



MEET THE SALES TEAM



COLONEL D. W. McNICHOL

Message From The Base Commander

Although the terms "General Safety" and "Safety 75" are just one year old to most of us, several years have passed since the attention of the Treasury Board was first drawn to the increasing number of accidents within federal government departments. Prior to that time there had been a steadily declining number of accidents over a period of some thirty years. Suddenly, increases were recorded in 1969, 1970 and 1971 - telling us that accidents were no longer under control.

An audit was conducted within the Department of National Defence. It showed that although excellent results had been and are still achieved in specialized areas such as Flight, nuclear, MSE, fire and explosive safety, our losses through accidental causes were still high and like other sectors, were increasing. These accidents were costing the department an average of 100 lives, 7,000 disabling injuries and 35 million dollars each year! Think about that!

This heavy loss of personnel, material and money and our concern for the people involved in these accidents led to the launching of a special campaign of safety emphasis with the goals of arresting the upward trend and of demonstrating that by positive action, the trend could be reversed. The target was established as a 20 per cent reduction in the number of reportable accidents and a target date of 31 Mar. 75 was set for achieving this reduction. This, then is the DND safety target '75.

The General Safety Program is aimed at the safety of all military and civilian personnel both on and off duty, all dependants and the general public while on DND property and all material, works and buildings in all areas of the Base complex, exclusive of military operational safety. This is clearly a campaign that involves us all. Each of us has an area of responsibility and a part to play.

As this special safety supplement goes to press, there is reason for cautious optimism - it appears that the attention being given to safety programs activities is beginning to show results. This conclusion is based on the 72-73 work injury report just published by the Canada Department of Labour detailing the accident frequency of the civilian members of the Public Service in all federal government departments.

The overall statistics available for both military and civilian personnel in DND indicates that a reduction of approximately 6 per cent has been made so far. We have just one full year to reach our objectives of "Safety 75". To do it we need a further 14 per cent reduction in the number of reportable accidents.

We have the tools for the job: Published safety standards and reference manuals; a series of safety posters; the DND Safety Digest magazine; a written Base General Safety Policy; an organization for implementing and co-ordinating safety policy; realistic safety objectives; clearly defined safety responsibilities; an effective accident investigation, reporting and analysis system; and a continuing program of safety training. The rest is up to us.

Successful accident prevention requires a minimum of four fundamental efforts:

- A study of our areas to detect and eliminate or control physical hazards before they contribute to an accident;
 - A study of our operating methods and procedures for the same purpose;
 - Education of our civilian and military personnel to minimize those human factors which contribute to accidents; and
 - An investigation of every accident to determine the causes and to permit positive corrective action to prevent similar ones.
- Most of all it requires you!

D.W. McNICHOL, COL
Base Commander

This is the second time in my life I have been a member of a sales team. Before joining the RCAF I attempted to sell oil heaters but failed to please my boss because I would not conclude sales where people didn't need my product or couldn't afford it. As a member of the sales team of Safety 75 I feel no such constraint because the product is needed by all and we can't afford to do without it.

In the days of severe economies when the officers and men we have available to accomplish our task are reduced to a bare minimum, each one of us assumes greater importance as an individual in the total scheme of things. Each absence carries with it a greater effect on the team effort.

In 407 Squadron we are organized into flight crews, maintenance crews, shifts, etc., and whether you be a member of a flight crew or a maintenance crew, you are a member of a balanced team whose absence could affect the other members. Your absence could be caused by injuries sustained on the job, in the home, through participation in sports, recreation, and so on. It is virtually impossible to think of any activity that is absolutely hazard free but we should strive to minimize the hazard in anything we do and so ensure that we minimize agony to ourselves and to our loved ones and also, that we are there to balance the team.

So look around you, on the job and at home, try to recognize accidents waiting to happen, and take corrective action. Speak out to retain the fun and physical fitness aspects of sports and do away with the chippiness so apparent in some of our body contact sports.

We are already working long hours to achieve the task set for us and I need you on the job to share that load.

W.H.D. Hedges, LCol
CO, 407 Sqn.



LT. COLONEL W. H. D. HEDGES, Commanding Officer 407 (VP) Squadron.



LT. COLONEL L.C. PRICE, Commanding Officer 409 (AW) Squadron.

A goal everyone should be striving for in terms of general safety is accident prevention. Your responsibility is to continually think of a safety on and off the job. It's a full time effort and if you stop working at it your organization will lose. A resultant loss of resources due to a ground or flying accident means a loss of the operational effectiveness of my squadron.

The recognition and removal of all potential accident situations is the main aim of "Safety 75". Your help is necessary to make this campaign work.

L.C. Price, LCol
CO, 409 Sqn.

Safety is naturally very close to the heart of a unit whose primary goal is to provide assistance to people who are suffering as a result of accidents. To date in this fiscal year, 442 Sqn. has been involved in 123 medical evacuations. The greatest percentage of the injuries involved are the result of accidents which in one way or another could have been prevented. It is tragic to see the pain and suffering that results from these accidents.

To illustrate my point, here are some examples from our recent past. In early January a young man was hit by a car while walking along a road. His injuries were a fractured spine, fractured ribs, a dislocated hip, and complete paralysis. Despite the MEDEVAC, the patient died. Also early this year, 442 Sqn. airevaced a young logger from Holberg with brain damage resulting from a logging accident. Fortunately, he lived. In total, 39 medevacs were carried out on people injured in logging and motor vehicle accidents.

442 Sqn. carried out many other medevacs of patients injured as a result of accidents. There was a broken leg from a tobogganning accident, several cases of internal bleeding caused by accidents, four cases of severe burns, three cases of unintentional gunshot wounds, and several other cases of such things as exposure and bends. Most of these injuries had two things in common - they were accidental and they were preventable.

It would seem likely that people intimately involved with the results of accidents would be extremely safety conscious. In fact this is not always true. Those of us who are closest to safety often forget that it also applies to ourselves and our dependants. The effects of accidents on the availability of crews and maintenance manpower is serious enough without mentioning suffering and pain to individuals.

Safety is of paramount importance to all of us and I urge you all to put your full support behind Safety '75 and its goals.

R.L. Mortimer
CO, 442 Sqn.



LT. COLONEL R. L. MORTIMER, Commanding Officer 442 (T&R) Squadron.



MAJOR G. CUMMINGS, Detachment Commander, Det 5, 425 MUM Squadron, USAF.

An effective safety program can be achieved only when each individual recognizes and accepts the responsibility for, and ensures safety discipline at all times. It is not possible to write in detail about every specific safety procedure to be followed while performing the day-to-day mission requirements. Our Accident Prevention Plan is a guide to safe procedures. It, along with the numerous directives that deal with specific functions, provide safety guidelines for all personnel. It is mandatory that each individual and especially supervisors be thoroughly familiar with the safety requirements of all operations for which they are responsible. Our work is conducted in a sensitive atmosphere which can be classified as potentially hazardous. Nothing less than a 100 percent support of the safety program is acceptable. Accidents don't just happen, they are caused. Our task is to identify potential accidents and eliminate the hazardous situation, maintaining zero accident rate.

Our emphasis is on thorough training, conscientious adherence to safety standards, and responsible supervision of all activities and operations. Each member of the organization must assume his responsibility for safety.

USAF



LT. COLONEL G. LETCHER, Base Operations Officer.

Whenever anyone mentions safety to me I am reminded of the story about the two college professors who witnessed a lady walk into a tree. They rushed over to help her up and as they did so one said, "Didn't you see the tree, lady?" To which she replied, "Oh, yes, I saw it; I just didn't recognize it!"

To me the story expresses the essence of safety. Risk is inherent in everything we do, from getting up in the morning to going to bed at night. The secret is to remember this fact and RECOGNIZE the elements of danger in what we SEE. By so doing we may not be safe (WEBSTER'S DEFINITION: FREEDOM FROM danger or hazard) but we can certainly live more safely.

G. Letcher, LCol
BOpsO



LT. COLONEL H. M. SUTHERLAND, Base Technical Services Officer.

Like the editor of this rag I have a certain impatience with Bureaucracy. One of the problems with a lot of our safety efforts has been the tendency to get a bit bureaucratic about the thing and have lots of committees, lots of forms, barrels of statistics and unfortunately not enough action. Enterprise is a much better attitude -- let's do something! -- and this is where everybody can participate.

The biggest problem in safety is selective blindness. After you have looked at something long enough it's just natural that the safety hazard is not perceived. Sooner or later it bites and the collective wisdom of 20-20 hindsight gets the problem solved. The old barn door is locked after the horse has galloped off. How many grinders are there on the base without guards and goggles available? How many electrical extension cords are pretty worn and ready to break down? Who smokes in bed? It would be nice to say that these conditions don't exist but it's just not the case!

The industrial safety problems are mind boggling because there are so many of them. If we are to make sense out of order everybody has got to get into the act. Twenty hours in the conference room talking about safety are not worth a damn in comparison to one individual rectifying an unsafe condition. If you can't do it yourself, pin it down by writing it up -- "Safety Sam" will get it to the right people to sort it out. Without YOU Safety '75 is nothing.

H.M. Sutherland
LCol BTSO



LT. COLONEL L. E. JENKS, Base Administrative Officer.

Accidents take their toll, not only in terms of money and material -- but in people. In the first nine months of the current fiscal year, military and civilian personnel at this base have suffered 52 non-disabling and 11 disabling work-related accidents. These totals are the tip of the iceberg. They do not include operational accidents or those occurring off the job. Elsewhere in this issue you will read that some 60 to 70 percent of all accidents are not work related. We can estimate with some accuracy that the grand total on and off the job for the full year will approach 300. The conclusion is quickly reached that something must be done to improve upon this record.

The General Safety Programme is designed to promote the improvements that we all want. "Safety '75" is designed with a specific goal toward that improvement. You will be seeing, hearing and becoming more involved in safety in the near future. The key to accomplishing the task is obtaining the personal attention and sincere desire of everyone, including dependants, to eliminate the conditions that foster accidents. I would urge each and every one of you to observe, think and take positive action in supporting "Safety '75" -- and people.

BAdmO



MAJOR D. STROUD, Base Comptroller.

The basic purpose or reason for any activity by an individual or a group is to accomplish something -- to get something done. The means of getting it done involve the management of people, material, time and money into an efficient, economic operation.

When we experience an accident it usually means a breakdown or interruption in the planned activity. It always means the loss of some of our resources. The cost of accidents can be measured in two ways: In the Armed Forces we relate dollars to lost mandates: medical services; annuities and repair and replacement of equipment.

Your personal costs, however, may be more devastating. Try to measure for yourself the cost of the loss or impairment of your health and faculties; the loss of your confidence in your ability to function safely or the loss of respect and stature that once was yours.

W.D. Stroud
Major

The aim of the Flight Safety Program is to prevent accidental losses of aviation resources. Those responsible for this program are very conscious of our dependence on virtually all base support services. We are most concerned with the quality control of all aspects of that support whether it is provided by a technical, administrative or operations section. In other words, the actions of every individual on this base can have a direct bearing on the Safety of Flight.

By developing safer working conditions, procedures and attitudes we become more effective, vigilant and professionally responsible thereby giving a direct boost to Flight Safety.

Flight Safety endorses the General Safety Program and salutes the "Safety '75" campaign. A.M. Robb
Major



MAJOR A. M. ROBB, Base Flight Safety Officer.

The goal of any enterprise is effective operations. The goal of General Safety is the same.

CFB Comox has made steady progress toward "Safety '75" objectives. Some of the safety milestones in 1973 were: a written safety policy for the base; publication of Standing Orders for accident investigation; a safety reporting and information system, and the first formal general safety training.

This impetus will continue. During 1974 we have established a General Safety reference library; conducted a base-wide safety survey, and held supervisor training seminars on accident investigation. Five base personnel have just returned from a three-day accident prevention course in Vancouver and some ten to fifteen more should receive this training in early autumn.

Best of all, there has been a noticeable increase in accident prevention activities and safety awareness, a spirit of co-operation and a positive attitude to safety...a "YES WE CAN" attitude.

WATCH YOUR BIRD!

BGSO

S.F. Brown, Capt



CAPTAIN (SAFETY SAM) Brown, Base General Safety Officer.

Everything You Always Wanted To Know about Injuries . . . But Were afraid To Ask!

Q. How many accidental injuries have we had at Comox during the past year?

A. I can only answer that in terms of those which were reported and involved military personnel. These totalled 240.

Q. Where did most of them happen?

A. The largest number occurred at home (32 per cent) followed by work and sports (both 29 per cent).

Q. Do some age groups have more injuries?

A. Yes. Generally the age group from 25 to 40 are involved more in home accidents than at work or play. The younger group from 19 to 24 have more accidents than any other age group. This is true in sports, work injuries and very significantly in private motor vehicles.

Q. What can we do to reduce the number of injuries within our General Safety Program?

A. Accidents of all types resulted in varying degrees of body injury at CFB Comox during the past twelve months. With a little care and forethought these accidents might have been avoided.

Most of the reported accidents had one thing in common. They were really a result of human errors of judgement. The statement "It was an accident" is often offered as an excuse for such errors. To many of us the use of the word "accident" is a convenient means of escape from responsibility, learned in childhood.

Parents have traditionally consoled their children following misfortune by assuring them that they were the victims of "an accident" and therefore "it couldn't be helped" or "it is no one's fault". Small wonder, therefore, that we improperly use the word "accident" to describe situations in which loss of control results in property damage, physical injury or death.

A large number of "accidents" during the past year at CFB Comox reflected improper attitudes, inattention and absent mindedness.

Unless we are personally convinced that a reduction of injuries is an attainable goal, it is certain that these "accidents" will continue to happen. When they do, and the old "excuse" is being offered we should recall the words of Rudyard Kipling: "We have 40,000 reasons but not a single excuse."

We are all equipped by experience and training to foresee the logical result of permitting unsafe working habits, unsafe environments and adverse physical conditions to prevail. Our Safety '75 campaign resolutions and aims therefore should include a personal determination to eliminate instances of "accidental" injury.



MAJOR B. D. O'BRIEN, Base Surgeon.

Critically examine your own situation. Identify hazardous procedures and conditions. Report them. Develop a "safety attitude" among personnel and work-mates. Condition them to think before taking an unnecessary risk and they won't take that chance. Managers, supervisors and employees must work together for the elimination of those accidents that can be foreseen. Success will be reflected in a marked reduction in accidental injuries.

Q. Do you always give such long answers?
A. Only when I get upset.

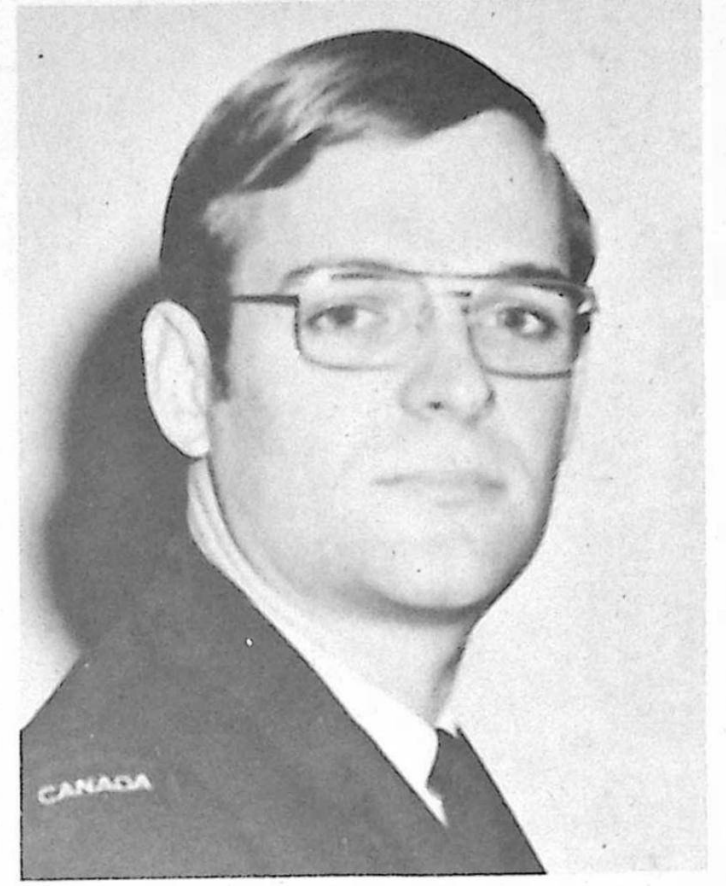
BSurg

The scope of personal safety in sports and recreation runs the full gamut from the autumn hunter who fails to properly unload and dismantle his weapon after the day's hunt to the spring golfer who neglects to properly check his gear prior to the first big round and ends up cracking his buddy on the head with a broken club. The everyday jogger is faced with safety oriented planning such as good quality footwear and absorbent clothing, while the ardent winter hockey player is faced with decisions on good quality hockey equipment and a personally fitted protective mouthguard. In short, the range of possible accident and safety situations in sports and recreation is unlimited.

There is, however, one common theme which permeates the whole concept of safe action in sports and recreation. This theme is pure, everyday COMMON SENSE. It is truly illuminating when accident reports are surveyed and assessed on the basis of common sense. A perfect example is the story of the summer camper who thought he would take the chill off the summer night's air by taking his still smouldering hibachi barbecue into the tent which had no means of ventilation. In the morning two children were unconscious and had to be taken to hospital, while the parents were barely able to struggle to their vehicle. Common sense could have prevented this incident which seriously marred a pleasurable vacation. The toxic fumes from charcoal are a serious danger if inhaled for a long period of time in a confined space. The use of a properly designed and tested tent heater could have completely prevented the situation.

The playing habits of certain so-called "athletes" completely violate the rules of common sense in such contact sports as hockey. The NHL professional model who "lays the lumber" on his opponent without mercy is a bad example for young players which is unfortunately being glorified on T.V. and in other media. It is up to each coach to drill players in the concept of safe play at all times to prevent the occurrence of serious injuries. A solid emphasis on skill fundamentals in all sports is one way to eliminate the need for "dirty tactics" to neutralize an opponent. Too many times inferior equipment puts the player at a disadvantage and results in bodily injury which can nag the individual for the rest of his life.

The Vancouver Island area is a natural outdoor recreation paradise, featuring salt and fresh water sports right at our doorstep. Unsafe boating acts, however, are far too many in number. The operation of power boats in swimming areas and the unsafe towing of water skiers through swimming areas are examples of boating actions lacking in common sense. Wearing approved lifejackets and carrying fundamental safety gear such as a signal light are commonly looked upon as a governmental intrusion on personal rights. The truth is



CAPTAIN BILL KEENER, Base Physical Education and Recreation Officer.

that these regulations are provided to save lives - yours included.

The summer aquatics programme in the Comox Valley and specifically at the Base Swimming Pool is oriented to saving lives. Fundamental water safety and techniques of artificial resuscitation are taught at every level. The instructional swim programme offers a progressive approach aimed at developing confidence in the water under any circumstances. The cost of this instruction is minimal and every parent should begin the training and practise of safe water habits with their children at the earliest possible ages.

The sports and recreation possibilities in the Comox Valley are almost endless. So are the possibilities of accidental injury. I am sure that everyone wants their activities to reward them with pleasure and relaxation and not a threat to themselves and their loved ones. It is up to us to add that all-important ingredient of common sense. Develop safe habits for work and play, the ability to recognize danger and the self-discipline to keep within your own limitations.

Safety - a plan for all seasons.

BPerO



My Dad is a Lousy Driver!

My father is, as they say, many things. He is a breadwinner, squabble mediator, self-styled plumber and fix-it man, mediocre tennis player, a Boy Scout leader and Sunday school teacher, a good neighbor, a fine friend - and a lousy driver.

He is a man of many talents. Fortunately, driving does not happen to be one of them. Maybe I could say he has one driving talent - a singular knack for making some of the worst driving mistakes I ever hope to see. This man, my father, is an affront to traffic.

It is not with malice that he pulls out of our driveway every morning at eight to menace drivers, walkers and bicyclists for the remaining eight hours of the working day. It's just that he's "a busy man". He has "other things to think about" things much more important than the stop sign on the corner of Seventh and the children's hesitation at the curb on Eighth.

Seventh, Eighth, Ninth - he's moving right along and his brain is filled with bright ideas. Head in the clouds, he hasn't even noticed that the accelerator pedal has been inching its way to the floor. By the time he's reached Fourteenth Street, he thinks he's solved a few of the problems of the world, when in fact he's only splashed a nice old lady and scared a few of the slower squirrels.

HEAD IN THE CLOUDS
As he zips from lane to lane, he doesn't bother to flash his turn signals, to check his blind spot or to consult his rear-view mirror. Who needs to, when you've been soaring over mountains?

Occasionally I take it upon myself to make a gentle criticism of my father's driving style: "Dad, don't you ever signal!"

"We're not in your Driver Ed class now, dear."

That could be one of my father's problems - he never was in a Driver Education class. He is sort of what you might call a "natural driver". In other words, he picked up all of his driving knowledge where most of the world's misinformation is to be found - in the street. My father thinks that driving is not a subject to be taught in the schools. "It's not a science, you know," he says. "It isn't even an art."

DASHBOARD DATEBOOK

I remember hearing once that Abe Lincoln used to file his memos in the ribbon of his stovepipe hat. My father has found an equally convenient spot to stash all of his notes, memorandums and memory joggers - on the dashboard. "But doesn't it bother you, Dad? All that stuff flapping around? Look, you can see it all reflected in the windshield. In fact, that's about the only thing you can see!"

Not only is my father a messy and an impetuous driver, he is a friendly one. Not just neighborly in the sense that he'll lend his window scraper to a snowed-in lady in distress. He is really friendly.

If he sees Ed Smith up ahead, he'll speed up, pull alongside and carry on a jovial conversation with old Ed for the next five or six blocks. Maybe he doesn't know that doing that sort of thing is simply illegal. He ought to, though, because he was kind enough to pay a ticket for me when I committed the same offense.

"Doesn't she get enough of a chance to talk to Susan when she's home? Or perhaps now she would like us to install a phone in the car." That's what

he said, but he paid the ticket for me. Someday a policeman will hand him a ticket, and maybe that will refresh his memory.

NOT INCLINED TO LEARN

Once in a while, my father has a bundle of dirty shirts. There's nothing wrong in that, surely. What's wrong is that he takes the shirts to a certain laundry located on the top of a hill and my father doesn't know the right procedure for "Parking on an Incline."

"So they're even teaching that in school these days, are they?" I hate to think what he meant by that, but, yes, I did happen to learn a few helpful things in Driver Ed class:

To prevent the car from rolling down the hill, be sure to turn your wheels away from the curb if you're headed uphill, toward the curb if headed down. And put on your parking brake.

"Are you giving me a lecture? You sound like you're giving me a lecture."

"Anyone, Dad, who drives like you deserves a little lecturing."

"For all we know, the car could be rolling down the hill, right this very moment, flattening scores of well-meaning citizens."

"If I had taken the time to do all the things you'd have me do - wheels out, wheel in, and all the rest of it - the laundry would have closed by now. Then where would we be?"

I guess we might be a few dollars richer. Repairing smashed fenders isn't cheap, you know.

DO YOU RECOGNIZE ANYONE YOU KNOW BY THE DRIVING HABITS IN THAT ARTICLE? ALL OF US DEVELOP SOME UNSAFE HABITS AND IT TAKES SOMEONE ELSE TO MAKE US SEE THEM.

A CRASH CANDIDATE

When he takes my mother and my aunt and uncle out for dinner - with drinks - he returns late and acting rather silly. No doubt he's been acting very foolish on the way home. I can picture it all: the swerving, the laughing, the faltering, the speeding-up. The inevitable crash! What an imagination I have. I'm beginning to think like my mother.

My mother isn't too vain to wear her glasses when she's driving. She has to wear them, because it's specifically required on her licence. It says the same thing, spelled out very neatly, on my father's. I have pointed this out to him several times, but apparently he can't read the fine print. Without his glasses.

One time I met a boy who asked me if our family had just moved here from someplace.

"No," I said, "I've lived here all my life."

"I just thought," he said, "that your father hasn't done much city driving."

"On the contrary," I replied very sharply, "he's lived in the city for fifty-five years."

"Oh," he said, "That explains it."

Like most stories, mine has a moral. If you're a parent, don't set a lousy example for your kids. And if they've taken a course in Driver Ed, don't be too proud to learn a few tricks from them. Especially if you're as old as My Father The Lousy Driver.

They don't make drivers like they used to...I hope!



MAJOR J. R. RICHARDSON, Base Transportation Officer.

Safe driving is everybody's business. Accidents don't happen only in big cities, on super highways or to someone else, they also happen here. Last year in the Comox Valley eleven people were killed - violently - and 218 injured. Why? Because of poor driving habits!

Naval Hazard

ATHENS - It is an occupational hazard if a sailor dies while having sex on shore leave and his family is therefore entitled to a navy pension, Greece's highest court ruled Wednesday.

The court said that having sex while on shore leave is part of a sailor's "normal recreation dictated by his profession and death therefore is an occupational hazard."

The issue arose when the wife of the unidentified sailor appealed for a family pension on the ground that the death of her husband came under the category of "professional accidents", all subject to compensation under Greek law.

The court heard that in August, 1971, the sailor left the ship at the port of Legasti in the Philippines and visited a brothel. He died while in bed with a woman several hours later, and a medical examination found he died of a heart attack "possibly due to excessive emotion."



something they knew was wrong!

Next time you get into your vehicle, stop for a minute and think. Think about those 218 injuries and those 11 tragic deaths. Then think about your own family - about what they would do if you didn't come back; if you were killed in an accident caused by a stupid mistake or crippled for life because either you or another driver did something you knew was wrong? Would you still have a job? Enjoy sports and outdoor recreation? How

would your family exist? How would you feel if it's the "other guy" who gets it - due to a mistake on your part; if it was a neighbour or a friend? Or a member of your own family!

Statistics show that although motor vehicle accidents occur as often as work accidents, they kill four times as many people.

Drive as if your life depended on it - It does!

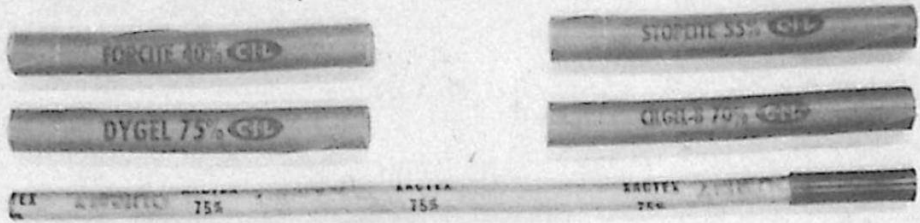
BTNO





TYPICAL COMMERCIAL HIGH EXPLOSIVES TYPES D'EXPLOSIFS BRISANTS UTILISES DANS L'INDUSTRIE

Underground Mining
Exploitation minière souterraine



Construction & Open Pit Mining
Construction et exploitation minière
à ciel ouvert



Agricultural & Logging
Agriculture et exploitation forestière



Submarine & Seismic Work
Travaux sous-marins et sismique



Explosive Safety

BY M-CPL. CHUCK SLEMON

CUMBERLAND - Woman calls RCMP and reports that her baby is playing with a blasting cap found in sandpile in front of her home. Sandpile is sifted, 89 more blasting caps found.

COMOX - Little boy takes stick of live dynamite to school for "show and tell".

COURTENAY - Children reported playing with dynamite. Area searched, 27 sticks found in box; 2 sticks found in old pile of lumber; 1 stick found in hole under a stump. Nitro-glycerin seeping from dynamite, an extremely dangerous condition. Children were going to make bomb from story on T.V.

TSOLUM - School boy has hand badly damaged by

Carelessness in storing and handling commercial explosives is another serious cause of accidents. Detonators, dynamite, detonating fuses, gun powder and small arms ammunition are all highly dangerous, but by far the chief source of trouble is the detonator - commonly called a blasting cap. This is because it is so hard to believe that such a little thing can be so dangerous.

In spite of regulations governing their safekeeping, blasting caps are often found by children while exploring construction sites, outhouses, barns, quarries, old logging operations and storage sheds. Sometimes they have been hidden away - perhaps

years until frost-heaving or plowing exposes them. Explosives never become safe due to old age. The opposite is true, most of them become even more sensitive and dangerous with the passing of time. Simply kicking, throwing or striking the object may cause it to explode.

Many potentially dangerous items located have been those kept as souvenirs. Shells, bombs, grenades and other war-time explosives are all too often kept as mementoes of war service. SOME MAY BE EXTREMELY DANGEROUS. As time goes on, the danger increases. The disposal teams of the Canadian Armed Forces give this advice: Have a competent authority give assurance about its safety and have it permanently marked "Empty" or "Inert" or "Dummy". If it is suspect, have it destroyed. Do not bury it; do not throw it in the water and do not dump it in the garbage.

Any one finding, having or knowing the whereabouts of any explosive-type of device, should take this action:

1. Don't touch it!
2. Call the police!
3. Keep others away and be available to show the police and disposal team the location of the suspected item.
4. Don't hesitate in calling the authorities if you suspect that an item may be dangerous. They would rather answer alarms that turned out to be safe than have one serious accident.

Explosives are a marvelous servant of man and have played a tremendous part in the development of Canada. The dangerous properties of all explosives are such, however, that the parliament of Canada found it necessary to pass the Explosives Act for the protection of the public, including those who manufacture and store them. It is illegal to make an explosive except in a factory licensed under the act. Commercial operations are well controlled, but control of what goes on in private basements and backyards is a very different matter.

Ignorance of the nature and properties of explosives is the root cause of most explosive accidents. Everyone, regardless of age, must be educated to the dangers of handling explosives. It is all too easy to make an explosive which is sensitive to impact and friction and which, if confined, will detonate with shattering violence. Parents should maintain a keen interest in the activities of their budding young scientists, monitor their ideas and experiments and discourage any unsafe activities. This should include pointing out dangers displayed on T.V. either as regular programming, cartoons or safety features.

The Canadian Armed Forces are doing their part with their explosive safety talks to children at their schools. Are you doing yours?

BArm PO



MAJOR A. HAAN, Base Armament and Photo Officer.

blasting cap, while trying to start model engine. Another boy gave him what seemed to be a wire, but turned out to be a blasting cap.

CAMPBELL RIVER - Boy finds object on beach, takes it to school. Object turns out to be a live aircraft bomb, over 25 years old.

The items above are true illustrations of the different types of incidents involving explosives that all too frequently occur throughout our district.

In the last 5 years CFB Comox has assisted the police and civil authorities in over 317 incidents involving explosives on the northern half of Vancouver Island.

A large percentage of these incidents involved dynamite in advanced stages of deterioration. Much of it had been abandoned and later found by children. The total for the last five years? over 9,000 sticks of dynamite (or nearly 2 tons), 2,000 blasting caps, 74 war souvenirs, and numerous other explosive items.

Is There a Fire In Your Future?



CAPTAIN G. W. L. MacLEAN, Base Fire Chief.

Almost every day we hear of fires that result in millions of dollars in property loss, but much more tragic than the loss of property is the loss of life due to fire. Because most of the fires we hear about take place in larger communities where there are large industrial complexes and densely populated residential areas many of us become complacent and have the idea that we just don't have any serious fires in the Armed Forces. However, when one reviews the Armed Forces annual fire loss statistics, it becomes apparent that this is not the case. During the periods 1967 through 1970 there were 1,726 fires on DND property resulting in \$2,215,221.00 property damage and the loss of fourteen lives. It is heartbreaking when one realizes that most of the fires and resultant loss of life and property could have been prevented. Most of these fires were caused by carelessness.

For statistical purposes and to look for trends, fires are recorded by cause, type of occupancy, hour of the day, day of the week, amount of damage, lives lost and so on. This has been done on an international basis for many years and it is from such records that many fire and life safety regulations have evolved. In turn, this might cover anything from the standard of electrical services needed in a garage repair pit to the after-the-fact design features and maximum safe occupant loads for Country Clubs, Messes or Recreation Centres. Broadly speaking, when we disregard the lessons of history, we, if not actually courting disaster, are taking unnecessary risks.

For the purposes of evaluating our own individual habits regarding fire and life safety, fires need not be classified by cause to any detail. They may be thought of as Technical Fires and People Fires. Technical Fires caused by malfunction or breakdown or equipment can and do

happen. However, in many cases a fire that at first appears to have been the result of technical failure may on closer investigation be found to have been caused by some act or omission on the part of someone. An example of this might be the failure of a temperature limiting device where the failure was due to a buildup of residue or lint which insulated it from ambient temperatures. What really happened was a "People Fire" or carelessness, but surely there is little to be gained from belaboring that point even

though it is the root cause of a large percentage of fires. In other words, people not things cause the majority of fires.

Society being what it is, it seems logical, if cynical, to assume that we will always be punished by fires that are deliberately started for gain, hate, or unseeing vandalism. These fires are probably unpreventable but even so if those were the only fires we could expect in our future we would be most fortunate. It is the fires that will be started by you and I that we must look to prevent. The question is how?

First of all, of course, we must desire it. After that, like fire itself, it is relatively simple. Disregarding the rather complicated chemistry and physics involved, fire is a phenomenon that occurs every time a certain degree of heat, a fuel and oxygen are at the same place at the same time.

The solution to 'unwanted

fires, quite obviously is disgustingly simple - don't let those three get together. Virtually all fire prevention is based on this principle.

Consider that oxygen is always around us and that leaves heat and fuel for us to manipulate in order to have fire when we need it but only then. This is happening day in and day out without our even thinking about it. Many of us need a cigarette to burn but not the furniture so we use non-combustible ash trays to separate it from other fuels. It is not feasible to remove fuels from say a work shop, so we avoid any source of ignition. We need a pressing iron to get hot but cannot safely use it on a wooden table.

We can all think of many parallels, possibly some in which we are not as careful as we should be. If we do and exercise more care where necessary, we shall have fewer unwanted fires.

BFC

SAFETY VISITOR



MR. A.L. PERRY, head of Plans and Programs in the NDHQ Directorate of General Safety, recently visited CFB Comox to review the development of the Base General Safety Program. Mr. Perry is the brother of our Base Aircraft Maintenance Engineering Officer, Major Phil Perry.



WHERE THERE'S smokes, there's fire.



CORPORAL VERN GREEN'S Easter Bonnet.

Hard Hats

Many workmen often are reluctant to wear hard hats, complaining of the helmet's weight and the discomfort caused on hot days. But with the human brain being the irreplaceable control center for the entire body, it only makes sense to protect this vital organ against damage. For the record, the average safety hat weighs only 14 ounces - that is roughly one ounce for each pound the average human head weighs. It would seem, then, that complaints of hard hats being heavy are somewhat unfounded. If you were in the Army, you'd be wearing a

three-pound helmet. Tests conducted in 110-degree heat also have shown that the temperature inside the hard hat is from five to twelve degrees cooler than the outside temperature. That compares with only two degrees cooler when wearing cloth caps or felt hats. Yet even if these proven safety hats are a bit uncomfortable to wear, if you consider the alternative, there's really no question as to why they should be worn.

- The International Operating Engineer



ENERGY (Container) CRISIS.

