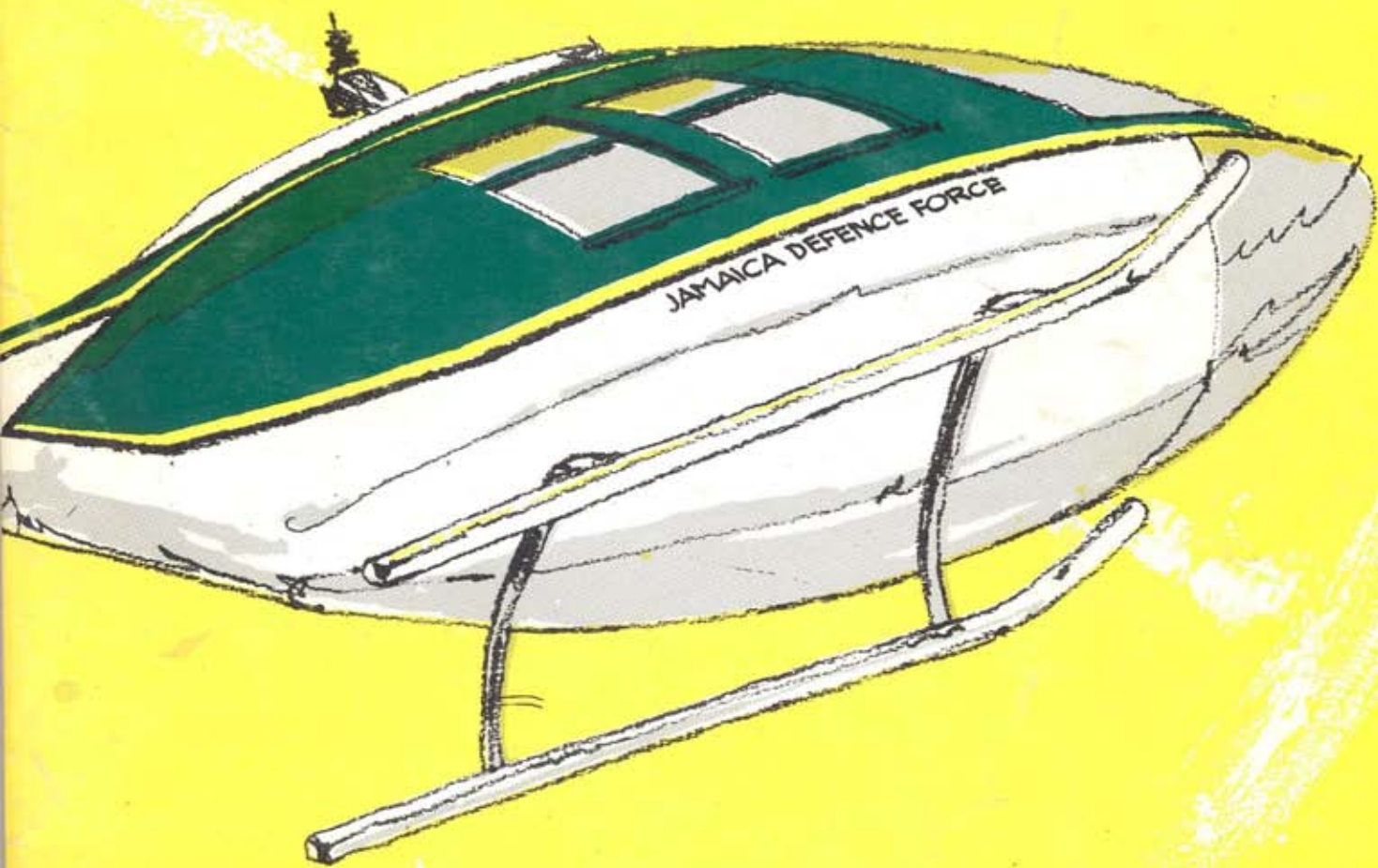


# THE ALTIMETER



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VOLUME TWO NUMBER ONE JULY 1973.

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Maj. A.C.DeV. Stern

# EDITORIAL

## TENTH ANNIVERSARY

It is indeed a singular honour to be the Officer Commanding the Jamaica Defence Force Air Wing and Editor of this our Magazine, on the achievement of its tenth Anniversary.

Our first effort, the Jamaica Air Wing Information Booklet, was so well received that the Publishing Staff decided to introduce an annual magazine called "THE ALTIMETER" to promote the JDFAW in particular, and flying in general.

The name "THE ALTIMETER" was chosen as it represents our aspirations to reach for the stars.

In producing this magazine it is hoped that it will bring together the flying fraternity to share our common interest, flying.

In closing, I would like to express my sincere gratitude to the Advertisers without whose co-operation the magazine would not exist, and to all those whose hard work and undying efforts helped to make this magazine a success. My particular thanks go to Lt. E.B. Whyte whose dynamic drive and unrelenting efforts did more to make this magazine really what it is.

A.C.DeV. STERN

#### COVER:

The cover shows the BELL 206B five-place helicopter one of the recent additions to the Air Wing family. The 206B is depicted here soaring into the rising sun.

(Design and finished art work by Mr. C. Blackburn of Ad, Art, & Design).

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**MESSAGE FROM THE PRIME MINISTER AND  
MINISTER OF DEFENCE, HONOURABLE  
MICHAEL MANLEY, FOR AIR WING DAY,  
JULY 2, 1973.**



It is a very great pleasure to pay tribute to the Air Wing of the Jamaica Defence Force on the occasion of Air Wing Day and the opening of the new hangar at Up Park Camp.

By definition, there can be no nobler profession than the national defence service, where young men accept the risk of life as their contribution to the security of the state.

The Air Wing's involvement in work beyond the scope of national defence, such as its air/sea rescue operations and its mercy flights to save persons in distress, has endeared the Air Wing to our people.

Besides, its mercy flights outside Jamaica, to neighbouring Caribbean territories, have contributed substantially to the high esteem that Jamaica enjoys among our Caribbean friends.

I have been close to the personnel of the Air Wing through its service in transporting Ministers and officials of Government; and the reliability, courtesy, deportment and skill of the young men of the Air Wing have provided me with some of my most gratifying and reassuring moments in office.

When I contemplate the future of Jamaica, it is good to know that my thoughts are enriched by memories of men of such high quality.

My government is grateful for the work of the Air Wing of the Jamaica Defence Force, is proud that the Wing is now under Jamaican command, and congratulates the Wing on this happy day.

A handwritten signature in black ink, appearing to read 'Michael Manley'. The signature is fluid and cursive, with a long horizontal stroke at the end.

**MICHAEL MANLEY**  
Prime Minister.

**MESSAGE FROM  
THE CHIEF OF STAFF  
BRIGADIER  
D.F. ROBINSON  
OBE, ED, JP.**



I am very pleased that the writing of this message is one of my first duties as Chief of Staff of the Jamaica Defence Force.

The Jamaica Defence Force Air Wing, known as the Jamaica Air Wing until quite recently, has had a very commendable ten years of existence. You were formed with an establishment of four Cessna Single-Engine aircraft, two Bell Helicopters, six flying officers and nine other ranks as fire crew with five Aircraft Technicians allotted from the pool of Electrical & Mechanical Engineers. You are now girding your loins to operate from a new Hangar with twin-engined and

single-engined fixed wing aircraft, Jet Ranger (single-engined) and Huey (twin-engined) Helicopters, many more flying officers and Ground Crew with several more technicians allotted from the pool of Electrical & Mechanical Engineers.

During your growth you have enjoyed an enviable reputation for good, safe flying despite the fact that you operate from a base from which many experienced pilots shy. Your officers and men have set high standards at Courses in the United Kingdom and in the Dominion of Canada and your performance in general has been one that could well be emulated by the other units of the force.

The future lies before you. In the words of Epicurus, "The greater the difficulty the more glory in surmounting it. Skilful pilots gain their reputation from storms and tempests."

May your future be as resplendent as your past has been.

A handwritten signature in black ink, appearing to read 'D.F. Robinson'. The signature is cursive and stylized, with a long horizontal stroke at the end.

**D.F. ROBINSON, Chief of Staff.** *Brig*

# THE START OF THE JAMAICA AIR WING



By Captain Victor L. Beek

Prior to 1963 there were frequent calls for aerial assistance from many sources and the need was filled by private Light-Aircraft Owners. They were usually members of the Jamaica Flying Club.

During 1961, in answer to an appeal from the Jamaica Combined Cadet Forces, to the local branch of the Royal Air Forces Association, I volunteered and was commissioned to assist with their new Air-Training Section. In view of the fact that aerial could be located, one of my first efforts was to submit a proposal to the Government (through HQ JDF) in which it was requested that a Cessna 180 Light Aircraft be purchased, based at Camp, and a volunteer-duty list of pilots compiled. The aircraft, in addition to fulfilling emergency aerial sorties could be used for Cadet pilot-training.

Some time after Independence in 1962 Brigadier Paul CROOK, then, Chief of Staff, remembered my proposals, and when the United States Govt. decided to make an Independence gift to Jamaica of Four 185 Cessna Aircraft I was invited by the Brigadier to implement my proposal along a military line. In 1963, while a Civil Servant, a temporary transfer in the form of a two year secondment was arranged, and within a few days I reported for military duty on the 3rd July 1963.

Life in the Air Wing for the first few weeks was a little different to what exists today. I had no staff to command, no office, no hangar, no airfield, and as yet, no aircraft nor sorties to fly. My task was to eliminate these shortcomings. Interviews and Commissioning Boards, produced on 1st September 1963, Major "Bunny" Stern, a qualified pilot who had about 100 hours to his credit, and Major George Brown; although the latter was an ex-RAF peacetime navigator, he had received his Private Pilot Licence (about 35 hrs.) a few days before joining the Wing on 1st December 1963. It is interesting to note that by the same time the following year, George had accumulated nearly 600 hours. Capt. A. Bogle joined the Wing about a month later.

At first the Air-Wing Offices were housed in the eastern section of the present Telephone Exchange Building, and the aircraft were hangared under those large trees situated at the top of the present field, and adjoining Flagstaff House, which in those days was the home of the Chief of Staff.

There was a row of trees growing across the existing strip at a point just a little north of the present fuel pump position. Some very keen PWD Engineering friends (ex RAF types) sent in mechanical equipment and assisted in lengthening the landing area, completing the job within three hours after their help was solicited.

The first sortie was flown on 20th June a few days before I took over official duty. The aircraft used was a Cessna 150, 6Y-JBW hired from Wings Ltd., and Major Hurley Whitehorse JNR was picked up at Boscobel, brought in for his Com-

missioning Board, and then flown to Montego Bay.

The sum of \$4,000.00 was earmarked to construct a zinc roofed shed without sides or flooring. I submitted three designs, and obtained a further \$16,000.00 to construct the present Hangar.

Towards the end of July the four aircraft arrived, having been flown down from the factory in formation around a four engined C54 transport plane. The Cessna were painted white with blue trimmings, and had temporary US registration numbers. The Jamaican National colours were eventually painted on, in 4" wide bands around the wing tips and the rear of the fuselage.

Two US Army Pilots, Capts. Gene Terry (now Lt. Col.) and Ban Hubbard arrived the following day to assist with conversion training. At this time the Unit strength was still one, and the knowledge that the Wing had to arrange to take part in an Anniversary Fly-Past, necessitated that permission be obtained for the "Pilots elect" of the proposed Reserve Squadron to fly the aircraft and also obtain the benefit of the two training pilots from the USA. The saluting base was at Queen Victoria Statue at South Parade, and all available light aircraft in Jamaica were invited to take part. Just over 16 aircraft led by the 4 Cessnas, including Jamaica Air Taxi Ltd., Crop Culture Spray Planes, Wings Ltd., Jackie Tyndale-Biscoe, and the Jamaica Flying Club. The fly past should have included a "V" of US fighters that were based in Guantanamo Bay.

Timing was such that all aircraft got airborne at 0900 hrs. and when the last local plane passed over the saluting base at 0914 hrs. and fighters would be coming in at the end of the fly past.

Another unforgettable incident was the arrival at Palisadoes, in Formation, of the spray planes, led by Ken Rutter. They "beat-up" the airport in formation and individually before landing. Onlookers were reminded of a war-time attack on a town by Stuka or Mosquito Bombers.

The Wing's first Helicopter (HI) arrived in November and was preceded by a UK pilot and Technician. HI was assembled in the Jamaica Military Workshop by the UK Technician assisted by our own WOI Don Mullings.

The first noticeable effort of the Wing was the finding of a fugitive boat the "Nana" which had skipped Police custody. The press made much of the Wings role in its recapture, as it did for our roll in ferrying food and medical supplies over the island in the Flora rains at the beginning of October.

We made two trips down-the-islands, one to Antigua to bring home a sick ex-serviceman and another, two plane trip with Cadets to Trinidad. A present pilot of the Air Wing - Capt. Peter Whittingham was one of the Cadets. Our first trip north consisted of two plane loads of JDF Coast Guard personnel.

Along with the various other functions of the Air Wing, little matters of 'dress' and 'accessories' had to be decided upon. British Army Flying Corps type of pilot wings were ordered for our pilots. The Chief of Staff Brigadier Paul CROOK, conscious of Jamaica's strong RAF background eventually agreed to my proposal to use the RAF type pilot wings. The compliment was later returned when the Unit invited the Chief of Staff to be an Honorary member, and presented him with his "Wings" which, even now, adorn all of his Service and Ceremonial uniforms.

Encouraged by my recent success with the "Wings" another request for a Service Dress Uniform (which had long

Continued on Page 8

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# DIARY OF EVENTS



Compiled by 2/Lt. A. Douglas

1972/73 was a full year for the Jamaica Defence Force Air Wing and many interesting events took place.

## JULY 1972

- 5-12 - Seven days search for missing fishing vessel the "ABC"; found 140 miles off coast of Grand Cayman. Bilge pump flown out by helicopter to save ship from sinking.
- 9-19 - T-1 away in Miami, Florida for ten days undergoing repairs to avionics - Instrument Training was also carried out.
- 24 - Air Wing searched for and found five boys, David Weise, Keith Bancroft, Anthony Stanley, Gordon Edwards and Barry Hobbs, who had been lost in the Blue Mountains on a hiking trip.
- 25 - A German vessel, the "MAR TIERRA", ran aground off St. Thomas and was in danger of breaking up. A JDF helicopter made a daring landing on the wave lashed German ship and rescued eight passengers to safety.
- JUL - Assisted 3 JR(NR) in their annual summer camp at Elim.

## AUGUST 1972

- 23 - Mercy flight to Grand Cayman for Ronald Ridgeway (aged 17) who received head injuries and was flown back to Jamaica.

## SEPTEMBER 1972

- 8 - Mercy flight to Spauldings to evacuate seriously injured civilian to KPH.
- 14 - T-1 off to Miami to collect parts and for training.
- 23 - T-1 off to Millville, New Jersey for delivery of H-3's engine and for training.
- 26 - Mercy flight to Black River to evacuate 5-year old child to UWI.

## OCTOBER 1972

- 5 - Capt. Beek departed for Fixed Wing Instrument Course at Fort Rucker, USA.
- 5 - Flew Brain, Surgeon to Black River for emergency operation.
- 9-22 - Continued to up-date pilots, as flights permitted Conversion training to the Bell 206A Jet Ranger took place for Lt. E. Whyte and 2/Lt. D. Wright.
- 28 Oct - Visited by Canadian Forces Flying Standards Training Unit and check flights conducted inside and outside of Jamaica. Standards ranged from very good to excellent.

## NOVEMBER 1972

- 15 - The Twin Otter carried the Minister of Youth and Community Development and ten other Government officials to Santo Domingo on official

business.

20-25 JDFAW on exercise - based at MAFOOTA.

## DECEMBER 1972

- 1 - Search for fishing canoe and crew of three off Morant Cays.
- 6 - Search for 20-ft fishing canoe off Portland Bight.
- 6 - Capt. Beek returns to Unit.
- 12 - Search for canoe with fishermen off Rocky Point, Clarendon.
- 14 - Major Stern upgraded to A1 Instructor on Bell 206A.
- 26 - On Boxing Day, Tuesday 26 the JDF Twin Otter, captained by Major A. C. Stern, flew a mercy mission with medical stores, sheets and food to the Government of Nicaragua for use in the earthquake devastated region of Managua.

## JANUARY 1973

- 4 - Port Maria fishing canoe with three souls found after three days search in the Morant Cays area.
- 8 - Search for fishing vessel "APPLE QUEEN" on 8 Jan. 73.
- 24 - Assisted JCF in field trainign in Moneague area.
- 26 - JDF T-1 flew to Louisiana between 23 and 26 Jan. and incorporated the return of some 10 JDFCG sailors to Jamaica.
- 30 - Air Wing flew 8-yr old unconscious boy, Nigel King, from St. James Hospital to the UWI.
- 31 - Flew blood for Blood Bank to Montego Bay.

## FEBRUARY 1973

- 10 - Flew blood for Blood Bank to Montego Bay.
- 12 - Aerial search of Wareika Hills area with the Police for eight escaped convicts.
- 16 - Capt. B. Chung departed for Rotary Wing Instructors' Course and Bell 212 Conversion Course, Canada.
- 20 - Flew patient with head injuries from Montego Bay.
- 25 - H-3 Crashed on take off from Vernamfield. 'A' category damage.

## MARCH 1973

- 5 - T-1 assists Police in the capture of sailing boat with ganja off the coast of Sandy Bay.
- 13 - Capt. Beek departed for Canada to attend the Fixed Wing Instructors' Course.
- 15 - Checking out of Lt. Kirkcaldy on Bell 47G started.
- - Four new pilots off to Canada on training. (Two officers selected from 1 JR for primary flying course and conversion to helicopter - two recruited from civilian life with pilot's licences and sent on ab initia helicopter course).
- 26 - T-1 flew patient with badly crushed leg from MoBay for emergency treatment at UWI.

## APRIL 1973

- 28 - Lt. E. Whyte and 2/Lt. D. Wright depart for conversion training on Bell 212 (HUEY) Helicopter Course at CFB, 403 Squadron Petawawa, Canada.

## MAY 1973

- - Delivery of Bell 206B Jet Rangers
- 7 - Capt. Beek returns to Unit from Course.
- 22 - Major Stern off to Canada on Instrument Check Pilot Course.

## JUNE 1973

- - Delivery of first Bell 212 Twin Helicopter

8 — Major Stern returns to Unit  
 30 May )—  
 to 15 Jun) Assisted 1 JR in Field Training in Moneague.

**JULY 1973**

3 — Air Wing Day.  
 5 — Air Wing Open Day.

— — New Air Wing Hangar completed  
 6 — Air Wing All Ranks Dance

JDF Air Wing wishes to thank Major N. A. Ogilvie, SO Ops & Trg, and 2/Lt. A. G. Douglas, ASO Ops & Trg, for their assistance throughout the year. — Ed.

**CONTINUED FROM PAGE 4**

been abandoned in Jamaica due to war economy measures) was projected, and also approved.

The popular opinion and the policy of the period, was that maximum utilization of this small Unit could only be achieved if our pilots were proficient on every type of machine flying in the wing. To achieve this pilots would qualify for the normal Flying Pay on being adjusted proficient on any machine, but would get additional proficiency pay for each additional type of rating as his dexterity increased.

The UK commanders had been tardy in their training of Locals to succeed them. My conversion privately to fly helicopters in 15 hours instead of six months (as was advised), did much to initiate a change in the JDF policy. UK personnel receded into the background and became a full-time training team while Chief of Staff Brigadier David SMITH took command.

In recording the early background of the Jamaica Air Wing it would be remiss of me if the names of Brigadier Paul CROOK, Majors Carl Barnett, Cliff Martin, Frank Smith, MBE, Capts. Douglas, Webb and the late Bobby Dixon, Col. Rod O'Connor of the USA — US Air Attache — Caribbean Area, and Messrs. Easton Cheong of Kingston Rescue Control Centre — Civil Aviation Department, Jackie Tyndale-Biscoe, and Ruddy Mantel were not mentioned . . . The Air Wing is grateful and will always be indebted for their contribution. It is hoped that whenever additional accolade is being showered on the Wing they can feel justifiably proud and satisfied in the knowledge that these are the direct results of their combined efforts.

It appears to me, appropriate to close this article with a popular 'flying-safety' quotation:

"There are many young bold pilots, but there are not many old bold pilots".

# jokes

First Drunk passing Church,  
 "Why after prayers they say Amen and not Awoman?"  
 Second Drunk,  
 "Because they sing hymns and not shes."

\*\*\*\*\*

Charley rushed in and cried to his wife,  
 "Margaret I just bought a condominium".  
 Maggie,  
 "I don't care what you bought, I'm still going to take my pills."

\*\*\*\*\*

Airline Stewardess,  
 "Did I tell you these pyjamas I'm wearing are made from parachute silk?"  
 Pilot Boyfriend,  
 "Good! Where's the ripchord?"

\*\*\*\*\*

Dorothy,  
 "Why are you so jealous of your husband's Stenographer?"  
 Phyllis,  
 "Because I used to be his Stenographer."

\*\*\*\*\*

Figures don't lie but girdles sometimes re-distribute the truth.

\*\*\*\*\*

Did you hear about the 80 year old man who married a high school girl?

For a wedding present he gave her a DO-IT-YOURSELF-KIT.

\*\*\*\*\*

The lifespan of a woman is like Geography.  
 From 16 — 22 Like Africa, part virgin, part explored.  
 From 23 — 35 Like Asia, dark and mysterious.  
 From 36 — 45 Like United States, high tone and technical.  
 From 46 — 55 Like Europe, devastated but still interesting in places.  
 From 60 on Like Australia, everybody knows about it, but but nobody goes there.

\*\*\*\*\*



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## PILOTS PRESENTLY IN JDFAW



**MAJOR A. C. DeV STERN**

Major Anthony Stern joined JDF in 1963. He is a graduate of Mons Officer Cadet School, and is the Officer Commanding the Air Wing to which he was posted in 1963, and has the honour of being the senior serving member of JDF Air Wing since its inception.

"BUNNY", as he is popularly known, has attended several courses qualifying him to be Captain on all our aircrafts. He is also an A1 Instructor on the Bell Jet-ranger. Also attended the Instrument Check Pilot (ICP) Course. A graduate of Kingston and Cornwall Colleges.



**CAPT. B. C. A. CHUNG**

Capt. Brian Chung joined JDF in 1965 having graduated from Titchfield High School. He received his officer training

at the Royal Military Academy, Sandhurst, the School of Small Arms and School of Infantry, Warminster. "CHUNGIE" was posted to the Air Wing in 1969 and he is a Helicopter Pilot, product of Major Stern and Andrew Bogle. He is qualified to fly the Bell 47G, Jetranger and the Bell 212. He attended the Rotary Instructors Course at Portage-La-Prairie in 1973. Capt. Chung is the Second in Command of JDF Air Wing and also Officer Commanding Rotary Wing Flight.



**CAPT. D. E. BEEK**

Capt. Dudley Beek, a graduate of Wolmer's Boys' School, joined JDF in 1966 having obtained his Private Pilots' Licence the same year. He received his Officer training at Sandhurst and the School of Infantry. "CAPT. MARVEL", as he is affectionately called, is also a Helicopter Pilot, product of the OC and "BOGUES" (Andrew Bogle). He is presently Captain on the Cessna 185B, Twin Otter and Britten Norman Islander aircrafts. He attended and successfully completed the Instrument Course at Fort Rocker U.S.A. and Fixed Wing Instructors Course, Portage-La-Prairie. Capt. Beek is Officer Commanding the Fixed Wing Flight.

**LT. E. B. WHYTE**

Lt. Effiom Whyte graduated from Wolmer's Boys' School in 1966 and obtained his PPL the same year. Joined the JDF in 1967 and was trained at the Royal Military Academy, Sandhurst and



the School of Infantry Warminster. "GEORGE" joined the First Battalion in December 1969. He attended the Ab Initio Helicopter Course, Portage-la-Prairie in 1971 and successfully qualified to fly the Hiller. He was posted to JDF AW in January 1972 and is now Captain on the Bell 47G, Jet Ranger and BELL 212. Lt. Whyte is the Unit's Operations Officer.



**2 LT. J. H. HARRIS**

2 Lt. John Harris joined the Army in 1971 and received his initial officer training at Newcastle. He was locally commissioned in February 1972 and was checked out on the Cessna 185B by Major Stern. "Little John" left us in June 1972 for England where he attended a Fixed Wing Course at Middle Wallop. He then went on his formal Officer training at Sandhurst from where he graduated in March of this year. He then returned to Middle Wallop for further training. Amidst all rumours that John would eventually go to the Imperial Defence Staff College before returning to JDF AW, he re-joined us last April and is now Captain on the Islander and First Officer of the Twin Otter. A graduate of Calabar High School.



**2 LT. D. O'B WRIGHT**

2-Lt. Donovan Wright joined the Army in April 1970, and was commissioned in October of the same year, having graduated from Mons O.C.S., England. Don immediately went on basic and advanced helicopter courses at the Army Aviation Training School, Middle Wallop, England where he was awarded his Military Wings in June 1971. Was posted to JDF AW in September 1971. A past student of Kingston and Knox Colleges, Don is Captain on the Bell 47G, Jet Ranger and Twin Huey helicopters.



**CAPT. P. F. WHITTINGHAM**

Capt. Peter Whittingham, a graduate of Titchfield High School, joined the JDF in 1966. Attended RMA Sandhurst and was at one time the Regimental Signals Officer. "WHITTY" obtained his PPL at Rutair in 1971 and was posted to JDF AW early 1972. Attended and successfully completed the Flight Safety Officer's Course in 1972.

Captain on the Cessna 185B and up to the time of his departure, was the Unit's

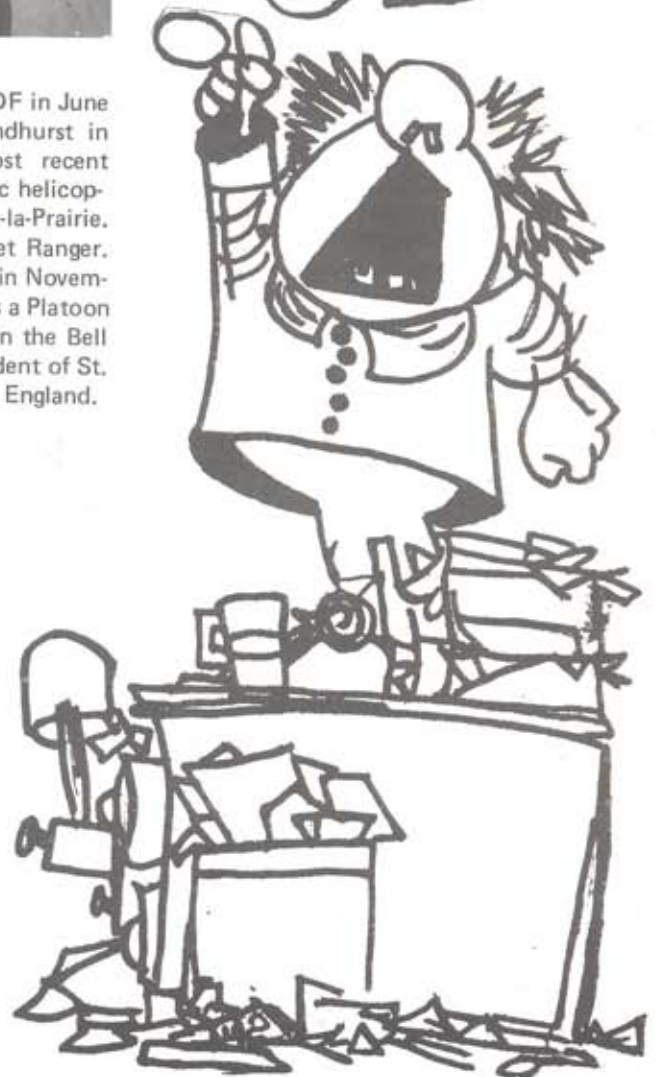
Operations Officer, Force Signals Officer and First Officer on the Twin Otter. Also completed an Instrument Course at Portage-la-Prairie in 1972.



**LT. C. L. KIRKCALDY**

Lt. Chris Kirkcaldy joined JDF in June 1969 and graduated from Sandhurst in July 1971. "BUGS" our most recent pilot member, received his basic helicopter training at CFB Portage-la-Prairie. There he was trained on the Jet Ranger. He was posted to the Air Wing in November 1972 after serving in 1 JR as a Platoon Commander. Chris is Captain on the Bell 47G and Jet Ranger, is past student of St. George's and Woolwich College, England.

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## EARLY DAYS



By Capt. D.R.S. Harvey JDFCG

A few months ago, Lt. Whyte of the Air Wing landed his helicopter at HMJS CAGWAY and mentioned to me by that he would like me to contribute to the 10th Anniversary bruckin's, and in particular to this Magazine.

Being no literary genius; my knowledge of aircraft confined to the tamarind tree variety, I really cannot approach the subject with serious mien, but I would like to record for posterity the time I flew with Victor (Von) Beek a former FOKKER ACE and whom, rumour has it, was the only member of the R.A.F. to receive the Iron Cross (1st Class of course), whilst serving as an aircraftsman during World War II. I realize now that there isn't a grain of truth in this rumour, but you know - "where there is smoke etc. . ."

It all started with three vessels of dubious vintage which were to form in later days No. 1 FLOTILLA JAMAICA SEA SQUADRON, and the fact that after many trying months none had been seen by any member of the SEA SQUADRON let alone the J.D.F.

Quite rightly, the then G2, MAJ. Preston-Jones, decided that Lt. Bruce Copland, S/SGT. Cooper and I should fly to Keywest where we would view our prospective commands, together with the flesh pots, thus putting an end to the ugly title of "Soldier Play-play Navy."

Navigational Training being the order of the day for Pilots who only flew northwest, northeast and the reciprocals, (Jamaica Government Railway follows these general directions incidentally), it was also decided that we should fly by JDFAW Aircraft - after all in the event of our non-arrival 50% of the Squadron remained, as both 2LT's A. Bogle and A. Stern languished in D Coy:1 JR under the watchful eyes of 2LT T. N. N. MacMillan and Capt. R. K. Barnes. (Remember dear reader this was 1964.)

To cut a long story short, we eventually took off after a few encouraging words from Brig. Paul Crook towards Key West by way of Inagua and Grand Bahama Island, maintaining a loose gaggle of 3,000 ft.

The flight was uneventful until we altered course off the Haitian Coast for Inagua where we lost LT. Brown, but then poor old George really had a problem; for not only was he a fledgling, but O.C. Air Wing had decided to keep his hand in, despite the fact that he couldn't see because his eyes were bandaged (Leslie had a 'thing' about "blind flying"). We met some hours later in Nassau.

Our overnight stop at Nassau too had its hilarious moments, but the 'piece de resistance' was left until we entered BOCA CHICA CONTROL, for Victor (The Von) had a penchant for referring to any flight he commanded as AIR FORCE ONE.

Having managed this far, Victor then decided we should land in Formation - for sheer terror I can assure you there is nothing to equal this. Anyhow we just managed to squeeze between George and some dam' fool truck with a large flash-

ing sign which read "FOLLOW ME", a message which was not turned off until we reached the car park, and by doing so missed the band that had been assembled for the arrival of no less a personage than the President of the United States, who had, it seems, arrived unexpectedly in a Cessna 185B!

The rest of the story is 'old hat', but I shall always remember with affection the Camaraderie of yester year and with those who now follow Victor's footsteps, every success in the future.

## THE AIR WING TODAY

Capt. B. C. A. Chung

In July, 1963, the Air Wing of the Jamaica Defence Force was formed. Today, ten years later, what of the Air Wing, its role, its equipment, the men who form the unit?

The role of the Jamaica Defence Force Air Wing still remains the same; aid to civil powers - ganja raids and police patrols, Search and Rescue, transporting of V.I.P's both foreign and local. In all these operations, both Rotary and Fixed Wing aircraft have played equally effective parts.

The personnel of the Air Wing are constantly changing. Of the five original pilots only one remains today - the Officer commanding the Unit. The ground crew too have had a few professionals who have passed through the Wing. These men have gone leaving behind standards of flying, workmanship and devotion to duty that have been rarely equalled by any flying Unit in Peace time. It is a tribute to these men, that the younger pilots, technicians, and ground crew have always used the standards to judge themselves.

Equipment over the years has remained the same except that due to accidents two of the Cessnas were written off. In September, 1967, a DeHavilland Twin Otter was purchased, and more recently in June, 1971, a Bell 206A Jetranger. The operational life of the latter mentioned aircraft was abruptly cut short last February when it crashed at Vernam Field. All equipment in the Air Wing, with the exception of the last mentioned aircraft, are fast approaching ten years old - a ten years which has been very strenuous indeed.

After these years of continuous and interesting flying, surely there must arise a need for a review of both the role and equipment of such a Unit, and we now see this being implemented.

The year 1973 marks an important milestone in the life of this Unit. Purchase orders for new equipment have gone through various channels, and some of the new equipment is now being used to its fullest extent in fulfilling the role of the Jamaica Defence Force Air Wing. The new aircraft include the Bell 206B Jetrangers, Bell 212 helicopters, and Britten Norman Islander monoplanes.

With the new equipment, the necessity for more pilots and ground crew of a very high standard are obvious. To this end training of these personnel is being carried out in Canada, United Kingdom and the United States of America. At the same time Hangar space has been increased, and these new buildings now house both aircraft and administrative office.

The Air Wing is now ten years old, and can be well proud of its achievements. It was stated in last year's Informatibn Booklet that "In its short operational life the Air Wing has done well in various ways, particularly in the preservation of life and property." It will continue to do so in the future.

"WE FLY FOR ALL."

## LIAISON



by Major J. LaRande Pycior USMC

In May 1970, when I was informed that I would be assigned to Jamaica as United States Defense Attache, one of the first thoughts that went through my mind was, "Where am I going to get my flight time in Jamaica?". Being assigned to an isolated post, it would no longer be necessary for me to fly a set number of hours each month to receive flight pay; however, I had at that time been in the flying game for eight years and did not want to lose touch. Upon arriving in Jamaica, one of the first JDF officers I met was Major George Brown. I explained my predicament to him, and from that time on, my flying time was assured.

When I leave Jamaica in July of this year, I am sure many of my friends will ask me questions about the past three years, e.g. duty, flying time, opinions, etc. I can assure the JDF Air Wing that my views on their organization will be filled with praise — praise of their professional approach to flying and providing service to all those that request it, and praise of their willingness to work long hours and to operate out of fields



Model A-4M

that are less than adequate. My praise of and pride in this organization could go on and on, and I am sure my opinion is shared by all those Jamaicans who have observed their Air Wing in action.

As a Marine Aviator, former ground officer and enlisted man over the past 20 years, I have had the opportunity to operate with many units and organizations other than the Marine Corps. The past three years have been the most interesting. Not only have I had a chance to do all the things to which a Military Attache finds himself exposed (observing operations, participating when asked, providing information to U.S. forces, procuring equipment and training when requested), but I have also had the unique experience of gaining many Jamaican friends. I trust that these friendships will continue throughout my lifetime.

Many of my Jamaican friends have asked me the same question again and again, "What does a Defense Attache do?". It is not too difficult to explain.

I do almost everything connected with the U.S. Department of Defense when there is an interaction with Jamaica. This may be a simple matter of obtaining information on a U.S. Service School in which the JDF is interested, or it may be something more complicated, such as arranging and coordinating a government-to-government agreement for the use of U.S. facilities by JDF elements. In addition to these functions, there are regularly-scheduled events to attend to, such as the annual Pan American Rifle Matches, processing U.S. aircraft and Naval ship visits to Jamaica, and the daily answering of queries by Jamaican citizens concerning the U.S. Military establishment.

All these jobs keep me busy and make life interesting. Now it is time for me to return to the world of Marine Aviation. In the Marine Corps, we operate much the same as the JDF. We have commitments to keep, schedules to observe, equipment to care for, men to direct, and all the other aspects of military life that are universal to military organizations the world over.

The U.S. Marine Corps presently has three Marine Air Wings (MAWs) to support the three Marine Divisions. Each MAW is divided into a minimum of three operational, fixed-wing Marine Air Groups (MAGs), in addition to a minimum of one helicopter MAG and various support and headquarters units. Each MAG is further divided into a minimum of three operational squadrons in addition to headquarters and service squadrons that support the operational units.

The Marine Squadron is usually commanded by a designated Aviator who is a Marine Lieutenant Colonel or senior Major. Each squadron has a complement of 25 to 45 officers and 150 to 300 enlisted men, depending on type of aircraft. Squadron aircraft number from 18 to 30, again depending on type. Each squadron is capable of operating independently for short periods; however, the usual practice is for the MAG to deploy as a unit, thereby assuring complete logistical, transportation, and administrative support to all subordinate units.

The basic objective of the Wing, Group and Squadron is the same: to identify, close with and destroy the enemy. Marine Corps aviation has been performing the duties assigned to it since its inception over sixty years ago. A Marine Aviator wears the same wings as a Naval Aviator, and in fact is a designated Naval Aviator. He flies the same aircraft as a Naval officer, as all Marine Squadrons are assigned aircraft from the U.S. Navy, and he must have the same qualifications as the Naval Aviator. There is, however, a difference. Both are professionals, but only one is a Marine.



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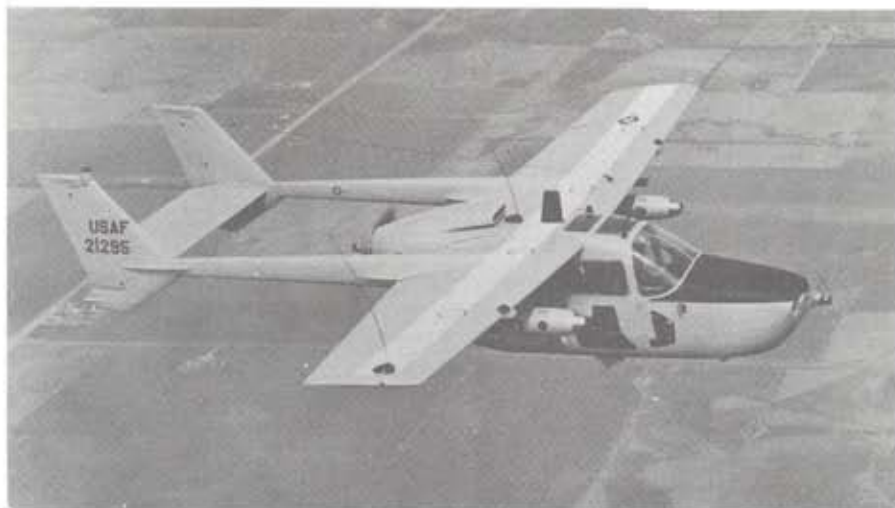
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# WELL FANCY THAT

By Capt. P.F. Whittingham, Flight Safety Officer

Can you think of anywhere else in the world where the ap-

## SNEAKY

Ayr Hill is Jamaica's only VOR so I suppose its quite natural to expect everybody to fly via this route. This makes things quite congested but not dangerous, provided that everyone sticks to their quadrant. There is, however, a new species of bird now frequenting our skies which has changed the whole complexion of things.



## THE CLOUD-HOPPING HEMSTITCHER

proved light aircraft training area is in the middle of the instrument approach to the capital city's International Airport? Student pilots diligently perform their stalls, spins and steep turns with occasional glances outside the cockpit just to check that the aircraft is right side up.

The Airline Captain on the outbound leg begins his procedure turn with a false sense of security not knowing how close he has come to a mid-air. Why can't the Flying School and Clubs use the Yallahs Area east of the airport? If they must allow their children to play in the traffic, then let them play below 1,500 ft. Why don't the airlines protest? Perhaps they don't know that the situation exists. It's time something is done about it! After all, aviation here is growing up!

### BAGS OF RUNWAY

Statistics have shown that most accidents occur during landing. This means that pilots should approach and land at speeds which will give them positive control over the aircraft. On the other hand, it seems to make sense to approach and land as slowly as possible so that things will happen more slowly and accidents will be less expensive. Not to mention the wear and tear and structural fatigue caused by fast landing.

The traditional opposition to this simple theory is the BANDY-LEGGED BRAKE BURNER and the FLAPLESS LIGHTER-THAN-AIR ZEPHLYN who both insist on squeezing the last ounce of speed out of the aircraft right down to the threshold.

The latest addition to the tradition is the LAST MINUTE DOWNHILL FREE WHEELER who noses down to lose height on the approach and ends up on the "Button" thirty miles per hour too fast and floats to the far end of the runway to end up as a BANDY-LEGGED BRAKE BURNER.

This species of bird is closely related to the low flying GROUND LOVING VARIETY. Its most distinguishing habit is its irresistible desire to remain in the "CLEAR" regardless of assigned altitude and track. This species has been encountered where least expected and mostly at other birds' altitudes resulting in many anxious moments. It is a very shy bird and will quickly return to its correct altitude and track when closely observed. Both the CLOUD-HOPPING HEMSTITCHER and the GROUND LOVING VARIETY are very dangerous to each other especially when poor visibility prevails. Open season is all year round - species easily recognisable in various airline colours - should be reported on sight.

### OPENING OF PARLIAMENT

The Super Bucal Menace is a newcomer to the scene, but has made a frightening impact on the older airmen and both air traffic controllers and pilots share the honours on this one. What with the pilot that describes his entire days flying intentions instead of just giving his flight plan, and air traffic controllers who tell you that the airport emergency services are below strength people find it difficult to even give normal position reports. What we need is more frequencies and less chatter, and definitely more thought before we talk. All Air Traffic Control wants to hear is destination, duration, endurance, registration and persons on board. Most aircraft do not plan emergencies and are not in the least bit interested if the services are below strength.

A serious problem is the absence of 121.5 MHZ. The air must not be crowded - you might cut your friend's Mayday!

# TOUR JAMAICA AND THE WORLD

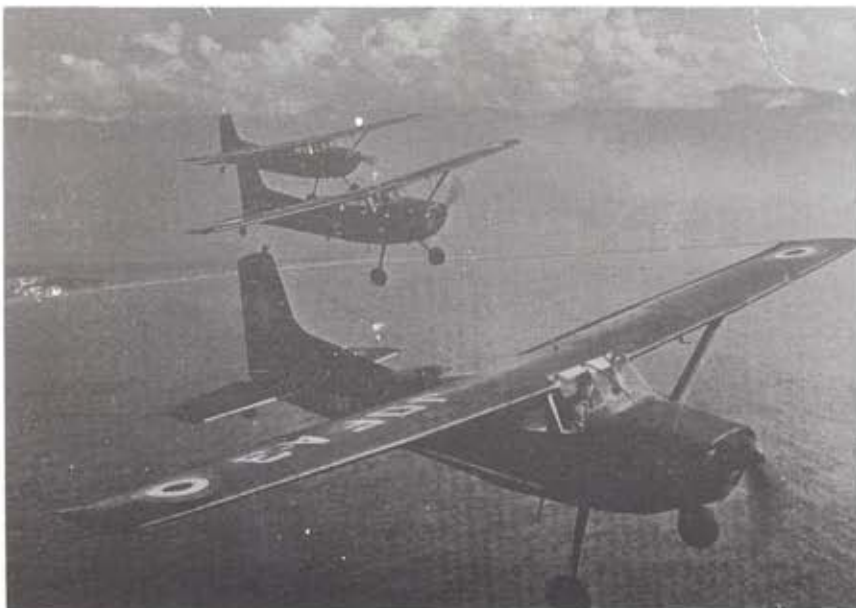
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## By Land



## Sea

## or Air



AND.....

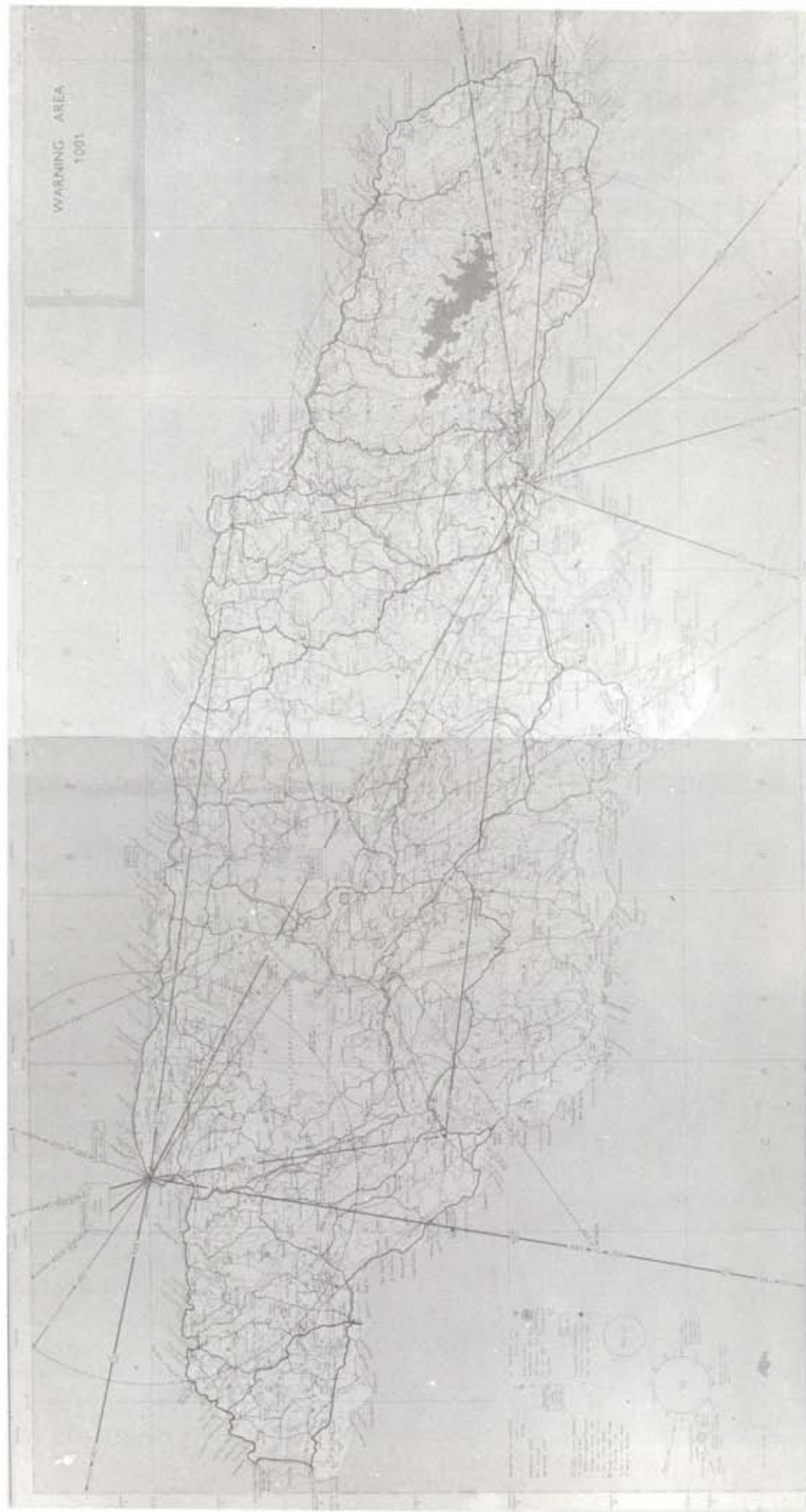
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AERONAUTICAL MAP OF JAMAICA WITH VOR ROUTES



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# WINGS OVER JAMAICA



By C. Earsley Barnett

So, you want to learn to fly? I'll bet you do and have wanted for many years but just didn't know how to go about it. Or perhaps your knowledge of what you can do after earning your wings was so limited that you thought the only use to put this newly-found pleasure to would be flying the "big iron birds" for some airline company, which you put beyond your greatest expectations of ever achieving.

Flying can be done for other than your own pleasure and amusement. There are many avenues (or should I say airways) open to you as a professional pilot right here in Jamaica. Many young men and women have found flying an exhilarating sport and great fun. Since the early 1950's the Jamaica Flying Club has been in existence for the purpose of extending this pleasurable pastime to its members as well as organizing good fellowship activities among its members on a sportsman and personal flying basis.

Many businessmen representing every trade or profession in the community have learned that the aircraft is a necessary part of their "rolling" stock and have saved much time (and therefore money) by use of this expeditious means of transporting personnel and materials.

Our island supports a profitably operated company which specialises in application of agricultural insecticides and fertilizers by aerial spray means.

No less than three, to the writer's knowledge, operate charter services on an "on call basis". These companies offer transportation to any of the 33 landing strips and airports in Jamaica. Even international flights on a charter basis at a time convenient to the customer, can be arranged by those Charter Services that operate twin engined aircraft.

At the time of this writing there were three Airline Companies operating scheduled intra-island and international flights.

Our own JDF Air Wing, so splendidly described in this magazine, speaks for itself.

Where will the pilots come from? Who will man these aircraft? With the tremendous growth of the aviation industry in Jamaica, there must and will come an increase in the demand for pilots. An attempt is being made to meet these demands by the efforts of local training organizations who are even expanding to cope with this growth and demand.

Flying careers are many and the opportunities are greater than ever for the young man or woman who is looking to the sky to find his place in this advancing industry.

Meanwhile, back to the first question — So you want to learn to fly? Then, what are the requirements and where do I start. To the person whose desires are to fly for his own personal and private pleasures, his needs stop after obtaining the Private Pilot's License.

To accept employment and fly for hire and reward, one must hold a Commercial Pilot's Licence. The following are the

requirements for obtaining a licence as well as some of the ratings or privileges attached to a licence:—

## THE STUDENT PILOT'S LICENCE

1. Pass Physical Examination.
2. Previous knowledge, experience — none required.
3. Age — 17 years (no maximum).
4. Privilege — Learn to fly with our authorized instructor, and fly solo (sole occupant of the aircraft) when authorized to do so by a full instructor.
5. Passenger carrying prohibited.

## THE PRIVATE PILOT'S LICENCE

1. Pass Physical Examination.
2. Pass written exam covering:—
  - Air Law
  - Airmanship
  - Navigation (Basic)
  - Meteorology (Elementary)
3. Log a minimum of 40 hours of which 10 are solo and 3 are solo cross country.
4. Pass Flight test given by authorized flight examiner.
5. Passenger carrying permitted, but not for hire.

## COMMERCIAL PILOT'S LICENCE

1. Pass Physical Examination including Electro cardiograph.
2. Pass written examination.
3. Experience requirements:—
  - 200 hours total
  - 100 hours Pilot-In-Command
  - 20 hours Solo Cross Country with one flight at least 300 miles
  - 10 hours instruction in instrument flying.
  - 10 hours instruction in night flying.
  - Ample instruction in use of radio aids to navigation.
4. Age — 18 years.

## AIRLINE TRANSPORT LICENCE

1. Pass written examination
2. Pass Physical (every 6 months, including electro cardiograph).
3. Minimum age — 21 years.
4. Experience required:— 1,400 hours of which 250 must be Pilot-In-Command. Hold Instrument rating.

## RATINGS

Ratings in various types of aircraft may be added to a licence. Seaplane, helicopter, gyroplane, Multi-engine, instrument and flight instructor ratings may also be added to the licence after further training and examination for the various types.

The Government regulations do not require or state the standard of education for the holding of any pilot's licence. But any person desiring to become a professional pilot should bear in mind the high degree of proficiency and necessity of having had a well rounded basic education to equip him with the ability to cope with and understand the technical aspects of the written examinations. Most applicants for employment are required to have passed at least the G.C.E. exams to "O" level standards with at least 5 passes of which English language and Mathematics are included.

If you think you are special and can meet the above requirements, why don't you come around to Norman Manley Airport, the hub of the Aviation Industry in the Caribbean, and start yourself on the way to the left seat on the flight deck of the airways of Jamaica.



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with something extra. Jamaican hospitality. A free Rum Bamboozle here, an in-flight fashion show up there in the air, and the most winning ways in the whole wide world. Really something else. The only un-Jamaican thing about Air Jamaica is punctuality. They're always on time. At the most convenient times. Every day. To New York, Miami, Nassau and Chicago. Flying the Love Bird is the greatest affair going . . . or coming. Call your travel agent and Fly Air Jamaica. Your Love Bird is waiting.

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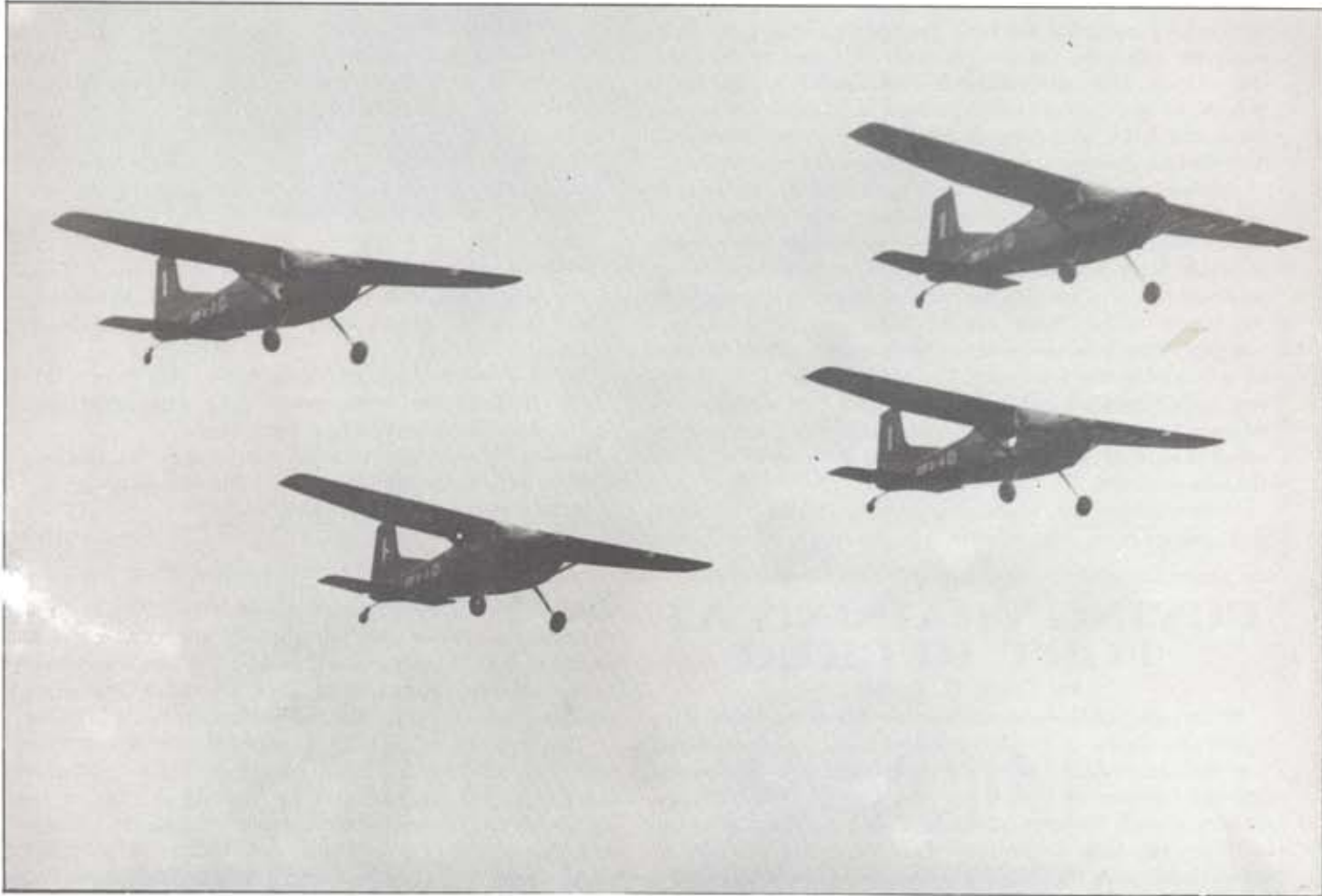
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### THE CESSNA 185B

The four Cessnas seen here, were the aircraft with which JDF AW commenced its operation ten years ago.

The Cessna 185B is a sixplace all metal high wing monoplane, powered by a 260HP Continental fuel injected engine. It has the remarkable characteristic of being able to carry a useful load which is more than the empty weight of the aircraft. The model 185B has a maximum speed of 176 mph and has the conventional type landing gear, which permits operation in and out of rough fields.



### THE BRITTEN – NORMAN ISLANDER

The Britten – Norman Islander is our newest addition to the Fixed Wing Flight. It is an all metal high wing monoplane, powered by two Lycoming O-540-E Engines of 300 HP each. It has a crew of one pilot and is capable of carrying nine troops, cruising at 160 mph. Alternatively, the Islander doubles with the DHC-6 in duties other than passenger carrying, and it also has a STOL capability.

# HELICOPTER FLYING TRAINING

by Lt. E. B. Whyte

In October 1971, I embarked on a sphere of life which was a prelude to something I had never dreamt of — learning to fly the helicopter. CFB Portage-La-Prairie is the Ab Initio Flying Training School of the Canadian Armed Forces and is situated on rolling prairie lands, fifty miles West of Winnipeg, Manitoba.

The Course Training Standard details the requirements to successfully complete the Basic Helicopter training. All flying exercises follow the Lesson Directives published by the Canadian Forces Training Command. The duration of the course was thirty two Flying Training Days and five Ground Training Days, the latter consisting of Engineering Orders for the CH 112 Nomad, Aerodynamics, Meteorology and Flight Safety.

After successfully completing Ground School, I commenced my flying training together with fifteen other potential Helicopter Pilots. My Instructor, Capt. Terry Spraggs, was not only a former Navy Tracker and Sea King Pilot but maybe a very frightened Pilot — he was the survivor of a helicopter accident the course before. Each training flight was preceded by a briefing of the intended exercise to be practised, and followed by a debrief by the Instructor. The performance of the student was rated following each trip using one of four different proficiency levels. This was a very good aspect of the course because it enabled the student to aim for a higher level of proficiency each time.

Within a fortnight, fourteen Instructional trips were flown, and I went on my first solo flight in the Hiller, thirty minutes

of flying which was like a lifetime! This followed by more phases of flight, at the end of which came the Initial Clear Hood Test. Having leapt yet another hurdle, more advanced stages were taught and practised including the countless force landing practises on Alpha South, the official touch down area.

Winter approached and flying days became very limited because of inches of snow and poor visibility. Unscheduled Physical Development periods took the place of the snowed out days, we were put through the paces of a number of organised games.

Having completed fifty hours of flying, seventeen of which were solo, I had my Final Clear Hood Test. This check ride marked the end to a beginning. Course 7106 dispersed on 7th December, 1971 with each pilot having received a sound foundation upon which to build a rotary wing flying career with professionalism. All credit is due to those fine instructors, who through their undying patience and fortitude, saw us all successfully through the course.

"Oh, I have slipped the surly bonds of fixed wing flight and chanced the skies on flexing flimsy wings.

Upward I've climbed, and joined the milling throng over Alpha South — and said a hundred things you have not dreamed of.

Rotated and flared and swung low in sunless prairie, Wopping there, I've chased the frantic needles along, and flung my fuddle craft through trembling halls of trees.

Down, down the long depressing ditches too.

I've chopped the wind, swept trees with pallid face like never Stew, Bert or even Terry flew.

And while with silent vacant mind forgot the sanctity of rotors worth, pulled up my collective rounded out and clobbered the face of earth."

Psalm 7106.

---

## FLYING TRAINING AT FORT RUCKER

by Capt. D. E. Beek

In October 1972, I was selected to attend the Fixed Wing Instrument Course at the United States Army Aviation School, Fort Rucker, Alabama, being the first person from the Jamaica Defence Force to go on a U.S. Army Course, I did not know what to expect; however, the School sent me a very thorough and comprehensive information booklet. I was also able to get some valuable background information on the role of the U.S. Army and its methods of training from Major J. LaRande Pycior U.S.M.C., the U.S. Defence Attache.

On arrival at Fort Rucker, I was welcomed by the Commander of the Allied Military Training Division to which I was attached for administrative purposes for the duration of my course.

In order to make students from foreign countries more acquainted with the American way of life, each student had a Sponsor who was either a member of the U.S. Army or a prominent citizen of one of the nearby towns. The sponsor was responsible for providing the student with a "home away from home" and generally helping with any problems that he may have. My sponsor, Capt. Tom Bratcher and his family, did everything possible to make my stay at Fort Rucker very pleasant.

The aircraft which I flew during my nine-week course was the Beechcraft T-42A Baron — a twin engined four place air-

craft which has a cruising speed of just under 200 kts.

Some twenty-five and half hours of my training was done on the G.A.T. II twin engined simulator which is constructed to resemble the cockpit of the T-42. This piece of equipment was extremely useful for teaching instrument flying procedures.

The standard of instruction at the school was extremely high, with all possible aids being used to increase the student's knowledge and proficiency. The training programme itself was very comprehensive and intensive. This meant getting up at 4.00 a.m. and often working until 6.00 p.m. My actual flying was done from Cairns Army Airfield which is about ten to fifteen minutes drive by bus from Fort Rucker proper. At the airfield were all the aids for instrument flying and navigation such as 1LS and VORTAC. Also available in case of emergencies were four Bell HU-1D Helicopters which were equipped as flying ambulances. These were on permanent standby duty for obvious reasons. Fort Rucker at its peak output was producing 550 fully trained Helicopter Pilots each month.

It was interesting to see the large number of civilians employed on the Base, including most of the flying instructors and aircraft technicians. All, however, had seen service at sometime in the U.S. Armed Forces.

In retrospect, although my hours of work were long, the standard of instruction was such that my interest was held and the time went by very quickly. The School is to be highly commended for its noticeable policy of providing all possible methods of presenting subject matter to its students, and applying the latest techniques of instruction.

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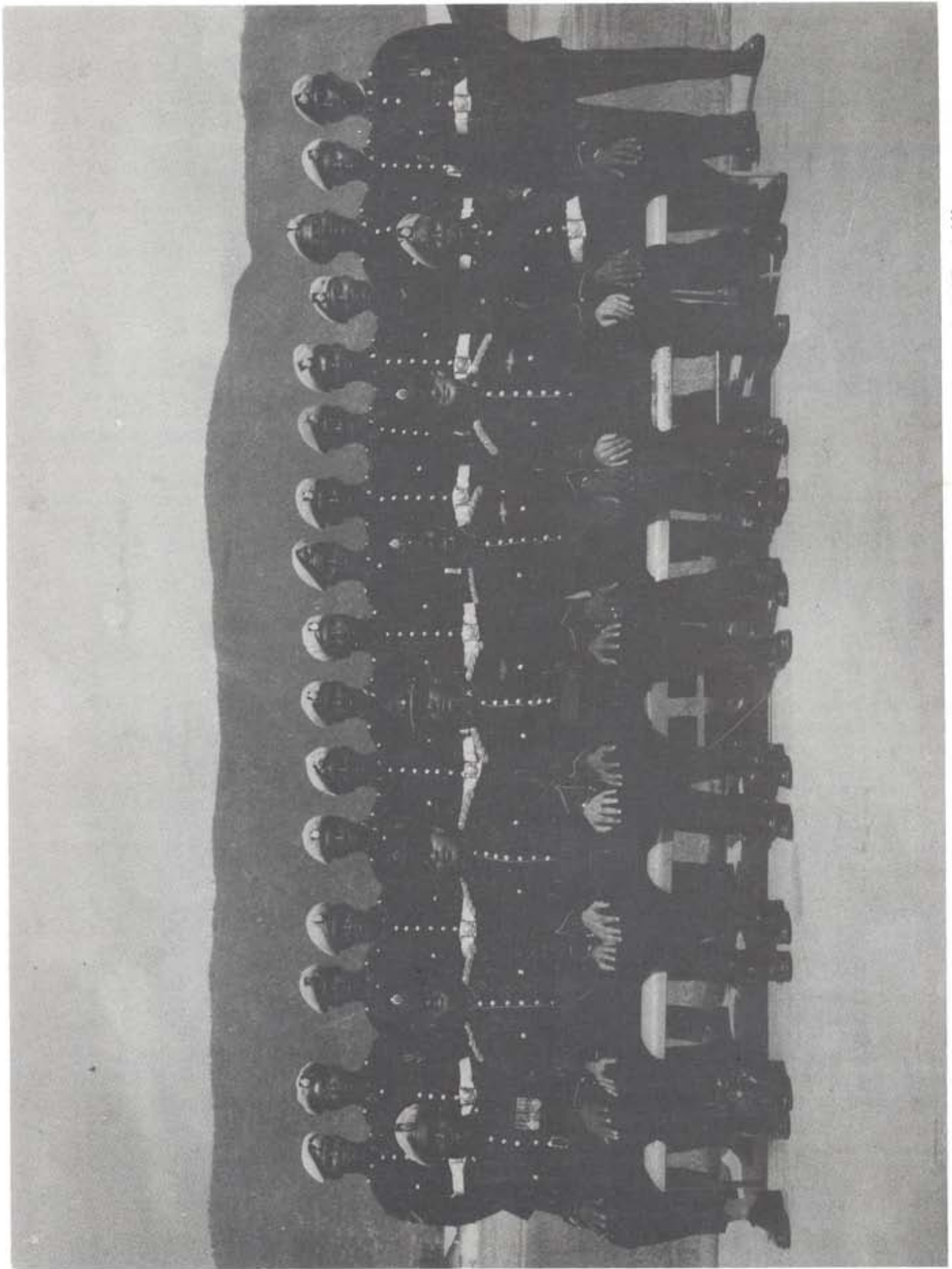
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CENTER ROW(L-R): Sgt Houslin C., Pte Powell R., Cpl Fitzgerald C., LCpl Davidson G., Pte Gunter, LCpl Brady R., LCpl Marchant J., Sgt Mullings S.  
FRONT ROW(L-R): WO1 Mullings D., Lt.C. Kirkcaldy., Capt. P. Whittingham, Major Stern, Lt. E. Whyte, Lt. D. Wright, Sgt Dean J.



## **PROGRAMME OF EVENTS**

### **TENTH ANNIVERSARY**

**SUNDAY, 1st JULY, 1973** – CHURCH SERVICE  
GARRISON CHAPEL  
0930 HOURS.  
SERMON; MAJ. (Rev.)  
E.V. KITSON-WALTERS  
M.A., C.F., J.P.

RE-UNION BRUNCH –  
JDF AW HANGARS  
Attended by Serving and  
ex-Serving Members and  
their families.

**TUESDAY 2nd JULY 1973.** – JDF AIR WING DAY  
OFFICIAL OPENING OF  
NEW HANGARS.  
BLESSING OF AIRCRAFT.  
FLYING DISPLAY BY  
MEMBERS OF JDF AW

AND AIR SQUADRON  
NATIONAL RESERVE

**THURSDAY, 5th JULY, 1973** – OPEN DAY  
Visit by Schools and  
General Public.

**FRIDAY, 6th JULY, 1973** – ALL RANKS DANCE  
Held at JDF AW HANGAR

The Organising Committee would like to take this opportunity to thank all the countless personnel, both Military and Civilian, who through their undying support, have made the Tenth Anniversary Celebrations a success.

\*\*\*\*\*

Because of unforeseen circumstances the JDFAW Flying Display and Hangar Opening will be held on Monday 2nd July 1973.

# Caring is what counts

“from  
shrub  
to  
grub”



## GRACE CARES

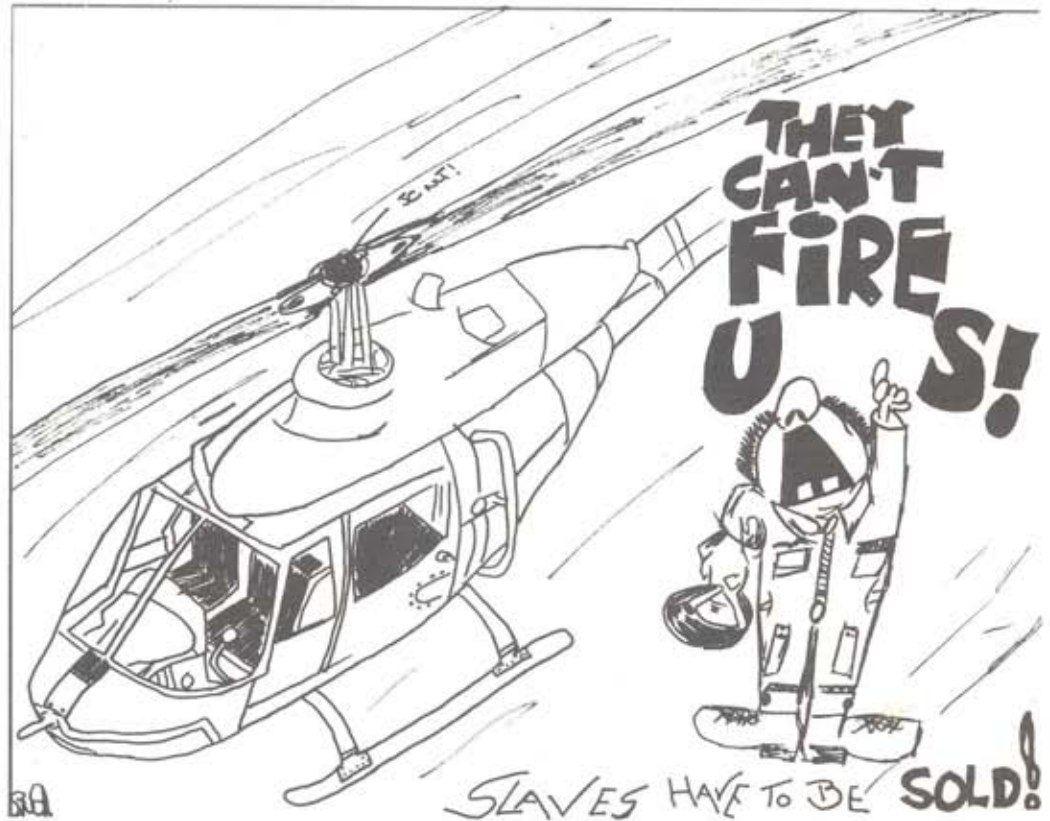
From the fine farms and fields of Jamaica come the prime products which go to make Grace Jamaican Foods so special on the tables of Jamaican families.

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WE CARE

# jokes



The Pilot of an army reconnaissance plane persuaded his friend to come up for a spin one Saturday afternoon. Showing off, the Pilot put the plane into a steep dive, only pulling out at the last moment, some 50 feet from the ground.

"Did you see them scatter?" He yelled to his companion.

"Half of them down there thought we were going to have an accident".

"Half of them up here thought so too". Gaspd his friend.

\*\*\*\*\*

The Pilot of an army helicopter arranged unofficially to take his girl-friend up for a short trip one afternoon.

He put the machine through its paces and pulled every trick in the book to impress his girl.

When they eventually landed, she said, "Well, thank you for both of those rides".

"What do you mean 'both'?", said the Pilot, "There was only one".

"I made it two", said the girl, "my first and my last!"

\*\*\*\*\*

Smith: "I was in the regular army for seven and a half years".

Jones: "Did you get a commission?"

Smith: "No, just a straight salary".

\*\*\*\*\*

An army parachutist was asked on a TV Quiz to show when he decided to become a Parachute Jumper.

"The day my plane caught fire", he said.

\*\*\*\*\*

Two Paratroopers were sitting in a plane heading for the

dropping zone.

"Are you nervous?" asked one.

"I'm nervous about flying".

"You shouldn't be", answered his friend, "Look at it this way - when your number's up, there's nothing you can do".

"Yes, but supposing the pilot's number comes up while we're in his plane?"

\*\*\*\*\*

The potential conscript stood before the Medical Officer. Without looking up, the M.O. said, "Strip to the waist and sit in the chair".

The man did so, and the M.O. looked up and said, "All right, you're in. Get dressed again".

"But you haven't even examined me", protested the man.

"I don't need to", came the reply. "You heard what I said so your ears are OK, you saw the chair, so your eyes are OK, you are physically capable of taking off your clothes and sitting down, and you had sufficient intelligence to understand and carry out my orders. Next, please"

\*\*\*\*\*

Did you hear about the travelling salesman who joined the army because he heard you got plenty of orders there?

\*\*\*\*\*

A typist once turned up to work wearing a brooch made from three officer's shoulder pips.

"I suppose that means you have a Captain for a boyfriend?" said her boss.

"No, she replied. "Three Second Lieutenants".

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**THE BELL 212 TWIN**

The Bell 212 Twin, is a 15-place medium weight helicopter powered with twin turbine engines by Pratt and Whitney, producing up to 1800 SHP derated to 1130 SHP. It is designed for general purpose operations up to 11,200 pounds gross weight and is also certified to take external loads of up to 5000 pounds. The Twin 212 our newest addition to the Rotary Wing Flight offers maximum versatility in the movement of large cabin. The Bell 212 is more adaptable in the Search and Rescue Role at sea; it has a maximum speed of 150 mph and a range of over 300 miles.



**THE BELL 206B JETRANGER**

The Bell 206B is a 5-place utility/light observation helicopter. It is powered by the Allison 250-C20 turbine engine, which produces up to 400 SHP. This helicopter carries more than its weight in useful load and has an external loading capability of 1200 lbs.

The Jet Ranger has a maximum speed of 150 mph with a fuel endurance of 3½ hours. It is also employed in the ambulance, photography and Search and Rescue roles.





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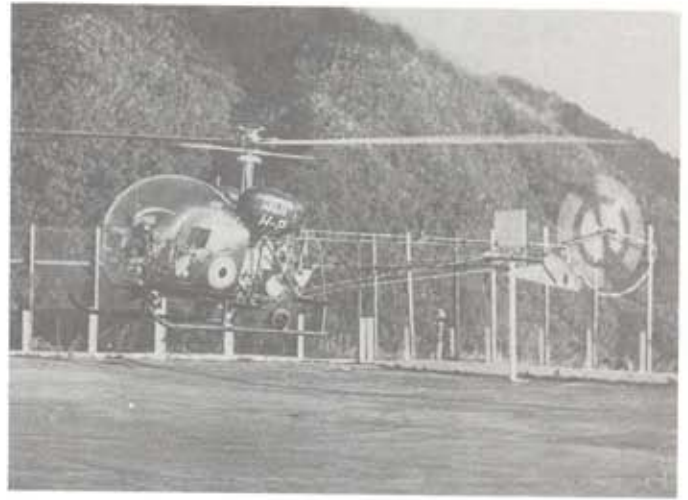
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### THE DE HAVILLAND TWIN OTTER

The DHC - 6 Twin Otter aircraft is an all metal, high wing monoplane. It is powered by two wing mounted single stage, free turbine engines, (PT6A-20 Pratt and Whitney) of 579 SHP each. The airplane carries a crew of three and up to seventeen troops, at speeds of up to 185 mph and has a range of 800 miles. Alternatively, the DHC-6 can be used for cargo transportation, ambulance duties, supply dropping, aerial survey or in the search and rescue (SAR) role. The airplane is well known for its STOL (Short Take Off and Landing) capabilities, which enables it to operate out of most airstrips in the island.

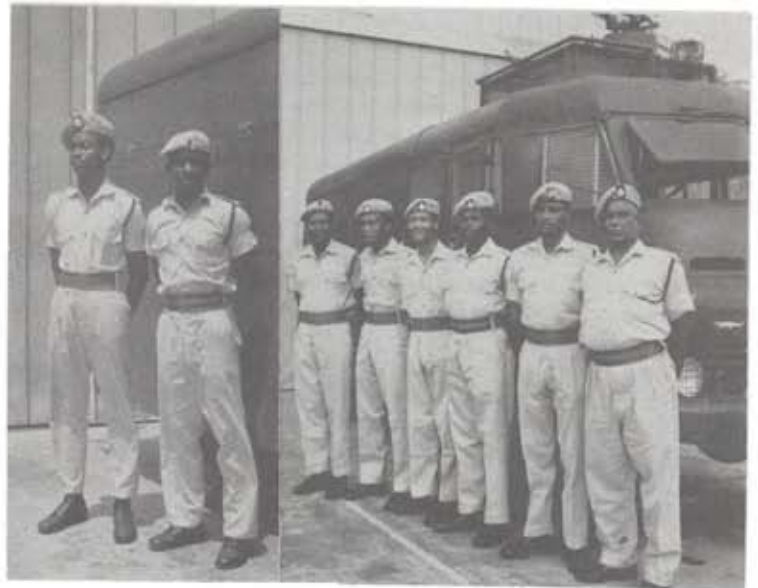


### THE BELL 47G 3B1

The Bell 47G is a light utility three place helicopter powered by a Lycoming TV0435 six cylinder engine which produces 270 HP. It can be effectively used in the aerial photography, survey, ambulance or the search and rescue role. This helicopter has a maximum speed of 105 mph and a range of over two hundred and fifty miles. Our two 47G's have served JDF AW very well for nearly ten years.



Pte Wilmot admiring newly acquired Sweeper ("Broom")



L-R: Pte Wright, Pte Gunter, L/Cpl Merchant, Pte Wilmot, L/Cpl Burrell, L/Cpl Campbell, Cpl Rose and Sgt Dean.



Pte Stanley B - Signaller ("Air Traffic Controller")

# SEARCH AND RESCUE

by 2/LT. D.o'B. Wright

It was lunchtime and, as is customary, Double Six was about to be wiped forever from the face of the table when the message came through. A German Freighter had run aground on the Reef, East of Port Morant. The passengers and crew must be evacuated. The Jamaica Defence Force Air Wing was to provide one Helicopter and one Fixed Wing Aircraft to carry out the exercise. The Helicopter to evacuate and the Fixed Wing to transfer.

Arming ourselves with life rafts, life vests and distress flares, we departed Camp in our trusted steed – Hotel 2 – for Duckenfield Airstrip from which the operation would be launched. The wind at Camp was Southerly at 13 knots, and at Norman Manley International Southerly at 17 knots. The drift experienced on the way over, estimated that the wind at Port Morant would be in the region of 26 – 30 knots from the South.

It struck me then that this operation would be one to remember!

Simultaneously, on the other side of the Island, LT. E. B. WHYTE was following the progress of some lost boys, and of soldiers who were detailed to search for them, after the former had failed to return from a trip to the Blue Mountain Peak. LT. E. B. WHYTE was also a member of the team at the German Freighter's rescue.

Let it be understood that mountain flying is dangerous at the best of times, but with a 20 knot wind . . . it could be disastrous!

The boys had been found, and were being led down the course of the Stony, River, towards the Pick up Point (P.U.P.) about one mile South of the Base Camp, Durham, alongside the river bed, at the junction with the Back Rio Grande River.

As the day grew older, the winds became stronger, the draughts became treacherous, and the dangers grew accordingly. In most cases, a downwind approach was the only course open. In this particular instance there were hundreds of feet of nothingness on either side of the landing point.

Few can understand one's feeling of utter insignificance when at such close quarters with raw nature in the form of a valley, 2500 ft. deep, coursing a river a mere 10 ft. wide. The tremendous power residing in these mountains is sufficient to frighten anyone half to death who may dare to molest their sovereignty.

I arrived at Duckenfield to find the Twin Otter already there and waiting. With the Pilot, MAJOR A. C. STERN, at the controls, JDF H2 departed for Port Morant to rendezvous with Lt. Commander Scott, the Commander of HMJS DISCOVERY-BAY which was moored there, its usefulness having been diminished by heavy seas combined with the proximity of the jagged reefs upon which the German vessel was stranded.

After a short brief, JDF H2, with two souls on board, took off for the stricken vessel, across shark-infested waters to a point two miles off Snook Point. We accomplished the first landing amidst 20 ft. high seas, between two cranes, on top of containers decked on the ship which was now sliding across the top of the Reef.

The landing complete, the dangers were yet to be assessed. The Helicopter, weighing at the time 2,000 lbs was sitting on a

pair of containers constructed from aluminum sheeting. It had to be moved, or it would fall through! The turbulence coming around the superstructure was a force to be reckoned with, and the space within which the Helicopter was positioned allowed for a maximum sideways movement of five feet only.

The first trip saw a mother and her child safe, with MAJOR STERN remaining on board to marshal on the Helicopter for further landings. Trip after trip was thus accomplished . . . the passengers showing relief and gratitude through tears and words of thanks in their own language.

Towards the end of the Operation, JDF A4 piloted by CAPTAIN P. F. WHITTINGHAM arrived and was circling the ship with members of the news media who wanted to go aboard to interview the Captain.

Yet another trip . . . a memorable landing . . . to be cherished in the years to come.

It happened that whilst returning to the ship to pick up the reporters the wind shifted . . . and was mentally noted . . . The approach was looking good. The waves crashing against the side of the ship were maliciously frightening. With about 30 feet to go, the turbulence brought about the wind shift, hit the aircraft and she began descending into the sea of 20 ft. waves . . . no chance of survival with these reefs. FULL POWER! She must have hovered motionless above the waves for 30 or more seconds . . . a lifetime . . . then started rising slowly. By the time she was level with the containers and still at full power, she began inching forward and we accomplished a slide-on landing, like you would never believe! With my passengers on board, we departed for the airstrip where JDF A4 was waiting.

The trip back to Camp was relatively uneventful, though once or twice off Cow Bay Point, we found we were descending groundwards with no control due to turbulence off the mountains.

On arrival there, after the usual debrief, MAJOR STERN instructed me to go to Ken Jones Airport to relieve LT. WHYTE as he had been flying for the past seven hours and would not be able to continue at that rate!

And now for the boys and the Blue Mountains . . . A message was received from a parent saying that four boys had left on this trip and were now some days overdue – would the Air Wing search the area for them? A Helicopter was dispatched but was unable to clear the Pass by Mossman's Peak due to downdraughts. The search was detained until later that day when it was expected that the wind would die down. It was decided to use Fixed Wing Aircraft as they were less susceptible to these draughts. JDF A4 piloted by CAPTAIN P. F. WHITTINGHAM spotted a shirt strung up in a tree on the Northern slope of the main ridge.

A report was made of this observation and the Helicopters later landed a number of soldiers on the Blue Mountain Peak to continue the search Northwards. The boys were eventually found and their position radioed to the Company HQ at Durham. Two civilian guides volunteered to go and escort them to the P.U.P. where the Helicopter would evacuate them to Ken Jones Airstrip, and from there by Twin Otter to Up Park Camp. LT. WHYTE had been monitoring their progress up to the point where they had made camp for the night on the bank of the river with the guides. After giving me a bird's eye view of the situation, we returned to Camp at nightfall.

At first light in the morning, I departed Camp in JDF H1 with Capt. D. Beek as observer. The morning was cool and calm and we arrived at Durham in time to have breakfast with

Continued on Page 49

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**AVIONIC  
TECHNICIANS**  
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THE MIDST



by Sgt. Neville Hutchinson

The light aircraft has begun to play an increasingly important role in the machinery of the Jamaica Defence Force both in everyday Military activities and in the help extended by the Force to other Government bodies and civilian organisations. For the potential of the aircraft to be fully utilized, the navigation precision and communications must be of the highest order.

Navigation and communication equipment must be compatible to those used by civilian aircraft, so that both types can occupy the same airspace safely. In short for the military aircraft to be permitted to fly, it must conform to the regula-

tions governing civilian aircraft.

In order that the aircraft may carry out its tactical role, it has to be fitted with additional communication equipment that link it with the operational radio network of the Army.

The responsibility of maintaining these equipment to the required specifications lies with the Avionic Technicians. This is no mean task as the Technician has to constantly be aware that upon his work depends not only the success of the operation, but the safety of crew and passengers who travel in the aircraft which he at times may be a member. Therefore, one leaves nothing to chance; every detail of the work done has to be checked; there are no shortcuts. Because of this, Technicians sometimes fall out of grace with pilots, who being keen, want this aircraft off the ground immediately. The Technician despite this cannot afford to give up good workmanship for the sake of time gained; in attempting to gain time, he may be directly responsible for the loss of life and property. One has to be strong and accept the loneliness of this responsibility with the inner knowledge that the pilot sometimes think you are being difficult. But when you do release his aircraft, you must do so with the inner knowledge that all within your power has been done to ensure that he will set down safely.

*"Having a dissatisfied Pilot is far  
much better than having a DEAD one."*

So when I stand and watch an Army aircraft depart, I do so with the pride and assurance through the combined efforts of the A & E Technicians, the Fire and Ground Crews and myself, the pilot is safely airborne and will return at the end of his mission, eager and ready to serve the Force and the country once again.

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## PAST OFFICERS COMMANDING JDFAW



**CAPT. V. L. BEEK**

Capt. Victor BEEK is a former RAF Wireless Operator, and served from 1939-45. He has the honour of being the first Officer Commanding JDF AW 1963-65. Victor has a very strong military family background. His father served with the British West Indian Regt. and his son is presently a pilot in JDF AW. This makes the BEEKS one of the few Jamaican families to serve the "Colours" constantly for three generations.

Capt. BEEK received his initial helicopter training in Miami and is qualified to fly both fixed and rotary wing.



Major Leslie WHITTINGHAM-JONES was seconded to Jamaica from the British Army Air Corps in 1963 and appointed Officer Commanding. He brought with

him a great deal of Military and Aviation experience including service in Britain, Europe, the Far East and North Africa. He originally joined the Army during World War II and served in the Royal Welch Fusiliers and the special Air Service Regiment before becoming a pilot in the Army Corp. He was a qualified fixed wing pilot and Helicopter instructor.

On his arrival in Jamaica he was set the task of organising the Air Wing as a full functioning military unit and also training the new pilots and ground crew in all military aviation skills. His job was tackled with all his energy, enthusiasm and experience and by January 1964 the first two Jamaican trained military pilots received their "Wings" from Sir Alexander Bustamante.

Under his extremely keen and sometimes strict leadership the Air Wing developed by leaps and bounds and soon earned itself a reputation of usefulness, dependability and safety.

In April 1965 he handed over Command to Bob Neish but continue to serve as Air Staff Officer and Adviser until 1966 when he returned to the British Army.

Now, 10 years later though the Air Wing has developed considerably it still retains the traditions of safe airmanship, responsible piloting and complete knowledge of aviation skills drilled in the pilots by Leslie in those early days.



**MAJOR R. NEISH, A.F.C.**

Major Robert NEISH was educated at

Munro and Jamaica Colleges and joined the Jamaica Local Forces in 1958 as a Second Lieutenant. He served in the West India Regiment and 1st Bn. Jamaica Regiment before starting to fly.

His flying training began in October 1963 with JDF AW and he was the first Jamaican trained on helicopters in Jamaica earning his wings in January 1964. Appointed the third Officer Commanding in April 1965 and served in that capacity until September 1969 except for breaks to attend courses. He was awarded the Air Force Cross in 1968 for assisting in the rescue of a soldier from Blue Mountain Peak.

In 1969 he was posted back to the 1st Bn Jamaican Regiment as a Company Commander and since December 1971 has been Training Major of the 3rd Bn Jamaica Regiment (National Reserve) but still flies if-and when he gets the chance.

He has attended courses at the RMA Sandhurst, School of Infantry and the Army Staff College in the UK and also the Helicopter Instructors Course at the Canadian Joint Air Training Centre.



**MAJOR V. G. A. BROWN**

Major George Brown, a graduate of Titchfield High School, joined JDF AW in 1963, having served in the RAF from 1949 to 1957. George attended CFB Portage-la-Prairie in 1966 where he successfully completed a Twin conversion and Instrument Rating Course.

In 1968 he attended the Instrument Check Pilot Course, having acted on many occasions as Officer Commanding the Unit. Maj. Brown became the fourth O. C. of JDF AW in August 1969, and retained that appointment until his departure for the civilian world in December 1970.



## PAST PILOTS



**CAPT. A. BOGLE**

Capt. Andrew Bogle, graduated from Wolmer's Boys' School in 1955. He joined the JDF in 1963, having successfully completed courses in Electronic Engineering and Photography in Canada. "THE BOGUES" as he is popularly known, received his Officer training at Mons O.C.S. and on his return, was taught to fly the helicopter by Major Neish. He attended the Instrument Rating and Rotary Wing Courses in Canada. Capt. Bogle was mentioned in Dispatches in 1969 for the part he played in a difficult but successful helicopter rescue mission in the Blue Mountains. Andrew left JDF AW in 1970 as Captain on the Bell 47G, Cessna 185B and the Twin Otter. He is still in the flying world, both privately and as a member of the Air Squadron National Reserve.



**CAPT. A. R. F. ROBINSON**

Capt. Anthony ROBINSON was commissioned in July 1965 after successfully completing his Officer training at the Royal Military Academy Sandhurst, and the School of Infantry Warminster. During his initial posting to 1 JR "Tony" served as a Platoon Commander and the Intelligence Officer. He was posted to JDF AW in January 1968 and attended Primary and Advanced fixed wing training course at CFB Borden and CFB Rivers, Canada. In 1968 he also attended the Instrument Rating and Instructors Courses. Two years later Capt. Robinson who is captain on the Cessna 185B and First Officer on the Twin Otter, is presently serving in 1 JR as Officer Commanding 'B' Company.



**CAPT. J. P. BANKS**

Capt. Jon Banks joined the Air Wing in 1967 after 10 years with BWIA and Air Jamaica, working in Reservations and the Flight Operations Department. "JB" a graduate of Knox College, received his Officer training at Mons O.C.S. in 1968. He is qualified as Captain on the Cessna 185 and Twin Otter aircrafts.

He attended the Flight Safety Officer's Course in 1971 and was Second-in-Command of JDF AW until his departure for greener pastures in December 1972.

From three pips to three bars, "JB" is presently First Officer on the Air Jamaica DC-9's.



**CAPT. DENNIS WALCOTT**

Capt. Dennis Walcott joined the JDF in 1964 having successfully completed his basic officer training in England. Dennis left JDFAW in 1970 but still flies for us occasionally and is a member of the Air Squadron National Reserve. Qualified pilot of the Cessna 185B and Bell 47G.



**CAPT. BOBBY DIXON (Deceased)**

Capt. Bobby Dixon was an ex-RAF flight officer who joined JDF in 1963. In his lifetime, Captain Dixon contributed a great deal to aviation in Jamaica and specially for the Air Wing. He had a fatal aircraft accident in February 1967 while instructing a student pilot. He has left but his dedication and professionalism serves as a reminder for all of us.

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## ROYAL AIR FORCES ASSOCIATION

by A. L. Johnson

The President of the Association is Marshall of the Royal Air Force Sir Thomas G. Pike, GCB, CBE, DFC, and former Presidents include the late Marshall of the Royal Air Force H.R.H. the Duke of Edinburgh, The Lord Tedder and Marshall of Royal Air Force Viscount Trenchard. The Association's Central HQ is located in London where its affairs are governed and administered under the Chairmanship of Air Marshall Sir Harold Lydford K.B.E., C.B.A.F.C.

The Aims and Objects of the Association are:—

- (a) To promote the welfare by charitable means of those who are serving or have served in Our Air Forces, their wives and dependants and the widows and dependants of those who died either while serving in Our Air Forces or thereafter.
- (b) To preserve the memory and honour the example, by charitable means of comrades or members of the Association who have died in our Service.
- (c) To advise members of the Association, persons eligible for membership and their wives, widows and dependants regarding service and other pensions, disability awards to civilian employment and to assist by charitable means such members and persons when sick or in need of such assistance.
- (d) To co-operate or amalgamate with or to support any other charitable organisation having exclusively charitable objects similar to the objects of the Association.
- (e) To solicit and receive subscriptions and gifts of all kinds absolute or conditional for the objects of the Association and subject to the direction of the Council, to obtain money for such objects by any charitable means (including organised collections from members of the public on any day or days specially fixed for that purpose) and for such purpose to advertise the objects and activities of the Association by any legal method that may commend itself to the Association and, in particular, by the publication, distribution, either by sale or without charge or both, of an Association journal.

We are an Association of ex-servicemen dedicated to giving assistance to our less fortunate comrades and their dependants, and we have in fact made our appearance on the social scene by giving charitable support to other institutions.

In reminiscing on the past 27 years I am sure many active foundation members of the Jamaica Branch will recall the keenness, hard work and dynamic leadership of the early 'few' who did so much to get the Branch going in August, 1946. Although reminiscing is more often most gratifying, when recording history, one always has to be careful not to be accused of being invidious, however, I am constrained to mention these 'few':

Dudley Thompson Q.C. first president (still actively as our Senior Vice-President).

and the late R. A. "Rasta" Phillips first Chairman who was succeeded by the late Alvin Wint. \*

The first Secretarial post was held by enthusiastic Gerry Ford, a champion of social work, and first Youth Club Leader of RAF's Youth Club.

Of course we must not forget the hospitality of the YMCA and Doorly Hall, our first HQ, which was located then at Hanover Street. This admirable association provided the Jamaica Branch with a convenient venue and the opportunity of contracting ex RAF personnel, many of whom became the nucleus of the foundation members that eventually built up a satisfactory register of overseas membership. We must also place on record our grateful thanks to Jamaica Legion the 'omnium gatherum' of all ex-servicemen who served in both World Wars for sharing with us their past HQ, Up-Park-Camp in Vineyard Town. The accommodation was limited but the open monthly meetings and functions were most delightful. I am sure that it was at this period in our life and with maximum co-operation and unity of purpose that the Branch established itself effectively and began to make the desired impact on Jamaica.

As RAFA records its accomplishments, it is proud of its members who have made a name for themselves in our community as professional men with a very high degree of efficiency and integrity in the fields of medicine, commerce, law, engineering, religion and politics, which are so vitally important to the socio-economic growth of our independent country. Indeed, all these achievements have a significant contribution in making the Jamaica Branch a most vibrant organisation, not only at home but throughout the Commonwealth.

With such tangible evidence as the winning of the coveted Hong Kong Trophy for the third consecutive year and for the first time, the Shakespeare Trophy as the most outstanding overseas Branch in efficiency, it is fair for us to assume that the encomiums bestowed on the Branch by overseas members, including the governing body of Central Headquarters and serving R.A.F. personnel, are unquestionable testimony of the tremendous impact we have made on the international scene.

Our Association holds monthly Executive Committee and General Meetings which are conducted democratically at the highest level. We are a non-political organisation, but defend and guard jealously the accepted freedoms of our society. Discussions at all meetings are most stimulating and there is always an awareness that by meeting together and acting constructively we obtain noteworthy results. Any serious difference of opinion between members is more often than not amicably settled in the more relaxed atmosphere at our inimitable 'river' (bar).

## TECHNICIANS OF JDFAW



**WO I MULLINGS (BEM)**

WO I Mullings joined the JDF in October 1952 having completed his recruit training at Newcastle Depot. He attended the then REME Workshop and in 1966 qualified as a Vehicle Mechanic, and was transferred to the Motor Transport Unit, having attained the rank of Corporal.

In 1962, WO I Mullings was posted to the Air Wing where he was promoted to the rank of Sargeant. He attended the Airframes and Engine Technician Course at CFB Borden in 1966. In the same year, he was awarded the British Empire Medal for Meritorious Service.

Presently, WO I Mullings is Chief Technician and is qualified to service all aircrafts in the Air Wing.



**S/SGT. CLINTON HOUSLIN**

Sgt. Houslin enlisted in the West Indian

Regiment served for three years during which time he also saw service with the well-remembered Drum Corps on the occasion of Queen Elizabeth's visit to Jamaica. He re-enlisted in 1959 with continued service to the present time. He was posted to the Air Wing in 1965 and attended a basic Airframes and Engine Technician Course in Canada the same year.

Sgt. Houslin has also attended and successfully qualified himself to service all our aircrafts.



**SGT. SILBERT MULLINGS**

Sgt. Mullings joined 1 JR in February 1961 having completed his initial recruit training at Newcastle. Later the same year, he was transferred to the Motor Transport Unit where he was employed for four years as a driver.

In November 1965 he was posted to the Air Wing as a member of the Fire Crew and eventually worked his way up as a Technician having attended an Airframes and Engine Technician Course in Canada 1966 and a four months Up Grading Course in England April 1970.

Sgt. Mullings, who finds his job quite interesting, is qualified to service both helicopters and Fixed Wing aircraft.

**SGT. JOHN DEAN**

Sgt. Dean joined the then Jamaica Battalion in 1952 and served in the Royal Army Service Corp for twelve colourful



years. Sgt. Dean was posted to JDF Air Wing in 1962 and has been serving very well being a 'Jack of all trades and master of many'.

He is presently the Fire and Admin Sgt.



**CPL. HUGH BERNARD**

Cpl. Bernard joined the JDF in February 1963 and after his initial Depot training was posted to "D" Company 1 JR.

In August 1965 he was transferred to JDF Coast Guard where he worked as an ordinary seaman aboard the H.M.J.S. "Yoruba". Early 1968 he was appointed Radio Operator aboard the H.M.J.S. "Holland Bay".

Cpl. Bernard attended the Airframes and Engine Course at the Army School of Aviation, Middle Wallop, England in 1970 and successfully completed the year of training. On his return he was posted to the Air Wing and is qualified to service the Bell 47G, Cessnas and Bell 212's.



**CPL. CHESTER FITZGERALD**

Cpl. Fitzgerald enlisted in May 1966 and was posted to "D" Company in August the same year. There Cpl. Fitzgerald was Company Runner; then finally made the Company's Clerk, having successfully completed a Clerk's Course at Durham College.

In June 1969 he was posted to JDF AW and successfully completed his basic A&E Course at Middle Wallop. He also attended the Allison Engine Course in U.S.A. and also the Bell Helicopter Training School, Texas.

Qualified to service the Bell 47G, 206, and 212 and Cessna 185B.



**CPL. LASCELLES TURNER**

Cpl. Turner came to the JDF in May 1962 after serving 1 JR for three years. He was posted to the Force Provost Unit during which time he attended the Royal Military Police Training Centre, England.

In 1969, he attended Middle Wallop and successfully completed the basic A&E Course thereafter being posted to the JDF AW.

September 1972 saw Cpl. Turner attending the Twin Otter Course in Canada; qualifying to service this aircraft.



**SGT. NEVILLE HUTCHINSON**

Sgt. Hutchinson enlisted in May 1967 having graduated from Wolmer's Boys' School the previous year. On completion of his basic training, he was posted to the JDF Stores Depot for a short while, after which he was posted to the JDF Workshop in the Electrical and Mechanical Engineer (EME) Pool. Attended an eighteen months Telecommunication Course in UK in December 1968.

Returned to England again in March 1971 and successfully completed the Course in Avionics. Sgt. Hutchinson is thus highly qualified to service all the radios and teletronics equipment in JDF AW aircrafts.



**CPL. IVANHOE STEWART**

Cpl. Stewart enlisted in December 1966. He was posted to "D" Company 1 JR where he was employed as an assistant Clerk. He attended a Clerk's Course at Durham College and upon successful completion, was transferred to the Battalion HQ.

He was posted to JDF AW in June 1969 and attended the A&E Course at Middle



**L/CPL GARNER DAVIDSON**

L/Cpl Davidson enlisted in April 1969. Having completed his recruit training he was posted to the First Battalion in September 1969.

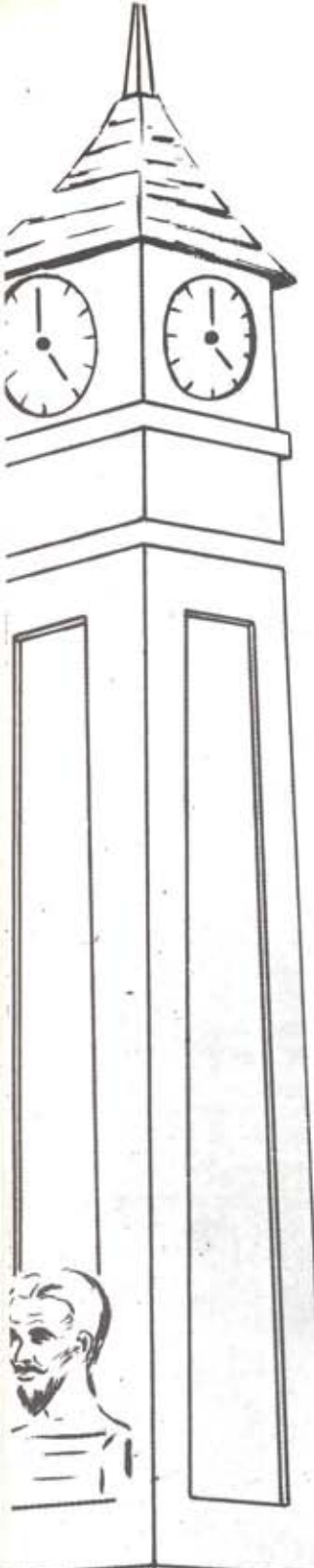
He attended the Airframe and Engine Course at Middle Wallop in April 1970. On successful completion, he was posted to JDF AW in April 1971 and is qualified to service the Bell 47G and Cessna 185B.



**L/CPL. RUPERT BRADY**

L/Cpl. Brady enlisted in October 1968. He was selected to attend the Basic Airframes and Engines Course at Middle Wallop in September 1969. Having successfully completed the course he was posted to JDF AW in October 1970.

Presently he is qualified to service the Bell 47G and Cessna 185B.



# Landmarks of Progress and service

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# THE AIR SQUADRON FROM 1963 TO 1973.

Some Notes on the First Ten Years

By: Maj. John Harrison

Written history tends to fall into two categories: dull — if accurate — listings of dates and events, or more interestingly, a collection of anecdotes and personal recollections which make up in entertainment what they may lack in veracity. It is almost impossible to write anything about the Air Squadron's first ten years without lapsing into anecdote and reminiscence. So let us first offer lip service to truth and sketch — most briefly — the official events of the decade.

The Air Squadron was conceived as serving a support function. In the same manner as the homely article that serves the athlete, this can best be summed up as the upholding of vital functions but unobtrusively. In military terms this translates to be, largely, transport and communications. In 1963, the Air Wing consisted of one pilot and four new Cessna 185B's. The Air Squadron, on the other hand, could offer pilots, many of them durable retreats from the R.A.F. and Fleet Air Arm. All of them were active in the highly individual world of Jamaican aviation. It fell to the lot of the Squadron's first Commanding Officer, Major Basil Thornton, to weld together this force of undoubted talent but rusty discipline. The success of this task is a tribute to his unique combination of unyielding courtesy and inflexible resolve. As the Air Wing groomed its own force of pilots, the squadron ceased using the Cessna 185B's and began to impress civilian aircraft. Three squadron officers were qualified in the Hughes 269 helicopters and thus extended the capabilities of the entire Squadron. This programme was brought to an end in 1971 by insurance technicalities, although hopes remain for its re-commencement in the future.

The early years of the Squadron saw the acceptance of Up Park Camp as a viable airfield. Good management and skill confounded the pessimistic prediction that an end to the whole programme lay inevitably in the Brigadier's office at the Northern approach or (perhaps more appropriately) in St. Joseph's Hospital at the Southern. Neither disaster was realised, and within one year of founding, many of the pilots were qualified for night approaches and landings into U.P.C.

In 1969 Basil Thornton handed over Command to Major Garth Drew. By this time the Squadron presented a disciplined, functioning unit. The transition between civilian desk and military mission became smooth, and numberless flights were made to support the Squadron mission. In 1972 John Harrison took command over a force that now numbers 12 pilots and is able to call upon ten civilian aircraft.

Sadly, four of the Squadron are no longer with us. Jack Oliphant, Cleve Tomlinson, Bobby Dixon and Dave Gaynor died during the period. None were on Squadron duty at the time, but their passing severs links in Jamaica's aviation history.

Today, the Squadron's activities might seem routine and almost dull. Such is the effect of meeting assigned missions

although recent history is always there to remind us of the random factor . . . It is salutary to recall that even the most mundane of tasks in aviation give opportunity for the unexpected. Memory summons the first years of Squadron existence when our role was expanded to training and we began assisting the newly-formed glider club by offering tow services from Up Park Camp to Vernam Field. After a short time the weary hour's tow proved an incentive to permanently house the glider in Clarendon. Since the 185B is notoriously short of battery and reluctant of restart, this meant an all day run for the engines. Towing itself is best described as a two-handed operation from the 185B viewpoint. This usually became apparent right after take-off when the wretched glider would drift higher than the towplane, thus forcing its nose down, thus demanding full back pressure. Followed by a long trek to 2000 feet. Land. Re-hook. Take off. Fight. Trek. Etc. So perhaps Lieutenants Braham and Webb may be forgiven for alighting from their ticking-over 185B for a stretch, scratch, and smoke. Perhaps they cannot be blamed for the 185B's notorious tendency to throttle-creep. On this memorable day, the creep became leap, and the aircraft departed smartly down the runway sans occupants. This provided welcome spectator sport as the two grossly overweight officers pursued their speeding airplane in what was, clearly, an unequal contest. The 185B had just lifted its tail when a random gust spun it sufficiently for one (history does not relate which one) of the pilots to recapture the throttle.

Naturally, pilot-airplane races at Vernam Field were only a more dramatic side of Squadron life. Even the more mundane work of air-sea search was enlivened for the participant-pilot during the early days when only single engine was available for the purpose. The introduction of the Apache and later, the twin-Comanche, has removed the sweaty-film that blurs some of the earlier activity. Now, after ten hard years, most of the pilots remain and a good many of the airplanes. It is tempting to hazard prophecy for the next decade, but perhaps this task is best left to hindsight and 1983.



Back Row (L-R): Lt. D. Gaynor (deceased), Lt. E. Cowan, Lt. V. Vaz, Capt. L. Braham, Lt. P. Stockhausen, Lt. D. Grant, Capt. D. Walcott, Lt. D. Bicknell, Lt. A. Thwaites.  
Front Row (L-R): Capt. A. Bogle, Major G. Drew, Chief of Staff JDF, Major J. Harrison, Capt. P. French.

# TECHNICAL TRAINING IN U.K.

By Sgt. Chester Fitzgerald

In order for a Flight to operate efficiently, the personnel working on and around aircraft must be able to execute their duties confidently, efficiently and to the best of their ability.

For the above to be true, one must have a thorough knowledge of the equipment one is to work with.

One such place which is dedicated to the education of Military personnel to become competent Aircraft Technicians and Pilots, is the School of Army Aviation, Middle Wallop, England.

The Technician's basic course lasts for one year. During this period, academic subjects such as Mathematics, Physics, Engineering Science, Engineering Drawing and Electrics are taught. All these subjects are done initially, thereafter an extensive period of Basic Airframes and Engines, and Workshop practice is done both in classroom and in practice. Following this is a limited amount of aircraft Electrical work, and a fortnight of Regimental Duties. Having successfully completed these first eight months of training, the student is then a very proud Aircraft Technician Class III.

The second part of the Course is aimed at turning out a Grade II Technician. During this period, theory of Flight of all training aircraft at Middle Wallop is done. Initial work is concentrated on the Rotary Wing Flight which includes the Sioux and Scout helicopters, and covers the Airframe Engine, Instruments and Electrical Systems of both. The same applies to the Beaver which is the Fixed Wing trainer. The work on the latter, I found very interesting because of its Radial engine which I had heard so much about.

From here, the Course steadily progresses to more practical work consisting of Airframe patching, riveting, making panels

and spray painting. This climaxes into the making and spraying of the Class II Trade Test job.

Also included in the Course, is a 48 hour Field Exercise during which night flying operations and map reading are covered, ending with another three weeks of Regimental Duties.

The technician is now ready to leap another hurdle -- the Grade II Trade Test, which is the final one at Middle Wallop. Thereafter, the successful student is posted to his Unit or Flight and he is now qualified and capable of servicing, repairing and doing pre-flight inspections of aircraft. This, however, is done under the supervision of a senior Technician who assesses the competence of the young and enthusiastic Grade II Technician who will eventually prove himself capable of working on his own.

I had the honour of attending the Course described and found it very intensive and rewarding. It is with great pride that I am able to see the aircraft I've serviced go out on a sortie and return having successfully carried out its mission.

## ODE TO GROUNDCREW

Here's to the men with the greasy hands  
Who fuel our planes when we come in and land,  
Who fix the canopies, stop the leaks,  
Change the tires, oil the squeaks;  
Tend to the rigging to make them fly straight,  
Wait by the planes when the pilots are late;  
Who smooth the scratches, rivet the panels,  
Check "Loud and Clear" on the radio channels;  
Who read all the write-ups and make the repairs,  
Check lines and wires for chafing and tears;  
Who pull the chocks and walk our wings,  
And do a million and one little things,  
That make the airplanes safe to fly.  
So here's a salute to the hard-working guys,  
From a group of fliers who too seldom ponder  
The men who keep us up in the wild blue yonder.

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# I REMEMBER

By Victor L. Beek

Prior to Independence 1962 the Royal Air Force made many navigation trips to the West Indies with Jamaica being their chief staging point. Contact with many of the 4,000 Jamaican ex-RAF was among the highlights of their visits. The serving members were most impressed with the natural beauty of our island, its casual way of life, and more so the prosperity of some of our apparently affluent members. Naturally the story that reached England from returning RAF crew clearly indicated that Jamaica was an Utopia.

Wing Commander Brian Pentalaith led the 139 (Ja.) Sqdn. to Jamaica for the Independence Flypass. I flew the flypass with them and on landing at the Palisadoes I invited the crew to the Jamaica Flying Club for drinks. As we passed the Private Light-Aircraft parking area the prosperity of Jamaica again became the subject of discussion. Naturally, I brushed it aside and continued on our way. On reaching the car park of the Flying Club there was among the many new shining American cars an old Rolls Royce belonging to the Club's Vice President Willie Prestnel.

The bright spark in the group said "Ah, I suppose you'll tell us Victor, that those flashy American cars belong to some junior members and the Rolls Royce belongs to the Barman." Before I could reply we were in the Club house and all heading to the Bar area. It so happened that in those days each committee member took turns at serving behind the bar, and Willie Prestnell our Vice president was doing his bit. You can imagine the look on the RAF members faces when during the course of conversation I casually ordered their drinks from Willie and mentioned that one or two fellows in the crowd wanted to know what was the year and model of his Rolls Royce that was parked outside.

# A DREAM COME TRUE

By "The Sapper"

It all began while a young Cadet at Excelsior High School. Then I was a comic book pilot of the Second World War flying any and everything that happened to fancy my dreams. The medals I had won during those dog fights and missions are yet to come off the press.

I was afforded the opportunity of attending Ground School at St. George's College operated by Mr. and Mrs. Carl Barnett — the deans of Aviation in Jamaica. Flying in those days was not the profession it is today. It was an expensive hobby for those few who could afford it, and an occupation for those like the Barnetts who approached it with a professional attitude. The after effect of the war left hundreds of enthusiasts wanting to be pilots, and a very few who could afford the cost.

It was in 1953 that I had my first ride, with Mrs. Barnett at the controls, the J3 Piper Cub floated off the runway and into the wild blue yonder. The feeling was tremendous, the freedom unexplainable — my mind was made up — I was going to be a pilot, come hell or high water.

I joined the Army in 1957. It was hopeless to attempt it then — there was neither the time nor the money. When Jamaica gained her Independence in 1962, and the Jamaica Defence Force Air Wing was formed, it was a period of rejoicing for me — flying was a lot closer home. The situation, however, remained the same until 1965 when my job allowed me some time to spend in the Jamaica Defence Force Air Wing Hangars, adding fuel to the smouldering fire. The idea then struck me: "I am in the Army, why not fly for the Army."

However, a Private Pilot's Licence was then a pre-requisite to join the Air Wing. Today after years of patience, and the product of a twenty year dream, things have changed and I will be able to serve my country in the world of flying.

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Continued from Page 34.

CAPTAIN D. ORMSBY whose soldiers were involved in the search.

After a briefing, we left and headed for the point where the camp was made. There was no one in sight, so we assumed they had broken camp and were heading down the river towards the P.U.P. A search of the river course revealed nothing. **Thank God!** The morning up to then was calm, because in order to search the river course we had to clip the trees, due to the thickness of the undergrowth. We were unable to raise the party by radio and we thought it peculiar that they should have gone by way of the mountainside as opposed to the natural river course which would lead them straight to the P.U.P.

After hours of searching every inch of that valley in highly dangerous conditions, with no positive results, we decided to make one more trip in the valley. With CAPTAIN ORMSBY on board, we started at approximately 4.00 p.m. Ten hours after leaving Camp and five flying hours later, we found them at the P.U.P.

All in all, it took some two hours plus to complete the

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evacuation. Then while taking one of the guides to the hospital to see about an injury he had received, the story was told. One of the boys had persuaded a guide to leave the others and push off by themselves because "He had some pressing business". They got lost after taking a short cut. The others in the meanwhile had followed them, on the advice of the NCO i/c search party, lest they became lost, and started the whole ball rolling again. They were eventually found after hours of wasted time . . . and made it to P.U.P.

Lessons to be learnt from this:—

- (a) When going on a trip into areas which are unfamiliar, leave a route card with someone — the nearest Police Station — inform somebody.
- (b) Take extra food and water. **YOU CAN GET LOST!**
- (c) Take a transistor radio with batteries.
- (d) Take extra clothing.
- (e) Take a set of distress flares.
- (f) Wear bright coloured clothing-orange.
- (g) Stick together — **always**, and under **all** conditions.
- (h) Never give up hope of being found — the subconscious is a very powerful double-edged weapon.
- (i) Above all — **KEEP YOUR HEAD!!**

# FIRE SAFETY

by Cpl. W. Rose

Fire, briefly, is a region of chemical change between gases of different temperatures resulting in the production of light, heat and a possible explosion.

In order to exist, fire needs Oxygen and materials producing heat, which form the triangle of combustion. Fires are classified in three main groups:

- (1) A – Paper, Cardboard and Wood
- (2) B – Flammable liquids
- (3) C – Electrical fires which are coloured Green, Red or Blue.

In our modern age, with high rise buildings in industrial, commercial and private sectors, almost no building can be termed as being completely fire protected. Consequently, considerable time should be taken when installing fire equipment in order to satisfy the requirements of location, hazards, and occupancy.

It is surprising how very little people know about fire extinguishers and their effectiveness. Briefly, here are some of the types available on the market, under trade names:

- (i) Sodium Bicarbonate – the original dry chemical is used for Class B & C fires.
- (ii) Potassium Bicarbonate – most effectively used for Class B fires.
- (iii) Mono-Ammonium Phosphate – used for all Classes of fires.
- (iv) Carbon Dioxide – effective on all types of fires but takes a longer time to react.

(v) Water

– used on only Class A fires. It should be specially noted that the application of water to fire in the B & C categories will only worsen the situation.

The most recent development which has proven itself to be most effective is Monnex, and is used on all three classes of fires.

In order to extinguish a fire, chemicals must be applied to the base of the fire, thereby breaking the flames chain reaction. The removal of Oxygen and heat, disrupts the chain reaction of combustion with the resultant cooling; thus satisfying the triangle (starvation, smothering and cooling) of extinction.

Apart from fires which are domestically controlled, it should be borne in mind that all fires are destructive and therefore every effort should be taken to afford maximum safety by proper control and the removal of unnecessary hazards. Once a fire is discovered, it should be put out immediately and watched until complete extinction is achieved.

The most effective way of putting out a fire is to avoid having one.

A few tips to help in the prevention of fires are:—

- (1) Avoid tampering with electrical equipment.
- (2) Never leave electrical equipment plugged in when not in use.
- (3) Always dispose of cigarette butts in the appropriate places.
- (4) Always obey "NO SMOKING" signs.
- (5) Never smoke in the vicinity of petrol, oil and lubricants.
- (6) Keep matches and lighters out of the reach of children.
- (7) Keep a fire extinguisher handy.



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# A DAY DREAM IN THE FUTURE

by Maj A.C.DeV Stern

The year, 1983. The unit Jamaica Defence Force Air Wing. The place JDF AW Station.....The Air Wing having been autonomous since 1979 is now celebrating its 20th Anniversary. We are now sitting on the apron of the main Hangers in this recently built Base which is located on the St. Catherine plains.

On looking at the excellent flying display a tinge, a memory of the old days comes back and one thinks "Who would have thought the Air Wing would have expanded to this extent; but then why not the entire country has progressed and is the Air Wing not just keeping pace?"

The highlight of the event is the arrival of the new Commanding Officer who, appointed in absentia some years ago, has just arrived from abroad after being on courses since May 72.

He arrives! All stand, the Air Wing March is played, the standard sways in the gentle wind, the new CO is about to speak.

As there is not much space this speech will be paraphrased and only high points will be reproduced.

....."General, distinguished guests, ladies and gentlemen .....being the highest paid, highest qualified, highest ranked co-pilot.....as you know our role has changed somewhat from the original concept of this unit. We have now added a Photographic Section including Navigational Aid Calibration, transporting of Government officials outside of Jamaica and the strike role training of our own pilots. Our proudest achievement to date, has been undertaken since 1971 with the acquisition of four single engine trainers. Now with an increase of five more trainers, we have the capability of producing some twelve pilots per year for our own consumption, six others for Civil Aviation in Jamaica and a further ten for our Caribbean neighbours. Our standards are second to none with the continued close co-operation of the Canadian Armed Forces.

Liaison flying has increased somewhat in that the modern Search and Rescue aircraft is adaptable for use as an aerial photo platform, VIP transport, Nav Aid Calibration, Medivac aircraft and instrument trainer.

Seeing one of three Multi Purpose aircraft in other Islands in the Caribbean is not an unusual sight and most times a welcomed sight as it is usually carrying out one of the roles as mentioned above to the Islands benefit.

Our troop lifting capacity and co-operation with the Infantry has improved since the '63-'73 era thus improving our capabilities immensely.

Having five medium lift helicopters and seven light observation helicopters, the JDF AW is due to be expanded in the new five year plan. Having had greater demands in this area than we could cope with in the past few years with no signs of a decrease it is only reasonable to assume an increase of our equipment will take place.

As the trade increased in the '70's it became necessary to discourage those aviators involved. JDF AW Station Bravo became our first out station and in association with ATC strike aircraft were bought mainly as a deterrent but proved to be a highly successful investment. Our form strike aircraft have raised the morale of our people as a bonus feature.

The wonderful understanding between the Government and the Military has been the keynote of our successful expansion. The service provided by the JDF AW to the people of Jamaica and the Caribbean has been second to none. The selfless dedication and morale of our ranks have been due to the confidence the people have instilled in us. We will continue in the same spirit as our predecessors and to perpetuate our motto "We fly for all".

Now wide awake, reality comes around the only thought that enters my mind is "Will this dream come true?"

## BELLS & FLARES

Lt. Chris Kirkcaldy and Sharon DeSouza were married on 26th March, 1973. We all wish them the very best.

.....

Lt. Effiom Whyte and Carol Mattox exchanged wedding vows on 16th June 1973. We wish them both every happiness.

.....

L/Cpl Brady and Miss Sonia Duncan went to the altar on 27th January, 1973. All the best from JDFAW.

.....

"Arrive (D) Alive" to Don and Katie Wright, Vanessa Anne who was born on 20th July, 1972. One On The Wing!



Vanessa



Lt. Burrell

We sadly said goodbye to Captains John Banks and Peter Whittingham, who left JDFAW during our Tenth Year of operation. Capt. Banks is now a 'Lieutenant' on Air Jamaica's DC-9s.

Peter, having listened with great enthusiasm to the Hon. Prime Minister, joined the wise few and has returned to the land - amongst other things.

We wish them both all the success and are confident that the foundation to reach the top has been firmly laid.

With the increase in establishment, many personnel have arrived. A special welcome to the Administrative Officer, Lt. Burrell. JDFAW congratulates him on his recent promotion.

JDFAW also congratulates Cpl. Fitzgerald on his promotion to Sgt. Also Sgts. Houslin and Hutchinson who are both Staff Sgts.



L/Cpl. and Mrs. Brady

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# HIGH FLIGHT

Oh! I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds – and done a hundred things  
You have not dreamed of – wheeled and soared and swung  
High in the sunlit silence. Hov'ring there  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace  
Where never lark, nor even eagle flew –  
And, while with silent lifting mind I've trod  
The high untrespassed sanctity of space  
Put out my hand and touched the face of God.

