

409 SQUADRON WINS MacBRIEN TROPHY

Emblematic of Most Proficient Squadron

The Comox-based 409 AW(F) Squadron this week won the Mac Brien trophy, which is awarded annually to the squadron which loses the fewest points in the ADC gunnery meet. This year, the competition was held at Bagotville, P.Q., and it was the first time that all ADC squadrons had come together for a rocket shoot. In previous years, each squadron stayed at home, and a team of umpires and targets travelled to each base to run the competition.



Capt. LA Dodd

In 1968, it was different. Four crews went from 416 Squadron at Chatham, N.B., and four crews went from Comox, B.C., to joust with the four crews that had been selected by 425 Squadron at Bagotville.

The aircrew representing Comox were: Major Leiter and Captain Dodd; Captain Warren and Captain Bland; Captain Walker and Captain Brittain; and



Capt. FC Brittain

Lieutenant Putland and Captain Mason. Thirty groundcrew led by Capt. C. Browning went with them to keep the airplanes in first class shape.

Five trophies were up for grabs in the week-long meet. They are: the MacBrien Trophy for the best squadron; the Tyndall trophy for the best control team, won this year by controllers of 25 NORAD Division, McChord AFB, Washington; the Vincent trophy for individual aircrew, won this year



Capt. WG Bland

by Captains Purdy and Bottoms of 425 Squadron; the aircraft maintenance efficiency award, which was won this year by the Bagotville loading team;

by Captains Purdy and Bottoms of 425 Squadron; the aircraft maintenance efficiency award, which was won this year by the Bagotville loading team;

To earn the MacBrien trophy, the aircrew must do a specified number of attacks against a variety of targets. Supersonic targets, jamming targets, low-level



Capt. WL Mason



Maj. A Leiter

targets. Every type of attack that might be done in wartime is done here and perfection is the look-for standard. The results of the closely fought competition show that the crews were not far off.

The requirements for the controlling team are much the same. Every attack must be carried out in the standard manner, and even a wrong word can cost points. The McChord controllers, who control 409 Squadron in day-to-day operations did themselves exceedingly proud in this competition.



Capt. IDS Walker

The fight for the ground crew awards was exceptionally close, and the Comox airmen, while not quite winning, scared hell out of those who did win. The scores were very close, and it was one of those competitions that could have gone either way. CFB Comox has every reason to be proud of those airmen who spent hours toiling on the airplanes. Their performance was magnificent indeed.

One question which frequently arises in competitions of this sort is, "What effect do the targets



Lt. MG Warren

have on the eventual result." All the targets, except the supersonic ones are supplied by 414 (EW) Squadron, and the same operator and the same operator works the ECM equipment for all competition sorties. The targets for one squadron are, as near as is humanly possible, are the same as for all squadrons.



Lt. LM Putland

Umpiring of the meet is done by a team from Air Defence Command, most of whom have served, at one time or another on one of the squadrons. Despite this, they maintain a high degree of impartiality, and the awards are given strictly on merit.

On behalf of all CFB Comox, the Totem Times extends congratulations to 409 Squadron.



TOTEM TIMES



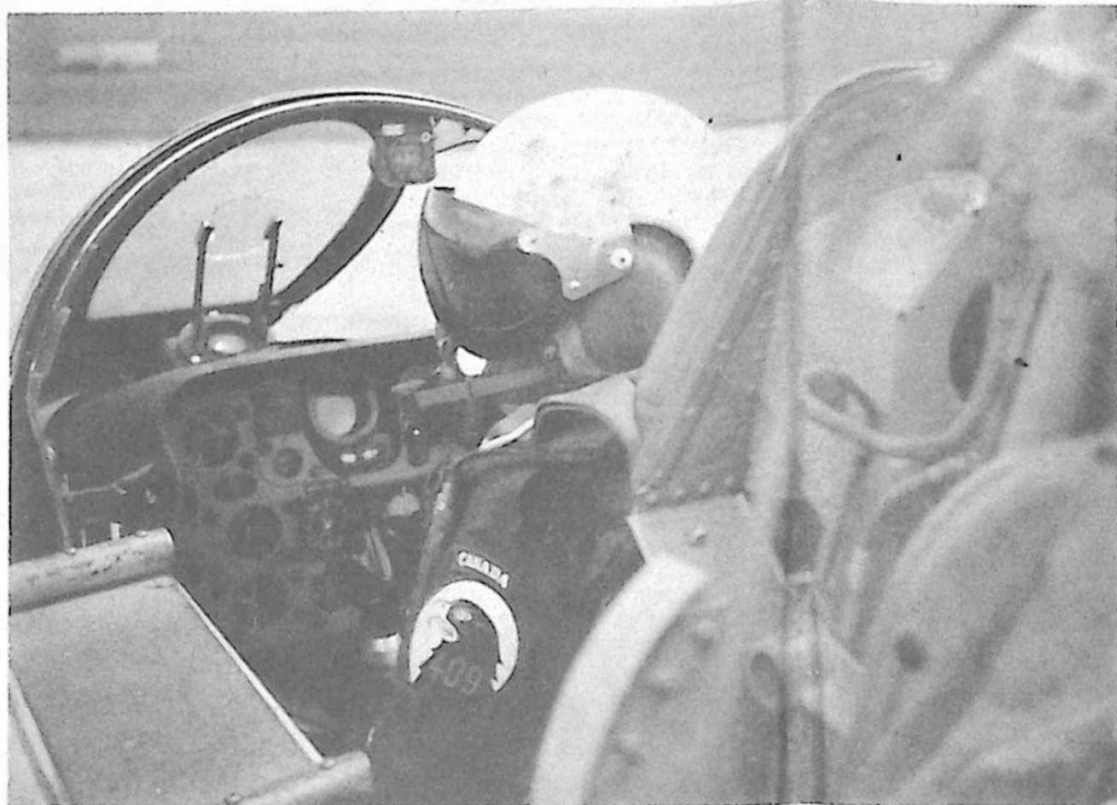
Vol. 10

Read in the best messes in the Canadian Forces

CFB COMOX, THURSDAY, MAY 30, 1968

No. 11

WELCOME TO CFB COMOX



First Annual Armed Forces Day

Saturday June 1, 1968 will mark the first annual Armed Forces Day held at CFB Comox. The day is an opportunity for our civilian friends to visit the base and see some of the uses to which their defence dollar is put.

For most residents of the Comox Valley, it will be their first chance to get a close look at the Argus that has been blotting out the sun for the past couple of weeks. You just think it's cloudy out there. For most of them too, it will be their last chance to get a look at the venerable Neptune, and the equally venerable CF-100, both of which have been rescued from museum curators for the day.

Imported at vast expense from Training Command will be a Tutor, which most Comox Valley residents will be able to identify as the type flown by the Golden Centennaires during their stay at Comox last year.

The seafaring side of the for-

ces will provide a Tracker, an aircraft that can land on the postage stamp that is called the Bonaventure. Transport Command will provide, apart from the airplanes they have based here, a Buffalo, which is not as extinct as you thought it was, and will, if deHavilland has its way, become a lot more plentiful.

From the oil sheikhdom on the other side of the Rocky Mountains comes the trusty CF-104, the mainstay of Canada's operation overseas. The United States Air Force will provide one F-102, and one F-106, aircraft which are part of their NORAD contribution.

Films will be shown in #7 Hangar -- please don't mistake the building for an Argus, because the Argus is nowhere near as streamlined -- and static displays will be set up in that hangar as well.

Unfortunately, the public will be unable to see the real purpose of their defence dollar. It is impossible to depict, on the airfield,

an interception of an unknown aircraft. It is equally impossible to depict accurately the hunting down of a submarine which is hiding beneath many fathoms of water and a school of whales -- or should that be herd? It is also impossible to depict a search operation with any clarity, or to display the skill required to carry it out successfully. Even loading a trusty old Dak with passengers and flying it off into the moonlight gives no idea of the training and the skill required of the crew.

But it is hoped that Armed Forces Day will enable our friends in the Comox Valley to gain some conception of the diverse skills that are required to operate a modern day armed force.

The servicemen you will see on Saturday will be only too happy to answer your questions to the best of their ability. We hope you will enjoy your day with us. We'll certainly enjoy having you visit.

Show Off Our Base With Pride

It's that time of year again when we open our gates to our neighbours from the surrounding communities. Each year during the month of June, except for the "Ban the Bombers" years, we have welcomed our civilian friends to visit with us and see us at work. This is always a big occasion for us and I hope for those who visit.

This year, as always, the sun will shine - it wouldn't dare not, the Comox Valley will enjoy its usual mild temperature and thousands will motor to the base to see our Air Show and Static exhibits. The fact that we are proud of our base, our position in the community, and the part we play in defence of our country will be obvious to all who come to visit with us. And well it should be too. We live in a beautiful temperate area of this

land of plenty. We are a well-paid, well-equipped force that has a proud heritage and a promising future.

We at Comox are representatives of three different Commands of our Air Environments - Air Defence, Maritime and Air Transport. This makes our work challenging and interesting. Just think, at any given time of the day we may have a Voodoo fighter scrambled to identify an unknown track, an Albatross flying boat searching for a missing A/C, a Labrador helicopter evacuating an injured miner from some inaccessible place, and an Argus Maritime aircraft patrolling hundreds of miles out over the Pacific ever on the alert for signs of hostile acts.

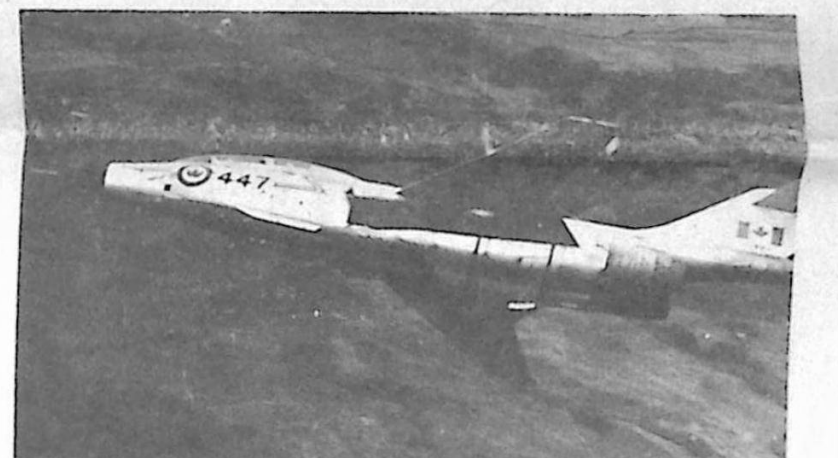
Although we fit into the "Big Picture" of National Defence, we are area orientated. That is,

our operations are directed primarily towards defence of the West Coast of Canada and our Search and Rescue component is responsible for the Province of B.C., The Yukon, and the Pacific approaches. In a narrower sense we are all personally orientated towards the Comox Valley and the surrounding communities. This is a natural feeling for an area which is our home, where our families grow up and attend school, where many of us hope to spend our declining years, and most important of all, where the serviceman and his family are accepted as first class citizens.

So on Saturday, 1 June, let us stick our chests out with pride and show our good neighbours what we do to play our part in Canada's national security.

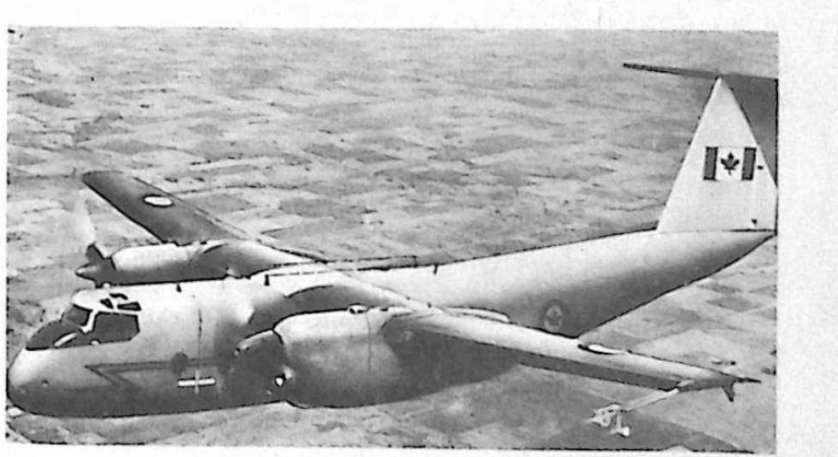
More of the Aeroplanes You Will See Saturday

TWIN-ENGINE Voodoo is the mainstay of Air Defence Command. It carries a crew of two, and does so at astonishing speeds. It climbs like a homesick angel, and is one of the world's finest interceptors. Some of these aircraft are always on alert at CFB Comox. — DND photo



THE CT-114 TUTOR is the aircraft chosen by the Canadian forces to replace the Harvard, the ancient yellow peril that served to train several generations of Canadian pilots to wings standard. The Tutor has a unique side-by-side seating arrangement that enables the instructor to lean over and clobber a dense student. — DND photo

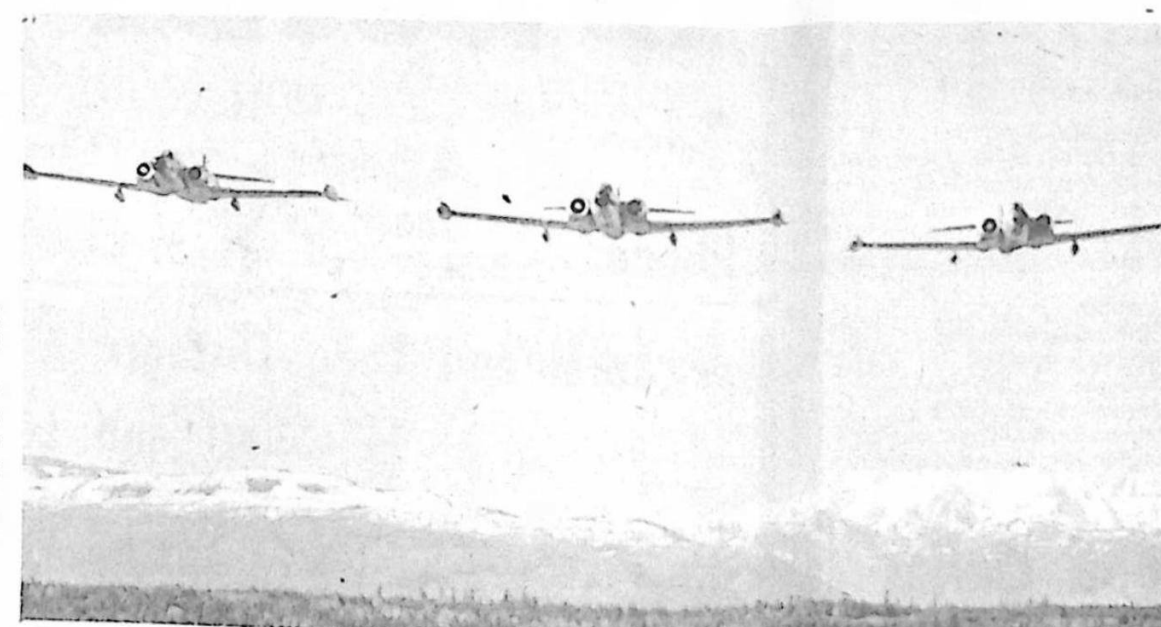
THE ALL-NEW tactical transport of the Canadian forces has given rise to a couth little witticism that is guaranteed to enrage your army friends. Question: What is brown, and comes out the back end of a Buffalo. Answer: A paratrooper. So much for the TOTEM TIMES Laugh-In. — DND photo



THE RELIABLE old T-Bird has been around about as long as the CF-100, and is still doing well in its role as an advanced flying trainer. Throughout its career it has had a multitude of uses, and it vies with the Clunk for the title of the C-47 of the jet age. — DND photo



Some of the Aeroplanes You Will See Saturday



THREE CF-100s roar past the crowd in a salute to 50 years of CF-100s or some such. The CF-100 served for many years as an interceptor in Air Defence Command, and is still serving as a target, and as an ECM vehicle. The venerable airplane still has a lot of life left in it yet, just like its crews.



THE F-102, a single-seat, delta-winged aircraft that is one of the U.S. contributions to NORAD. The F-102 has also been in the air defence business for a number of years, and its armament, plus its speed and range capabilities ensure that it will be around for a few years yet.

LOOK MA, NO CAVITIES

Following a Ministerial Directive stating that all Canadian Forces Base water systems will be fluoridated, the Base system began fluoridation on Monday, May 27.

The fluoridation is being carried out with the full knowledge and blessings of both the local and base health authorities. The amount of fluoride introduced into the water is being strictly controlled to meet both federal and provincial fluoridation requirements.

During the past fifteen years much research into the subject of fluoridation of communal water supplies has proven that a reduction of dental cavities of approximately 50 per cent in children can be obtained by the addition of fluoride to the water supply.

Along with the great list of organizations that support fluoridation are both the Canadian and the U.S. Departments of Health and the Canadian and U.S. Dental

associations. Endorsement by these groups far out-weighs the small bands of anti-fluoridationists. The very small cost of installing the equipment will prove to be money well spent. A 50 per cent reduction in dental cavities is expected in the approximately 1000 children whose the base water system.

The Totem Times is reserving a special basket for the mail that is expected from the people who think the water "tastes different."



Chapel Chimes

Sunday 2 June - 0930 hrs. - Holy Communion (Anglican)
- 1100 hrs. - Divine Worship
A special invitation is extended to those who have had children baptized during the past year, to attend Church next Sunday. The sermon subject will be "What does Baptism really mean?" Communion will be celebrated immediately following this service, according to the custom of the

United Church.
Sunday 9 June - 0930 hrs. - Holy Communion (Anglican)
- 1100 hrs. - Divine Worship.
This Sunday will be Padre Rose's farewell Sunday, and the Ladies Guild will serve coffee and doughnuts immediately following the service to give us all a chance to say "Farewell" to him and his wife, as they leave on transfer to Chilliwack. Come and join us!

GYRA Set News and Views

Executive committee positions filled by election at a general meeting held in April as follows. The president Steve Erickson called for a vote of thanks to the retiring Executive Committee. President, Steve Erickson; vice president, Robert Renfret; secretary, Janice Racicot; treasurer, Mike Simpson; social chairman, Pat Kelly; public relations, Stewart McCulloch; sports chairman, Ron Rawet; housing chairman, John Johns; canteen chairman, Lorrain Stuart.

A successful dance was held on the May 4th with the "Electric Rabbit" band in attendance. Activities for the remainder of May are: May 31 Band "The Look". We trust that members keep in mind this date and bring a friend and have a ball.
The committee wishes to express their appreciation for the very welcome donation of physiotherapy posters from Captain R. F. Elmer, 407 Sqn. which have now been installed in the dance floor area of the club.



CF-104 — Air Division mainstay

Our Men in Europe

LAHR, Germany - Operational strength of Canada's air division in Europe is six squadrons of aircraft, two of which are for reconnaissance and four, strike/attack. All based in Germany they are equipped with the CF-104 Starfighter, the Canadian version of the Lockheed F-104. Logistic support for the air division is provided by Yukon air lift between CFB Trenton, Ont., and LAHR. Internal distribution within the division is done by 109 Communication Flight based at LAHR or by service road transport.

The division maintains an air weapons unit at Decimomannu, Sardinia, where the CF-104 pilots practise weapons delivery

and sea-survival techniques. Geographically, the air division is organized in three wings including German air brigade south, Karlsruhe, and American 17th Air Force, Ramstein. 4 ATF is responsible to Allied Air Forces Central Europe (AAFCE) Brunsum, Holland, AAFCE also has operational control over 2 ATF in northern sector central Europe which is composed of British, Dutch and German air elements. AAFCE reports to SACEUR.

- 1 Wing at LAHR, 3 Wing at Zweibrücken, 4 Wing at Baden Soellingen, plus 109 Comm. Flight and 5 Air Movements Unit at LAHR. The two reconnaissance squadrons based at LAHR must provide visual and

photo intelligence information at NATO's Supreme Allied Command Europe (SACEUR); confirm that assigned targets have been struck, seek out intelligence information required by ground forces, and look for targets.

The four strike/attack squadrons must deliver weapons against tactical targets such as bridges, missile sites, ammunition dumps and troop concentrations. All targets for the air division are assigned by Supreme Headquarters Allied Powers Europe (SHAPE), at Casteau near Mons, Belgium.

The division is responsible to the chief of defence staff in Ottawa for such matters as administration, pay and discipline. Operationally, however, it comes under control of higher NATO headquarters for fulfilment of commitments agreed to by Canada.

Air division operations are directed by 4th Allied Tactical Air Force (4 ATAF), Ramstein, Germany. Along with the Canadian air division, 4 ATF forces

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USED GOLF CLUBS men's left hand woods #1, #3; Irons #3, #5, #7, #9 and putter. Contact Cpl. Mills 334-4820 or 339-2211 Loc 222.

Stretch That Food Dollar

Hi Ho the Lady, is your Rhubarb up! If you remembered to stack a liberal application of pasture product on it last fall, it should be up and ready to pick. Get it soon or it loses its flavour and goes to seed. You don't like rhubarb? Well by all means don't eat it; however, if you have a group of children hurling them a week, clacking their bills for "jam an' bread" right away because dinner isn't going to be ready until six, the speed with which a dollar fifty can of jam can disappear is alarming. Try this solution; both as a money saver and as a change from the usual jams you have been getting into.

Pull your rhubarb up and remove the tops as soon as possible so that the big leaf doesn't suck any of the flavour out. Wash and trim, then cut up in one half to three quarters of an inch lengths. Incidentally, dry the sticks good with paper towel before you cut it. Now take baggies, or milk cartons, and put five full cups of the cut up rhubarb in each. Close and freeze promptly. Now relax

a four minute flight -- or should that read flight -- John carried out a dead stick landing. Investigation of the incident showed that the fire warning light was caused by a faulty detector plug which John and Cpl. E. Dietrich of 409 Servicing changed. The airplane was then flown back to Comox.

John, who is going to the DEW line in the fall, will spend his time up there writing a book of glider flying.

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BY OWNER, suitable for VLA, Modern new two-bedroom house situated on 1/2 acre corner lot overlooking Georgia Strait. Also large semi-waterfront lots. Phone 338-8497.

HOUSE FOR SALE JUST SIX MONTHS OLD

Lovely 3 bedroom home in Comox. 2 fireplaces, rumpus room, full basement, sundeck, carport with paved driveway. Owner posted. July 15th Occupancy. Phone owner 339-3753.

COMOX VALLEY CURLING CLUB HONORARY NIGHT CARNIVAL
Saturday June 22nd. Games, Dancing, Upper Native Sons Hall \$1.00 admission. 8:00 p.m. - 1:00 p.m. Casual Dress

REWARD
LOST - May 15/68 - On base or immediate vicinity or officers' mess parking area - Cameo Bracelet - sentimental value. Phone 339-2928 Mrs. Hamlyn

DANCE
COMOX LEGION HALL
Saturday June 1st
8:00 p.m. to 1:00 p.m.
Orchestra - food (free)
Admission \$1.00 per person
Legion Members and guests.

MP BLOTTER

Tempus Fugit as always and since the last edition we have said welcome to Boom Boom Brillinger who like the prodigal son returned to the fold after a noisy time at Baldy Whew's. We have also said TTFN (Ta Ta For Now) to Bert Hacking and Wilf Chernesky who have joined the B.C. Penal Department and to Herb Alexander who is also in civic street persecuting the public one way or another. The Captain and his Exec went to Montreal to get first hand news on how to get away with "illegal sweepstakes" or in truth they went to the Annual SecOs Conference to find out how the rest of Canada is getting on. On the home scene we have a few gems picked up in the last two weeks. Seems that one of our Cpls has found a way to keep his weight in check. He goes out to cut his small lawn, let's his wife speak to the two widows alongside, and lets her volunteer him into cutting the widows weeds! 'Nother charming story heard in passing was of the Sandy chap who thought he had eyes in his - well let's say he tried to wear sunglasses which broke and punctured his ego- ever tried removing slithers of glass with a pair of tweezers and a mirror? What happened to the marathon walk challenge? well MPHQ challenged the rest of the section to join the march from Cumberland to Comox organized by the Comox Valley First July Committee. The idea was to raise funds for the celebrations. It was thought that such marches for money should be left at the national level and marches be confined to raise cash for underprivileged countries and their starving populations. Hence the march for June 2 was cancelled. Now we hear another march is planned for June 23 this time

to raise funds, nationwide, on behalf of the starving folk in this world. The organizers have approached the section and requested participation. If there are no religious or political ramifications, overtones, or implications the MPHQ staff still have the challenge on the market. Just one change. Instead of the march being 12 miles long it has been lengthened to 26 miles. You young chaps still coming with us oldsters? Ottawa has authorized the use of bands to start and finish the marches, trucks to pick up wayside stragglers and blither victims. Could be a good day out. If all goes well perhaps the gauntlet of challenge can be flung at other sections just to see who has the toughest feet and legs. MPHQ looks to 'A' and 'D' crew for support. I must close now and make sandwiches for Armed Forces Day. See you in the dust bowl by button four. Drunks verbal test of the week is to say three times quickly: "Rattle three blue beads in a blue metal bottle." If you flunk that one the easier one is three times "Red leather, yellow leather."

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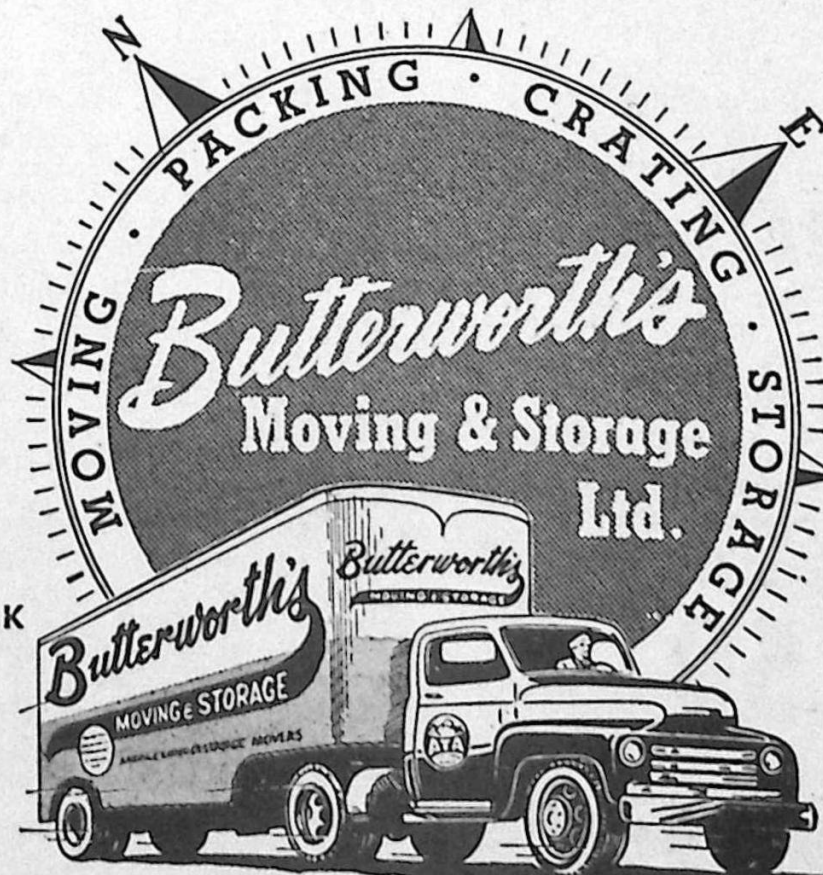
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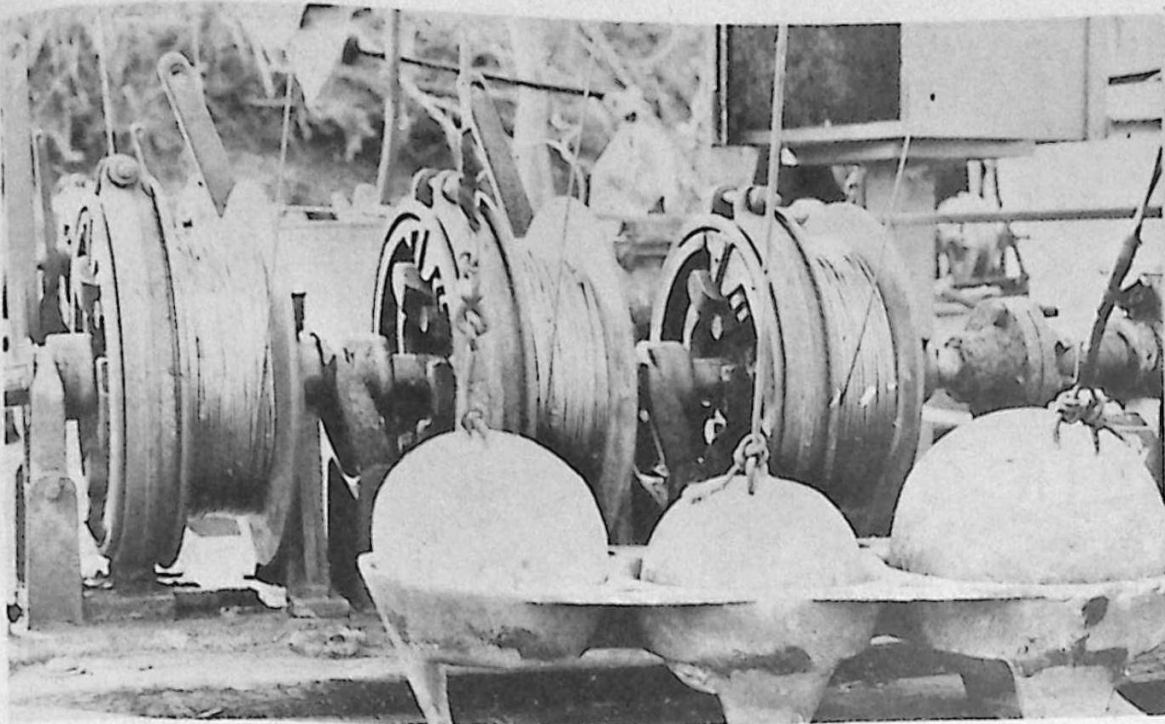
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ACROSS THE CITY—
ACROSS THE COUNTRY





THE VERY LATEST in anti-submarine gear is seen cocked ready for action against any unwary foe. Whilst MARPAC officials remain understandably reticent about disclosing its capabilities, they explained the general principles upon which the machinery works. Each "ball" is in reality a very powerful magnet, which is lowered to great depths and as soon as a submarine is drawn towards one of the balls the other two commence to beat the sub to death. — RFE photo

STARTS IN 1969

Wearin' of the Green

OTTAWA — Between May 1969 and November 1971 men of the forces will be shifting into the new green uniform, according to CFHQ plans.

The other ranks will receive the initial issue free and retain a kit upkeep allowance. Officers will get a cash grant of \$200 which should cover more than two-thirds of the cost, depending on how they go about it. The kit for serving members will include overcoat and scarf; black, lined gloves; a regular

and a light weight (pouched) raincoat; two lightweight dress jackets and trousers, plus a lightweight field jacket; four shirts and two ties; four pairs of black socks and two pairs of black shoes; a service cap and badge; collar badge, parade belt and frog, insignia and buttons.

The plan is to make bulk issue by unit. Serving men will get the kit minus common items they already are wearing. Officers won't have to pay abnormal amounts from their pockets to

reach minimum standards. The estimate is \$50-\$60 for the junior officer over and above the \$200 uniform allowance.

**NEXT TOTEM
TIMES DEAD-
LINE JUNE 10th**

HOSPITAL HUMBUG

THE BASE HOSPITAL

Basically, the aim of good Forces' Medicine, is to keep fit men fit, to help cure the sick and injured as they occur and to get them well and back to work as soon as possible. Largely, therefore, the Medical Staff practices what is called "Preventive Medicine." This involves trying to prevent sickness from occurring, and preventing it from spreading when it does. Similarly, it is better to anticipate, and to prepare for eventualities and prevent the likelihood of accidents ever happening, than to treat the injuries that result. Nevertheless, sickness and accidents do happen and the Hospital Staff is prepared to deal with them. An attempt will be made to convey to newcomers just what the Base Hospital consists of and how it functions in its endeavour in Preventive Medicine and the practice of Medicine.

Adolf Hitler once said that he could make statistics prove anything he wanted them to. On the other hand, others have said that figures do not lie. Figures will be quoted here to prove beyond doubt, that the Hospital work-load, during the last twelve months, has increased alarmingly in every sphere of activities. There is a standard population of about eighteen hundred Servicemen on the Base. This figure is swelled by a thousand Sea Cadets at HMCS Quadra during the summer months, by batches of two hundred Air Cadets at regular intervals and by Army and Militia Exercises held in the immediate vicinity during

the year. Apart from emergency treatment and Isolation Medical examinations, there is no Dependant care.

THE STAFF

There is a Base Surgeon, who is also a Flight Surgeon, and there are two Medical Officers — one of whom is a Flight Surgeon. There is a Pharmacist; a Matron and two Nursing Sisters all of whom are trained for air-evacuations.

Of the nine Medical Assistants, two are para-rescue trained and jump regularly. There is an X-ray Technician and Laboratory Technician. The Orderly Room is run by a Sergeant with two Privates and a civilian typist. In the kitchen is a full-time cook and the whole place is kept tidy by a civilian cleaner. Twice monthly, Service Consultants spend a day at Comox — on the first Tuesday of the month a Surgeon, Radiologist and Ophthalmologist, and on the third Tuesday, an Internist, Ear, Nose and Throat Specialist and Psychiatrist.

Within the confines of the Hospital is a Dental Clinic with three Dental Officers and staff of four.

THE FACILITIES

In the Hospital there are three doctors' offices. On the Hangar line in No. 7 Hangar is a Flight Surgeon's Office, manned all day. The wards have recently been redecorated and consist of two four-bedded and two single-bedded rooms and there is a four-bedded emergency ward. In addition, there are facilities for minor operations, X-ray and Laboratory work, Physiotherapy,

Electrocardiograms Audiograms and eye-testing. The plaster room doubles as a model Decontamination Centre. There are two ambulances.

THE WORK-LOAD

SICK PARADE is by appointment (loc 267) every morning starting at 0800 hours, and 1030 hours Saturday, Sunday and Holidays.

During last year 5,694 patients were seen — an increase over the previous year of 664 or 12%.

TREATMENT consisting of minor operations, removal of lumps and bumps, suturing, etc., came to 760 — an increase of 278 or 36%.

PHYSICAL EXAMINATIONS AND MEDICAL BOARDS — These include annual aircrew medicals (B2), Annual over-40, Releases, Postings overseas and to remote areas. Courses — Summer and Winter Bush, Arctic Survival and High Altitude Indoctrination, and Short Boards for up- and down grading. Last year these totalled 1095 — an increase of 72 or 6.6%. Not listed were the Re-enlistment Medicals, screening for Human Reliability Programme and the Department of Transport Medicals.

OUTSIDE CONSULTATIONS

In addition to Consultant visits to the Base, there is a Hospital Schedule flight to Victoria on Tuesday and it is hoped to re-instate the Thursday flight in the near future. Last year there were 1303 consultations with specialists — an increase of 556 or 43%.

PHARMACY ISSUES

Last year the number of prescriptions filled was 11,913 — an increase of 1,606 or 13.5%.

IMMUNIZATIONS

Influenza shots were given in November in anticipation of an epidemic during the Spring. There can be no doubt that these precautions have done much to alleviate the present small epidemic on Vancouver Island. Whereas there have been numerous cases of "flu-like syndrome" in recent weeks, in only a handful of cases has the influenza virus been isolated. Last year all types of immunization totalled 2,778 — an increase of 620 or 22%.

IN-PATIENTS

Patients admitted to the Base Hospital last year amounted to 308 — an increase of 40 or 13%. With an average stay in Hospital of 3.5 days for each patient, the number of "Hospital Days" was 1085 — an increase of 89 or 8.2%.

MERCY FLIGHTS

Figures over the last three years, taken from 1 Sep to 31 Aug, are indicative of a steady increase in this particular sphere — largely due to the rapid development of Northern isolated communities in British Columbia many of which have as yet no doctor.

1964-65 — 37 flights involving 124 flying hours.
1965-66 — 68 flights involving 268 flying hours.
1966-67 — 91 flights involving 335 flying hours.

Continued on Page 8

COBOC CACAPHONY

Greetings from the wonderful world of the Comox Bachelor Officer's Club, fondly known among higher social circles everywhere as Coboc. Coboc has been in existence since the first bachelor officer set foot on these hallowed grounds many years ago and has been an integral part of military life in the Comox Valley ever since. A casual observer of Coboc activities could easily come to the conclusion that its members are completely dedicated to the cause of good times, but this is not really true. In this column we'll attempt to illustrate what life in general holds for the single officer here in Comox.

Fellowship is a wonderful thing and the fostering of this atmosphere has become the trademark of coboc. The winter is a rather dismal time of year for everyone, but during this bleak period low spirits across Canada are lifted by Comox's hosting of the nationally famous annual Coboc fly-in.

The purpose behind the event is simple indeed: to invite practically all of the bachelors in the air force to fly to Comox for a week-end of good times and frivolities. Most people would wonder how persons in the service are able to acquire aircraft for such purposes. The answer here is also quite simple. To attend a fly-in you must be active aircrew. Instead of flying your required training trips during the week as is the custom, you simply ask to conduct them on a weekend during which you are not on duty. For obvious reasons, most squadron commanders are in favour of this as the people concerned would be carrying out necessary training on their own time.

Once all of the invited single types make it to Comox, training is quickly forgotten in favour of cavorting with all of the invited female guests on the ski hill, golf course, tennis courts and the Officers Mess itself. The entire

week-end is usually a gala affair with many old friends seeing each other again, as well as many new friends being made. Our fly-ins end all too soon and before they realize it everyone is winging their way home with a greater appreciation of the Comox Valley and Coboc.

Coboc, although, not being noted for being a group of philanthropists, has undertaken several projects to benefit the community in general. Each year, Comox's single officers award a \$200 bursary to a graduating grade 13 student who plans to continue his or her education at university level. Coboc doesn't provide any stipulations, except that the scholarship committee select a student at Courtenay's high school who is deserving of such an award, and that the student use the prize for educational purposes.

Each year at Christmas time, a group of Coboc Christmas Carolers makes its way in good voice and cheer to the various homes of the senior officers on the station. After singing several carols, the Coboc carolers are usually invited to meet all of the family and partake of a little Christmas cheer. This is a most enjoyable time for the carolers as they are people, who, due to station commitments, are unable to go home for the holidays. All of the children get a kick out of seeing grown men singing Christmas carols, and the Coboc

types receive a chance to meet their senior officers on an most informal basis as well as sharing the holiday atmosphere.

Coboc has also been very active in the public relations field here on the west coast. The club's public image has been greatly enhanced by the fine hosting exhibited in such exotic places as the ski-cabin, which Coboc rented on Vancouver's Mt. Seymour, the summer cottage in Nanaimo, and in better clubs throughout the island and the lower mainland. Regardless of all rumours, the Voice of Women definitely did not petition the government to curb our activities. The result of all this was felt mainly by the members themselves. All of the cavorting on the coast has resulted in a very high attrition of our membership; mainly due to marriage. Although Coboc members are not adamantly opposed to marriage, they do feel that it is something worthy of several years of intensive research before plunging into it.

It is quite difficult to explain all of the happenings in the world of Coboc in this short article. We feel that Coboc is an excellent organization which divides its' time evenly between worthwhile endeavours and good times (sometimes they are one and the same). In summary we'd like to quote the immortal Lt. Gooch on Coboc affairs, "when you're this great, it's difficult to be humble." Cheers!

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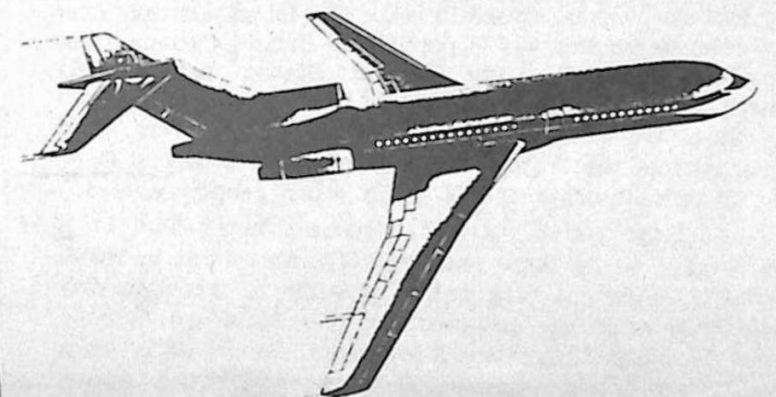
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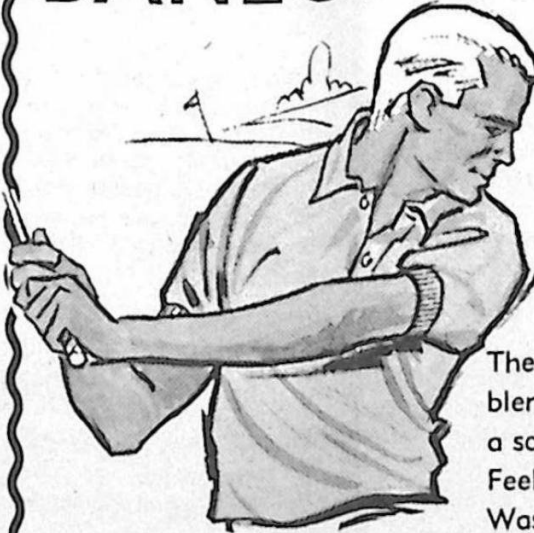
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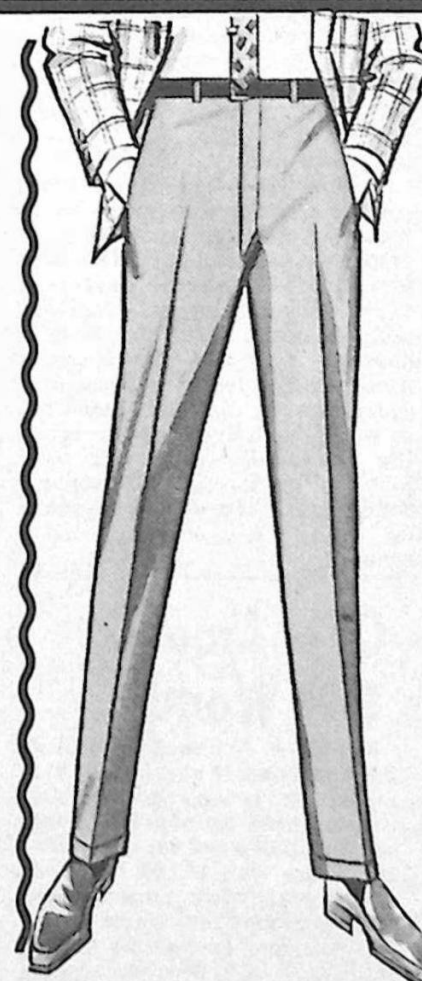


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TOTEM TIMES

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Why a Military?

It has now been almost a quarter of a century since the Canadian forces were committed in a major war. Increasingly, Canadians are beginning to wonder why they maintain a force at all. "After all," runs the argument, "we are just a small country, and our forces wouldn't be of much use in any war in this day and age. Why don't we disband and spend our money on something useful?"

It is an easy argument which is beginning to find favour in Canada. The tax burden is high, and there are ever-increasing demands for government support of many things. Housing, medicare and various other forms of social assistance clamour for the money currently being spent on defence.

And a considerable amount is currently being spent on defence. Approximately 1.7 billion dollars will be funnelled into the Department of National Defence this year, and for what purpose?

Canadian security is one purpose. No one pretends that if a populous foreign power was to build a causeway from Asia to Canada that the Canadian Armed forces would be large enough to repel all the boarders. Nor does anyone pretend that Canada by herself can protect herself from aerospace attack, or from submarine-launched ballistic missile attack. In terms of population, Canada is a small country, and she cannot afford all the money necessary to defend her from all the threats in a big and unfriendly world.

But she cannot afford to relax and let others take over her defence for her. It is possible to defend Canada from aerospace attack from the United States, using solely American resources. It is possible to defend Canada from the threat of invasion, using other peoples' lives, and other peoples' resources. And it is possible to defend Canada from submarine attack using other peoples' navies.

It is quite possible to do all these things. But it is not possible to do them and maintain any voice in world affairs... Indeed, it may not be possible to maintain any sovereignty once the responsibility for Canadian defence passes to other than Canadian forces. Those who worry about the so-called American economic domination would do well to think about the type of domination we would face as a nation if we allowed Uncle Sam to shoulder all the responsibility for defence of our nation.

But home defence is not the only reason d'être of the Canadian armed forces. Increasingly, the security of the free world is guaranteed by alliances, or by international organizations, such as the United Nations. Canadian forces are often called upon to participate in ventures of these organizations. In this capacity, they act as police forces, or firemen, preventing small conflicts from becoming world-shattering cataclysms.

Such work does not make many headlines, nor does it make for what people like to call glorious traditions. But it does prevent an awful lot of carnage while the politicians and diplomats get on with the job of trying to make this ornery old world into one big happy family. Forces used for peace-keeping do fully as much for peace and freedom as do forces that are committed to action.

In some ways, their role is more difficult, for they must spend year after year shadow-boxing with an opponent who may never come. They must maintain motivation, often for decades, while they practice for a job they may never have to do.

Their presence provides for one thing: Time. Time for the statesmen of the world to rid the world of many of its problems, without ridding the world of much of its population. The services aren't wasting time; can others say as much?

Training for War

We haven't had a war on our hands, thank God, since the UN police action in Korea 15 years ago.

Nobody in the Armed Forces ever wants a war, but it's our business to train for war.

Training command last year turned out 38,000 graduates from 2,389 courses which were anywhere from three days to 84 weeks in duration.

That doesn't mean each student was given a sawtooth bayonet and taught how to go over and disembowel an enemy. But we do train a lot -- as much as the budget will take. Good training makes good fighting men -- and saves lives.

It's more by good management and good training than by good luck, that we don't lose more lives as we go on through the days and months and years -- training for war. Aircraft crash on the ground, or into the sea. Paratroopers drift off course, soldiers get run over, or even shot at overseas. Ships collide, or go aground. Even good training can't stop it happening sometimes.

Thoughtful civilians realize the peculiar position of the serviceman. The Ottawa Journal's May 10 editorial on the drowning of seven of our paratroopers end-

ed - "...there will be long sadness over the loss of brave men in the prime of life who died in their country's service."

In a time of trouble it's heartening to know that Canadians recognize why we serve. It doesn't do any harm to remind ourselves, either. (CFP)

Good Show

Welcome indeed was the bulletin which announced that 409 AW(F) Squadron had been awarded the MacBrien Trophy, the trophy given annually to the team which comes closest to perfection in the ADC competition. The award speaks volumes for the high degree of professionalism among those air and ground crews who journeyed to far off Bagotville to joust with the other ADC fighter squadrons.

It is a peace-time soldier's lot that he never really gets a chance to determine whether he can do his job or not. Competitions such as the MacBrien shoot give him some insight to his performance under stress.

To all the members of the Callishot team, The Totem Times extends, on behalf of all of CFB Comox, a hearty, "Well Done."

Why the Fuss?

One of the most emotional debates in recent years was stirred up by Canadian acceptance of a nuclear capability for some elements of the Canadian armed forces. Many and varied were the witticisms and half-witticisms that were uttered at the time, and the result was to leave many Canadian citizens somewhat confused about the reasons behind this action.

The thought of nuclear warheads sitting quietly on Canadian soil was too much for some Canadians, who promptly said all sorts of rash things. But really, what was all the fuss about?

The nuclear capability was given to the Canadian NORAD forces to enable them to do the best possible job of defending Canada from aerospace attack. (Incidentally, nothing in this column should be construed as implying the presence of nuclear warheads at any particular place at any particular time). The Voodoos and the Bomars are more likely to do their jobs if they are provided with nuclear weapons than if they are not.

And what is their job? Their job is to intercept and destroy enemy bombers before they pose a threat to the populated areas of Canada. How do they do it? The same way that any fighter destroys any bomber. By shooting things at it. But any bombers coming our way will have nuclear bombs on board, and in good working order. It is not sufficient to destroy the bomber. The thing that does the damage is the bomb. Therefore, it must be destroyed, and the surest way to destroy a nuclear weapon is with another nuclear weapon.

"Well," you say, "Why can't this be done by American fighters, and spare us the odium of using nuclear weapons?" One good reason is that the American fighters would be based in the States, and they would be fighting their battle over the most heavily populated areas in Canada. This would not do the heavily populated areas of Canada much good. Far better to arm Canadian fighters and missiles and let them roam northward, to fight the air battle in remote areas.

In the years to come, the manned bomber threat will undoubtedly diminish, and the development of a anti-missile system might well make the presence of nuclear warheads on Canadian soil redundant. Until that time, however, they are, like insurance, an unwelcome expense to guard against disaster. Just as it would be folly to go through life uninsured, so it would be folly to go through the world defenceless. There's no reason for fuss. It's only common sense.

CF's Around the World

OTTAWA - Since the end of the second world war, Canada has undertaken greater responsibilities towards maintaining international peace and security. Today, more than 14,000 men and women of Canada's armed forces are stationed in more than 25 countries around the world. Canada, like other nations, maintains military liaison staffs in many countries around the world. Twenty-three military attaches assist Canadian representatives on military matters as well as co-operating with foreign military forces in matters of mutual interest.

What is a Serviceman?

You may be aware that the man who lives next door is in the Armed Forces because you have seen him in uniform, but you may not have had the opportunity to find out what he does, other than wear his uniform to and from work because, when you see him he is too busy coaching the little league team that your son plays for, telling you how and where you can catch the biggest fish, or telling you how lucky he is to be living on the west coast now after having just spent the last three years in Alsask, Saskatchewan. If he seems a little tight lipped about his job it is most likely because he is having such a good time just being a member of the community that he hasn't got time to bring his job home with him.

If this is the case, why don't you pry a little? Come to CFB Comox on Armed Forces Day and find out what he does. You may be surprised to find out that; he

works in the Mobile Equipment Section and that he is a better than average mechanic just like the fellow who lives down the street, that he works in the Supply Section and has the same problem getting aircraft parts from Material Command as you have getting car parts from the Ford Motor Co., or GMC, he may work in the Accounts Section, and have the same fears as you have when the auditors come to see that he has been keeping his books balanced, he may be a Military Policeman, who spends hour after tedious hour watching over someone else's welfare. He has children in school and he worries about their grades just like any other parents. He is just an average citizen, who does a job which he is both happy and proud to do, but when the job is done he wants nothing more than to be an active and valued asset to his community.

No Colonels on the Bridge

One of the more endearing inanities to come out of the great unification debate was the fear that Canadian servicemen would be transformed into Jacques-of-all-trades. Opponents of the scheme were sure that the navy's bridges would ring with the shout of, "Now hear this, this is the colonel speaking." This particular inanity persisted despite repeated vehement denials from just about everyone who was anyone in the Department of National Defence.

How has it worked out in practice? Are saddle-sore old cavalry majors standing on the bridge exhorting a submarine crew to "Charge"? Are salt-crusted old mariners standing behind air defence radar scopes exhorting their controllers to "Belay that jib, forty off the starboard mizzen-mast?" of course not.

While unification has enabled the service to shift qualified personnel from one environment to another, this has not been done thoughtlessly, nor has it been done without the serviceman's consent. Former naval pilots can be found occupying

billets formerly filled by air force pilots, and air force pilots are now flying with naval formations. Similarly, army pilots have been given a course and sent to air force units and air force pilots are now driving around in brindle brown airplanes.

Unification of the forces has opened many new and challenging vistas to the Canadian serviceman, and those who have gone from one environment to another have been virtually unanimous in their praise of the venture. Let's face it, if you were plucked out of a foxhole, you'd be happy too.

Not every skill is transferable. An officer who has spent his career leading groups of men across shell-torn terrain would probably not be too good directing a destroyer in a submarine chase, but he will never be asked to do so. Specialist will, as always, be required in the Canadian armed forces.

For the serviceman, unification has meant the broadening of the opportunities to serve. One thing it hasn't done is put a colonel on the bridge. . . yet.

Why Three in One?

On February 1, 1968, the Canadian Army, the Royal Canadian Navy and the Royal Canadian Air Force cease to exist. They were replaced by an amalgam called the Canadian Armed Forces, which incorporated the three traditional service. Some people were heard to ask, "Why this sudden change? The old way worked pretty well."

It is not, however, a sudden change. The trend to unification began immediately after World War II, with the appointment of a single minister of National Defence, who replaced the three ministers who had existed until that time. In 1947, the Defence Research Board was created, to give scientific advice to all three services. In 1952, the National Defence Act was passed, and for the first time, the same rules of military law applied to all three services.

Other organizational changes were made in the late fifties and early sixties and these brought the services even closer together. A full-time Chairman of the Chiefs of Staff Committee was appointed, and one of his specific responsibilities was to "co-ordinate the training and operations of the Canadian Forces".

In 1964, the government issued the White Paper on Defence, which spelled out the future for the Canadian forces. Said then Defence Minister Paul Hellyer:

"Underlying the major revision of Canada's defence policy announced in 1964 is the concept that any organization, military or civilian, which does not adapt to a changing environment will surely decline. . ."

It was to prevent this decline, and to combat rising costs, that the re-organization was carried out.

At the time of re-organization, much was made of the possibility of reduced costs in the defence department. Many people got the idea that once unification came into effect, the defence budget would plummet. This was not the case.

During the early sixties, it became apparent to the government that the rising cost of living would result in drastically increased defence expenditures. The government was faced with a host of other commitments, and no more money could be made available for defence. But, within a few years, the operations and maintenance requirements would swallow the entire defence budget, with nothing left over for new equipment.

From studies conducted by the department, it became obvious that savings in operations and maintenance could be made with a unified force, and that these savings could then be added to new equipment; new airplanes.

This is exactly what happened. Unification of the forces made sense on many grounds, and it also made sense on financial grounds, so it was adopted.

Unification is not a panacea. It has not solved all the services' problems. Indeed, it has created some. But it has given the forces the money to stay in business. And the problems that it has created will, in time, be solved.

It would be ridiculous to pretend that everyone in the service welcomed unification with open arms. Many people were suspicious. Many said, "To hell with it," and left. But many, many more stayed behind to make it work.

And make it work they will. The force is now being molded into the shape that will make it most able to withstand the changes of the future. It is being molded by dedicated men and women with a vision for the future; men and women who know that their job in the service of Canada, and indeed the world is necessary and important. Canadian servicemen and women are spending today building a force for tomorrow; a force that will enable Canada's voice to be heard and respected in world councils.



Just think, someday we'll be able to tell our grand children we helped to clean up after the first Armed Forces Day.

Has Your Myth Been Debunked Lately?

Despite the glare of publicity which has been focussed upon the Canadian defence establishment lately, some persistent myths about Canadian servicemen stay in the public mind.

How often, for instance, have you heard it said that the serviceman pays no income tax? This particular myth has persisted for years. But it isn't true. Canadian servicemen do pay income tax, exactly the same amount as do their civilian counterparts with a similar income and similar deduction. Income tax is one democratic freedom in which all Canadians, servicemen included share equally.

Another hoary old myth is the

one that says Canadian servicemen live rent-free in government accommodation. Such a development would come as a shock to the Receiver-General of Canada, who has become accustomed to collecting all that rent money, every month. Rents on married quarters average about \$115 per month. The four walls which constitute a barrack room also constitute an income for the crown. No one lives free on the base. Nor does anyone eat free. Meals are charged for, either by the meal, or by the month, so the next time you see a story in some paper about all the food eaten by servicemen, remember that they are paying for it.

Free uniforms? The initial issue is free, but from then on, it's up to the serviceman. Uniforms have a tendency to wear out, but the replacement cost comes from the serviceman's wallet.

As for the pipe-dreams about tax-free booze and tax-free cigarettes, forget it. Servicemen in Canada have the same privilege of paying full taxes on these items that their civilian friends do.

At one time, some or all of the above benefits may have applied to some Canadian servicemen, but those times are long gone. Just like the serviceman's, and your pay cheque, two days before payday.

What Was That Noise?

It's 0300 hours. Sleep has just come to rest your fevered brain. Suddenly, varoosh . . . there is a skull-shattering roar and something sweeps over your house, rattling all the teacups that you left on top of the piano. A few seconds later, another nameless something swoops over the house and sweeps the last of the cobwebs from your weary brain, so that you can spend the rest of the night awake, cursing the air force, or unforgive, or whatever it is called these days.

This has probably happened to you, or your neighbors. And you have asked yourself, after a suitable cooling-off period, "What are those idiots doing flying at this hour of night, anyway?"

Well, what are they doing? Contrary to popular opinion, they are not humming around the valley rousing everyone for the early, early show on CFCP. In fact, the crews were, in all likelihood, sound asleep themselves, until just a couple of minutes before you heard them. They are flying, not because it is a nice morning for it, but because NORAD has detected an unidentified something approaching the coast, and the Voodoo crews must go out to identify it. Tonight it is an airliner slightly off course. What might it be tomorrow? One of the sounds of freedom unfortunately has to be noisy jet engines, put there to protect freedom.

But perhaps what woke you wasn't a jet at all. Perhaps it was something big, with hordes of propellers, flight lunches and plump ROs disturbing the slipstream. What in the name of Neptune are they doing prowling around at unheard-of hours? Much the same thing as the Voodoos is what they are doing, but they are not tracking down hostile aircraft. They are chasing submarines, which pose fully as great a threat to Canada as do

manned bombers. Submarines can operate at all hours of the day and night, and because of this, so must the sub-chasers. The defence of Canada is an around-the-clock business.

But perhaps what you heard was neither a Voodoo nor an Argus. Perhaps you were awakened by the "wop-wop-wop" sound of helicopter rotors slicing up the bugs over your house. Surely there is no justification for that? Well, there is. How often have you heard the phrase, "The injured man was brought to Vancouver on a mercy flight, and is resting comfortably in hospital?" It happens very often, and the chopper pilots don't pick the times.

Similarly with the C-47s, and the Albatrosses. Weather permitting, searches for downed aircraft or missing boats commence at first light. If the search area is a couple of hours flying time from here, then departure must be made at an hour when no one in his right mind would be stirring.

Noise is an unavoidable by-product of airports, and will continue to be so until someone invents a silent aircraft. The glider, which already exists, doesn't really count.

Every effort is made to schedule routine training trips to ensure that residents of the Comox Valley slumber on undisturbed. Operational trips, however, cannot be so conveniently scheduled. The timing of a scramble, the timing of a sub-chase, or the timing of an emergency are not subject to control by the base, which is a pity really, because if you think you don't like being awakened from a sound sleep by a noisy airplane, think of the poor blighter who was awakened from a sound sleep by a noisy telephone, and had to go flying, five minutes from now. It certainly stimulates adrenalin production.

Notice to Readers

(If Any)

Two thousand copies of this issue of the Totem Times will be distributed to our civilian guests as they (the guests) circulate among the static displays on the first annual Canadian Armed Forces day.

To these new readers, we say, "Welcome." We hope that you enjoy your day at CFB Comox, and go away with a greater understanding of the roles of the Canadian Armed forces.

As away from your own, requires diplomacy of a high order. Although some people question the value behind peace-keeping operations there is no doubt that UN forces have, in many instances served to reduce tensions and have given the civilian leaders of the countries concerned valuable time to iron out their differences and arrive at some sort of peaceful settlement.

Peace-keeping might not be as glamorous and exciting as war, but people stay around to enjoy it a lot longer.

The Totem Times is an unofficial publication of CFB Comox, and the opinions expressed in it are not necessarily those of the Department of National Defence. The paper is produced by a bunch of people, most of whom have warped minds, who work on it in their own time. Financial support comes from those advertisers whose messages grace these pages, and the paper is in noway a charge upon the public.

A newspaper such as the Totem Times serves to keep Canadian servicemen informed of the many changes which affect the service, and keep him up to date on what is going on where in the Canadian military. In addition, it can serve as a vehicle to convey information upward, as copies of each issue must be sent to Command and higher headquarters.

The paper is printed in Courtenay, by the Comox District Free Press, and much of the credit for the professional look of the paper must go to the extremely competent staff in that shop.

Canadians in UN

United Nations operations such as the one depicted above occupy a good deal of the time for the Canadian Armed forces. Canadian servicemen can be found in all parts of the world, under the UN banner, helping to maintain the peace.

The role in many cases is not glamorous. Often the job is dangerous, and often it is carried out in miserable conditions. Peace-keeping requires tact, intelligence and understanding. Keeping feuding factions from one another's throats, as well

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CROSSING THE LINE

Way back in the enlightened days of the world's history when the Greek civilization was in its prime... when Romulus and Remus were nothing more than twinkle in their father's eyes, and Britons were even less civilized than they are today... there was a god, a deity called Poseidon. As the books have it, "His domain was of Hercules" and he had some authority in other words he was a god of the seas and the ancient Greek man-telots were accustomed to burning incense and singing "Eternal Father" and other odds and ends to intercede for his good offices. In fact, the Greeks went even further than we do today by erecting Atlas at seaports and training specialist priests to attend to the rites and rituals. It was an extremely high organized business but history does not relate whether or not Poseidon came through in the pinches.

Now Poseidon, by the simple expedient of turning on a storm now and then to frighten the poor Greeks was doing quite well for himself for several centuries and would have lived happily ever after if it hadn't been for the Romans. The Romans were not up to much in the way of seamanship but they had all taken Leadership courses and even in those days this was what counted in the long run for they finally succeeded in driving the Greeks from the seas. Even then, however, Poseidon continued to whip up the odd storm at sea and the Romans, although this did not frighten them particularly decided it was only logical to do something about the situation. The answer was of course to obtain the services of a god who could effectively put Poseidon in the shade and the Romans, having no spare gods around Olympus at that time, had to borrow one from the Etruscans (history does not relate if he was ever returned). His name was Neptuneus depending on which part of Etruscia you came from but the Romans called him Neptuneus for short. Poor old Poseidon, of course, was left far behind because the Romans were fairly rich and could erect more altars and sing more choruses of Eternal Father than the Greeks ever deemed absolutely necessary. In fact, to show you how far Neptuneus did go, Poseidon had a wife called Amphitrite, who was incidentally, the daughter of Oceanus, a very big wheel in the Greek system and he had gone to some trouble to marry this woman... she didn't particularly like the idea and had fled to Mount Atlas when she heard of it, but Poseidon had sent along one of his Dolphins to collect her... Neptuneus actually adopted this woman, which made him

Poseidon's father-in-law and Poseidon, on hearing this, committed suicide by drowning himself in his own ocean.

Well, to make a long story short, while we know all about Neptune his life, and works, historians of a later date were not so smart as the Romans and Greeks and they did not write down how the "Crossing the Line Ceremony" came into being so present day scholars have to say that "It's origin is wrapped (Shrouded) in mystery," and that "we can only guess at the actual date of its inception into the maritime services," some fairly educated guesses have been made though and the dates have been narrowed down to the half century between 1768 and 1818. One, Professor Callender, whose opinion we must admit is rather biased in those matters, reckons that the custom was brought into being in the Royal Navy's East Indian Command during Nelson's day. Since most of the Navy's most peculiar customs can be traced back to dear old Nelson one way or another this may be considered no bad guess.

Why they chose the Equator instead of the International Date Line or the Arctic Circle is another point altogether and your guess is as good as Callender's.

To bring this short history right up to date, it should be mentioned that certain sects or cults such as the Canadian Navy, still practice the ancient ritual of Crossing the Line. Her Majesty's Canadian Ship "Saskatchewan" crossed the Equator in May, 1968 enroute from Subic Bay to Port Swettenham.

The enlightened ceremony takes three phases: First, the Herald of His Oceanic Majesty comes on board the night previous to the actual crossing in order to inspect the ship and decide upon its worthiness to receive on board Neptuneus Rex in all his glory. His opinion favorable, Neptune himself comes on board the following day with all his court, and presents Orders and Awards to those Shellbacks who have proven themselves worthy thereof on the quarterdeck. The third and final phase is when King Neptune retires to the Quarterdeck and supervises the initiation of the tadpoles.

NOTE TO READERS
A Shellback is one who has been initiated into the Ancient Order of the Mysteries of the Deep, I.E. one who has crossed the line before.

A tadpole is one who has not yet had this privilege. Well there you have it cats - the whole truth and nothing but the truth. Old Newt had the honor of being in the tadpole guard which was on hand to greet Neptuneus Herald the night before the big ceremony. During the pro-

ceedings of crossing the line itself I was presented with the Ancient Order of the Golden "G" String. This was a special award as King Neptune was showing his appreciation for the Country and Western picking and singing he had been listening to the last few days.

That about wraps it up for this issue of Seasick Sagas but I will return soon with more exciting tales of the deep and briny blue. Do not despair my readers for we shall meet again.

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WHILE THE REST OF THE CANADIAN FORCES wait anxiously for the new uniforms to be issued, these three smug gentlemen snicker to themselves because they already have theirs. The Lennon brothers, Winkin, Blinkin and Nod have become a familiar sight throughout the forces as they were the main models for the new Jolly Green Jumpers. On the left is Winkin Lennon, a Corporal on the floating Canadian Forces Base HMCS Bonaventure. In the centre modelling the New Electric Captains hat is Blinkin Lennon, a member of a Land Forces Regiment noted for abandoning serviceable aircraft in flight. The Royal Canadian Mounted Police. On the right is Sgt. Nod Lennon, he is smiling because his last pair of Air Force summers just fell apart.

— Canadian Forces photo

MINITONGUE?

by LAC Lance Sterling

There is something about working around airplanes that makes people talk in abbreviations. These are not the "furn with pinky priv" or "meat with 2 veg" kind that civilians use either. The kind of verbal shortcuts that the military use is of a different breed entirely.

For one thing, they are mostly in capital letters -- which is awfully hard to indicate when you are talking. Secondly, it appears that the closer the speaker works to an airplane, the more he uses these mini-words.

You really don't notice how much of this goes on until you get a confirmed earthing and "one who has slipped the surly bonds of earth," together and talking about flying. Then the bits and pieces of alphabet stick out like quills on a porcupine. Take the average hero, all dressed up in his blue flying pajamas, leaning negligently against his trusty warplane -- a T-33 -- entertaining some of the admiring armed forces day crowd with a short dissertation on "How to Fly."

All he has to do is come up with something like, "I met my RO in BOPs" and the local folk will go round eyed with amazement. Most people, whose only contact with flying consists of watching those TV commercials, look on crew members with awe and wonderment at best. If our boys continue with, "We went over the NOTAMS and the MET report, filed a DVFR flight plan with the DOT and went out to the T-bird," they will be convinced that anyone who defies gravity for a living is a mixture of Prince Valiant, King Kong and Captain Satellite.

And, of course, they won't have a clue to what he is talking about. Being brain bogged by abbreviations in speech is not limited to civilians however. One flight plan explained over a little liquid

refreshment at the club will prove that.

Take the classic tale where the intrepid birdman starts out VFR through the ADIZ because the sun is shining, the birds are singing, and all is CAVU in the world. Somewhere out there is a tiny rain cloud is going to mess up the VHF in his VOR equipment about the time the windshield wipers fall off. This is closely followed by frantic dial turning, praying aloud for OMNI, and private self-castigation for not being IFR prepared. The climax of this story involves the clever use of ILS at STOL base, only to be turned away because its PFO. Here, the doughty aeronaut usually breaks into English, with, "and then at 35,000 feet, I ran out of skill, idea and fuel -- all at the same time."

An expectant pause follows the last line as the teller waits for the "Ohs" and "Ahs" and a free libation. Unless there is a fellow

birdman around, all he is likely to get is a few blank stares and maybe an offer for a saliva test.

Using initials for words is all right in speech if the guy on the other end of the conversation knows what you are talking about and if you like to sound like a teletype machine. The great danger is that after a period of time you start thinking in initials instead of words and the abbreviated version begins showing up in correspondence. Then you usually wind up writing five pages of clarification for a two paragraph letter.

As a matter of fact, I think I will put in a suggestion that a BSO be published prohibiting abbreviations in anything written. To get the program off the ground, we could have an announcement in the WRO and the MPs out reminding people. If it works out we may even get it published in a QIR.

But we better start PDQ.

CF-FIVE OR CF-CINQ?

BAGOTVILLE Que. (CFP) — Canadian Forces Base Bagotville has been designated as the home of the first CF-5 tactical-fighter squadron to be formed in the summer of 1969.

That announcement was made May 6 at a press conference given in Bagotville by Col. R.S. Herbert, Base commander.

A month ago, Defence Minister Leo Cadieux made public a plan to form an air squadron whose working language would be French and which would probably be based in Bagotville.

Maj. J. C. Richardson, Bagotville base administration officer, said the first CF-5 aircraft was expected to arrive in Bagotville in May 1965 and that others would gradually come in until complete formation of the squadron later that year. Pilots

and technicians manning the new fighters would number about 200 and that approximately 80 per cent would be French-speaking he said.

The CF-5 fighter which is built by Canadair in Montreal will be used as a close air support aircraft for ground troops.

"Its versatility of operation and the flexibility of its armament make it an excellent aircraft in that role," Maj. Richardson told newsmen.

What will happen to the CF-101 Voodoo interceptors now on base? Maj. Richardson said no plan existed for the disbandment or move of that air defence squadron and that Bagotville would remain a base of the NORAD system of continental defence.



"I STUCK A WORM IN THE WATER, and look what I caught," says local angler Izaak Walton of the HMCS Black Duck as he looks in amazement at what he has caught. The Black Duck is part of the base's marine section and is used in emergencies such as running out of fuel, fishboats or navigational ability.

FUNGUS FEATURES

by Mac

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121 Roll Varied

121 Composite Unit was a wartime unit formed in January 1942 at Dartmouth N.S. After several designation changes it came to be 121KU. Merging with 123 Rescue Unit it took up residence at Vancouver's International Airport, until moving to Comox in 1964.

The term "composite" indicates the unit has a multiple function. In addition to Search and Rescue duties the unit has the additional responsibilities of Transport and Boat School.

The search area, or area of responsibility, extends four hundred miles out into the Pacific; covers all of British Columbia and north to the McKenzie delta to Inuvik. Search Flight, utilizing Albatross aircraft, is responsible to Rescue Co-ordination Center in Vancouver and maintains an aircraft on standby at all times. Rescue Flight utilizes the Labrador Helicopter and is also responsible to RCC. The Labrador has been with the unit for only three years but has already participated in numerous "Dicey" rescues.

Searching involves everyone on the unit. Ground crews are taken to the search area headquarters, which is usually away from base, to perform the numerous maintenance duties that are involved in keeping an aircraft in the air. Other members

of the ground crew act as spotters aboard the searching aircraft. Looking for anything that happens to drop vertically into a B.C. forest makes looking for a needle in a haystack easy. This coupled with the thrill of flying up and down narrow canyons, sometimes with the wing tips appearing to brush the trees and rocks as the pilot gets as close as possible for a better look.

With just one good search behind him the average spotter can tell stories that would rival Collishaw and Bishop. None can forget a remark made by a pilot as he turns into a blind canyon like "we should be able to turn around in here."

Transport Flight supplies air transport for all DND units on the Canadian West Coast. Running regular scheduled flights from Comox to Port Hardy to Victoria and Vancouver, 121's Dakotas are a familiar sight along the coast in all kinds of weather. Besides their skid flights, the Daks provide emergency flights and non scheduled flights in co-operation with the other Forces units in B.C. "If you've time to spare, go by air" is the motto of the Kamikazi Airlines.

Boat School trains aircrews the why and why not of oper-



WHILE THE PILOT Maintains a critical altitude of minus six inches, and the flight engineer lowers a net full of the new canned beer, the crew of this CSR 110 Albatross wait anxiously for the suds to cool. CF Photo

ating an Albatross on and about the water. The Albatross, being a triphibian, is capable of take-offs and landings on land, sea or ice and snow. The latter is an experience not recommended for the faint of heart, producing a sensation not soon to be forgotten. Called a conversation course, the Boat School converts good land lubbers into anchor chankers inside of seven weeks. 121 is ever ready, willing and able to serve you in any search or rescue if you need them, but if you're travelling in their area... PLEASE BE CAREFUL.



gled and squirmed his ample butt until it completely blocked the intake, then gave the "thumbs up". The engine turned over for a few seconds then gave a terrifying thump, and screamed into life. There was a funny sucking sound as the Cpl. extracted his butt from the intake. He gave a sly wink, then strode down the line to lend his technical know how to the next aircraft.

The airshow came off beautifully with the Vampires and Mustangs roaring over the field vying with each other for top speed. As the years went by things got better in the Permanent Force and we got our own jets. Canada, in fact, became the first nation to have a pure jet military transport, the Comet. None that ever saw it will ever forget that beautiful swallow shaped silhouette with its whispering engines. Now the Vampire and Comet have gone. Replaced, ultimately by the CF-5 and the Yukon. Aircraft speeds have increased four to five times. As I tucked my Goblin manual away in my old

Continued on Page 6.

Venerable DAK Plods On

The Dakota was originally developed as a commercial airliner and the first flew on the 18th of December, 1935. With the outbreak of WW2 it was converted into a Military Transport and designated the "C47". In 1941 the USAAF adopted it as their basic transport, and in 1943 the RCAF took their first Dak on strength. This makes the Dak the oldest aircraft still in service in the Canadian Forces. Incredibly it is older than some of 121's pilots.

Incorporating some unique design features such as swept wings, no flush type rivets, and an undercarriage system that without the benefit of the hydraulic pump, takes three men and a boy four hours to raise. This subsonic marvel is without equal in the aeronautical world. It has been used for every conceivable role from bug spraying to VIP transport. Recently the Americans modified some of their old warriors into gunships by equipping them with side firing gatling guns. Called "Puff the Magic Dragon" they are used in Viet Nam to spray the jungle where the enemy is suspected to be hiding.

Efforts to improve the old bird have been both numerous and futile. While some improvements have been made in the aircraft furnishings, such as changing the heating system from steam to hot air, the basic configuration remains the same. Attempts to replace the radial engines with turbo props or even jets have been made, but nothing seems to be able to improve on her economy, load, range and speed factors. The Dak is a slow and medium ranged light transport, that can go just about anywhere with an unequalled record of reliability and safety.

Many efforts have been made to replace the Dak but none have succeeded. So perfect is the Dak that no one has even tried to copy it. They just buy up any that happen to become available. Being the backbone of 121's Transport flight our Dak's are also used as search aircraft and, when the situation demands, for Airvacs.

Every airman has flown in the

One Up and One Down

Last week's Fungus Golf Tournament held at the Sunnyside Golf Club saw Corporal Bill King attain a life long ambition, a hole in one. It was on the number eight tee that Bill, using an eight iron, a titleist ball with only one slice on it, and a dried mushroom for a tee, wound up and smacked the little sphere the whole 120 yards right into the cup. Witnesses to the event said that when Bill discovered what had happened he promptly unrolled his prayer rug and gave thanks.

On another hole Cpl. Pete Davies heard the news and became so angry he threw his driver at the nearby bench. Unfortunately it ricocheted off of the bench, came back and broke his leg.

At present the final diagnosis of the injury is unavailable as the Senior Medical Officer and the Base Radiologist are dead locked on the exact location and nature of the fracture.

FROM UP IN MY PERCH

Last week as I was rummaging around in my old kit bag doing a casual inventory check of my button stick, spiffie and trade badges, I came across my old Goblin Engine Precip. The old manual had come into my possession while I was attending an intensive four day course on that engine in Camp Borden. The course, which was taught by a Cpl. Black with such vigor that we all wanted to assign our pay to the Treasury branch for the rest of our lives just to buy one.

The vast store of "Jet gen" that I had stored up during the course was put to immediate use when I arrived at my home station. I was employed in servicing Harvards and Texans. One day, in the latter part of May I was called into the head shed of our hangar and told that since I had "Jet" experience I was to be among the chosen few. I was to be among those who would service the visiting Reserve Squadron Vampires that would be coming in for Air Force Day. I could hardly contain my joy. A Regular Force Airman to work on one of these mysterious aircraft was unheard of in those days. They were the sole property of the Reserves, the "week-end" Air Force. In our minds we could picture this privileged group, dressed in the best dress blues, using the finest in equipment, stumbling through the delicate operations of maintenance on that epitome of engines, the Goblin.

When the great day arrived we were out on the Tarmac at the crack of dawn. The aircraft arrived at ten-o-five. As they came down the taxi strip I was awe struck by the sight of this sleek, twin boomed, screaming wonder of the century. With my

heart in my mouth I mentally rehearsed what I must do. Raising my arms to the "park here" position, it was my intention to bring the port wing tip of the third aircraft to me in the regulation fashion. As I gave the "turn left" signal, it became apparent that the pilot had other ideas. Instead of the port wing tip coming towards me I had the pilot staring straight at me.

The sight of the pilots masked face itself was not frightening, but it was flanked on both sides by jet intakes. Above the screaming engine I could hear Cpl. Blacks voice repeating over and over "General Jet Rule Number One: Never allow a loose object near a jet intake. Specially yourself." I started to back up. The aircraft followed. I moved faster. This fiasco continued until I gave the "brakes" signal. By now the aircraft was a full length ahead of the others and had to go around again before I finally got it to where I wanted it. The embarrassment of it all, I felt I would never be able to face my fellow technicians again.

After the aircraft shut down the big 1200 gallon fuel bowser arrived and we proceeded to refuel. How? We discovered that ultra-modern high speed airframes have flush skins. No protrusions. The fuel tank covers had no handles, just two small holes. It was here that our esteemed leader showed why he was a Corporal. Having met this problem before our Cpl. Shag Woods had had the foresight to have a wrench made up the night before. The refueling proceeded without any further problems. Carefully we poured the fuel, which was not gasoline, but the unlikely substance of stinking,

smelly, kerosene.

When "start up" time arrived our pilot strapped himself in with a flair that was not seen in ordinary piston pilots. I must confess I was impressed, but tried hard not to show it. After three unsuccessful starts the tail pipe was soaked with fuel. All hands jumped on the tail booms, lifting the nose up and allowing the excess fuel to drain out. As we pushed the aircraft away from the puddle of fuel I couldn't help thinking how strange it seemed that anything as fast as the Vampire could be moved by hand. After a fourth unsuccessful start, the pilot leaned over the cockpit and yelled over the roar of the engine "Choke it." Choke it? This guy flipped I thought. "You can't choke a jet!" I told this poor misguided pilot with the authority of one who has had the four day course on the subject. "Stick your butt in the intake!" he screamed. This was no way for an officer and a gentleman to talk to a poor Air-craftsman, first class. As I stood wondering what I could do about it, Cpl. Wood brushed by me and backed himself up to the port intake. With a knowing look he wig-

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409 Commander's Message

This was to be a message appropriate to the Armed Forces Day issue of the Totem Times, but because I have been transferred and will be leaving soon I am going to combine the Armed Forces Day Message with one of farewell.

When I assume my duties on the Air Defence Command Operations Staff, I will have to be impartial in my support of all ADC Fighter Squadrons, but while I am still the Commander of 409 I can be as impartial as I please. Therefore, I would like to state categorically, that I think that 409 is the finest Fighter Squadron in ADC.

On Armed Forces Day, we and our civilian neighbors will see four 409 crews demonstrating precision flying in Voodoos but, unfortunately all that we will be seeing is the tip of the iceberg. What we won't see, and what only a few will consider, is the part of 409 which is to the public invisible. I refer to the Airmen who keep our aircraft repaired and ready, who are at work in the hangar long after most sensi-

ble citizens are asleep, who are there to strap us in in all sorts of rotten weather, who are waiting to wave us in in the same rotten weather, who are still able to smile though they are cold and wet, who try that little bit harder to make our Squadron the best, who hustle when they are tired and still hustle when they are bleary with fatigue after an all-night exercise, and of whom, finally, I am tremendously proud.

It is a great pity that Armed Forces Day can only show the citizen the end product and not the long wearying hours of grinding, hard work and hazard that go into putting aircraft into the air and keeping them there.

This Armed Forces Day look around you at the Canadian citizen in uniform who spends his life ensuring that you will continue to have a Canada in which to be a free citizen. Those of use who whiz about in fast jets are only the tip of the iceberg, the rest of the iceberg gets none of the glory but all of the hard work.

409 Integral Part of NORAD

Recently, Canada and the United States extended the NORAD Agreement for another five years. This action caused some stir among some Canadians who deplore this "frightful waste" of government money; money that could be spent more fruitfully on such projects as building a causeway across Hudson Bay or a landing pad for flying saucers in northern Alberta. Other Canadians reacted in a milder manner; "NORAD eh, what's that?"

NORAD is an acronym for North American Air Defence, the agency that was established jointly by the Canadian and American Governments to defend the North American continent against a manned bomber attack. A point which is not entirely clear in many minds is that NORAD is a bilateral agreement. Neither country can use the forces of the other without the express consent of the other government. This means, for instance, that should the United States become involved in a unilateral action it cannot use Canadian forces in that action without the consent of the Canadian Government and then only under the joint direction of Canadian and American military leaders.

The headquarters of NORAD is located in an underground site beneath Cheyenne Mountain at Colorado Springs, about thirty miles south of Denver, Colorado. The Commander of NORAD is General Reeves, USAF, and his deputy is Air Marshal MacBrien of the Canadian Armed Forces.

The "weapons" of NORAD are strictly defensive and consist of radar sites of the DEW (Distant Early Warning) Line, which will detect the presence of an attacking force of manned bombers at the earliest possible time before they are in position to attack North America, radar sites of the Pine Tree Line which will track enemy bombers and position and direct the manned interceptors and unmanned missiles whose purpose it is to engage and destroy the enemy before he is in position to release his weapons on targets in Canada and the United States.

One force which Canada has committed to NORAD is the 409th All Weather Interceptor Squadron of Voodoos based at CFB Comox. 409 Squadron is responsible to NORAD through one of the several smaller divisions of NORAD which is located at McChord AFB, near Tacoma, Washington.

In the event of a manned bomber attack on North America, the role of 409 Squadron is, as stated above, to engage and destroy the enemy. However we are not now fighting a war, and we all pray that we never shall, but the threat is there and we must be ever ready. Part of this readiness is maintaining an "alert force" which can become airborne at a moment's notice to intercept and identify any unidentified aircraft that is picked up by DEW Line and Pine Tree Line radars before it enters an Air Defence Identification Zone (ADIZ).

In the event that such an aircraft does cross the boundary of an ADIZ, aircraft from Comox will be "scrambled" and become airborne within five minutes to carry out the identification of said aircraft. During the identification run, one of the Pine Tree radars will position the interceptor so that it can pick up the unidentified aircraft on its airborne radar and close in until identification is made. If the "ident run" is carried out at night or in cloud it may be necessary for the interceptor to approach to within less than 200 feet of the other aircraft, a feat which demands a high degree of skill and responsibility on the part of both crew members. In the majority of such intercepts the intruder turns out to be a friendly airliner which has strayed from its flight planned route or whose flight plan was not passed to the appropriate authorities. There have been instances of military aircraft of unfriendly nations approaching the boundaries of the ADIZ either deliberately or inadvertently and at such times NORAD interceptors are in position to intercept should the aircraft appear to threaten North American airspace. In addition to this identification role 409 Squadron aircraft have been called upon to escort lost or distressed aircraft to a safe landing when it may have been impossible for these aircraft to do so unassisted.

To maintain a high degree of proficiency among the groundcrew and aircrew of the Squadron it is necessary to carry out continuous training exercises which tax both the physical and mental abilities of the Squadron members. This is done by daily training missions in which a target aircraft is sent up from CFB Comox and Voodoos are sent up to practice intercepts, simulate firing passes, and practice identification passes. However, the exercises which most accurately test the skill and endurance of the squadron are the exercises that are planned and executed from NORAD headquarters or one of its smaller subdivisions. Such exercises are generally "no notice" to lend an air of authenticity. In some cases literally

hundreds of "unfriendly" targets will penetrate the Air Defence Identification Zones either simultaneously or at staggered intervals at any place and at any time of the day or night. The majority of such exercises are carried out during the late hours of the evening and early hours of the morning much to the distress of the "normal" people who are trying to sleep. There are, however, many good reasons for this procedure. While 409 Squadron is a "day or night" fighter squadron, darkness does impose some additional problems on both the air and the groundcrew, and it is reasonable to assume that an enemy force would be launched to penetrate under the cover of darkness. Another important factor influencing the decision to run the exercise at night is that during the wee hours there is a minimum of civilian air traffic. Since there may be several hundred military aircraft from Canada and the United States in a relatively confined airspace carrying out sometimes rather violent manoeuvres it would create some hazard to any civilian aircraft in the vicinity. The targets acting as the enemy in these exercises are instructed by NORAD to carry out realistic evasive action when they are being intercepted by NORAD aircraft to make it as difficult as possible for the interceptors, but the interceptors are just as determined to see that the "enemy" is "destroyed" and it is very unusual for more than a very small percentage of the enemy to reach their targets. When the exercise is completed, the results are assessed in detail and any weaknesses found are quickly corrected so that if the real thing happens the air defence machine, NORAD will be ready to thwart any force intent upon destroying North America.

REST EASY LADS, YOU'VE NAUGHT TO FEAR, THE FIGHTING 409th IS HERE.

CANADIAN KANGAROOS

The training was the result of discussions between Maj.-Gen. N. G. Wilson-Smith, deputy chief of operations for the Canadian forces and senior staff members of the famous jungle warfare centre.

Forty-four of the Canadians, ranging in rank from corporal to warrant officer, took a cadre type of course. The remainder—seven lieutenants, two captains and a major—were attached to Canungra's battle wing for on-the-job training.

The NCOs carried out the same training as Australian soldiers attending the gruelling Canungra courses. This includes battle PT, obstacle course, patrol techniques, booby trap detection and handling, and other aspects of jungle warfare training.

The officers carried out similar training but in addition attended special lectures and study minor tactics applicable to tropical warfare.

All Weather Always

409 Squadron is unique among the squadrons of Air Defence Command in that it has always been a night, or all-weather fighter squadron. It was first formed in June, 1941, at Digby Lines, as a night fighter squadron, and it chose as its motto, Media Nox Veridies Noster, which translates as 'Midnight is Our Noon. In those days it was equipped with the Boulton-Paul Defiant, an aircraft which had not been designed as a night-fighter and which was thrown into the role partly because it was of limited value as a day-fighter.

Before the squadron could become operational with its doubtful Defiants, it was re-equipped with the Bristol Beaufighter, an aircraft which was equipped for the squadrons night-fighter role. This meant more training, but it paid off, and in November 1941 the squadron scored its first kill. Throughout 1942, the squadron flew from its base at Coleby and brought down many marauding German bombers. In early 1943, the squadron was moved from Coleby to Ackington, in North England. At this time, the night fighter business was a little slow, so the squadron participated in low-level intruder operations over the continent.

Early in 1944, the trusty old Beaus were towed out to the war-surplus yards, and replaced

with de Havilland Mosquitos. 409 moved from Ackington to Hunsdon, and then to West Walling. At both bases the squadron filled the intruder and the night fighter role. In its night-fighter role, the squadron was pitted against the V-1 flying bomb that Hitler had developed, and this weapon gave the crews many a sleepless night.

In August 1944, 409 became the first Allied night-fighter squadron to operate from the continent when it moved to Carpiquet. Following this, the squadron moved several times before it found a more-or-less permanent home at Lille, where it was to remain until early 1945, when it moved to Germany.

During its wartime operations the squadron destroyed 67 enemy aircraft, probably destroyed seven others, damaged 24, and destroyed 12 flying bombs. Fifty-two squadron members paid with their lives.

In the 13 years since it was reformed, 409 squadron has compiled a record that is quite the equal of that set by its wartime counterparts. The job is as demanding today as it was then, and those who now comprise the squadron are well qualified to extend the old traditions. 409 can be counted upon to be first in war, first in peace, and last in the inter-section softball league.

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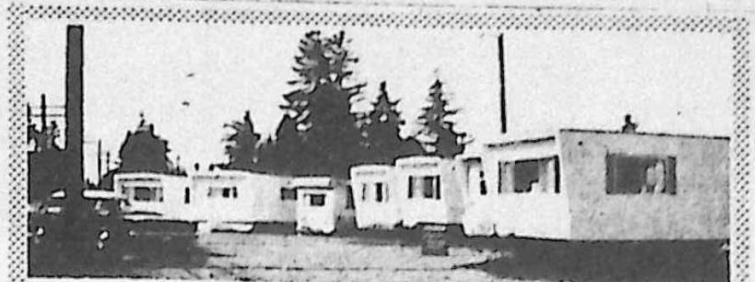


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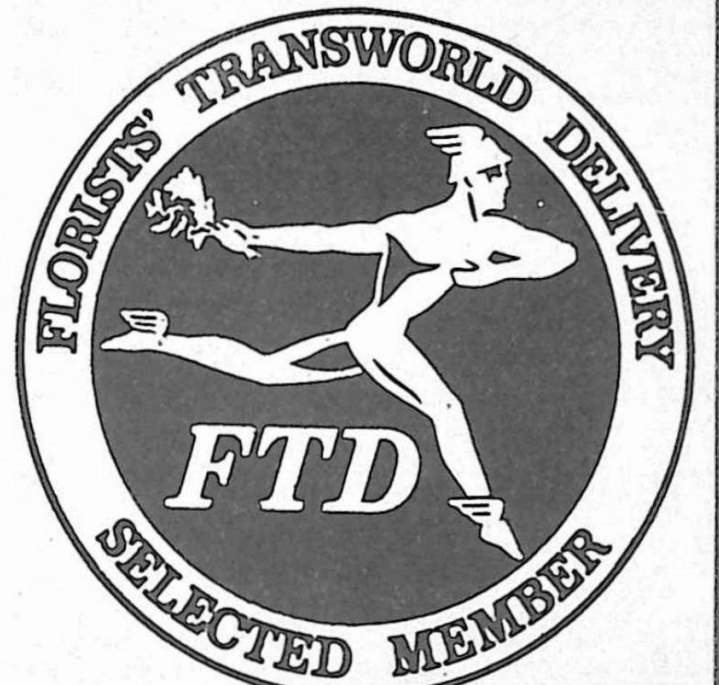
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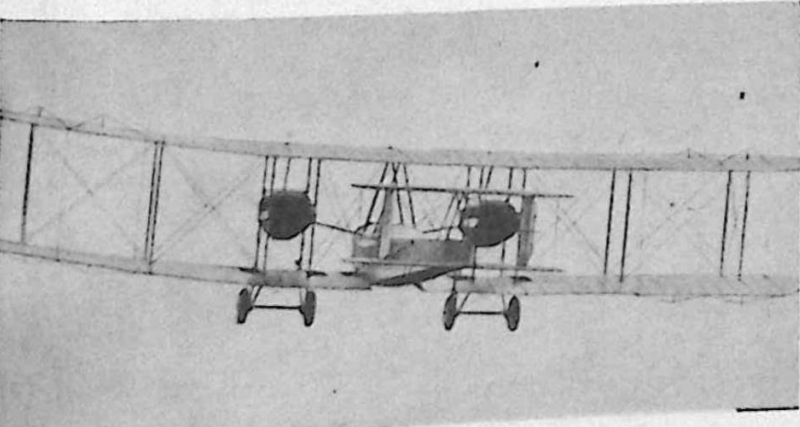
NORAD Radar squadron spots unidentified aircraft crossing Air Defence Identification zone and scrambles interceptors using "hot line" to 409 Squadron at Comox.

. . . and air



GROUNDCREWMEN ushers scrambling aircraft out of alert hangar during the wee hours to identify unknown aircraft.

. . . and intruder



THE CULPRIT; over taken, photographed and identified. The "Bogey" turned out to be none other than those intrepid birdmen Sir John Paterson — McPhee and Col. Wrongway Clement McDowell. Sir John and Col. Clement had taken their trusty Vickers Vimy out of storage to practice for their planned re-enactment of the famous Allcott and Brown transatlantic flight during its 50th anniversary next year.

RFE photo

SLEEP TIGHT - 409 IS ON GUARD TONIGHT



The Post-War History of 407 Sqn.

The original 407 'Demon' Squadron was reactivated on 1st July 1952 under the authority of 12 Air Defence Group which later became known as 5th Air Division. Although the Squadron was responsible to 12 Air Defence Group in Vancouver, the operational and training policies came directly from Maritime Group Headquarters in Halifax. It was not until 1954 that the Squadron was under the full control of Maritime Air Command. The Operational Control again changed hands in 1959 when 407 Sqn. came under the command of CANCOMARPAAC with headquarters in Esquimalt. When 407 was reorganized in 1952, it was equipped with World War Two Lancaster bombers. The Squadron reached a peak complement of 15 aircraft by 1955. The Squadron maintained an excellent flying record of only two major flying accidents during seven years of flying with the Lancaster. During the formative years of the Squadron the primary role was shipping, photo and ice reconnaissance. Between 1952 and 1957, thousands of hours were flown by 407 Lancaster crews from detachments at Churchill, Resolute Bay, Cambridge Bay and Torbay in photo

and ice recon operations off our Arctic and Eastern Coasts.

The biggest asset to Lancaster crews was the installation of APS-33 radar in 1955. This high resolution radar made it possible for crews to detect the antenna of snorkeling submarines during night or day operations keeping the wary submariner ever conscious of his winged foe.

By 1955, a strong kinship between NATO and Canadian Maritime forces in their flight against the elusive submarine developed, and exchange visits and joint operations were regularly held. In 1955 alone, 407 Sqn. participated in eight major joint exercises with NATO countries. Advanced tactics were still in the early stages of development. The mutual exchange of ideas and techniques which developed between 407 Squadron and the NATO forces increased the Squadron's ASW effectiveness to a great measure.

In July 1959, 407 Squadron was placed under the control of MAR-PAC in Victoria for its directives and tactical employment. Now the Commander Pacific had full control of ASW ships and aircraft on the West Coast.

In June 1964, 407 Sqn. was

deployed to Pat Bay, Victoria while runway renovations were being made in Comox. The deployment consisted of seventy officers and men and lasted for seven weeks. This was the first time that 407 Sqn. had deployed for an extended period and the front line servicing facilities were carried out from a tent and VU-33's hangar.

In January 1966, seven aircraft and nine operational crews took part in Exercise Buttonhook out of Naval Air Station Whidbey. The exercise lasted until 5th February and was very successful in giving crews experience in offensive operations against a live "sub" and in co-operating with surface forces of another nation.

In a similar exercise, held in San Diego during the summer of 1967, the crews obtained valuable Julie experience and considerably improved their combat readiness states.

Hospital Humbug

Continued from Page 3

OTHER ACTIVITIES

These are many and varied, and consist of "Crash-calls" which average two per week and have been as many as four in a day; air incident and accident investigations; Base Exercises; Sanitation and Pest Control; Water and Sewage Sampling; Base Fire and Safety and Base Flight Safety Committee Meetings; Aeromedical Support Team Meetings; Lectures to Aircrew, Air Cadets, Scouts and Civilian Nursing Associations, and briefings to Base Personnel and visiting V.I.P.s, keeping records and statistics and making regular returns; Blood donors — in one month as many as forty pints of blood have been given in emergency quite apart from the usual Red Cross Donor Clinics; Liaison with civilian doctors.

From this brief resume it is to be hoped that some idea may have been gleaned as to the Base Hospital's activities and functions. The figures quoted show an overall increase but it does not necessarily mean that the state of health of the troops has deteriorated. At first sight it may appear so. For instance, sick parade attendance is up and may be interpreted as being spread over the year, very man on the Base reported sick at least three times. This could be made to appear that the men in the Services at Comox today are sickly and effete, and totally unfit for the job. It should be remembered though that at times throughout the year the number "at risk" instead of being 1800 may be in the region of 2,800 with Cadets and Troops on Exercise (or even 12,000 on Armed Forces' Day), when the chances of illness and injury are disproportionately high.

From Up in My Perch

Continued from Page 6.

kit bag I couldn't help thinking that if Sir Frank Whittle, father of the jet engine, had had technical assistance from such aviation greats as Cpl. Shag Woods and his ample butt, the Canadian Forces might have been holding their first Armed Forces Day on a Lunar Outpost.

Rumour of the Week: Treasury branch has completed a deal with the B.C. Ferries that will give free passage to Canadian Forces Personnel based on Vancouver Island. This will supersede the proposed isolation pay.

Runner up for Rumor of the Week: The new base swimming hole, now under construction will be stocked with trout during the winter months for the fishing buffs.

Mushroomer: A twelvefoot concrete mushroom will be constructed in front of one hangar. This squadron symbol will be started as soon as someone figures out how it can be done.

Message from Lt. Col. H. E. Smale, CO., 407 Sqn.

On behalf of the Officers and Men of 407 (VP) Squadron I would personally like to welcome all our guests to Armed Forces Day at Canadian Forces Base Comox.

For many guests and dependents of our servicemen it will be your first opportunity to view the largest and most advanced Anti-Submarine aircraft that is being flown in the world, the CC 106 Argus. Displays will be arranged for your viewing and a tour through the Argus aircraft will be conducted by the men who fly them.

407 Squadron has had a varied and valourous history throughout the second World War and the post war years. The present Officers and Men are combining their efforts to carry on the traditions of skill, hard work, and comradeship that has kept this squadron at its high state of readiness throughout the years.

The recent change-over from Neptune to Argus aircraft has tremendously increased the effective role of 407 Squadron. The

operational need for the Argus with its long endurance, improved detection equipment, and rapid deployment capability has been well known in Maritime Command for some time and over the years continuous effort has been put forth by many dedicated people to have the Argus based at Comox.

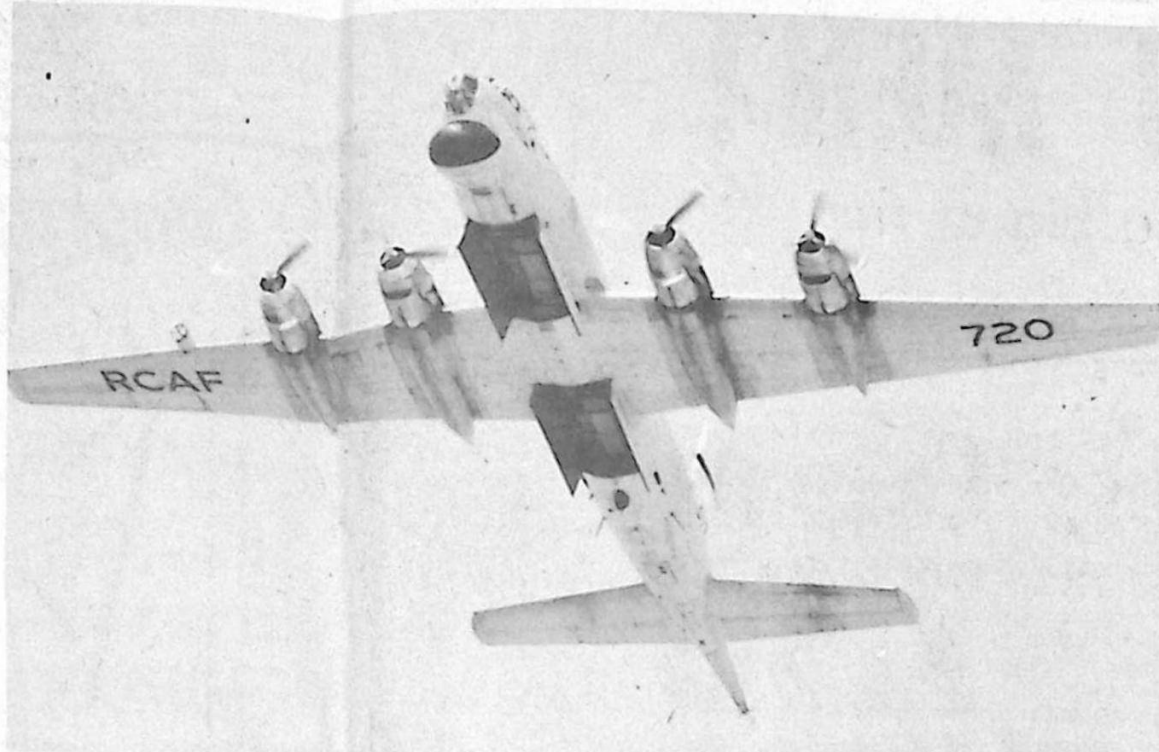
Granted, the aircraft is not new. However, the most important fact to remember is that they will provide us with an increased ability to do our job. That is, to detect, localize, and kill if necessary, any submarine threatening our country from the Pacific Approaches to North America. Our post war record of achievement in the anti-submarine field, both with the Lancaster and the Neptune, has placed 407 Squadron in a position of regard among all professional Maritime Commanders both in Canada and the United States.

One very important point has continuously been apparent in 407 Squadron.

It is the ability of the Officers and Men to team up and complete successfully any task that has been given them. The squadron has worked successfully in its primary role of Anti-Submarine Warfare, but has also been instrumental in its secondary role of Search and Rescue. The continued surveillance of our Pacific waters has provided intelligence that is both valuable and necessary to North American Air Defence (NORAD) which is linked with Canada's Air Defence Command.

As you can see, our job here that would sometimes appear tedious and repetitious, is vitally necessary for the protection of our national sovereignty as a nation in North America as well as a nation that is dependent upon trade throughout the world.

In closing I would once again like to welcome everyone to come out and see for yourself what Canadian Forces Base Comox and particularly 407 (VP) Squadron is all about. May your visit be most enjoyable and informative.



A WORM'S-EYE VIEW of the Argus, showing the cavernous cargo hatches where all the flight lunches required to feed all those starving ROs on an extended patrol. An Argus is capable of flying for 33 hours, and in that space of time, each RO will consume at least 12 flight lunches. One efficiency expert has it all worked out that if they didn't have so many ROs they wouldn't need such a big airplane, and feasibility studies are under way to determine if the Neptune could do the job.

Base Theatre Schedule - June 1968

Saturday, June 1

OUT OF SIGHT

Gary Lewis & Playboys
Bo Brummel, the Turtles

Sunday, June 2

THE MILLION EYES OF SU'MURU

Frankie Avalon
Shirley Eaton

Thursday, June 6

THE PLAINSMEN

Don Murray
Guy Stockwell

Friday, June 7

SNOW WHITE

also

TATTOOED POLICE HORSE

Saturday, June 8

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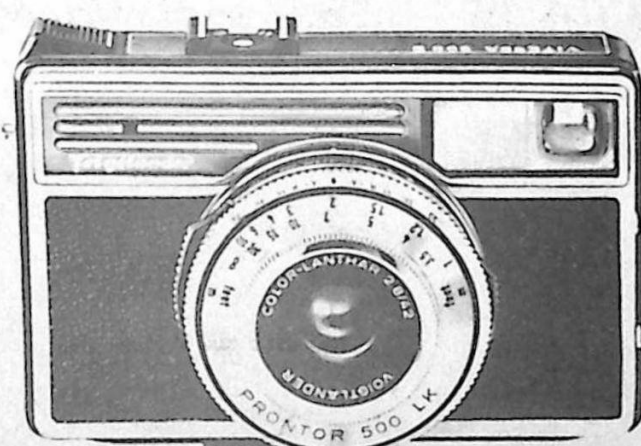
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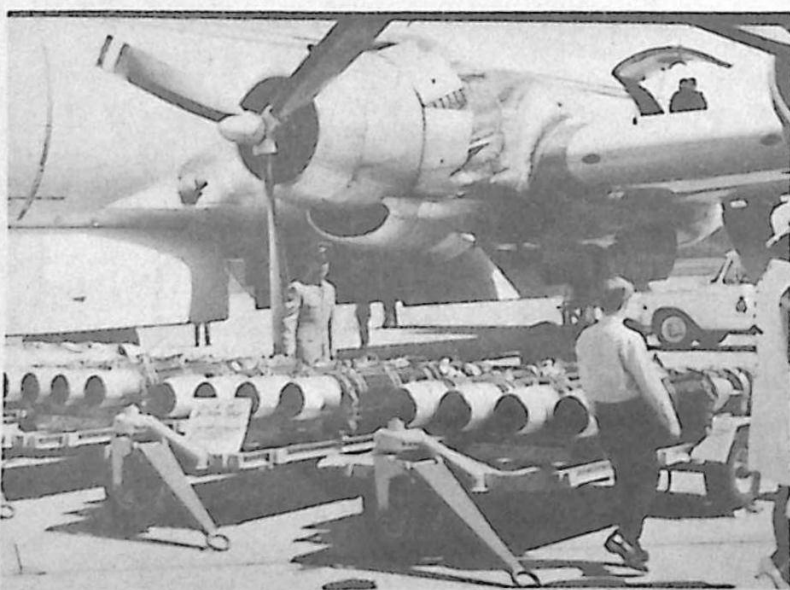
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Royal Army in Gagetown

A British infantry battalion, the South Wales Borderers (24th Regiment), will be airlifted by the Royal Air Force June 17 from the United Kingdom to Canadian Forces Base Gagetown, N.B., to participate in Exercise Pond Jump 68 (East).

The battalion 630 strong including band and drums, will train at CFB Gagetown until July 24, to take advantage of conditions not available in the United Kingdom. Facilities provided the visitors will include some heavy weapons and vehicles.

The Borderers were stationed in Aden last year, and have since been training in Kent, England.

They will be followed by a battalion of the Irish Guards which will participate in the sister exercise Pond Jump 68 (West) at CFB Wainwright, Alta., July 21-Aug. 22.

An engineer squadron will come to Canada on the heels of the Irish Guards to take part in exercise Water Leap 68 at CFB Gagetown Aug. 21-Sept. 26.

This is the eighth consecutive year British army troops have trained in Canada.

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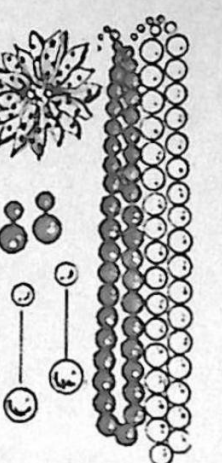


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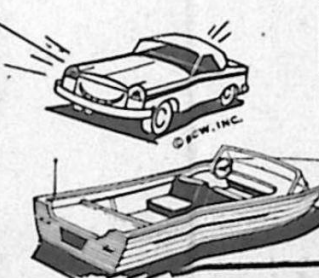
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WHERE AM I GOING?

Where am I going? "30 laps around the gym partner." How's that for a greeting from the Rec staff. You say not too pleasant my boy, well pleasant or not that's what you'll be met with some time in the near future when you show up for your semi annual physical fitness test. ADC Bases have been included in the new testing program announced recently and all Officers and men shall be required to pass the tests.

The new rules of the game have not been handed out to all players so some of you may still be in the dark as to whether or not you're eligible to play, brother if you're in Comox you are going to play!!!

There is going to be a breakdown of failures and passes, three categories A, B, and C for successful ones and work, work and more work for the others. Back to the 30 laps, well two miles will take you about 25 minutes and 30 laps. As we all know running is the best way to prove you are in shape and with the addition of one other exercise will be convincing enough for the Rec. people so that after that you can rest for another six months.



CFB COMOX TROPHY SHOWCASE: Throughout the past 12 months CFB Comox teams have participated in numerous playoffs and championship games, and have come home with a raft of trophies. The showcase, which is located in the Rec Centre has trophies, of every description, and sports covering bowling, badminton right through to hockey and basketball. The hardware on display has mostly been won at the expense of other service teams across the country, ex-service teams, universities and local teams in the



Comox Valley. Most trophies on display have been secured during Zone One playdowns which entails being crowned champion over all other service teams in the province of B.C., this encompasses approximately 3 CFB's and 5 CFS's. From Zone One the winners go on to the national finals which places eight zone finalists in the running for the coveted trophy of each sport participated in by our service personnel.



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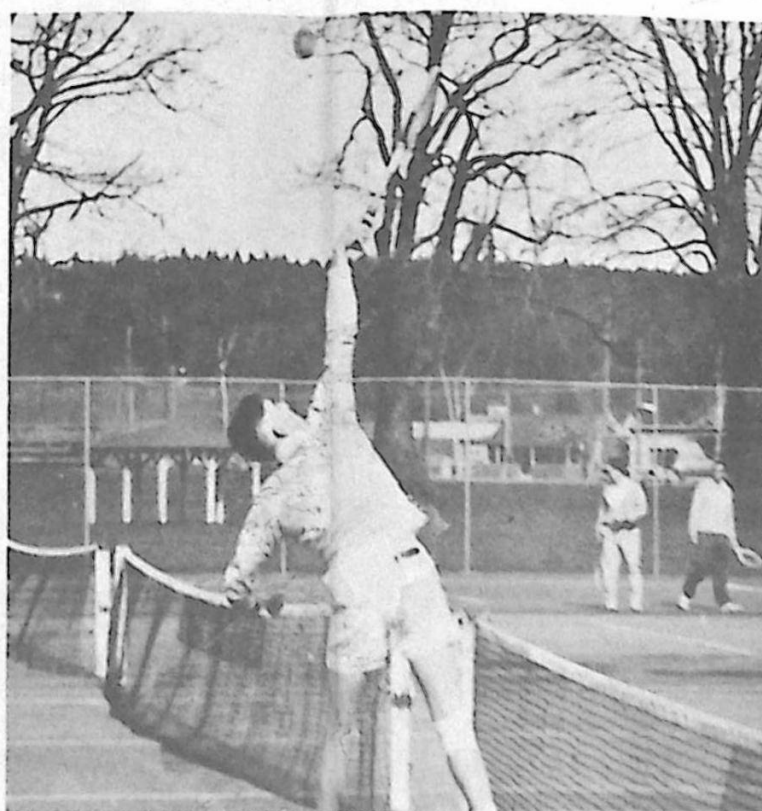
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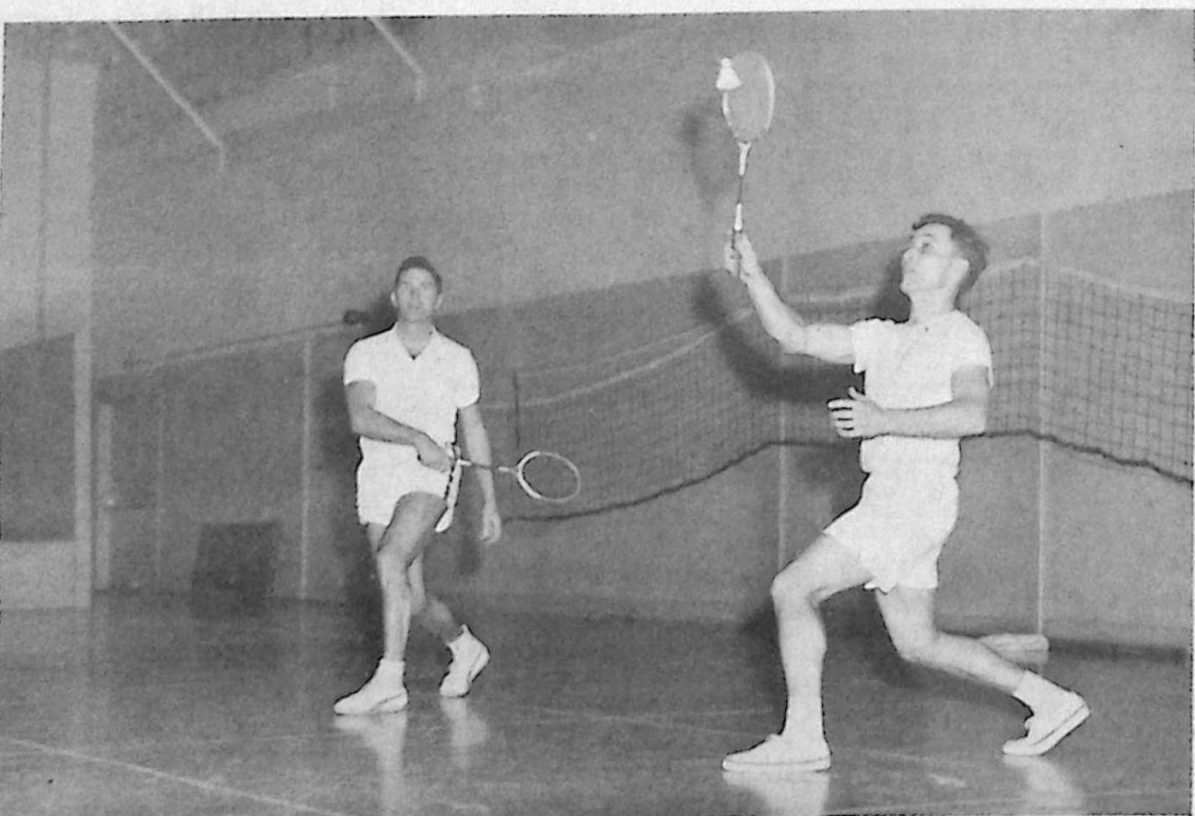
BASEBALL: A thrilling moment in the world of baseball, the season is under way downtown and in the next few weeks the inter-section league will once again swing into action. The great American pastime is losing its popularity I fear, and the evidence is becoming clearer and clearer each passing year as the baseball leagues in the local area are losing the support of the spectators as well as the number of participants. Many of the station personnel are now playing on other than station teams. The action is still there and so are the chuckles the spectators are treated to when those comical errors are made on the field. — RFE photo



ALTHOUGH THE BASE tennis club is not too active many service people are enjoying their tennis in such established clubs as the Courtenay club. Here they have players of every calibre and with Wednesdays and Sundays being set aside for inter club play. At courts located in Comox and Courtenay. Above we have tennis enthusiasts Carl Ensom making a real s-t-r-e-t-c-h for the ball. — RFE photo



THE STATION TEAM which plays in the Upper Island League has not done too well for itself in recent years, but each fall they don their boots and start their quest for a place on that trophy shelf. Besides their activity in the Upper Island League they were runners-up in the Zone one finals last year. The team travels down to Victoria occasionally to participate in the Peter Paul tourney which is a 2 out of 3 series with the Colony Inn team. The odd exhibition game has them playing against Royal Roads in Victoria, and teams from Nanaimo. The team is usually picked from players in the six-a-side league which runs through the summer months and is an inter-section sport with half a dozen teams in the league. The conditioning through the summer months does not always pay off as seen in the above photo, as goalie Andy Hutcheson cannot reach the blistering drive, by the opposition. Another summer is upon us and the troops are once again puffing and sweating it out under the scorching sun and in the blistering heat. — RFE photo



BADMINTON: One of the more actively attended sports this past winter were the evenings in the rec centre playing badminton. Sundays and Tuesdays were set aside but almost every night there was someone smashing that bird around. On top of all the evenings some were out there on their lunch hours busily chasing those birds around. This may be why CFB Comox did so well in the Zone One playdowns winning the majority of titles up for grabs. And this may also be the reason for Comox placing five members on the six-man Zone One team to compete in the National finals. Pictured above we have the one two punch of that team, Captains Dudley Hill and Gary McRae who won the doubles consolation event. — RFE photo

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ARGUS SPECIAL
KRAFT MIRACLE WHIP
SALAD DRESSING 32-oz. jar **49¢**



VOODOO SPECIAL
ALPHA CANNED MILK **7 1/2 LBS 1.00**

GREEN BEANS CHEERIO French Cut **6 14-oz. tins 1.00**
ASS'TD PEAS SUPER-VALU


GOV'T INSPECTED • CANADA CHOICE • CANADA GOOD
BABY BEEF CHUCK STEAK **45¢ LB.**

SUPER-VALU PEANUT BUTTER SMOOTH STYLE **48-oz. tin 89¢**

SUPER-VALU ICE CREAM **6 Pt. Ctn. 89¢**



ALBATROSS SPECIAL
GOV'T INSPECTED CANADA CHOICE CANADA GOOD
BABY BEEF • SIRLOIN • T-BONE • CLUB **STEAK 89¢ lb**



LABRADOR SPECIAL
GOLDEN RIPE CHIQUITA No. 1 Grade
BANANAS 7 LBS 1.00

SUPER-VALU

Prices Effective **COURTENAY-COMOX** - May 29 - June 1



100% B.C. OWNED AND OPERATED