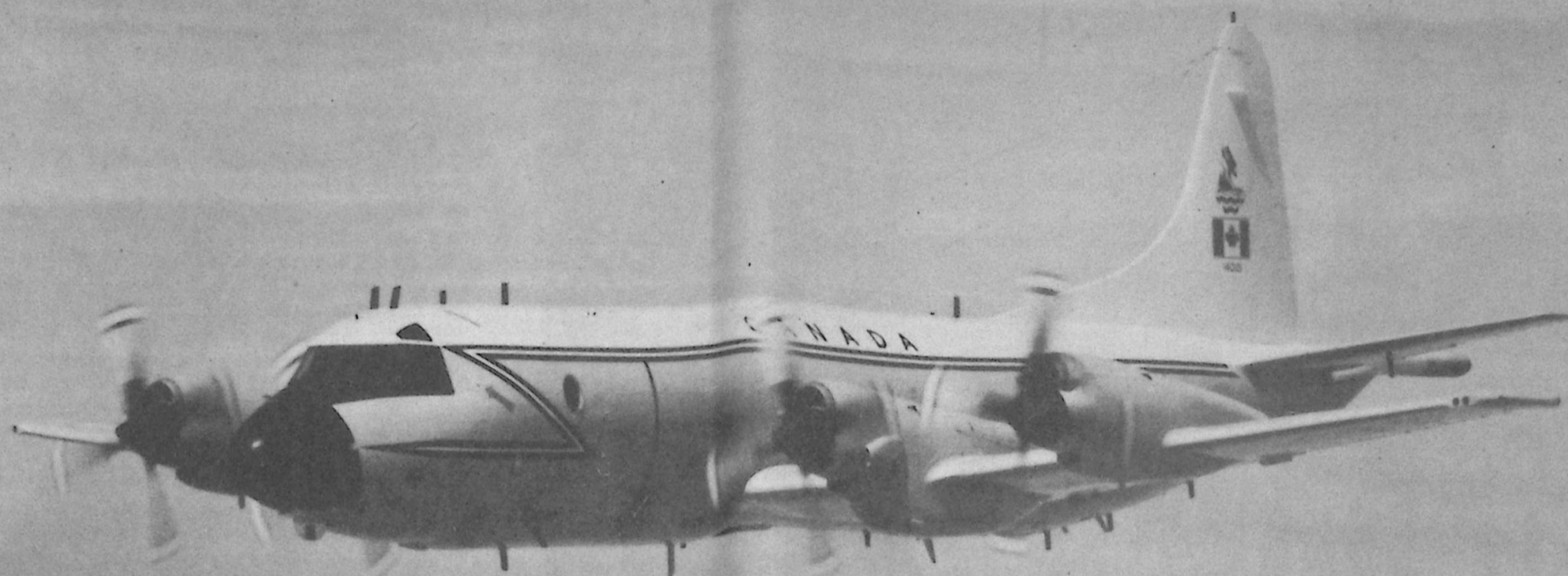


AIRSHOW!



TOTEM TIMES

Souvenir edition

June 13, 1981

one dollar

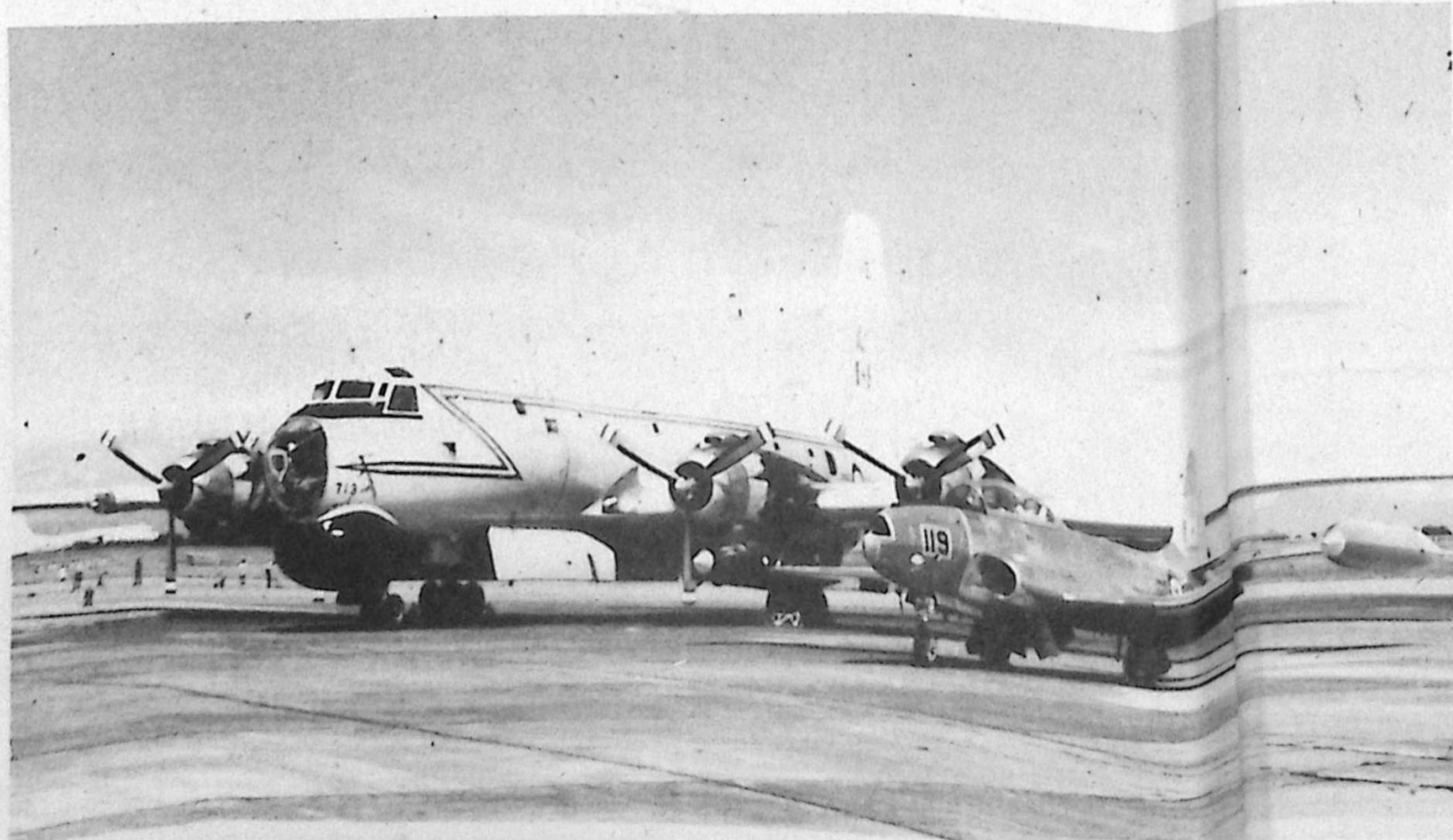


*Featuring the arrival of the CP-140 Aurora,
the 409 Hawks, and an afternoon of entertainment.
Ground and static displays throughout.*

Welcome!

Schedule of events and base map p.3

Airshow! - a celebration of the air



What is it about an airshow that tingles the nerve ends of even the most jaded of those in the aviation world? The crowd feels it - there is a palpable sense of excitement on the day of an aerial display. The sense of anticipation builds long before the first machine takes to the air, when the lines of cars funnel toward the gates in a jovial, jostling procession. Even those who would normally be cursing a moment's delay in traffic willingly wait their turn to leave their automobiles and lose themselves in an afternoon of airborne exhilaration.

An hour or more of walking through exhibits, curbing wayward children and pets, ice cream melting down hands and wrists, hot dogs and pop, baseball hats and sunglasses, and above all - the quick snap of the eyes skyward at the slightest hint of a jet engine or loudspeaker announcement signifying the commencement of the show.

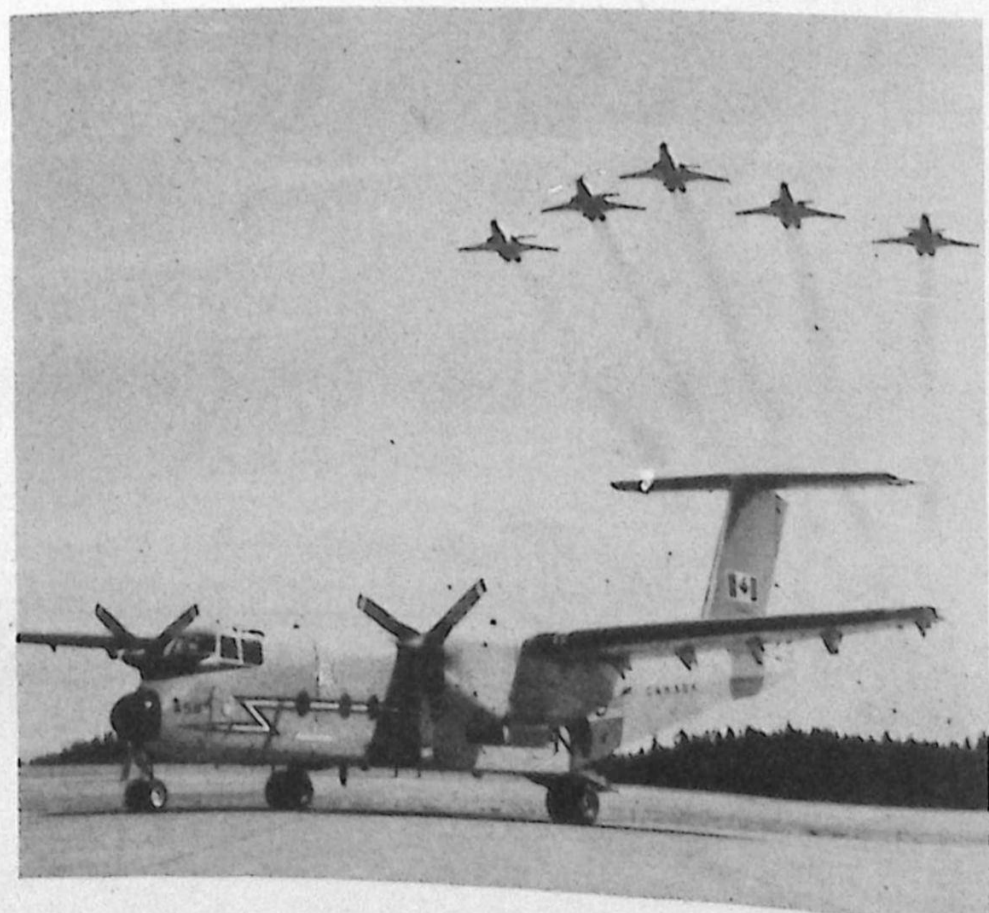
It finally begins, and for a few hours it is possible to experience the feeling that must have coursed through the veins of Wilbur and Orville Wright that cold December morning a scant eighty years ago when man first lifted himself into the air by a powered machine and discovered the joy of flight.

Kitty Hawk is history, however, and the frail craft of those early days have been replaced by sleek, highly polished transport aircraft, lovingly restored vintage airplanes, and the needle-nosed, high performance military machines you see today.

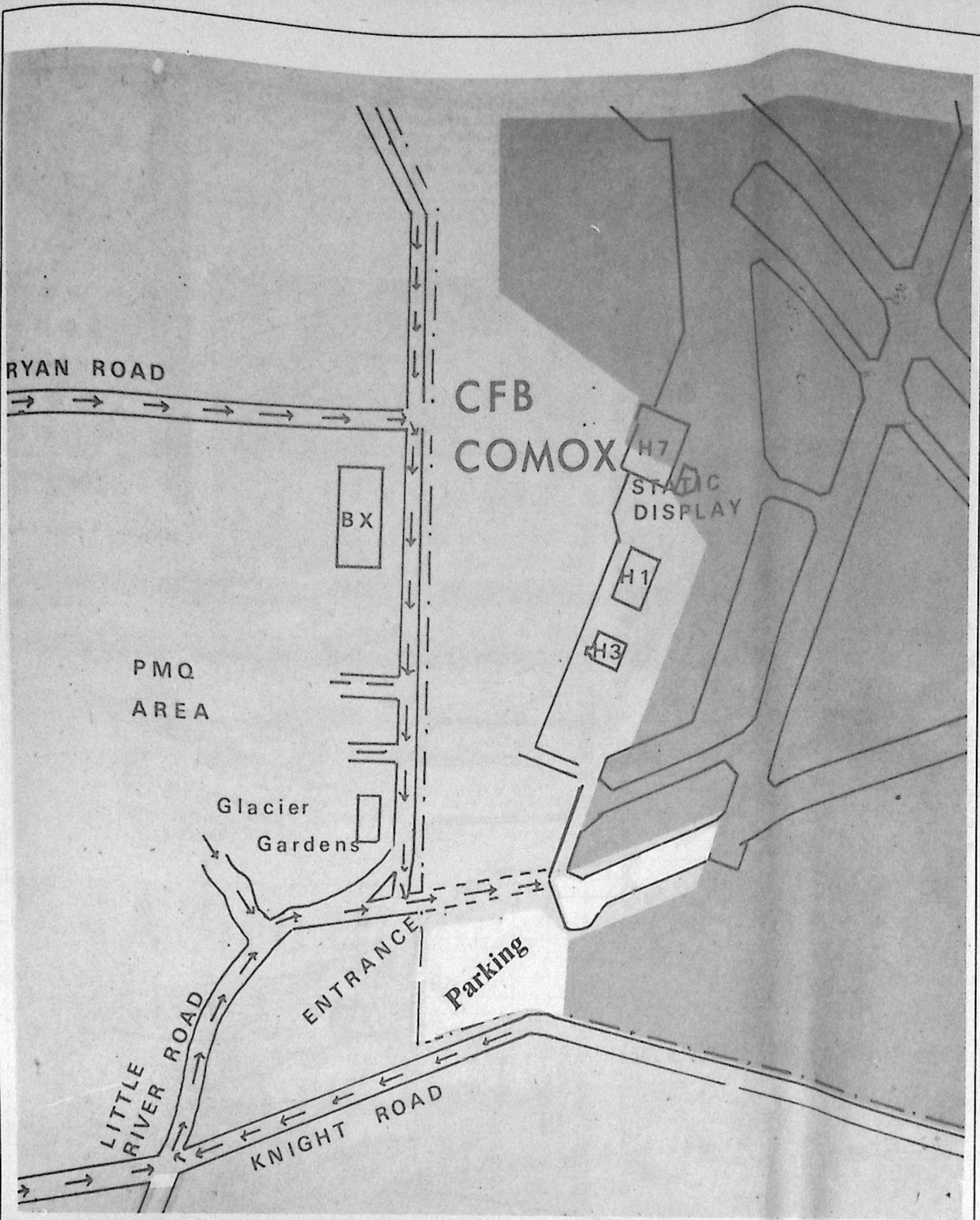
The day dwindles on, the children become tired, noses badly in need of sunburn cream cry out for relief, and eventually the spectacle is over. People are drained from an afternoon of walking, talking and craning their necks aloft, yet there is a tremendous sense of having *experienced* an event as opposed to merely *watching* one.

Whether you enjoy the crowd, the whispering propeller aircraft, the cold ice cream or the snarl of military jets which, although designed for warfare, gladly contribute for the day their own special grace, we at CFB Comox are glad you have been able to join us this afternoon for that most special of public events -

the **AIRSHOW!**



CFB Comox



Reference map. Static displays in hangar 1 and throughout the ramp area.
For safety, please remain clear of shaded areas.

WARTIME
Comox was officially constituted as an RCAF aerodrome on 1 May 1943. Its initial task was that of flying control unit for the 32 Operation Training Unit (OTU), RAF, at Patricia Bay near Victoria. In June, 1944, 32 OTU (RAF) moved to Comox and became No. 6 OTU (RCAF). 6 OTU was a Coastal Command Establishment flying C-47 Dakota under the command of Group Captain D.C.S. MacDonald.

In January, 1946, 6 OTU was moved to RCAF Station Greenwood, N.S., and RCAF Station Comox was closed and placed under a care and maintenance program under the direction of the Department of Transport.

REOPENING
In June, 1952, Station Comox was re-activated as an Air Defence Command (ADC) establishment under the operational control of 12 Air Defence Group (later changed to 5 Air Division) Vancouver. During the period 1954-64 an extensive modernization program took place and several new buildings including a new large hangar were built. There was also an extension of the runway to 10,000 feet.

FIRST SQUADRON
The Station's first operational squadron, 407 "Demon" Maritime Patrol Squadron, was reactivated in 1 July 1952, and equipped with Lancaster Bombers. In the fall of 1958, the squadron converted to P2V7 Neptune Patrol Bombers and the aging Lancaster was phased out of Maritime service. The squadron was re-equipped with the CP 107 Argus aircraft in 1968, which is being replaced this very week by the CP 140 Aurora gracing the ramp today.

AIR DEFENCE SQUADRON
409 "Nighthawk" All Weather Fighter Interceptor Squadron was re-activated at Comox on 1 November 1954. The Squadron's first aircraft, a T-33 Silver Star Jet Trainer, arrived on 12 December 1954, and the first CF-100 on 10 February 1955. 409 AW (F) Squadron, an Air Defence Command Unit, was integrated into NORAD in May 1958. Operational control of the squadron was relinquished by 5 Air Division Vancouver and passed on to 25 NORAD Regional Headquarters in Seattle, Washington, U.S.A. It was equipped with the CF101 Voodoo supersonic fighter in 1962. NORAD Western Region moved to Hamilton AFB, California, in April 1966 but maintained control of 409 Squadron operationally. 25 NORAD Region Commander is now located in McChord AFB, Washington, and still maintains operational responsibility for 409.

RESCUE UNIT
With the closing of RCAF Station Vancouver, 121 Composite Unit moved to its new home at Comox in July 1964, bringing some 185 additional personnel and fourteen more aircraft of five different types to the station. 121 Composite Unit is now 442 Transport and Rescue Squadron since its move to Comox and flies the STOL Buffalo fixed wing aircraft along with the Labrador helicopter to carry out its duties.

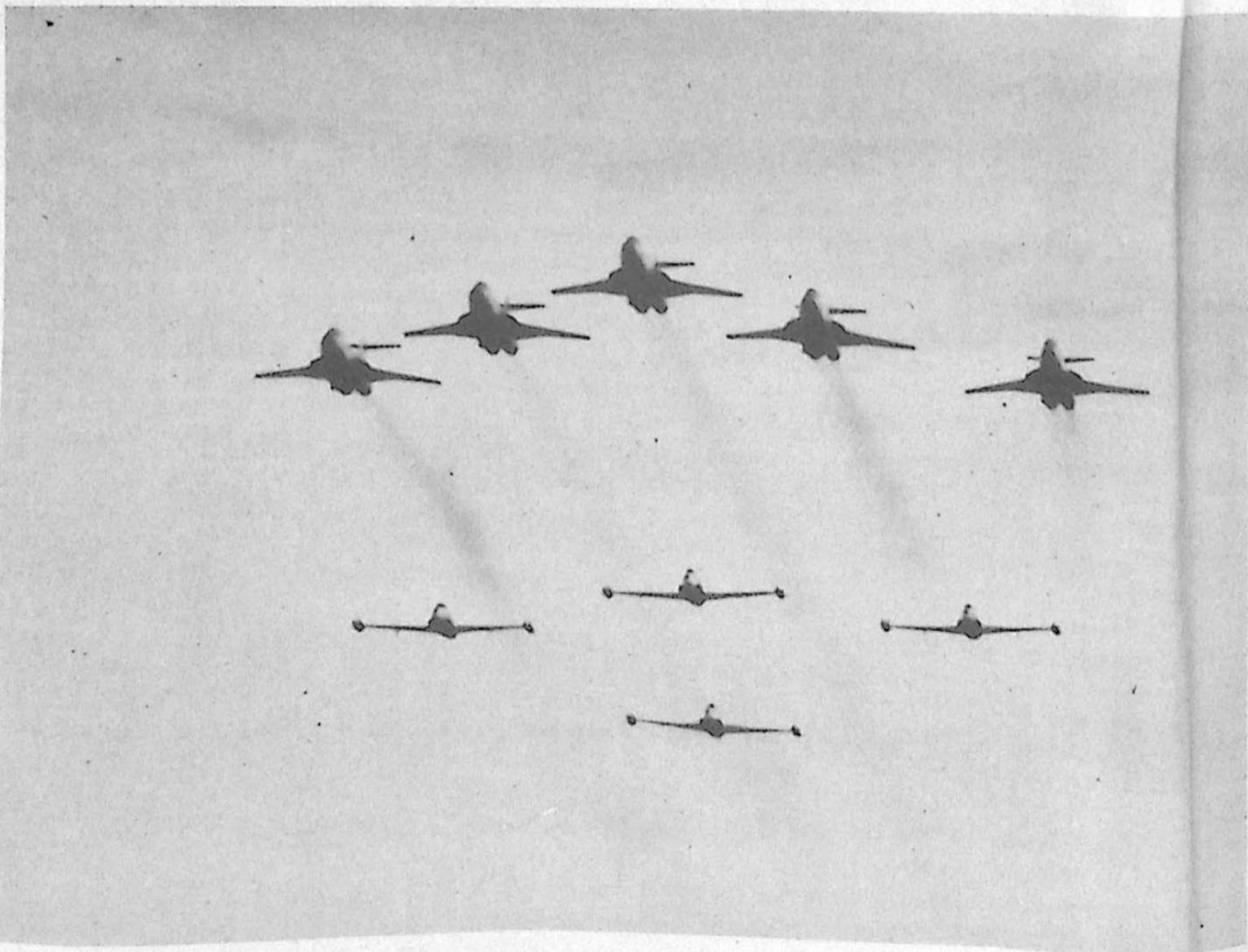
OUR LATEST ADDITION
In August of 1975, a second Maritime Flying Squadron, VU33 moved to Comox from Patricia Bay Airport in Victoria. Originally a carrier-based operation on the East Coast the Tracker aircraft became land borne when Canada went out of the carrier business several years ago. The move of VU33 to Comox consolidated all military flying activity in B.C. at CFB Comox.

OTHER
We have our own Air Traffic Control system comprising the Control Tower, Radar Terminal Control, and Precision Approach Radar.

We also have our own Fire Department which occupies the newest building on the Base, and our firefighters are trained for rescue and fighting both structural types of fires and the aircraft fuel type of fire.

COMMAND
Comox has been designated an Air Defence Command establishment upon its reactivation in 1952. However, on 15 September 1961, it was officially placed under the control of Maritime Air Command. This arrangement in no way affected the operational posture of the Base, however Comox reverted to the administration of Air Defence Command when the Maritime Air Command role and name changed. On 1 September 1975 CFB Comox and all squadrons came under command of Commander Air Command with headquarters in Winnipeg. The four squadrons, under Maritime Command, Air Defence Group, and Air Transport Group, today at Comox work closely together and maintain a heavy operational commitment.

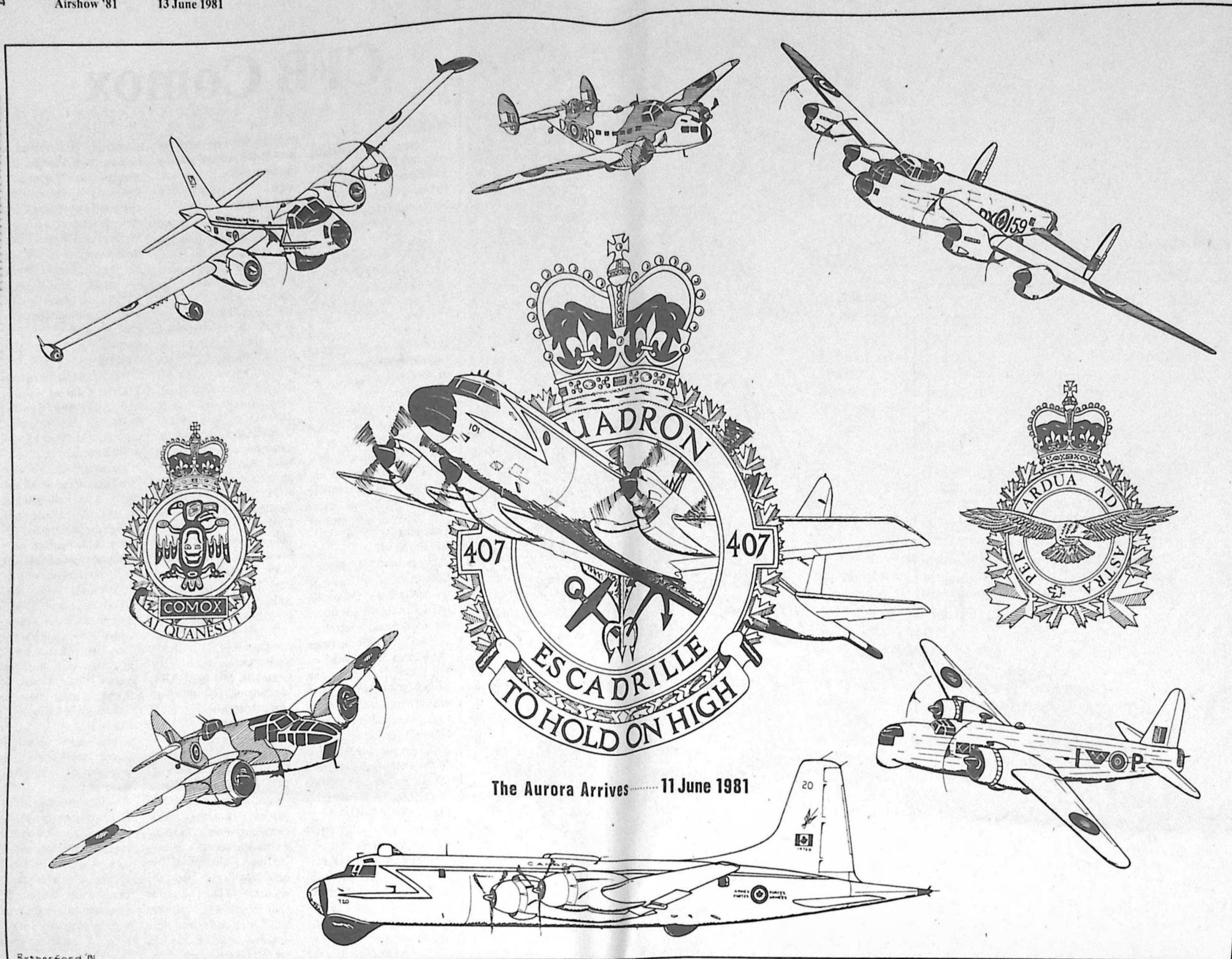
Flying display schedule - Airshow '81



A host of static displays

| | | | |
|------------|----------------|-------------|------------|
| F-111 | Shooting Star | Hercules | Twin Otter |
| Delta Dart | Mustang | Labrador | Argus |
| Mitchell | Tutor | Aurora | Chipmunk |
| Tracker | Stratofortress | Starfighter | Phantom |
| Voodoo | Buffalo | Texan | Canuck |

| Time | Event |
|-------------|---------------------------|
| 1335 | Hercules take off |
| 1345 | 409 Hawks take off |
| 1347 | T-33/Tracker take off |
| 1350 | F-106 take off |
| 1352 | National anthem |
| 1356 | CO's Opening |
| 1400 - 1410 | 409 Hawks display |
| 1411 | Hercules take off |
| 1412 - 1422 | T-33/Tracker display |
| 1423 | 409 Hawks land |
| 1424 - 1434 | Hercules display |
| 1435 | Aurora take off |
| 1436 - 1444 | F-106 display |
| 1445 - 1513 | Western Warbirds |
| 1514 | CF-104 take off |
| 1515 | Labrador/Buffalo take off |
| 1516 - 1527 | Labrador display |
| 1528 | F-4 take off |
| 1529 - 1535 | CF-104 display |
| 1536 | Argus take off |
| 1536 - 1544 | Buffalo display |
| 1546 - 1552 | F-4 display |



A brief history of VP 407 Squadron

407 Squadron was formed at Thorney Island in the United Kingdom on May 8, 1941 and was originally equipped with Blenheim Mark IV aircraft. The Blenheim was soon replaced by the Hudson aircraft and the unit entered the war as a maritime surface strike squadron, sinking over 500,000 tons of enemy shipping.

In January 1943, the squadron role switched to anti-submarine warfare. Wellington Leight aircraft replaced the Hudsons and in 26 months, four German U-boats were sunk and seven damaged. After serving at more than ten different air stations during

the war, the squadron was disbanded on June 4, 1945 at Chivenor.

An excerpt from the squadron diary will give some indication of work done by the squadron:

During the month of May 1942, the squadron set up on all time record for damage caused to enemy shipping. A minimum of 83,000 tons of enemy shipping was attacked from April 30th to May 31st. Several crews had successfully attacked three ships each during this period and with the exception of very recent arrivals, all crews had made claims. The previous record in Coastal Command was also held by this squadron when

from September 1st to December 1st, 1941, it was credited with damaging 150,000 tons of enemy shipping.

In addition to its records for tonnage damaged, the squadron was known for the daringness of its attacks. Many attacks were conducted at mast height (50 feet) and the history books record that at least one crew left their aircraft's bomb bay doors behind on the mast of a ship. Small wonder that they had earned the nickname "Demons".

The farewell message from the Air Officer Commanding-in-Chief of Coastal Command at disbandment expressed its

thanks to 407 Squadron for its "splendid contribution...to the victory in war at sea."

407 Squadron was reactivated in 1952 at RCAF Station Comox and equipped with World War II Lancaster Mark 10 bombers.

Although the squadron did not come under the full control of Maritime Air Command until 1954, it was nonetheless, from its reactivation, engaged in the same role as it had been during World War II, that of maritime and anti-submarine patrol.

In March 1958, the aging Lancasters were replaced with P2V Neptune aircraft. Equipped with an

impressive array of electronic sensor equipment, the Neptune, a thoroughbred ASW aircraft increased 407's capability immeasurably. As well as ASW capability, the aircraft's flying performance was increased in an interesting modification in 1959. Jet pods were installed thus making the Neptune one of the few types of aircraft to be powered by propellers and jets. The Neptune's range did not decrease, however, and this was proven in the latter part of 1960 when, on a flight to Hawaii to take part in a combined exercise, the aircraft lost an engine just past the point of no return. It continued to

Hawaii (1070 nautical miles away) on one engine.

In May 1968, the Argus Mark I replaced the Neptune and became the mainstay of West Coast surveillance for many years. The "northern patrol" was introduced in 1969 and 407 Squadron began flights into the Canadian Arctic to insure Canadian sovereignty in that vast area. Even the North Pole was not out of reach as a crew in September 1974 circumnavigated the globe in 10 minutes. A canister commemorating the event was dropped, hopefully to be found by an intrepid group of explorers.

North wasn't the only direction the squadron expanded however; August

saw the mighty Argus on the Tropic of Capricorn.

This Australian/New Zealand tour coupled with a tour to Japan in March 1970 not only resulted in an exchange of ASW information between various Pacific commands but also added an international flavour to 407 patrols. This combination was topped off in June 1970 with an extensive exercise held in Hawaii with representatives from Australia, New Zealand, United States and Japan. This was the birth of a yearly joint exercise called RIMPAC.

Internationally, in the ASW community, the Argus and its crews became recognized as the "state of

the art" in anti-submarine warfare and the Demons have excelled in national and international competition. Since 1970, 407 Squadron has won the Canadian ASW competition four times. As well, it nearly won the coveted Commonwealth Fincastle Trophy in 1979, in spite of the aging Argus and its dated systems.

The 407 Squadron Demons have a proud and distinguished history derived from the professionalism and dedication of its people. With the advent of the CP-140 Aurora, the squadron will continue to provide new chapters in the book of anti-submarine warfare.



Lancaster



Neptune

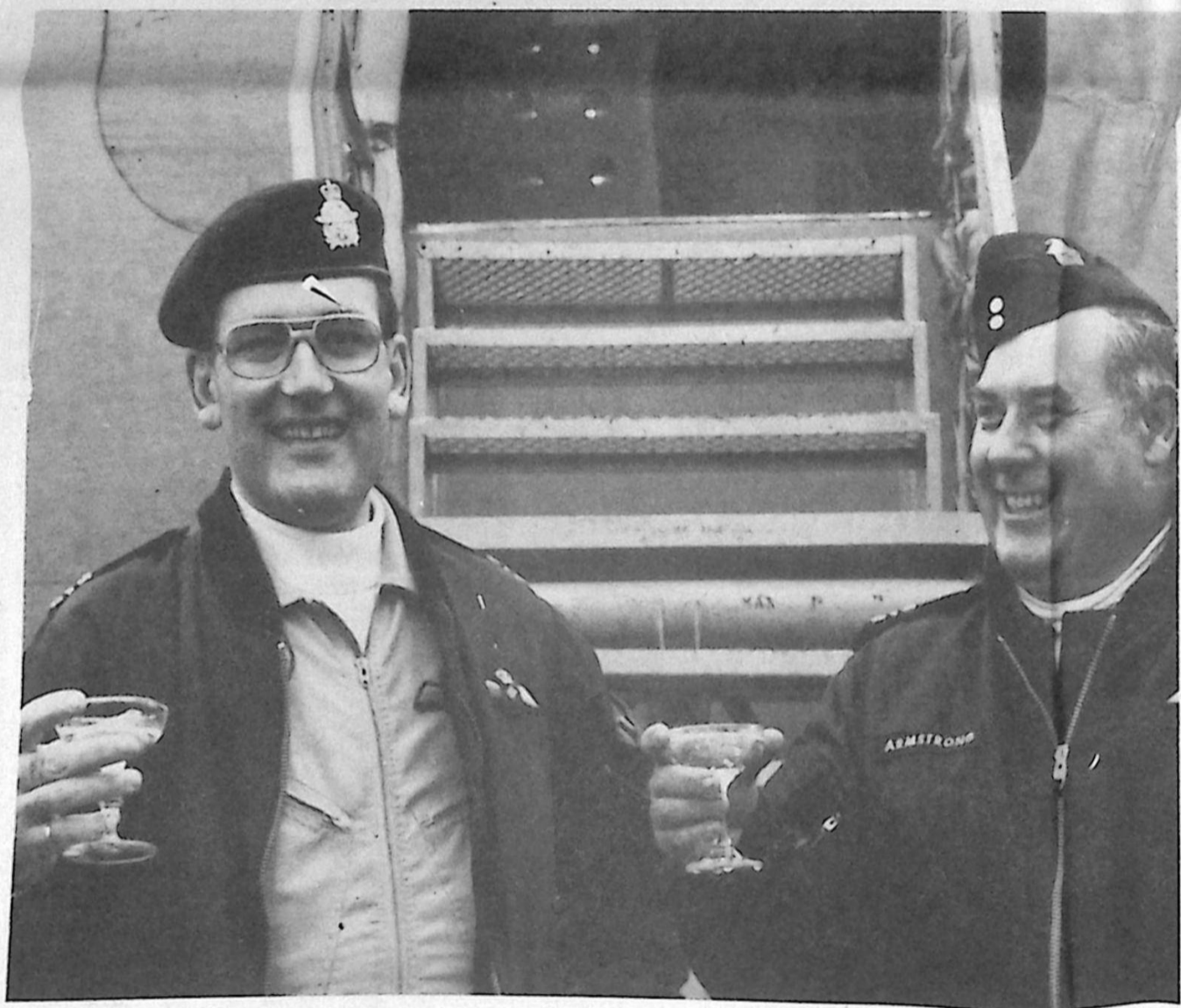


Argus



Aurora

Adieu to the Argus - a fond farewell to a longtime friend



Maj. H.A. "Butch" Breen, crew commander and Maj. A.S. "Gus" Armstrong, Senior Maintenance Officer of VP 407 Sqn. toast the last maritime patrol flown in the Argus from CFB Comox, on June 2, 1981. The venerable Argus, which came into service in March 1958 has been replaced by the new Canadian Forces patrol aircraft, the CP 140 Aurora.

The four-engined Argus patrol aircraft was manufactured by Canadair Ltd., Montreal, based on the design of the Bristol Britannia. It was built in the era of the diesel powered submarine when its great endurance was its great virtue. Patrol aircraft of that day had to stay on task for long periods waiting for the submarine to come to the surface to recharge its batteries.

Diesel submarines, when submerged, were very quiet and therefore hard to detect. Once the sub started to charge its batteries with its diesel generators it made a tremendous noise which was detectable by the

loitering patrol aircraft. Each time the submarine came to the surface the aircraft crew had an opportunity to detect and find the submarine with radar or its electronic intercept receivers. If the submarine detected the aircraft before being itself found it was able to submerge and steal away but often suffered a net loss on its battery reserves. Constant harassment by the patrol aircraft reduced the submarines options until it was forced to surface to recharge its batteries making it vulnerable to attack.

The Argus carried enough fuel to stay on "patrol station" for 6 to 8

hours at a distance of 1000 miles from base. To safely fly the 16 to 18 hour patrols, it also carried spare crew members to reduce fatigue and increase efficiency. Each crew had 3 pilots, 2 flight engineers, 5 navigators and 6 air borne electronic sensor operators.

Thirty-two Argus' were built in all for the Canadian Forces, the only military force to use the aircraft. The Argus was brought into service in March 1958 when 404 and 405 squadrons were equipped at Greenwood, N.S. In 1960 - 61 415 Squadron changed over from the P2V7 Neptune to the Argus and moved from Greenwood to Summerside,

P.E.I. In 1968, 407 Squadron at Comox converted to the Argus. Nuclear subs change concept

Nuclear submarines have changed the concept of operations of the maritime patrol squadrons. Since the modern submarine no longer depends on rechargeable batteries, it can spend its entire 70 to 90 day patrol submerged. The sub-hunters technology has had to change as well.

Sophisticated new equipment integrated through powerful computers installed in the Aurora will keep the crews abreast of the developments in the submarine world.

With the RCAF in England, May 9 (1943) - Canada's famed Demon Squadron, once the scourge of Nazi coastal shipping, is now out for bigger game - German U-boats - and though young at the new offensive trade, it has already scored some successes.

Flying from a Coastal Command base where such Demon sub-shakers as Flt. Lts. Dane Pickard, Fredericton, N.B.; Beverly Pritchard, Chatham, Ont., and Cameron Taylor, Winnipeg; F.O. A.L. Fulton, Grand Manon, N.B.; FO George Peek, Zelma, Sask.; and PO Ed Waugh, Hamilton.

Pickard is among the lucky ones able to log at least one attack on a sub-

marine. There are others who have sighted subs on their lonely, monotonous patrols over the Bay of Biscay where the U-boats creep for the open sea from the French Atlantic ports.

In this war one of the fliers hardest tasks is to claim the destruction of a submarine. They pretty nearly need to bring back the sub captain on the wing with them to claim a "kill". But Pickard is positive that he and his crew at least handed out a severe shaking to the U-boat.

When the records for setting their Demons for heavy hitting on Nazi coastal shipping, they flew Hudsons. Now their plane is the war-ried Wellington, equipped with depth charges.

The fliers job is a monotonous one for the most part. Their patrols lost a good many hours and they fly in all kinds of weather, just so long as it is sufficiently clear to allow them to set down at their base.

Attacked Two Subs
It is permitted only now to mention Pickards sub strike, though it happened some time ago when he was on night patrol and sighted a submarine cruising on the surface in moonlight.

"We were flying about 1000 feet and I guess he was a half a mile away when we spotted him," Pickard said. "As we approached to attack with depth charges the subs deck guns began firing and Flt. Sgt. Bob Larking of Toronto, our rear-gunner, gave him a few bur-

sts from the rear turrets. The sub's guns stopped." "We flew along his track in the same direction he was travelling to make the attack. At the moment he crash-dived we let go all our depth charges. The first hit just ahead of him as the conning tower was disappearing."

"We're sure of one thing. If he didn't sink he at least was shaken to the teeth." Pickards crew was headed for home when they attacked and as they continued to their base they sighted another submarine on the surface and machine-gunned it.

"We felt badly because we had let all our depth charges go on the first sub but the second crash-dived promptly under machine-gun fire." Pickard said.

Demon Pride

We think of engines running, in stark and staring calm,
We hear the gears of motors, turn out their simple song.
Our hearts pound out a rhythm, to beat this sound so long,
Yet days have now been numbered, her time has come this dawn.

A day in June, in this our year, sends out resounding cries,
We bid farewell to Argus, and can't keep dry our eyes.
We know her stuff, she's served us well,
Of this we can't deny,
We only hope that memory lasts, forever to rely.

We stand by home to wait for them, for now the new has come,
We think what thoughts go through their minds, as Aurora makes her hum.
As she climbs above us, our minds think way back when,
The days of joy, the days of toil, were worth the time again.

Our present is clear, we must adapt, to all the new and sparkling,
For it is sure, the die is cast, our efforts be rewarding.
If all the pride that ever was can somehow be imagined,
This day in June will last among those memories yet unfathomed.

It's not the efforts of one man that make our Squadron worth it,
The job is done by every soul, from wrench man to the pilot.
There's no doubt that side by side our team can stand the test of time,
The years will pass, our honour grows, Aurora stands complete to prime.

To hold on high makes such good sense, we do our best to nurture,
As the Trident sits aloft, let's dream Aurora's future.

JFL
A 'Demon'

A bit of recollection from a wartime diary...

Maritime Air Group

IT'S ROLE

Maritime Air Group, one of the five groups which comprise Air Command, is responsible for all the fixed wing and rotary wing maritime aircraft on both the Pacific and Atlantic coasts of Canada.

As is the case with all the armed forces of Canada, our purpose is to maintain peace and freedom and, to this end, the specific task of Maritime Air Group is to train and maintain combat-ready forces for maritime operations. Working with the naval units of Maritime Command our roles include: surveillance and control of Canadian territorial waters, adjacent ocean areas and the Arctic Archipelago; defence of North America, in co-operation with United States forces; contributing to NATO collective defence measures; and providing assistance to the United Nations and other international bodies.

THE HISTORY OF CANADIAN MARITIME PATROL

The heritage of maritime patrol in Canada can be

traced to the first wartime operational flight from Canada (a maritime patrol) on 25 August 1918 flown by an American HS2L flying boat. More directly the history began with World War II.

In 1937, because of the serious European situation, the RCAF began a rapid expansion. Dartmouth, N.S. which had been only a seaplane base, was enlarged to handle land planes. Development work on new airfields at Yarmouth, Sydney and Truro commenced in 1938 and was still going on when war broke out in September 1939. On 15 September 1938 Eastern Air Command was formed.

In 1943 the RCAF reached its peak expansion and at that time there were eleven maritime patrol or, as they were called then, bomber reconnaissance squadrons on the east coast and nine on the west coast. During World War II, Eastern Air Command accumulated 83 U-boat attacks and was credited with six official kills in addition to many damaged. Two of these kills occurred on the same day, 30 October 1942.

In 1949, following the signing of the North Atlantic Treaty, the Canadian Government undertook as part of its NATO con-

tribution, to make available shore-based maritime patrol aircraft.

Training was started in the Fall of 1949, one squadron was formed in 1950, a second in 1951, a third in 1952 and a fourth in May 1961. To equip these units on an interim basis, Second World War four-engine Lancaster bombers were brought out of storage and modified to give them a limited capability in the anti-submarine role.

In February 1954 a decision was announced to acquire two new types of aircraft - the Neptune (Lockheed P2V7) and the Argus (Canadair CP 107). A total of 25 Neptunes and 33 Argus were ordered. The first Neptunes were received in March 1955 and all were delivered by the end of the year. The first Argus arrived at Greenwood, N.S. in May 1958 and the 33rd and last off the production line in November 1960.

The last Neptune flight was in 1968 from Comox, B.C. Since that date the Argus has shouldered all of the Canadian long range airborne anti-submarine duties. The Argus, the most modern maritime patrol aircraft in the world when it was first introduced, will retire in 1981 after completing 23 years of faithful service.

COMPONENTS OF MARITIME AIR GROUP

Maritime Air Group is comprised of 11 Regular Force flying units and one Air Reserve Unit. There are currently three operational maritime patrol squadrons: VP405 at CFB Greenwood, N.S.; VP 407 at CFB Comox, B.C.; and VP 415 at CFB Summerside, P.E.I. They are supported by VP 404, the Operational Training Squadron, and the Maritime Proving and Evaluation Unit, both located at CFB Greenwood. All of these units will be converting from the Argus to the new Aurora during 1980 and 1981.

The remaining Maritime Air Group squadrons are located at CFB Shearwater, N.S. and CFB Comox, B.C. The Tracker, medium-range reconnaissance aircraft, is used primarily for surveillance of Canada's 200 mile Economic Zone in support of Fisheries and Oceans Canada (FOC). The Sea King helicopters sail on board Canada's east coast Destroyers to provide a vital airborne anti-submarine capability to the Naval Fleet. The Silver Star jet aircraft and the twin Huey helicopters are employed in support of Maritime Training and Operations.

DIAC centre



Base Commander being presented with a Commemorative DIAC Plaque by Mr. Dave Redpath of Pacer Systems following final DIAC operator course graduation.

February and March of 1981 were two very busy months for the VP407 operations staff. During that period the Comox Data Interpretation and Analysis Centre (DIAC) was the scene of acceptance testing and operations staff training. The acceptance tests and concurrent delivery of software from the Aurora Software Development Unit in Greenwood, N.S. went very well with all systems working as they should.

Following the acceptance test, Pacer Systems Inc. of Fort Washington, Pen-

nsylvania conducted a number of orientation, operations and data base courses for the operations and standards staff. These courses taught the operations how to manipulate the more than 300 functions which the DIAC system can perform. The courses were about two weeks long and gave everyone an opportunity to push all the buttons in the right (sometimes wrong) order and see the results immediately displayed on a pair of TV screens.

The primary purpose of the DIAC is to support

maritime patrol missions. While the system is specifically designed to support Canada's new CP140 Aurora, it will also support allied maritime patrol aircraft such as the US Navy's P3 and S3.

In its support role, the DIAC is used to provide mission planning, briefing, inflight support, debriefing and post flight analysis services.

The main component of the DIAC system is its control computer which controls the various processing, data transfer, display and analysis functions. This

electronic data manipulation is a quantum leap forward over the many manual tasks which were required in previous systems.

The DIAC was officially opened by General Ramsay Withers on Feb. 25. Following completion of the various courses, 407 operations finally moved in permanently on March 26.

With the arrival of the Aurora and its trained crews in mid June the new systems will become fully operational and the DIAC will finally be used for all of its functions.

Proving and Evaluation

With the advent of the Argus into operational service in the late 1950's it became obvious that there was a need for a Unit dedicated to evaluating the many new avionic systems which the Argus contained. The Maritime Proving and Evaluation Unit (MP and EU) was commissioned on 1 April 1959 at Greenwood, N.S. and commenced operations at RCAF Station Summerside, P.E.I., in July of that year. It returned to CFB Greenwood in August 1978. The Latin inscription

on the Unit's crest is "NOVAM QUAERE SCIENTIAM" which translates as "To Question New Ideas" a fitting motto indeed.

The Unit consists of aircrew specialists, one Aerospace Engineering Officer, technical trade personnel and Administrative staff. Included in this group are exchange officers from both the Royal Air Force and the United States Navy. As well as personnel, Unit resources include a

data processing facility, a unique project support laboratory and electronic test equipment.

The roles and tasks of MP and EU are as varied as those of the Maritime Air Group and maritime Command that the Unit serves. They range from operation evaluations to the assistance of civilian industry in their attempts to improve our Anti-Submarine Warfare (ASW) posture. Since its inception in 1959 the Unit has conducted over 100 operational evaluations

ranging from the mundane - a new chemical toilet for the Argus, to the esoteric - a fully automatic acoustic signal processing system. These trials have covered every aspect of ASW operations, navigation and acoustic system, radar, electronic warfare, underwater sensors and tactics.

The Unit looks forward to continuing its long and honourable duty of proving and assessing our new ASW systems to ensure their maximum operation effectiveness is realized.

The builders — Lockheed - California Company

Lockheed is an innovator and builder, responsible for many of the most sophisticated and advanced aircraft that fly the world's skies today, including the famed SR-71 Blackbird, the P-3C Orion, the CP-140 Aurora and L-1011 TriStar.

The company is also a space explorer, a creator and launcher of satellites and space probes, and an expert designer and developer of missiles as well as being involved in the field of shipbuilding.

Lockheed is a researcher that is shaping the future of aerospace, electronics, energy, and the safeguarding of earth and ocean resources.

Lockheed is all of these things - and more.

The people of Lockheed are applying discoveries and developments of today's science and engineering to improve tomorrow's advanced aircraft, spacecraft, ships, electronic systems, and services to make the world of tomorrow a better place to live.

The Lockheed Corporation, whose main offices are based in Burbank, California, has nine major operating companies, plus facilities and offices in 25 countries throughout the world.

Here is a brief look at the Lockheed Corporation:

The Corporation, headquartered in Burbank, California is a broadly based aerospace company devoted to translating the

discoveries of science and engineering into advanced products and systems for national defence and human progress.

The manufacturing operations of its various companies cover the entire aircraft, missile and space fields and extend beyond into such areas as ocean systems, shipbuilding, electronics, pollution control and energy research.

Lockheed's name has been synonymous with aviation progress for more than 65 years. In 1913, aviation pioneers Allan and Malcolm Lockheed designed, built and flew the first Lockheed plane over San Francisco Bay. It was followed by a 10-passenger flying boat, two Navy seaplanes, a sport biplane

and, in the late 1920s, the famous Vega monoplane, a distinguished line of record-setting aircraft flown by famed pilots of that era. Lockheed has been located in Burbank since 1928. The present corporation was formed in 1932 after Lockheed was reorganized.

Today, the diversified firm's corporate management is headed by Roy A. Anderson, chairman and chief executive officer, and Lawrence O. Kitchen, president and chief operating officer.

Following are Lockheed's operating divisions and subsidiaries:

Lockheed California Company

Lockheed Georgia Com-

pany

Lockheed Missiles and

Space Company

Lockheed Electronics

Company

Lockheed Air Terminal Inc.

Lockheed Aircraft Service

Company

Lockheed Shipbuilding and

Construction Company

Lockheed Engineering and

Management Services

Company

Murdock Machine and

Engineering Company of

Texas.

LOCKHEED-CALIF-

ORNIA COMPANY

The Burbank-based

Lockheed California Com-

pany currently is producing

the L-1011 TriStar com-

mercial jetliner and the P-

3C Orion antisubmarine

warfare aircraft. The TriStar, operated by Air Canada, is being built as a family of advanced-technology transports for a wide variety of airline route requirements; it has been in service since 1972. The three-engine L-1011s have set new standards in worldwide service for quietness, comfort and dependability. The Orion, principal land-based patrol plane for the U.S. Navy since 1962, also plays a multi-mission role which includes hurricane hunter, meteorological survey and search and rescue. The Orion flies also for the air forces of Australia, Iran, New Zealand, Nor-

way and Spain. Japan has recently concluded an agreement with Lockheed under which the P-3C will be produced under licence for the Japanese Self Defence Force. The Netherlands is the most recent Lockheed customer and has decided to introduce the P-3C into its maritime fleet. The latest, most advanced derivative of the P-3C, the CP-140 Aurora, will enter Canadian service today at CFB Greenwood.

The California Company is also identified with the famed "Skunks Works" the design agency for its triplesonic YF-12A and the

SR-71, the world's fastest and highest-flying jet, as well as the high-flying U-2 reconnaissance plane. Production will begin in 1980 on the TR-1A, a new tactical reconnaissance derivative of the U-2 for the U.S. Air Force. New fields of interest include research in alternate energy applications such as liquid hydrogen and other fossil fuel replacements. The company's Rye Canyon Research Laboratory operates some of the most advanced research and testing facilities for development of future aerospace vehicles and systems.



The final DIAC Operations Course graduating class in March 1981. Seated, Capt. Terry Small, MWO Bernie Lahey. Standing L-R; Mr. Marc Dimarcantonio (instructor Pacer Systems), Capt. Wayne MacDonald, Capt. Mike Sparks, Maj. Stan Brygadyr, Capt. John Keech, Capt. Dick Ferguson, Capt. Dave Johnson, Capt. Leo Lammers, Mr. Dave Redpath (instructor Pacer Systems).

409 Nighthawks

409 All Weather Fighter Squadron is Canada's only air defense squadron in Western Canada. It is tasked with NORAD responsibilities, and is a part of the 25th NORAD Region encompassing British Columbia, Washington, and Oregon. Its Regional Control Centre is located at McChord Air Force Base near Seattle.

The current commanding officer is Lieutenant Colonel Larry Lott, recently arrived from Staff College in Australia.

409 Squadron's mission is to provide the maximum air defense forces for the 25th NORAD Region to identify, engage, and, if

necessary, destroy enemy bomber forces as far out from their targets as possible. To this end 409 provides a quick reaction alert (QRA) capability to identify any unknown aircraft approaching North American airspace. In the peacetime environment, the squadron maintains two aircraft on five minute alert in the QRA hangarages just off the end of the runway. Should an unidentified target be detected by the 25th NORAD Region radar screen, these aircraft would be "scrambled" and vectored to intercept and identify the unknown aircraft.

409 Squadron must also maintain a high degree of proficiency in the air defense

role, and be able to take up a wartime posture should ever the need arise. The squadron runs a comprehensive daily training program against numerous simulated targets in all altitude bands, including electronic counter measure (ECM) equipped aircraft.

To carry out its mission 409 Squadron is equipped with twelve CF-101 Voodoos. The twin engine, supersonic Voodoo, although not a new aircraft, is still an excellent all weather interceptor. Capable of firing either heat-seeking missiles or radar targeted rockets, the CF-101 remains a capable and dangerous adversary to any manned bomber threat.

It is a large aircraft with an all-up weight of up to 52,000 pounds, and a length and wingspan of 71 feet and 40 feet respectively. The CF-101 can be airborne inside of five minutes, and climb to 35,000 feet in less than two minutes. It is this fast reaction time, combined with excellent combat range and a top speed of over 1,000 MPH, which gives the Voodoo its capability. It is manned by a crew of two, a pilot and a weapons system operator (WSO), who are trained to a high degree of proficiency, not only in intercept tactics and procedures, but also in operating the complicated weapon and radar systems.

CF-101 Voodoos in commemorative flypast formation.



Squadron history

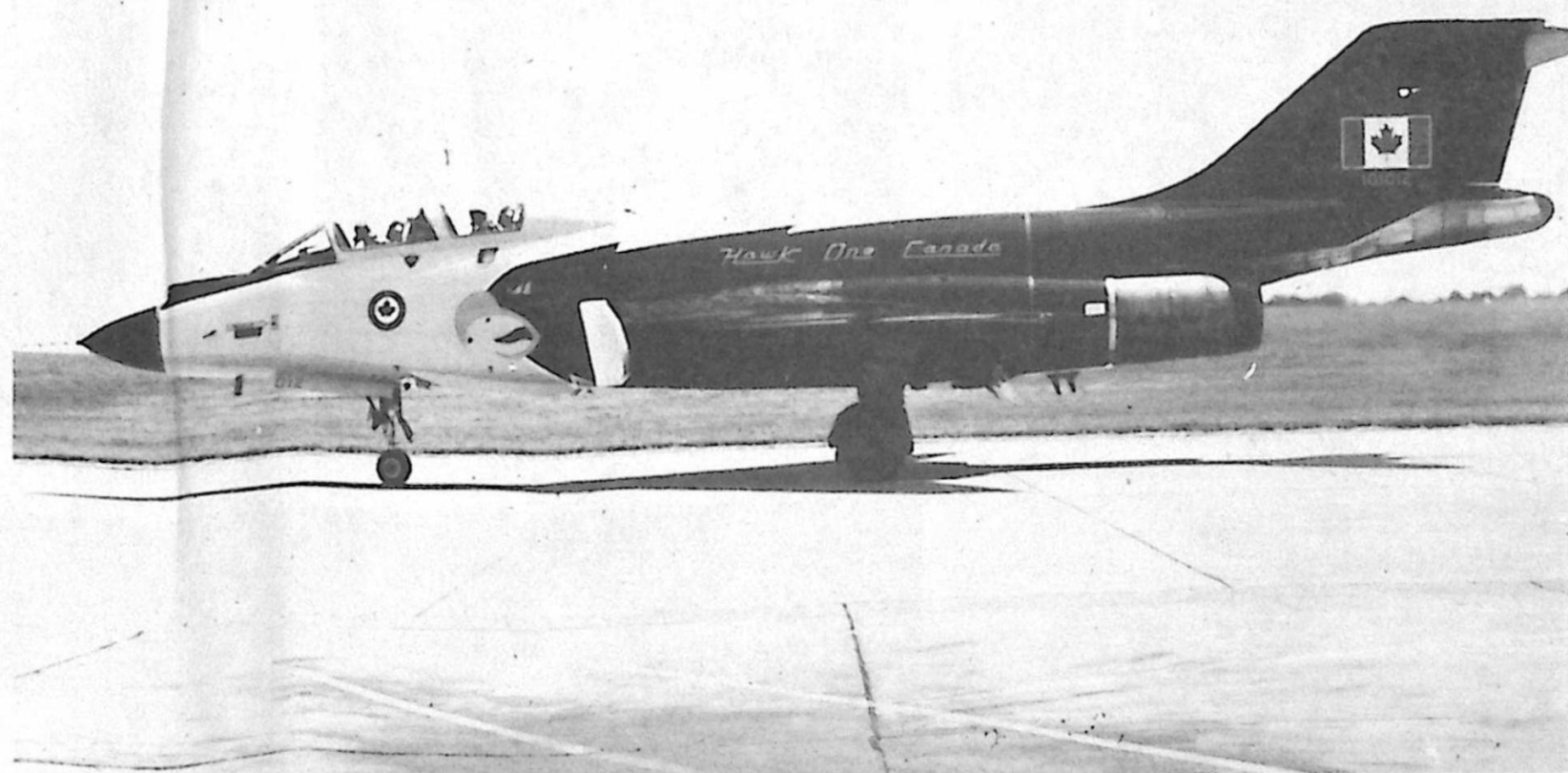
409 Squadron was formed in England on June 17, 1941 as a night fighter squadron for the air defence of Britain, and was first equipped with the Bolton Paul Defiant. This single engine aircraft was not very suitable for the night fighter role, so two months later the squadron received twin

engine Bristol Beau-fighters. In 1944 they were re-equipped with the Canadian-built Mosquito fighter which was fitted with an airborne radar detection set. Following D-Day, the squadron moved to Continental Europe in the tactical ground support role, where it became one of

the top scoring units of the 2nd Tactical Air Force. During the latter part of 1944 and early 1945 the squadron moved through Normandy, Belgium, France, and finally into the Netherlands, where they were disbanded on July 1, 1945.

On November 1, 1954, 409 was reactivated, based

at Comox, B.C., and flying the CF-100 aircraft in the air defence role. In 1961, the squadron received the CF-101 Voodoo, a supersonic all weather interceptor, which they are presently flying. On 16 July, 1977, the "Nighthawks" received their standard during a parade at CFB Comox.



Hawk One - a special paint job in 1977 to mark 25 years of service.

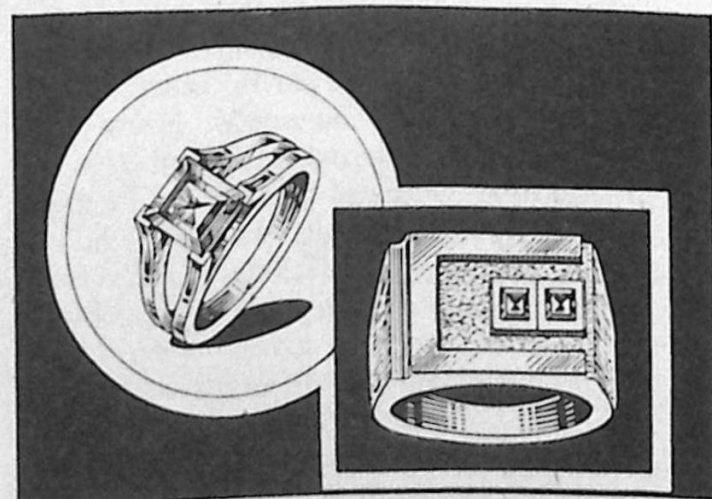
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Pictures from the RCAF Archives.....

"Old airmen never die, they just go into the real estate business and lose their commission"



DUKE SCHILLER

Goose Bay 1942. Radio Operator - When they were needing us, not feeding us.



MAX WEEGAR

414 Squadron 1957. Radar Systems Tech.



LLOYD WORK

Montreal 1955. Quality control. Work was Work.



ED FOURNIER

418 Squadron, Rivers 1954. There were no camels, so eight guys on a mule.



DICK GARDINER

Rivers, Manitoba 1967. The Pied Piper of Rivers.



CLAY GRANT

Transport Command 1944. Check the tilt of the hat!



VIC RUSHTON

409 Squadron 1970. Last T-Bird trip.



AL ROBB

410 Squadron 1951. When Sabre Pilots wore ties.



DOUG COOK

June 1981, Comox. In old uniform. Note the buttons won't do up!



ART MEYERS

Camp Borden 1958. Graduation Class 5843. He's still head of the class.



STU LIVING

428 Squadron 1957. CF100 - Which one is the Klunk!

MAUREEN ARTHUR and GEORGIA MCLELLAN



One of the reasons Maureen and Georgia chose real estate as a career was all the moving they did as Service wives. They lived in Germany, Ontario, New Brunswick, Manitoba, Saskatchewan, Florida and Quebec and are familiar with the transition to all the Armed Forces moves for the whole family unit. They know there is a lot more to buying and selling a home than mortgages and moving vans.

Moving to a new community, giving up friends, making new friends and adapting to a different community and lifestyles can be upsetting. They are familiar with the school systems, the recreational facilities that involve your children so that a strange place becomes a friendly place. They can advise the wives on local shopping hours, hobby and craft shops and give the husbands a guide map on the local tides for fishing and clam digging.

Maureen and Georgia are well trained professionals able to deal with the complexities of a posting. They can talk your language so make use of your local sales ladies as they have gone through it many times themselves.

273 years of military service,
89 years of Block Bros. service to
the Comox Valley.



VU-33

Diversification
our
specialty

VU33 had its origin as a Naval Air Squadron at Patricia Bay Airport, Sidney, B.C. We came to Comox as a lodger unit in August 1974 and are presently based here as an integral unit. We are probably the smallest squadron in the Canadian Forces, with a complement of twelve aircrew and one administrative clerk.

Now in addition to the above, we have 25 technicians who joined the Squadron when VU-33 assumed its own maintenance. We have three Trackers and three T-33 aircraft with which to complete our various tasks. The Squadron is proud of our motto, "The End Crowns the Deed", and we stand by it.

The squadron was formed in November 1954 from what was known as VS880 West Coast Detachment and first equipped with Avengers.

During the intervening years, this squadron has

counted among its tasks; torpedo and sonobuoy testing; target towing and gunnery alignment for surface forces, photography, proficiency flying and familiarization flying, search and rescue and general utility operations.

Our present duties boil down to a primary role of maritime reconnaissance, ie: sovereignty flights over Canada's coastal waters and adjacent land areas using the Trackers with a crew of three. Other roles include co-operative operations which contribute to the maintenance of territorial integrity and protection of Canadian and allied interests, Search and Rescue, fixed wing logistics and fleet support and finally, detection, localization and if necessary destruction of lightly armed enemy surface forces.

The Tracker with radar, navigation equipment and three pairs of eyes, has an endurance in excess of 7½ hours, and patrols an area from Vancouver Island and Queen Charlotte Islands westwards for 200 miles and

extending north-west from Straits of Juan de Fuca to the Dixon Entrance.

Although the scenery along the coast is wild and rugged, and can be distracting, the main purpose of Fisheries Patrols is to look for violators of the Canadian Territorial Sea presently to 200 NM and also those vessels which may be violating our pollution protection zone (to 50 NM). These are conducted in co-operation with Department of Environment (Fisheries Branch).

In addition to fisheries patrols, the Trackers are employed in monitoring the safety of the B.C. herring fleet, land and sea Search and Rescue, utility flights and rocket and bombing training. In fact, we conducted daily patrols this spring solely in support of the herring fishing vessels, as a demonstration of military interest in the fishing industry's safety.

Our tasks are not limited to coastal patrols but include important functions for, and operations with, surface forces. The T-33's

have the primary task in this area, and provide the Delmar targets for gunnery shoots as well as radar calibration runs. We also participate in Air Defence exercises and operate a high-speed courier service.

Although we have little or no anti-submarine warfare capability we can participate in combined exercises with the Argus and surface forces. In fact, in our utility role and due to a rapid response capability, we are called upon to transport personnel and equipment to areas which are impractical or too slow by other methods.

In conclusion, VU-33 is a small but active Squadron with five separate roles closely paralleling those of National Defence. To accomplish our tasks all pilots are qualified on the Tracker and six maintain a dual qualification on the T-33. The aircrew average 45 - 50 hours per month of a multitude of flying tasks and form an important part of the overall military capability of the forces assigned to the West Coast.

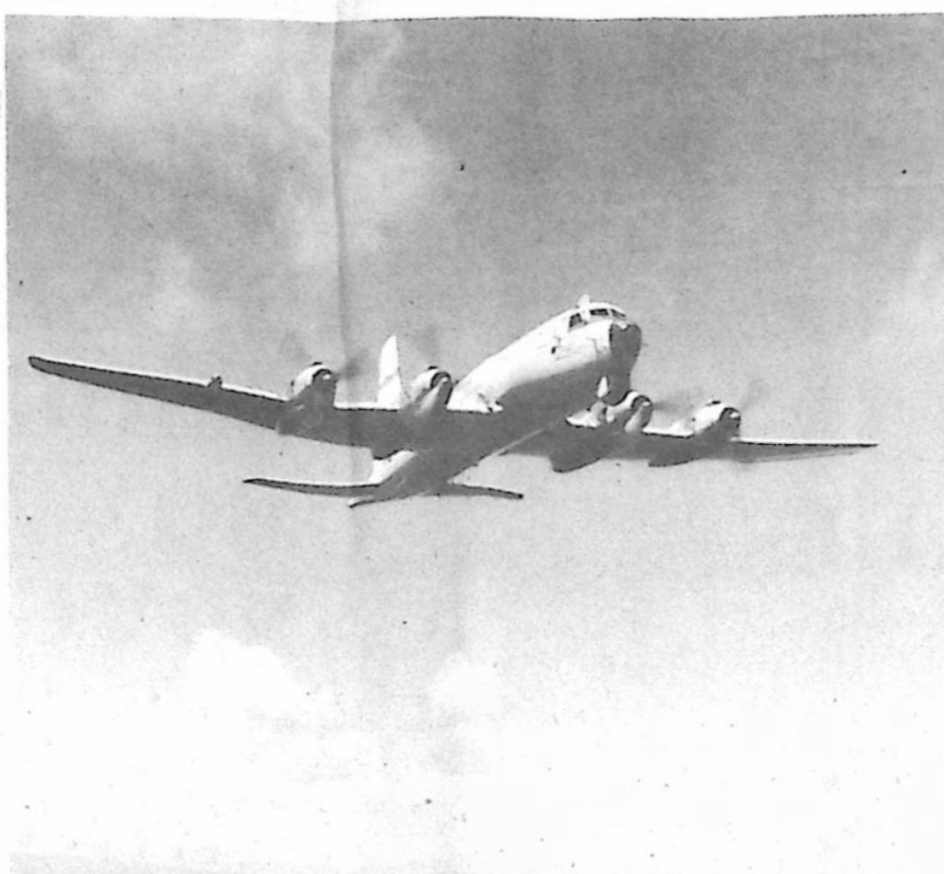


Tracker patrol aircraft



T-33 utility jet

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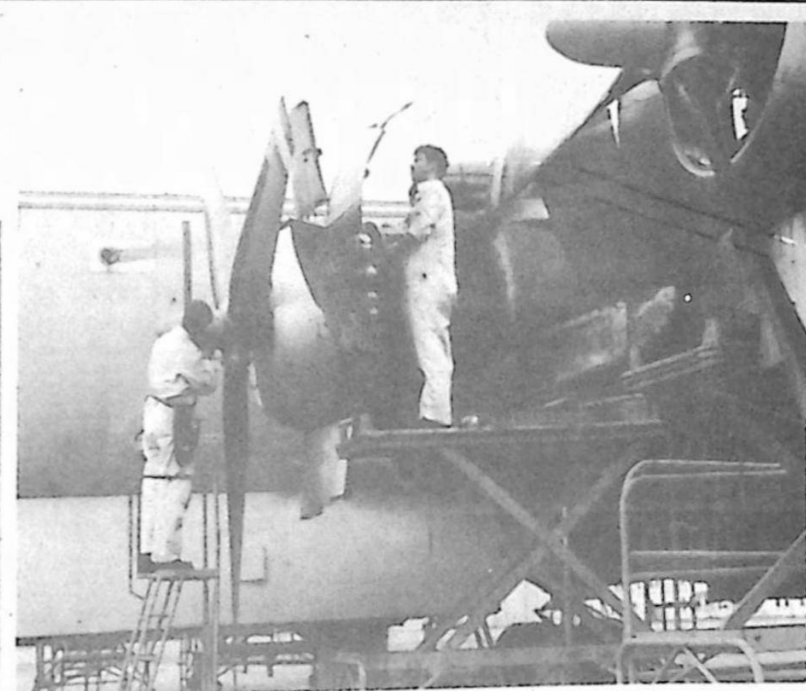
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Mavis Bonnell
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Ted Smitheringale
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Welcome

to the

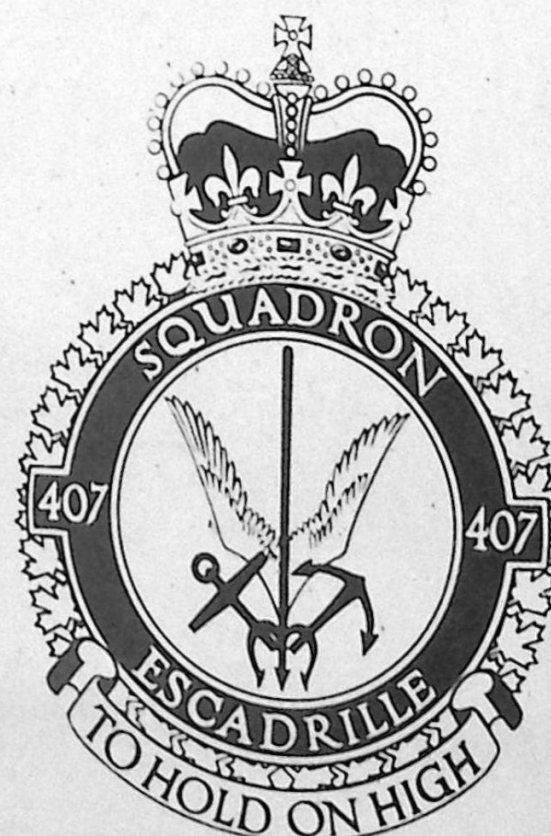
COMOX SHOPPING CENTRE

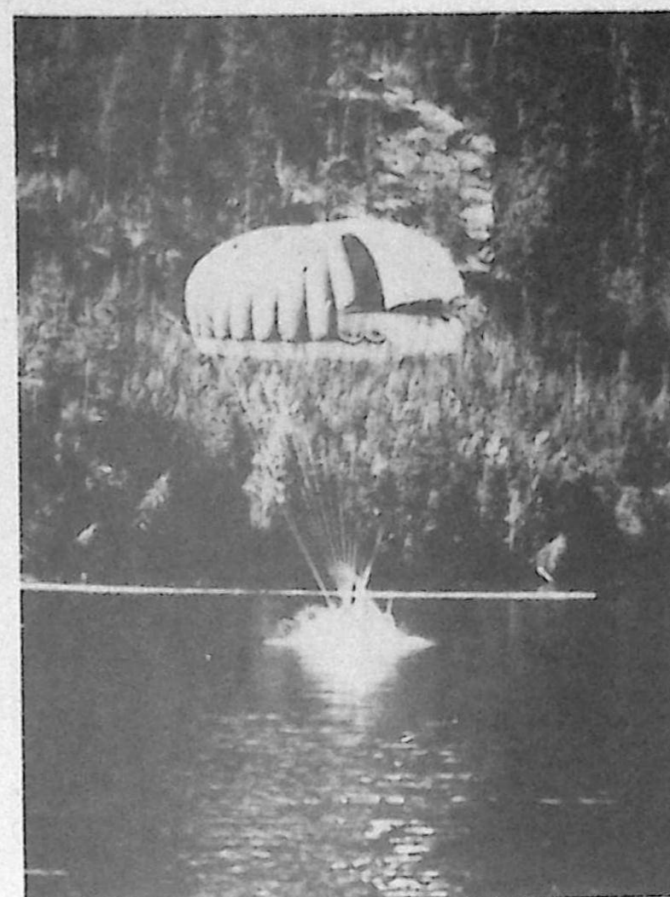
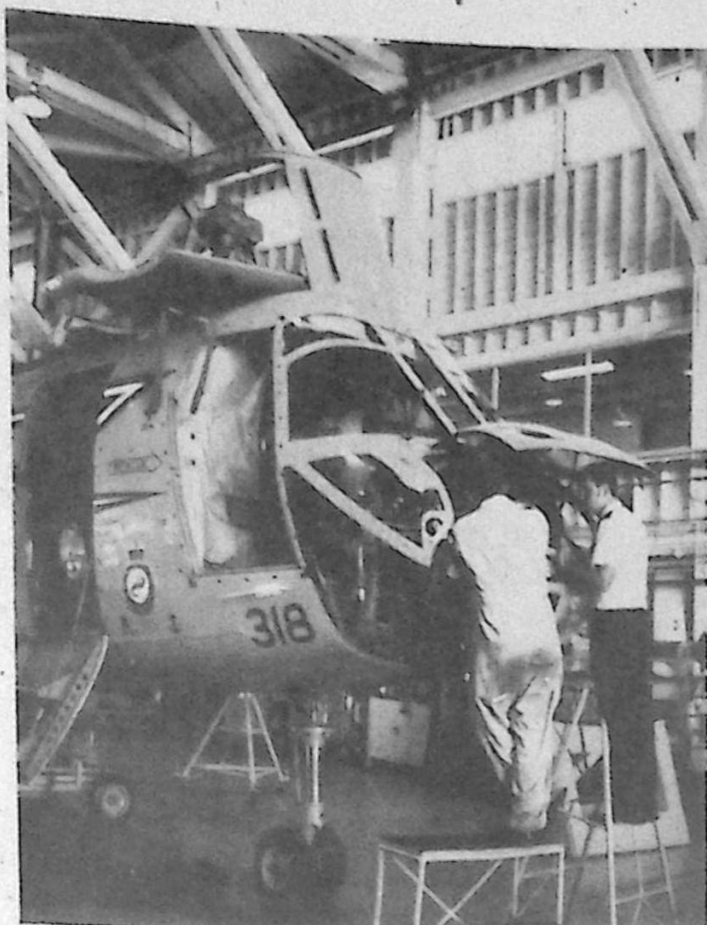
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*Congratulations to 407 Demons
on the arrival of their new Auroras.*





442 Transport and Rescue Squadron

While the present day 442 Transport and Rescue Squadron is widely known in British Columbia for its role in search and rescue and mercy missions, it has gained its enviable reputation from a wide range of service during almost forty years in both war and peace.

442 Squadron of the Royal Canadian Air Force originated as No. 14 (Fighter) Squadron and formed at Rockcliffe, Ontario on January 2nd, 1942.

Upon completion of training on Harvards and Kittyhawks at Rockcliffe, the Squadron moved its fighters to Sea Island, B.C. during March and April to strengthen the Air Defence of the Pacific coast. The Squadron remained at Sea Island until February of 1943 carrying out patrols, searches and training exercises.

In early 1943 the Squadron was soon moving north and west by sea and air to Alaska. It was based at Amak Island initially, however aircraft and crews also operated out of an advance base at Amchitka, 75 miles to the east of the Japanese held island of Kiska. No. 14 Squadron operated in the Aleutians until September of 1943, and its share in the Aleutian campaign included 190 sorties to dive-bomb and strafe Japanese gun posts, radar installations, airstrips and camp sites. During this phase of operations, No. 14 Squadron lost eight officers and men, and eight pilots received the U.S. Air Medal.

No. 14 Squadron returned to Boundary Bay, B.C. in late September 1943. In late December, all personnel were sent on embarkation leave, in

preparation to going overseas and there after the Squadron sailed from Halifax on January 21st, 1944. Upon arrival in England, the Squadron was renumbered 442 in the new RCAF sequence and joined No. 441 and 443 Squadrons at Digby to form 144 Wing, which was led by the famous RAF ace W/C "Johnny" Johnson. On March 18, 1944, 144 Wing, equipped with Spitfire IXs moved to Holmsay South, U.K. The new 442 Squadron recorded its first air victory on June 22, and by the end of the month, led the wing with a total of 15 aircraft destroyed on four days of combat. Only July 14, 1944, No. 144 Wing was disbanded and 442 Squadron became part of 126 Wing at Beny-Sur-Mer, France. The rapid eastward retreat of the Nazis left the Spitfires far in the rear and in early August, 1944, the

Squadron moved to Cristot, west of Caen where it remained until the end of the month. Then came a series of rapid jumps to St. Andre, Illiers, Poix, Eue (Belgium), Le Culot, Rips (Holland) Volirel and finally Heesch in late November 1944.

442 Squadron departed from Heesch and 126 Wing on March 21, 1945, returning to England to undertake a new operational role.

At Hudson, the Squadron was re-equipped with Mustang IV aircraft to provide long range escort to Lancaster Bombers that were making daytime attacks on targets in Germany. This role continued until the end of the war, and 442 Squadron's final mission was to escort the Lancasters that bombed Hitler's chalet at Berchtesgaden on April 25, 1945. By VE Day, 442 Squadron had amassed a

record of enemy destruction which totaled 58 aircraft, 900 vehicles, 200 freight cars and 125 locomotives at the expense of 12 pilots being killed and four being taken prisoner.

Decorations won by 442 Squadron for combat in the European theatre include: One DDO; three Bars to the DFC; and ten DFC's. 442 Squadron was disbanded at Molesworth, England on Aug. 7, 1945.

After the war, 442 Squadron did not remain dormant very long and in April 1946 it was revived as an RCAF Reserve Fighter Squadron at Sea Island, B.C. Here they initially flew Harvards and later received Vampire Jets in 1948, which were replaced by Harvards in 1950 only to be replaced once again by Vampires in 1952. In 1956 the Squadron was re-equipped with the sleek F-86 Sabres Fighters and T-33

Silver Star trainers. Later, in 1958, the Squadron's role changed from that of a fighter to transport Squadron and for this new task they were equipped with the C-45 Expeditor and DeHavilland Otter. 442 Auxiliary Transport Squadron was disbanded 21 Feb 1964.

The present day Search and Rescue role of 442 Squadron began in the fall of 1946 with the formation of the Rescue Coordination Centre at Vancouver and 123 Rescue Flight at Sea Island, B.C. 123 Rescue Flight, equipped with two life boat carrying Hudsons, was responsible for all Air/Sea rescue missions in the B.C. area. In May, 1953, 123 Rescue Flight was merged with 121 Communications Flight. 121 KU, as this flight was now designated, was equipped with the Dakota and the amphibious Canso in

order to meet its dual task of being both a light transport and SAR unit. These aircraft were augmented with the Vertol H 21 helicopter in December of 1955. With the addition of helicopters to its inventory, 121 KU now had the additional capability of flying from any remote community directly to hospitals for medical evacuations. In 1961, the Cansos were replaced by the Albatross flying boat. On 01 July 1964, 121 KU relocated to Canadian Forces Base Comox on Vancouver Island, and it was during this time frame that the H 21 Vertol was replaced by the CH 113 Labrador Helicopter.

July 08, 1966 marked the return of 442 Squadron when 121 KU based at Comox was re-designated 442 Transport and Rescue Squadron. The Squadron remains at Canadian Forces

Base Comox to this date and is primarily responsible for search and rescue/mercy flight throughout B.C., the Yukon, the Northwest Territories west of the MacKenzie River as well as 310,000 square miles of the Pacific Ocean, a total of 1,000,000 square miles. As a secondary role, the Squadron also provides air transportation facilities.

Although the Labrador remains in service, the fixed wing Albatross and Dakota were replaced in 1970 with the DEHavilland Buffalo. Since 1966, the number of SAR incidents in the Pacific region has continually increased. By 1977, over half of all the air and marine incidents reported in Canada occurred with the Victoria SAR Region. During 1980, 442 Squadron responded to 114 air, 165 marine and 95 humanitarian related incidents logging a total of 1577 flying hours.

S.O.S. Prinsendam! Rescue on the high seas

(REPRINTED FROM SENTINEL 1980/5)

As strong winds and high seas lashed the MV Prinsendam off the coast of Alaska during the early hours of Saturday, October 4, 1980, more than 500 people, most of them elderly, abandoned the burning luxury liner. The situation had all the makings of a major tragedy, yet not a life was lost.

442 Transport and Rescue Squadron and 407 Maritime Patrol Squadron, both based at CFB Comox, B.C., joined with the U.S. Coast Guard, the U.S. Air

Force and the supertanker MV Williamsburg to rescue 510 passengers and crew forced into lifeboats when an engine room fire spread.

Many of the rescues were made by 442 Sqn's Labrador Helicopters, as bad weather made lifeboat to ship transfers impossible. What follows is an account of SAR Prinsendam provided by members of 442 Sqn.

Shortly before 0600, the call came from the Rescue Coordination Centre in Victoria, tasking 442 Sqn to launch all available aircraft in response to a request from the U.S. Coast Guard (USCG) at Juneau, Alaska. Two Labrador and two

Buffalo aircraft were in the air before dawn, along with a 407 Sqn Argus. Their destination - the Gulf of Alaska, 240 km west of Juneau.

Aboard Capt. Lief Schonberg's Buffalo were Maj. Cliff Fletcher, 442 detachment commander; Maj. Gord McLean, base surgeon at Comox; Capt. "Minnie" Costello, a nurse and plenty of medical equipment. Labrador 306, commanded by Capt. Ken Pettman, had been recalled from a medevac flight, loaded with extra marine and medical kits and quickly dispatched to Alaska. Labrador 303, commanded by Capt. Gary Flath, followed close

behind.

Fortunately, the MV Williamsburg was near the Prinsendam and responded immediately to a call for help. Less fortunately, strong winds, high seas, low ceilings and poor visibility were hampering rescue operations.

The weather wasn't the only problem for 442 crews. An electrical fire aboard Labrador 306 just as it arrived on scene, caused a complete loss of navigation aids, and all but one radio. A USAF Hercules led the Lab to safety in Yakutat, Alaska.

Carrying on, Labrador 303 found the tanker in the fog, landed a medical team aboard, then proceeded to

hoist 31 survivors from a lifeboat to the safety of the Williamsburg. Shortly afterwards, 303 (crewed by Capt. Gary Flath, MCpl. John McLellan, MCpl. Frank Amadio, MCpl. Randy Bourquin, Sgt. Al Williams and MCpl. Bob Lane) found a lifeboat reported missing by a USCG cutter. The Labrador managed to hoist another nine people before a minimum fuel state forced it to halt the rescue. Hovering over the lifeboat until the cutter could get closer, the Lab consumed another 10 minutes of precious fuel before heading for the small town of Yakutat. Winds gusting to more than 45 knots

eliminated the possibility of landing on the tanker.

Helicopters carried 59 passengers to the Alaska mainland that day, while the 407 sqn Argus remained at the disaster scene, providing rescue coverage for the recovery forces.

On board the Williamsburg, three 442 Sqn search and rescue technicians were helping the crew cope with more than 300 survivors. MCpl. Ron Holliston, MCpl. Bob Mondeville and Cpl. Chris Girden had been transferred from Buffalo 458 to a USCG helicopter, then flown to the tanker Saturday morning. They spent 30 sleepless hours aboard ship, treating cases of hypothermia and

depression, and reassuring separated spouses that everyone was safe.

In the meantime, 442 Buffalo aircraft were operating a shuttle service between USCG Air Station Sitka to the west and the airport at Yakutat. East from Sitka they carried fresh USCG helicopter crews, maintenance teams, medics, firefighters and supplies. From Yakutat, rescued passengers and exhausted USCG crews boarded for the larger centre at Sitka.

The operation ended Sunday, October 5, when the Williamsburg docked at Valdez, Alaska. A third Buffalo, commanded by Capt. Wayne Cross, carried

rescuers from the tanker back to Sitka the next day.

The rescue of 510 people from stormy seas must be credited to the courage, professionalism and skill of everyone involved in search and rescue operations along the west coast. Credit, too, is owed the medical teams, firefighters and the citizens of Yakutat who contributed so much.

When the call came in the early hours of Saturday morning, more than 70 members of 442 Squadron responded, putting five out of six aircraft on strength in the air. Their rapid response to a ship in trouble more than 800 km away contributed greatly to the success of the rescue mission.



Around the base

a look at the many
and varied sections
comprising CFB Comox

Many thanks to Base Photo

who helped immeasurably in making this special edition a success.

WO BATE
SGT. BELZAC
MCPL. PORTMAN
CPL. BOWMAN
CPL. HOFMANN
PTE. VEJRICH
PTE. DAWE



Navigational Aids Section

The NAV AIDS (Navigational Aids) Section is a branch of the BTelO's (Base Telecommunications Officer) office. We have an establishment of 13 technicians who man the section 24 hours a day, seven days a week. Our job is to maintain the equipment that is used to guide aircraft through the air-space controlled by CFB Comox.

Briefly, our equipments and their functions are: The ASR (Airport Surveillance Radar) which gives a radial view up to 100 miles which is pictorially represented on a radar scope whereby a controller can see the radar "return" of the aircraft and communicate compass headings and altitude required, to the pilot. The SSR (Secondary Surveillance Radar), which by means of coded responses from the aircraft which are initiated from the ground site, a controller can identify one aircraft from another. It also has the capability of displaying the altitude of an aircraft on a

digital display. The PAR (Precision Approach Radar) is used to guide an aircraft from up to 20 miles away to the Touch Down point on the runway. The DECCA weather radar, which is used to locate weather systems in the area.

And, lastly, the TACAN (Tactical Air Navigation). Unlike the previous systems mentioned which require voice communication between controller and pilot, the TACAN beacon gives the direction and the distance from the ground beacon. This information is displayed on instruments in the aircraft cockpit. The TACAN transmits a distinct Morse Code signal so that the pilot may identify and select the correct channel.

In the last few years our trade has been in transition from first generation to third generation electronics.

That is to say, we are moving from equipment comprised mainly of vacuum tubes, to equipment which uses I.C.'s (integrated circuits) as the

main components.

One way of comprehending the difference between what we were used to working on in the past and what we have now is to note the space required to house both systems. Our new SSR could be placed, with room to spare, in a broom closet. Compare this to our old PAR (recently replaced with updated solid state version) which was housed in a trailer 8' x 16' and contained only 1/3 of the circuitry of the new SSR. The advancement in the "State of the Art" can readily be seen.

We are now in the process of installing the new TRACS (Terminal Radar and Control System), complete with an entirely new Radar Head and I.F.R.C.C. (Instrument Flight Rules Control Centre). The Radar Head is the orange and blue tower with the white dome situated on the North side of the Base. It will contain the antenna, and the transmitting and receiving equipment for both the ASR and SSR.

The IFRCC is the squat, modernistic building adjacent to the Control Tower. It will contain the computers and radar processing equipment, and the control consoles which will display the processed information on scopes.

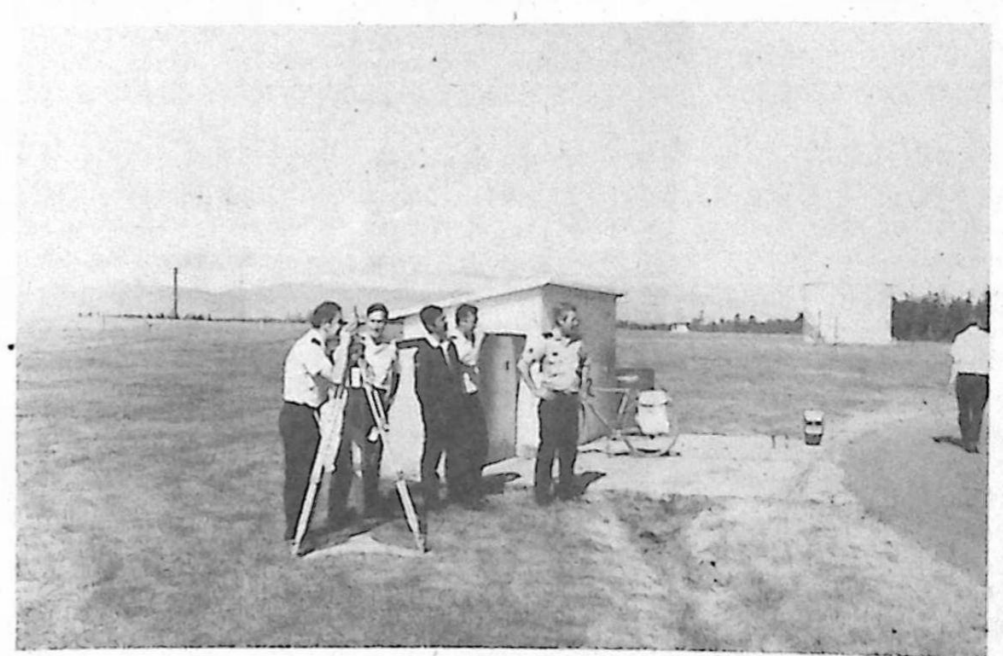
This new radar which has dual everything, should cut our downtime to just about nil. If it comes anywhere close to our expectations it may, God be praised, silence forever the eternal question to which every controller is forever requesting an answer, and to which every technician dreads to hear asked. Two little words which have driven many a brave tech to the brink and a few over into the slough of despondency. Here is the situation - the radar is down, the technician is positioning the last screw that holds the replaced component in place. It is, of course, in an impossible location to reach but somehow he has contorted his body in such a fashion to accomplish the task. His knuckles are bleeding and every movement is an agony as his wounded flesh is scraped by the end of screw sticking through the wall of an enclosure much too small to contain his hand.

Then, the "Hot Line" rings. It has to be answered. As he withdraws his hand, the screw is dislodged and falls into the bowels of the transmitter. It will have to be found as it may be lying across a terminal causing it to "short" when the equipment is turned on. After the appropriate curses, he answers the phone and hears THE WORDS "How Long!" I am sure as long as I continue in this plane of existence, that whenever I hear the phrase "How Long!" that my teeth will clench, my knees will shake, that I will break out in a cold sweat, and that I will mutter incoherencies such as "time is relative" and "what is time anyway" and "weather inversion it, must be weather inversion!"

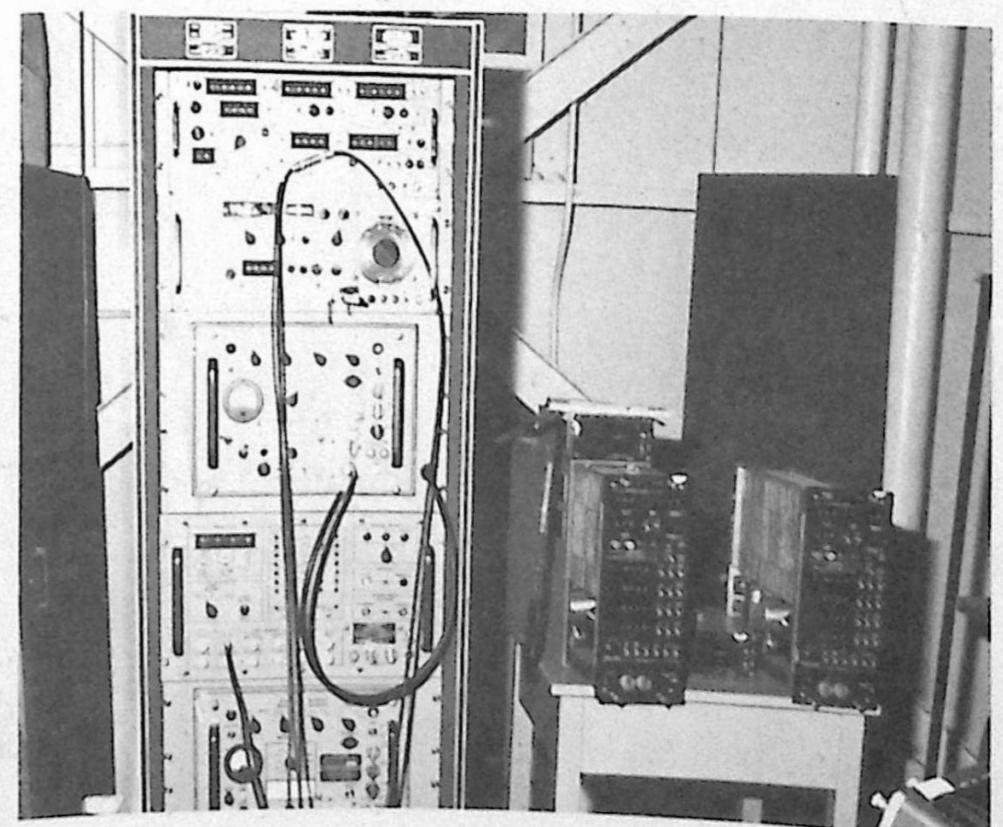
Anyway, as marvelous as the TRACS is, every silver lining has a cloud which is in this case, of course, courses. Months and months of course, for every tech to become proficient in maintaining the new radar. So, from this fall until late into the next century, our section will no doubt, be shorted, but as always, we will cope, keeping in mind "Through adversity to the Stars".



SSR & ASR Antenna. Tower 1 which is occupied by Base Radr Technicians (NAV AIDS).



CFB Comox Radar Technicians (NAV AIDS) assisting NDHQ personnel siting new SSR Tower.



SSR Equipment layout located in Tower 1 (NAV AIDS).



GOOD'S GROCETERIA

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IS PLEASED TO EXTEND
WARM CONGRATULATIONS TO
VP 407 "DEMON" SQN. ON
THE RECEIPT OF THE
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AURORA AIRCRAFT.



Armed Forces Day fitness challenge

This year the Rec Centre staff will put out a challenge to see who is fittest boy and girl around. If you are between 6 and 16 years of age you are welcome to compete. The event will start at 12:00 noon and run until 2:00, when prizes will be awarded. This year's challenge will be 2 events; maximum bent knee sit-up for 1 minute, the other flexed arm hang in chin up position for as long as you can. Ribbons will be awarded to all competitors and prizes to the winners.



Aurora Warehousing at 1 S Grp.

Base Supply

In a world of ever changing tides, where once great squadrons have become colorful past history, where ships have made their final voyage, aircrafts have come and gone and old tanks have collected years of dust, one small force continues everendingly to march on. Yes, of course, I speak of that valient and impressive trade, Supply.

Here at CFB Comox in support of four squadrons, Base Supply has ridden the wave of progress and change with a tremendous degree of professionalism

and success. Although not always the most popular support trade, when it comes down to the real nitty-gritty Supply somehow manages to pull through. I guess you could say we work well under pressure.

If ever there was a nomadic trade on this Base, Supply certainly fits the role. Some of you oldtimers will probably remember most of Base Supply was situated on the third floor or 7 Hangar.

After a great deal of shuffling, Pubs, Clothing, Barrack and Tech Stores finally came to rest at their present location. This year, another big move for them to the new Interim Building

located beside the Canex Garage where 8 SG and the MSA will also join in. We are all looking forward to the year 2,000 when we'll be moving into the new Supply Building.....!!

Along with the moves came automation. In the age of computers Supply would not be left behind. Getting rid of the Devil (Development of Integrated Logistics) however and switching to computers was not without its problems.

The biggest of course being people. Fear of the unknown as the saying goes. It took sometime to smooth out the ruffled feathers and today there are still a few old salty dogs

who would just as soon drive a front end loader into the computer.

As an ex BTSO on this base once said "Man is a slow, sloppy and brilliant thinker - the machine is fast, accurate and stupid." If a brilliant thinker tasks a machine in a stupid manner, the results could be a disaster! (sigh) how true! Things have vastly improved over the years.

As the computer becomes a way of life in Supply, other areas are constantly being revamped and improved, the new tool control system. MSA build-up, daily supply delivery, rewarehousing, consumption points, improved OJT

training, the list goes on and on. In this way providing a high caliber of support and service to the Squadrons.

Many months of careful planning have gone into organizing and preparing Supply for the heavy workload and changes that will come about with the arrival of the Aurora. It is our sincere wish that we can do our part in making this a complete success. Here at Supply we are always ready, willing and able (Well, almost always).

P.S: Welcome wagons for the Aurora and funeral services for the Argus can be arranged through Maj. Morris.



Clothing Stores - counting is a favorite pastime here.



The man who inspires us?

Base Transportation Section

If it moves on or to CFB Comox, chances are the Base Transportation Section was involved. This organization consists of four sub-sections.

The Mobile Support Equipment Section provides aircraft refuelling trucks, earth moving equipment for maintaining

roads and grounds, runway sweepers and (God forbidding) snow removal equipment. They also provide ambulance service and buses plus the vehicles required to support and maintain all squadrons and sections on the Base.

The Traffic Section arranges the move of the service member and his family by service aircraft or commercial airlines, in-

cluding the move of their furniture and effects when posted. This section also receives and ships all freight and supplies for the Base including arrangements for customs clearances when necessary.

The Maintenance Section (Land) is responsible for the maintenance of all vehicles and associated equipment used at CFB Comox. This is everything from a 30 ton

crane to the grass cutting machines, with the odd fire truck or snow blower thrown in.

And the Marine Section which operates the three 40 ft. Crash/Rescue boats at Quadra. They provide a capability for sea rescue in support of flying activities at the Base. The section is also used to support sea survival training and sea cadet training.



CENTRAL MATERIAL TRAFFIC TERMINAL - "The address is missing, who should we send it to this time?"



PASSENGER INFORMATION DESK - "The computer will tell you all, maybe!"



REFUELLING SECTION - "You only want 4,000 gals?"

BITO



BPSO/BITO staff left to right, WO Moe Foote, Capt. Daryl Spiers, and Mrs. Sharon Van Volsen.

The BPSO/BITO Section, located upstairs in the Base Recreation Centre, has a staff of three personnel: the office currently being occupied by Capt. Daryl Spiers (BPSO/BITO), WO Moe Foote (NCO i/c Ind Trg), and Mrs. Sharon Van Volsen (secretary).

This office is responsible primarily for work involved with Personnel Selection, Individual Training, Educational Counselling, the Officer Professional Development Program (OPDP), and the loan/use of audio visual aids.

The Personnel Selection function involves interviewing, testing and counselling base personnel in regards to career oriented programs. This includes the processing of Remusters, Reassignments, LOTRP applications; and in service commissioning plans including Commissioning From the Ranks (CFR), Officer Cadet Training Plan (OCTP), and the University Training Plan Men (UTPM).

The BPSO is also responsible for the Second Career Assistance Network (SCAN) program, which is aimed at assisting retiring servicemen in their transition to civilian life. This is mainly a self help program with the BPSO being available for counselling, assisting in preparation of career resumes, job search assistance, and as a contact point for possible retraining, either vocational or academic, ie: Project Dogwood, through the Canada Employment Centre. SCAN seminars are run twice yearly to provide personnel within 5 years of retirement with information to assist them in their second career planning.

Under Individual Training this office is responsible for the co-ordination of the course loading of personnel on in-service courses including all trades and specialty courses on which personnel from

CFB Comox will attend. Direct liaison with both Command and NDHQ is involved as this office is the point of contact between Base and Air Command or NDHQ on matters of training. We are also responsible for the investigation and control of trade board examinations for the air technical trades.

Individual Training includes the education function which involves advising personnel on proper courses of study for high school completion, university or post graduate study. There are many ways by which an individual can upgrade his/her academic qualifications. He/she can attend local high school/college courses or can take courses by correspondence.

Correspondence examinations are supervised by the

BITO and claims for reimbursement of successfully completed courses are processed here.

The Officer Professional Development Program involves the control of the OPDP study material, advising participants on the program, and co-ordinating examinations.

This office has audio visual aids for use by various sections or base personnel. These aids include color VTR equipment, movie and slide projectors, flip charts, black boards, etc. A classroom is available on a first come, first served basis. This office also acts as the central agency for the distribution and control of service films. On the subject of VTR we currently have relatively complete studio facilities including camera, lights, recorders,

monitors and electronic editing capability. A course familiarizing personnel with this equipment's potential in base training has been developed for personnel at CFB Comox. In future, the planned addition of a portable camera and recorder will give us complete flexibility in utilizing this equipment.

It is hoped that this brief description provides some insight into the diverse services and opportunities offered by the BPSO/BITO office to personnel at CFB Comox. Inquiries are welcome. We are presently located upstairs in the Rec Centre, however, we will be moving to the Headquarters Building sometime during the summer. For information on any of our services, please contact the BPSO/BITO staff at local 2469 or 2348.

740 COMMDT

The smallest command element represented at CFB Comox is the Canadian Forces Communication Command 740 COMMDT. The eleven man detachment consists of two separate operational identities, message centre and cryptographic centre. Although few in number the detachment provides one vital function in the

Base Commanders command and control. That of secure external communication.

Generally speaking, the detachment is tasked with providing the host base strategic teletype communication. This consists of the secure transmission/reception of operational and administrative narrative message traffic throughout

Canada and the world. Under CFCCHQ Prohibition the detachment commander is also responsible to the Base Commander for the safe custody, receipt and issue of all on-base cryptographic material.

A bee hive of activity, the seven man message centre processes an average of well over 100,000 message transactions per year. The ad-

vent of the computer age has added new dimensions to the entire communication system. Consequently, the detachment is heavily committed as an interface between the computerized defence data network and VP 407 DIAC. Open for business 24 hours per day, 365 days per year the detachment provides an essential service to the host base.

425th Munitions Support Squadron

The governments of the United States and Canada promulgated a defense agreement in 1963 that resulted in information of the 425th Munitions Maintenance Squadron (425 MMS), later redesignated the 425th Munitions Support Squadron (425 MUNSS), at Stewart AFB, New York 1 October 1964. This mission of the 425 MUNSS was to equip, administer, train and furnish personnel to discharge custodial and maintenance responsibilities for the United States material placed in Canada. Personnel of the 425 MUNSS, together with the Canadian Forces, were responsible for operation of weapon systems committed to the air defense of North America.

The 425 MUNSS was comprised of a parent unit and six detachments located in Canada across the broad-

th of the country from the coast of New Brunswick in the east to Vancouver Island off the west coast mainland. The detachments were:

Detachment 1, North Bay, Ontario
Detachment 2, La Macaza, Quebec
Detachment 3, Bagotville, Quebec
Detachment 4, Chatham, New Brunswick
Detachment 5, Comox, British Columbia
Detachment 6, Val d'Or, Quebec

The detachments supported two weapon systems. Detachments 1 and 2 were involved with the operation of the CIM-10B weapon system, commonly known as the Bomarc missile. The Bomarc was a non-mobile surface to air missile for use in defense against enemy aircraft.

The other four detach-

ments supported Canadian units equipped with the CF-101 aircraft, an all weather air defense interceptor.

The North American Air Defense Command (NORAD) exercised operational control of these units in their air defense role.

The 425 MUNSS parent unit has undergone two moves. In 1969 the unit relocated from Stewart AFB, New York to Richards-Gebaur AFB, Missouri. Three years later in 1972, the unit moved to Ent AFB, Colorado Springs, Colorado. Ent AFB subsequently was closed, and the 425 MUNSS was then attached to Peterson AFB, Colorado. When formed, and until November 1979 the 425 MUNSS was under the major command control of Air Defense Command (ADCOM).

Reorganization in 1979

brought the 425 MUNSS under Tactical Air Command.

By 1975 four of the detachments had deactivated. In 1972 the Bomarc missile was withdrawn from the active air defense role and Detachments 1 and 2 closed. Three years later Detachment 4, Chatham, and Detachment 6, Val d'Or were deactivated.

In 1980 the Canadian government signed a purchase agreement for procurement of the F-18 aircraft which will replace the CF-101. When the F-18 becomes operational the remaining two Canadian detachments together with the parent unit will likely be deactivated, thus significantly reducing the role of joint Canadian-United States participation in the continental air defense endeavor.

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SQUADRON ON THE RECEIPT OF THEIR
NEW CP-140 AURORA AIRCRAFT.**

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From

Overwaitea

Food store in the Driftwood Mall

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ALL NEW
RESIDENTS**

to

**The Beautiful
Comox Valley**

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Our company is only in British Columbia and we have been in business since 1915

We are a very aggressive company and strive to give you the highest quality of food stores. Also our policy is to be fair and have competitive prices and quality at all times.

We will be pleased to serve you at any time.

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**MAY WE
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Their personalized cheque cashing card system, which has given our customers confidence when cashing cheques for groceries in our stores.

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Thank you
Ken and staff

Congratulations
to VP-407 Squadron
on the arrival of
their new Auroras.

Farewell to the Argus



Kraft macaroni dinners 225 gm

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Burns pearshaped hams 1 1/2 lb.

\$3⁴⁸ each

Nabob coffee 1 lb

\$2⁷⁹

Maxwell House instant coffee 10 oz

\$5³⁸

California fresh celery

39¢ lb

T-Bone steak Canada No. 1

\$3⁷⁸

PRICES EFFECTIVE
JUNE 15 TO 20 1981

Military police

As with other sections at CFB Comox, the Military Police provides a support function necessary for the base operational role; however, unlike some support units, the Security Section serves twenty-four hours a day. In addition to maintaining the physical security of the base, "your Military Police" fulfill Law Enforcement duties not unlike those performed by their civilian counterparts. We cannot stress the phrase "your Military Police" strongly enough, so that you, the Military Community utilize all services and aid available.

Ordinarily, most members of the Military Community see our MP Men and Women performing their Law Enforcement duties on mobile patrol or at the Military Police Station located by the Main Gate. Your Policemen work four shifts of twelve hours in a week to various task such as: control of vehicle traffic on base, looking for lost children, answer emergency calls, escort pay officers, conduct preventative patrols on base and in the PMQ area, enforce traffic regulations, base orders and MANY OTHER REGULATIONS.

While law enforcement is an integral facet of the Military Police section, there are other divisions of the security organization at CFB Comox which are not as noticeable to the public eye. These segments include Pass Control, Vehicle Registration and the Investigation Section.

For those families recently posted to CFB Comox, the title Pass Control will be quite familiar. Here dependants of service personnel are photographed, processed and issued with passes enabling them access to base facilities. Adjacent to Pass Control is the Vehicle Registration section. Here, all employees of the Department of National Defence receive colour coded decals for their vehicles which aids the Corps of Commissioners and MP personnel in the identification process necessary prior to entering the base. As is quite evident by the number of military and civilian personnel employed at CFB Comox, both Pass Control and Vehicle Registration are constantly recording and maintaining hundreds of files. These offices are located at the rear of the Military Police Station and are open Monday through Friday at normal working hours.

The Investigation Section of CFB Comox is involved with a wide spectrum of police related activities ranging from detailed crime detection to routine queries which may take your patrolman off the streets and away from his duties for extended periods of time.

We hope that this presentation will help you better understand and appreciate the work of you Military Policemen and women, including the Commissioner and the Investigation Section.



Military Policeman investigating a traffic accident scene.



Pass Control taking photograph for an access control pass.



Military Policeman investigating a traffic accident scene.

Base nuclear defense

The Base Nuclear Defence Section is ably led by Capt. Terry Hallam, who, at present is in Keesler AFB, Mississippi, USA, learning to talk to computers. Backing him up at every turn are WO Gary Swindley, Sgt. "Gil" Gilbert, MCpl. "Buster" Baltzer, MCpl. Bob Morgan, and until recently Cpl. Gord White.

We are constantly training ourselves and others in keeping current on a subject that we hope will never happen, a nuclear

war. The training consists of detection, plotting, evaluation and the reporting of simulated nuclear detonations. This permits us to predict if and when fallout arrives in order to advise base personnel on passive defence measures so that we not only survive, but continue the mission under fallout conditions.

As events are reported through military and civilian channels, the local populace would also be advised of survival methods over the Emergency Broad-

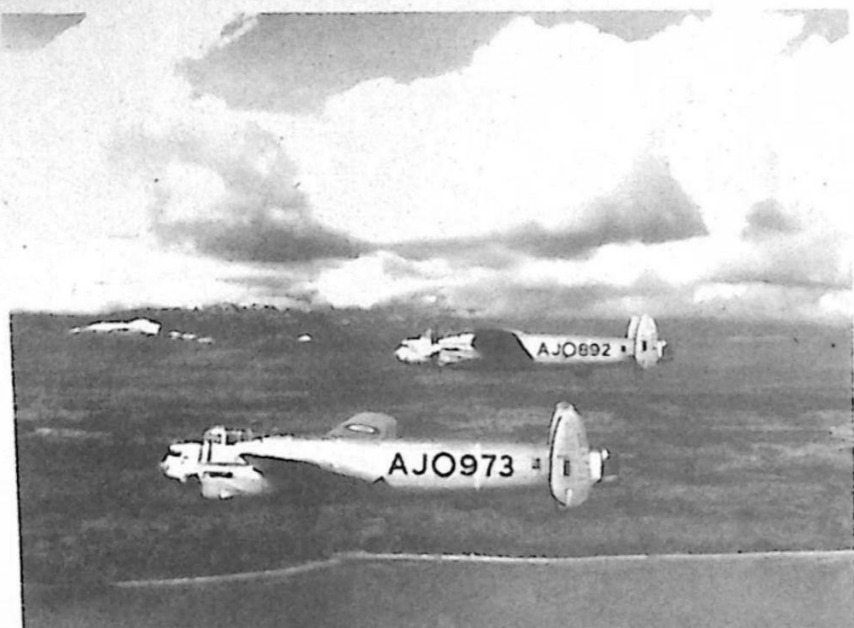
cast System. The procedures are practised many times during the year in NATO, NORAD, and Base generated exercises.

We are trained to respond to peacetime emergencies such as a transport or natural disaster or a spill of radioactive materials in industry.

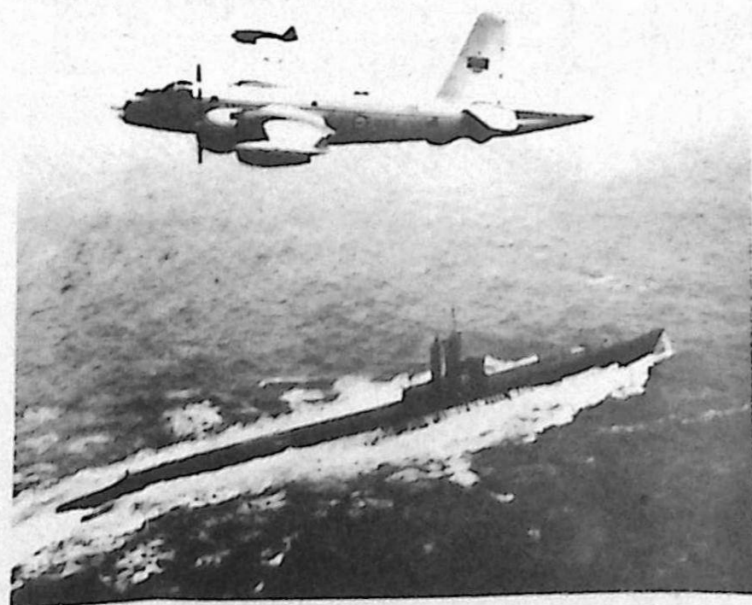
Finally we are responsible for the administration, instructor co-ordination and instruction of all military and civilian employees on base as required by the Canadian Forces.



Decontamination

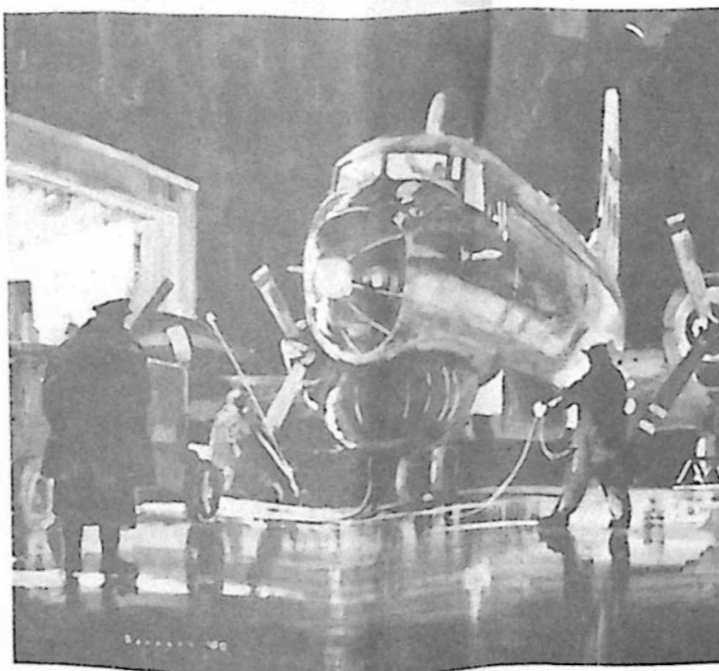


MARITIME LANCASTER OF 407 SQDN. CIRCA 1952-59 over the Island Coast



P2V7 NEPTUNE OF 407 SQDN. CIRCA 1958-68 overflying HMCS Grilse

Congratulations TO 407 SQDN. & CFB COMOX



FAREWELL OLD FRIEND YOU SERVED YOUR COUNTRY AND YOUR CREWS WELL

COURTESY OF CAPTAIN G. BENNETT

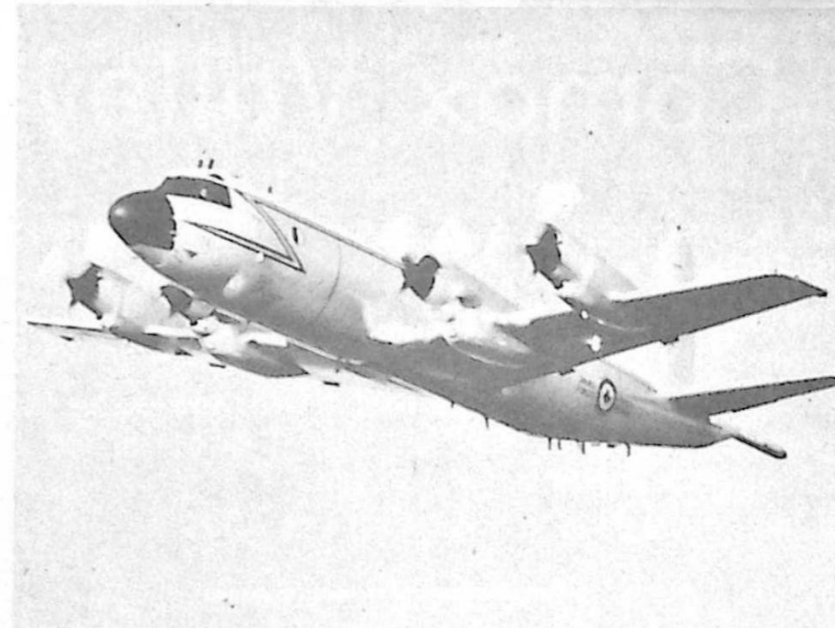
Portraying the moment when the start crew takes up its position for starting the Argus; and it always seems to be some ungodly time of night that patrols are launched; the fire extinguisher man takes up his position, the ground man fiddles with his intercom cord, the sergeant clad in shop jacket and parka stands in a supervisory pose and waits for the pilot's order to the flight engineer to start engines.

Congratulations

TO VP 407 ON THE ARRIVAL OF THE AURORA AND TO CFB COMOX ON ARMED FORCES DAY

From Management and Staff

Nanaimo Realty (North) Ltd.
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WELCOME TO THE NEW CF-14 AURORA

May you serve as nobly as your gallant predecessors



ARGUS OF 407 SQDN. ON ARCTIC PATROL DUTIES CIRCA 1968-81

Association Francophone

"GENS DU PAYS"

Bonjour.

L'association francophone "gens du pays" existe depuis 2 ans a la suite d'un regroupement de francophones qui s'effectua sur la base militaire de Comox.

The club has now just over 100 members from all ages both civilian and military without distinction. We also have a local just outside the entrance of C.F.B. Comox where we hold some of our meetings and parties; where we work and present films; where we welcome new members or simply come to borrow some books and magazines.

L'association "gens du

pays" se veut tres dynamique a la fois chez les qu'a l'interieur de la communauté. Ainsi, des septembre 81, deux classes en français, au niveau primaire, seront disponibles pour les enfants de la region. De meme, pour noel nous comptons ramasser des paniers de nourriture pour les familles defavorisees de la region. En outre, plusieurs de nos activites sont ouvertes au grand public et generalement, les gens de la region semblent positifs face a l'existence d'un association francophone.

For example, without counting the food booths,

where you can buy and taste some of the typical french canadian cuisine, and also satisfy your curiosity concerning the activities of the club.

Samedi prochain, le 20 juin, un voyage a Maillardville, pres de Vancouver, est organise par le club. Le transport et l'ebbergement sont gratuits. Une fin de semaine a Vancouver en français; Pourquoi pas!

The next Saturday, June 27, the St. John the Baptist will be celebrated at Kin Beach with a huge camp fire, 250 hamburgers and hot dogs on the Bar-francophones de meme

beque, many games, 5 musicians, song books and more...

Dans la vallee de Comox, on y retrouve plus de 700 francophones; Pourquoi ne pas se rassembler de temps a autre?...

Notre local est ouvert tous les mardis, mercredis et jeudis de 1300 a 1600 heures de meme que les mardis et jeudis soir de 1915 a 2100 heures. Venez voir notre calendrier d'evenements pour l'annee en cours, (rally, partie de peche, camping, partie de sucre, ect...).

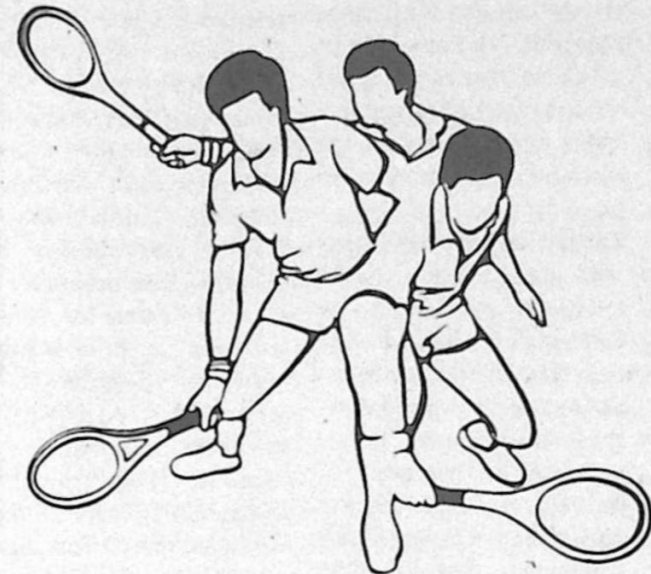
Passez un bon pageant aerien!

Physical education

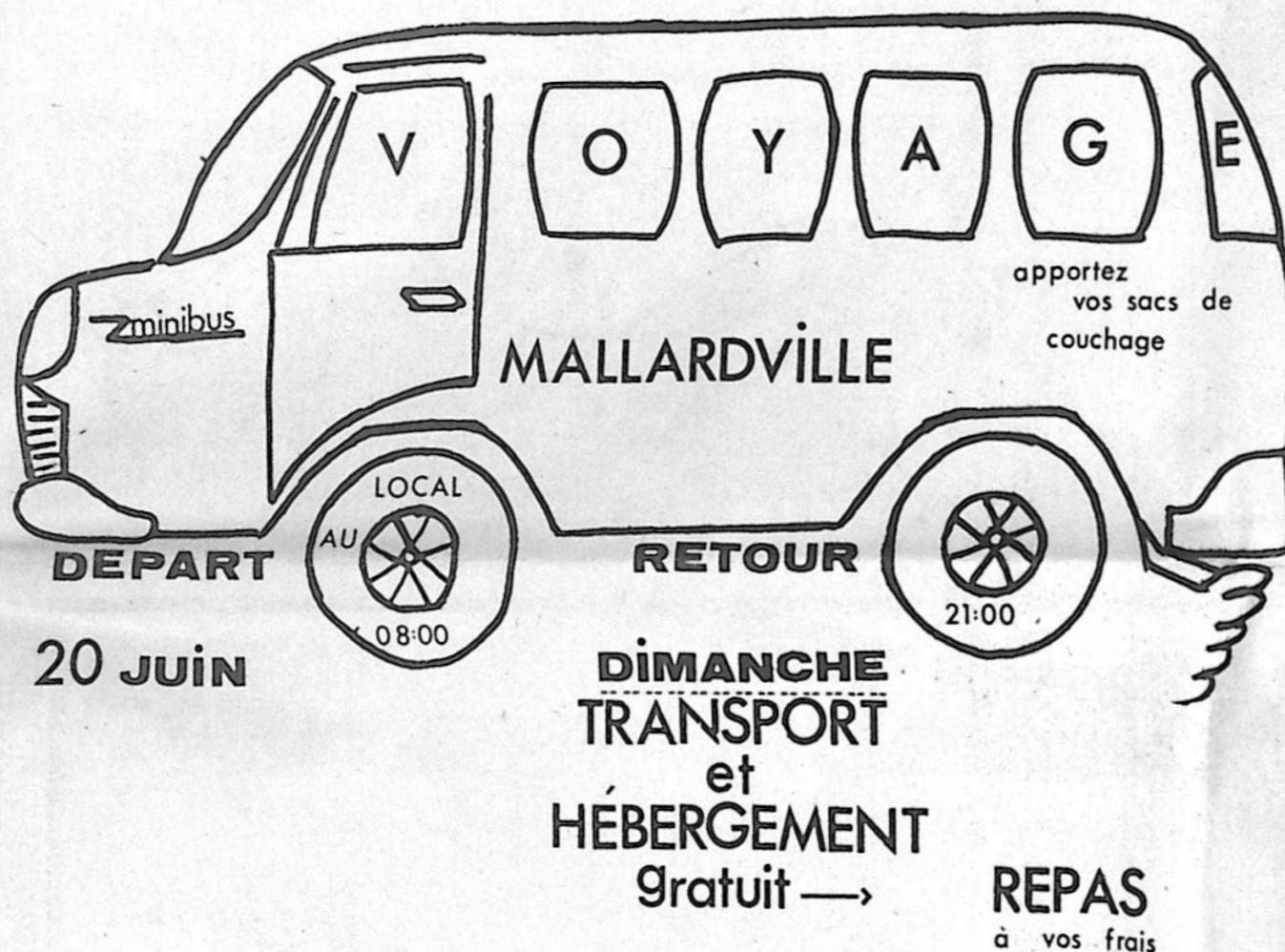
The PERI staff at CFB Comox must be very diversified in order to meet the varied requirements of the base personnel. At least one member is involved with every ongoing sport - either in an organizational or participatory capacity. Between the base pool, the recreation centre, and the numerous playing fields

and outdoor facilities, the staff always manages to allow the base the maximum opportunity to engage in competitive sports or simply their own per-

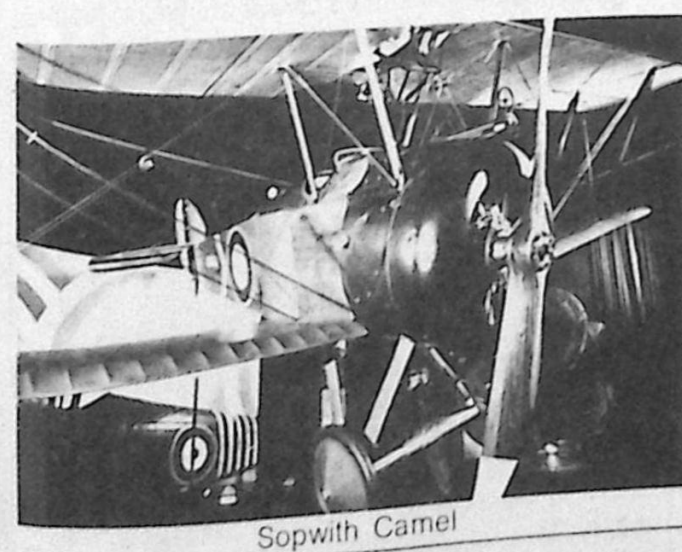
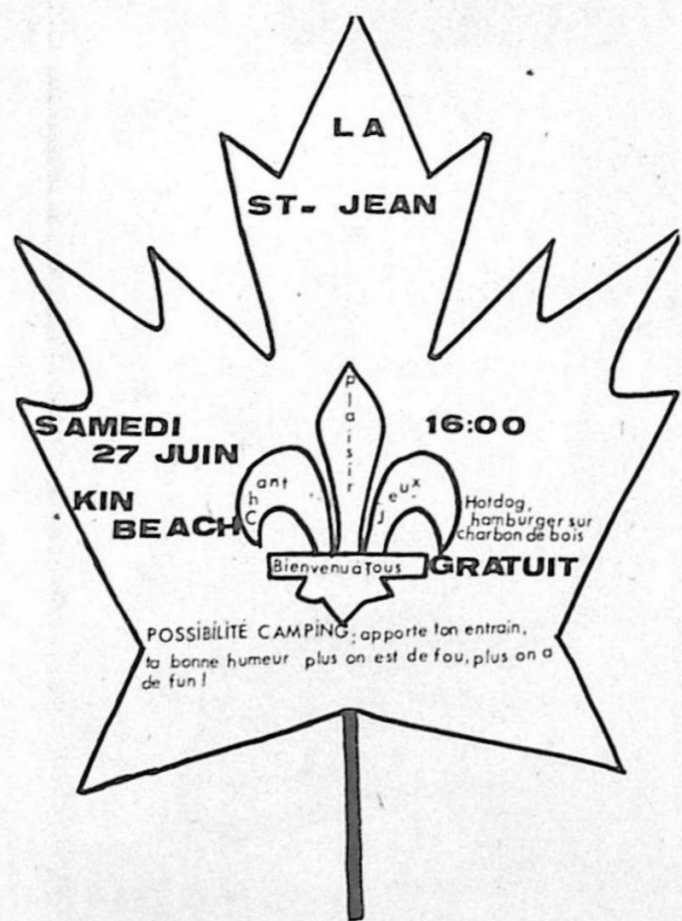
desiring more information on the facilities or programs, the PERI staff is ready to help at Local 2315. For anyone interested in recreational activities or



UNE CHANCE — D'ALLER A VANCOUVER



PERI line up Top - Ev Swann, Armen Vartanyan, Earl Hurd, Ed Laflur, Ernie Strocel; Bottom - Fred Eggelton, BPERO Gary Pronk, Bob Buckley. (Karen Kowolski not shown)



Sopwith Camel

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ON THEIR NEW AURORA AIRCRAFT.



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WE ALSO HAVE OTHER
EXPERIENCED STYLISTS
TO SERVE YOU.

Pacific Western

ANNOUNCES
EFFECTIVE JUNE 1, 1981

COMOX — CALGARY
5:14 p.m.

COMOX — EDMONTON
7:52 p.m.

COMOX — REGINA
6:55 p.m.

COMOX — SASKATOON
9:17 p.m.

DAILY (EXCEPT SATURDAY)
FLIGHT 424 DEPARTS COMOX AT 1:45 p.m.
ARRIVES VANCOUVER AT 2:11 p.m.

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TO THE PRAIRIE POINTS

FOR RESERVATIONS CALL PACIFIC WESTERN
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9 AM - 5:30 PM OPEN FRI. TILL 9 PM

A Day in the Weather Office

The "Day" in the Weather Office starts at 0000 hours and ends at 2359 hours. Work continues during daylight and darkness, holiday or weekend, for 365 days a year.

A new Forecaster/Observer Team arrive for each shift. Their major duty is a continuous Weather Watch: by the Forecaster for unexpected weather pattern changes and changes in the movement of short range incoming weather; by the Observer for sudden changes in the actual weather which is occurring. Significant changes require very quick action: Amended Forecasts and Weather Warnings or Special Observations. No time for sleep - in addition to keeping out this "weather eye", many other duties must be fit in to

maintain and display the tremendous inflow of information from recording instruments and displays, three teletype circuits, the weather chart facsimile machine and satellite photo receiver. There is also considerable outflow. The Forecaster must evaluate all information received for changes in the longer range prognosis situation and prepare routine long range forecasts. A Forecaster or Briefer must present formal briefings to the Squadrons - it gets very busy early in the morning as planning takes place for the Day's flying. Throughout the day, many new requirements arise. Perhaps a Search or Emergency has arisen requiring a briefing to an isolated area - some research is also required to see what weather has occurred to help the Searchmaster decide where to best start searching. The Observer has regular hourly observations and synoptic six hourly observations to complete and many local charts to prepare for evaluation by the

Forecaster, ranging from surface charts to upper air charts and diagrams showing the change in moisture and temperature at various higher levels in the atmosphere. Of course, the weather information and any changes must be disseminated very quickly to all users, by teletype, electro-writers, Closed circuit TV, telephone and telephone tapes.

In the daytime, additional personnel arrive to cover the necessary administrative and climatological duties. Weather records must be checked for absolute accuracy before being sent to Climate Centres for storage and use in new weather statistics. Supplies to be ordered; equipment checked, serviced or repaired; training to be initiated. Perhaps, today, we have an Office tour; school class, newly arrived aircrew, cadets from Vancouver, radio operators from Aldergrove. There is a letter to answer, requesting weather information to be used in a

Court Case - weather may have been a factor.

The phone rings; the Closed Circuit TV Voice Communications buzzes; a briefing is required for an aircraft; an inquiry is received on the snowfall or rainfall, someone wishes to leave early tomorrow for a boat trip - What are the winds going to be doing? - need four arms about now!!!!

Let's take a look at a one hour period, on a busy day, in the Weather Office at CFB Comox, when a storm is approaching the Comox Valley.....

It is 1800 GMT, or 11 AM local time. The Weather Office operates mainly in GMT or Greenwich Mean Time, for uniformity, as the weather is dealt with across North America and over the oceans. Pte. Bill Whitaker has just completed transmitting the Comox weather report on two teletype circuits that cover North America and has passed it to Air Traffic Control on an electro-writer. Next, the weather

report is displayed on the Base Closed Circuit TV system. A lot of work went into that one report - a trip to the instrument area west of Hangar 7, reading the thermometers, measuring the rainfall, evaluating the cloud types and amounts, measuring the cloud heights, estimating the visibility, reading the barometer and determining the altimeter, reading the wind off the U2A wind recorder, and then, coding the report into two different codes - a North American Aviation code and an International code which can be interpreted readily by anyone in the world. Now that the report has been transmitted, it is time to begin plotting approximately 150 of these reports, received from Western North America and ships in the Pacific. Each report has to be plotted at its exact location on a weather map for analysis by the Forecaster. MCpl. Mitchell, who has been involved with the Climatological records, steps in and takes over the

"Weather Watch" as he notices the lowering visibility, which calls for a Special Weather report. There are dozens of pages of teletype information to file for quick reference by staff to check on weather at other stations. He keeps a steady flow of traffic going to Pte. Whitaker, who is concentrating on completing the weather map. When the map is almost completed, MCpl. Mitchell returns to his work. Pte. Whitaker thinks he can get a small break - however he notices the visibility is lowering further - another Special report, teletype traffic has accumulated and has to be filed - plot a few ship reports on the weather maps. Then, time for an hourly report, it is almost 1900 GMT.....

Meanwhile, Sgt. McConnell has been busy too. His weather briefings on the TV system to 442 Sqn. and VU33 Sqn. took place three hours ago, but pilots have been calling continuously for updated weather information. He tells a pilot from VU33 Sqn. that winds

are now up to 50 knots at Tofino, ahead of a Pacific storm. 442 Sqn. calls and asks for a briefing to Port Hardy for an Air-Evac to Victoria. Sgt. McConnell has also answered thirty calls from persons on and off Base requesting weather information. A Weather Briefer like Sgt. McConnell is very busy when bad weather threatens. Another phone call.....

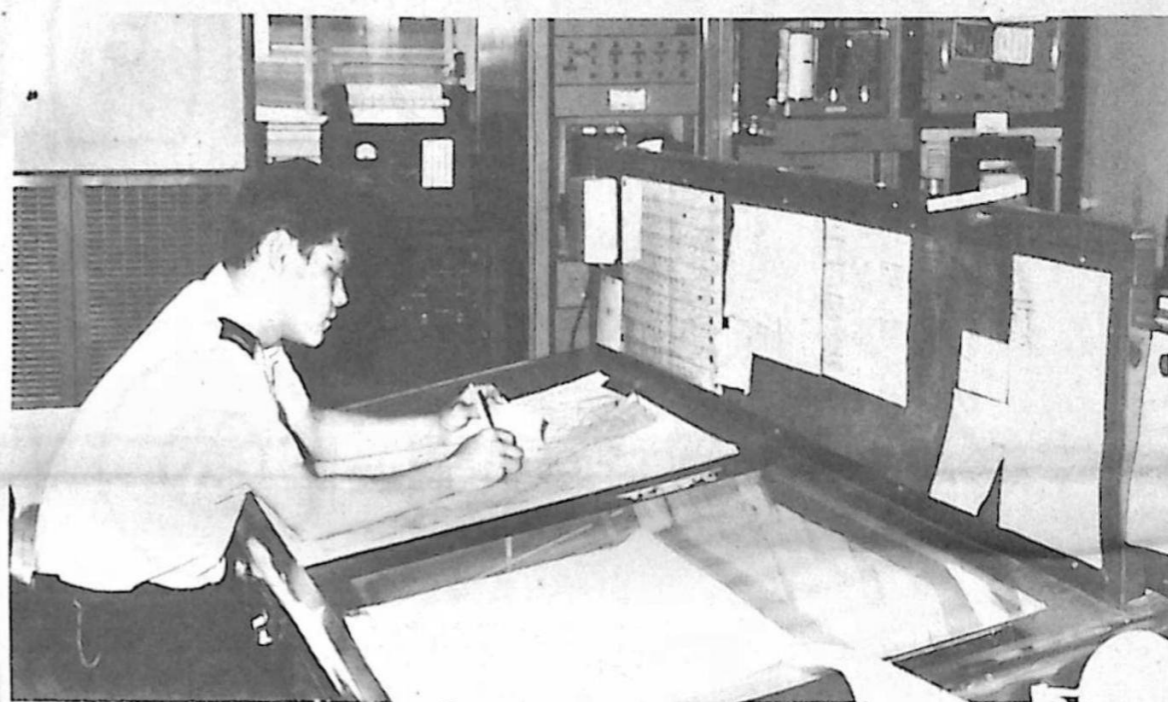
During this same time, the civilian Forecaster, Rick Cooper, has been occupied with the developing Pacific storm. He has given three weather briefings earlier in the morning and has had a number of queries regarding the approaching storm. He has issued two forecasts on the teletype for CFB Comox, predicting strong winds and heavy rain late in the day. It is time to issue the weather warning now to Base authorities. Mr. Cooper must also study the latest computer-produced charts from Montreal. He must interpret these charts and make decisions on the track of the storm, the amount of

precipitation, the wind, clouds and visibilities, etc. The latest satellite photo has been very helpful. Forecaster Cooper studies the photos for storm movement over the Pacific, as ship reports, on our plotted map, have been very sparse. It is update time for the Dial-a-Forecast system. He will prepare a new tape for the telephone answering system on 339-5044. He has noticed that dozens of callers have used the system already. The lowering visibility, brought to his attention by the Observer, is a problem. Should the Aviation Forecast be amended? The visibility normally improves in advance of a storm as the winds increase, however, the visibility goes lower and the Forecast must be amended. A TV briefing is scheduled in ten minutes....

A few more hectic hours - then this team can hand over their responsibilities and go home to unwind and enjoy a well-earned rest, meanwhile, the phone is ringing again - "excuse me please!"....



Forecaster Rick Cooper analysing the Surface Weather Chart while Briefer, Sgt. McConnell, answers a telephone request.



Pte. Bill Whitaker plotting a Surface Weather Chart.

The Avro CF-100

Larry Milberry

Still in service after over 30 years in the air, the Avro CF-100 twin-jet interceptor is one of Canada's great aviation success stories. Larry Milberry (author of *Aviation in Canada*) has produced a detailed illustrated history of the CF-100 from the earliest planning stages in the 1940s to the present. He tells the story of the CF-100 in RCAF service from its heyday in the frontline with NATO and NORAD to current operations with 414 Squadron. The story of the CF-100 in the Belgian Air Force is covered for the first time, as well as special projects such as the Velvet Glove missile and NASA experiments.

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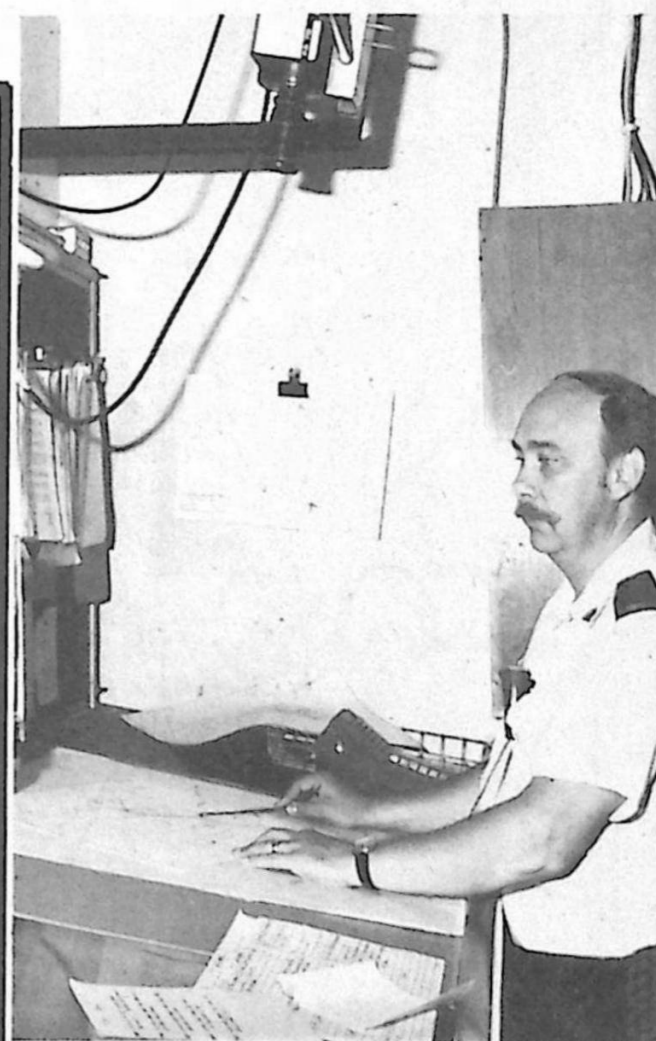
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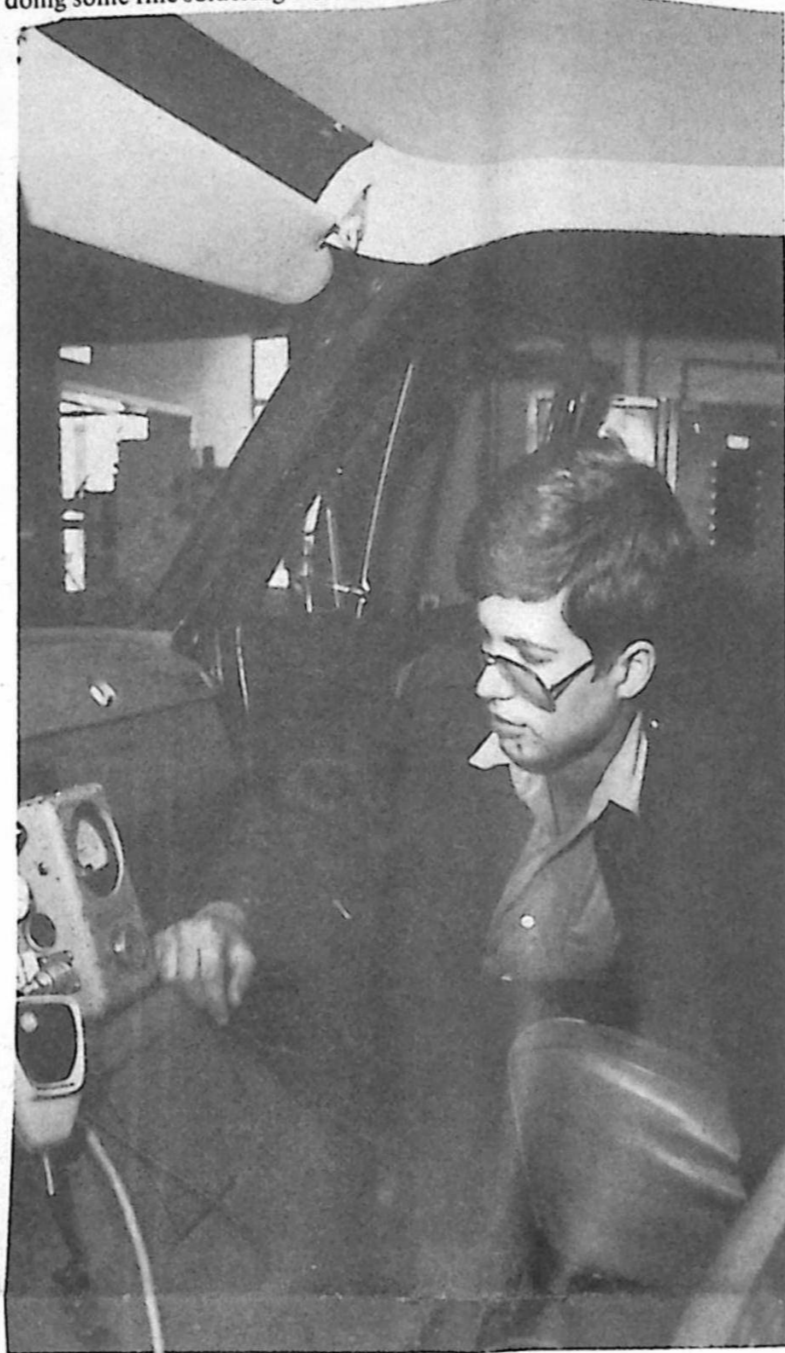
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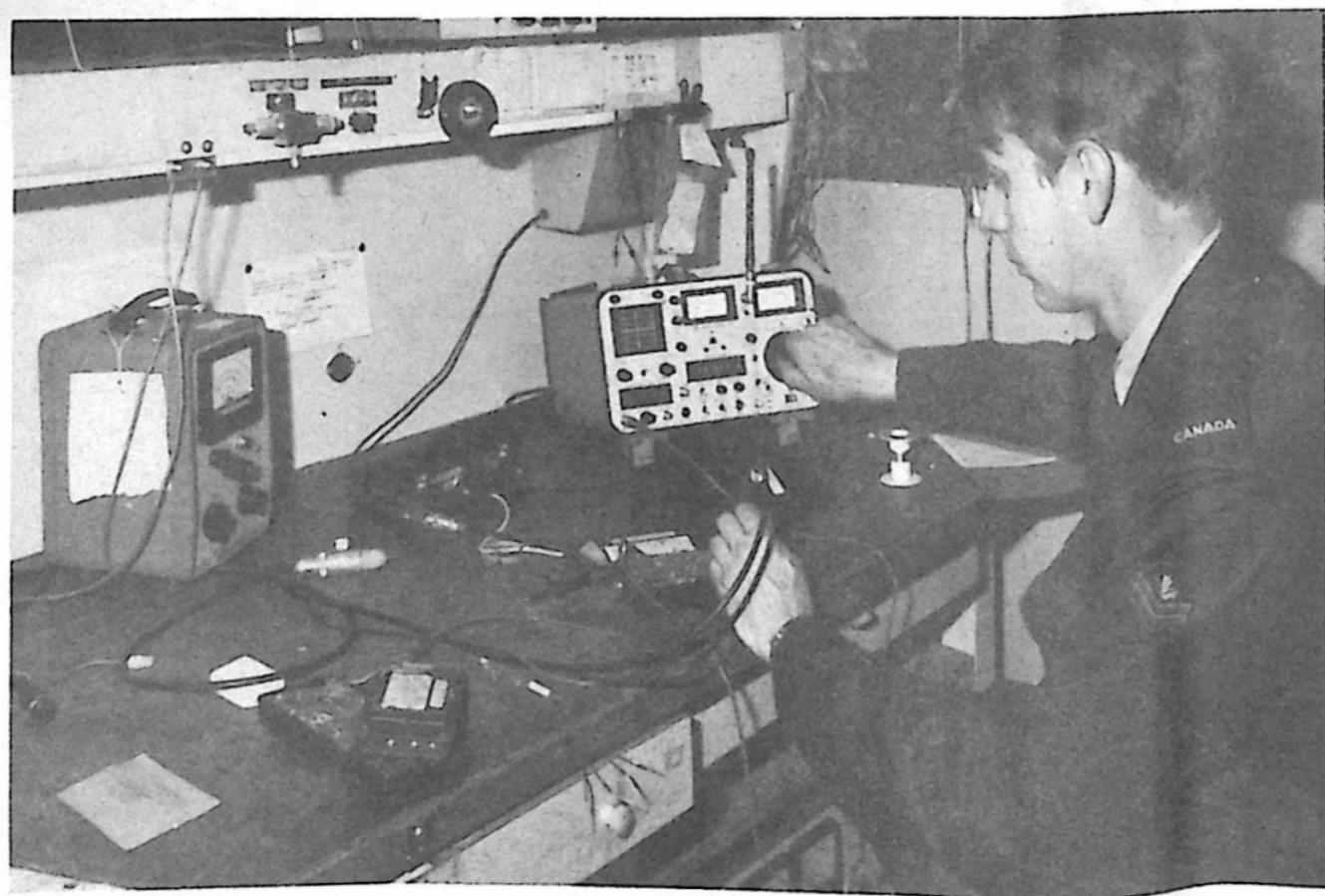
Cpl. Pierre Brabant - Rad Tech 221 doing some fine soldering work.



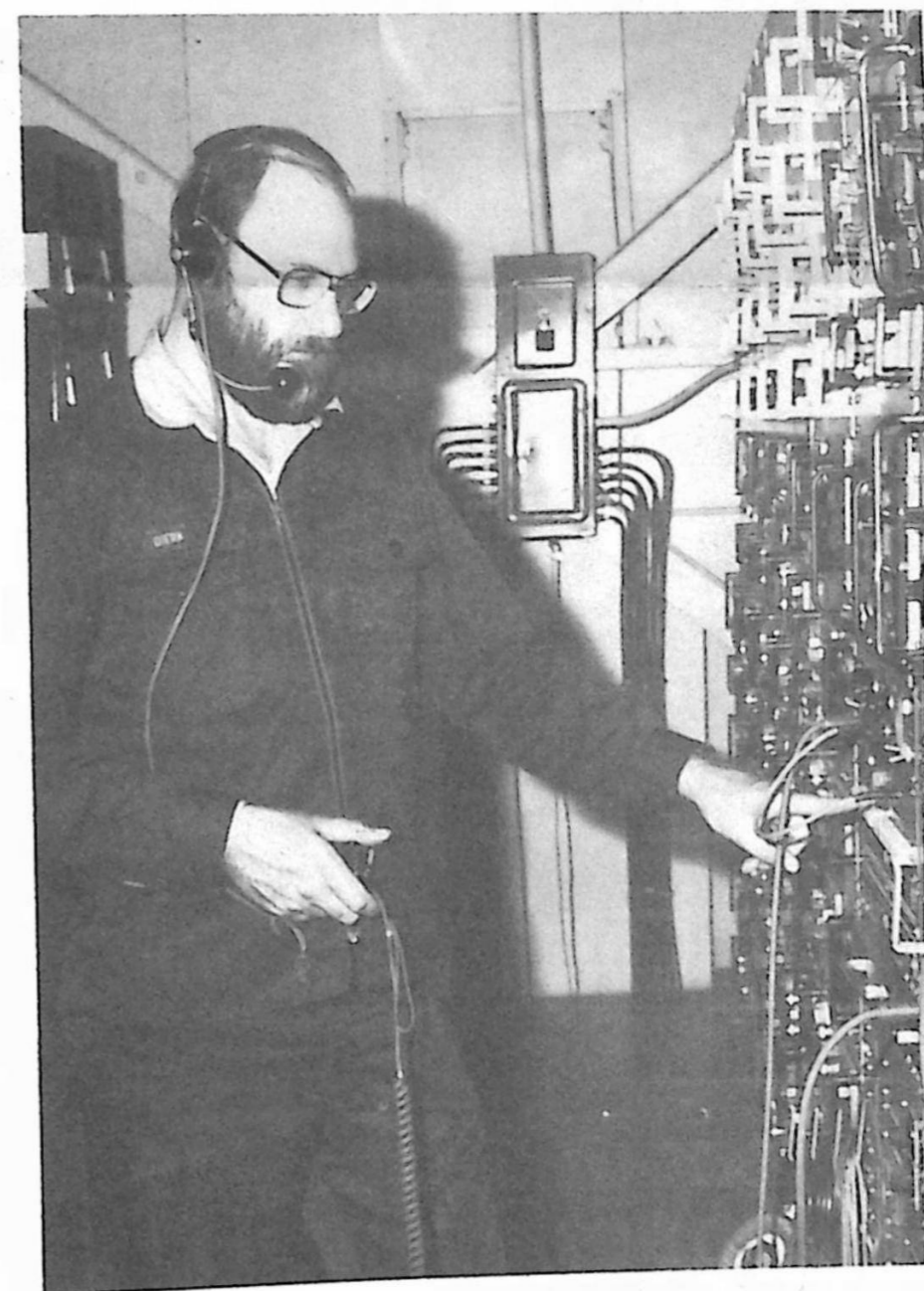
Pte. Bernie Chouinard - Rad Tech 221 checking a cable pair on the new Central Distribution Frame.



Pte. Brigitte Girouard - Rad Tech 221 - aligning a mobile Transceiver.



MCpl. Fedoruk - Rad Tech 221 - aligning Portable Radios.



MCpl. George Dierk - Rad Tech 221 monitoring an air-ground-air channel at the TX/RX Site.

Telecom Ground Communications

The Telecom Ground Communications Section is comprised of 20 Rad Techs (221) headed by a Comm Tech (224) WO.

The Section is divided into two sub-sections, physically separated and with completely different responsibilities. The Tactical Radio Workshop is located in the RATCON area on the north side of the airfield. This sub-section is responsible for the repair and maintenance of all Air Ground Air Transmitters and receivers, RATCON and Control Tower control console and associated interface equipment. Direction finding equipment, meteorological equipment, Digital Altimeters Display system, runway Visual Range Computer and all communications equipment associated with the Marine Rescue Section and Crash Rescue Vessels.

The Communication Workshop is located on the domestic side of the airfield in 3 Hangar. This sub-section is responsible for the repair and maintenance of approximately 25 miles of on Base and HMCS

Quadra cables and their associated terminals, all mobile, portables, Base Station VHF/FM transceivers, and remote units, closed circuit video cameras, monitors, tape decks, and associated coaxial distribution cables, all Base intercom systems, Base paging system and meteorological systems.

From this it can be seen that a lot of activity takes place in this one small section. For every other section at Base Comox to function to capacity, they have to rely in some way or other on Telecom Ground. For instance, the morning time check, although brought to you under the auspices of the Control Tower, is really brought to you by Telecom Ground, as all equipment involved in conveying this information, including the beep, is maintained by them. In fact, all equipment used by the Control Tower to communicate to aircraft or vehicles is kept in first class condition by the Telecom Radio Technicians. The Military Police and the Fire Fighters also have a need for the

Telecom Ground expertise. When their hand-held portables, vehicle radios, sirens or PA systems give trouble. They are welcomed at the 3 Hangar section and receive service, although no cigars, while they wait. Areas, such as Quadra Marine, HMCS Quadra and the Sea Survival School come to Telecom Ground to have their radio equipment repaired.

Without the Telecom Ground Section, aircraft cannot safely take off or land, cloud height and weather visibility equipment cannot function properly, vehicles are not permitted to cross runways, and Doctors cannot be summoned by the pocket pagers.

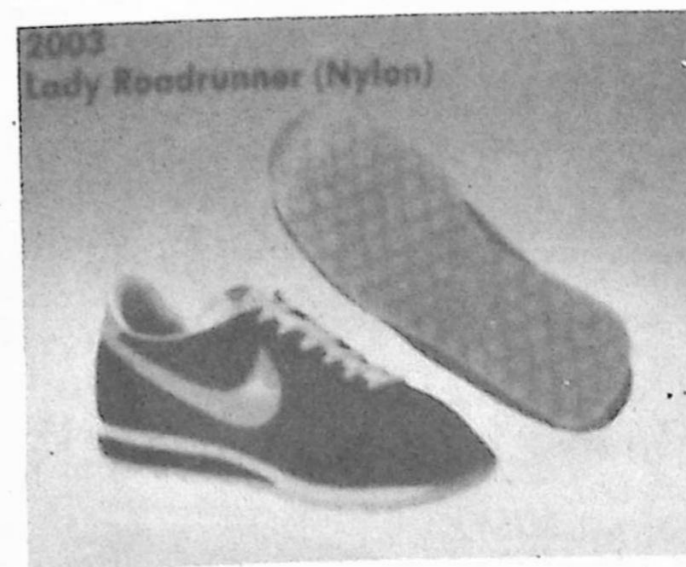
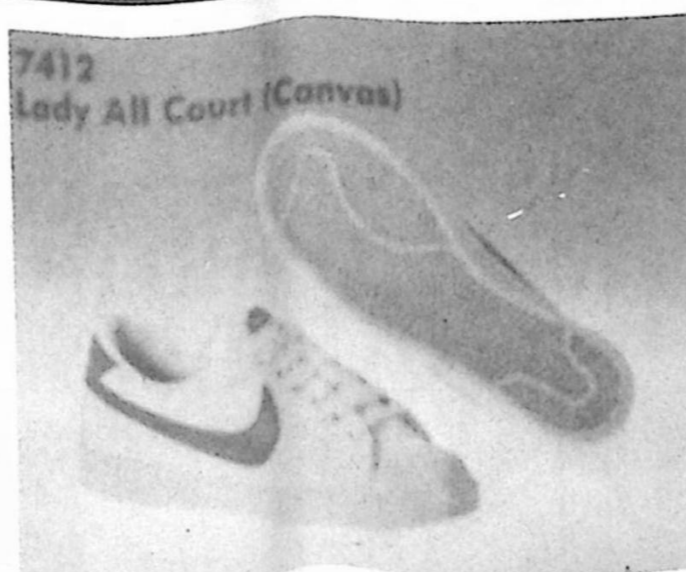
The door is always open to the equipment users, when problems with their equipment arise. The section operates 24 hours a day utilizing a duty tech after 1630 and on weekends and the phone locals are 248 for the Comm WO, 406 for the Communications Workshop and 257 for the Airfield Tactical Radio Workshop.

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Air traffic control

The Comox Air Traffic Control Section is tasked with providing a safe, orderly and expeditious flow of air traffic for arriving, departing and overflying aircraft at Comox.

Our primary concern, of course, is protecting various military aircraft while they are leaving for and returning from their operational commitments, and ensuring they encounter the least amount of delay possible. Because of our proximity to Vancouver and Victoria, Campbell River and Powell River many civilian aircraft also transit our airspace and we provide exactly the same service to these aircraft as we do to our own. The system becomes complex when these are 747s, 737s, C500s, T33s, Voodoos and C180s all wanting to utilize the same portion of airspace. In order to accommodate all aircraft the section is subdivided into three smaller units which are in three separate areas but must work closely together to provide a safe and expeditious service.

The Flight Planning Centre is located in 7 hangar and provides all the necessary publications, airway information and Notams necessary to plan a

safe journey to their destination. After the crew has planned their flight the flight plan centre passes the information to either Vancouver or Campbell River (depending on the type) where it is passed along appropriate channels to ensure everyone along the proposed route is advised of the flight. The people who work here ensure the information is complete and accurate, thus helping aircrew avoid unnecessary delay enroute.

The Control Tower personnel are responsible for a safe operation both on the aerodrome proper and in the air. Any vehicle, whether a truck or airplane must contact the tower and receive permission to proceed anywhere on the ramp or runways. They are told the exact route to take and when to stop and go, virtually eliminating any chance of a collision between aircraft and ground vehicles.

The Tower Controller also provides positive control to all aircraft flying with visual reference to the ground inside his control zone. This area is bounded by Hornby Island and Constitution Hill on one side and Middenatch and

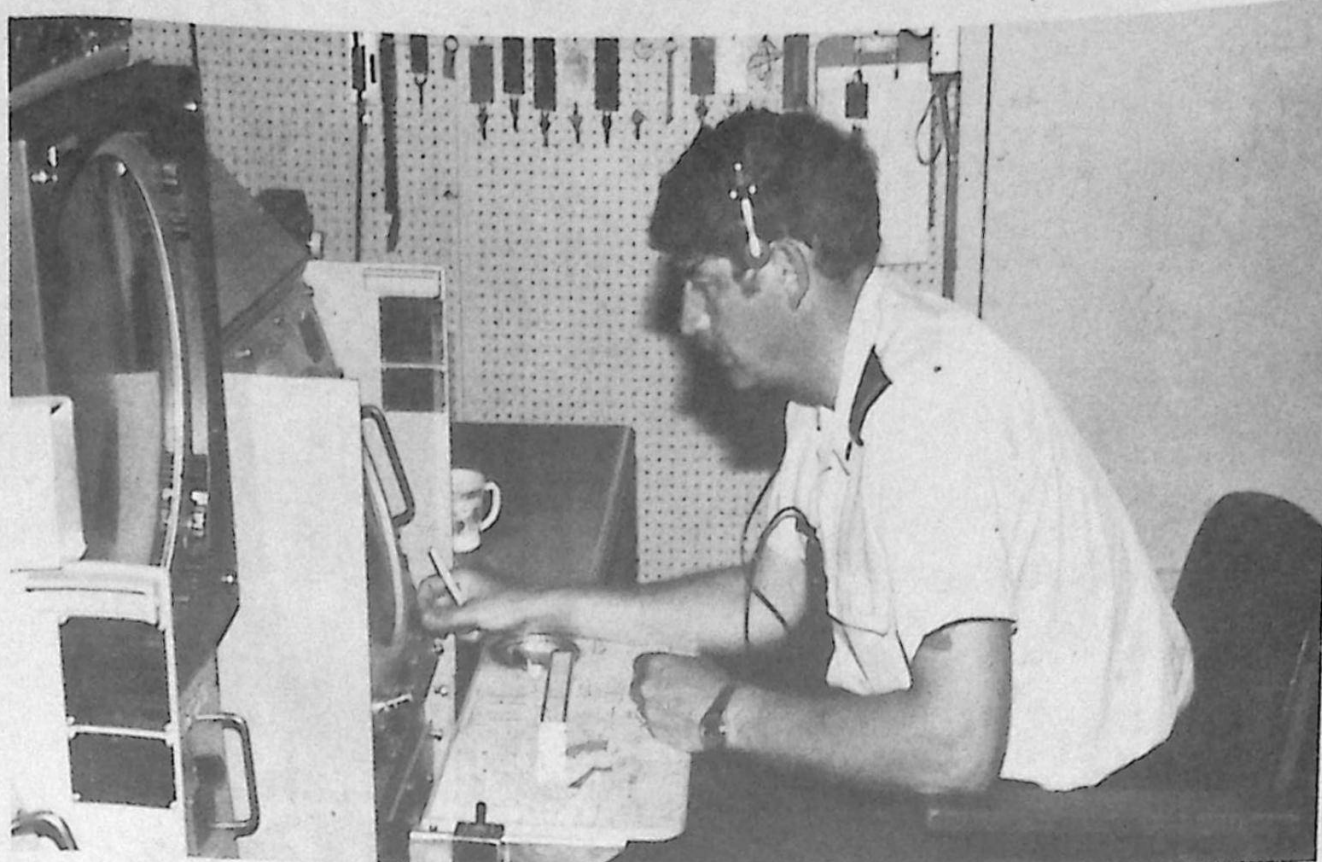
Texada Islands on the other. It extends upwards to six thousand feet above sea level and all aircraft entering or leaving the zone are required by law to report to the tower on radio. The controller is then able to give a safe routing to the aircraft and ensure they are kept clear of other aircraft flying under the control of Comox Terminal. Arriving planes are sequenced for landing and given landing clearance when the runway is clear of other traffic. It is the ultimate responsibility of the tower to ensure only one aircraft is using the runway at any one time.

Comox Terminal or RATCON (Radar Terminal Control Unit) provide safe passage for aircraft flying in or through clouds. Their Terminal Control Area is approximately 70 miles by 100 miles and radar is used to keep aircraft under their control away from each other. They are responsible for planes arriving and departing from Comox, Powell River, Campbell River, Vancouver and Victoria and must therefore coordinate and work closely with Comox Tower and Vancouver Area Control Centre.

In times of poor weather Radar is utilized to guide arriving aircraft from cruising altitude right down to the ground. An arrival controller sequences and provides vectors for aircraft to the Final approach course. Then a Radar Controller who specializes in "Precision Radar Approaches" uses a super-accurate radar scope to literally talk the pilot to within one half mile from the runway and two hundred feet of the ground. If at this point the pilot cannot see ground he must commence a missed approach and either try it again or go to another airport where the weather was better.

At the same time, the terminal controller protects departures and overflights and ensures the Control Tower is aware of arriving planes.

It is a complex system which requires a great deal of co-ordination and professional teamwork to operate smoothly. Members of the ATC Section are a dedicated group of men and women, striving to provide the best service possible to both the military and civilian aircrew who utilize our airspace.



PAR Controller MCpl. Wolfe.



Ratcon Controller & Assistant

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Terminal Controller & Assistant
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Administration branch

Providing a wide variety of services to ensure the smooth operation of the base. The medical staff keep us on our feet.

The Administration Branch, under the leadership of the BAdO, is centered in the Base Headquarters Building and caters to the administrative needs of all Base personnel. Personnel matters including careers, records, reception and despatch are handled by the Base Personnel Administration Officer or Base Civilian Personnel Officer as appropriate while the Base Warrant Officer provides guidance on

discipline, ceremonial matters and general conduct of military personnel. The Base Personnel Services Officer is responsible for all physical fitness and recreation facilities as well as the overall direction of all base Non-Public Fund (NPF) activities, i.e. Canex retail outlets. An accommodation Centre located in "Island Lodge" (BB 80) administers married and single quarters and controls

ration accounting for all personnel.

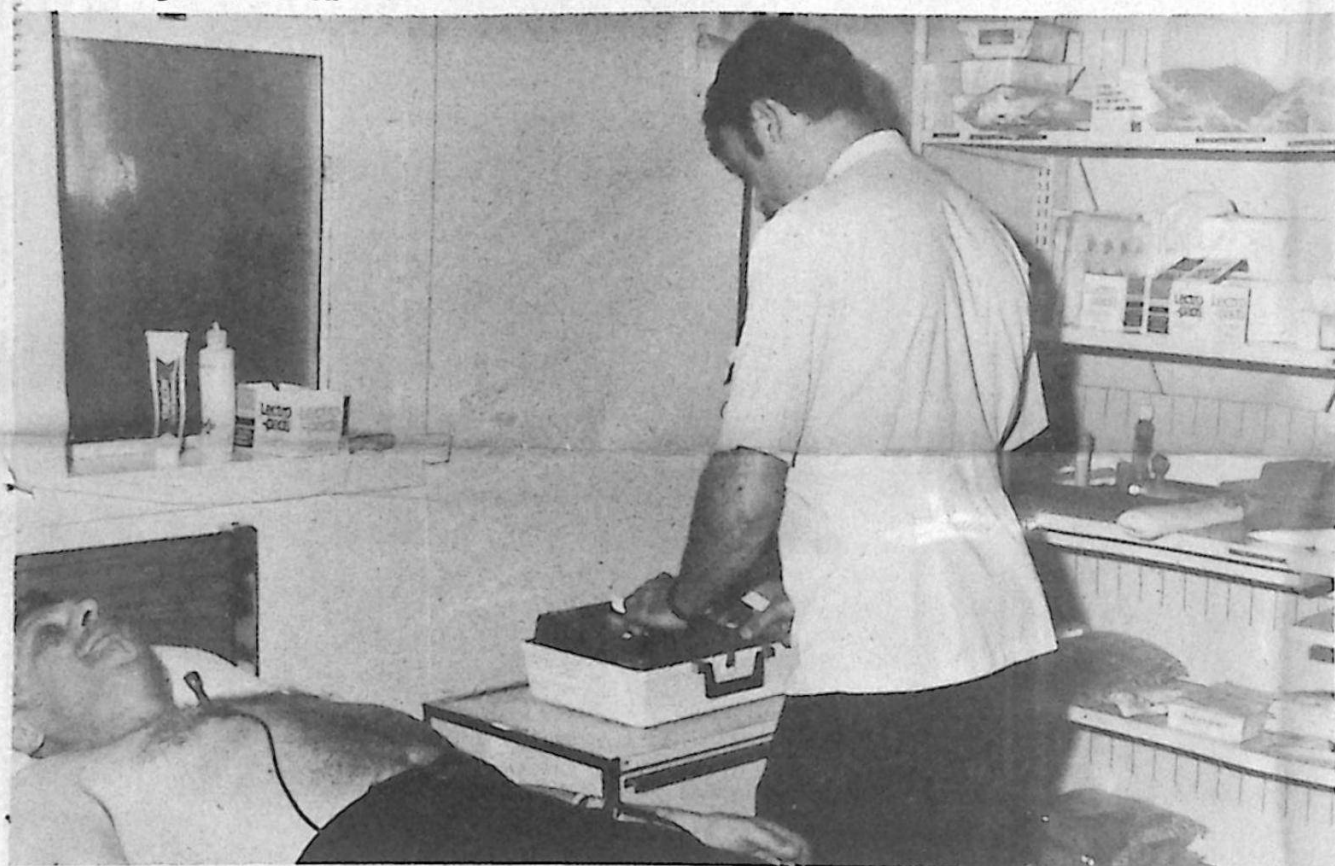
Under the local direction of the Base Surgeon and Base Dental Officer, medical and dental support is provided from the Base Hospital with a full range of equipment and expertise available through the Canadian Forces Medical System. Base language training, and more recently the Air Force Indoc-

tration School are also responsible to the BAdO in his capacity as Branch Head which carries with it the designation of Commanding Officer.

In short, the Administrative Branch caters to the 'people' part of operating a military facility. While CFB Comox is in itself an ideal place to keep people happy, smooth administration and services have contributed significantly to a high level of morale.



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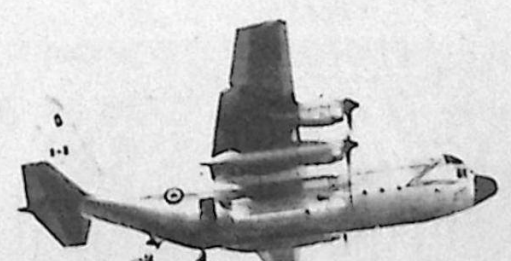
Decontamination



Medical Treatment

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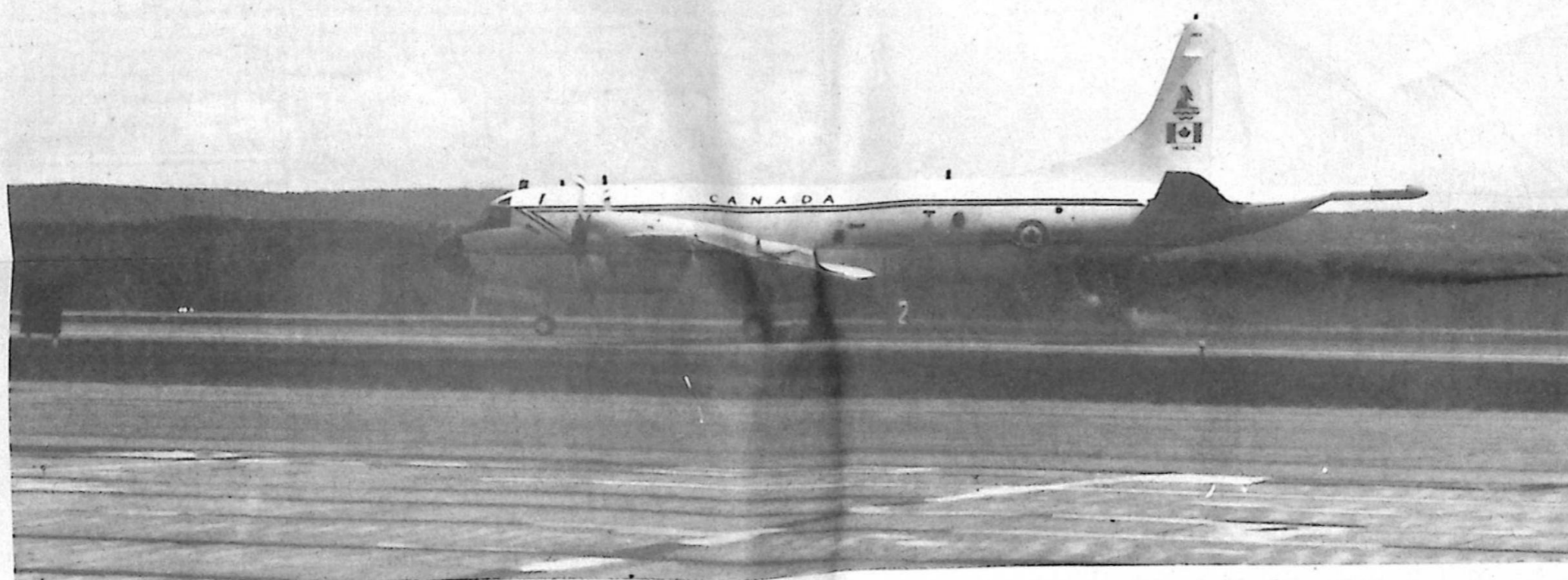
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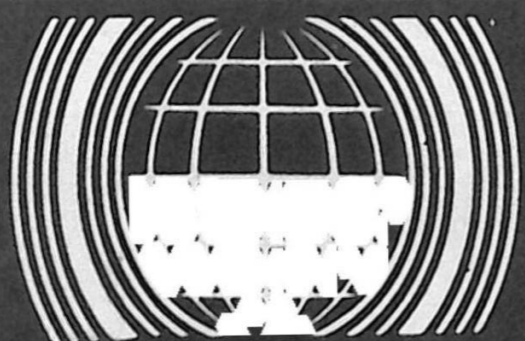
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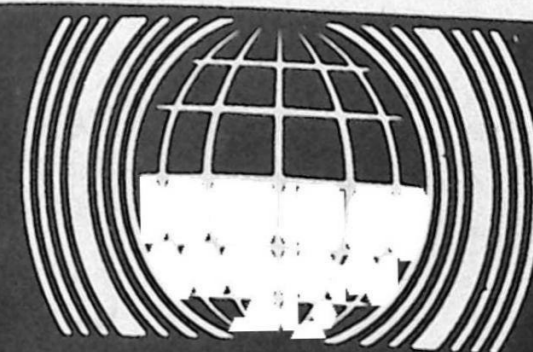


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