

WELCOME TO CFB COMOX "OPEN HOUSE"



407 Squadron Argus Over Cumberland

407 Photo

I would like to extend to you a very warm welcome to CFB Comox today. I trust that by the time you leave Base this afternoon you will have learned a little more about the Canadian Forces and about CFB Comox. I trust that you will find both the ground display and the air display interesting, exciting, and informative. In addition to having aircraft of each of our flying units on display, you will also find static displays from the Photo Section, Safety Systems, Mobile Support Equipment Section, Armament Section, a Non-Destructive Testing display, and many others. Please ask the Servicemen on duty any questions you might have during your visit. Representatives from the 3rd Battalion of the Princess Patricia Canadian Light Infantry, Esquimalt, and the 15th Field Artillery Regiment Band, Militia Area Vancouver, will also be participating. Thank you for coming, and have a good afternoon.



Base Photo

COLONEL R.L. MORTIMER, BASE COMMANDER

SCHEDULE OF EVENTS

1300 hours —	Gates open to Public
1300 - 1315 hours —	Courtenay Pipe Band Performs
1300 hours —	Model Aircraft flying display south of No. 3 Hangar
1315 - 1400 hours —	15th Field Artillery Band performs in No. 7 Hangar
1400 hours —	Flying Display Starts Comox Parachute Club CF104 Starfighter Argus T-33 (Silver Star) Tracker Cessna 172 CF5 C130 Hercules CF101 Voodoo Buffalo and Labrador Rescue Display The Snowbirds
1600 hours —	Snowbirds Land
1615 hours —	Fire fighting display
1630 hours —	Open House Day Closed

SINCERE THANKS

TO ALL THOSE WHO PITCHED IN TO MAKE THIS SPECIAL ISSUE A REALITY.

—THE EDITOR

History of CFB Comox

CFB Comox was opened as a RAF base in 1942 and in 1944 came under RCAF control. In 1946 the Base was closed and placed on a care and maintenance program.

In 1952 the Base re-opened as a host to 407 Maritime Patrol Squadron, which was then equipped with the

Lancaster. In 1954, 409 Squadron arrived with its CF-100s. In 1964, 121 KU, equipped with Albatross, Labrador and Dakota aircraft, arrived at the Base. In August, 1974, VU 33, flying trackers and T-33, arrived to complete the complement of squadrons at CFB Comox.

Today, CFB Comox is still

home for these four squadrons. 407 Squadron now flies the Argus, and these aircraft are a familiar sight in the farthest reaches of the Pacific and in the Canadian North. 409 Squadron is now equipped with the CF-101B Boodoo interceptor, which provides this country's anti-bomber defences. 121 KU, which has now been renamed 442 Squadron, flies Buffalo and Labrador aircraft in fulfilling its search and rescue role. Additionally, the squadron has a transport responsibility for communication and supply of West Coast units. VU 33 provides air support services to the Pacific Coast fleet, besides doing fisheries protection patrols.

The Sea Cadet summer camp, HMCS Quadra, and the Sea Survival Training School are located at Goose Spit. The Sea Cadets use the Spit during the summer, and the Sea Survival School uses it during the winter.

On 01 Sept. 75, CFB Comox became a part of Air Command, enabling the approximately 1,600 Servicemen based here, to fulfill the task of putting the right aircraft in the right place at the right time.

THE BASE CREST

THE BASE CREST

The design is that of the Thunderbird, in the art style of the KWAKWITL INDIANS, the northern neighbours of the Coast Salish. It is not inappropriate as it has always been used by the Comox Indians since earliest historic times. The bezant (gold roundel) symbolizes plenty, abundance, riches, etc. and the motto AI QUANESUT may be interpreted "By Vigilance Prepared", and was adopted from the old Pentlatch language and is pronounced Ai-Kwa-

Nee-Sut, with original meaning "Well able to take care of oneself". Approved by the Queen in March 1964.



TOTEM TIMES

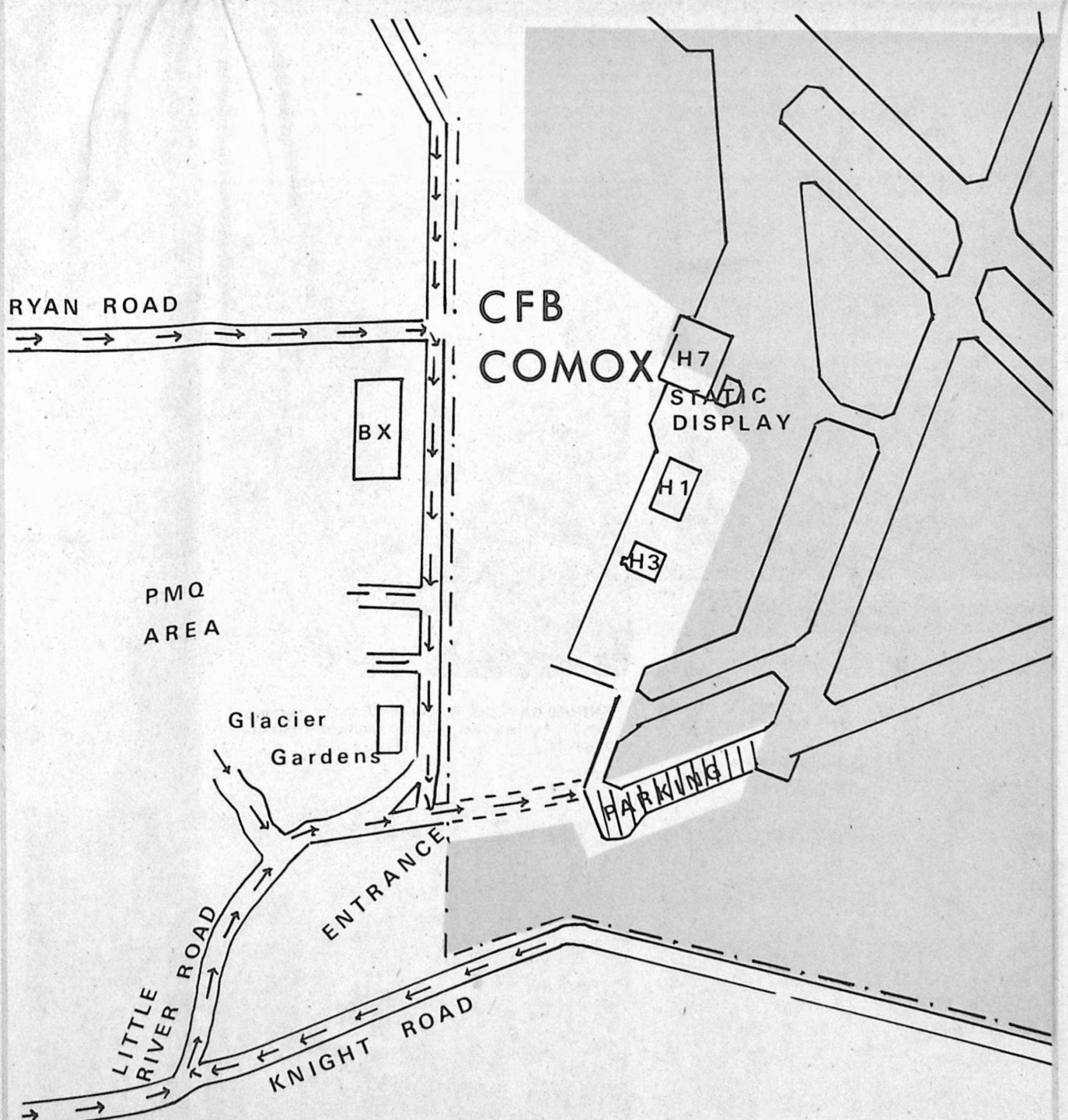


HAVE A GOOD DAY!

CFB Special

CFB COMOX TOTEM TIMES

SUNDAY, MAY 23, 1976

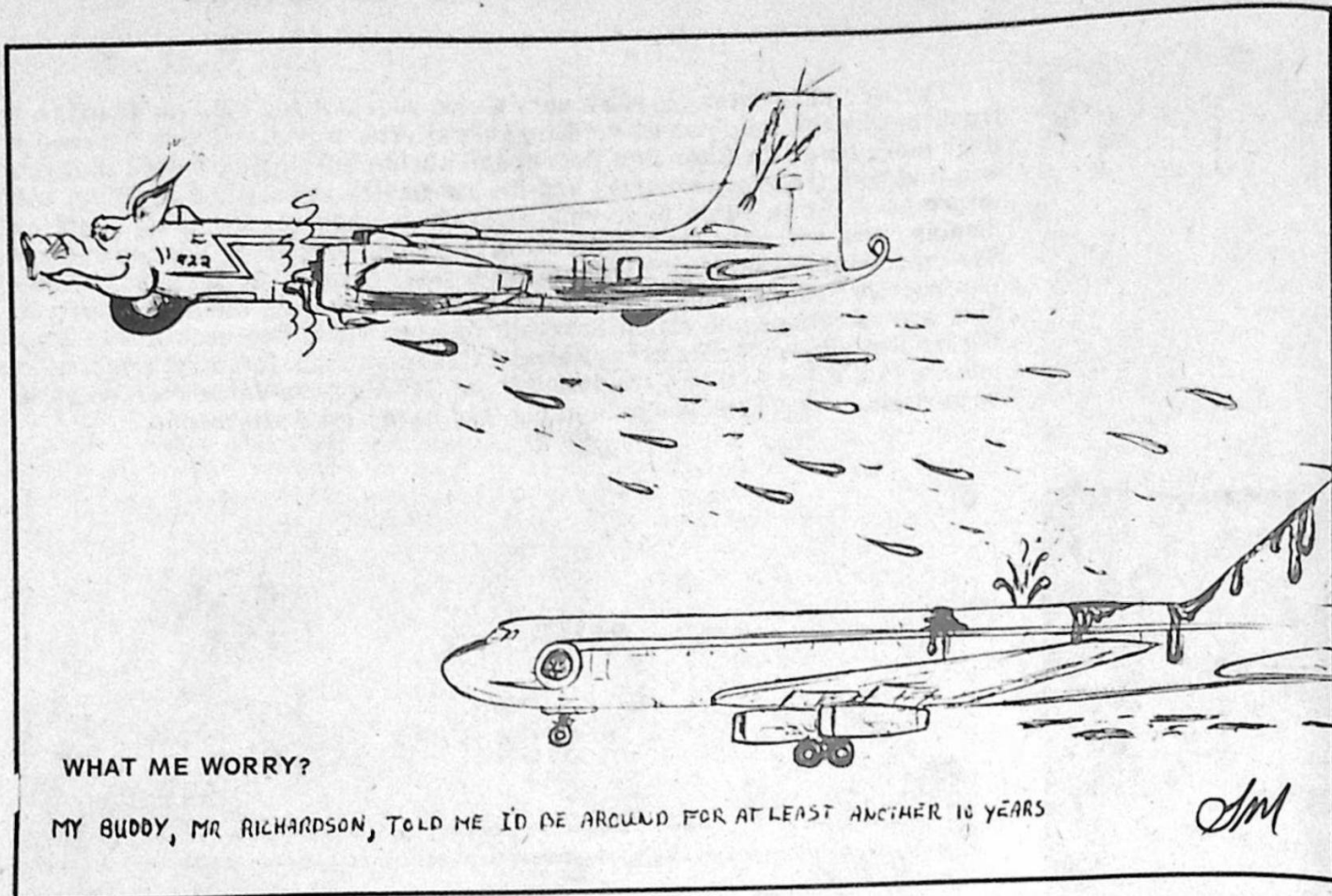


Reference Map - For Sake Of Safety, Red Areas Are Out-Of-Bounds

STATIC DISPLAYS: Aircraft, along the east side of the hangar-line and in the south end of No. 7 hangar; other displays, in No. 1 hangar.

REFRESHMENTS: may be purchased in No. 1 hangar.

407 Maritime Patrol Squadron



WINNERS OF CANADIAN ASW Competition Crew 4 led by Maj. N. Winchester.

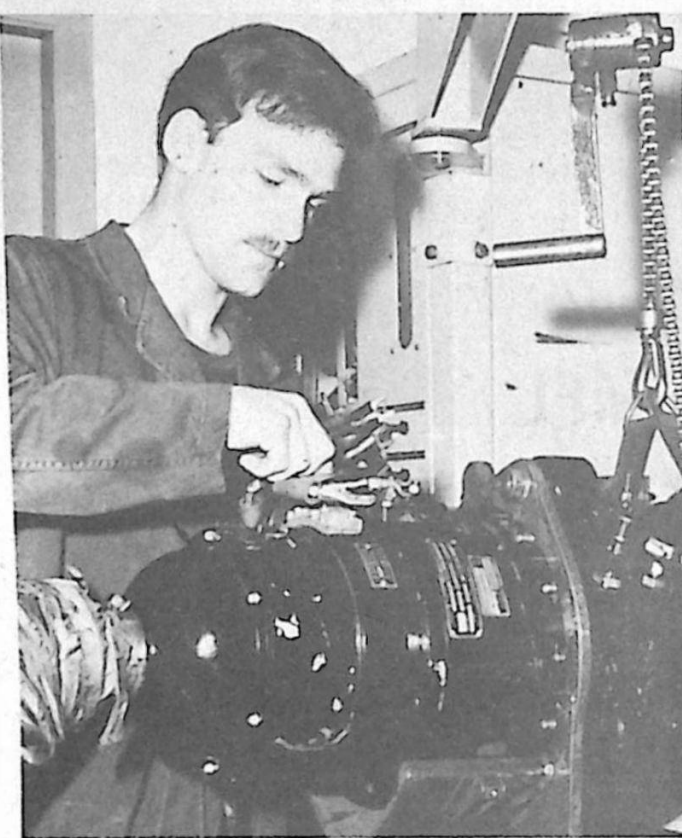
407 Photo



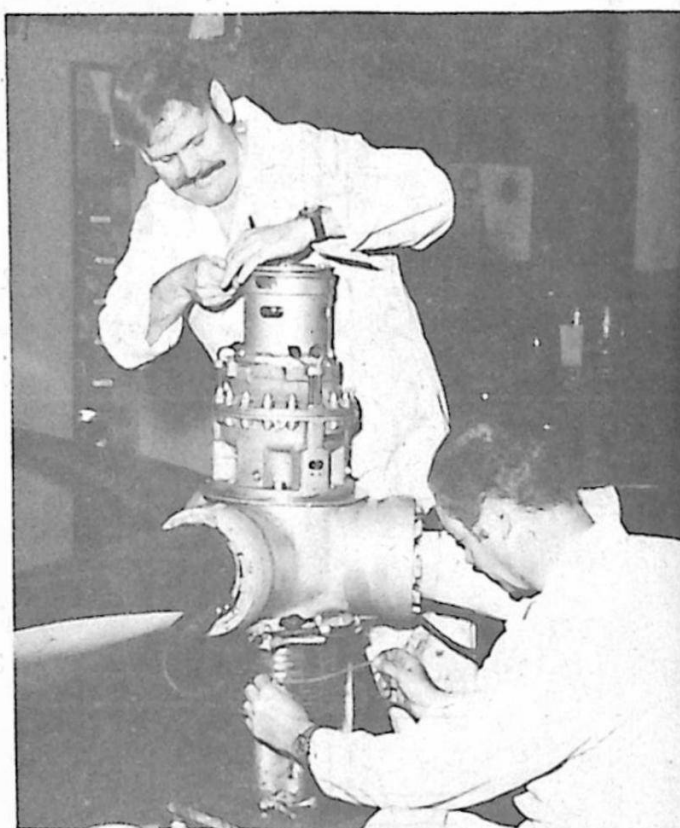
SAFETY SYSTEMS TECH - Cpl. Rieder servicing helmet and oxygen mask.



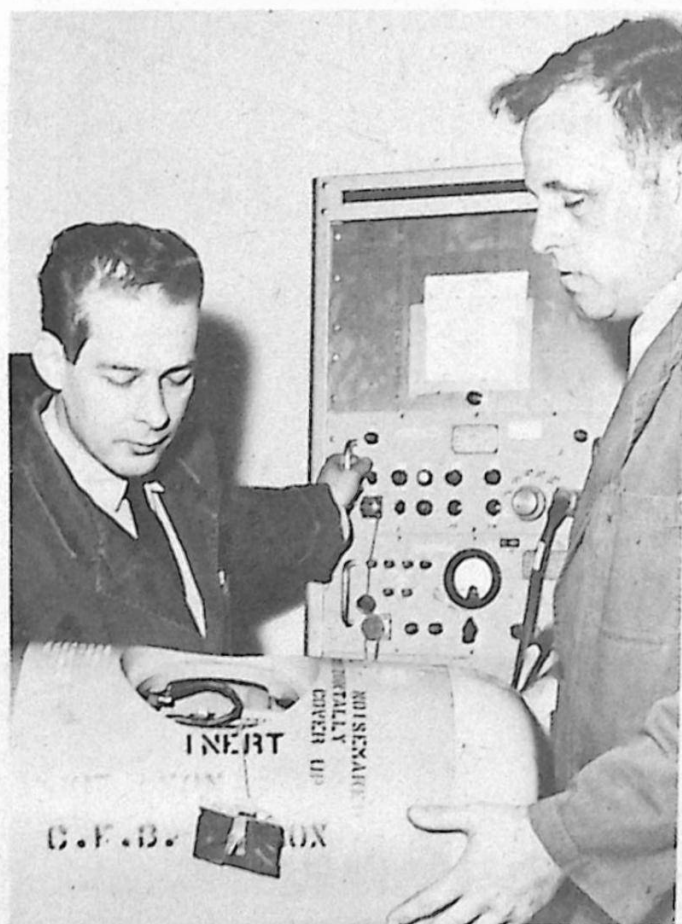
The 407 Squadron Heraldic Badge consists of a winged trident, symbolic of maritime air power, breaking a black anchor, symbolic of Axis sea power. The motto is from the poem "In Flanders Field". The motto was particularly apt at the time the badge was authorized because of the heavy losses being sustained. The Squadron has continued to be maritime oriented, and the badge remains a meaningful symbol of the Squadron's role.



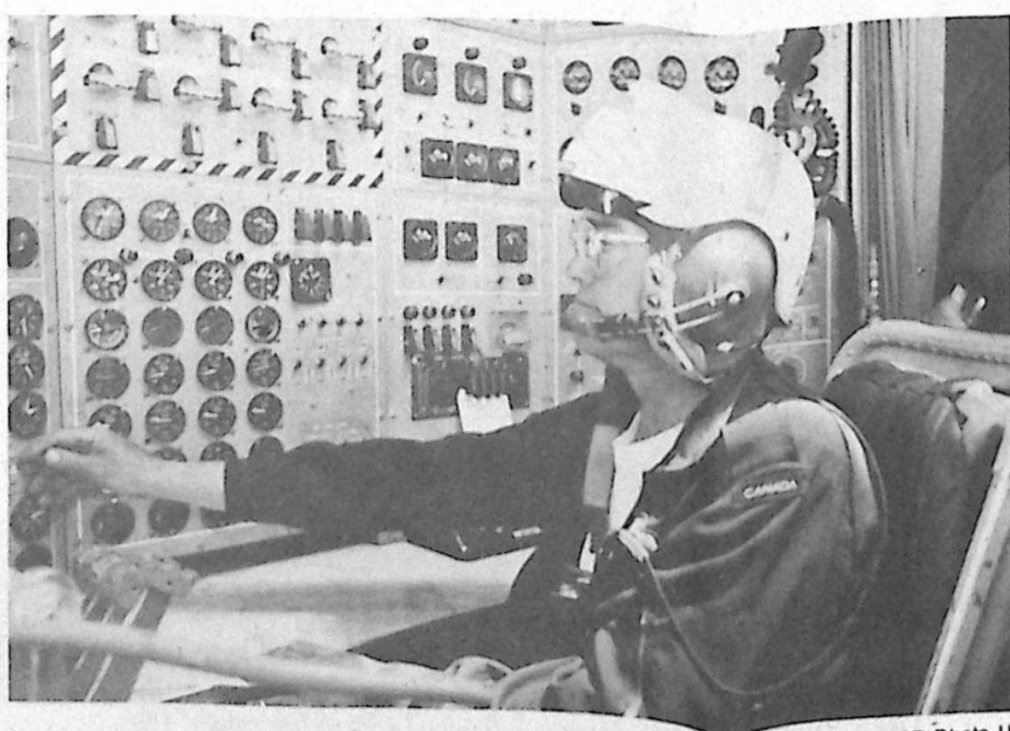
AVIONICS - Pte. Gurholt connecting electrical leads to an aircraft generator.



ENGINE BAY - Cpl. Ferguson and M-Cpl. Kempton working on the power unit and contactor rings of a propeller.



TORPEDO TECHS - MCpl. Peardon and Cpl. Barth carrying out a simulated sea run.



FLIGHT ENGINEER - MWO Suds Suterland at work.

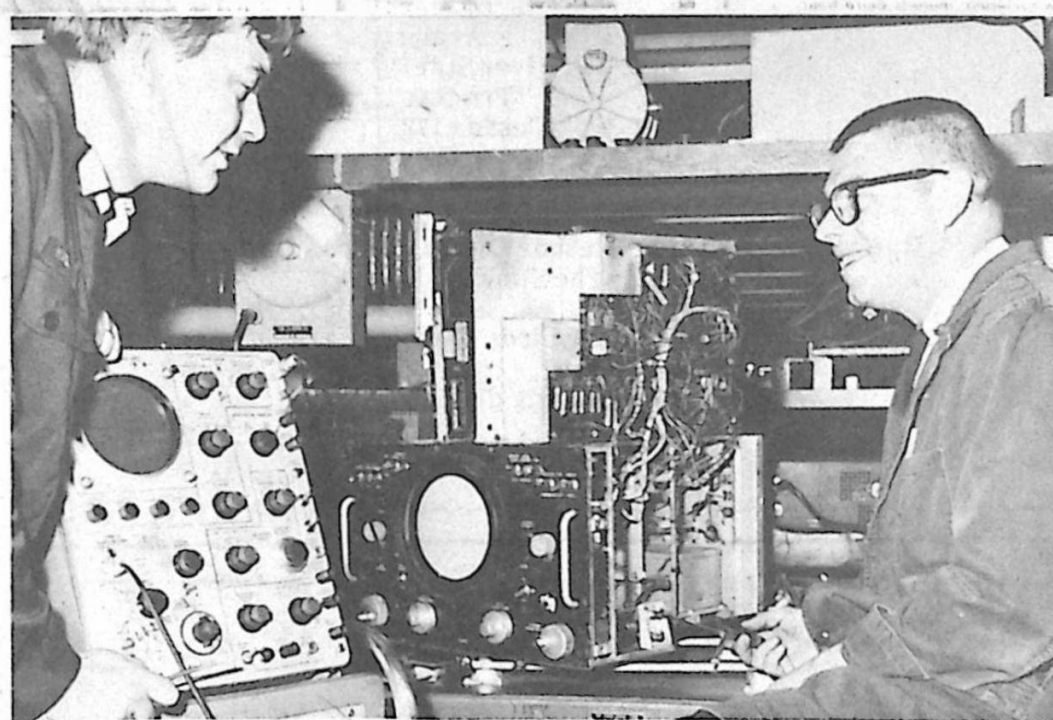


ARGUS PILOT - 1st Officer, Capt. K. D. Wren flies during exercise off coast of California.

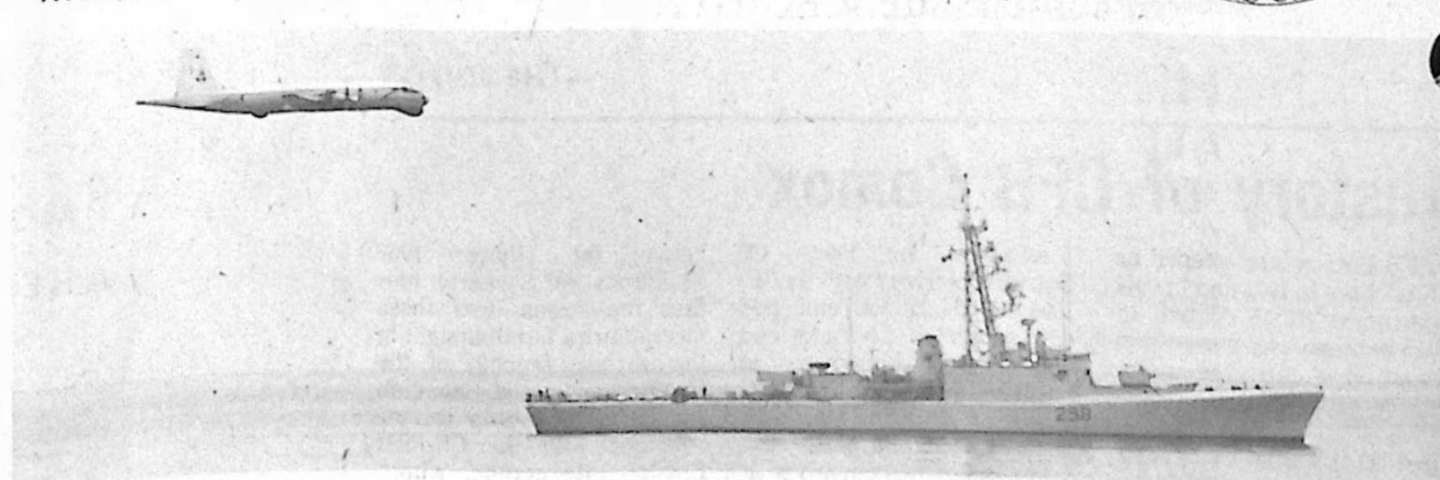
The Roles of 407

The primary role of 407 Squadron is anti-submarine warfare and maritime patrol duties. As such, the Squadron observes and monitors all Sino-Soviet surface and sub-surface shipping in their area of responsibility.

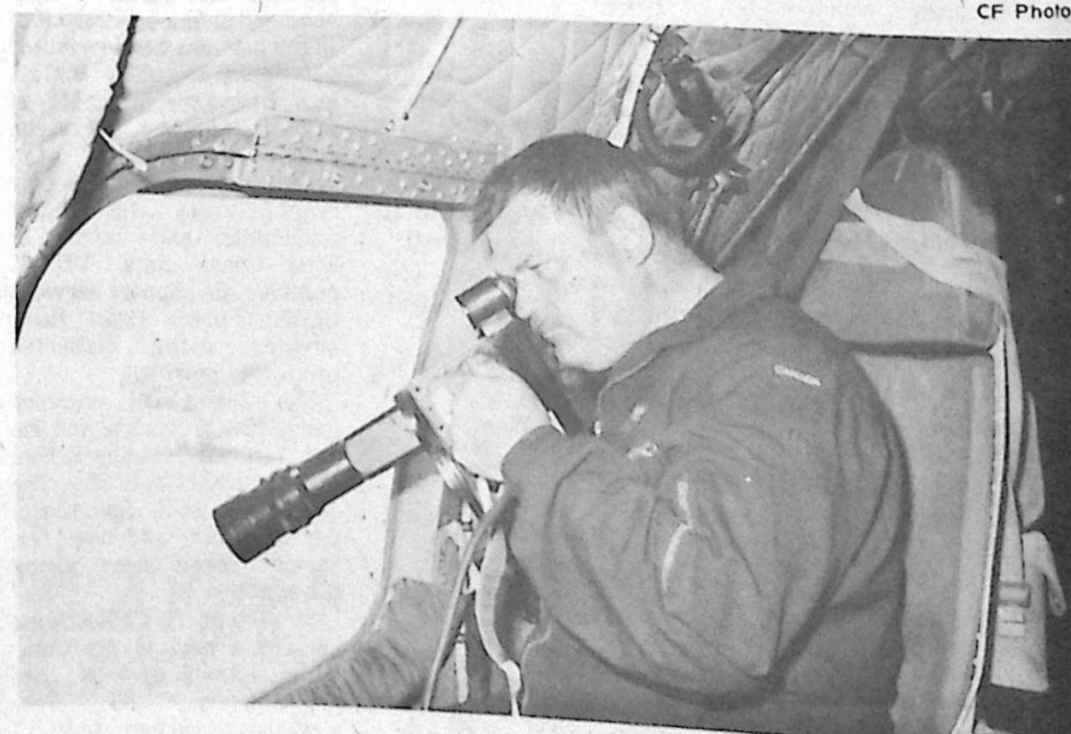
On the domestic side, 407 conducts Arctic surveillance patrols throughout the year and aids Western area Rescue Centres in some Search and Rescue missions in Canada's North and along the B.C. coast. Since Canada has instituted a 100 mile pollution control zone on her coast, 407 Squadron has been involved in monitoring shipping in this area and reporting violations. Recently a 407 crew were instrumental in the first prosecution and conviction of a ship captain for polluting Canada's coastal waters. In a parallel task, 407 Squadron crews also observe the fishing fleets off Canada's West coast and report any observed violation of Canada's fishing regulations.



AVIONICS - MCpl. Cook (R) and Cpl. Hagar (L) repairing the Aps 20 radar scope.



CF Photo



BIG EYE IN THE SKY - Sergeant E. G. (George) Seal operates a reconnaissance camera from the rear fuselage of the Argus.

CF Photo Unit

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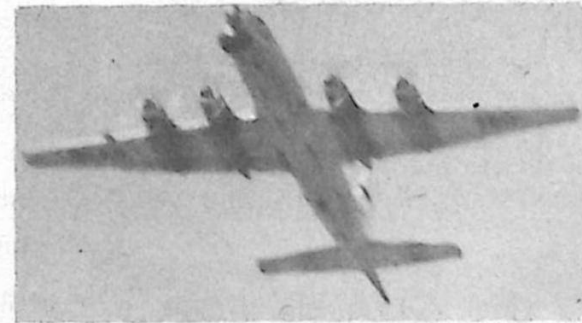

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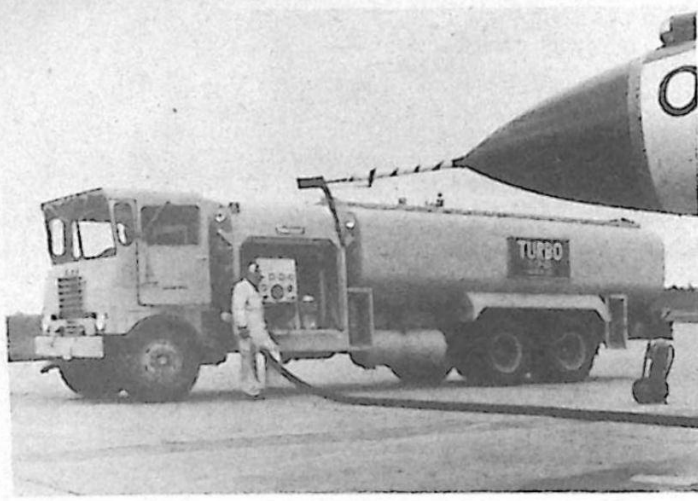
Base Photo

JP4 INTO THE FUEL TANKS - Cpl. Poole locks on the nozzle while Cpl. Weiman completes an inspection of the nose gear during a Voodoo turnaround.



Base Photo

WEAPONS TECHS IN ACTION - Corporal Wood and Corporal Lebel load a weapons emulator on to a rail mounted on the rotating door of the CF-101B.

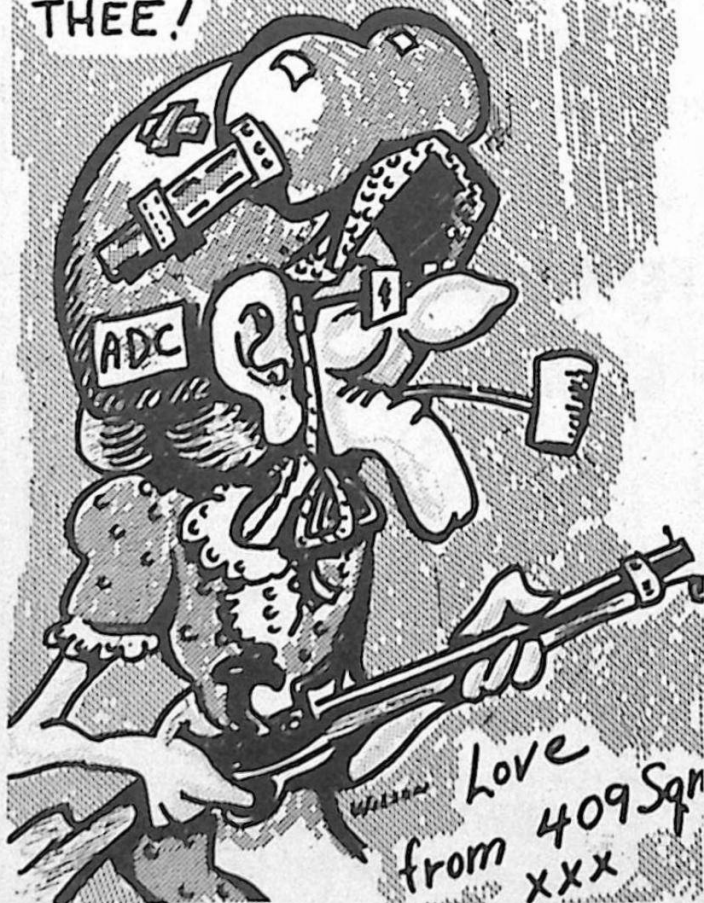


CF101 Data

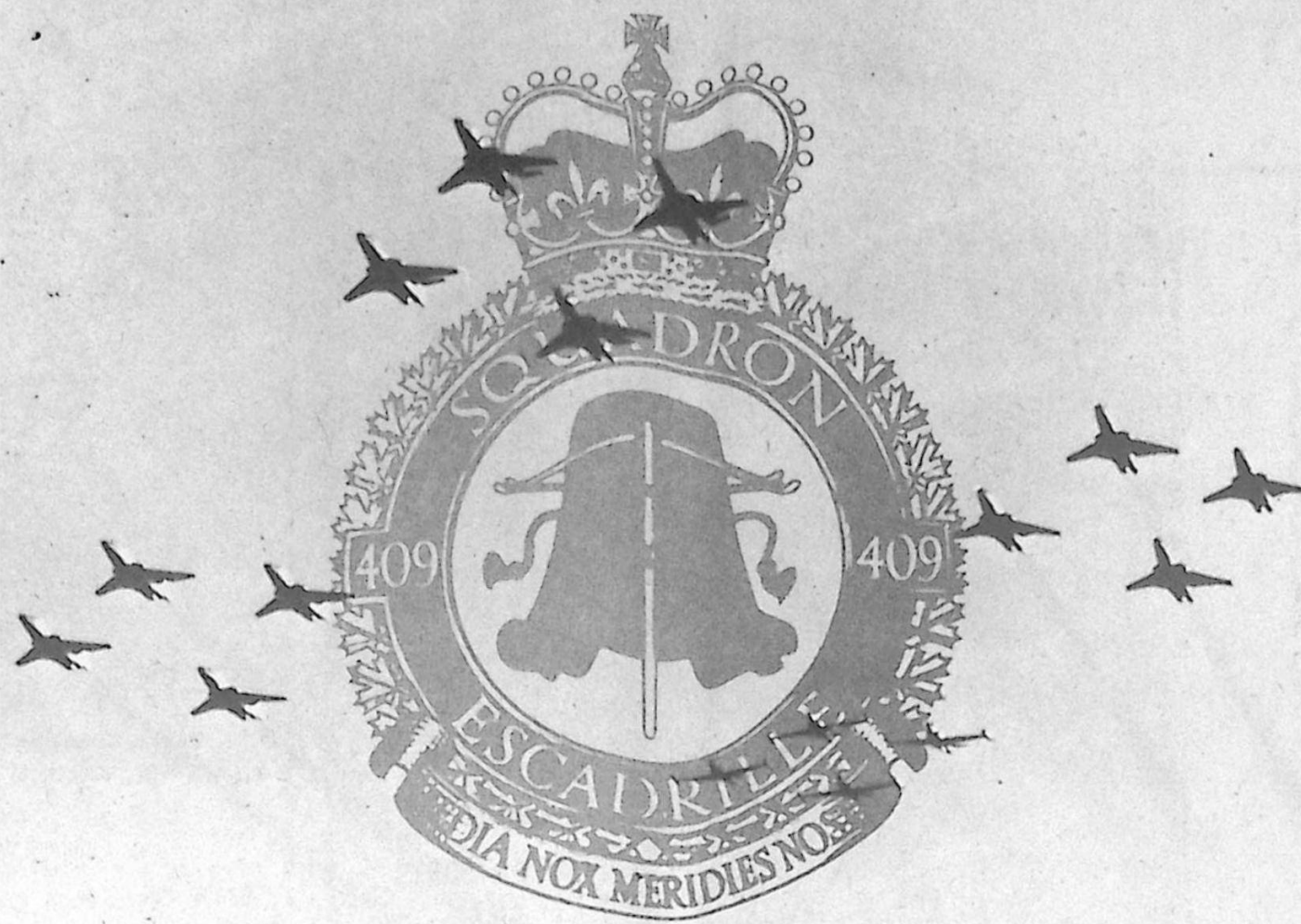
The CF-101 is a twin engine supersonic all weather interceptor. It is an extremely stable weapons platform that can accommodate a variety of rockets and missiles.

Length - 67' 5"	Weight - 44,700 lbs. - clean
Span - 39' 8"	- 51,950 - tanked.
Height - 18' 0"	Speed - 1200 mph plus
Engines - two Pratt and Whitney J-57 Turbojets;	
Thrust - 10,700 lbs each at military power. - 16,900 lbs. each in afterburner.	

STANDING ON GUARD FOR THEE!



"ALL YE LONELY and oppressed find comfort in this Nighthawks' Nest, rest easy lads you've naught to fear, the fighting 409th is here."



Ellis Photo



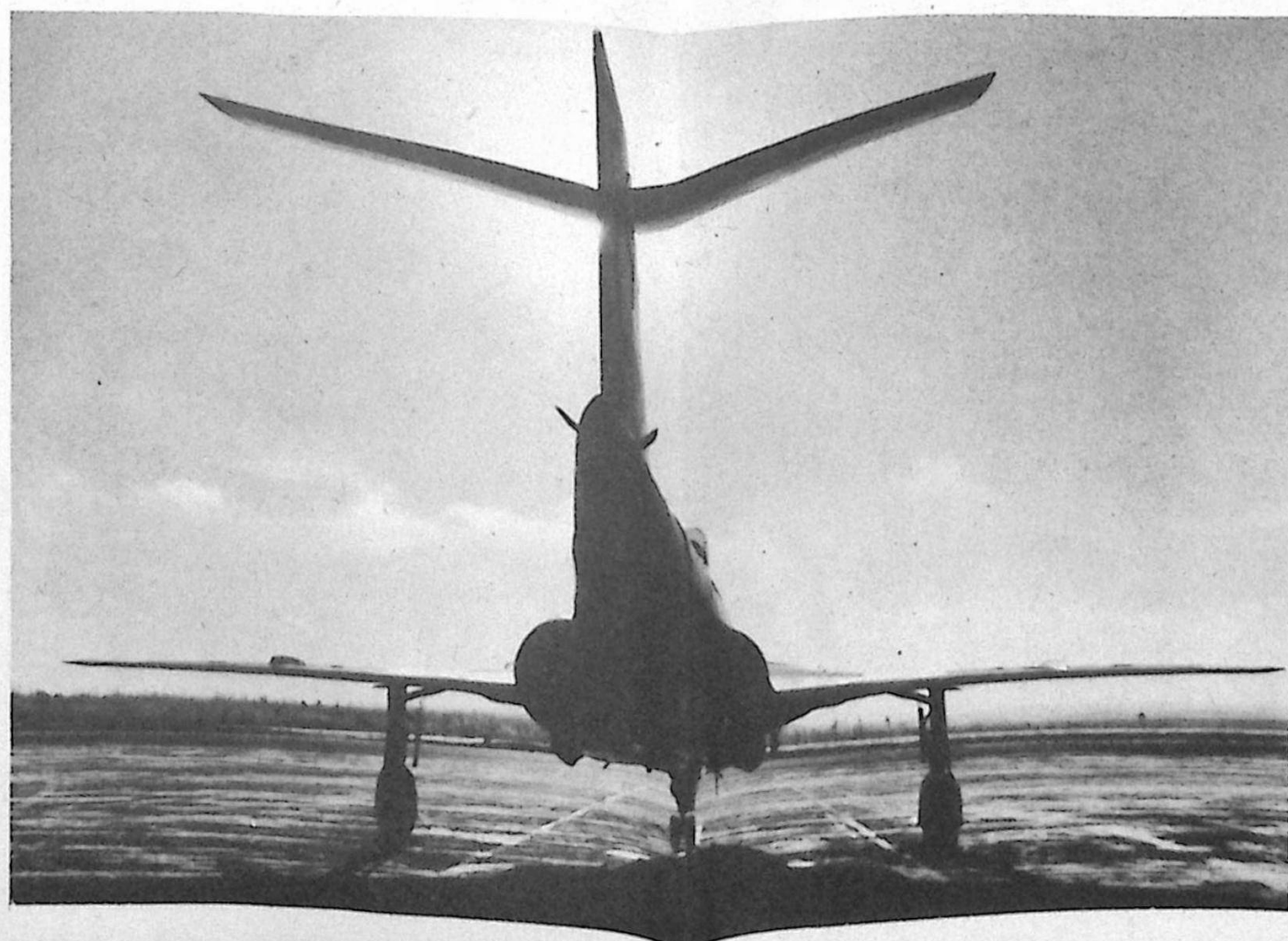
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CF Photo

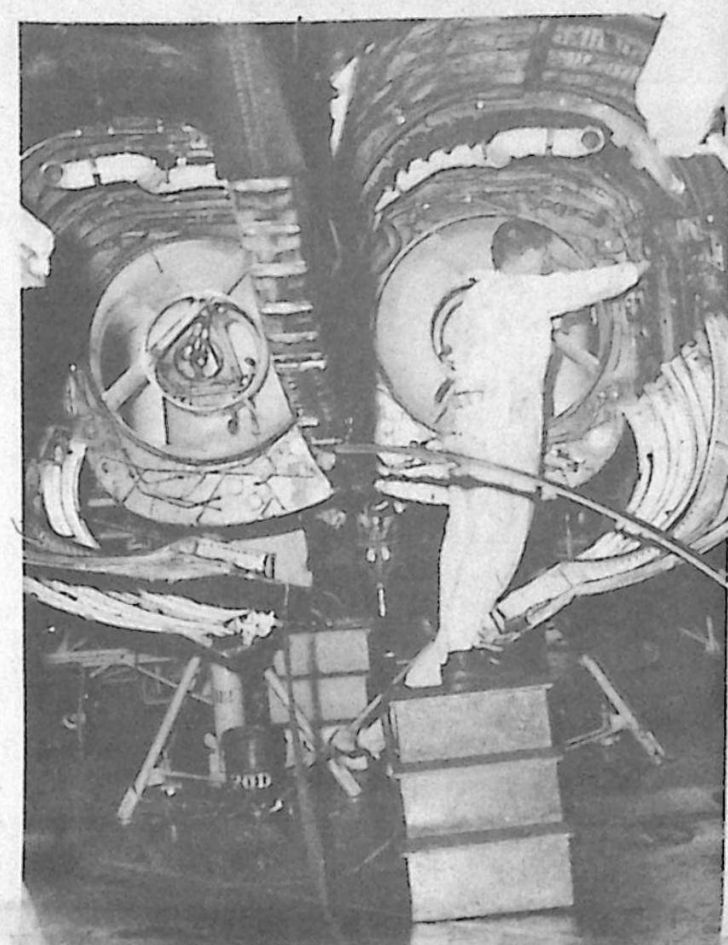
"SCRAMBLE" - A pilot and radar man race for their Voodoo fighter interceptor in a hurry to get airborne and check out an unidentified aircraft. Fighter interceptors are scrambled on iden-

tification missions several times a week somewhere in the North American Air Defence Command (NORAD) system.



Base Photo

DRAG 'CHUTE REINSTALLED - Safety Systems Tech, Master Corporal Abric is high off the ground during a Voodoo turnaround just after flight.



Base Photo

PERIODIC INSPECTION - Master Corporal Bulawka makes up part of the skilled repair crew who tear down and rebuild the CF101B, Voodoo, aircraft every 150 hours flying time.



Base Photo

J 57 ENGINE MAINTENANCE - Aero-engine tech, Cpl. Shultz assembles statoo halves on a newly arrived compressor.

409 Sqn. Role

The role of 409 Sqn. is to provide Air Defence Forces for the 25th NORAD Region in order to identify, engage, and destroy enemy bomber forces as far from target areas as possible. To perform this mission we must maintain a quick reaction alert capability to identify unknown aircraft approaching North America. Also the Sqn. must maintain a high level of proficiency so as to be able to take up a war-time role should the need ever arise.

We maintain two CF-101s, conventionally armed, on five minute alert year round. We also practice our skills during daily training, exercises, and evaluations. The work week for an average crew is from 55 to 65 hours which includes at least one day in the alert hangars.

The CF-101 can get airborne in less than five minutes and can reach 35,000 feet in less than two minutes from brake release. This fast reaction time combined with excellent range and speed make the CF-101 an outstanding interceptor. Firing the Falcon heat seeking missile and capable of firing the Genie rocket the Voodoo is a dangerous adversary that is more than capable of carrying out the tasks of identification, interception, or, if necessary, destruction of enemy bombers.

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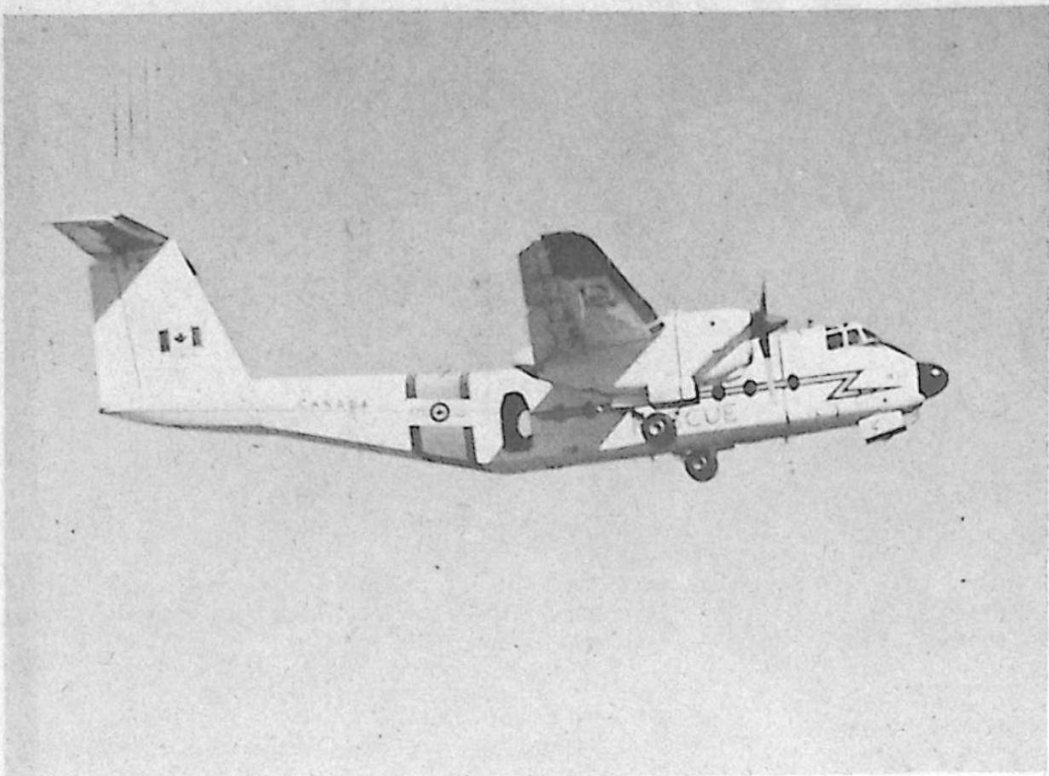
**COME IN AND SEE THE
GOOD GUYS...
FOR SOME GREAT BUYS!**

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442 Transport and Rescue Squadron



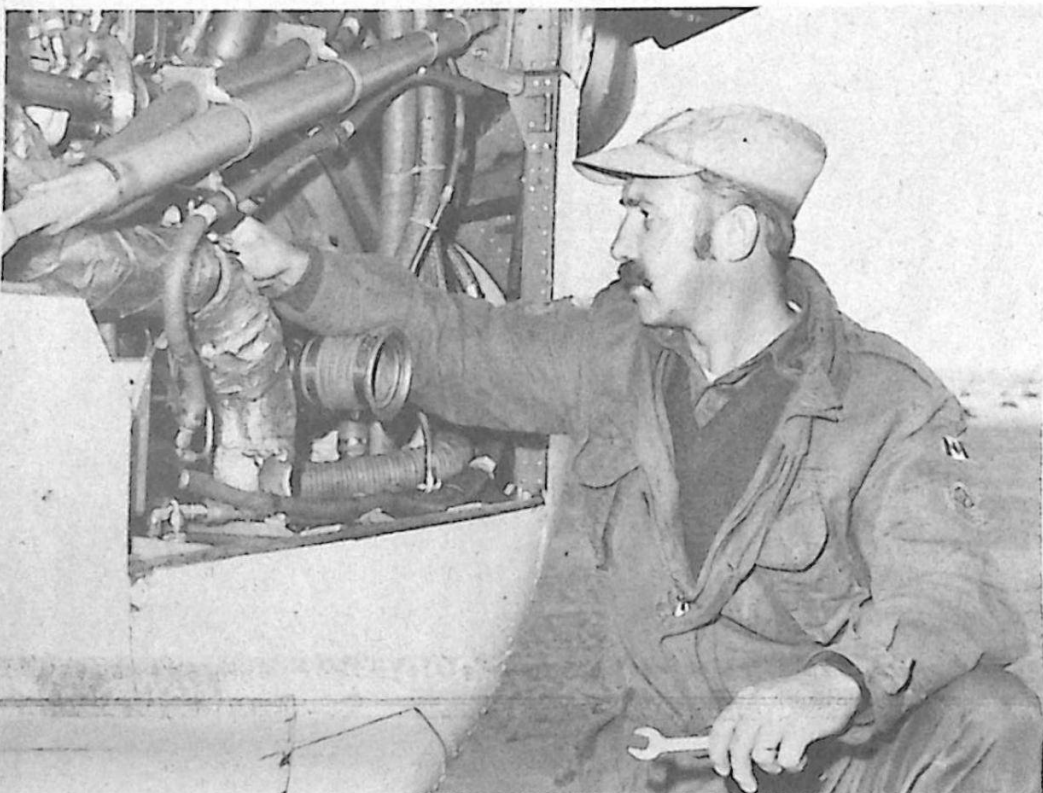
The Buffalo

THE BUFFALO is a twin-engine turbo prop aircraft manufactured by DeHavilland of Canada. It is a STOL (short take-off and landing) aircraft, capable of operating from 1500' gravel or grass strips. Some of its performance statistics are: Cruise - 260 MPH; Range - 1600 nautical miles; Gross Weight - 41,000 lbs; Total passengers - 30; Total Lifters - 24; Total Cargo - 10,000 lbs; Its basic task in the search and rescue role is as a long range Search Platform and Airborne Ambulance.



The Labrador

THE LABRADOR is a twin-jet engine tandem rotor helicopter manufactured by Boeing Vertol of the United States. It is completely amphibious and very versatile. Some of its performance statistics are: Cruise - 145 MPH; Range - 600 nautical miles; Gross Weight - 21,400 lbs; Total passengers - 25; Total Lifters - 15.



442 SQN. CONTINUES to supply both air and ground crews to Canada's United Nations forces in the Middle East, to which Buffalo aircraft are assigned.

442 T&R Squadron is established at CFB Comox to serve as the main Search and Rescue unit in the Victoria Search and Rescue Region. The Squadron is manned by Air Command personnel, but is directed in its search and rescue role by the Commander of Maritime Command through the Rescue Co-ordination Center at Victoria.

442 Squadron is commanded by Col. C.B. Lang, of Creston, B.C. He is responsible for the operational control and training of 170 officers and men. To do its job the Squadron is equipped with 3 Buffalo fixed wing aircraft and 3 Labrador helicopters.

442 Squadron maintains a 24 hour per day immediate response capability 365 days a year. The mission may vary from searching for lost aircraft in the Northwest Territories to picking up a

sick sailor at sea. Last year the squadron delivered its first baby, airborne over Campbell River.

Our Labrador helicopter was held ready to deal with the recent B.C. Penitentiary troubles. The Squadron has received its Standard, marking 25 years of operation and swept the 1975 International Para Rescue Competition.

442 Squadron is closely associated with the Province of B.C. and was originally named the "City of Vancouver" Squadron. It has as its emblem, HAIETLIK, the lightning snake of Nootka Indian legend and its motto is "Un Dieu, Une Reine, Un Coeur", One God, One Queen, One Heart. 442 Squadron is proud of its past history and present role, and its members are dedicated to serving the community in which it serves.



THE USE OF DROPPABLE flares, each generating 2 million candelpower, has increased the Squadron's night rescue capability. Hosford photo



THE PARARESCUE SPECIALISTS are equipped to jump into dense bush.



THE HIGHLY TRAINED para-rescue specialist plays an important part in the Squadron's role.

Facts About 442 Sqn.

Our Territory

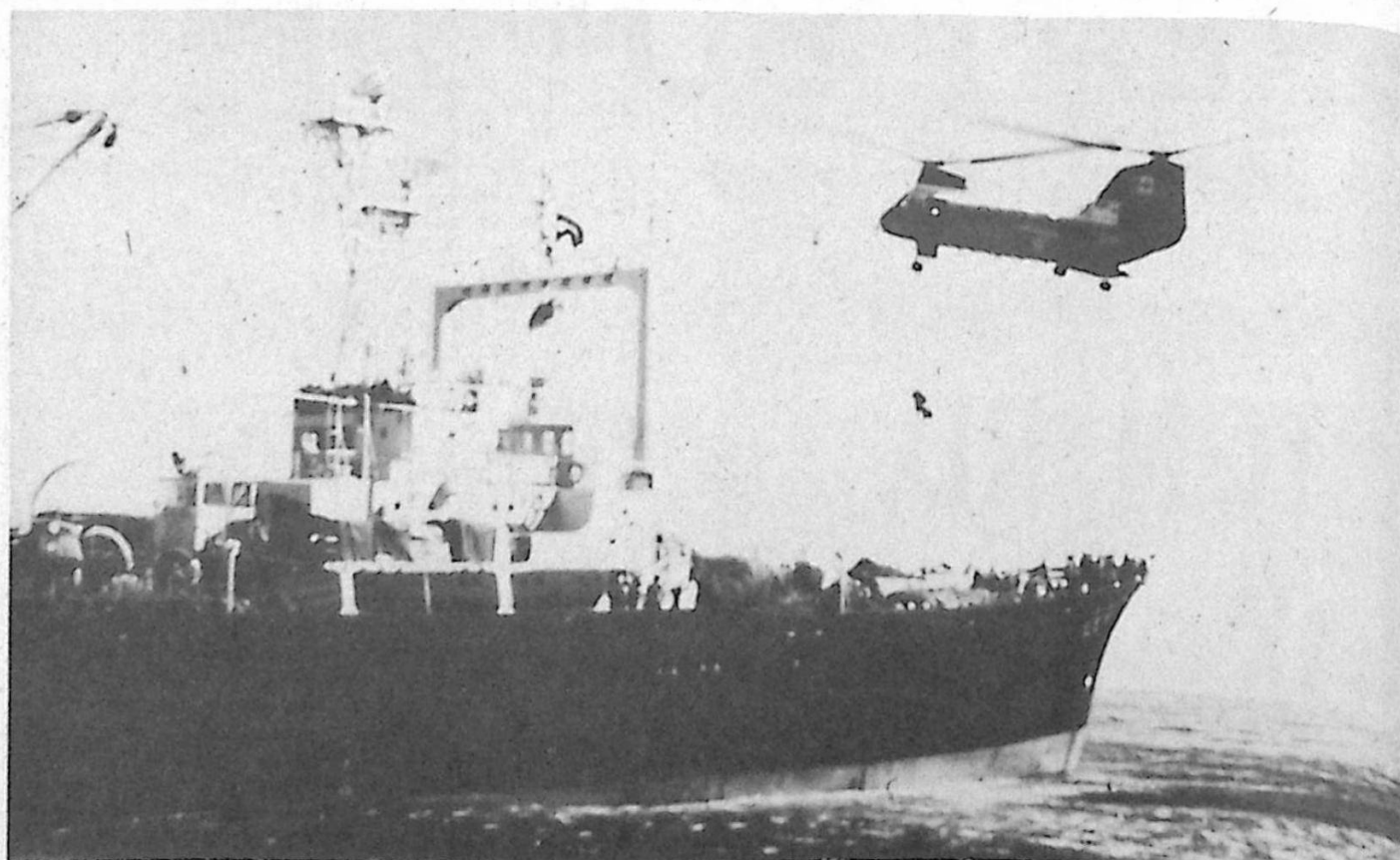
OUR "TERRITORY" The Victoria Search and Rescue Area comprises 690,000 square miles of territory. It runs along the B.C. - American border to the B.C.-Alberta border, north along the MacKenzie River to the Arctic shores and includes 10,000 square miles of the Pacific Ocean. The area is designated as 98 per cent mountainous and is only 5 per cent urbanized. The area consists of mountain ranges, high arctic tundra, semi-arid interior valleys and cloud

covered rocky coast lines. The Victoria Search and Rescue Region, while being one of the smallest in Canada, is the busiest. In 1974 there were a total of 4808 search and rescue incidents in Canada, 2503 of which occurred in this area. In 1975, of 6399 incidents, 2937 occurred in the Victoria area.

Always Ready

"ALWAYS READY" 442 Squadron maintains a 24 hour per day immediate response capability 365

days of the year. The mission may vary from searching for lost aircraft in the Northwest Territories to picking up a sick Seaman off a ship at sea. Last year the Squadron delivered its first baby, airborne over Campbell River. Our Labrador helicopter was held ready to deal with the recent B.C. Penitentiary troubles. The Squadron received its Standard marking 25 years of operation and swept the 1975 International Para Rescue Competition. A very busy year, as are all, for Search and Rescue.



ANOTHER IMPORTANT ROLE of 442 squadron is air evacuation. This may involve picking up of an

Injured sailor hundreds of miles at sea....

CF Photo



....or flying a patient from the Interior to Vancouver for treatment.

Base Photo

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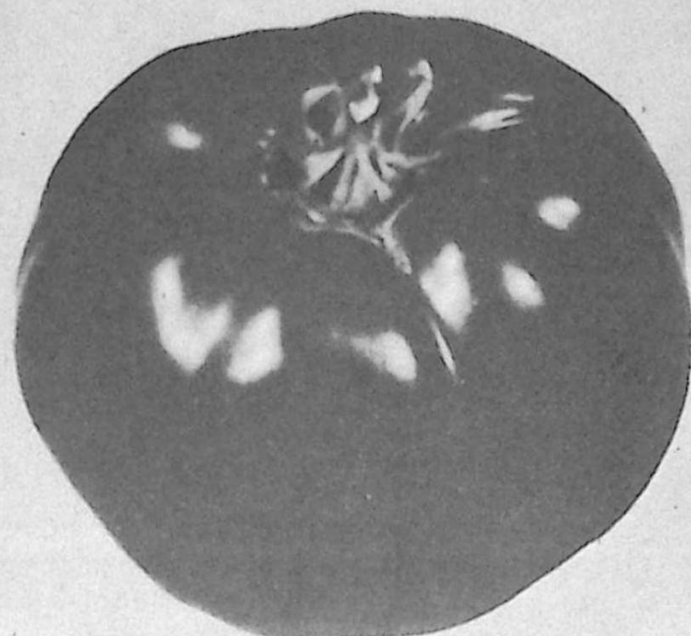
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Solo ends May 27, 1976

Paul Simon: Still crazy after all these years.



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KELLY'S in COURTENAY

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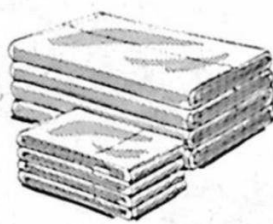
SLEEP ON THE SAVINGS

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CHECK THESE BARGAINS THE PRINCESS

252 Coil Spring Mattress in Floral Cotton Print Cover. Mismatched with Posture Foundation Box.

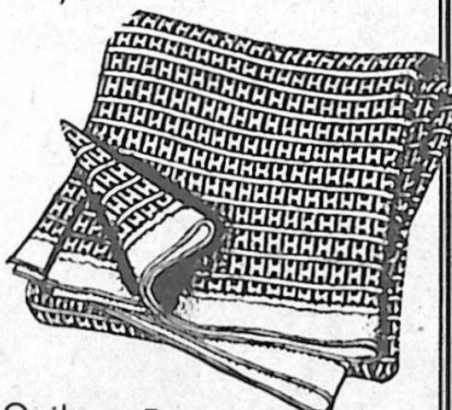
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Base Technical Services Branch



L-COL SUTHERLAND, BTSO

The Base Technical Services Branch at CFB Comox provides a wide range of technical and logistics services to both the integral flying units and to the Base proper. These services include: Armament and Mechanical Support; Construction Engineering; Transportation; Supply; and Telecommunications.

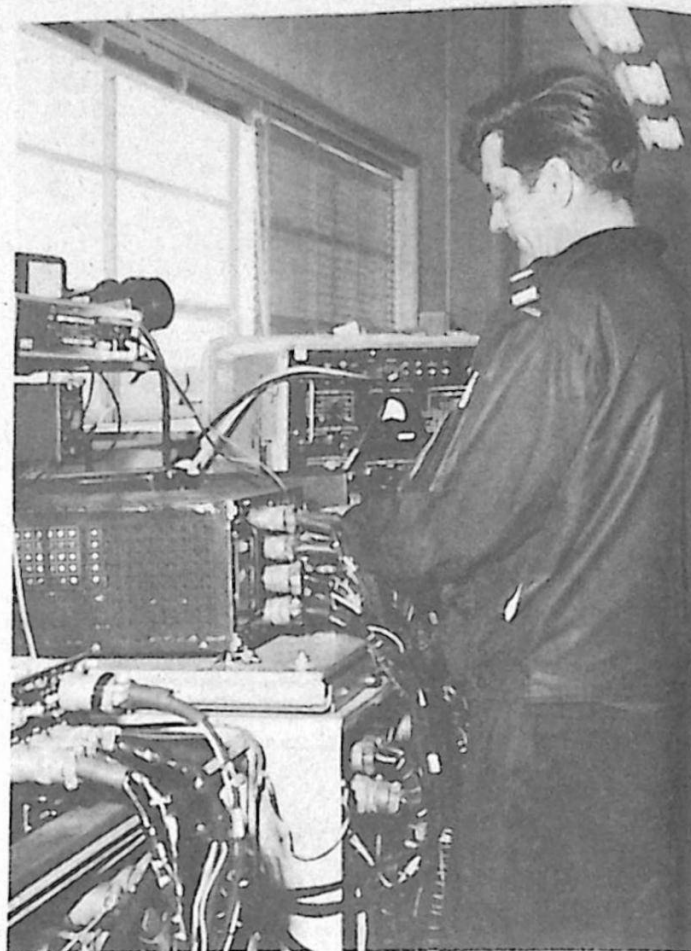
The Branch is commanded by the Base Technical Services Officer (BTSO) and consists of the following sections: Base Armament and Mechanical Support Officer, Base Construction Engineering Officer, Base Transportation Officer, Base Supply Officer, and Base Telecommunications Officer and their staffs.

Among the many and varied tasks which are the responsibility of Technical Services are: fire protection and prevention services, maintenance of all buildings, marine and ground transportation, explosive ordnance disposal, maintenance of ground navigation aids, and the provision of common maintenance support to the flying units.



Base Photo

TERMINAL RADAR ANTENNA - used by Air Traffic Control personnel to direct and control aircraft within an 80 mile radius of Comox. It is maintained by the telecommunications section.



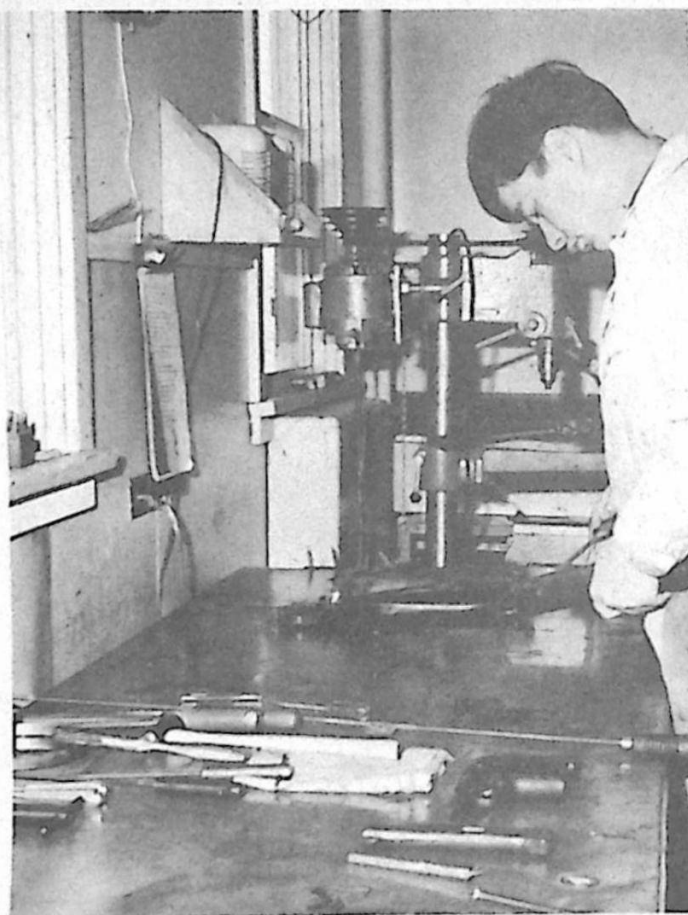
Base Photo

FIRE CONTROL MAINTENANCE - MCpl. Sam Siebert adjusts the 46 box in Avionics Lab.



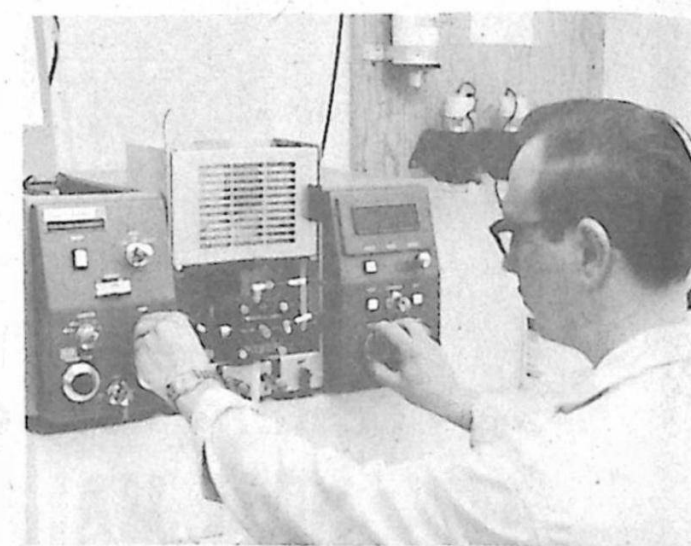
Base Photo

35 MM SLIDE REPRODUCTION - Cpl. Barkley is a photographer in the Base Photo Section.



Base Photo

SMALL ARMS REPAIR - Pte. Tom Compton of the Armament Section has an FNCl rifle in pieces.



Base Photo

NON DESTRUCTIVE TESTING (NDT) - Cpl. R. Warren testing oil samples for metal content.



Base Photo

CENTRAL COMPUTER IN OPERATION - Data processing facilities located in Base Supply.



Base Photo

DRY CHEMICAL APPLIED - Initial attack on a simulated aircraft fuselage by Base Fire Fighters.



407 Ph

MARINE DIVISION - Crash boat to the rescue.



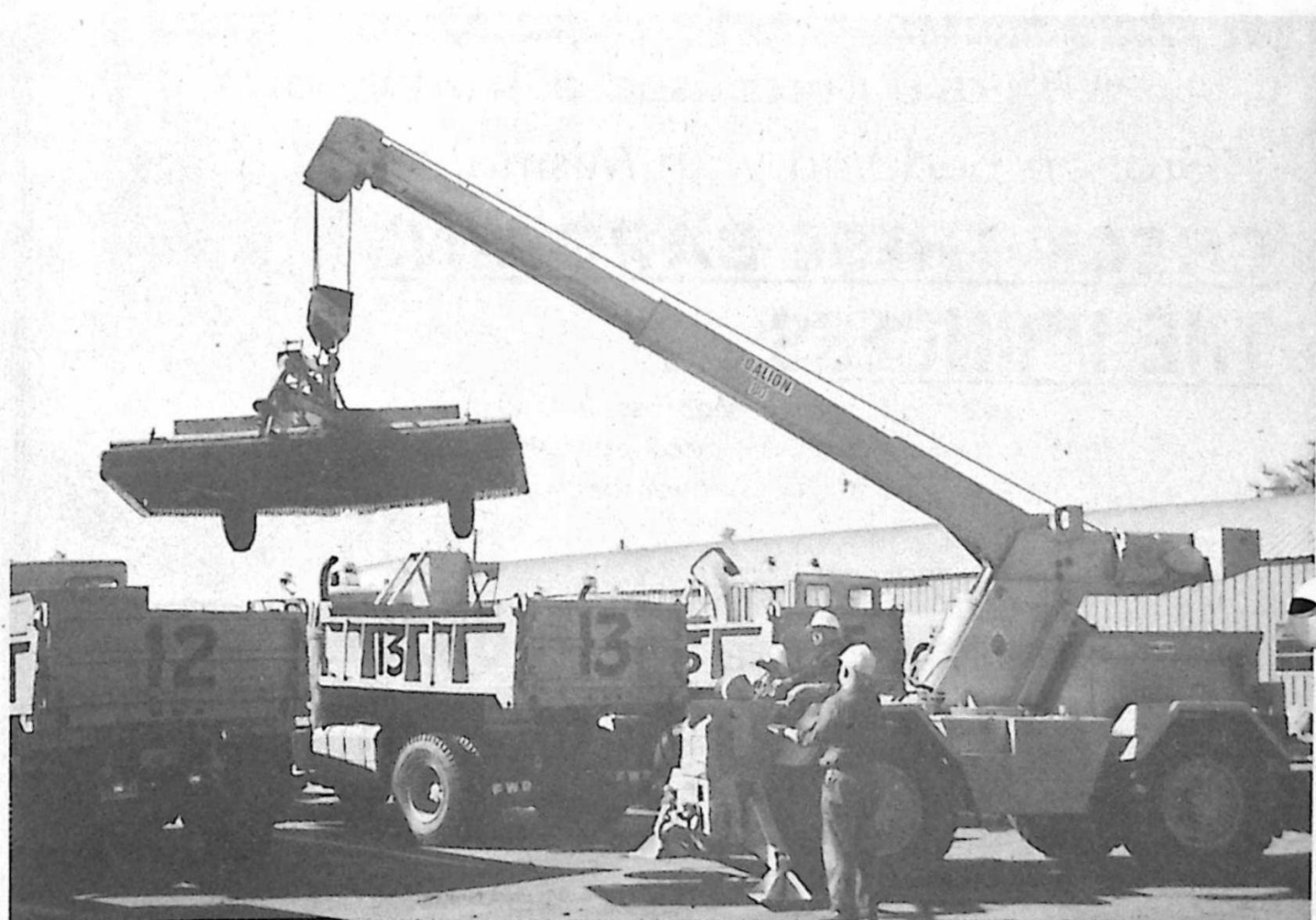
Base Photo

HIGH PRESSURE WELDING - Dennis Newman has the qualifications in the Construction Engineering Section.



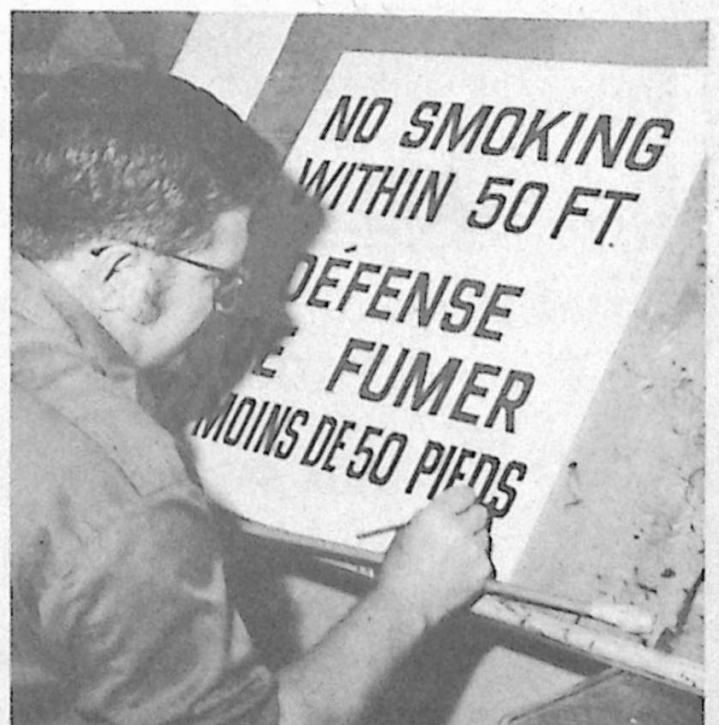
Base Photo

REFINISHER TECH ON A SINGER - MCpl. Ray Olscamp repairs a troop seat out of the Buffalo aircraft.



Base Photo

BASE TRANSPORTATION'S 8 ton crane - Grass cutting machine is being checked for lost golf balls, would you believe?



Base Photo

REMBRANDT OF THE C.E. Paint Shop: Everybody's friend, Cliff Pilon.



TOTEM TIMES

Published every second Thursday, with the kind permission of Col. R. L. Mortimer, Commanding Officer, CFB Comox.
 Editor: Al Wilson (302)
 Assistant Editor:
 Editorial Staff: Chris Hosford, Norma Simms, Sally Robinson, Moira Montgomery, Bob Shawcross, Norma Mortimer, Adeline Bouvier
 Photographers: Ed Ellis, Jack Begin
 Sports & Recreation: Harvey Gates
 Proofreaders: Pearl Kingens, Blanche Campbell, Cecile Begin
 Circulation: The Geneau Family 338-6215; in PMQs As community service by Teen Town.
 Business Manager: Marc Legault (354)
 Advertising: Michael Naud, Jock Campbell (409), Ken MacLean.

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CF or other agencies. In case of typographical error, no goods may be sold and difference charged to this newspaper whose liability is limited to a refund of the space charge for the erroneous item. "Advertising is an offer to sell and may be withdrawn at any time." Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C.
 Printed in Courtenay, B.C., by Comox District Free Press

"WELCOME TO CFB COMOX OPEN HOUSE"

The editor and staff hope that you have an interesting and enjoyable afternoon.

This special issue of the Totem Times is to serve two purposes; one, to record in pictures the daily activities in support of the "sharp end" at this Canadian Forces Base; two, to act as a schedule of events during "Open House". It may be used as a program, a souvenir or just for wrapping fish.

The "Fishwrapper" as it is affectionately called, is an unofficial service newspaper which is published with the permission of the Base Commander, Colonel R. L. Mortimer.

The Totem Times is a member of the Canadian Newspaper Association and is entirely self-supporting. It is paid for by local and national advertising which accounts for approximately 45 per cent of the space in each issue. Because the paper supports itself, the staff can be relatively autonomous in deciding what material to print and what editorials to write. This helps to produce a much more interested readership than could be counted on if the paper were merely an organ for extension of military policy.

The Totem Times is published every other Thursday (except during the

summer when the time interval is three weeks) with at least 2500 copies of each issue printed. It is distributed free of charge to approximately 1600 base personnel, to the Comox and Courtenay Legions, to St. Josephs Hospital and to the businesses in downtown Courtenay and Comox (The Driftwood Shopping Mall is to be added to this list). There are over 500 interested subscribers throughout the world. You too can have the Totem Times delivered by mail to your address by forwarding \$2.50 (per year) to the Circulation Manager.

The Totem Times is printed by the Comox District Free Press, but the composition is entirely by a volunteer staff of servicemen and their wives whose only reward is their satisfaction in producing Canada's finest military base newspaper.

The Canadian Serviceman at CFB Comox enjoys his position as a member of the thriving Comox Valley. He is often a young family man in the acquisition stage of his life, and he is looking for places to spend his money. How can you get into this market? Just by advertising in the Totem Times, the most widely discussed service newspaper of them all. Contact a member of the staff on duty at the Totem Times booth in No. 1 hangar, for details.

Citizens All

It is of utmost importance in the life of service personnel that care is taken not to submerge the character and the initiative of the individual in the anonymity of the service environment. The regimentations and routines of service life, however necessary, should not blind the airman or officer to his opportunities and responsibilities as a citizen.

This is a three-fold field. First, as a citizen of the Airforce community in which he may reside, such as Wallace Gardens, it is the privilege as well as the duty of the serviceman to interest himself in the affairs of the community. In fact, if these areas are to survive and function as anything more than state-operated institutions, a vital and sustained interest in community affairs and organizations must be forthcoming from the residents.

In another field closely allied with the first, it next behooves service personnel to remember that they are also citizens of the larger community in which the station is located, in our case, the Comox Valley and its population and shopping centres of Comox, Courtenay and Cumberland. Since this is where we

do the greatest part of our shopping, where many of our children attend school and where many of us make our homes, the same opportunities for service in local affairs and organizations are open to airforce personnel. To neglect this part of our citizenship picture is to cheat ourselves, these districts and the RCAF of the full realization of opportunities for fellowship, rapport and liaison which integrated and directed community efforts can achieve.

Third, as a citizen of Canada, it is the duty of the airman and officer to interest himself in current affairs as they pertain to Canada's status in the world community of nations and in her military and cultural alliances.

By sincere efforts to fulfill all three of these functions as a citizen, service personnel can achieve an inner satisfaction that will be apparent not only to themselves but the RCAF, their neighbours and our civilian friends of the local area, and will foster a feeling of good citizenship in all concerned.

—RCAF Station Comox, Totem Times, Vol. 1 No. 2 (March 31, 1960)

CFB Comox and Neighbours

The presence of a military base in an area can have many effects. This is particularly true in a location such as the Comox Valley where personnel connected with the operation of the base represent nearly twenty five per cent of the district population. Inevitably many of these persons find themselves involved in the activities common to the average citizen including social, welfare and athletic organizations, Community Services Program, Big Brother and Service Clubs to name a few. However the greatest impact is felt on the economy in a monetary sense and it is hoped that a few facts and figures will give an idea of just what the presence of CFB Comox means to the Comox Valley.

This base has a population of 1600 military and 300 civilian personnel and when dependants are included, the total becomes about 8000. Approximately 300 families reside in married quarters at Lazo while the balance are roughly divided between the Comox and Courtenay areas.

It is estimated that of the combined military-civilian payroll of 27.5 million dollars, sixty per cent is spent in the valley with the balance going for normal pay deductions and purchases outside the area. School fees for married

quarter residents come to 426 thousand dollars and this added to the fees paid by those living elsewhere contribute substantially to the educational institutions.

Besides contributions to the economy by individuals, purchase of goods and services for operational, maintenance and administrative needs represent a considerable spending. For instance 700 thousand dollars goes for heating fuel alone with another 197 thousand to moving firms. Add to this the multitude of other types of supplies and we

have a figure well in excess of two million dollars.

Truly the dollar value of CFB Comox to the district is great and this contribution in addition to the people value makes it possible to continue the excellent community relationship existing between the military and civilian sectors. With the natural beauty of the surrounding country and acceptance by the native citizens it is not hard to understand why the Comox Valley is one of the top retirement areas for military personnel in Canada.



DEBBIE ROSS

Miss CFB Comox '76



Air Command

Canadian Forces Air Command officially came into being during a Sept. 2 inaugural at CFB Winnipeg with its first commander, Lieutenant-General William K. Carr, 52, accepting his "commission to command" from the chief of the defence staff, General J. A. Dextraze. Air Command is responsible for operational standards and flying training, and provides aerial resources for other armed forces' commands. It controls 38 bases and stations in all 10 provinces, as well as four DEW line sites in the Northwest Territories.

Base Flight Safety

The aim of the Canadian Forces Flight Safety program is to prevent accidental losses of aircraft, equipment and the most precious of all our resources, human life. The concept of flight safety is based on the knowledge that eliminating accidents is a major factor in maintaining operational efficiency. Safety and efficiency go hand in hand.

General Safety

Like all Bases and Stations within the Department of National Defence, CFB Comox is required to develop and maintain a continuing program for General Safety. The full scope of the General Safety program embraces the safety and health of the military and civilian personnel employed at CFB Comox, both on and off duty, and the safety of dependents and visitors entering DND property.

— Safety Sam

ACCENT SAFETY



PROFESSIONAL SAFE PERFORMANCE

Safety Policy

Our General Safety goal is professional performance in the role of our Squadrons and Units. Any form of accidental injury, loss, or property damage can detract from our performance toward that goal by interruptions and delays, and by depleting our resources. All personnel, military and civilian alike, have a responsibility to the Department of National Defence and to the people of Canada for safe performance - both in our military operations and training, and in all our support activities. Each individual is expected to do his or her part toward our mutual goal: Professional Safe Performance.

R. L. Mortimer, Colonel
 Base Commander, CFB Comox

Abbotsford International

Air Show

AUG. 13-14-15

EXPLOSIVE ORDNANCE DISPOSAL

This Section has been active in Explosive safety in this area for many years. Their activities include Safety talks to Civil Defence, Arson Investigation schools, Firemen, RCMP, and to schools with student populations ranging from Kindergarten to Grade 12 age levels. These lectures have resulted in tons of abandoned and discarded

explosives being reported to the local authorities and subsequently destroyed by this Section.

In this area, where so many explosives are used, there is a constant danger of injury or loss of life to people who apparently are just not aware of the danger of explosives. Our goal is to educate

these people in the recognition and the inherent dangers of these explosives.

We have both the equipment and trained personnel for the handling and destruction of these items.

If you find something and you don't know what it is; LEAVE IT ALONE, and call the authorities!

It's not work to walk.
 So why not walk to work?



High Flight

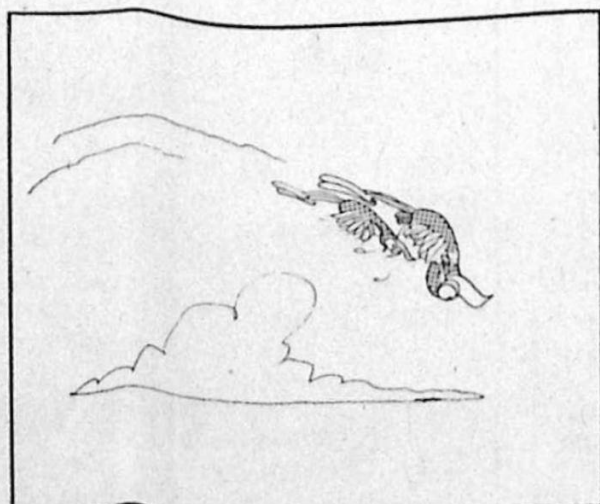
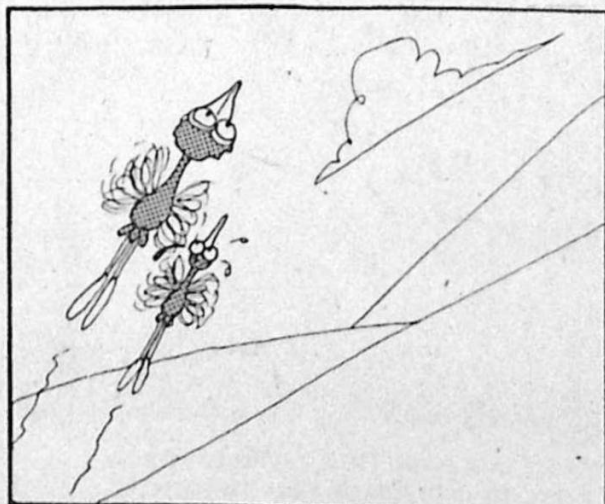
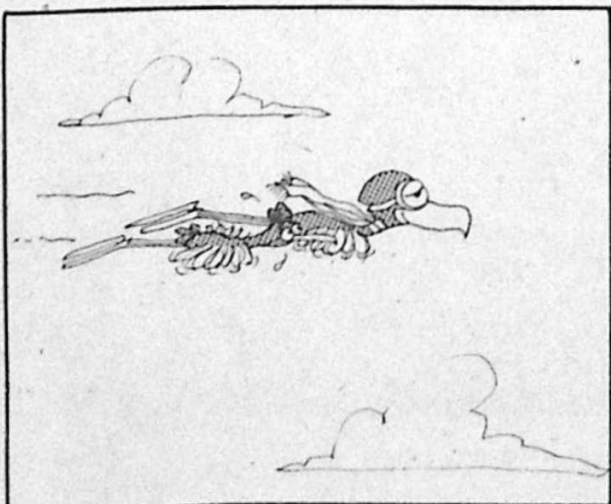
Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter silvered wings:
 Sunward I've climbed, and joined the tumbling mirth,
 Of sun-split clouds - and done a hundred things
 You have not dreamed of - wheeled and soared and swung
 High in the sun-lit silence, hovering there
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the windswept heights with easy grace
 Where never lark, or even eagle flew.
 And, while the silent, lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of God.

P O John Gillespie
 Magee Jr.

For Safety's Sake - Don't Touch!



GUDGEL STEW by Rick St. GERMAIN



THE FORMATION TEAM ~

BASE OPERATIONS AT CFB COMOX

The Base Operations Branch at CFB Comox is composed of four sections. They are: Air Traffic Control, Meteorology (weather), Security and Nuclear Defence.

The Base Air Traffic Control section, as the name implies, control all air traffic at CFB Comox. To assist them in their work they have a multitude of electronic aids, the prime one being radar so that they can monitor all aircraft in the vicinity in all types of weather.

Meteorology, the science of weather, is of vital importance to all pilots. The Meteorology section provides forecasts of the local weather and winds that pilots are likely to encounter enroute. The CFB Comox Weather office also supplies local weather forecasts to the media.

The Base Security section, as the name infers, is primarily concerned with the security of the Base. They are in effect the Base Police Department. They work closely with the local police on matters of law enforcement.

The Nuclear Defence section is concerned mainly with emergency response and training. All of the staff in this section are qualified instructors and one of the Nuclear Defence section's main tasks is training Base personnel in First Aid. In 1975 over 300 Base personnel, both military and civilian, were trained in First Aid to either the Emergency or the Standard level.

Base Operations



Base Photo

SGT. "BUCK" BUCHANAN briefing two survey teams who will determine if radioactive contamination is present as a result of fallout from a simulated nuclear detonation during a recent exercise.

HERMAN SAYS:

"I'm a Crab-Fat
Not a Fish-Head!"

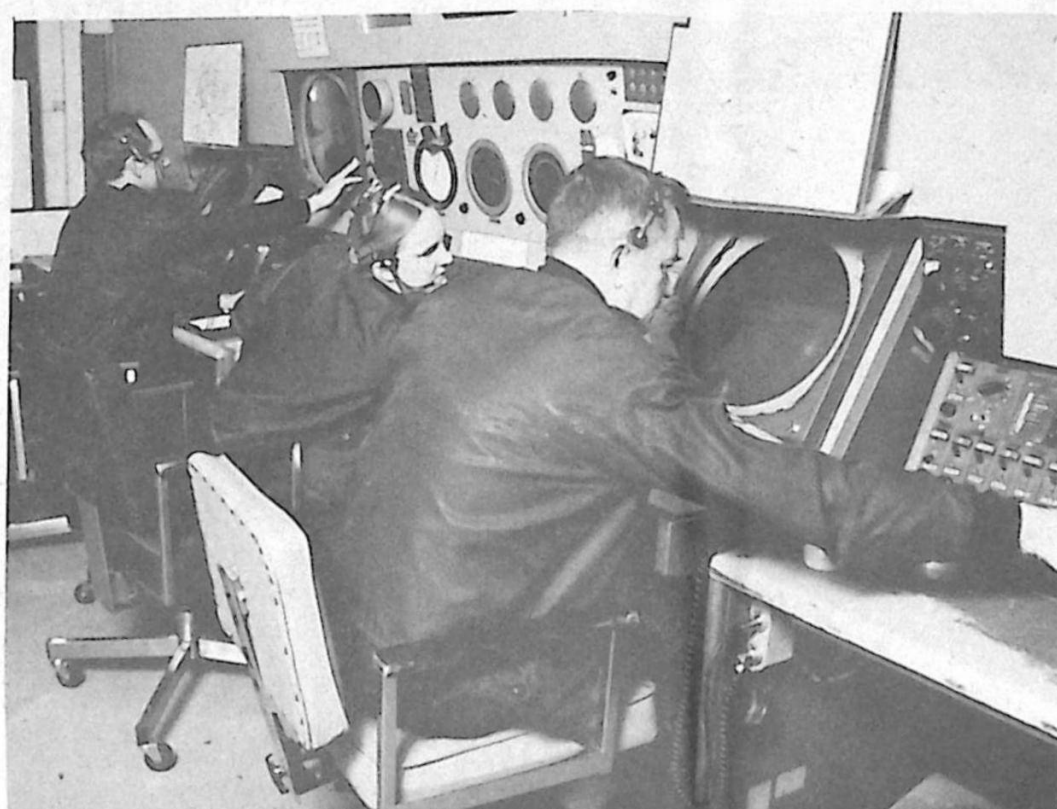


VU-33



Base Photo

IN THE METEOROLOGY SECTION - Pte. Robin Smith at the main instrument panel.



Base Photo

IN THE RATCON or Radar Terminal Control unit, many personnel are involved in the control of aircraft. Here Capt. Dave Godfrey, the Duty Terminal Controller, checks the position of an aircraft on his radar scope while Pte. Debbie Edwards, the Terminal Control Assistant, and Sgt. Pete Kyashko, the Radar Traffic Director, take transfer of control of an aircraft from Vancouver Area Control Centre on a direct telephone line.



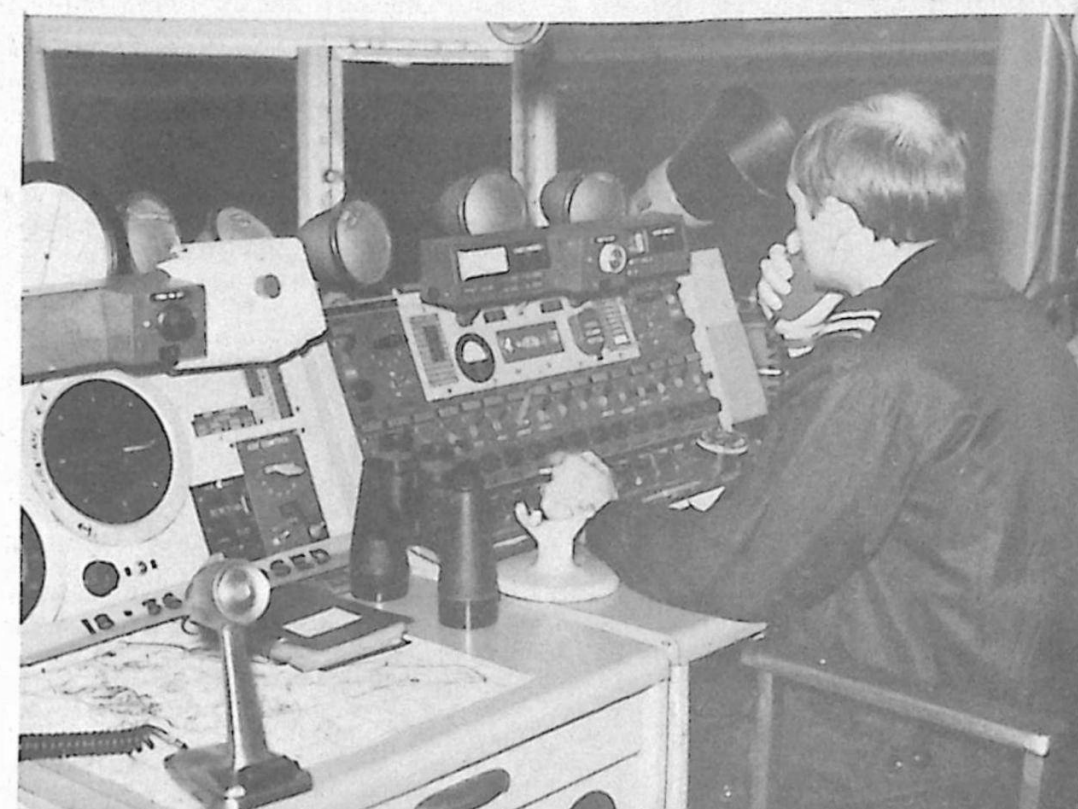
Base Photo

CPL. ALLAN IS FILLING a new task at the Military Police Station, that of PMQ Policeman. He is available for assistance to adults, teenagers and children alike. He can be seen on most days around the PMQ area; get to know him, say hello as he passes (he has been known to drink coffee). Apart from his Military Police duties he is also Chief Coordinator for the local Teen Town organization, a task which we believe to be more than worthwhile.



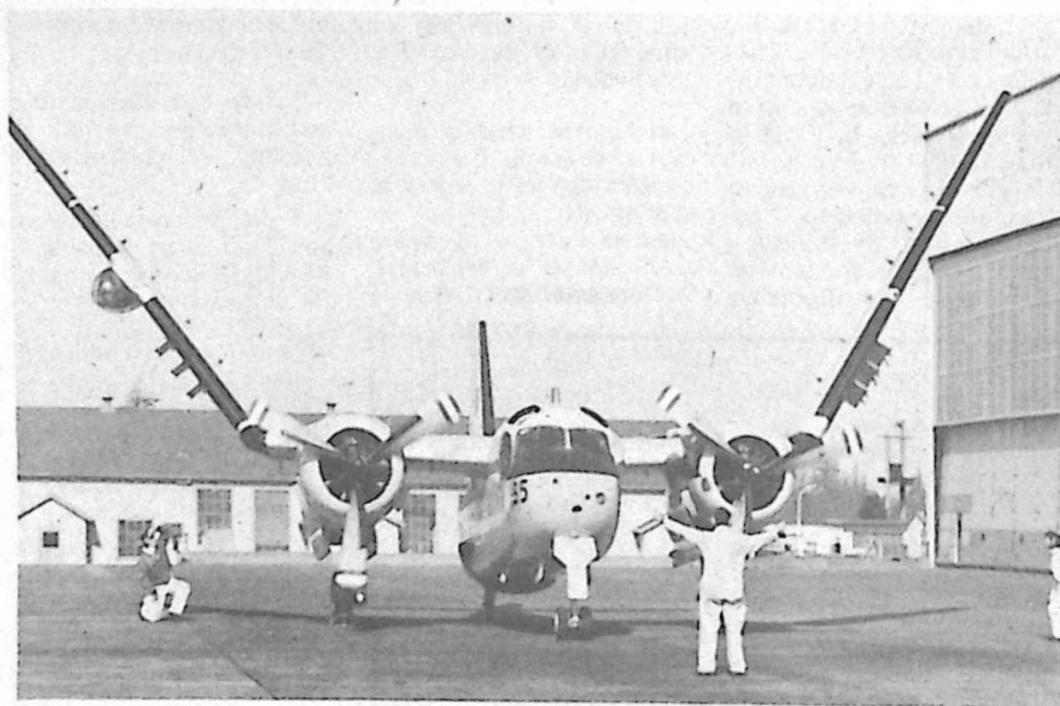
Base Photo

ANOTHER OF THE MANY tasks performed by the Military Policeman and designed to help you on your way, is that of traffic control. A pleasant task on a pleasant day. But what about when it's snowing and blowing. Pte. Poirier is shown performing the duty on one of the better days.



Base Photo

LT. TERRY WALLACE at work in the Comox Control Tower giving taxi instructions to an aircraft departing the base. The instructions include the runway in use, wind direction and speed, altimeter setting, time and any special instructions the Duty Aerodrome Controller may have to give to the aircraft's pilot.



THE TRACKER was originally designed to operate from aircraft carriers. The wings were constructed to enable them to be folded thereby conserving space, a feature that is employed for space saving today.



The maintenance and servicing of the three twin-engined Trackers and three T-33 jets is the responsibility of two other Squadrons on the Base. The Trackers are maintained by 407 Sqn groundcrews, who also work on the Argus, while the T-33's are taken care of by 409 Sqn along with the Voodoos.

VU33 is a utility Squadron that currently flies two types of aircraft to complete her various tasks. As a utility squadron, she has been assigned several roles by the government and in addition supports the endeavours of the other locally based squadrons.

VU33's primary role is the protection of west coast sovereignty. The CP121 Tracker aircraft, flies coastal patrols to ensure this sovereignty by shadowing the fishing fleets of other nations as well as transient ships through our territorial waters. The aircraft patrols from our coastline, where we keep a watchful eye on our fisherman, out to 100 miles at sea in search of illegal oil dumpings that may eventually wash up on our shorelines.

The other aircraft flown by this squadron is the T-33, which provides support to our naval vessels. The Navy

uses targets towed behind the "T-Bird" to fire at for gunnery practice. The aircraft without target is also used as a radar target for tracking purposes.

Both aircraft have been utilized in searches for downed aircraft or lost ships as well as support of squadrons involved in searches.

The many roles of VU33 cannot possibly be mentioned here, therefore, please visit our display in No. 7 hangar where any of your questions will be answered. Enjoy "Open House" '76!"



A T-33 JET of VU-33 Squadron prepares to launch for S.A.R. mission.



OPERATING IN CONJUNCTION WITH the Coast Guard, Trackers on both Coasts keep watch over

Canadian fishing grounds.

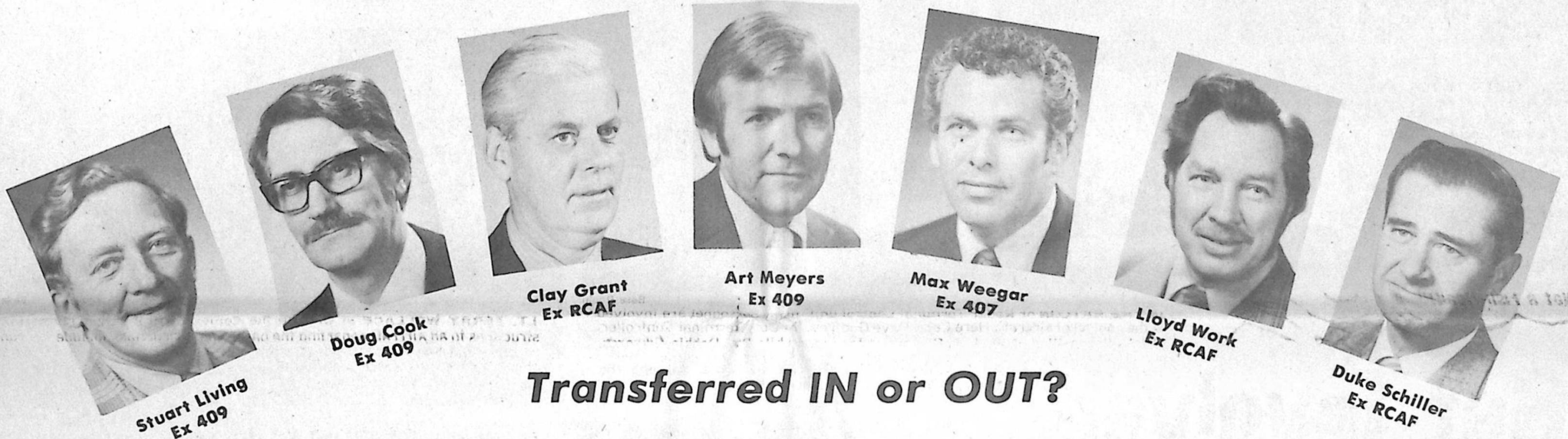
CF Photo

Answers to Aircraft Quiz

1. CP104 - (P1 153172)
2. Neptune
3. Canso
4. Expeditor
5. Dakota
6. Yukon (P1 138271)
7. C-5 (P1 113375)
8. H-21VA
9. Mustang P1
10. F86 (P1 132644)
11. Albatross
12. CF 100

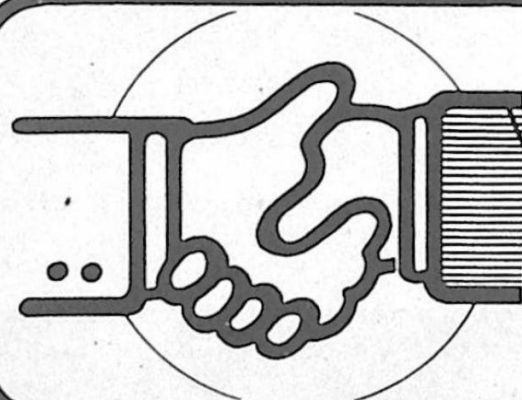


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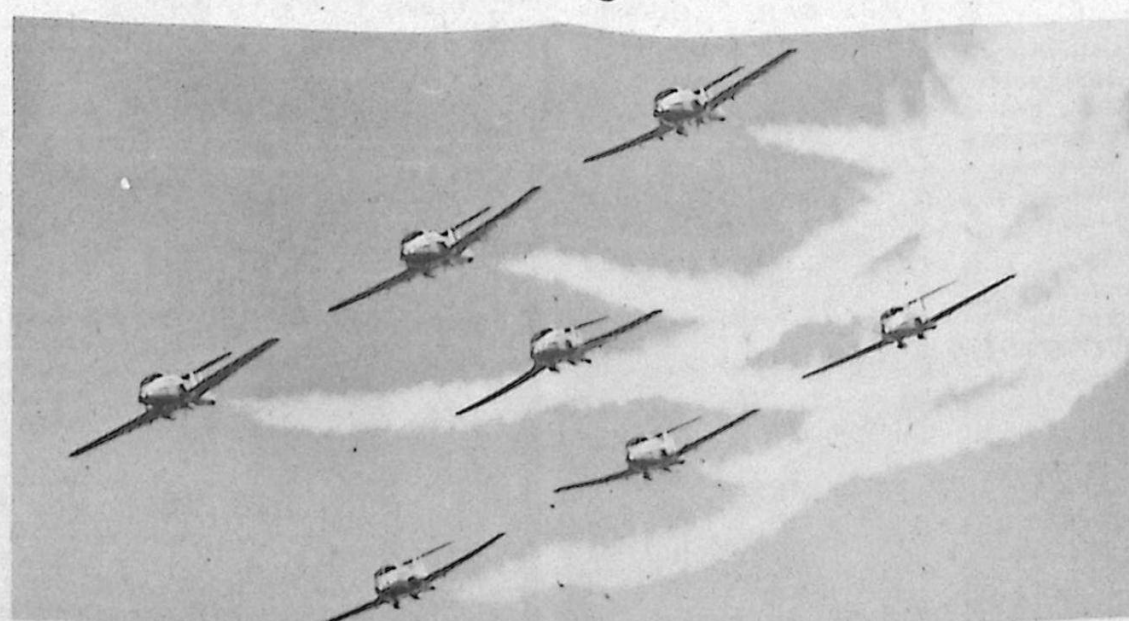
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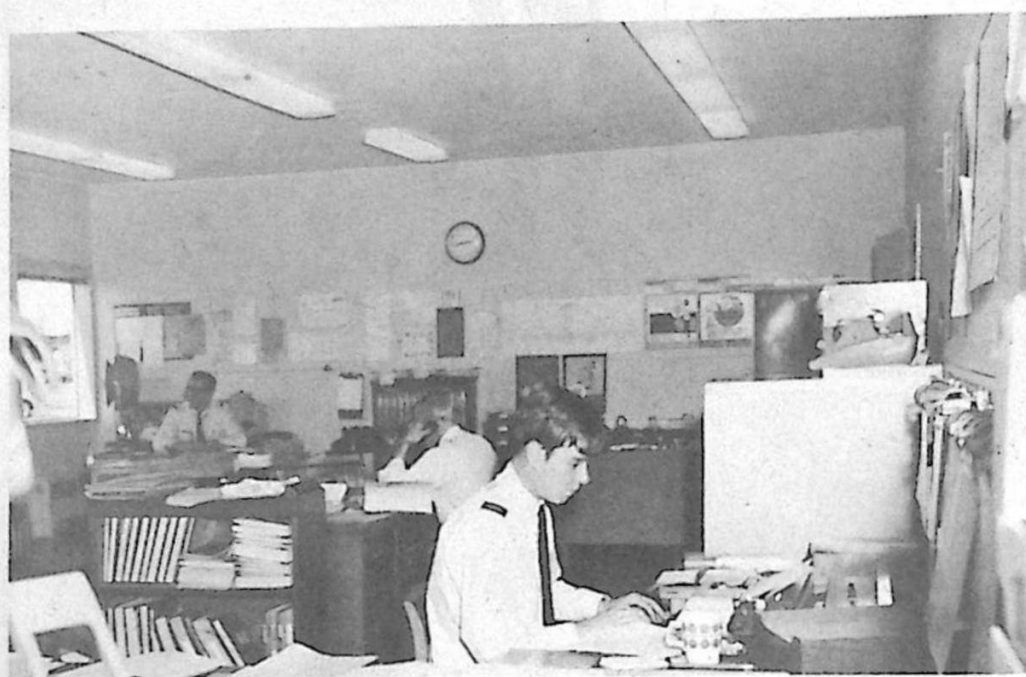
Ph. 334-3111



Base Administration



NON-PUBLIC FUNDS (NPF) - Mrs. Eleanor Golding and Mrs. Fran Barkley.



THE BASE ORDERLY ROOM with MWO Bob Carpenter in the background, Pte. Dave Jackson in the foreground.

Sally Says

Get Involved

Next month will bring me into my eighth year in the Canadian Armed Forces. I joined the Service in Ottawa in 1968, coming from a Service orientated family and used to the excitement of travelling. For me it has been a most enjoyable, rewarding and eye opening eight years. The part of those years that stands out most in my memories is the time I spent as a Flight Attendant with 437(T) Squadron based in CFB Trenton. The knowledge I gained during that time is, and always will be, invaluable to me. I travelled all over the World with Service personnel and Civilians. Just being able to sit down and talk with people from so many walks of life and from so many different countries, was an experience in itself, not to mention the fabulous places I visited. Let me tell you about a few of them.

During Iran's celebration in Oct. 71, marking years of ruling under the same type of leadership, I was privileged to be on the aircraft that flew the Governor General His Excellency Mr. Mitchener and his wife to Iran. His excellency was Canada's representative at this gala event. We spent an evening in Iran and I was astounded at the length the people of Iran and the Government had gone to make this the impressive event it was meant to be. During this period, the Shah had a limited amount of bills printed honouring this event and each crew member was given one as a souvenir.

During another trip, this time with the National Defence College from Kingston, Ontario in Jan. 73, which took us through East Asia, one of the highlights was our stop in New Delhi, India. We were spending 4 days there and we were given the opportunity to visit the Tashma Hall in Agra. I can easily understand why it is labelled as one of the Seven Wonders of the World. The man hours spent in building such a

fantastic monument and the timeless precision involved in the laying of all, the precious stones was almost unbelievable. And just think girls, it was all done because of one man's great love for his "favorite" wife - such devotion. We weren't able to stay until evening, it was a good 3 hour drive back to Delhi, but apparently at dusk, the entire monument is flooded with a hue of blue lighting, making it look like some breathtaking fantasy that you might see in Disneyland. The pictures I took are okay for an amateur photo-bug and treasured by me, but they could never do it justice.

Off again, this time to Vietnam in March 73, with our External Affairs Minister, Mr. Sharpe. We spent two evenings in Saigon. An American chap who was back for his third "hitch" acted as our tour guide, showing us the sights and ensuring we bargained fully with the shop merchants before buying any souvenirs. Unfortunately, I never did develop the flair for bartering and I am sure I paid much more for my purchases than any other crew member did but it was a lot of fun. My pride and joy was the "BUFE" which I bargained bitterly for and now holds a place of honour on my parents' doorstep in Smiths Falls.

We spent a good deal of time at the Air Base, Tan Son Nhut, talking to our own fellow Canadians, Americans, and Poles who explained to us their role in ICC, the accomplishments and frustrations involved. After leaving Saigon, we flew to Hanoi, North Vietnam, where Mr. Sharpe and his Party, the Press which was on board and the Aircraft crew were treated to something which I'm sure must have been along the lines of a State Dinner (about 8 courses in all, food I had never heard of before let alone tasted, and of course accompanied by a Rice wine!) We all had

brought little lapel pins depicting Canada's flag to hand out to the people of these countries.

And the little children who flocked to the bus when we stopped grabbed onto them eagerly. It really is true that children are beautiful no matter what part of the world they live in.

The whole flight was truly an interesting and unforgettable one.

I seem to have travelled to so many parts of the globe, my memory of events sometimes fades but the trips I have mentioned are the ones that really stand out in my mind.

Being a Flight Attendant with 437(T) Sqn, to me, was a once in a life time opportunity and it is a period of my life that I will always treasure. And did you know, it is an opportunity that is available to each and every servicewoman once she is qualified.

But for those gals who prefer to have their feet firmly on the ground, there are so many interesting and varied trades in the Service that a young girl can enter into. Trades such as Air Traffic Control Assistant, Photo Technician, Weapons Technician, Carpenter, Machinist, Medical and Dental Assistant, Physical Education Instructor, Recruiting Centers, just to mention a few, offer females a chance to get involved for a few years with their Country and its Defence role.

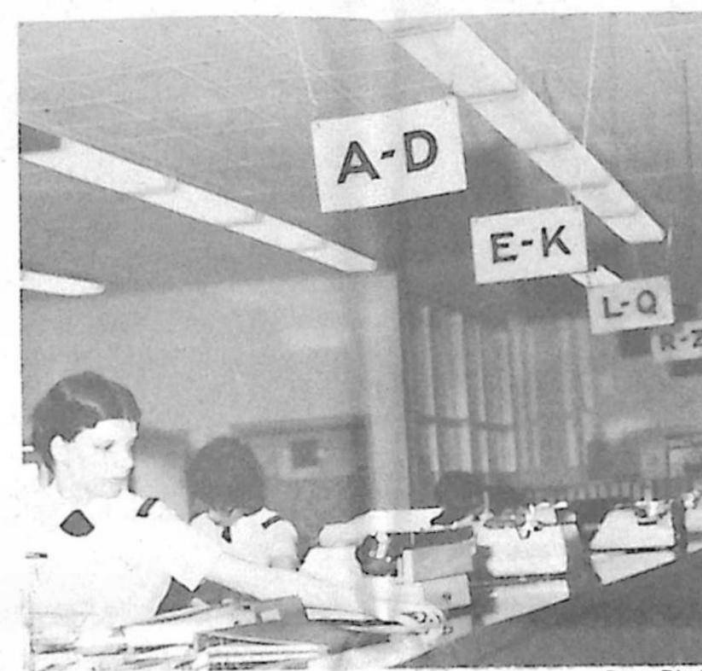
To me the Service is a family away from home; the friends you meet and the experiences you encounter stay a part of your life for ever, even when you leave the Service. It is such a satisfying and reassuring feeling to know you have friends all across Canada and even in some far away countries.

Why don't you give it a try; get involved . . . I did and I benefitted greatly from it.

Base Administration
Base Administrative Branch comprises many of the support functions at CFB Comox. The base administrative officer is responsible for the Base Orderly Room and personnel records, personnel services, food services, medical and dental sections, cleaning services, individual training, recreation, housing, civilian personnel records, and chaplain services.



BASE COMMANDER'S SECRETARY.



A VIEW OF THE PAY SECTION showing the ledgerkeepers hard at work.



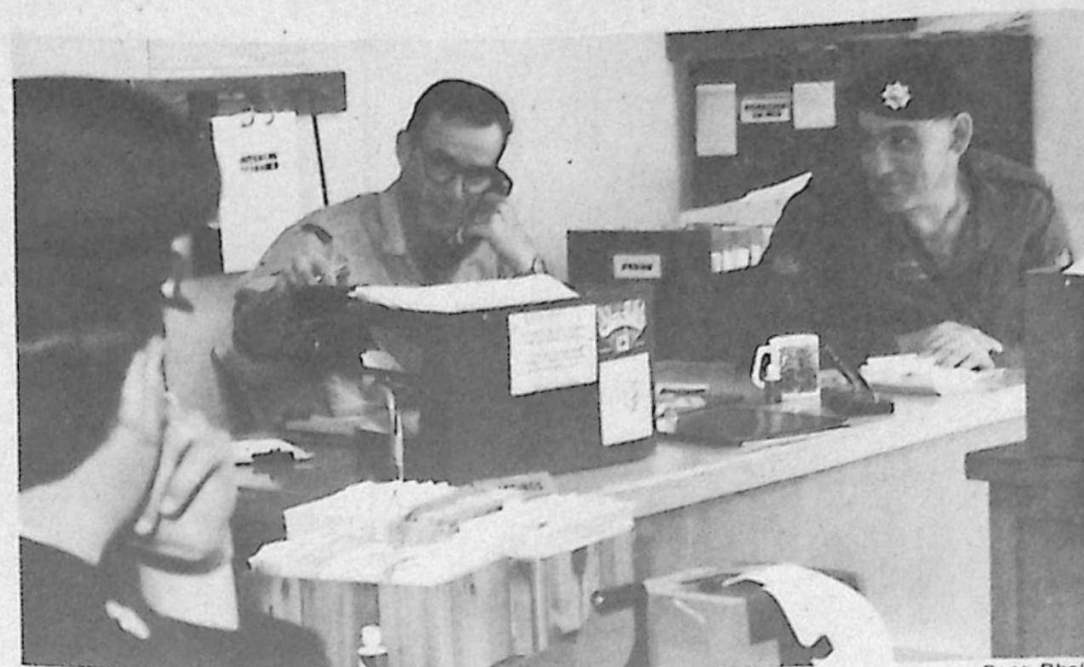
BLOOD PRESSURE CHECKS - A common occurrence in the Base Hospital.



MRS. GAIL EGGIMAN printing weekly routine orders (WRO's) in the Base Duplicating Centre.



BASE INDIVIDUAL TRAINING office (BITO), Karen Telford and MWO Jim Adie.



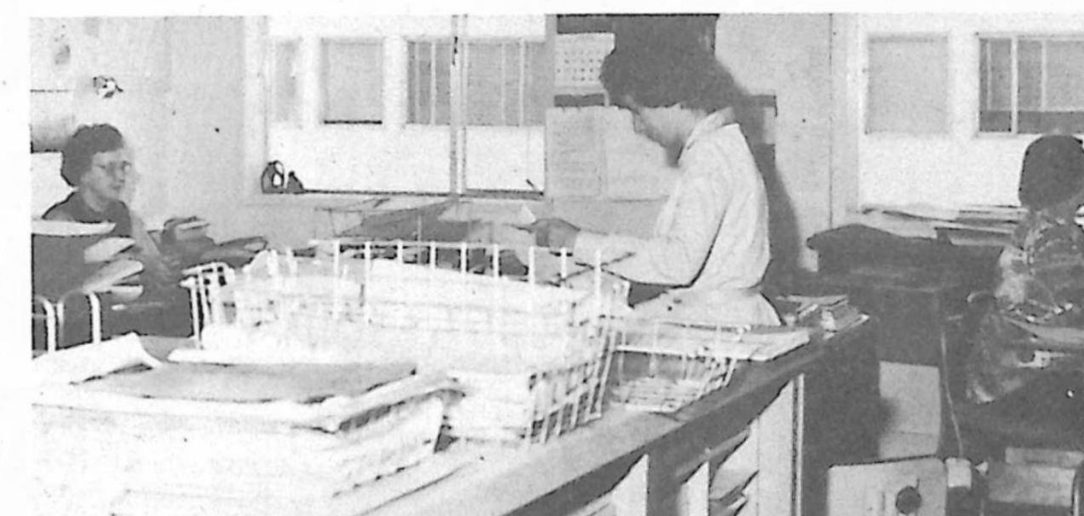
MCPL DAVE BEYEA, clerk Admin, arranges a move for a customer in receipt and dispatch (R & D) section.



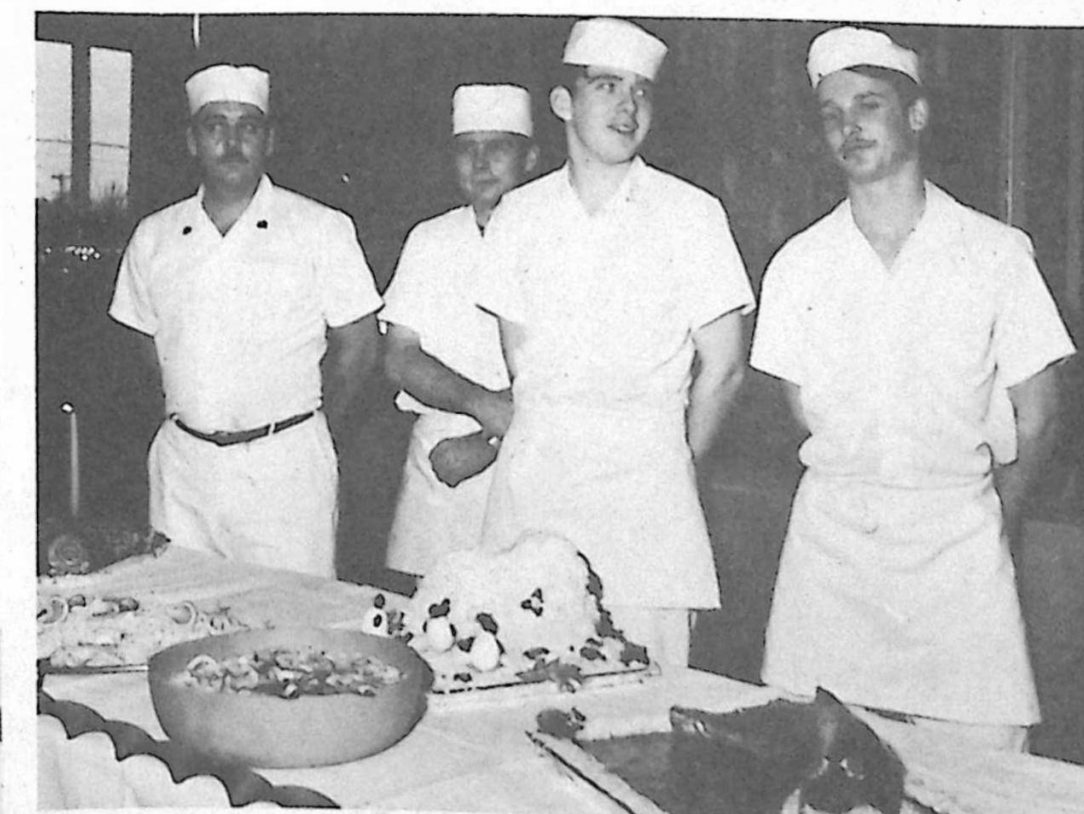
BASE PERSONNEL practicing the art of Dental Prevention.



CENTRAL REGISTRY (CR) staff, Mrs. Mary Kamann, centre, and Mrs. Millie Goodsell, right, while Barbara Kirkby laughs it up.



BASE CIVILIAN PERSONNEL office (BCPO) staff, Mrs. Aitken, Mrs. Simpson and Mrs. Cocker hard at work.



THE FOOD SERVICES SECTION at Canadian Forces Base Comox is always on the job regardless of holidays. The section consists of an Officers' Mess and a Combined Mess, the Combined Mess having a centralized kitchen with a Senior main function is to provide meals to entitled personnel. Other important tasks assigned to Food Services include: manning the Air Defence Quick Reaction Plan training; exercises and states of readiness; mass feeding during Emergency Defence Summer Camp; and visiting courses, seminars and recreational visits; Quadra play-offs. As a secondary support commitment this section caters to a myriad of sponsored by messes and service oriented community groups such as brownies, guides, cubs and scouts.



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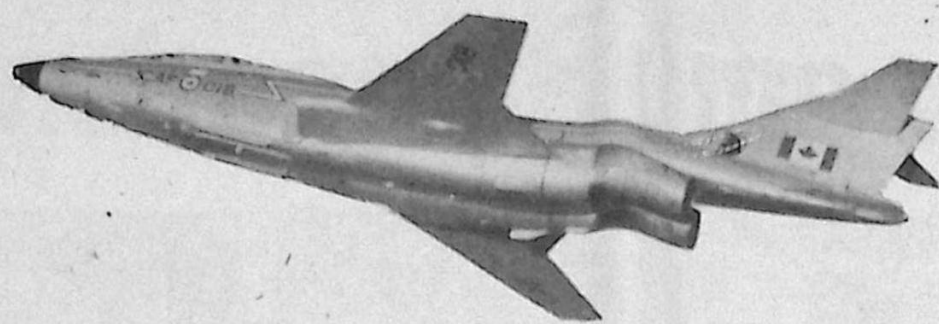
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WHOLE LOIN PORK (We cut, you wrap)	lb. \$1.65
UTILITY TURKEYS 6 to 8 lb.	lb. 89¢

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SIDES	lb. 99¢	FRONT	lb. 89¢
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GROCERY DEPT.

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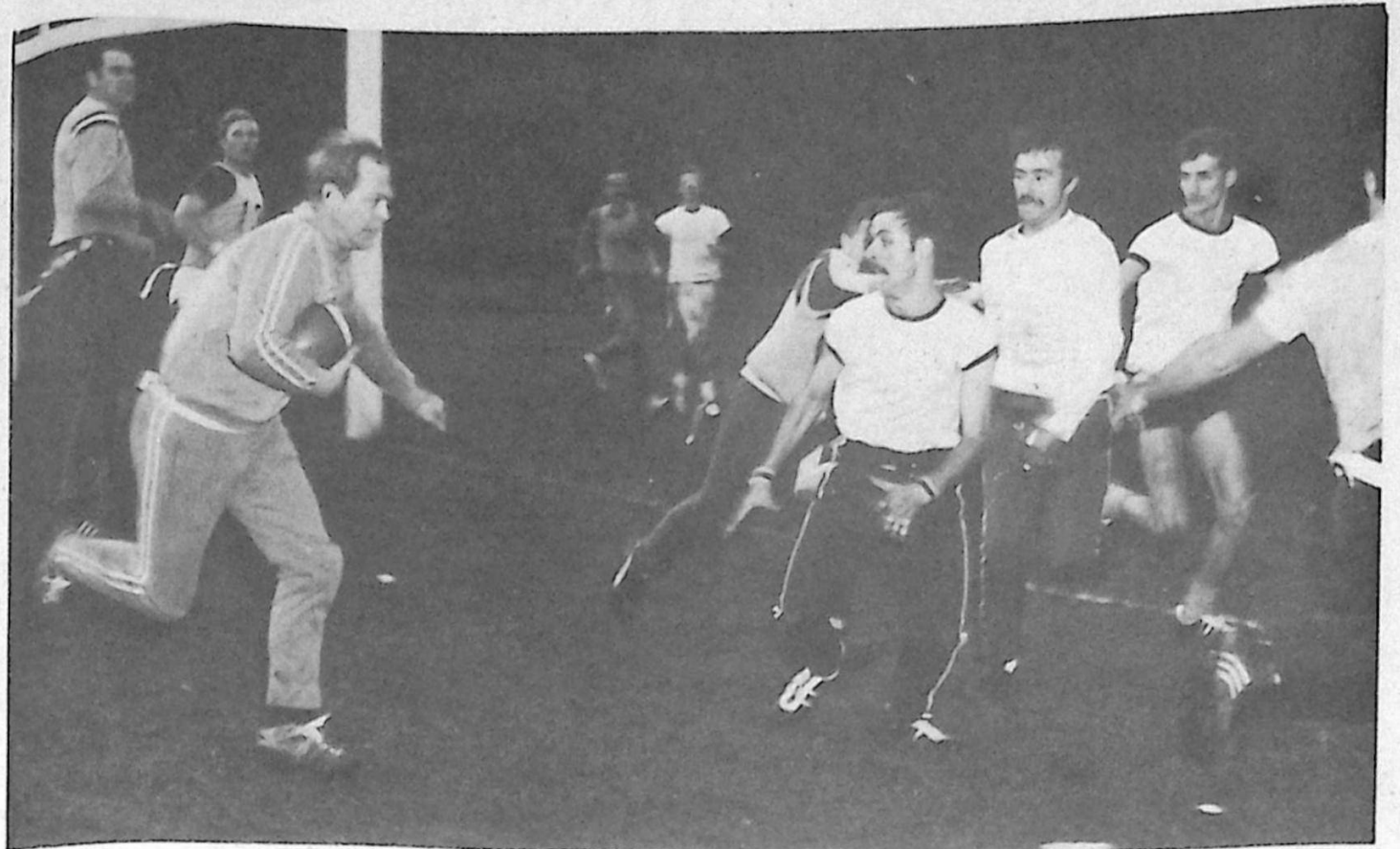
Sports and Recreation



CF Photo

SOCCER ACTION - CFB Comox playing CFB Chilliwack at Pacific Region Championships in

Victoria. CFB Comox finished in second place.



Base Photo

FLAG FOOTBALL ACTION - The "Old Trapper" Capt. Gary Anderson carries the mail for the 407

Intersection Sqn. team CFB Comox went on to win the Pacific Region Championships.



Base Photo

FOUR REASONS - Why CFB Comox Totems finished first at the Pacific Region Fastball

Championships: John Gaily, Ken Kibblewhite, Owen Coffel, Coach Gerry Murray.



Ellis Photo

PACIFIC REGION Broomball champs CFB Comox Totems.



Photo Begin

JUDO ACTION - Pat MacDonald O-Soto Cari on Janice Johnson.



Photo Begin

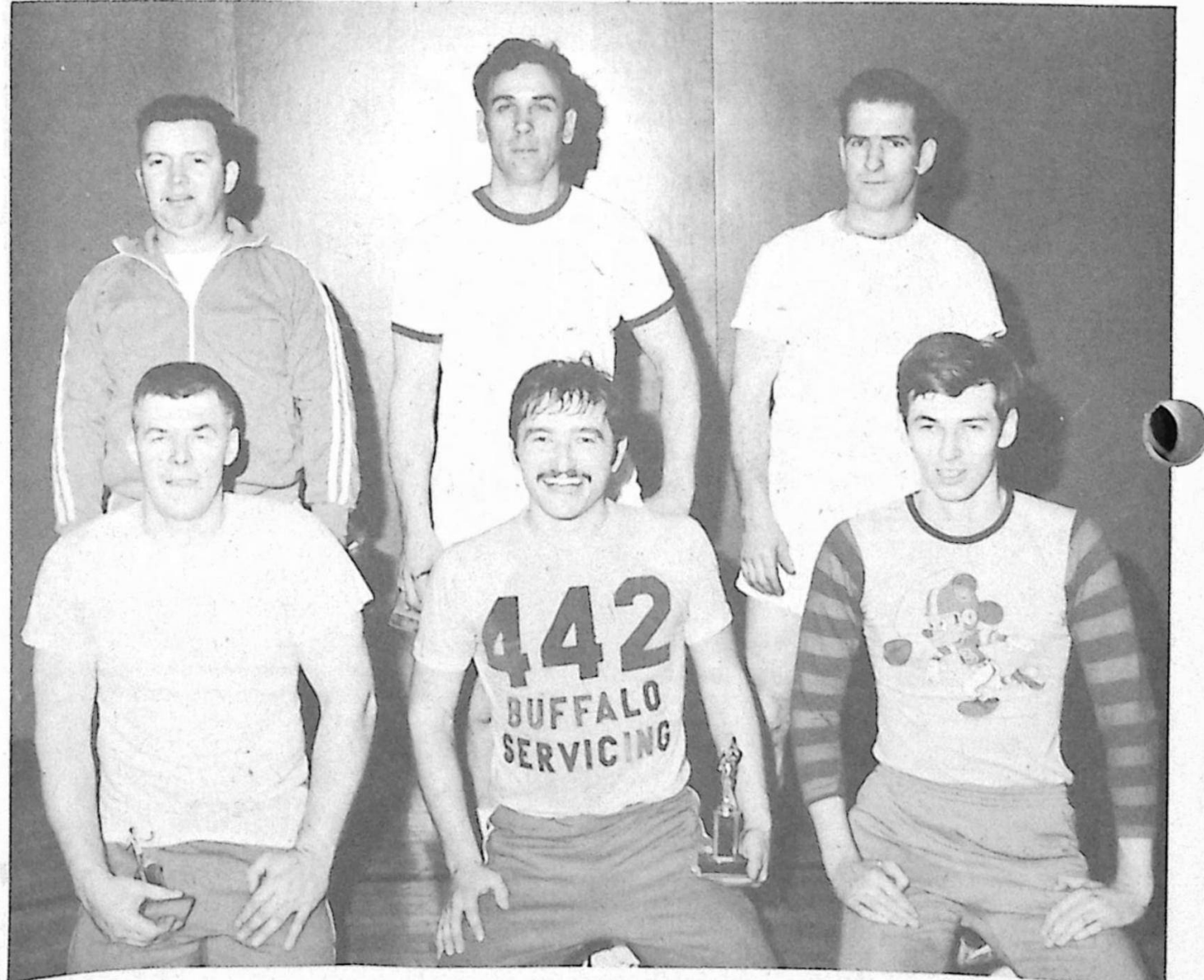
SON THROWS MOM - Billy Laver Sedi Nage on Mom Mrs. Brigett Laver.



Ellis Photo

TOTEMS HOCKEY - Pacific Region Champions

and runners up in the Inter City Hockey league.



Base Photo

BASE VOLLEYBALL - 442 Sqn. Intersection

Volleyball champs for 1976.

CFB Rec Staff

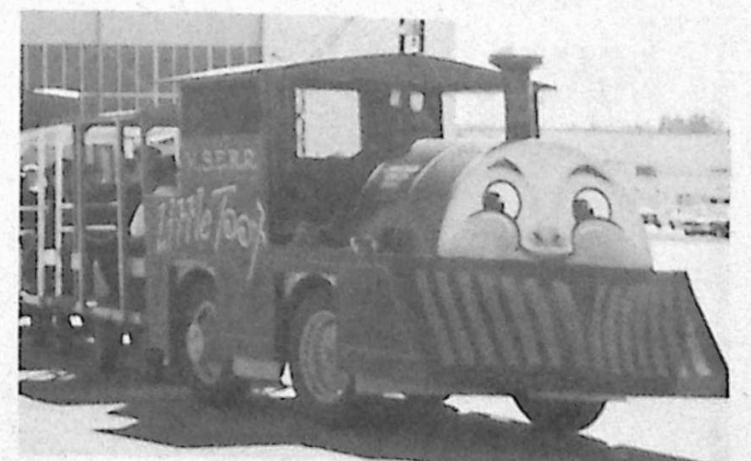
The Physical Education and Recreation Staff are responsible for the Physical Fitness and Recreation of service personnel and their dependants at CFB Comox.

The fitness is achieved and maintained by conducting conditioning classes, skills instruction, sports competitions, individual activities, and physical fitness evaluation.

As well as the PERI staff being responsible, it is the duty and responsibility of all

members to achieve and maintain a high level of personal fitness.

Recreation is provided to satisfy the needs. The various levels of interest, and the skills of individuals. A resume of some of the activities at CFB Comox are: Wood Hobby Shop; Drama Club; Square Dancing; and a variety of physical activities such as Parachut Club, Gliding Club, Bowling, Swimming, Skating, Hiking, Archery, Golf, Judo and Scuba to name but a few.



FREE RIDES

Totem Times Supports the Cadets

Canadian Scottish

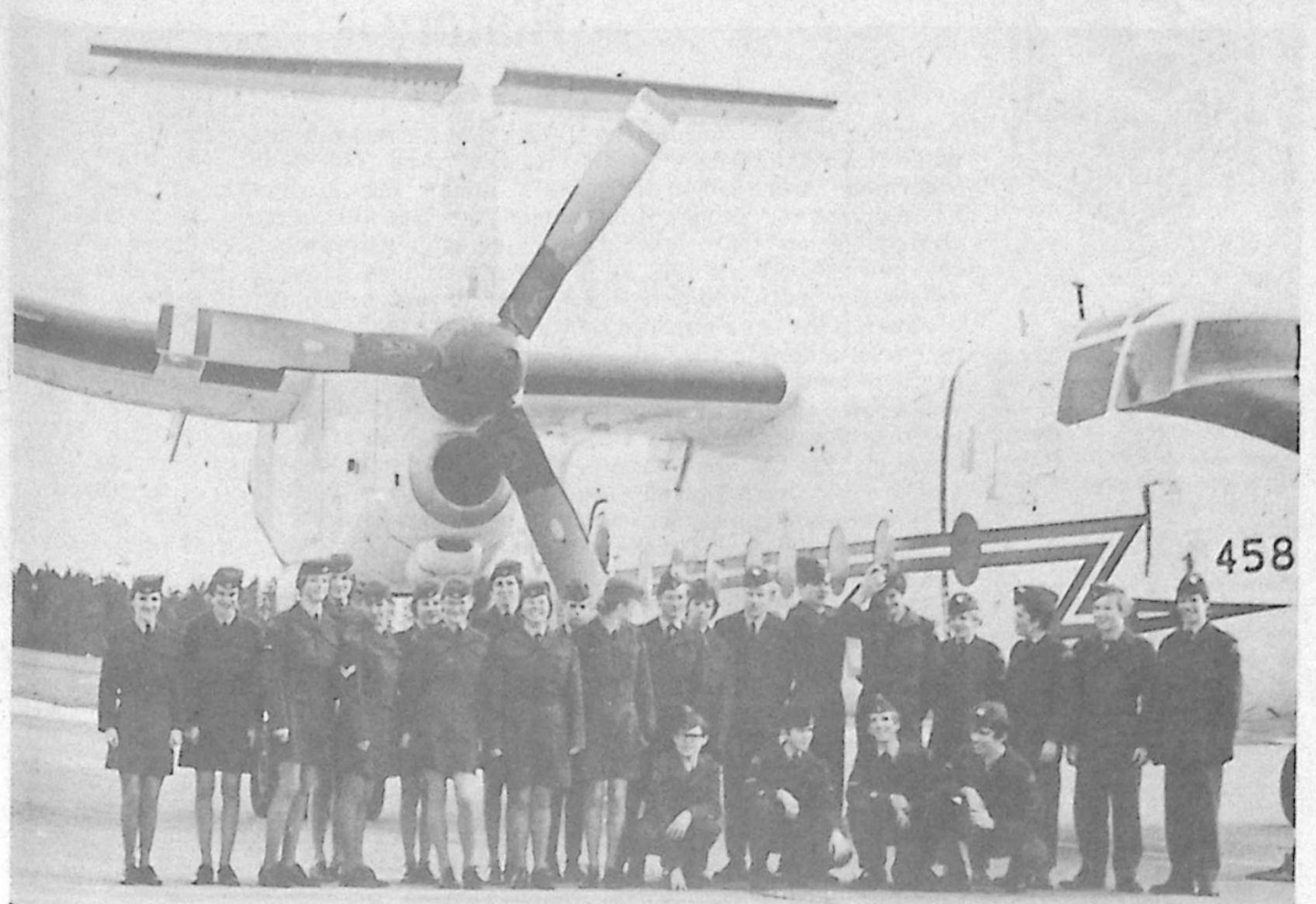
Army Cadets are comprised of interested young men and women, ages 13-18. The aim is to promote good leadership and responsible citizenship. Cadets are taught discipline, drill, first aid, field craft, how to properly use and clean a rifle, and how to survive in the woods using only map and compass. In the summer cadets are able to attend military camps in Vernon, Banff, Keremeos, Victoria or Whitehorse. There is also a Cadet exchange program with England, the Barbados, France and the United States. A wonderful experience for the lucky cadets chosen. Interested? Like to join? Come to Building 22, CFB Comox, Wednesday nights - with the exception of summer.

**WE NEED
YOUR HELP
-SUPPORT
CADETS**



A CADET REMEMBERS

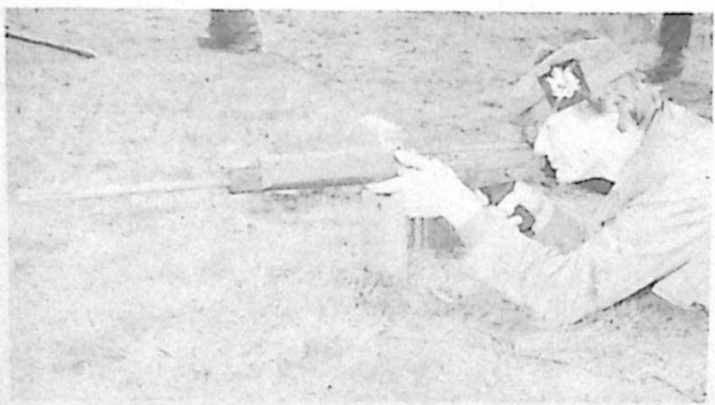
Hosford Photo



Base Photo

COMOX VALLEY AIR CADET SQN. - On December 6 in the year 1944, 386 Royal Canadian Air Cadet Squadron was formed. Since that time a great number of cadets have been trained in this Squadron. Way back when, high standards were laid down, and they are still kept today. The training program in one year is very hectic. It contains a six month basic training course of ALL Junior level Air Cadets. For Senior Level Cadets

there are various courses which include Flying Scholarship, Radio, Photo, Ground Search and Survival. These courses are all instructed by highly qualified personnel. We also have a range team. There are also various other training exercises such as: gliding and trips to the great outdoors. We are basically self supporting by going out on money raising functions. Our official sponsoring body is The Comox Valley Lions Club.



TARGET PRACTICE - Cadet Walter Kirschman "lines up" an FNCI rifle.



SERGEANT NORA HAAN of 386 Squadron was the first female cadet in Canada to solo in a glider.



SEA CADETS

Lois Downs Photo

VANCOUVER ISLAND BOAT PULLING CHAMPIONS.

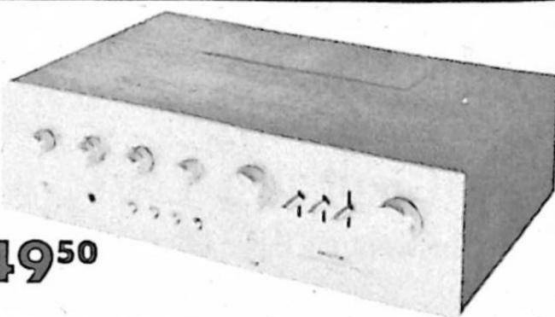
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\$249⁵⁰

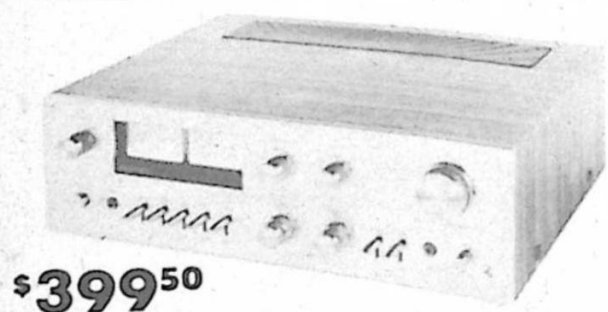


RA-812 STEREO INTEGRATED AMPLIFIER

Excellent Sound and Versatility—

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RA-1412 STEREO INTEGRATED AMPLIFIER

Big Power and Professional Caliber—

• 110 watts per channel, min. RMS, both channels driven into 8 ohms from 20 to 20,000Hz with no more than 0.3% total harmonic distortion • Wide dynamic range at negligible distortion maintained by 2-stage differential, 3-stage direct-coupled PPP OCL complementary power amplifier • Left-right completely independent power supplies with use of two power transformers • 3-stage direct-coupled, 1-stage A class SIPP equalizer amplifier • 1-stage direct-coupled SIPP tone control amplifier with 20dB stepped tone controls and 2-setting turnover controls • High, low and subsonic filters • Precision 22-step attenuator for volume control • 2-setting loudness switch • 2-setting audio muting switch • Full tape dubbing • Mic mixing • Two direct-reading watt meters • Versatile connection facilities conveniently located on the side panels • Electronic protection with overload indicator • Two headphones jacks • Connection for 3 pairs of speakers

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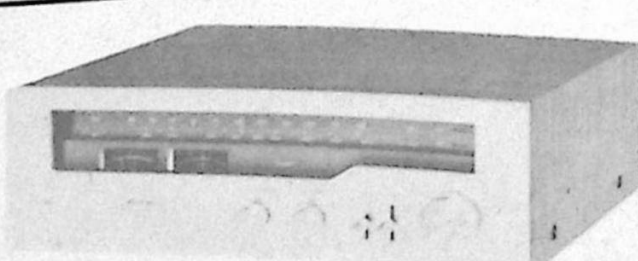


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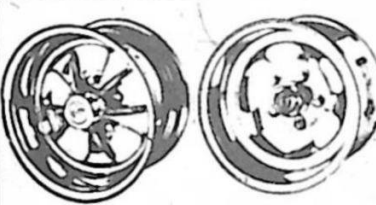
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Be Proud

Concern has been expressed for the future of cadets. CPO Sutherland expressed his views in a message printed in the Quadra Quest, vintage 1975.

"Being an 'Old Man' now, I find it is time to move on to newer and more challenging adventures. I'm extremely concerned for the future of cadets and HMCS Quadra. It should be our constant concern that we place quality of training on all levels at a high standard. It is time for the senior members of the cadet movement to pick up the torch and set the standard for others to follow," he said.

The "Chief" continued: "We are in a transition period where the older cadets are leaving and the new are taking over. It is up to the new breed of cadets to continue to do the good job of their predecessors. I would like to stress that you maintain a high standard of dress and proficiency. Set a standard so high that none can surpass who have not worked hard for it.

"Wear your uniform with zeal, pride and deportment!"

"Be proud of your uniform and the traditions you uphold. But most of all, BE PROUD TO BE A CANADIAN, a young Canadian doing a worthwhile job!"

Editor's Note: Well said, "Chief"! I wonder how many old warriors get a lump in their throats when they read your inspiring words.

Maybe we are now equated too much to the civilian sector to have the same fierce pride as we had many years ago. I wonder?

CANADIAN FORCES
AIR DEMONSTRATION TEAM



Snowbirds

- History -

The Team consists of nine Tutor jet aircraft, flown by Canadian Armed Forces pilots based at Moose Jaw, Saskatchewan. The Tutor aircraft is the basic jet trainer used to train pilots in the Canadian Forces. Depending upon prevailing weather conditions the team provides a show routine of up to 28 minutes in duration, involving nine plane formation manoeuvres followed by various patterns of seven aircraft formations and interspersed by two opposing solos. Trails of white smoke are present throughout the entire display.

The Snowbirds continue the tradition of professionalism established by such noted teams as the "Golden Hawks" and "Golden Centennaires". The Snowbirds were formed in 1971 under the leadership of Major Glen Younghusband. During this period the Snowbirds grew to a nine plane demonstration team and performed approximately 75 shows during the summers of 1971 and 1972. In 1973 Major George Miller became Team Leader, with authorization to perform a fully aerobatic display. 1973 saw a large expansion in the area covered by the team, flying in 45 shows all across Canada and with a few in the United States. In 1974 authorization was received to perform formation changes during the aerobatic manoeuvres. This year was noteworthy in that the Snowbirds were the first team in the Western World to perform inside the Arctic Circle, flying a show at Inuvik, NWT on May 14. Through 1974 the Snowbirds performed 82 demonstrations all across Canada and the Northern United States. At the start of the trials for the 1975 team, Major Denis Gauthier was appointed Commanding Officer and Team Leader, and remains as such for the 1976 season. 1975 saw another notable first for the Snowbirds; returning to the "Land of the Midnight Sun", the team, on 11 May 75 performed a full display at midnight, at Inuvik, NWT. Throughout 1975 the team flew 74 shows for Canadians at communities both large and small all across this country as well as at other selected major locations in the United States.



CF Photo

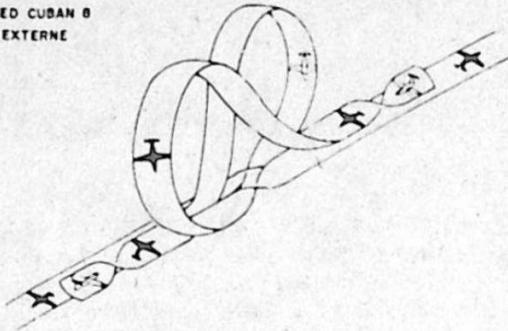
- General Data -

The team operates during the show season with 10 Tutors and a T33 communications aircraft. To manage the group, only 21 personnel are assigned to the Team and all are on site, 11 pilots and 10 technicians. The Tutor's dimensions are as follows: Wing Span, -36.5 ft.; Length, -32.0 ft.; Height, -9.3 ft.; Weight (gross) -7400 lbs.

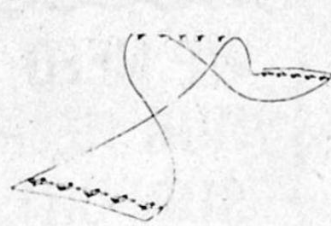
As you can see, the 10 Tutor aircraft, including the spare, require something in the order of 450 linear feet for parking. This allows approximately 5 feet of wing-tip to wing-tip separation.

The full air display from the start to landing, takes approximately 27 minutes and is comprised of 24 separate manoeuvres. Timing between acts runs in the vicinity of 10 to 15 seconds, consequently there will be no time for the audience to "cloud gaze".

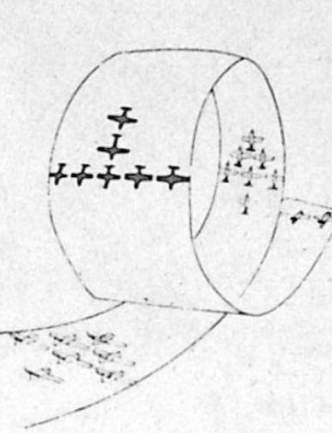
SOLO INVERTED CUBAN 8
HUIT CUBAIN INVERSE



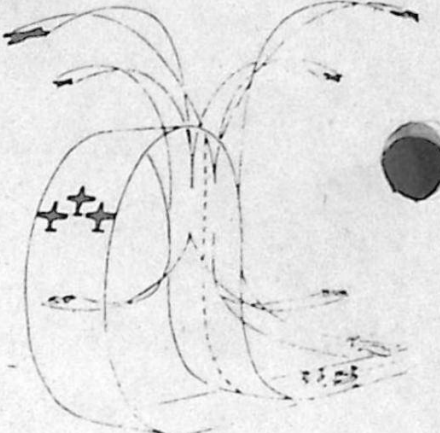
LINE ABREAST ROLL
TONNEAU EN FORMATION EN LIGNE



ARROW LOOP WITH CHANGE TO LINE ABREAST "Y"
BOUCLE EN FORMATION ENTREE EN FLECHE
SORTIE EN LIGNE "Y"

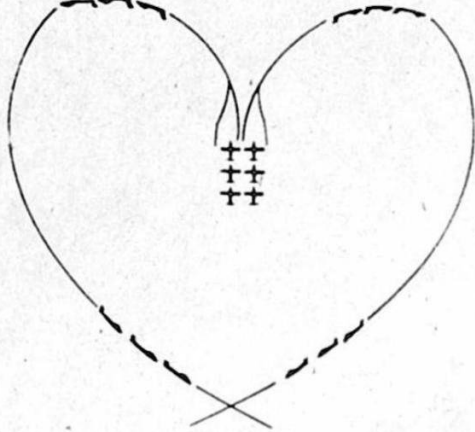


DOUBLE BOMB BURST
DOUBLE ÉCLATEMENT

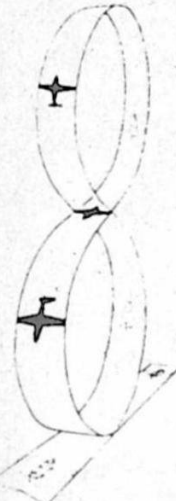


Hostford photo

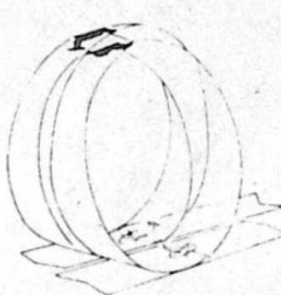
HEART
COEUR



SOLO VERTICAL 8
HUIT VERTICAL



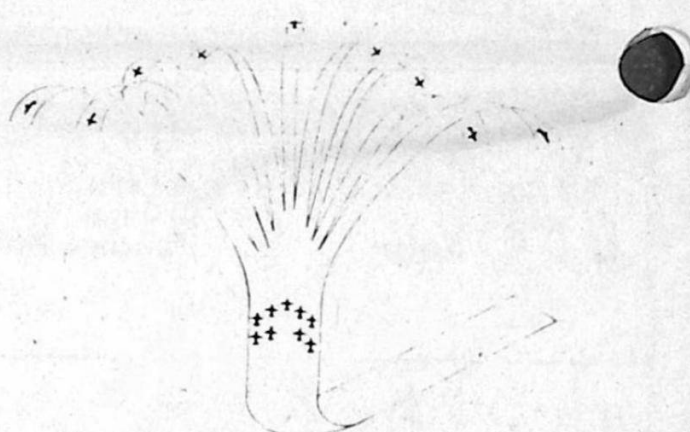
SOLO CO-LOOP
BOUCLES INVERSES



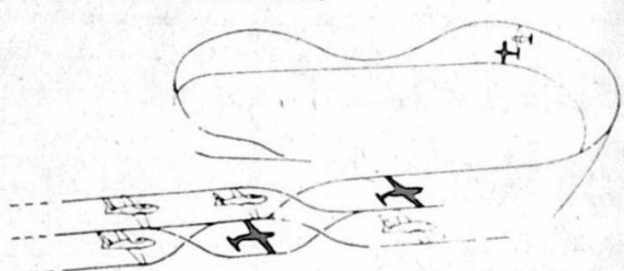
SOLO CO-360° TURN
CERCOLES INVERSES



PALM TREE SPLIT
ÉCLATEMENT EN PALMER



FLIP-FLOP AND INSIDE-OUTSIDE BREAK
FLIP-FLOP ET RUPTURE INTERNE-EXTERNE



DIAMOND ROLL & SILHOUETTE
TONNEAU EN FORMATION LOSANGE
AVEC SILHOUETTE



AIRCRAFT RECOGNITION

How Good Are You?

(Answers on Page 10)



1

CF Photo Unit



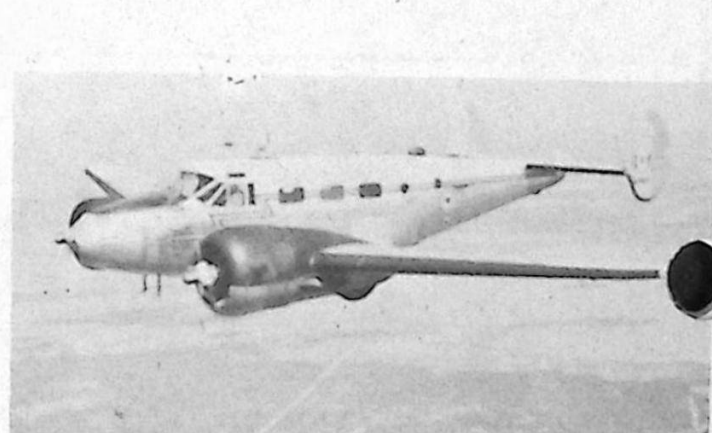
2

Base Photo



3

"Big Mac" Photo



4

CF Photo



5

CF Photo



6

CF Photo Unit



7

CF Photo Unit



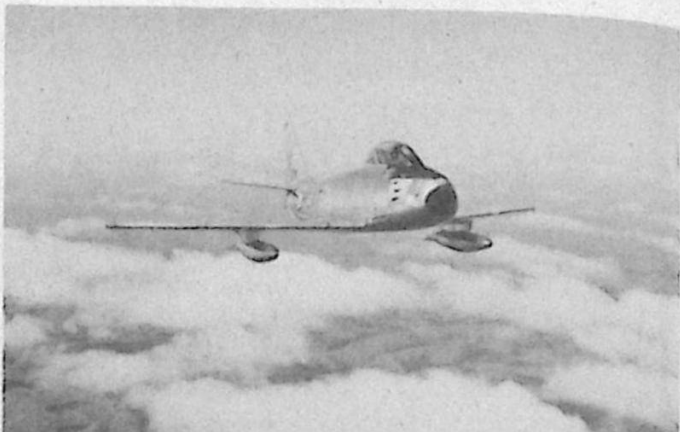
8

Base Photo



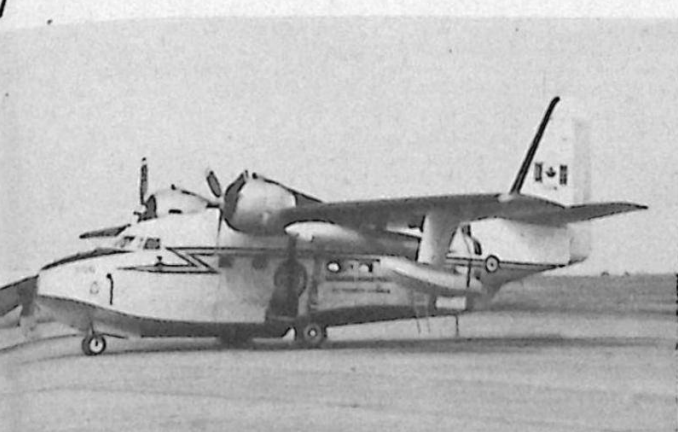
9

CF Photo Unit



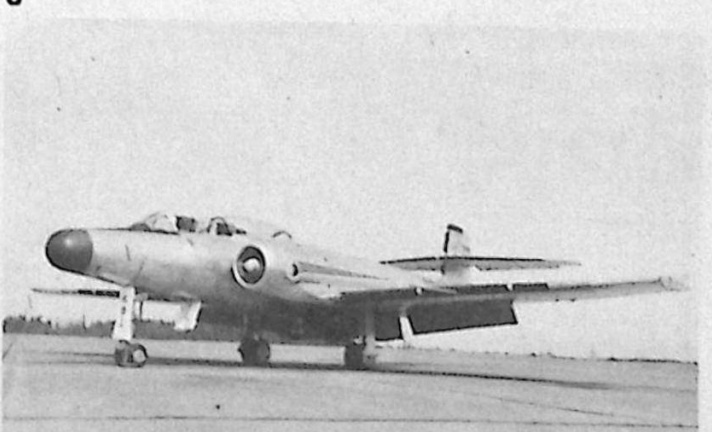
10

CF Photo Unit



11

"Big Mac" Photo



12

Base Photo