliffe on 23 March 1942 and reached Sea Island four days later followed by the main party on the 29th. Meanwhile the air

party, consisting of fourteen Kittyhawks, two Harvards and two Lockheeds, had left Rockcliffe on March 25th and, flying via Malton, Detroit, Chicago, Minneapolis, Winnipeg, Regina and Lethbridge arrived at Vancouver on 4th April. This was the first in a long series of treks which made Squadron life in some measure resemble that of wandering herds of caribou.

## 442 Sub-Killers

Early in July (1944) midget submarines made several attacks on Allied warships and transports massed off the Normandy beachheads. When these attacks were renewed on the 14th, Dowding's Caribou Squadron spent a busy day. A patrol of four pilots, F.L. Dean, F.O.D. M. McDuff and P.O's Costello and Young, destroyed five midgets heading for the shore between Cobourg and Le Havre. The pilots described them as fat cigar shaped crafts about 25 feet in length with a five foot beam; the conning tower, five feet from the bow, was just big enough to admit a man. When sighted the subs were moving slowly with decks awash, leaving very little wake. On the next patrol, when F.L.J.G. Wright and P.O's J.B. O'Sullivan, W.R. Weeks and N.A. Burns caught two more midgets in the Seine estuary, they destroyed one and damaged the other. Later in the morning Dean Dover's patrol found another off Le



S.L.H. J. DOWDING, D.F.C., Commanding Officer of 442 Squadron from July to October 1944. (Courtesy of "The RCAF Overseas")

Havre and after making two attacks saw it sink.

## Bases of Operation

Jan. 1942 - Mar. 1942  
Mar. 1942 - Feb. 1943  
Feb. 1943 - Sept. 1943  
Sept. 1943 - Dec. 1943  
Dec. 1943 - Feb. 1944  
Feb. 1944 - Mar. 1944  
Mar. 1944 - Apr. 1944  
Apr. 1944 - May 1944  
May 1944 - Jun 1944  
Jun 1944 - Jul 1944  
Jul 1944 - Aug. 1944  
Aug. 1944  
Sept. 1944  
Sept. 1944  
Sept. 1944  
Sept. 1944  
Sept. 1944 - Oct. 1944  
Oct. 1944  
Oct. 1944 - Nov. 1944  
Nov. 1944 - Mar. 1945  
Mar. 1945 - Jun 1945  
Jun 1945 - Jul 1945  
Jul 1945 - Aug. 1945  
Aug. 1945 - Apr. 1946  
Apr. 1946 - Mar. 1964  
Mar. 1964  
July 1968 - Present

Rockcliffe, Ont.  
Sea Island, B.C.  
Umnak Island, Alaska  
Boundary Bay, B.C.  
In transit overseas  
Digby, England  
Holmsley South, England  
Westthampnett, England  
Funtingdon, England  
St. Croix-sur-Mer, France  
Beny-sur-Mer, France  
Cristot, France  
St. Andre, France  
Illiers-l'Eveque, France  
Poix, France  
Evere, Belgium  
LeCulot, Belgium  
Rips, Holland  
Volkel, Holland  
Heesch, Holland  
Hunsdon, England  
Digby, England  
Molesworth, England  
Disbanded  
Sea Island, B.C.  
Disbanded  
Comox, B.C.

## Congratulations to members of 442 Squadron

TOTEM TIMES STAFF

## Wartime History

by W.C.F.H. HITCHINS

No. 442, the City of Vancouver Squadron, has a tradition of achievement in two theatres of war. For twenty-one months, it served in Western Air Command on operations against the Japanese; then it went overseas to join Second Tactical Air Force and for the next fifteen months fought, with marked success, against the Germans from the Norman beaches to the Baltic Coast.

### PACIFIC COAST OPS

The squadron originated as No. 14 (Fighter) Squadron which was formed at Rockcliffe, Ontario, on January 2nd, 1942, less than a month after Japan's attack upon Pearl Harbour. Under the command of S.L.B.D. Russel, DFC, a veteran of the Battle of Britain, the pilots completed a period of intensive training on Harvards and Kittyhawks, at the end of which they flew their fighters to Sea Island, B.C., in March and April, to strengthen the air defences of the Pacific coast. Here the squadron remained until February 1943, carrying out patrols, scrambles, searches and innumerable exercises, all of which were uneventful but were valuable training for days to come.

Leaving Sea Island, the squadron, now under the command of S.L.B.R. Walker, DFC, another veteran of fighter operations overseas, trekked north and west by sea and air to join "X" Wing in the Aleutians, where since June 1942 American and Canadian forces had been opposing Japanese invaders. No. 14 spent over six months in the bleak, isolated and distant land of the "williwaws" amid conditions that have been called the worst flying weather in the world. The squadron's base was on Umnak Island, but for operations the pilots flew up to an advanced field at Amchitka, 75 miles east of Japanese-held Kiska.

The story of the RCAF's Aleutian campaign has been briefly described in the late F.O.F.D. Griffin's "First Steps to Tokyo". No. 14 Squadron's share in the campaign was two tours of operations over Kiska during which the pilots made 190 sorties to dive-bomb and strafe Japanese gun posts, radar installations, airfield runways and camp sites. When the Canadian and American forces made their landing on Kiska in August weather held the Kittyhawks earthbound, but their services were not needed; the Japs had fled. For their services over Kiska eight pilots were decorated with the U.S. Air Medal and two members of the squadron were mentioned in despatches.

Returning to British Columbia in September 1943, No. 14 was stationed at Boundary Bay until late in December when its personnel were sent on leave

preparatory to going overseas. In this first phase of its career the squadron lost eight officers and men, killed in flying accidents or died from other causes.

At the end of embarkation leave the squadron reassembled at Lachine, entrained for Halifax and sailed thence on January 21st, 1944. Overseas it was redesignated No. 442 in the RCAF sequence and went to Digby where, together with Nos. 441 and 443 Squadrons, which also had just arrived from Canada, it constituted the new 144 RCAF Airfield or Wing, which had the famous RAF fighter pilot, W.C.J.E. Johnson, DSO, DFC, as wing commander flying. Under his guiding hand the squadrons were soon ready for action on their new Spitfire IX's.

### ACTION ON THE CONTINENT

On March 18th 144 Wing flew from Digby to Holmsley South, in Hampshire, and that afternoon carried out its first war operation, a sweep over Luftwaffe airfields in northern France. In the next six weeks, while the Wing moved to Westthampnett and then to Funtingdon, No. 442 Squadron made many sweeps, once penetrating as far as the Ruhr, the first time that Spitfires had gone so deep into enemy territory, but enemy aircraft were seldom encountered during this period and the pilots had no combats.

The last week in April was devoted to a gunnery and bombing course, after which the squadron, once again led by S.L. Dal Russel, its first C.O. who had now succeeded Brad Walker, embarked upon a busy programme of operations in preparation for D-Day. Most of the ops were dive-bombing attacks upon V-1 sites, railroad bridges, freight yards and radar stations. Then the invasion forces landed on the Norman coast and for ten days the squadron, now based at Ford, flew protective patrols over the beach-heads and the convoys in the Channel. Two of its pilots were among the first to set foot on the Norman beaches; one was landed there by a Polish destroyer which picked him up from the "drink" when he had been forced to bale out, and the other pilot made a forced-landing on the beach-head with his flak-damaged Spitfire.

On June 10th No. 442 began using one of the hastily-constructed landing strips for refuelling and rearming between patrols, and five days later it flew across to St. Croix-sur-Mer the first British fighter squadron to be based in France since June 1940. Hitherto the squadron had had no luck in air combat-targets were lacking - but after waiting for over three months the Caribous, as they were now nicknamed, recorded their first victories on June 22nd, and by the end of that month they led the Wing with

(Continued on page 12)







# Eagle Parts Company

## Migration Ends At Winnipeg

OTTAWA -- Defence Minister James Richardson announced on 25 Aug. that Air Command, the new Canadian Forces organization responsible for this country's air power at home and abroad, would come into

being in Winnipeg, Tuesday, Sept. 2.

An inaugural ceremony for the event, with Federal, Provincial and Municipal officials in attendance, marked a new chapter in Canada's 66-year old history of Military Aviation.

Thirty years ago Air Commands predecessor, the Royal Canadian Air Force, was the fourth-ranking allied air power aligned against the axis nations.

The new Organization will consolidate aviation functions currently being performed by three separate commands of the Forces. It will unify all air resources regular and reserve, to co-ordinate their employment and deployment more effectively and economically.

Air Command, Mr. Richardson stated, will be the focal point for airmen of the Forces, in the same way that Mobile and Maritime Commands are regarded by soldiers and sailors.

An inaugural ceremony and parade to launch the Command, on the flight line of CFB Winnipeg, saw Gen. Jacques Dextraze, Chief of the Defence Staff, hand over the new Organization to its first commander, Lieutenant-General William K. Carr, 52, the Forces top-ranking airman.

General Carr, a Second World War fighter pilot at the age of 19, was born in Grand Bank, Nfld., and formerly served in Winnipeg as head of Training Command from 1968-71.

His latest assignment has been Deputy Chief of the Defence Staff in Ottawa. Flanking the Sept. 2 inaugural ceremony were various types of Forces aircraft and the flags of all provinces and territories. On parade were more than 450 members of Sea, Land and Air units based in Winnipeg.

A cairn marking the event was unveiled by Manitoba Lieutenant-Governor W. J. McKeag. In addition to the Minister of National Defence, others attending included Manitoba Premier E. R. Schreyer, and Winnipeg Mayor Stephen Juba. Mr. Richardson said that

Air Command Headquarters in Winnipeg will comprise a staff of 302 military and 129 civilian positions. It will control approximately 38 bases and stations in all 10 provinces, as well as four Northwest Territories sites of the Distant Early Warning (DEW) Line.

A collateral appointment of General Carr's is that of Commander of Prairie Region. In this capacity he is responsible for regional commitments and support functions in the three Prairie provinces and Northwestern Ontario.

Included are the operation of Provincial Warning Centres; maintenance of Regional Emergency Government Headquarters, and their manning in emergency operations; assistance to civil authorities, aid of the civil power; survival operations; and the direction and training of cadets.

With the formation of Air Command there will be three easily-identifiable Commands responsible for Sea, Land and Air operations in the forces. More of the day-to-day functions of the Forces now performed in Ottawa will be delegated to these three Commands.

National Defence Headquarters in Ottawa will become a more compact organization, primarily responsible for policy development, long-range planning in areas common to the Forces as a whole. Air Command will exercise jurisdiction over air doctrine, flight safety and common air-policy matters, such as Air Training Standards. It will encompass functions formerly performed by Air Defence and Air Transport Commands, as well as the air training, formerly controlled by Training Command.

In August, 1938, President Franklin D. Roosevelt said, at a speech at Queen's University, that the U.S. would not stand idly by and see its neighbor, Canada, attacked. A few days later, at Woodbridge, Ont., Prime Minister W.L.M. King, made the situation mutual.



**NORAD COMMANDERS MEET** - General Daniel (Chap) James Jr., wearing his fourth general's star presented to him Aug. 29 at ceremonies held at Colorado Springs, Colo., chats with his deputy commander, Canadian Forces Lieutenant General Richard C. Stovel of Winnipeg, Man. Gen. James' appointment as commander in chief of the North American Air Defence Command, a joint U.S.-Canada air defence organization, was approved by both the U.S. and Canadian governments. Following his promotion, Gen. James becomes the first black officer in the history of United States forces to be promoted to four-star general.

Norad Photo

## Water In Canada

Canada uses 1400 gallons of water every day for each man, woman and child in this country, according to the Canada Water Year Book 1975.

The 1975 Year Book, compiled by the Inland Waters Directorate of Environment Canada, will serve as a comprehensive introduction to water in Canada. In subsequent years, the publication will be limited to in-depth treatment of specific water issues and updated statistical data.

This daily requirement of 1400 gallons covers much more than personal use, which amounts to about 50 gallons of water for each person in the average household. The remaining 1350 gallons per day are required for manufacturing, cooling, municipal services, agriculture, mining and other activities involved in main-

taining our standard of living.

The Year Book reviews Canada's climate, discusses surface and subsurface water resources and describes seven of our larger river systems.

It lists agencies active in water resource management, and the main legislation through which federal and provincial governments deal with water. And it examines problems of deteriorating water quality and programs undertaken to cope with them.

Government programs in water resource management are outlined, along with what's involved in river basin planning and management. And current trends in Canadian water research are discussed.

The Canada Water Year Book 1975 is on sale at all Information Canada bookstores at \$4.95 in Canada, \$5.95 elsewhere.

## Women Weapons Loaders At Air Defence Competition

COLORADO SPRINGS--There's a touch of femininity at the Aerospace Defense Command's (ADCOM) fifth annual Weapons Loading Competition running through Aug. 30 at Tyndall Air Force Base, Fla.

An all-female weapons loading team, representing the "Happy Hooligans" of the Air National Guard's 119th Fighter Interceptor Group, Fargo, N.D., matched its skill and teamwork against 20 other all-male teams-loading air-to-air rockets and missiles aboard the aircraft that guard North America against air attack.

The women-Sergeants Patricia McMerty and Ellen Rising, Airman 1st Class Doreen Thomas and Airman 1st Class Jacqueline Sander-are competing with other Air National Guard, regular Air Force and Canadian air defense loading teams. Their goal is to be the safest, fastest and most efficient handlers of air defense munitions.

This grueling, physically demanding race against the clock competition was initiated in 1971 by Lieutenant General Thomas K. McGehee (ret.), then commander of ADCOM.

Its stated purpose is to "foster a competitive spirit" among participating load crews, "give recognition to outstanding load crew performance, and raise overall standards of excellence in weapons loading."

Scoring of the competition is based on the times required by each team to execute two

complete loadings, the condition of their loading tools and equipment, and on their individual scores of written examinations.

Safety precautions and procedures are prime considerations in all events. This year's meet will see competitive loadings staged on two of the front-line fighter interceptor aircraft flown by the U.S. and Canadian forces, the F-101 Voodoo and the F-106 Delta Dart.

The Hooligan team will be loading their weapons on the F-101, the interceptor flown by the North Dakota Air National Guard.

The women munitions loaders have trained hard for this competition. For more than four months, five days a week, they have been practicing at Fargo. Their job calls for working in close, crowded quarters under the aircraft, quickly giving and understanding complex hand signals; passing and using small hand tools, heaving together to move heavy weapons trailers and generally working together as a highly disciplined team performing an important job on the flightline.

CFB Comox was represented by Lt. Jack Beggs, MWO Gord McMullen, Sgt. Paul Dobson, Sgt. Lou Philip, M. Cpl. Larry Barons, Cpl. Bob Hayes and Cpl. Langis Lebel.

Power saws were not commonly used in Eastern Canada logging until the early 1950's.

## Urgent Safety Hazard

The high temperature at which catalytic converters operate, 1200-1400 Degrees F., is approximately twice the temperature of previous exhaust systems. This creates a distinct possibility that the converter could set fire to combustible materials under the vehicle.

Because of the potential safety hazard involved with vehicles equipped with a catalytic converter,

no vehicle so equipped shall be permitted to operate on DND property within 50 feet of any aircraft, fuel spill, POL area, explosives area or other potentially hazardous areas when identified and signed.

DND vehicles are not equipped with catalytic converters therefore the above restriction will apply only to POMV, Contractors and visitors vehicles.



**ALL-GIRL WEAPONS LOADERS** - These four young ladies (left to right), Airman 1st Class Jacqueline Sander, Airman 1st Class Doreen Thomas, Sergeant Ellen Rising, and Sergeant Patricia McMerty, from the Air National Guard's 119th Fighter Interceptor Group, Fargo, N.D., are making history. They are the first all-female weapons loading team to compete at the fifth annual Aerospace Defense Command Weapons Loading Competition which ran through Aug. 30 at Tyndall Air Force Base, Fla.

## Announcement

The B.C. Provincial Museum Train, a nine-car exhibition of the history of steam power in British Columbia, will be on display: Port Alberni on September 3 & 4; and in Parksville on September 5.

The Museum Train is powered by a steam locomotive and the train has five exhibit cars, including 'live' steam equipment.

The B.C. Provincial Museum Train is sponsored by the Department of Recreation and Conservation, and there is no admission charge.

The hours are: 10 to 1, 2 to 6, and 7 to 8:30 each night.

St. Catharines, Ont., is widely known as the Garden City of Canada. It is a thriving industrial community surrounded by vast orchards and vineyards.

## PPCLI Wins Gault Trophy

OTTAWA (CFP)- The winner of the 1975 A. Hamilton Gault trophy for rifle-shooting is the 1st Battalion, Princess Patricia's Canadian Light Infantry, based at Currie Barracks, Calgary.

Ten regular force infantry battalions of the Canadian Forces, and the two airborne commandos of the Canadian Airborne Regiment, annually compete for the award.

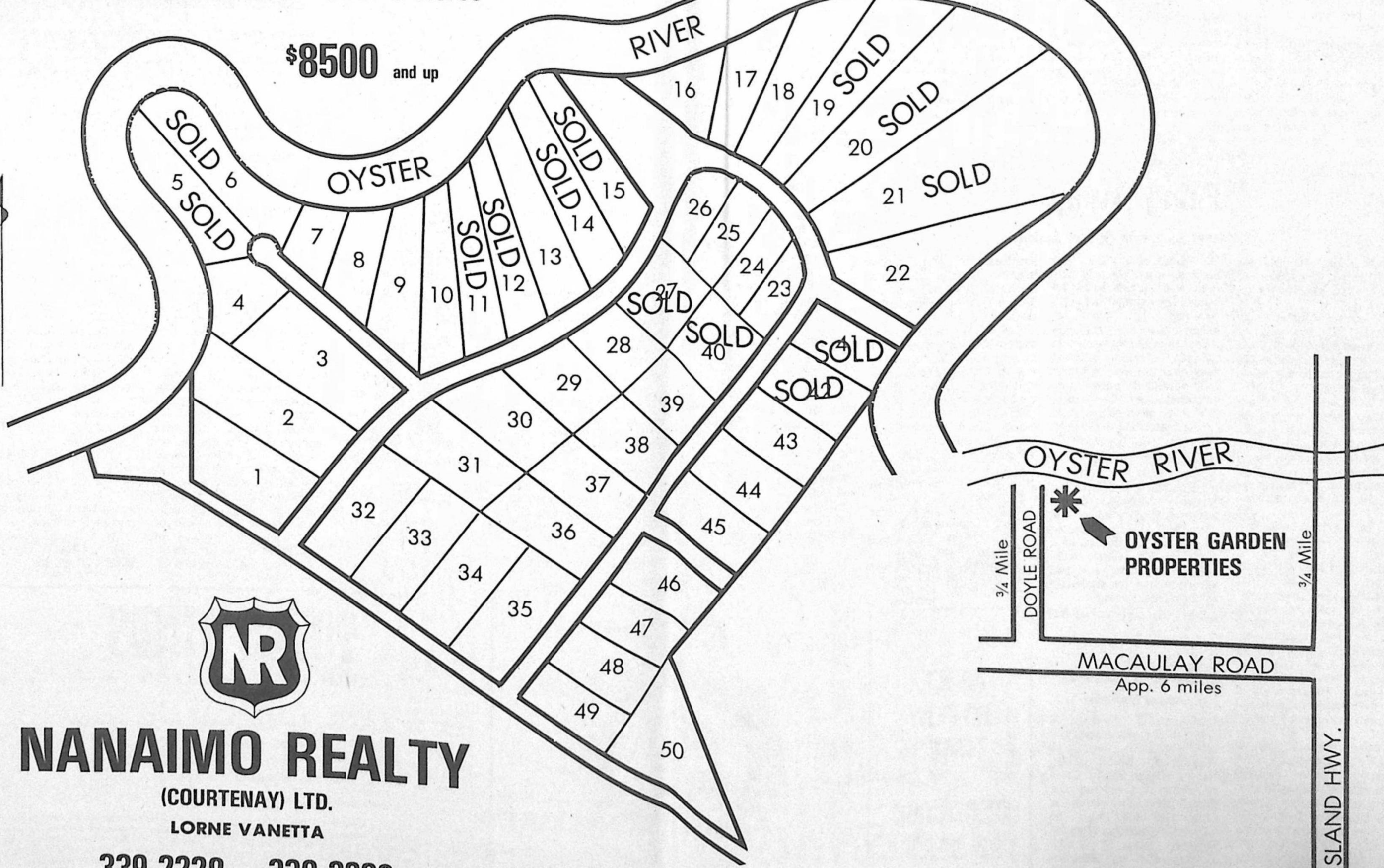
Each infantryman in the competing unit must participate. Therefore, the winning unit can justly claim to be the best marksmanship unit in the Canadian Infantry.

The competition, which continues at the unit level the year round, is to foster interest and improve the standard of infantry rifle marksmanship.

## OYSTER GARDEN PROPERTIES LTD.

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# EDITORIAL

## From The Fur-Lined Foxhole

Let's face it, no one gives a damn about the Canadian military except the Canadian military.

Go ahead, ask your civilian friends or any local politician about their priorities and problems. They'll answer, inflation, law and order, housing, unemployment, etc. Don't expect much on defence. Oh you may hear a few words or phrases such as "integration", "unification", "undefended", or "let Uncle Sam do it". Expect indifference.

You may even try to talk to the local Member of Parliament, Mr. Hugh Anderson, who is also on the Commons Defence Committee. Go ahead, but again don't expect much. Firstly, you can't tell him much he doesn't know. He's heard it all before. He has no answer to our big complaints because the government which he supports in the House, has no consistent long-term plans for the military. He's committed to that approach. We are so far down the government's list of priorities it's pathetic. Let's face facts, we've been excluded at the topmost level. The highest government priorities are now given to social, economic and fiscal policies.

We can plan and reorganize ourselves to death (and we may) but without acceptance, direction and money from the very top, we're going nowhere.

Neglect from the very top is indicated by the musical chair type of ministry that has occurred in Defence. We have had so many ministers recently, that, at one point, most of us lost track of who was in charge. Few ministers have been in the post long enough to grasp the problems, none has been around long enough to make the big decisions. Recently, decisions have been made which fly in the face of our best military advice. They are ordered to be resolved in a certain manner for strictly political reasons. Enough said.

Budgetary restrictions face us with a "fact accompli". Either we reduce the size of the forces or request a reduction in our roles or do both. However, it seems that our roles are never reduced. The result is that we continue to do the same roles with less resources. We have

become "jacks-of-all-trades, masters of none". Surely, we should first have our roles decided upon and then be given the financial resources to support the men and equipment necessary to carry them out.

Defence reviews and white papers, once a rarity, have become commonplace. In case you're interested, another review is now underway. In any case they always amount to the same thing, a reduction of both people and equipment.

More people providing support for fewer people at the cutting edge.

The big point, of course, is that defence is costly and has relatively few votes involved. For the politician there's just no mileage to be obtained by talking defence, except to cut expenses. John Q. Public seems to believe that we spend enough on defence. Besides, we can always let the U.S. do a little more. This has become the response of both our government and our people. As a whole we seem to want affluence but little security. Such a combination of affluence and weakness is a sure prescription for national disaster.

We cannot continue for long as we are. Delays in procuring new equipment, low manpower, and constant reorganizations have now reached the point where our military effectiveness is at its lowest point since the mid-thirties. Depressed, of course you are, but just remember the latest semantic rationalization from Ottawa, you're part of an "elite" force.

Well, what's to be done? As a starter, write your MP, particularly if he's a member of the Opposition. Write letters to local and base papers. Even anonymous columns can help. Talk to your civilian friends about defence and tell it as it is. Remember, however, even when you go "political" there's a proper approach. Firstly, read articles 19.36, 19.375 and 19.44 in QR&O's. Be constructive, give facts and figures to support any argument, don't get carried away, and be sincere. Exercise your franchise each and everytime. Above all, don't quit. If you do there'll just be more work for the rest of us.

## Editor Steps Down

After a hectic fourteen months at the helm Bob Shawcross (voluntarily) relinquished his position as editor of his beloved "fishwrapper" on September 1st. He stated, however, that he will continue to assist the staff with his witty writings from the "Mushroom Patch" and with his editorial and composing room experience.

Bob took over the editor's job not long after the Totem Times staff had been cautioned to "cool it" after some dissatisfaction was voiced from higher authority. Numerous individuals with experience as former editors refused the opportunity to jump into the breach. Thoughts were that a resulting "milk toast" production would probably reflect on them. Bob took the challenge.

By god, he took the challenge and he did an outstanding job under some pretty trying conditions! Bob is a Safety Systems Technician who works shifts in 442 Squadron's aircraft maintenance organization. During his tenure as editor the SStech shop was operating with a shortage of personnel and, with the rest

of the squadron, much time was spent on standby because of searches, etc. Along with the support of his small section, he planned his days off so that they would cover the period every two weeks when he had to supervise the composing room production of the Totem Times: on an all day task at the Comox District Free Press.

Many times during the Tuesday evening sessions when the volunteers were planning the layout of each individual page, Bob had to rush away to meet an incoming helicopter or other aircraft. Because of numerous changes in staff on the newspaper, he was always involved in a training program — people did not stay interested long enough to get the experience required to consistently produce a good newspaper both in content and layout. To come into work by 07:00 and still be plugging away at midnight happened on a large number of these Tuesdays.

Corporal Bob Shawcross is currently on the Junior Leadership Course at CFB Esquimalt. After all these years maybe, just maybe ...?

## Firing Away

### Consumer Complaint Sparks Action

- by John Hart, Professor of Physics at Lakehead University, Thunder Bay, Ontario.

Messrs. Church and Dwight Ltd., who produce Cow Brand Baking Soda, have for some time included the following recommendation on their package.

"Use soda to douse grease fires in skillets, broilers or pans. It quickly smothers flames and stops fire spreading. Always keep 1 lb. package in car glove compartment for emergency use. Simply throw soda on fire."

I have a friend who took their advice. He threw soda on a pan of flaming oil; it splattered, causing the fire to spread and he was hospitalized for burns.

As a result of his experience I decided to carry out a very simple experiment. I put a pot of cooking oil 7 3/4" in diameter on an old electric stove and mounted a vertical sheet of board 8" behind the centre of the pot to simulate a kitchen wall.

When the oil was at cooking temperature (but actually below ignition temperature) I dumped in a packet of soda. The grease virtually exploded on the stove, on to the board behind and on to the floor in front. The splattered oil actually caught fire after the explosion and merrily burned inside of the top burner compartment where the wiring is located.

The lesson is clear - in a panic situation, the only way to put out a grease fire is by using a fire extinguisher or by covering the pan, for example, with a lid. Dumping a packet of baking soda into the pan is clearly a most hazardous procedure not to be recommended under any circumstances. The claim that it is often effective is hardly reassuring to the cook for whom it did not work! He ended up in a hospital bed.

NOTE: The Chemical Hazards Division of the Department of Consumer and Corporate Affairs contacted Church and Dwight Ltd. as a result of Mr. Hart's complaint. The Company has agreed to alter the statement on their label to read:

"Keep a box of baking

soda near your stove. Sprinkle handfuls on grease and electrical fires to smother flames. Do not use on deep fat fires."

DCCA explained that sodium bicarbonate starts to decompose at 50 degrees C and at 100 degrees C transformation into sodium carbonate is complete. A considerable amount of carbon dioxide is released in the decomposition process, consequently when a box of sodium bicarbonate is dropped in a pot of burning oil or grease, the sudden generation of a large volume of carbon dioxide causes the liquid to be spilled around, spreading the fire.

Experience is a great teacher.

## Post War Service

(Continued from page 1)

U.S. Armed Forces Day. In July 1948 the squadron held a brief summer camp at Comox, with which it combined a visit to the Air Cadet squadrons at Courtenay and Powell River. Two summers, (July 1949 and 1950), the Vancouver squadron attended summer camp at Gimli, Manitoba and on both occasions it won the Gimli Trophy, emblematic of the highest efficiency of all the units attending the camp.



"SEVEN YEARS SINCE UNIFICATION BEGAN AND . . . MAYBE I CAN MAKE FLIGHT SERGEANT YET!"

## EDITOR'S MAILBAG

### Vandals, Look Out!

Dear Editor:

This past spring I wrote a letter about vandalism and issued a challenge to the parents of PMQ's to ask where their children were and what they were doing late at night. Well it worked for a while because I have not been bothered until the past two or three weeks.

Tuesday morning at 02.25 a group of young vandals took clothes off my clothesline and scattered them around the bush beside the sports field. What kind of mentality possesses a person to take something of no use to them and stomp them in the dirt and urinate over them? They were heading in the direction of the blocks A-B-C-D etc or the houses starting at No. 1 up the hill to Cedar Crescent or to the crescent itself.

Ask yourself and your kids, when they come home at 2:30 or 3:00 in the morning, where were you, with whom and doing what? Surely to God, someone in the area must know who was coming in at that time of the morning or if the adults responsible for them won't own up to it, maybe one of their neighbours will have the decency to come forward and tell the authorities. Better yet, tell me as I am not bound by a law that won't even slap a naughty wrist. The only description I can give of them, the only two I saw (but there were others) one was tall and one was much shorter and 14-15 years old.

And so I repeat, if they were your kids you should know it; were they out at that time of night?

Perhaps the concerned residents of PMQ's should form a group, which could be called Civil Patrol or whatever and utilize 3 or 4 people a night to cruise through the area or just sit and watch.

All I hope for is to catch one, just one, and I'll get the names of the others from him.

He'll be more afraid of me than of his friends when I get through.

Anyone with helpful suggestions or assistance is invited to call CPL BRIAN LAVIGNE, PMQ 107E, 339-2767.

A couple of weeks ago, Cpl Gray, who lives in the same area, wrote a letter about the same type of happenings; i.e., vandalism. In it he referred to the kids in question as being misunderstood and not having anything done for them, or nowhere to go. "Perhaps we should find a place for them"; he said.

Well I say to all of you that at 2 or 3 a.m. they have a place, and it is home!

What could, or would you provide them with that would occupy them at those hours.

Brian Lavigne

### Meeting Held

Dear Editor:

A meeting of the Upper Island Union Board of Health was held in Tahsis with Mrs. Mary Davie of Courtenay in the chair.

Resolutions for submission to the Associated Boards of Health for the Province were discussed. Funds for impaired drivers courses were to be made available if approval from the Alcohol and Drug Commission was obtained.

The cutback in nursing in several communities was commented on and the Minister was to be approached to see if the appropriate staff could be re-established.

Transportation of patients in emergencies and in cases where road ambulance services were unavailable was to be taken up with the Department of Health.

Director Upper Island Health Unit 480 Cumberland Rd., Courtenay, B.C.

## Beware The Plastic Buyer of Dreams

BY DAN HODGERT  
NDHQ Directorate of Social Development Services.

OTTAWA (CFP) - Consumer credit has become such a part of our everyday life that it is vitally important that we understand what it is all about, and learn to use it wisely.

It has been only a relatively short time in our history since we moved from a "cash on the barrelhead" philosophy to the plastic buyer of dreams - the modern credit card. Today, the credit card is so much a part of our lives that hundreds of thousands of Canadians carry some form of the plastic pilferer. In fact, Statistics Canada recently announced that as of January 1, 1975, Canadians were in hock to the tune of \$16.19 billion to an assortment of credit granters.

As consumer credit plays an increasingly important part,

then we should know how it fits into our pattern of sound money management. We must learn to ask ourselves some searching questions. When should we use it? How much does it cost? Which type should we use when we have several choices?

You must also remember that credit has a vocabulary all its own. Everytime you purchase an article on time, borrow cash or charge something, somebody confounds you with words that are unfamiliar. I am convinced that as far as the ordinary layman is concerned most writers of contracts would never win a literary award for clarity. Consequently, it behooves all of us to learn as much as we possibly can of the language of credit.

So TIP No. 1 learn the lingo before you apply your "John Henry" to any consumer credit contract.

TIP No. 2 refers to the finance charge, or what is usually referred to as the dollar cost. Make sure you know exactly what buying on time is going to cost you. Always insist that all the costs are listed in a manner that is easily understood.

Also, remember that cash isn't obsolete yet. The best credit bargain is still 100 per cent down with no monthly payments. Unfortunately, all of us cannot pay cash all of the time. In fact, some of us can't pay cash at any time.

So TIP No. 3 is, when you have to use credit, shop around and compare costs. You will recall the Better Business Bureau slogan - "Before you Invest - Investigate." Use the same principle, investigate and compare all costs of credit.

I promised in my last article to outline some of the advantages and disadvantages of credit. Well, there is no doubt that a great number of Canadians use credit as an economic device to acquire what they want today and pay

for it out of future earnings. Consumer credit certainly helps newlyweds to accumulate the possessions they require for everyday living rather than waiting for years to save enough to purchase these goods. Another advantage is when travelling these days it is smart to carry a credit card rather than a wallet full of the long green. For instance, if you qualify for the mugging-of-the-month in some exotic vacation land, all you might lose, apart from your head, is your credit card, which can then be cancelled by a telegram or telephone call to the creditcard company.

The biggest disadvantage to buying on credit is the danger of becoming over extended. Some of us are prone to impulsive buying and it is a frightening sight to observe an undisciplined person on the loose with a wallet full of credit cards.

So my final TIP on credit is to use it carefully, and never run the risk of going into debt beyond your ability to pay. If you do, you are heading for financial suicide. Don't develop a champagne taste if you have a beer income. Above all, don't go on an ego trip and start buying things you do not need at prices you cannot afford, to impress people you do not even like.

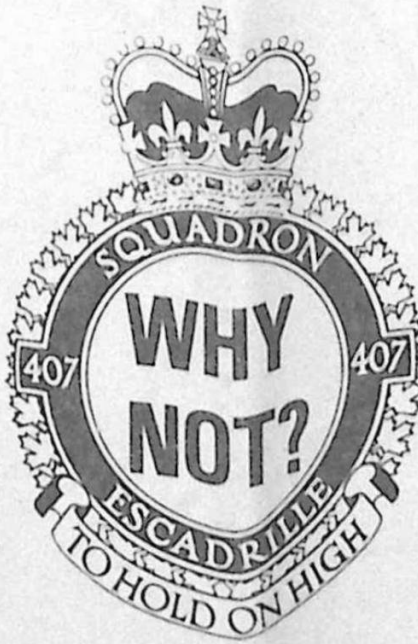
Recently, the Life Insurance Association of Canada, in a report prepared for the American Banker's Association, stated that out of 500 young men who start equal at 25 years of age - 40 years later at 65 years of age:

1. One will be a millionaire;
2. 24 will live off their investments;
3. 25 will still have to work;
4. 180 will be dead; and
5. 270 will be dependent on federal, provincial or municipal welfare.

Apart from number 4, WHAT GROUP DO YOU WANT TO BE IN?



WE  
NEED  
YOU



THE MIDNIGHT

WAKES AGAIN!

## TOTEM TIMES

Published every second Thursday, with the kind permission of Col. R. L. Mortimer, Commanding Officer, CFB Comox.  
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## PMQ Preamble

**NEW MAYOR**  
The new Mayor will be Capt. Art Arsenault. Art previously was on the council and did an outstanding job on sports and recreation. Major Nichols hands over to Art on 1 Oct. 75. We, the Councilors, would like to express our thanks to Major Nichols for the excellent job he did as Mayor during the last year.

**ELECTION**  
Ballots should be delivered on 9 Sept. 75 and collected on 12 Sept. 75. Please have the ballots ready on the 12th, when your councillor collects them. Remember, the person you vote for will be working to improve living conditions in your community. Elect someone who you feel will do the job well, rather than a neighbour you wish to play a joke on.

**RECREATION NEWS**  
Last week was the wind up of summer olympics and we were rained out. So everyone came down to the office to pick up their crests, bars, and activities.

### Modern Square Dancing

The Ocean Waves Square Dance Club extends a hearty welcome to all Square Dancers to a night of fun, dancing and fellowship at 20:30 hrs the 13 Sept. 75 in the Comox Recreation Center, 1855 Noel Ave. (no cost).

Those interested in learning Modern Square Dancing are particularly invited to attend as arrangements are being made for classes.

If you wish further information please call 338-6144 or 338-8780.



MILITARY POLICEMAN KILLED

A popular young policeman, Pte. Gary Ron Moore, was killed 22 Aug. 75 in a single car accident in Delta, B.C. Gary, driver and sole occupant of the car, lost control on wet pavement and slammed into a power pole.

Pte. Moore, the son of Mr. and Mrs. Douglas Moore, 4913 - 58th St., Delta, B.C., was born in Hamilton, Ont. 8 Jul. 56. He joined the Canadian Forces in June 74 and was posted to CFB Comox in Feb. of this year after graduating from the Military Police School in CFB Borden. Although Gary had been stationed here a relatively short time, he was very popular with fellow MPs and active in base sports.

The funeral was held in Delta, B.C. with interment in the Boundary Cemetery, Delta. He is survived by his father Douglas, mother Helen, brother Martin, and two sisters Veronica and Pauline.

## CLASSIFIEDS

**WORK WANTED:**  
Babysitting Service: In my home. Weekdays Mon.-Fri. PM/NO. after. Phone 339-5162.

**FOR SALE:**  
1. 1971 Honda 500 motorcycle 14,700 miles. Good running condition.  
2. Girls Junior Bike. Phone 339-2448.

**WANTED:**  
1970 - 74 Van in good running condition. Phone 339-2448.

**FOR SALE REAL ESTATE:**  
5 BEDROOM HOME: Upstairs has kitchen, living room lots of closet space, 3 bedrooms, 2 bathrooms, also lots of closet space. Downstairs is completed with bathroom, 2 bedrooms, rec. room, ironing and sewing room, fruit closet and cold storage area also laundry room.  
(A) present downstairs is rented out for \$1,200/month. With very little work the sewing room could be changed into a kitchen.  
OUTSIDE: Fenced has 10' x 12' work shop, fruit trees and a beautiful garden. Located in a quiet neighborhood and close to schools. It is situated on Hwy. 101. 5148. Priced at \$39,500.

**FOR SALE:** Dining table and four chairs. Wood with green table top. Excellent condition. 339-4531.

**FOR SALE:** Excellent buy 14' Sportswear. Complete with 3 1/2' Sportswear. Less than 20 hrs. on both. 5400. Phone 339-4382 or 339-4472.

**WANTED:** By order of court - no children, no pets, no smoking. Please 339-2211. Local 417 or 339-2277 Suite 42.

## Band Strikes Up Again

On Tuesday night, September 9th at 8 p.m. the Comox District Concert Band will welcome new local musicians in the G.P. Vanier bandroom. This will be the first night of a continuing weekly practice session designated to meet performance plans for the coming year.

Past president Bob Chown stated that the new executive will be delighted to see all interested musicians turn out so that the Band strength can be increased. Last year the Band played at Remembrance Day, 24 of May, July 1 Parade and the Dennis Island Oyster Festival. The Band also participated in an exchange concert with the Community Band from Powell River.

With a new supply of music and an enthusiastic executive, conductor and membership it is expected that the coming year will be a musical, swinging success. Interested players are asked to call Bob Chown (334-2073) or be at G.P. Vanier High School at 8 p.m., September 9th.

**FOR SALE:**  
VEGETABLES: Corn, Dill and slicing Cucumbers, Tomatoes etc. At the Anderson Road Vegetable Farm, open daily 1-8 p.m. 339-4726.



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## Library Notice

Your Base Library is back on regular hours again. On Tuesday, Wednesday and Thursday we're open from 12:30 'till 14:00 and from 19:00 to 20:30. On Friday the hours are from 12:30 'till 14:00.

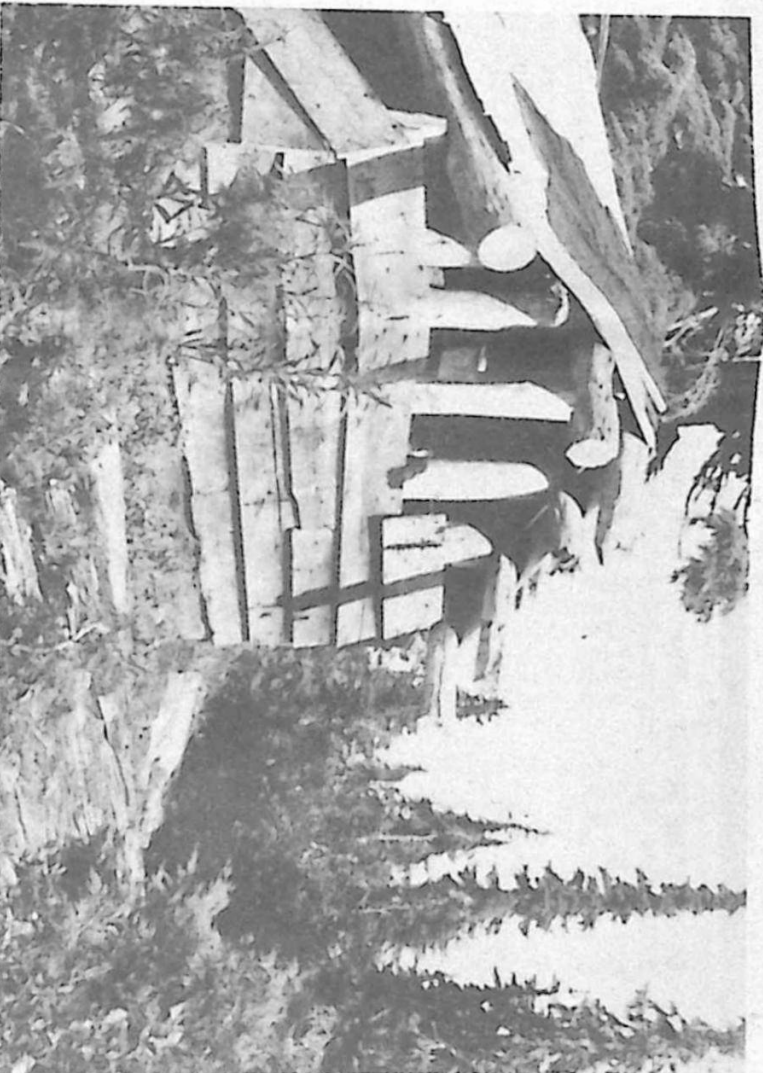
## Totem Little Theatre

Your local thespians are at it again and are busy making preparations for another season. We still need actors, actresses, stage hands, directors and producers. A get together is planned for all members, prospective members and any interested parties at 2000 hrs. on 10th Sept. at the base golf club lounge, please come out and join us, you'll be glad you did.

Our first production this year will probably be "Plaza Suite" a suite of three plays by Neil Simon. The first play introduces us to a suburban couple who take a suite in the Plaza while their house is being painted, and it turns out to be the same one in which they honeymooned 23 (or was it 24) years ago - and was yesterday the anniversary, or is it today? A wry tale of marriage in tatters. The



First Female Referee Calls The Shot  
"YOU'RE OUT!" shouts Officer Cadet Rachel Poltras.



RUSTIC CABIN on the Trail to Mt. Becher is one of the scenic areas seen by hikers.  
photo by Al Wilson

## Snow Falls Metric

Alastair Gillespie, Minister responsible for metric conversion, announced today, that Canadian sports enthusiasts will find winter a little different this year.

Mr. Gillespie, an avid skier, said that "though the snow will be the same as always, the official method of measuring its depth will change."

As of September 1st, all precipitation (rain and snow) will be forecast and recorded in the metric system.

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# 442 Remembers



"OLD BUDS"... CPL Harry Friars and Sgt. Len Ramsden, with a Squadron Vampire jet.

Tullman Photo

Meanwhile,

## Back On The Ground

Life on the airfields was not pleasant. The heat, flies, wasps and menu of tinned food combined to produce an epidemic of dysentery. By day the fields were either a sea of mud or a swirling dust bowl and at night the din of flak barrages, bombs and artillery fire made sleep difficult.

Yet the ground crews

maintained a surprisingly high state of serviceability. On one occasion a crew of three fitters under Sgt. DeLong and Cpl. Stiles changed an engine in a Spitfire in 11 hours flat, an example of perfect team work and probably a record for an engine change under field conditions.

(Groundcrew Pics)



PUP UP THE SPOUT — When F-O John Smith went to summer camp in Comox in 1957, so did "Gus", his pet Maltese terrier.

Nat. Def. Photo



HOT SHOT FIGHTER PILOTS, circa 1955. Back row L-R: Mike Higgs; Tim McInnes; Jim Robertson; Ray Martin. Front row L-R: Vic Bennett and Dennis Brown.

## All In a Day's Work

October 6th (1944), the occasion of the crossing of the Leopold Canal by the Canadian Forces dawned as one of the clearest days seen for some time and the (442) Caribous started it well with another attack on transport, one of which they left smoking. They also damaged a locomotive. On a second patrol they claimed two smokers and a damaged motor transport but their greatest success came in the evening. Led by F-L McClarty they encountered 35 plus ME 109's at 25,000 - 28,000 feet about five miles northeast of Nijmegen. Turning to port McClarty attacked one ME 109 but was almost rammed by another. He turned his attention to a third which he shot down on the south side of the river, east of Nijmegen. He then chased an FW 190 but, seeing tracers flashing by and strikes on his own starboard wing, he broke off the fight. As the top cover of the enemy formation dove to join in the combat, F-O D. W. Goodwin, D.F.C., broke round into them, singled out an FW 190 and followed it all the way down to the deck. In a third attack on this aircraft he scored hits on the enemy's fuselage. The German pilot pulled up rapidly, jettisoned his hood and pulled around into a steep turn. Further firing produced more hits and the Hun rolled over and went straight down. The pilot got out at 500 feet but his parachute was not seen to open. F-O E. T. Hoar likewise chased an ME 109 from 25,000 feet down to 200 feet and attacked it. He saw it burst into flames but was himself attacked from behind.

He therefore broke off the engagement and headed for home on the deck. Damaged FW 190's were claimed by F L's W.M. MacLean; N.A. Keene D.F.C.; and M.E.

Jowsey, D.F.C., the victim of the last named being possibly destroyed. F O W.R. Weeks, whose D.F.C. came through in December, also claimed a damaged FW 190. During the operation the squadron was bounced three times by Spitfires, first at Nijmegen, then south of that point and a third time when, as he was about to land, F.L. McClarty's aircraft was hit. All pilots landed safely, however McClarty was shortly afterwards awarded the D.F.C.

The Caribous again had all the luck on the 7th. Uneventful patrols had been flown by all the squadrons of the Wing throughout the day but at 1600 hours F L W.B. Randall led the squadron to the Arnhem-Nijmegen area where about 35 FW 190's were seen flying west at 18,000-20,000 feet. Both sides turned in to attack at the same time and F O Young chased one FW down to 2,000 feet. It burst into flames and dove into the ground. Meantime another FW 190 was firing at Young. He turned and got on its tail. The enemy pulled up, jettisoned his hood and got half way out of the cockpit but was unable to escape before his aircraft hit the deck and burst into flames. Young had now destroyed at least four enemy aircraft and wrecked some 75 transports. A week later he was listed in the London Gazette as a recipient of the D.F.C.

F O J.P. Lumsden attacked an FW that was engaging a Spitfire. The enemy broke downwards and Lumsden pursued him firing intermittently until the pilot bailed out. Damaged claims were made by F-O's L.H. Wilson and G.A. Costello. In two days the Caribous had destroyed six and damaged as many more for no losses.

(from "The RCAF Overseas")

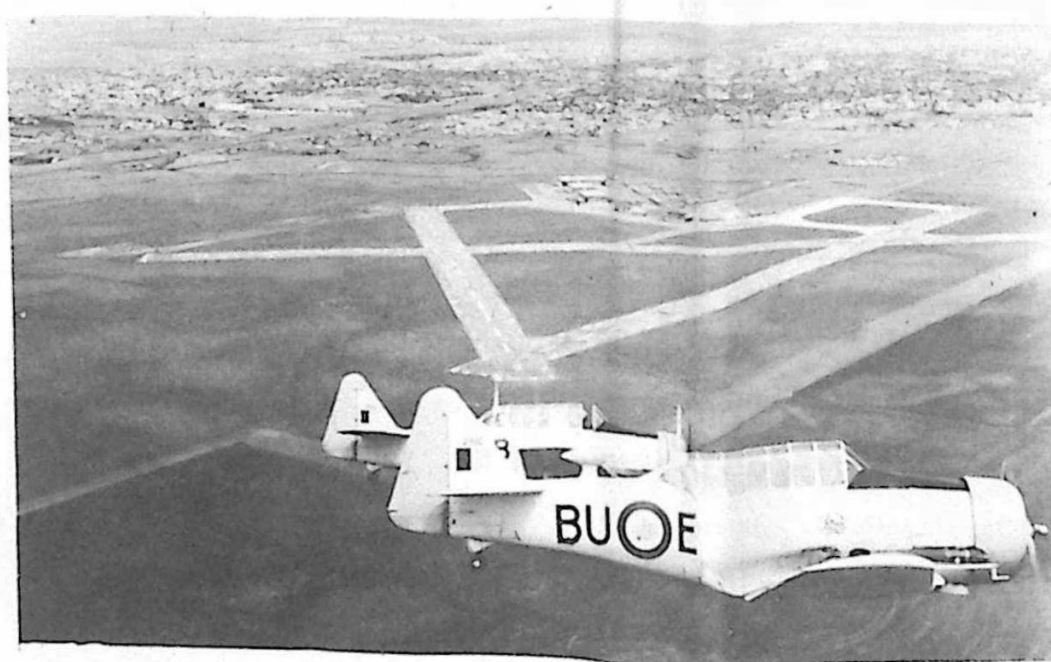
### Commanding Officers —

#### 442 Squadron

Jan 42 - Feb 43 ..... S/L B. D. "Dal" Russel, DFC  
Feb 43 - Apr 44 ..... S/L B. R. "Brad" Walker, DFC  
Apr 44 - Jul 44 ..... S/L B. D. "Dal" Russel DFC  
Jul 44 - Oct 44 ..... S/L H. J. Dowding, DFC  
Oct 44 - Dec 44 ..... S/L W. A. "Bill" Olmsted, DSO, DFC & Bar  
Dec 44 - Feb 45 ..... S/L M. E. Jowsey, DFC  
Feb 45 - Aug 45 ..... S/L M. Johnston  
Aug 45 - Apr 46 ..... Disbanded  
Apr 46 - Aug 47 ..... W/C R. F. "Roy" Begg  
Aug 47 - Oct 47 ..... W/C J. W. Reid, DFC  
Oct 47 - Nov 47 ..... F/L J. F. McElroy DFC & Bar  
Nov. 47 - Jan 48 ..... S/L G. W. "Geoff" Northcott, DSO, DFC & Bar  
Jan 48 - Dec 48 ..... W/C D. C. S. "Don" MacDonald, DFC  
Dec 48 - Feb 51 ..... W/C G. W. "Geoff" Northcott, DSO, DFC & Bar  
Feb 51 - Sep 53 ..... W/C E. A. "Ernie" Alexander, AFC  
Sep 53 - Jan 55 ..... W/C G. M. "Gordon" Smith, DFC  
Jan 55 - May 58 ..... W/C D. C. "Don" Cameron, CD  
May 58 - May 61 ..... W/C D. F. R. "Don" Aiken  
May 61 - Mar 64 ..... W/C J. L. T. "Jack" Edwards, CD  
Jul 68 - Jul 70 ..... L/Col D. M. "Doc" Payne, CD  
Jul 70 - Aug 73 ..... L/Col L. W. "Les" Hussey, CD  
Aug 73 - Sep 74 ..... L/Col R. L. "Bob" Mortimer, CD  
Sep 74 - Present ..... L/Col C. B. Lang, CD



A MERMAID'S DELIGHT. Living conditions were just beautiful in Holland during the latter portions of the war. Shown above is a portion of a captured German airfield. Courtesy of RCAF Overseas



"YELLOW PERIL?" The Squadron also flew Harvards, seen over Regina airport during the summer of 1950.

Tallman Photo



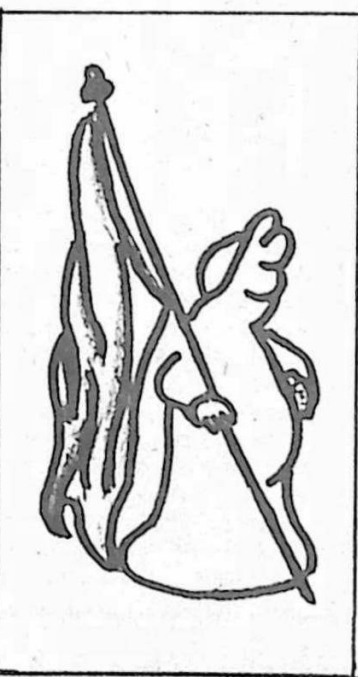
"FOLLOW ME!" A Spitfire is guided down a flooded airstrip in Holland by a speedy "Erk".

Courtesy of RCAF Overseas



ATTENTATIVE AIRCREW - Spitfire pilots get the word in the crew room prior to going on an operational sortie.

Courtesy "RCAF Overseas"



W-C J. E. WALKER, D.F.C. was the first Commanding Officer of the Wing to which 442 "Caribou" Squadron was attached.

(Courtesy of "The RCAF Overseas")

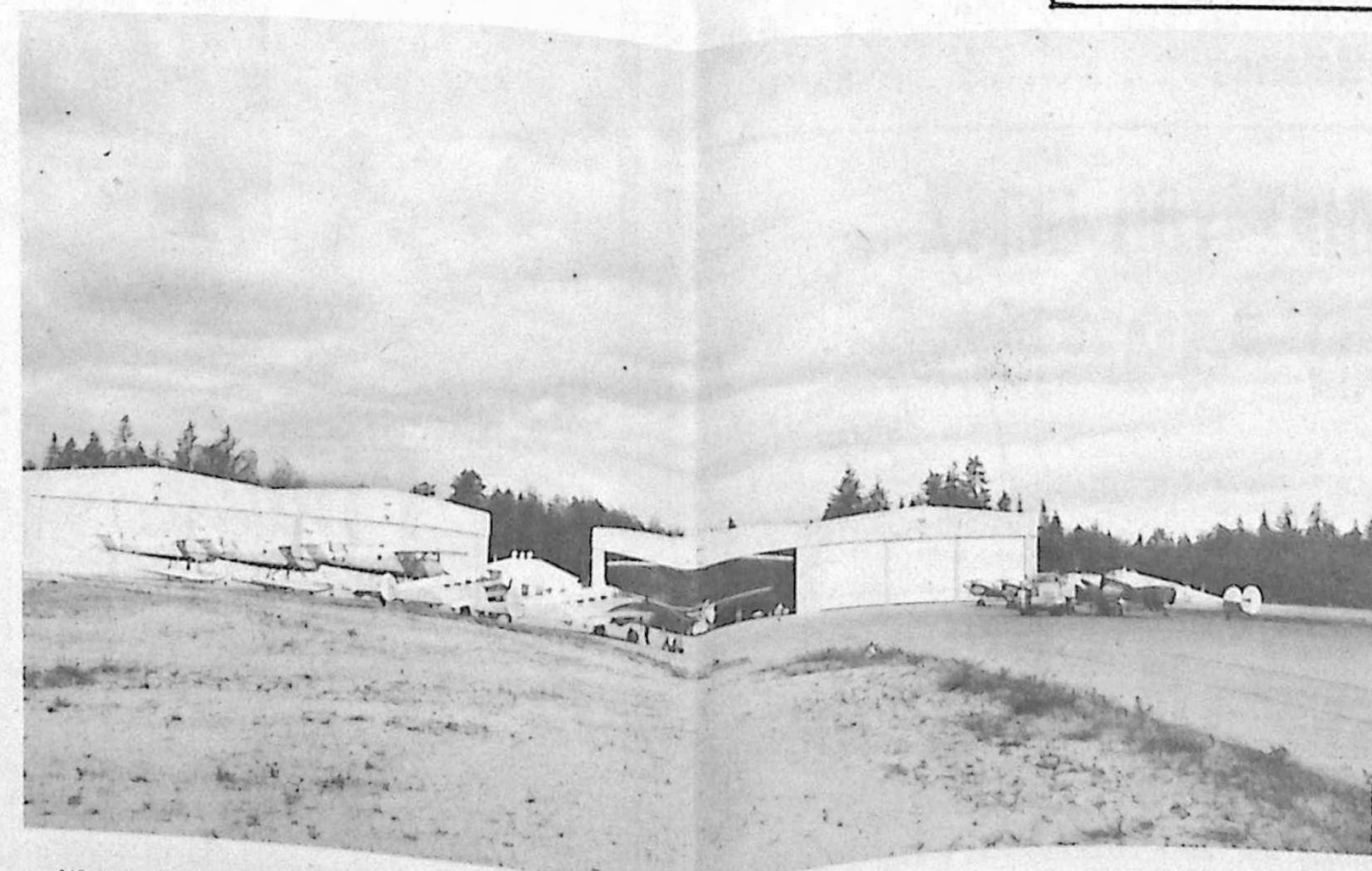


S-L "DAL" RUSSEL, D.S.O., D.F.C., Commanding Officer of 442 Squadron from April to July 1944.

(Courtesy of "The RCAF Overseas")

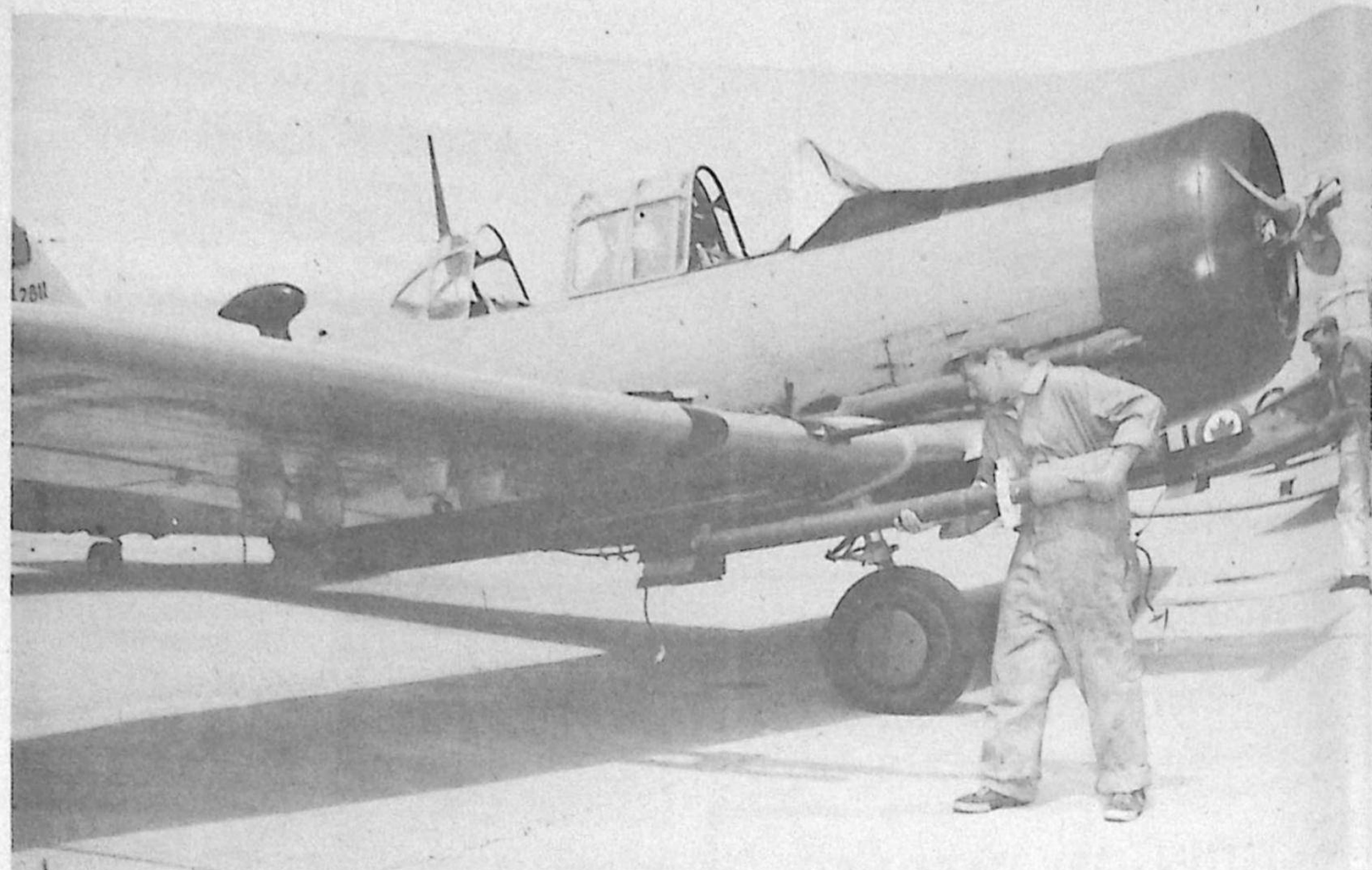
### Aircraft Types Flown — 442 Squadron

Jan 42 - Dec 43 ..... Curtis P-40 "Kittyhawk"  
Feb 44 - Mar 45 ..... Supermarine "Spitfire IX"  
Mar 45 - Aug 45 ..... North American P-51 "Mustang"  
Apr 46 - May 48 ..... Can-Car "Harvard"  
May 48 - Dec 50 ..... Can-Car "Harvard"  
Dec 50 - Oct 52 ..... DeHavilland "Vampire III"  
Oct 52 - Dec 54 ..... North American F-51 "Mustang"  
Dec 54 - Dec 56 ..... DeHavilland "Vampire III"  
Dec 56 - Oct 58 ..... Can-Car "Harvard"  
Oct 58 - Oct 60 ..... Beechcraft C-45 "Expeditor III"  
Oct 60 - Mar 64 ..... Beechcraft C-45 "Expeditor III"  
Jul 68 - Jul 70 ..... Grumman "Albatross"  
Jul 70 - Present ..... Boeing "Liberator"



442 SQUADRON SUMMER CAMP at Comox 1962. As an auxiliary transport Squadron, they put the Q.R.A. to good use.





ARMOURS LOAD ROCKETS aboard a 442 Squadron Harvard during summer weapons training, 1951. R.C.A.F. Photo

## Home Repair Safeguards

Never pay the full amount in advance when contracting for home repair or home improvement services, suggests Consumers' Association of Canada. Contracts or guarantees for the installation or repair of basements, sidewalks or driveways should be examined closely by the consumer. If the contract does not say what the materials are guaranteed to be or do over

any specific period of time, the guarantee is worthless. Question the guarantee while the salesman is still there - insist that any promises be put in writing. Always compare prices - be suspicious of excessively low or high quotations. Make sure a delivery or completion date is included in the contract. Be a cautious consumer. Join CAC, 801-251 Laurier Avenue West, Ottawa, Ontario.



442 PILOTS, 1950 R-L W-C Geoff Northcott; W-C Ernie Alexander; other two gentlemen unidentified. Tallman Photo

## Officers' Wives Club

Wednesday, September 17th will be the Officer's Wives Club first meeting of the new season. Meetings are held once a month, usually on the third Wednesday, in the Officers Mess. This month we will be having a wine and cheese to welcome all new members and renew old acquaintances.

Female officers and wives of honorary and associate members are also eligible for membership. See you on the 17th!

When summer comes and thoughts turn to picnics, save your used quart and two-quart plastic coated milk cartons. Fill them with water, freeze them and pack them in the picnic cooler.

## Your Vacation Could Cost You More Than You Think

A holiday anywhere outside the Province of British Columbia could leave you paying a debt into thousands of dollars.

Many British Columbians are totally unaware - until it's too late - that their Medical Services Plan of British Columbia does not give full coverage to a subscriber who leaves the province on any type of holiday or business trip.

The B.C. Medical Plan brief description booklet, published January 1975, says on page 12: "Payment of insured services will be made up to but not exceeding the amount payable in British Columbia for the same service."

In addition, the booklet warns that the plan's coverage is insufficient outside the Province and recommends additional insurance. "Due to the high cost of medical services in some areas outside the Province it is advisable when travelling to obtain additional medical insurance through a private insurer."

A standard ward in a B.C. hospital covered by the government Plan is \$110.00 per day. The cost of a similar day in, for example, A San Francisco hospital is \$170.00 and it could be as high as \$292.00 in some areas of California.

Eleven years ago Travel Underwriters was founded in the province to aid B.C. residents with the financial burden they may face when travelling out of the Province.

The head office of Travel Underwriters is in Delta, B.C., and they have many agents located throughout the Province for the convenience of their customers. To obtain an insurance policy before an individual or family leaves is as simple as picking up the phone and calling Zenith 2419, or it can be arranged through the mail if there is time.

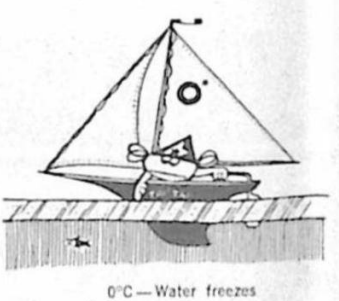
"I don't want to frighten people," said Travel Underwriters' executive director, Georgina Robinson, "but many cases we deal with could financially ruin many people. For example, one of the claims we paid in Hawaii totalled \$9,962.50 for the hospital bill plus \$1,700.00 for the doctor. B.C. Hospital and the Medical Services Plan of B.C. together refunded only \$2,200.00 and we refunded the balance in accordance with the policy the lady purchased."

Our minimum premium is \$7.50 for 1-15 days or \$5.00 for a long weekend. Group and family rates are obtainable and the minimum policy gives a total coverage of \$6,600.00 per person - including drugs, dental, hospital bed and any type of medical service or treatment required.

"Injury or illness, while you're on holiday, is disturbing enough without being compounded by worry about how you're going to pay the medical bill," Georgina said. People just don't seem to realize the risk they are taking when travelling outside B.C."

"I don't expect anything to happen to me" is the most common remark we hear" says Georgina, "but the type of incident that happens to people who really never get sick is: car accident, flu, tooth abscess, scorpion bite, a fall requiring crutches or cast, canoe tipping, sunstroke, gastroenteritis (extremely common in Southern California and Mexico), heart attack and the very common cold." Any number of accidents happen to the young and the old and the rest of us just seem to over-do it when we're away," she said. You can assume that the

B.C. Medical Plan might pay about one-quarter to one-third of your bill and Travel Underwriters will pay the rest. For a small premium, it's better to be safe than sorry.



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## PMQ ELECTIONS

Once again it is election time in Wallace Gardens. Ballots will be distributed by councillors to all residents by 9 Sep., '75 for pick up by 12 Sep., '75. All residents are urged to carefully examine the eligible candidates and have their ballots ready at the specified time. The councillors selected are tasked with serving your interests for the betterment of our community. Don't forget that wives are eligible to serve on council. Why not.

## MIRACLE DRIVE IN

BLACK CREEK, B.C. 337-5097

OPEN 4 DAYS Gates at 7:30 Shows at 8:00 p.m.

Sept. 5, 6, 7 & 8, Fri. - Mon.  
Lords of Flatbush Perry King  
Plus Let The Good Times Roll  
(50's Musical)

Sept. 12, 13, 14 & 15, Fri. - Mon.  
The Stonekiller C. Bronson  
Plus  
A Man Called Horse Richard Harris

Sept. 19, 20, 21 & 22, Fri. - Mon.  
Flesh Gordon Plus Mrs. Barrington

Sept. 26, 27, 28 & 29, Fri. - Mon.  
Freebie and the Bean  
Alan Arkin - James Caan  
Plus Uptown Saturday Night  
Bill Cosby - Sidney Portier

Don't Forget Our SWAP 'N SHOP It's Fun! Every Sunday 10 a.m. - 4 p.m. Snack Bar Open

## JR. RANKS ENTERTAINMENT MOVIES - SEPT.

2nd - STONE KILLERS - Charles Bronson  
9th - STALKING MOON - Gregory Peck  
16th - CINDERELLA LIBERTY - James Caan  
23rd - PAPER MOON - Ryan O'Neil  
30th - EMPEROR OF THE NORTH - Lee Marvin

7th - THE SOUNDER - Cicely Tyson  
14th - LIGHT THE ROSE OF THE WORLD - Kirk Douglas & Paul Newman  
21st - BUTCH CASSIDY & THE SUNDANCE KID - Robert Redford  
28th - BUSTING - Elliott Gould

### FUNCTIONS: LOUNGE

30-31 Aug. - DRAKE GAMBLERS - Country Rock  
5 Sep. - STEVE NORMAN - Discotheque  
6-7 Sep. - DOUG HOLCOMBE - Local  
13-14 Sep. - PHONE 339-5212 -  
20-21 Sep. - PHONE 339-5212 - Juke Box  
26-28 Sep. - MARTY DAVIS SHOW - Floor Show and Dance. - From Nashville. Country Music - \$1.00 Member, \$2.00 Guests.

Coming in October "TRAFALGAR" direct from England Floor Show & Dance \$2.00 & \$3.00  
Hallowe'en Dance 31 Oct. - Prizes for costumes  
Fabulous "Hall Willis" Show and dance in Nov. \$1.50 & \$2.00  
Bingo starts 17 Sep. - \$1 per card entrance

### FUNCTIONS - ANNEX

TGIF & Games Nite & Food - Every Friday  
Darts commence in September  
Crib Commences in September  
Mixed Game Sun., 21 Sept.  
Watch for time and dates of wind-up of members golf tournament in Oct. - JRC  
PHONE 339-5212 FOR WEEKLY ENTERTAINMENT  
Keep this ad for future references

## Entertainment and Events

## EW

Courtenay

Admission \$2.25 OAP \$1.00 Ch. \$1.00

Mon. to Thurs. - 8:15 p.m.  
Two Shows Fri. & Sat.  
7 and 9 p.m.  
No Matinee This Saturday

Thurs., Fri., Sat., Sept. 4, 5, 6

"THE TRIAL OF BILLY JACK"

"Frequent violence and brutality." - B.C. Director

Mon., Tues., Wed., Sept. 8, 9, 10

"LUCKY LUCIANO"

"Coarse language and violence" - B.C. Dir.

Thurs., Fri., Sat., Mon., Tues., Wed., Sept. 11, 12, 13, 15, 16, 17

"THE GREAT WALDO PEPPER"

General Entertainment Robert Redford

Thurs., Fri., Sat., Mon., Tues., Wed., Sept. 18, 19, 20, 22, 23, 24

BIG DOUBLE BILL

"AMERICAN GRAFFITI" Plus "JESUS CHRIST SUPERSTAR"

General Entertainment One Show Fri. and Sat.

## Stardust

Drive-In Theatre

Williams Beach Rd. & Isld. Hwy. Admission \$2.50 O.A.P. \$1.00

Gates Open 7:30 p.m.  
Show starts 8:00 p.m.

Now Showing Sept. 4, Sept. 10

"RACE WITH THE DEVIL"

Peter Fonda - Warren Oates

Mature "Many violent, frightening scenes" Plus

"EVEN ANGELS EAT BEANS"

Thurs. - Sun., Sept. 11, 12, 13, 14

Jon Voight, Burt Reynolds

"DELIVERANCE"

Perverted sex, coarse language Plus "CLOCKWORK ORANGE"

## CFB COMOX BASE THEATRE SCHEDULE

WALT DISNEY PRODUCTIONS presents  
**One Little Indian**  
TECHNICOLOR  
G  
Thurs. 4 Sep. Fri. 5 Sep.  
ONE LITTLE INDIAN

Mel Brooks' GENE WILDER SUM PICKENS  
**BLAZING SADDLES**  
Sat. 13 Sep. Sun. 14 Sep.

DINO DE LAURENTIIS Presents  
**CHARLES BRONSON**  
in a MICHAEL WINNER FILM  
**The STONE KILLER**  
From COLUMBIA PICTURES-TECHNICOLOR  
Wed. 17 Sep. Thur. 18 Sep. Fri. 19 Sep.

**MEAN STREETS**  
A Warner Communications Company  
Sat. 6 Sep. Sun. 7 Sep.  
MEAN STREETS

**LUCY MAME**  
From Warner Bros. A Warner Communications Company  
In Association with the American Broadcasting Companies  
Sat. 20 Sep. Sun. 21 Sep.  
LUCY MAME

A MOVIE THAT MAKES YOU FEEL GOOD!  
**LET THE GOOD TIMES ROLL**  
COLUMBIA PICTURES Presents PG  
A METROMEDIA PRODUCTIONS CORPORATION  
Thurs. 11 Sep. Fri. 12 Sep.  
LET THE GOOD TIMES ROLL

**Bruce Lee Return of The Dragon**  
...his last performance is his best!  
TECHNICOLOR - A BRYANSTON PICTURES Release  
Wed. 24 Sep. Thurs. 25 Sep. Fri. 26 Sep.  
RETURN OF THE DRAGON

**SATURDAY MATINEES**  
ONE LITTLE INDIAN Walt Disney  
Plus Short - "DONALD AND THE WHEEL"  
Saturday Matinee - 13 Sep.  
2-THREE STOOGIES Plus 8 cartoons  
Saturday Matinee - 20 Sep.  
TREASURE OF SILVER LAKE Adventure  
Saturday Matinee - 27 Sep.  
BIG MOUTH Jerry Lewis



## The Home Front

By MAUREEN ARTHUR



### THE HOUSE HUNTING PROCESS - PART 1

Welcome to Vancouver Island. Why not think about living here now, or as service personnel, a possible transfer here in your future days, or investing now in a piece of land for your future retirement days.

The Island is 282 miles long and varies in width between 50-80 miles. Our mountains soar to a height of over 7,000 feet and hundreds of lakes, sandy beaches and some of the world's largest salmon are caught here. Yes, ladies they have been recorded and are not just fish stories.

For your records most-service personnel transferred here live in the Courtenay and Comox area, with some selecting the outlying areas of Cumberland, Royston and north to the Campbell River area. The air base is a scenic drive of 5-10 minutes from the Courtenay and Comox area so the majority chose this for family needs and shopping amenities.

To-day I would like to guide you, the prospective purchaser of a home, through some of the vital information that affects your house hunting efforts and your decision to purchase a certain home here or on any other transfer.

As purchasers, let's face it, the paramount consideration

is the down payment, or cash at hand, plus the ability to carry mortgage payments within your means. Try to keep this in mind, the mortgage payment is far more important than the price of the house; remember it remains stable during inflation and you will gain equity from your investment.

The average mortgage runs only for a term of 5 years and is amortized over a 25 year period, however, banks and mortgage companies will amortize over 10-15-20 year periods if you request this upon your application.

What can you manage safely? I realize each individual lives, plays and saves at different levels, also our gross income varies from rank to trade and years in service. But we have all rented accommodations or some of us have carried mortgage payments on previous dwellings. A rough guide would be 25 per cent to 32 per cent of your gross income, and if you are fortunate enough to have your wife working, her salary counts towards the principal and interest payments, on your new home.

But we at Nanaimo Realty can save you time and trouble, if you take advantage of our professional services as sales people plus our mortgage manager. We can analyze your needs and guide you into the price ranges of a home suitable to your pocket book. We can calculate your gross debt service ratio, plus

your loan to value, that banks and mortgage companies base their mortgage amounts on upon your application for a mortgage.

Next determine your needs, keeping in mind your present and future space requirements, for living, sleeping and working areas. We in the service are indeed fortunate that we are so transient and that having lived in many PMQ's, rental accommodations, plus the fortunate ones who owned previous homes, we have a fair idea of square footage required for living comfortably, plus the number of bedrooms and bathrooms to fit our basic needs.

In the Comox and Courtenay area square footage runs from 935 for a two bedroom, living room, kitchen with a ¾ basement to over 1200 sq. ft. with 3-4 bedrooms, 2 FFP's, 1½ bath, living and dining room and kitchen with a full basement. The type of home - split-level, non-basement, split entry to a full daylight basement - is a personal choice for you in the process of looking at homes.

Room circulation with bedrooms somewhat isolated from entertaining areas, is a must for parents with young ones, or for us lucky ones with teen-angels in the house, you need isolation from the music factory of rock and roll. Remembering dad's boat, or that second car, it is great if you have a double driveway.

Square footage, however, does cost dollars but makes

sense for your comfort and well being, so remember that king-sized bed, antique sideboard or dad's model railroad which can be an asset or liability in your process of eliminating certain homes.

On your tour, the age of the home, heat costs, size of lot vary from house to house and should be questioned each time to make you more knowledgeable.

My theory on purchasing a home is like the bride or groom on their wedding day. We stop and calculate is it the right one, is it the right thing to do - will it fill all my needs?

Naturally you will have buyers jitters, somewhat like bride or groom jitters, after all you will be spending thousands of dollars, your dollars.

So your first step should be to contact a Real Estate Firm from the date of your transfer or your arrival in our area. From here we at Nanaimo Realty can guide and smooth your search for a home just right for your family, with all the special touches you have always wanted.

In Part II, I will cover other pertinent data, such as location, schools and neighbourhood which should be considered in your search for your home.

My foot-note to-day is, a twist of humour. "Most of us have two goals: To make a little money first, and to make a little money last."

Au votre service, at your service.

NANAIMO REALTY (COURTENAY) LTD.  
Comox Office 339-2228  
Courtenay Office 334-3124.

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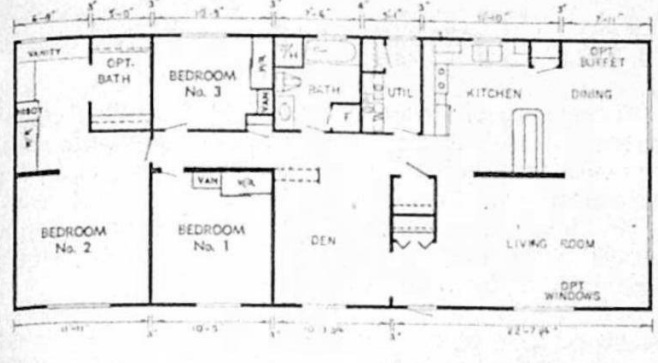
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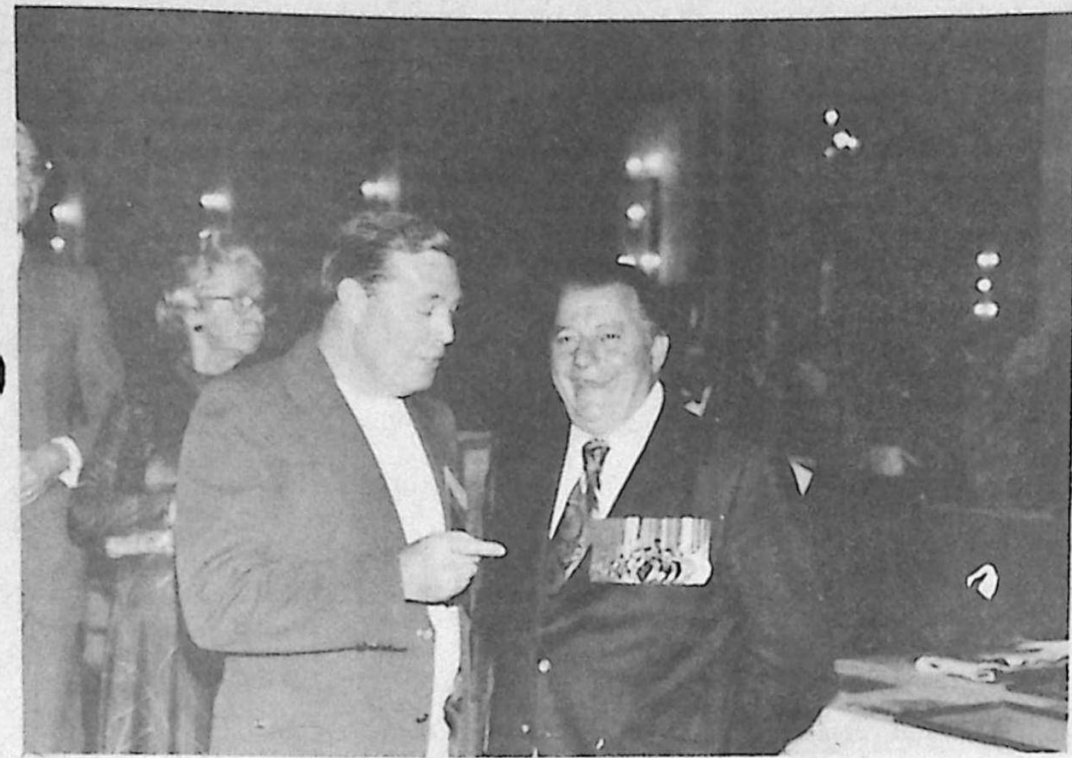
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We offer a good, general selection of lumber  
building supplies and hardware  
BUT our specialty is  
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Drop in and see  
phone 334-3221





COMOX ENTRY at a recent international display of militaria held in the Hotel Vancouver included private collections from all over North America and Europe.



CPL COSBY is an avid collector of military items and he is seen assuring Sgt. Smith that his Victoria Cross would add plenty of class to his collection. Sgt. Smith was awarded his Victoria Cross for bravery near the Savio River in Italy on Oct. 21, 1944.

## Historic Letter Discovered By P.M.W.

Dear Mother,  
Well, here I am, a Private in the Unarmed Forces, just about finished Basic Recruit Course 9506. It's been really tough, and I'm glad to have it behind me. I wouldn't have believed that the physical

training could be so hard - we've done running and marching and swimming and more running, and I'm, in better shape than I've ever been before. Not that it's any big deal, in this outfit it's required, it's expected that you be a perfect physical specimen. I've been assigned to the sea element, and a person really has to have a lot of strength and stamina to go cruising over the ocean for days at a time. Boy, I sure wish the government would buy us some ships; it would make it so much easier. But things could be worse - I could have been assigned to the air element. You should see the muscles on those guys!

I have to admit there's one part of the training I'm really glad is over with, and that's the games. The Sergeant at the Rec Centre told us that they used to play something called Flag Football, and it was fun and got you in shape pretty fast. But now we play something called Political Football, and what it consists of is lying down and being kicked all over the place until finally you're in a corner and they can't get at you anymore. We lost a lot of people over that game, as those who didn't like it either quit on their own or were kicked out when they complained. I didn't like it at all and didn't see much point in it, but I hung on and I'm still here.

That Sergeant is a pretty good guy. He taught us some exercises not on the regular program that he says we will need to know later on when we get out to our units. He showed us all the finer points of evading issues, sidestepping responsibility, maintaining the status quo, and shuffling the paper. I'll never forget what he's done for us. Some of the other things we

took on our course were really interesting. They kept saying (Continued on page 10)

## Salute To The Engineers

Now the Lord of the realms has glorified the charge of the Light Brigade,  
And the thin red line of Infantry, when will its glory fade?  
There are robust rhymes of the British tar and classics on Musketeers,  
But I shall sing till your eardrums ring of the muddy old Engineers.

Now it's all very well to fly through the air, or humour a heavy gun,  
Or ride in tanks through the ranks of the broken and shattered Hun,  
And it's nice to think when a U-boat sinks, of the glory that outlives years,  
But whoever heard of a vaunting word for the muddy old Engineers.

Now you must not feel, as you read this rhyme, that a Sapper's a jealous knave  
That He joined the ranks for a vote of thanks or in search of a hero's grave  
No, your mechanized is alright and your Tommy has darned few peers  
But where in Hell would the lot of them be if it weren't for the Engineers.

Oh they look like tramps but they build your camps and sometimes lead the advance  
And they sweat red blood to bridge the flood, to give you a fighting chance.  
But who stays behind when it gets too hot, to blow up the roads in the rear?  
Just tell your wife that you owe your life to the muddy old Engineer.

No fancy crest is pinned on his breast, if you read what his hat badge says  
Why "Honi Soit Qui Mal Y Pense," is a queersome sort of phrase,  
But their modest claim to immortal fame has probably reached your ears,  
The first to arrive and the last to leave are the glorious Engineers.

HONI SOIT QUI MAL Y PENSE  
(Courtesy CME)

## CONGRATULATIONS

on your

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Courtenay

PHONE 334-2917

## The 'King' Has Fallen



Yes, ladies and gentlemen "HE" is down but if I may quote the great one "not out." In an exclusive eavesdropping interview, the Dogfish King of the Comox Valley remarked that he, although over the hill with failing eyesight and losing the sure touch of a true Dogfish King, is now in an intensive training program and will

come back to once more rule over our valley.

The above candid photo's (taken from the rope locker in the bow of a 12 ft. boat) will show the reader the true caliber of ex-King Jack. The brave smile (?) as he holds up his first salmon. Has he really fallen or will he reclaim his throne? Good luck J.P.

## OBITUARY

CFB Comox regrets the death of Mr. John Small in his 75th year. He was employed on the base and retired at age 65 from the Public Service. However he continued as a part time employee in a cleaner capacity at the Base Canex. Early arrivals at the base barbershop were never early enough to catch John not already at work and ready to pass the time of day with them. He will be missed by all.

## Ducks Unlimited (Canada)

**LOTS OF WATER BUT HATCH IS LATE**  
There is plenty of water on the prairies and parklands to see the ducks safely through a long production season. Almost prairie-wide, conditions are ideal. Even southern Alberta, where water has been poor the last several years, is much improved. All this water, and the excellent habitat it has created, results from abnormal rain and snow through April and May. Good June rains have maintained water levels and relatively cool weather has reduced evaporation until, except for the shallow field ponds, there is as much water on the prairies as there was when the birds returned. In southern Alberta, where heavy June rains have fallen, there is even more water than in early spring. In some areas of southern Saskatchewan torrential rains have restored abundant field water. Conditions are similar in southern Manitoba.

Due to the backward spring, the ducks were two weeks late in returning to the prairies. Most appeared to get right down to the business of raising more ducks. Young pintails, almost ready to fly by the beginning of July, showed that some of them did so successfully. However, for the most part the hatch is late and the June counts found fewer broods than expected, likely because of the late spring and the loss of early nests to agricultural activities. Fieldmen report mallard and pintail pairs and lone drakes still common in mid-June, and a considerable resumption of re-nesting activity following the beginning of summer fallowing. But as previously mentioned, there is abundant water to last through a long nesting season and it is a good thing - for the ducks will need it.

Many drakes have now abandoned their hens and are gathering in big flocks on the larger marshes. Scrutiny of these flocks reveal few hens in them indicating that a major nesting effort is still underway. An exception was a flock of mallards and pintails field feeding in central Alberta which contained more

hens than we like to see. Their reproductive effort for the year was over. Intensive study areas in Manitoba show a strong re-nesting effort by mallards which will not hatch until mid-July. A good late hatch of this species has already appeared on the D.U. marshes in the Saskatchewan River delta in northern Manitoba.

The number of canvasback broods is the dramatic thing on the prairies right now. It appears that the combination of two consecutive good breeding seasons, combined with the protection given this species, is beginning to show results. Canvasback nest over water and are not affected by spring agricultural activities except burning, and they seem to have had a very successful hatch. Canvasback broods are conspicuous since they tend to remain in the open and the broods are highly visible whereas the puddle duck broods, when young, seek concealment in the cover of the pond edges during the day and are best seen only in late evening or early morning.

The late hatching season extends into British Columbia where traditionally early nesting species - mallards and pintails - are very late. But, as usually happens in such years, the season is

"telescoping", and the middle and late nesters are just about on time. Habitat in the interior plateau is in fairly good condition due to cool temperatures and normal precipitation. The slow melt of high elevation snow fields has resulted in low flood levels of the major river systems allowing most of the ground and over-water nesting ducks and geese a successful hatch. In short, the valley bottom marshes are exceptionally productive this year.

The Maritimes are also sharing the late season with the prairies and flooding was a problem on some areas. Hatching is two to three weeks late but appears to be good. Although the early nesters were late, the middle and late nesters - the widgeon, greenwings, ringnecks and bluewinged teal - appear to be about on schedule. In Quebec most broods of mallards, blacks and wood ducks are on the water. Hatching of late nesters is underway and a good production season is indicated.

W.G. Leitch,  
Chief Biologist.

Rev. J.S. Woodsworth, son of a pioneer Methodist minister in the west, once found work as a stevedore in Vancouver before becoming the founder of the CCF Party in Canada.

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## Some B.C.'ers Are Getting Their Share

Wage increases in British Columbia averaged 18.9 per cent, or \$1.06 an hour, during the second quarter of 1975, according to preliminary figures on negotiated settlements announced today by the Honourable William S. King, Minister of Labour.

The figures were drawn from surveys of 63 agreements covering 25,690 employees in both skilled and unskilled segments of the organized labour force. Mr. King also released revised negotiated wage settlement figures for the first quarter. The revised figures, based on 65 agreements covering 18,358 employees, also averaged 18.9 per cent, or \$1.11 an hour, down 1.3 per cent from the preliminary figures. The earlier estimates, released in April, were based on only 43 agreements, and had indicated increases of 20.2 per cent.

The Minister stated that although the current wage increases of 18.9 per cent are higher than the 1974 average of 16.2 per cent the rate of increase has moderated somewhat, and has stabilized at 18.3 per cent during the 12-month period from June 1974 to June 1975.

Over this same period, the rate of inflation in Vancouver has averaged 12.1 per cent.

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The dedicated men of the air and ground crews of 442 Squadron have been a credit to this community and have added to the prestige of our service men and women throughout the world.

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## Planning Or Canning

If the price of a package of frozen green beans or a can of peaches gives you cash-register conniptions, then you've taken the first step toward joining the growing ranks of home canning enthusiasts.

Spurred by high prices and talk of food shortages, garden-variety rebels are turning up the soil in backyards, flower beds or vacant lots to put in a few rows of vegetables.

Seed sales this year are 30 per cent ahead of 1974. Canning supply manufacturers happily anticipate record sales of jars, lids and canning vessels as gardeners come into the kitchen to put up their crops.

The gardening boom was not entirely a boon, though. Last year saw the greatest outbreak of botulism since 1935.

Consumer Product Safety Commission reports show that many kitchen canners were victims of accidents during the canning process — especially burns and scalds.

Today's novice canner has the advantage of precise, tried-and-true recipes and modern canning equipment, but she may lack the on-the-job training of the mother-daughter relationship of a generation ago.

So before you start your canning project, do some reading on the subject. You won't have trouble finding information; many magazines and newspapers have taken note of the recent trend.

Check your local Library for canning books or magazines.

Get to know the equipment you will be using. To safely preserve fruits or vegetables, you will need a canner. Open-kettle canning is used today only for making jellies or jams. Oven processing is dangerous and should never be used. The variable heat in the oven does not heat the food adequately, and explosions are more likely.

The water-bath canner, for fruits and high-acid vegetables such as tomatoes, is basically a large kettle with a rack and a lid. A kettle you already have can substitute for a canner, but only if it has a rack to hold jars off the bottom and it is deep enough to allow a couple of inches of water to boil vigorously over the top of the jars. Although the canner is not dangerous in itself, boiling syrup or water can be. Always pour carefully, and cover your hands with oven mitts. Steam can scald your hands as badly as boiling water.

The pressure canner is similar to the familiar pressure cooker. When shopping for a canner, look for one with a UL or CSA label, your assurance that the canner has such safety features as an easily visible indicator of pressurization and a reliable safety valve.

If you already have a canner, clean the vent tube with a piece of thread and plenty of hot water. Tighten or replace loose or charred handles.

Read the manufacturer's instructions thoroughly so that you understand how the pressure gauge and safety valve operate before you use the canner. Never open the lid until all internal pressure has been released. If the handles are hard to push apart, don't force them — the canner may still be pressurized. A lid released before depressurization can result in burns or a severe blow from the lid hurled up into your face.

Don't use ordinary jars such as mayonnaise or peanut butter jars. Only canning jars can safely withstand the temperature necessary for processing. Check jars for chipped rims or cracks.

See that children keep their distance during the entire process. Boiling liquids, breakable jars and even the canner present too many hazards to pint-size spectators.

Home canners who use correct methods of preparing, packing and processing foods have no reason to worry about botulism.

Choose only fresh foods and wash them thoroughly, through several waters if necessary or under running water, to remove all soil. Remove all spoiled spots. Follow the recipe exactly. Allow adequate time and temperature to kill bacteria.

Be sure to choose the appropriate process to destroy botulism spores on whatever your garden grows. Pressure canning is the recommended way to guarantee temperature high enough to destroy harmful bacterial spores in low-acid vegetables. Even so, the Department of Agriculture does not recommend home canning of cabbage (except sauerkraut), cucumbers, baked beans, eggplant, lettuce, onions, parsnips, turnips and vegetable mixtures.

When ready to serve your home-canned food, look closely at each jar before opening it. A blugging lid, a break in the seal, patches of mold or a murky or foamy

## Safety In The Stars

For inveterate horoscope readers, here is your safety horoscope for the month: **AQUARIUS**  
Jan. 20 - Feb. 18

From now until the fall, you will be less inclined to do odd-jobs around the home. When you do start to catch up, don't be in such a hurry that you skimp on safety precautions. Be on particular watch for electrical cords, which could prove dangerous to an Aquarian, especially if they are "live".

**PISCES**  
Feb. 19 - Mar. 20

Pay particular attention to your cooking. Hot fat left in a frypan could prove disastrous to your kitchen. Keep pot handles turned inwards to avoid accidental tipping of saucepans. Dinner could be spoiled.

**ARIES**  
Mar. 21 - Apr. 20

Be particularly careful in water; always swim with a companion, and endeavour to stay within your depth. If you can't swim, restrict water-front activities to sunbathing.

**TAURUS**  
Apr. 21 - May 20

The position of the moon suggests that extreme caution is required when driving with your loved one; keep total attention on your driving while the vehicle is in motion. One thing at a time is the safety watchword for Taurus. Don't look for changes in the moon's position!

**GEMINI**  
May 21 - June 20

The days ahead require heavy stress to be laid on co-operation with others. Be flexible and helpful, especially with those older than you. Don't leave others to do all the heavy jobs. Get help yourself, too.

**CANCER**  
June 21 - Jul 21

Good social times ahead

require you to be particularly careful where drinking and driving are concerned. Never take chances — the omens are, frankly, not good if you do.

**LEO**  
Jul 22 - Aug. 21

The stars suggest that Leo should pay particular attention to what others are doing, especially on weekends and on the highway. Leo should drive very defensively, and ensure that seat belts are used at all times in the coming weeks. A "belt for the road" is very definitely a seat belt for Leo.

**VIRGO**  
Aug. 22 - Sept. 21

This month, Virgo should take care to avoid falls; check stair carpets and scatter rugs. Some astrologers may have difficulty in explaining the apparent relationship between "falls" and "white lines" suggested by the relative positions of Saturn and Highway No. 2. For us, it is easy; the message is "Don't trip over the white lines when playing tennis. Your knees are seldom protected."

**LIBRA**  
Sept. 22 - Oct. 22

Hard hats and safety boots are "de rigueur" for Libra, especially when engaged in highly dangerous activities like going over Niagara Falls in a polystyrene floatation device, skydiving with a parachute packed by the P.L.O. for the Israeli Air Force, or insulting a next door neighbour's wife.

**SCORPIO**  
Oct. 23 - Nov. 21

Poison is the thing to look out for! Check kitchen cupboard contents, and make sure all containers have only the material for which they were made. Also see that they are out of the reach of young children if poisonous. Never store liquids like turpentine in pop or liquor bottles. The hangover can be severe.

**SAGITTARIUS**  
Nov. 22 - Dec 20

Sagittarians may be bargain hunters, but care should be taken this summer to see that required approvals are given on all sale merchandise. Be concerned about product safety.

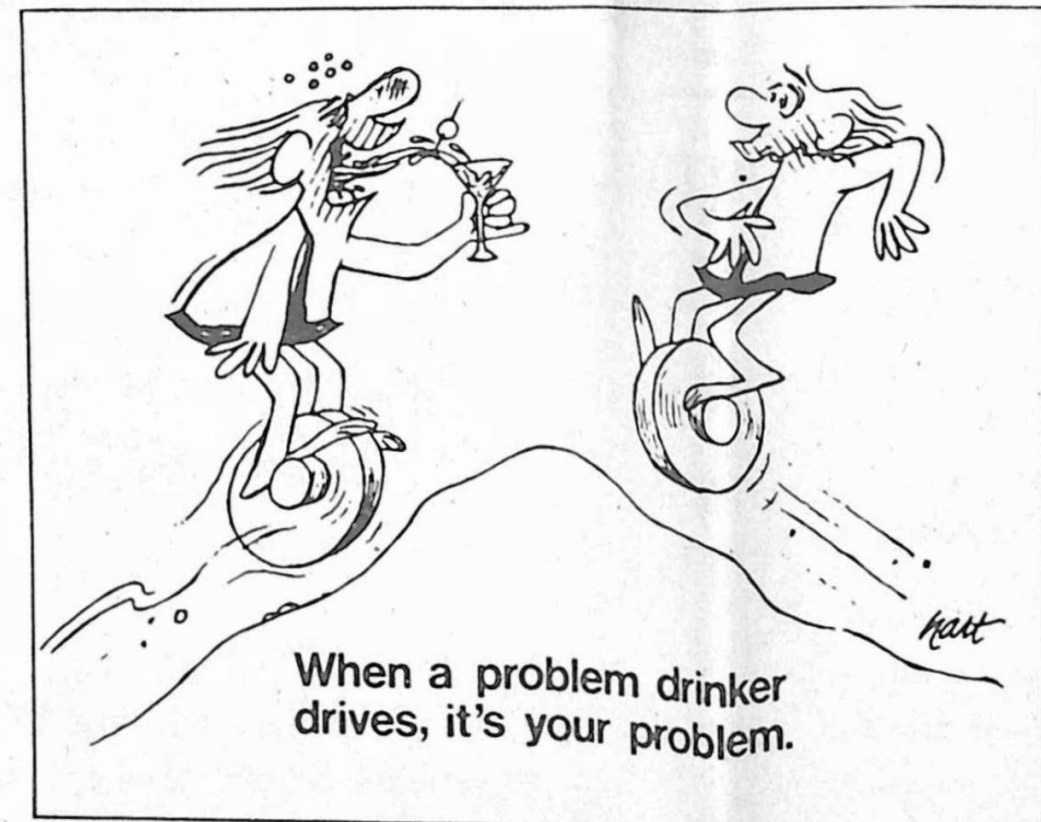
**CAPRICORN**  
Dec. 21 - Jan. 19

Elderly Capricorns should be particularly careful when crossing roads — Taurus who did not read his message may be coming along looking at the moon! The younger set should be reminded frequently about Elmer's safety rules, since the possibility of accident must never be overlooked.

appearance are signs of spoilage. As you open the jar, look for other warning signs — spurting liquid or an unpleasant odor. Botulin toxin does not necessarily change the appearance or smell of the food, so experts agree that all home-canned vegetables must be boiled for at least 15 minutes before tasting or serving. If you have any doubts, dispose of the food immediately.

Now get cooking! The result will be well-seasoned with pride.

(Courtesy Family Safety)



## T'was An Expensive Dinner

Is it the Airborne? The Commando? The 22nd Regiment? No... it's Lt. Poirier's jeep.

T'was a beautiful Sunday afternoon where a CJ5 jeep was cruising along the Air Force beach searching for clams. Having dug but a few dozen the tide started to rise and away went Jad competing with the sea. The sea won. After 3 hours of effort the jeep was finally towed away. Jad still had his dinner but at an approximate cost of \$15.00 per clam. See you on the beach Jad.

???? THE GUESS WHO ????

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## Conserving Cooking Energy

Energy consumption in the kitchen can be cut by a few easy changes in cooking patterns advises Consumers' Association of Canada. The oven is more economical to use than the top of the stove for foods which take a long time to cook. Oven temperature should be lowered 25 degrees F. when glass plates and pans are used as opposed to aluminum. Don't oven peep — as much as 20 per cent of the heat is lost every time the door is opened. You can cut cooking time in half for dishes such as meat loaf by baking them in muffin tins rather than loaf pans. This method also provides handy individual sized servings which can be easily frozen for future use. When preparing meals which take hours of cooking, make double or triple the quantity and freeze the extra portions. It takes less energy for both you and your oven. CAC's National Office is located at 801 - 251 Laurier Avenue West, Ottawa, Ontario, K1P 5Z7.

The tree flowers of Basswood and Black Locust yield excellent nectar for honey production.



DEDICATED GUN+PLUMBER or revolutionary bandit? This 442 "Erk" showed that the Vampire had punch.

DND photo

## Historic letter discovered

(Continued from page 9)

that every member is a Public Relations person first, and a tradesman second. So I learned a lot about looking good in public, and maintaining appearances at all times. I never realized before that to be in the military, you have to be an actor too.

I'm really excited about my coming courses. I've always wanted to learn electronics. My course officer tells us that after we learn the basics, we'll be taking a course on maintaining the Mark 12 Computerized Window-Dr-esser.

I don't know much about it, but I hear it's some sort of fantastic electronic device which makes things look good, no matter how bad they are. My course officer told us our trade will be expanding, because we're getting lots more of those machines, sometime in the near future. I must close now, as it's

getting late, and I must go to the Base Ground Training Office, and pick up a registration form for the Base French Language Training Program. I'm also going to put in my name for some university extension courses, particularly Business Admin. 260, Psychology 100 or Sociology 100. The BGTO has the details, and keeps other information on education as well. My course officer says it's part of our job to learn, and develop our abilities as much as we can.

I'm proud to be one of the 20,000 members of the Forces. Love, Debbie  
Courtesy The Argus

## Museum Train

The Great Steam Exhibition of 1975 will visit Victoria and several other Vancouver Island communities under a tour extension announced today for the B.C. Museum Train by Jack Radford, minister of recreation and conservation.

The steam-powered Museum Train, will be in Port Alberni on September 3 - 4, 1975, Parksville September 5, 1975, Duncan September 6 - 7, 1975, and Victoria September 10-14, 1975.

Under the original schedule the train's only stop on Vancouver Island was to be at Nanaimo, August 27 through 30, 1975 completing a summer-long tour of the province.

The B.C. Museum Train, a project of the Department of Recreation and Conservation, is a nine-unit re-creation of the history of steam power in British Columbia. Its display cars and movie theatres are open from 10:00 a.m. to 1:00 p.m.; 2:00 p.m. to 6:00 p.m., and 7:00 p.m. to 8:30 p.m. and there is no admission charge.

## Economical Driving

Operating costs of automobiles are steadily rising, but by following some simple practices, you can trim your gas bill, suggests Consumers' Association of Canada. Don't idle your engine any longer than necessary. One minute of idling takes more gas than is required to restart the car. By driving at 50 m.p.h. rather

than 80 m.p.h., you can save nearly 50 per cent on fuel. Improperly aligned wheels can cause extra drag and increased gas consumption. Under inflated tires also cut gas mileage by increasing rolling resistance. And to save yourself, wear your seat belt. Join CAC, 801 - 251 Laurier Avenue West, Ottawa, Ontario, K1P 5Z7.

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## BASE LANGUAGE TRAINING PROGRAM

1975 - 76

Intensive French language training will be offered at C.F.B. Comox commencing in September, 1975 and running through until June, 1976.

The main feature of this intensive programme is its built-in flexibility, allowing applicants the opportunity to choose their course dates and to change groups within the training year.

For further information: Call the Base Language Training Coordinator at 348 or 469

## Drownings Decrease

Total drownings in British Columbia during the first six months of the year decreased compared to the same period last year but there was a phenomenal increase in the number of occupational drownings.

Statistics released today by the Red Cross Water Safety Service show that 25 people drowned in occupational accidents compared to only two during the same period last year. Most of them were involved in the fishing and tug boat industries.

Total drownings during the period were 83 this year as compared to 86 last year. Males continued to outnumber females, with males accounting for 75 drownings and females for only eight. The 22 to 33 age group, which usually accounts for the most drownings, was tied this year with the 47 to 60 group with 11 drownings each.

Boating accidents, which have passed swimming as the chief cause of drownings, accounted for 22 drownings this year compared to 21 last year. However, there was a

significant increase in the number of drownings from power boats as compared to non-power boats. There were 15 drownings from power boats and seven from non-power this year, as compared to three and 19 last year.

Swimming incidents accounted for only six drownings, compared to seven last year.

Red Cross Reports



# The Fincastle Competition Crew Members



The Ground Crew



The Aircrew

## U.S. Anglers Challenge Canadians

A group of U.S. anglers have issued a direct challenge to their Canadian counterparts.

The challenge? For Canadians to compete against Americans in the second annual Bluefin Tuna Tournament from Sept. 27 to Oct. 4 at North Lake, Prince Edward Island.

Tournament organizers are hoping enough Canadian fishermen will be interested to field a strong team.

The tournament, sponsored by the Los Angeles Billfish Club, includes five days of fishing from chartered boats skippered by P.E.I. captains.

Tournament organizers have arranged for individual and team awards with trophies. Awards will be determined by the total weight of all fish caught and the largest fish.

Last year, 10 giant bluefins were caught by tournament members. Six were hooked and lost. Gene Zander, chairman of the club's

tournament committee, landed the largest at 901 pounds.

The Billfish Club, in conjunction with P.E.I.'s Tourism Department, has arranged a package which includes hotel accommodation, transportation from and to Charlottetown airport and to the harbor each day, boat charter fees, two special dinners and regular meals and the use of required tuna tackle.

The package costs \$700 for single occupancy or \$625 based on double occupancy. A non-fishing spouse or adult may accompany the entrant for \$200.

Officials claim the tournament is scheduled at an excellent time with the giant bluefins feasting on mackerel in the warm waters of the Gulf of St. Lawrence.

Landing a bluefin isn't easy. Fishermen are required to use rod and reel with 130-pound test line and sit in a "fighting chair" bolted onto the deck. It's a strenuous and delicate

job to bring a fish in.

It may take an hour or half a day - to land the tuna. Average time to bring a bluefin to gaff is about two hours. But anyone who's caught one will agree that it's an exciting and rewarding kind of strain.

Canadians wishing to take up this year's challenge are asked to contact Gene Zander, Chairman, 3400 Greenwood Avenue, Los Angeles, Calif., 90066.

The ages of scaled fish can be determined by counting the number of rings on scales.

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# Operation Catch Up

Operation Catch-Up is the phrase to describe the massive back log of claims created by the recently settled 15-week strike at the Insurance Corporation of the British Columbia. This plan will make it as convenient as possible for vehicle owners who have been involved in an accident to have their claims settled.

Norman Bortnick, Executive Vice-President and General Manager said that the Corporation has carefully developed the plan after examining several alternatives.

"We hope that everyone will enter into a spirit of co-operation during the weeks ahead," he said. "We are dedicated to the task of catching up on the back log in the shortest possible time with the least inconvenience to the motoring public."

With an estimated 100,000 auto-related claims throughout the province, the Insurance Corporation has introduced a convenient appointment system. This system will allow Corporation employees to settle claims at maximum efficiency with a minimum delay to the claimant. Long line-ups and waiting periods will be eliminated. The claimant will also be able to select an ap-

pointment time that is least disruptive to his or her daily life.

The appointment forms will be in plentiful supply and all a vehicle owner has to do is complete the simple form and mail it in. In all cases, except the forms in the newspaper advertisements, postage has already been paid. The forms will be available through a series of newspaper advertisements, as well as at all Motor Vehicle Branch Offices, every independent insurance agent and at all Insurance Corporation offices.

With one exception, vehicle owners involved in an accident, before, during and after the strike, should fill out one of these forms and mail it to the Claims Office at which they would like an appointment. They will be telephoned and an appointment will be made.

The exception applies to those vehicle owners who only have glass damage. They can go directly to a glass replacement company and have the repairs made. The Insurance Corporation has made special arrangements with these companies to collect the necessary details and submit them directly.

The Insurance Corporation is requesting that even those vehicle owners who have been involved in an accident and sustained no damage send in a completed form or telephone 665-2800 in Vancouver.

For those owners with non-driveable vehicles special arrangements will be made to estimate the damage once a completed appointment request card has been received at a Claims Office.

If a vehicle has been repaired during the strike and the owner has paid the deductible portion of his insurance or the whole repair bill, the owner is asked to send in a completed appointment

request card and he will be advised how to proceed to recover the appropriate amount.

Passengers who have sustained an injury in an accident will be contacted by the Corporation immediately after the owner of the vehicle has reported the accident to a Claims Office. These injured people need not request an appointment.

Vehicle owners who were involved in an accident before the strike and have received a claim number but the claim has not been settled, will be contacted by an adjuster as soon as possible. There is no need to request a further appointment at a Claims Office. Vehicle owners who

are involved in an accident after the strike are asked to follow the same procedures and arrange an appointment.

For those vehicle owners who do not wish to make an appointment, two Claims Offices on the lower mainland will be operated on a first come, first served basis. One is located at 4399 Wayburne Drive in Burnaby and the other is at 406 S.W. Marine Drive in Vancouver.

All Claims Centres and Branches will be open on Friday, September 5th. The Insurance Corporation is maintaining telephone number 665-2800 as an "action line" for those who have any questions about how to proceed.



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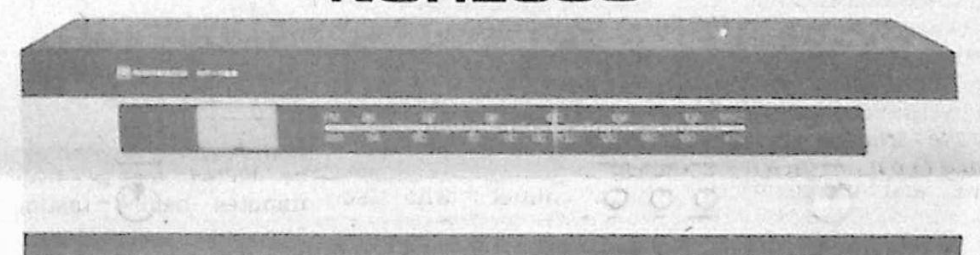
•Peter Benedictson

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# Wartime History

(Continued from page 1)

a total of 15 enemy aircraft destroyed in four days' fighting. A new type of target was attacked on July 8th when several sections while on patrol over the beaches sighted a number of midget submarines, six of which they claimed as destroyed.

Early in July Dal Russel was promoted to Wing Commander and S L H.J. Dowding, DFC took command of the Caribou squadron. A few days later, on the 14th, 144 Wing was broken up and No. 442 then became a part of 126 RCAF Wing at Beny-sur-Mer. Encounters with the Luftwaffe were now becoming less frequent, but a dogfight against heavy odds on July 27th added several more tallies to the squadron's score and raised its total to 19 destroyed, two probably destroyed and eight damaged within a period of exactly five weeks. Two months elapsed before the Caribous were again able to engage the enemy in the air.

Early in August 126 Wing had moved to Cristot, west of Caen, where it remained until the end of the month. Then when the rapid retreat of the Nazis eastward from Normandy to the Rhine left the Spitfires far in the rear, the squadrons began a series of rapid jumps forward, from Cristot to St. Andre, Illiers-l'Eveque and Poix (in France), Evere and Le Culot (in Belgium), and Rips (in the Netherlands), until they finally came to a rest, for a few weeks, at Volkell in mid-October. During this period of frequent moves the Caribou squadron was engaged for a time on defensive patrols over the Nijmegen-Arnhem battle area and won six confirmed victories, plus a probable and seven damaged, including one of the Luftwaffe's new Me. 262 jet fighters.

At Volkell the Caribous, with S L W.A. Olmsted, DFC in command, resumed dive-bombing operations in a rail interdiction campaign to stop all traffic on lines behind the Nazi front. In four weeks they made 77 rail attacks and claimed at least 40 cuts, in

addition to which they blew up an ammunition dump and damaged or destroyed 83 locomotives, 90 or more freight cars, 88 assorted vehicles, and several tugs and barges.

After a fortnight in England on an air-firing course No. 442 Squadron returned to Volkell late in November, only to move again a few days later to Heesch, about eight miles away, where it remained for 15 weeks, the longest time the Caribous ever spent on one airfield. Rail interdiction work continued until December 16th when the Nazi counter-attack in the Ardennes ("The Battle of the Bulge") caused a return to fighter sweeps and patrols. On one of the last dive-bombing missions in December S L Bill Olmsted was brought down by flak and had to bale out, landing safely within our lines. As he had now completed a very successful second tour, which won him the D.F.C. and Bar and the D.S.O., Olmsted was posted for a rest and S L W.E. Jowsey, DFC took command of the squadron.

On the last day of 1944 the Caribous had a good fight with 15 Me. 109s which ended in the destruction of four of the enemy. New Year's Day 1945 was even more successful. That was the day that the Luftwaffe made a series of surprise attacks on Allied airfields and inflicted considerable damage at some places; but it paid a heavy price, No. 442 Squadron alone destroying six and damaging an equal number of the raiders. In other combats later in January S L Jowsey's pilots added three destroyed, a probable and two damaged to their total.

Dive-bombing attacks on the enemy's rail lines were resumed in February and continued, whenever the weather permitted, until March 17th. Over 44 tons of bombs were dropped by the Spitfires; rails were out in 25 places, and six locomotives, 15 cars and coaches and 47 vehicles were damaged, in addition to which a petrol dump was blown up. In air

combat the pilots destroyed 12 German aircraft and damaged another. These air victories were all won in two engagements, one on February 8th when three pilots annihilated a formation of five Ju. 87s (Stukas), and the other on the 27th when the squadron had the best day in its history by destroying seven fighters and damaging one more in a battle with over 40 Me. 109s and FW. 190s. The Caribou score now stood at 52 destroyed, four probably destroyed and 25 damaged. S L Jowsey was missing from one strafing operation late in February when ricocheting bullets hit his Spitfire and he had to take to his parachute. He got down safely, behind the enemy lines, and successfully evaded capture for 40 days until Allied troops reached his hiding place.

## ENTER THE MUSTANGS

No. 442 Squadron left Heesch and 126 Wing on March 21st, returning to England to undertake a new operational role. At Hunsdon the pilots were re-equipped with Mustangs for long-range escort to heavy bombers making daylight attacks on targets in Germany. The conversion was effected quickly and on April 9th seven pilots led by S L M. Johnston, their new C.O., undertook the first of the new missions, escorting a force of Lancasters that bombed an oil refinery at Hamburg. Before hostilities ended a month later the squadron completed twelve of these long-range operations.

In contrast to their previous sorties on the continent, which usually averaged about 75 minutes, the pilots were airborne on their Mustangs for about five hours; the longest of the twelve missions lasted six hours, and the shortest four and three-quarters. Only once, however, were enemy fighters encountered; that was on April 16th when the squadron destroyed one FW. 190 and probably destroyed another over an airfield north-east of Berlin. The Caribou's last operation of the war was an escort mission for a strong

force of Lancasters that bombed Hitler's chalet at Berchtesgaden on April 25th.

## THE FINAL SCORE

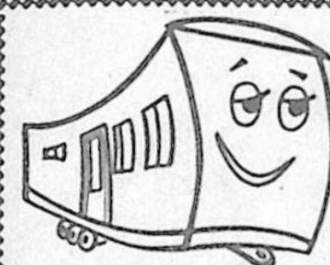
After V-E Day No. 442 moved from Hunsdon to Digby and thence to Molesworth where it was disbanded on August 7th, 1945. A recapitulation of its work overseas shows 53 enemy aircraft destroyed, five probably destroyed and 25 damaged, in addition to which it could count 91 rail lines cut by bomb craters, three supply dumps blown up, over 900 vehicles, 125 locomotives, about 200 freight cars, 23 tugs and barges, and six midget subs damaged or destroyed. It is perhaps indicative of the teamwork that existed in the squadron that its 83 air victories were shared between no less than 44 pilots.

F L D.C. Gordon, DFC headed the list with 5½ enemy aircraft confirmed as destroyed; he was followed by F L F.B. Young, DFC with four destroyed and one damaged, F L S.M. McClarty, DFC with three destroyed and three damaged and F L R.B. Barker with three destroyed and one damaged. Outstanding among the ground-strafters were S L W.A. Olmsted, DSO, DFC and Bar (130 vehicles and 27 locomotives), F O D.W. Goodwin, DFC and Bar (163 vehicles and 20 locomotives), F L B.E. Middleton, DFC (116 Met), F L F.B. Young, DFC (75 Met), F O J.P. Lumsden, DFC (70 vehicles and 14 locomotives), F O H.F. Morse, DFC (75 Met), and F O W.R. Weeks, DFC (65 vehicles and 15 locomotives). One D.S.O., ten D.F.C.s and three Bars to the D.F.C. were awarded to members of the squadron for services in the European theatre. On operations overseas No. 442 reported 16 pilots missing; two of them evaded capture and regained our lines, four were taken prisoner, and the other ten were killed or presumed dead. Two pilots lost their lives in flying accidents.



JAKE AND THE SNAKE - W-C Jake Edwards, Squadron C.O. in 1963, gets to know Batooloo Two, a six foot boa constrictor, whose predecessor, an Indian Rock Python, had recently died.

R.C.A.F. Photo



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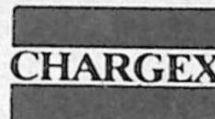
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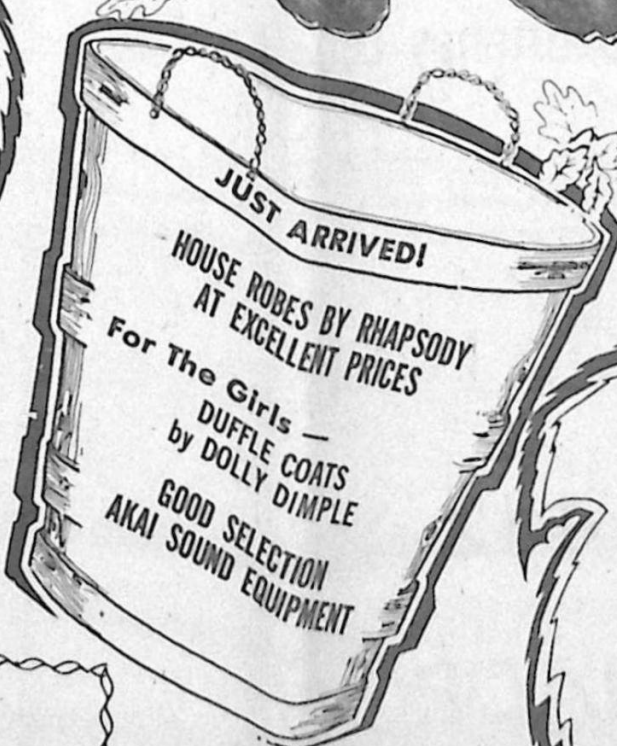
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