

THE ALTIMETER

21 years

A JAMAICA DEFENCE FORCE AIRWING PUBLICATION VOL. 8, JULY, 1984



The renewed interest by foreign investors coupled with a resurgence of tourism and a more active role in drug enforcement made 1982 truly a busy and diversified one for the JDF AW. June of that year saw a change in Commanding Officers as Lt. Colonel TDG Lewis handed over the reins of the Air Wing to Lt. Commander J.A. McFarlane.

A new addition to the air crew was that of Lt. (JG) Paul Mackay. He graduated from his basic flying course in Portage la Prairie and joined No. 2 flight.



JDF H-6 returned in time from major servicing to participate in a massive troop lift demonstration for the Chief of Staff Annual Administrative Inspection.

In July we celebrated our nineteenth anniversary. Our open day was some what different from previous ones, as there was a live heliborne assault demonstration and the under-slinging of a support vehicle for a snap raid onto an objective.

The remainder of the year saw the departure of Captains Norman Crawford, Louis McLaren, Dave Fernandez and Mark Thwaites. We wish them success in their new endeavours.

Servicability of aircraft improved dramatically this year, all due to the vibrant maintenance staff of No.1 Field workshop. During April to September a group of maintenance officers and aircraft technicians from the Air Command of the Canadian Armed Forces visited, evaluating and working with our technicians over the period. Much valuable knowledge was imparted to us.

1983

1983 was a particularly difficult

time for the air wing. The loss of many experienced pilots and technicians created a vacuum that was difficult to fill. Undaunted, we continued to function effectively in all our tasks and undertakings.

The beginning of the year saw Lt. Harold Wilson completing his captaincy rating on the BN2A Islander. Later in January the Air Wing held its annual exercise, Mup Mup II in Sweet River Westmoreland. This exercise was the first one of its kind for several years.

In February we were visited by Her Majesty the Queen. No. 1 flight was responsible for the liaison flights for her entourage. At the same time

Captain Brian Haddad left for a Flight Safety course in Winnipeg, Canada.

Standards returned to evaluate our pilots and technical staff in March, and as a part of the visit T-3 was flown up to Opalocka, Florida for instrument training.

May saw the return of Lts. Richard Lewis and Francis Millwood from their Basic flying course in Portage-la-Prarie T-5 piloted by Commander McFarlane and Lt. Rennalls departed Jamaica for servicing in Essex County, New Jersey during the same month.

Lt. Rennall, in June became a captain on the BN2A Islander, thus bolstering Fixed Wing flight which was sorely in need of pilots.

In July Jamaica was visited by the ORBIS team and for the entire month of July JDF AW was responsible for transporting the Orbis teams around Jamaica. During the latter part of July the Second Battalion Jamaica Regiment held their annual exercise, Western Roll Over. They requested the help of the Air wing, which was to troop lift some companies of men from Braco to Negril in a day. We also helped them practice rappelling, emplaning deplaning and low level

recce's. No.1 flight was far from inactive during this period. JDF T-3 piloted by Captains Frater and Haddad took the Padre Reverend Cohen and a boxing team to Santo Domingo to participate in a military boxing competition.

September saw T-2 being flown up to New Jersey for servicing, by Captain Haddad and Lt. Sutherland.

Sports again caused No.1 flight to be tasked with long overseas flights. JDF T-3 transported a JDF running team to Panama, Colombia, Curaco and back to Jamaica. The pilots for these missions were Captains Frater McCausky and Day.

October was an important month for the JDF with the Grenada operation occurring at this time. JDF AW has since been responsible for liaison flights on a regular basis to and from Grenada.

Lt. Tal Stokes and Vivian Thomas returned from their basic flying course in Portage la Prairie in November. In December H-8 crewed by Captains Derby and Naylor Lts. Lewis and Millwood and Staff Sergeant Harrison was flown to Dallas for servicing. Later in December H-17 crewed by Captain Gayle and Lt. Mackay flew to Dallas also for servicing.

Unfortunately, this year, no fly past on Christmas Day was possible due to a lack of servicable aircraft.

Total No. of flights: 373
Total No. of hours: 538-4
Total No. of Casevac: 31

1984

For the Air Wing things started off with a bang in the new year. Mup Mup III was our annual camp, held again in Sweet River. With our Adjutant playing a realistic dictator, General Ramin, we got a chance to prove that we are more than a flying unit. Counter Insurgency was the name of the game.

During January Lt. Paul Mackay left to attend a flight safety course at Fort Rucker Alabama.

February signalled the resumption of more normal operations as No. 1 flight did many patrols at sea for missing fishermen (SAR's) and recce patrols. JDF T-3 was flown up to "Hangar One" Opalocka for servicing. A large oil spill on the north coast made it necessary for T-2 to do several patrols to aid with disaster control in the situation.

Lt. Paul Mackay rejoined the air wing after successfully completing his course. The Grenada liaison flights continued featuring No.1 flight.

April saw the return visit of Canadian Standards Team. While standards Captain Bill Sundman with Lieutenants Lewis and Millwood retrieved H-8 and flew back to Jamaica in time for the aircraft to be used for proficiency rides.

Captains White and Webster flew H-16 up to Dallas. T-5 escorted the helicopter up to Miami to act as a safe guard against problems. This was a valid precaution as there were problems 10 nautical miles out of Guentnamo Bay when H-16 started to leak fuel. Later on problems again occurred in Inagua when there were fluctuations in the Turbine Outlet Temperature (TOT) Gauge and Torquemeter. However H-16 eventually arrived in Dallas. The same crew then flew H-17 back down to Jamaica.



T-3 was involved in intensive flight training in the USA to upgrade pilots. Captains Day and Haddad successfully attained captaincy status on T-3 and within two weeks completed joint overseas missions to and from different Caribbean countries.

Admin Inspection came earlier than in previous years but we were ready. More aircraft manufacturers visited to demonstrate their aircraft.

The remaining months of 1984 will bring much challenge, but, as always "We Fly For All."



MAINTENANCE REPORT



The J.D.F. Air Wing was formed in July 1963 and since its birth the maintenance unit has grown and developed

into an efficient aircraft servicing establishment. Several qualified and unqualified Engineering Officers commanded this unit during the early stages of its development, before it was officially commissioned on the 26th July 1978 as No. 1 Field Workshop (Aircraft). Lt. N. C. Lewis JDFEME (now major) became the first officer to command the unit under its new title. His appointment was changed in 1980 and Lt. O. L. Derby (now Captain) a member and pilot of the JDF Air Wing, was appointed as Officer Commanding. Since 1981 I have had the privilege and pleasure of commanding this unit. On appointment as OC No. 2 FdW A/C, we were unable to fill the post of Second-in-Command until mid 1983 when Captain L. St. P. Campbell JOFFME,

joined the unit after successfully completing his aircraft engineering course at RMCS Shrivenhem. His presence has certainly been most welcomed by all.

The unit has experienced many problems and achievements since it was commissioned, and the major ones will be highlighted.

Up until early 1980, the unit had sufficient aircraft technicians to maintain the number of aircraft held. However, in late 1980 we began to experience a very high attrition rate and by mid 1981 we had lost eighty five percent of our technicians to other fields outside the J.D.F. We were literally in a bind. The situation had to be addressed and rectified immediately, and it was. Assistance was sought from a number of countries, programmes were discussed and finally a special pro-

Cont'd. on page 23

DEPARTURE – OFFICERS

NO.	RANK	NAME	DATE
JCA/1028	Col	A. C. DeV STERN	14 January 1980
JCA/1026	Lt. Col	T. D. G. LEWIS	21 June 1982
JCA/1073	Major	E. B. WHYTE	10 June 1979
JCA/1085	Captain	C. L. KIRKALDY	10 November 1979
JCA/1119	Captain	W. L. MARSHALL	01 November 1979
JCA/1108	Captain	N. C. LEWIS	
JCA/1087	Captain	J. M. C. HARRIS	27 April 1978
JCA/1099	Captain	N. M. CRAWFORD	17 November 1982
JCA/1118	Captain	M. A. BENJAMIN	17 October 1980
JCA/1137	Captain	L. A. SHEARER	June 1981
JCA/1135	Captain	L. L. McLAREN	15 May 1982
JCA/1149	Captain	D. C. FERNANDEZ	17 October 1982
JCA/1168	Captain	N. J. WATT	22 March 1982
JCA/1163	Captain	M. A. THWAITES	
JCA/1122	Captain	F. D. SMITH	November 1979
JCA/1177	Captain	C. A. RITCH	11 January 1984
JCA/1201	Captain	C. A. SUTHERLAND	February 1984
JCA/1148	Captain	F. J. FRATER	02 August 1983
JCA/1120	Lt.	E. BROWN	
JCA/1128	Lt.	J. O. BRANDT	04 August 1978
JCA/1140	Lt.	R. S. ROYES	07 April 1980
JCA/1141	Lt.	C. N. DIXON	07 April 1980
JCA/1139	Lt.	S. CHIN SIM	07 April 1980
JCA/1144	Lt.	P. WILLIAMS	April 1980
JCA/5002	Lt.	Y. C. CAIN	
JCA/1133	Lt.	L. L. SAMMS	November 1979
JCA/1143	Lt.	O. O. JAMES	21 May 1979
JCA/1186	Lt.	A. A. McHAHON	21 January 1980
JCA/1226	Lt.	D. O. RENNALLS	February 1984
JCA/1183	2Lt.	L. O. RHULE	27 December 1978
JCA/1198	2 Lt.	B. A. BEWRY	24 January 1979
JCA/1175	2Lt.	H. A. PORTER	20 March 1979
JCA/1997	2Lt.	L. A. FOSTER	01 March 1979
JCA/1196	Lt.	J.A.G. SMITH	

DEPARTURE – OTHER RANKS

NO.	RANK	NAME		DATE OF DEPARTURE
JDF/13306	Sgt.	LEWIS	P	18 November 1982
JDF/20612	Sgt.	MERCHANT	J	01 July 1980
JDF/1115	Sgt.	CHATMAN	H	25 September 1980
JDF/12749	Sgt.	ATKINSON	K	14 October 1980
JDF/12942	Sgt.	BROWN	L	11 December 1980
JDF/13437	Sgt.	FORBES	L	13 September 1982
JDF/13450	Sgt.	BURRELL	J	15 July 1983
JDF/20080	Cpl.	AUGUSTINE	C	19 October 1982
JDF/20394	Cpl.	STEELE	C	26 March 1984
JDF/50015	Cpl.	FOLKES	B	02 August 1982
JDF/20282	Cpl.	CLIFFORD	J	08 September 1981
JDF/12459	Cpl.	LESLIE	M	26 September 1980
JDF/20843	Lcpl.	RUSSELL	H	02 March 1982
JDF/20472	Lcpl.	MOODIE	A	10 December 1979
JDF/50019	Lcpl.	JOHNSON	C	02 May 1983
JDF/20593	Lcpl.	MORRIS	A	11 November 1980
JDF/20641	Lcpl.	BRYAN	O	17 November 1980
JDF/21075	Lcpl.	CLARKE	L	23 August 1982
JDF/13874	Lcpl.	EBANKS	P	04 August 1981
JDF/21068	Lcpl.	BOWIE	R	10 June 1982
JDF/20575	Pte	HEADLEY	K	17 November 1980
JDF/20409	Pte	PHIPPS	D	19 February 1980
JDF/13515	Pte	PARKINSON	A	01 April 1980
JDF/20364	Pte	JONES	R	19 February 1980
JDF/20474	Pte	ROBERTSON	I	01 July 1980
JDF/21061	Pte	FAIRWEATHER	G	19 August 80
JDF/20787	Pte	GRANDISON	H	22 April 1981
JDF/13871	Pte	KERR	J	04 August 1981
JDF/20524	Pte	GOLDING	L	30 July 1982
JDF/20992	Pte	CLAYTON	D	10 ju June 1982
JDF/13987	Pte	RANKINE	W	07 February 1983
JDF/20102	Pte	STEWART	D	21 March 1983

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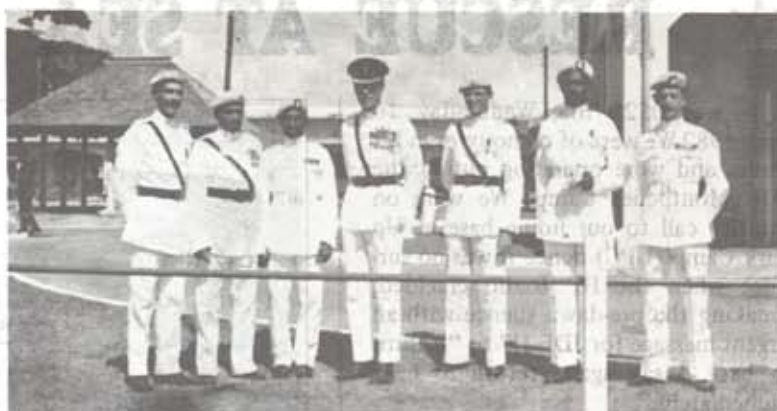
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★ FIXED WING FLIGHT REPORT ★

By Captain W. A. Day
Officer Commanding



Since the last production of the Altimeter, Fixed Wing flight has been through many changes. It is not possible at this time to review all that has transpired, but instead we will look at some of the more recent developments in our day to day operations.

In February 1981 Headquarters Jamaica Defence Force instructed that Fixed-Wing flight be based at Norman Manley International Airport. In May of the same year the New Base was ready and we have been comfortably housed there since. The primary reasons for this change were flight safety and a reduction in general wear and tear on the aeroplanes resulting from operations out of an unpaved airstrip.

Our fleet currently consists of a Beechcraft King Air, two (2) Britten Norman Islanders, a Cessan 337 and C-210. The Islanders and both Cessans have recently completed major scheduled servicing. The King Air will be repainted and a HSI (Hot Section Inspection) done on both engines in the near future. We have been looking at various aeroplanes with a view of replacing the Twin Otter. These include the Dornier 228, the Bandierante and the Spanish made Casa. However negotiations have not been completed owing largely to financial constraints.

With our present operations in Grenada, the King Air has proven its
Cont'd. on page 50



RESCUE AT SEA



It was 0525 hrs, Wednesday 16 June 1982 We were of manouvres in St. James and were operating out of the JDF Montpelier Camp. We were on priority call to our home base at Up Park Camp (UPC) hence it was no surprise when the HF Radio crackled, breaking the pre-dawn silence with an urgent message for JDF-H7 to "Return to base, I say again, return to base immediately."

The response was routine as we had already preflighted our Bell 212 and had it ready for take off within three minutes of a call.

At 0530 hrs we were already in an 1FR climb breaking out of the fog at 1500' above sea level. We continued our climb in the cool predawn sky, with the temperature of the air coming through our vents, dropping fast as we gained altitude. We requested a climb to 6500' from the controller at Sangster International Airport, this was approved, and we levelled off at 6500' with the temperature at 10°C. The cabin heater was switched on and turned down to low heat.

Although the sky was clear of clouds it was quite hazy and the lights on the ground were dimmed by the obscuring effect of the haze. Our course took us over the Ayr Hill VOR beacon and straight to the JBC transmitter in Half Way Tree. We were already seeing the glow of Kingston from the moment we levelled off at our cruising altitude.

We reported our position overhead the Ayr Hill VOR via HF radio and the ATC at Homeplate (UPC) came back with a briefing for the pilot in command (PIC). "Oil tanker Ogden Williamette sinking off Morant Cays. Engineer on board suffered heart attack and requires immediate transportation to the University Hospital."

The crew received the news with no feeling of alarm or great excitement. Such missions were at one time being done at a rate equal to the changing of dirty socks. The PIC was an old hand at the matter and the other cabin crew involved in rescue operations were well trained in the use of available equipment.

On arrival at Homeplate, however, the situation changed. The usual rescue equipment, (an electrically operated hoist), was in the U.S.A. being overhauled. Updated situation re-



CAPT. GREGORY WEBSTER Asst. Operations Officer.

ports (sitrep) advised however that the Ogden Williamette had on her deck a helipad the size of which could easily accommodate our Bell 212. We breathed a sigh of relief and proceeded to plan our flight and rescue, using co-ordinates passed to us by JDF Coast Guard. These co-ordinates positioned the stricken vessel approximately 13nm NW of Morant Cays at Albatross Banks. Crew briefing was carried out and we departed from UPC to perform the simple rescue procedure of landing on the Helipad and taking our engineer off the stricken vessel. On approaching Albatross Banks, contact would be made with a US Coast Guard C130 Hercules and one of our own BN2A Islanders, JDFT-2, both circling overhead at Albatross Banks.

Our altitude eastbound from the KIN VOR to Albatross Banks was 5500' AMSL. This afforded better fuel consumption but the wind turned out to be much higher than forecasted and was dead on the nose giving us a ground speed of only 75kts. We decided to descend to a lower altitude and ended up maintaining 1500' AMSL. Our DME read 95kts, which resulted in a saving on fuel over the distance being travelled. At 25 DME, we lost our readout from the KIN VOR as we were too low. We, therefore had to depend on our ADF using the KIN NDB to maintain our track and time and speed calculations for our position. There was a lot of haze at 1500' which afforded us a visibility of about 4 miles. No navigational errors could be allowed.

On estimating our position some 10

NM from Albatross Banks, contact was made first with JDF T-2 then with the US Coast Guard C130. Operating altitudes of 6000' for the C130, 1500' - 4000' for T-2 and 500' and below for ourselves was established.

Our line of communication was from ship to C130 to T-2 and H-7. We were given a final heading to the Ogden Williamette by the overflying aircraft which was only a few degrees north of the heading that we were steering.

On arrival at the scene there were two vessels. The obvious Ogden Williamette was lying very low in the water, her deck awash and listing heavily to port. Our hope of a simple rescue operation was under about 4' of water and sloping some 15° to 20°. A SITREP was requested from the C130 and the reply improved our position only slightly.

The other vessel, the Chilean ship 'Copiapo', was now holding our patient, having transferred all the crew of the Ogden Williamette. Could we now get our patient from the Copiapo? That was the question at hand.

The Copiapo was reconnoitred so as to locate a possible area for landing. It was a cargo vessel with tall booms and cables for loading her cargo holds. There were several hatch covers with only one, just forward of the bridge, being a possible landing zone (LZ). The size was approximately 30' x 30'. (The recommended size of a 212 LZ is 72' x 100'). There were two booms overhanging this hatch and we asked for them to be repositioned. The captain of the vessel must have thought we were mad because although he repositioned the booms as we requested he sent a frantic message to the effect that he will accept no responsibility for us landing on his ship.

With the booms repositioned, we made an approach to come alongside the vessel to view the hatch. It all appeared quite stable except that we required constant power changes to maintain the hover position. On glancing back to the horizon we discovered that we were pitching and rolling just as the ship was doing in what was about 15' to 20' seas. We took off again and came around for another approach. With a final good luck wish from the crew of the other aircraft, we commenced our approach to hatch cover. We edged our way slowly and cautiously towards the hatch using about 55% power.



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We came over the hatch cover just as the ship was reaching the crest of her heave. Our primary concern was not the force with which the skids would contact the hatch or vice versa but the rotor clearance from the nearby boom on our right and a winch box to our left. Our tail would hang over the edge of the ship which was a relief from one source of worry. The PIC positioned the rotors between the obstacles while I called position and height above the rising deck.

The contact was firm, the winch box was about 3' below the rotors and within the area of the disc. To the right the rotor tips were even closer to the boom. The deck was wet and we slipped precious inches when the ship dipped and rolled at the bottom of the trough. A quick adjustment of our controls prevented any further slip-page.

The 5 minutes we waited for the patient to be boarded seemed more like 5 hours. The take off was vertical then simultaneously back and to the left. On completion of our post take



off checks, the PIC shifted control of H-7 to me and simply said "Take her home."

The PIC although calm. Looked as though he had just stepped out of the shower.

Twenty minutes later we landed at

the University Hospital and handed over our patient to the medical authorities. Satisfied with our days work so far, we returned to Up Park Camp to await our next mission, always remembering our motto – "We Fly For All."

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Information Space



RAID ON CAMP SWAMPY



It might not have been an operation the magnitude of "Entebe" but it was planned and executed with equal surprise, swiftness and military precision and without any casualties.

If this article seems biased towards the enemy party it is only because it was written by a member of that party. Being unable to fathom the confusion within the rank and file of the friendly forces, it has been a difficult task giving credit to any member of that command which consisted of some of the most learned military strategist among us. Rebuttal is invited from the friendly forces along with an explanation of the strategy employed to defend their post and overwhelm the enemy.

The enemy forces, whom we shall call the purple army, had been harrassed for three long days by the blue army, losing one of its two helicopters in a negotiated exchange, then being run out of the parish most unceremoniously by the blue army.

Evading helicopter inserted cut off groups for two long hours, the purple army commander and his patrol headed for the mountains of south-eastern Hanover, leading the menacing helicopters away from his interim base camp where his only remaining helicopter, a Bell 212 tanker (with auxiliary tanks) sat unhidden and largely unprotected from air borne assault.

The decreasing visibility brought on by the night was most welcomed as it allowed us to finally escape our pursuer and protect our next rendezvous. After a long drive through the parish of Hanover, hitting the coast at Hope

Well then to Lucea and back inland to Glasgow, we kept our rendezvous with our helicopter party.

Morale was low and would get even lower as patrols had to be deployed OPs had to be positioned to remain for long hours.

In the smallest formation of soldiers, there are usually at least two men whose enthusiasm and morale is more lasting than the rest. One is usually a private and the other a junior NCO. Take the enthusiastic Pte and his closest mate and you have your OPs. The junior NCO goes with the most boring patrol.

Enough time was spent at the RV to eat and brief for our patrols. We then deployed those patrols by air and road. Our helicopter only aroused the blue army causing our patrols to have to keep low for most of the night.

There were two fast patrols and the Purple Army Commander using a mobile patrol. By dawn the next day the OPs were recovered, the foot patrols were airlifted back to a new RV and the Blue Army camp had been completely reconnoitred. On the way to the new RV that morning, the first of a series of "ill-lucks" befell the Purple Army. The commander's vehicle picked up a nail in one tyre and was delayed. The tyre was quickly replaced but the spare was low on air pressure. Using the compressor of the pneumatic system of a civilian truck we quickly pumped air into our tyre and were on our way. Stopping at a service station to repair our tyre, the signaller used the opportunity to recharge the battery of his HF Radio. Owing to a poor design of the charging unit there was an electrical short circuit resulting

in a fire. The fire was quickly put out with dry chemical but not before our only vehicle was completely disabled. All electrical services including ignition were lost. Without assistance from the exercise controller, it took us approximately two hours to replace our wires recovering all our services excepting brake light, indicators, horn and (to be discovered later) windshield wipers.

While proceeding to the RV we could hear the scrambling of helicopters above the explosions of rifle fire and thunder flashes as our RV was assaulted by the Blue Army. It was a bare faced assault in which our most gung ho patrol leader was captured, a terrible blow to our morale.

After the Blue Army withdrew, we regrouped at yet another pre-arranged RV. Wasting no time there, we set out for Cave Valley in Hanover to set up a hide. Our moves were always a shuttle service as we did not have the required transportation. Our helicopter could only make one quick move so as to reduce the possibility of detection. It might not be seen but in the small theatre of operation it can be heard from almost anywhere. This meant a great dependence on road transportation. It was because of this need that a bold plan was formulated to snatch a long wheel base Land Rover from inside the Blue Army Camp. The shuttle service was also depleting our limited supply of fuel.

By this time, due to administrative reasons and battle loss, we were down to only three officers - the Purple Army Commander and the two pilots of the Bell 212. One pilot was left in charge to service the hide but to have the helicopter ready for immediate





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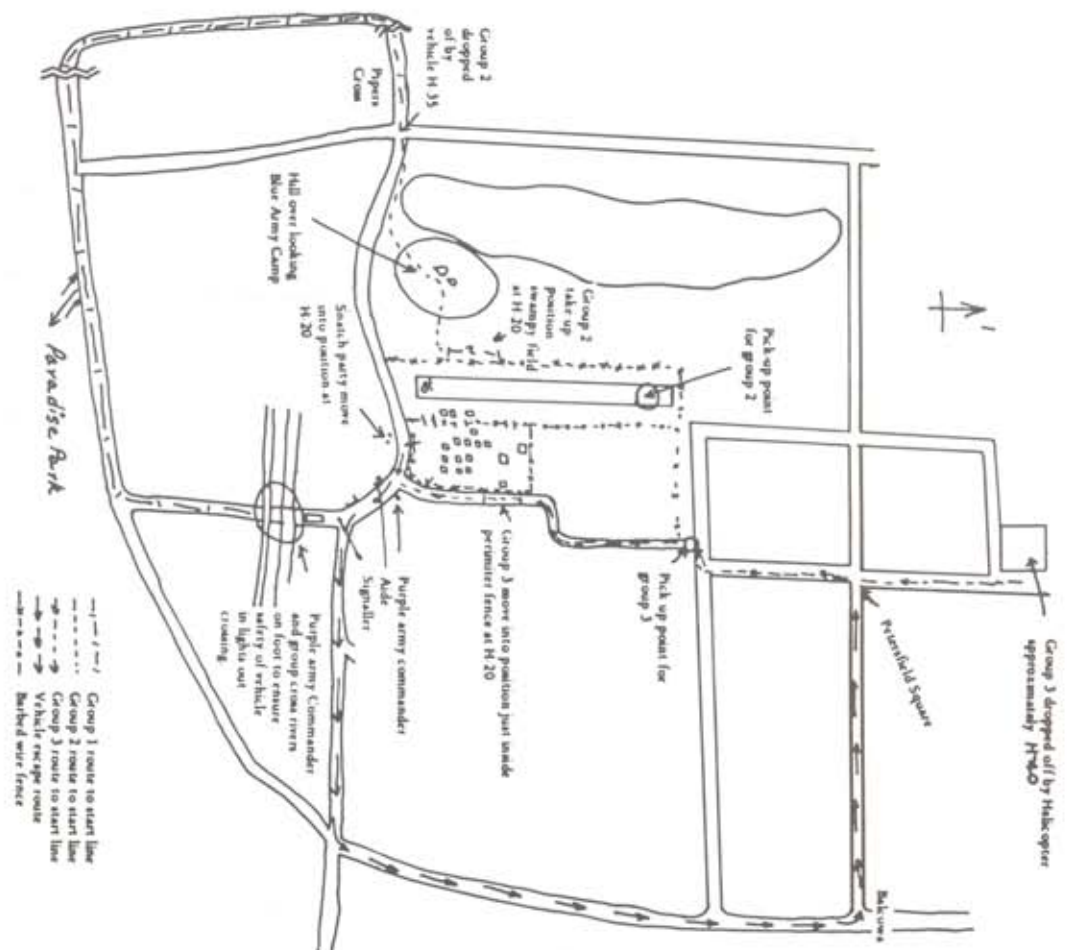
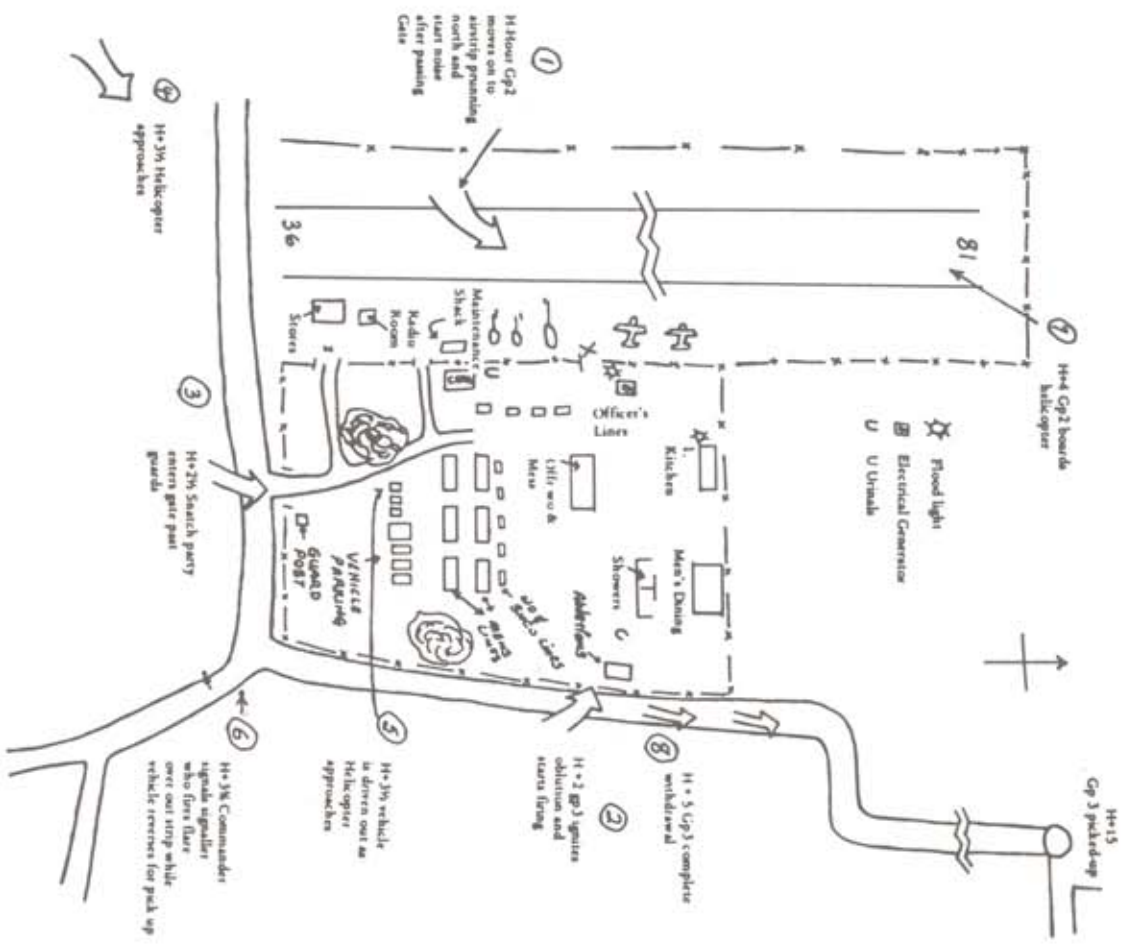
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- Group 1 route to start line
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- - - - - Group 3 route to start line
- - - - - Vehicle escape route
- - - - - Barbed wire fence

take off, while the commander kept an RV with two of his spies who brought rations, fuel and badly needed hydraulic fluid for our helicopter. The spies were told to ensure that the key was in the ignition of the vehicle to be snatched between the hours of 1800 and 2000 hrs.

On return to Cave Valley the commander met with members of the previous nights patrols, the OPs and his pilots. From this meeting, valuable information concerning the camp layout, number of guards and frequency of patrols were extracted.

Before a plan could be formulated and briefed, the hide was pounced upon by a menacing Bell 206B. The 206B being usually followed by a troop carrying Bell 212, we decided to shift base to the next preplanned position. The need for planning up to these succeeding RVs was of vital importance and was communicated only to the pilot of the helicopter who pro-

The commander covered every detail required for an attack and at question time every man clearly understood his task. The pilot, who with his co-pilot was still strapped into his running 212, was then given a window side briefing. It was simple. "Pick up troops at northern end of Sweet River Airstrip at H + 4 mins and proceed immediately to Glasgow and await my arrival. Synchronise watch with group leader. Good luck".

Because of the limited time, Group 3 commanded by a most able corporal worthy of much praise, was airlifted to a point three miles from the planned position by 1930 hrs. Group 2, blessed with the leadership of the best Sgt. in the unit, was deployed in a crowded Land Rover which also carried Group 1, the snatch group, lead by the commander.

Enroute to the objective we were spotted by one member of the Blue

At exactly 1950 hrs on the commanders watch, there were explosions on the left flank as Group 2 sprung into action. There noises could be heard gradually fading towards the northern end of the airstrip as they were being pursued by members of the Blue Army. At 1952 hrs, H + 2, a bright glow could be seen on the right flank as group 3 crossed into the camp and set a fire near the ablution. This was followed by explosions on that flank as they now drew the attention of the Blue Army. Men could be seen running in all directions inside the camp. At H + 2½ the snatch party strolled casually past the guards on duty at the gate who had diverted their attention to within the camp. The deception had worked like a charm. At H + 3 the "wop-wop-wop" of the 48 foot rotors could now be heard above the pandemonium on the ground. As the guards were searching the dark sky for the unlighted 212 the snatch party bored down upon them and exited the camp at great speed. The guards never had time to close the gate. There was then no need for the commander to provide covering fire for the existing vehicle. At exactly H + 4 Group 2 and the 212 arrived simultaneously at the northern end of the field and were extracted.

A light signal from the commander to his signaller and a para illuminating flare was fired signalling success. At H + 5 group 3 had withdrawn towards an RV at a cross roads to the north of their assigned area. Meanwhile, the two vehicles raced eastwards then north and west, almost a complete circle, to pick up group 3 and lead to our RV at Glasgow. The morale was high as we recounted our success and celebrated with sugar cane and water coconuts. The celebration could only be brief though as we had to move now to an area near Black River to set up a base camp and lay in ambush for the Blue Army. It was during this move that we were spotted by a mobile patrol and were pursued through rain when we found out that we had lost the service of our wind shield wipers. However, with the endless supply of tissue from our C Rations we employed human wind shield wipers who did a very good job on the move. We outran and outnavigated the Blue Army, eventually destroying them from our ambush position when they tried to attack our base camp.

EXERCISE MUP MUP 111 WAR
CORRESPONDENT



vided the only other means of enemy transport. We picked our way cautiously between canefields and on back roads to our new position where we hid our vehicle and waited anxiously for our helicopter to arrive with the remainder of the Purple Army. The key should have already been in the target vehicle and our 212 was still out trying to evade the 206B.

It was 1935 hrs before the first set of troops were brought in by the 212 and, 1845 hrs when the final lot arrived. The briefing had to be quick and precise, the plan absolutely clear in the minds of every individual. The Purple Army as split in three groups and stood in front of a diagram held by the commander. Each group faced the section of the diagram on that group flank of operation.

Army who had to be captured and taken miles away and released without money. The reason should be self explanatory.

A 1900 hrs meeting with the commander and one of the spies was not held as our intelligence rep passed the wrong grid reference to the spy. This prevented us from getting word to two of our members taken prisoners.

At 1930 hrs the commander and one provided back up while the two man snatch party moved into their final position in the ditch across the road from the gate of the Blue Army Camp. The command Land Rover was parked on a lonely road less than 300 yds away with the driver and signaller ready to act on pre-arranged signals. We waited in position and watched for the drama to unfold at H-hour.



CAUTION AIRFRAME FUEL FILTER



Pre-flight procedure on the 206B Jet Ranger varies from technician to technician. The mistake of leaving the airframe fuel filter (AFF) drain valve open is common to one of these procedures. What is done is this, the drain valve on the AFF is pushed up, before the boost pumps are turned on. Boost pump on fuel drains out . . . pump off . . . fuel stops draining . . . valve is left open.

The correct way is this: boost pump on . . . valve pushed up . . . fuel drains valve pulled down . . . fuel stops . . . boost pump off.

This may not seem like much of a problem at first. One night I was on duty, the nite sun search light was fitted to a 206B, for some reason the pilot looked on the tarmac (port side) and noticed fuel on the surface during run up . . . what had happened . . . airframe fuel filter drain valve was left open. The fuel from the AFF drain leaves the airframe through a drain port which is forward of and to the left of the nite sun. This leaves us with a few questions:



WOII HARRISON Workshop Mang.

1. Could the a/c become airborne with AFF drain valve open?
2. If so, could the fuel being dumped over board reach the nite sun and cause a fire?

3. Why is the drain valve not spring loaded closed to prevent such an incident?

THE CORRECT WAY IS SAFE AND UNQUESTIONABLE.



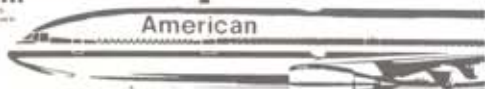
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FLYING WITH THE JDF AIRWING

By Captain Frater

When the (18) eighteen year old high school graduate applies to join the Jamaica Defence Force with a special interest to become a pilot in the Air Wing he or she anticipates a challenging and exciting career. The graduate would have achieved after five to seven years a certificate indicating the results of his learning; a minimum of four 'O' Level subjects including mathematics and English Language. The anticipations will be fulfilled three (3) years later when this individual becomes an Aircraft Captain.

The programme which will guide the young potential officer is an interesting and exciting one but most importantly at the end of it all, a mature, well trained and disciplined Officer has emerged as testimony of the value of training. Let us take a closer look at this training programme from the start.

- (a) Application to join.
- (b) Air Wing Aptitude Test
- (c) Recruit training – Newcastle
- (d) Officer training – England, Canada or India.
- (e) Short attachment Infantry Battallion.
- (f) Air Wing Pre Ab Initio Training.
- (g) Canadian Forces Ab Initio Training.
 - (i) Fixed Wing Portage La Prairie
 - (ii) Rotary Wing Manitoba.
- (h) Conversion training – Air Wing.

The eight steps listed above, lest we be misled, are only the initial part of a Pilot Officer Career in the JDF.

On completion of conversion training this officer will be designated aircraft captain. All the responsibilities that go along with this qualification must now be placed in his care. This pilot will be required to do flights relating to both Military and Civil operations under varying atmospheric conditions. Listed below are the more common missions that we have been employed to accomplish.

- (a) Search and Rescue (land and sea.)
- (b) Casualty Evacuation/Blood transportation.
- (c) Troop transportation.
- (d) Assistance to the Police on operations.
- (e) V.I.P. Transportation



CAPT. KEVIN X. FRATER Second in Command

- (f) Assistance to public utilities (Water, power)
- (g) Bringing Santa Claus closer to your childrens' hearts (or maybe your own).

As can be seen there is no specific weather condition or no way of telling when a boat/ship/Airplane will be lost or when a person will be seriously injured for anyone to have been sitting and waiting all equipped to handle these calls. It could be that a call for our assistance is received at 0230 hours on a rainy, windy night – our pilot is expected to give of his best under adverse conditions. But the questions are how does this man gain his experience, how does he know whether flight safety is being main-

tained, how does he gain the "CONFIDENCE" required to remain calm and levelheaded in an emergency situation (or multiple emergency).

Under bad weather conditions. The answers are all pointing to one solution – TRAINING.

We are indeed fortunate today that those brave and sometimes not so lucky pilots before us have written down for our benefit personal experiences and have had the good foresight to develop procedures that in a great way help to prepare today's pilot for events experienced by others that could occur to him.

Time and time again we go over and over the emergency procedures (say, for an engine failure after take off in a twin engine aircraft) and yet every practice finds your concentration undivided. For those of us who have actually experienced the real event we may recall how much sharper our reactions were and how much we appreciated the hours spent training; for were it not for an almost spontaneous reaction which was acquired through repetition the time available to us could not accommodate a pause.

Although in the Air Wing our emphasis on training is a never ending one we wish there was more time to train pilots (all) in every role more frequently. In reality, every aviation organisation would also desire to be in a similar situation but operational commitments and financial constraints have taken the toll on our total exposure and in some cases much to the regret of operators. What we





have gained from our pioneers is now slowly being taken away with the expectation that standards and flight safety will not be affected. This places the pilot in a situation where, he, like any other professional, is expected by passengers (whoever he/she maybe) to be able to create miracles when things start to go wrong for whatever reason.

As the worlds scientists invent, develop and try to perfect ways and means of making life more comfortable the further ahead a few nations get in the development of their pilots. For example the advent of the Simulator can be seen as revolutionising the whole aviation industry as today pilots can be trained to captaincy status in a simulator. The cost effectiveness of this particular venture is very clearly seen. However unless this type of training aid is of a standard that closely represents sound, scent, touch, and appearance to the real aircraft, much is lost. Our battles as pilots are to constantly try and justify why we need continuous training, upgrading of equipment and time to allow the metabolism process to recover before being once again, exposed to the high levels of mental stress when we take to the air.

Flight surgeons have written on many occasions, about the factors that affect a pilot o— few are listed below:

- (a) Stress
- (b) Rest
- (c) Feeding
- (d) Heat
- (e) Dust
- (f) Welfare (at home/work)

(g) Duties

Given these factors, most of which are ever present, we are requested to perform at peak levels of safety constantly. Most owners/Operators sell their services admirably and then turn to the people who are going to execute the function for the performance required to fulfill the advertised service. The people who thus perform are desirous of achieving all tasks. What happens in reality is that the organisation becomes over tasked and airplanes /pilots are constantly in use. When these same pilots and airplanes have to be used to train more pilots to keep up with the attrition rate, the problem mushrooms. Training therefore must find its place in between taskings or during taskings. The established rules and regulations require periodical checks to be done on each pilots once he is a qualified captain or first officer. In some commercial and military operations the simulator has taken care of a lot of these checks but many operators are unable to afford the time to send pilots away to use the relatively few simulators scattered across the globe. What then is the solution? Here we are faced with the undermentioned

- (a) Overtasking
- (b) Need for more airplanes/pilots — but the cost is too high to be feasible.
- (c) Periodical checks must be done.
- (d) Attrition rate to be fulfilled
- (e) "MONEY" must be made/ service and security must be maintained.

Large Air Forces have recognised these problems and created Military

owned and operated Flying Schools — can we afford to allocate airplanes, pilots, support equipment to such a venture being so financially restricted?

Within our region there has been constant talk of setting up a Regional Flying Training School (Military) to be supported by all participating countries; in the meantime our pilots are retarded in their true potential because they receive training with other large Air Forces for short periods and then leave.

Such a Flight Training School would greatly enhance our capabilities but the assistance of large already operational, experienced Air Forces would be necessary in setting up this school.

The need for training to take its place as a separate and full time function in any organisation is today an absolute necessity. We in the JDF Air Wing look forward with great zeal to a concentrated effort to be made by all towards achieving very high standards and an unparalleled readiness to perform the tasks to which we are being trained. Our direction towards a separate Flight Training School (Military) must be maintained and our success will only be recognised when it is in place and the products go forth to bear fruit. Our studies have shown that in three years of operation this system will have been cost effective and would generate great interest in the entire Aviation Industry with a scope for absorbing the young gifted and willing school leaver to forming a base from which the entire nation will benefit. We believe it is the way to go now, before the doors close and as such we will pursue relentlessly the establishment of proper training to our ground and airmen.

At present our flight training, in the formative stages is done with the invaluable assistance of the Canadian Forces and to them we owe a lot as their contributions to us have enabled us to operate in the Air Wing with a high degree of professionalism respected by all. We look forward to continued association and express our appreciation for their kind and untiring efforts to ensuring that aviation remains the safest way to travel.

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gramme was set up with the Canadian Armed Forces to train aircraft technicians. By January 1982, eight trained basic aircraft technicians joined the unit. The programme is still in progress, and I am happy to say that the unit now has its full complement of men.

The biggest problem however was still not solved – that of senior supervisors – with only four senior supervisors concentrated on administration. In addition, they had to supervise these young and inexperienced technicians. This created a very serious problem.

It was recognised that in the interest of safety, we had to again get assistance in the form of experienced supervisors. This gap, if filled, (which it had to be) would ensure closer monitoring of the technicians and the correct procedures being followed by them. Negotiations were carried out and the Canadian Armed Forces again came to our assistance. In March 1982, a Canadian maintenance Assistance team arrived consisting of supervisors covering the various areas that were in need of direct supervision, i.e. airframe and engines and avionics section. The team spent six months before returning to Canada. During their stay virtually all the areas of the maintenance unit were addressed and vast amounts of experience was

passed on to our young technicians. They certainly gave their utmost and carried out their functions extremely well. On behalf of the No. 1 FdW. A/C I would like to say a very special thanks to all the Canadian Technicians who participated in that programme.

The technician situation can now be considered as being normal with most major problems solved. It is expected that a future situation such as this will not recur. However, there will always be the need for intelligent, qualified, responsible and dedicated individuals to fill vacancies as they occur.

Another major problem was a shortage of aircraft spare parts. This seems to exist worldwide and the JDF Air Wing is no exception. However, financial restraints have been the major factor contributing to our problems. Unfortunately these problems still exist and make the technicians profession frustrating. The situation is known by all the technicians and a great deal of understanding has emerged.

On the subject of the levels of maintenance being performed by 1 Field Workshop (Aircraft), it has to be noted that the amount of tools and equipment that the unit presently

possess is far below the requirements a unit of this size. Although additional equipment has been procured, the rate of procurement has been slow in comparison to the rate of work required. We hope that the situation will improve in the near future.

The unit is presently capable of performing first and second line servicing; First line servicing involves mainly simple removal and replacement of an unserviceable component. Second line servicing requires a little more attention, i.e. components that are unserviceable and can be repaired locally, are disassembled and the problem rectified. We are somewhat limited in carrying out second line servicing, due to unavailability of the specialist equipment needed to fulfill the various checks as laid down by the manufacturers. It is hoped that within the next five to ten years, the unit would be able to perform and carry out all major servicings and functions on components instead of having them repaired overseas, thereby saving scarce foreign exchange.

Due to the shortage of technicians in 1981, and because of the high flying rate, six helicopters had to be sent to

Cont'd. on page 50

AIR POWER IN A DEVELOPING COUNTRY

By Lt. Cdr. John A. McFarlane



Progress has many definitions, each dependent on the application at a particular instance. In the remote past, progress was the discovery of controlled fire, with its many and varied uses; it was the invention of the wheel (and the unfortunate knowledge of how easy it is to go round in circles); it was the invention of written language, that energy is neither created nor destroyed (often disproved by a 5 year old boy doing both simultaneously); that harnessed energy could be put to useful work, the invention of the telephone, the motor car, the development of computers from the early abacus, etc. etc, etc.

As time passed so progress improved. The fact is that progress has its most profound effect on time. Each of the related occurrences impacted on the time required to complete any given task. As that time became less and less, so more time was available for increasing industry or leisure.

One of the outstanding features of developed nations is the speed with which things happen. In business, there is the common catch phrase, "Time is money". Conferences are held in the morning, contracts completed in the afternoon, and monies transferred before the day is through. In government (where it is sometimes said that time stands still) timing is critical for both national and political reasons. Correctly co-ordinated, proper timing brings national benefit, the converse spells disaster. In the military, the inefficient use of time and space can cause many lost lives, both

military and civilian.

Progress then may be seen, in all its facets, as improving the efficient use of time.

It is in this context that we must view airpower in a developing country to see if it can so impact on the national interest as to enhance progress.

Although the uses of airpower may be addressed under the separate headings of 'Civil' and 'Military', we will look at both together, deviating only where necessary. The airmobile capability may be used for any of the following reasons:

- (a) Basic transportation
- (b) As a management tool
- (c) Life saving
- (d) Protection under civil and criminal laws.
- (e) Nation building
- (f) Integrity of national air-mobility (national airline)
- (g) Integrity of national air space (military)
- (h) Development of national aeronautical capability, technology and management
- (j) Employment and net income generator.

The existing demands of industry, commerce and government require access to efficient, fast, and reliable transportation both within and between cities. In developing countries, the size of cities renders impractical the use of air transportation within each city. However, the distances and intervening typography between cities and towns dictate that a more efficient means than road transportation must be available. Of the three factors efficiency speed and reliability, the last is probably the most important.

The knowledge that movement of passengers and cargo from A to B is assured, however inefficient the service, must have a positive effect on the livelihood of those affected.

Further to this reliability, management executives, businessmen, diplomats, VIPs etc, need to be assured of efficient service. The time spent between A and B must be fully utilized in preparing for a meeting, consolidating notes, or simply resting between appointments. In developed countries, this is often achieved by company owned aircraft. For the majority of developing countries, this is not an alternative. Hobson's Choice therefore demands that local air services must, in addition to being reliable be efficient.

As a management tool air mobility is essential to sustained growth. The inability to terminate a particular transaction quickly may have devastating consequences for the businessman; or it may be that air mobility permits a minister of government to attend his office in the morning, participate in a remotely located meeting in the afternoon and return to the city to host foreign delegates in the evening. The efficient management of time, with air mobility as a tool, can cause direct benefits locally, nationally, and internationally.

As a lifesaving vehicle, the aircraft is invaluable. For searches at sea or on land, an aircraft will cover an enormously larger area than a surface vessel or vehicle. An area of 3000 square miles 200 miles from base may be effectively searched in 6 hours by aircraft. A surface ship would take 60 hours minimum, inclusive of 13-17 hours to arrive on the scene.

Helicopter rescues don't just happen on television. They are everyday real life drama. Casualty evacuations, although often misused and misunderstood, are frequent necessities.



None of the forms of lifesaving however can be considered efficient if improper or inadequate equipment is used, whether it be aircraft, navigational or onboard lifesupport equipment. A pilot may indeed cover up to 1,000 miles during a search at sea, but because of inadequate navigational equipment, the actual area searched may differ from his presumed area by as much as 5 miles. A man in a lifejacket occupies 1½ square feet of water, and is visible from 1½ miles at an altitude of 800 feet. Anything more than 1½ miles and the man is lost. 5 mile ???

Similarly, it is sometimes dangerous to transport emergency care patients between hospitals if the aircraft does not have adequate or any lifesupport equipment or carry trained emergency medical personnel.

Properly equipped and managed, air mobility is vital to some forms of lifesaving. What, though, is the price of a life?

It is a proven fact that without accurate and up to date information, the work of any Police Force is severely hampered. One useful source of information in combatting, for example, riots or escaping criminals, is from airborne observers. The benefits accruing from the expeditious and effective use of airborne patrols have more than just financial value. It gives to the affected population an assurance in the Forces of law and order, it builds confidence and sustains a climate where law abiding people can move about freely, without fear or dread. That climate is essential to the development and progress of any country.

There are other areas where the value of aircraft usage is not as readily discerned. These areas have an indirect but critical impact on the nation's day to day activities. They include aerial surveying for various agencies – town planners, geologists, archeologists, cartologists among many others, the use of medium and heavy lift helicopters for pipelaying in remote and inaccessible areas, cloud-seeding, national resources research, and many others. Where these airborne facilities are not available or used, development is hampered, costs increase, and developed countries remain relegated to 3rd world status.

A national airline in a developing country ensures that the integrity of the nation's air mobility and contact with the outside world is maintained. All airlines have profit as the No. 1 priority. Efficient service and reliability are means employed to achieve the desired profit. But where the operation is no longer profit-

able, that airline drops that unprofitable route or closes. The impact on the users is that particular route is of little concern to the balance sheet. In a developed country, with its multiplicity of air carriers, the folding of any one carrier has few detrimental consequences to the users. In a developing country, however, the dropping of an unprofitable route to that country could spell disaster, particularly where tourism is vital to the nations GNP. It is essential that the governments of developing countries maintain their own national air mobility, to guard against the vagaries of the fluctuating airline industry. This necessity, however, is not a licence for such an airline to be complacent, inefficient or unprofitable. There is always that point at which the subsidy can no longer be afforded.

Before the integrity of a national airline can be assured, the integrity of the national airspace must be unquestioned. One of the distinctions of developed countries is the passion with which they protect their airspace. This ranges from simple compulsory air Traffic Services to interdiction and destruction of illegal or offensive aircraft. The consequences of not maintaining this integrity are far-reaching. At the low end of the scale is the uncontrolled use of airspace by legal users. The degree of control of that airspace is inversely proportional to the chances of mid air collisions or incidents. Somewhere in the middle of the scale is the movement of uncustomed goods, i.e. goods which themselves are legal but whose movement is outside the knowledge or control of the Collector of Customs. This not only impinges on the revenue of the country, but contributes to the breakdown of law and order.

Further up the scale, is the movement of illegal goods, e.g. dangerous drugs and narcotics, arms and ammuni-

tion. The movement of narcotics has moral and social effects. The movement of arms and ammunitions has political, national and transnational effects. In any country where both narcotics and arms and ammunition are being moved, and moreso illegally imported, the consequences are catastrophic. Freedoms are threatened, young lives are ruined and crime escalates.

At the top end of the scale is national defence – the ability to detect, identify, intercept and destroy aggressor aircraft in the event of armed conflict. The degree to which this is developed is entirely dependent on a correct assessment of the threat. Once assessed, appropriate military assets must be acquired to counter that threat. These assets may take the form of ownership, alliances, or both. Whichever it is, it must be clearly established. The effective protection of national airspace (or territorial integrity) is essential to the continued development and security of developing countries.

When all the foregoing points are implemented, then the development of aeronautical technology and the proper management of aeronautically related organisations will be assured. Employment will increase, and the industry will be a net contributor to the nations growth. Further, at all levels of the industry, that country will be able to take its place with pride in any international aeronautical forum.

In the Jamaican context, all of the foregoing applies. In some areas we have excelled, in others we have done poorly. In all areas there is room for improvement. Air mobility in a developing country is an indicator of "progress".

All of us in the "business of the air", whether government or private sector, must ensure that we play our part and do our best to enhance progress – in the national interest.







ALTIMETER

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FOREWORD

Over the last 21 years the JDF Air Wing has grown and developed both in size and professionalism. We have passed through many memorable experiences together, some pleasant, others not so pleasant, but all achieving the common end of strengthening the Unit of which we all are proud to be a part.

In our 21st year, we wish to recognize Colonel A. C. DeV "Bunny" Stern (alias the Steeks) whose personal contribution to the Air Wing is the primary reason for the Units favourable image today. We salute him for his sterling contribution to the development of military airpower in our country.

In this issue of the Altimeter, the first in many years, we have broadened the scope of the magazine to include all of our activities, and not just flying. We look at issues which may have important long term consequences for both our Unit and our Country; and we reflect on our own performance over the past few years.

I am particularly honoured to command the JDF Air Wing at this time in our history. We have been through much, and we have much more to experience together, but with God blessings, and our dedication to Him, hard work, discipline and professionalism, we will continue to climb upward to greater successes.

I wish to thank all our advertisers, without whose help this magazine would not have been possible. I wish also to acknowledge the patience, understanding and love of our families all of which make our jobs more pleasant; To you the public, I extend our appreciation for your continued support of the JDF Air Wing.

We will continue to uphold our motto "WE FLY FOR ALL".

J. A. McFARLANE
Lieutenant Commander





Pilot Need-To-Know Terms

ATC Controller: An individual consecrated to the task of discouraging air travel, aerial maneuvering, gliding, ballooning, or sky diving.

Departure Time: The time takeoff is permitted by departure control and tower; usually after all departing aircraft have departed and all arriving aircraft have taxied in.

IFR: Conditions under which pilots cannot see how closely they come to colliding. Conditions under which the other guy is flying at your altitude.

Assigned Altitude: Any altitude other than the altitude requested or maintained by the pilot. Usually an inefficient, rough, or hard-to-attain altitude.

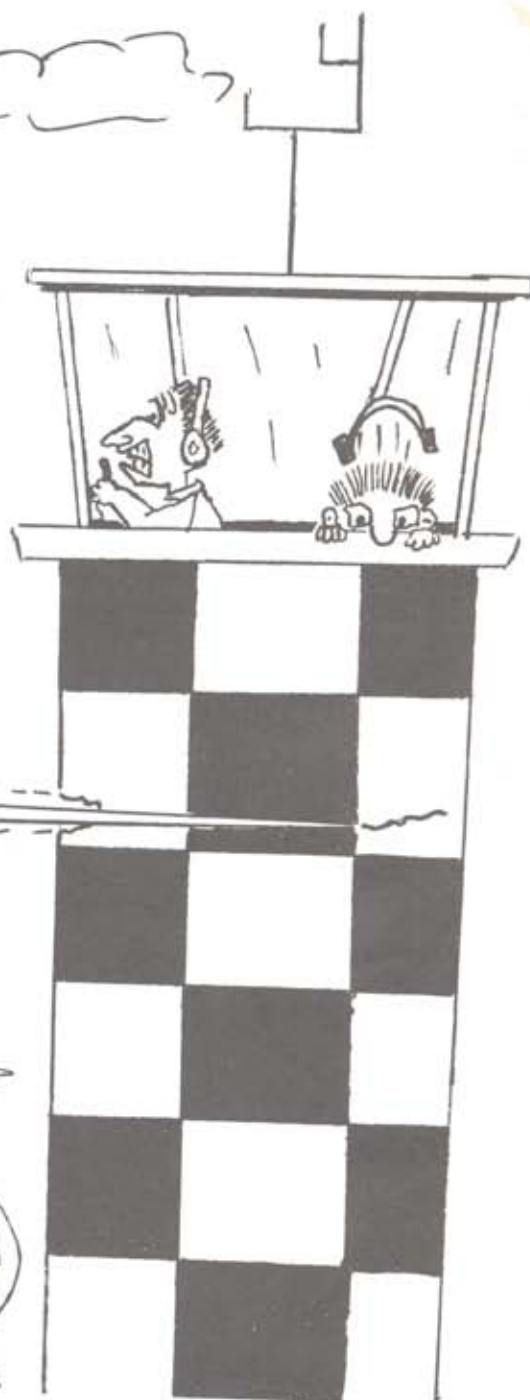
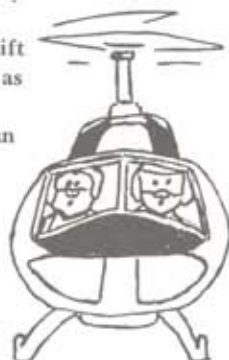


Holding Pattern: Dogfight airspace over the navigation facility serving the terminal airport.

Separation: A phenomenon attained when two or more aircraft fail to collide. If this is achieved while ATC works two or more aircraft on different frequencies, it is called frequency separation.

Approach Time: A random time given to pilots to await a shift change or to ascertain what to do with them. Usually comes as a surprise.

Standby: A term used to hold pilots at bay until someone can find the strip identifying where the aircraft came from and where he is going.



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UNARMED COMBAT - THE ANCIENT MEANS OF SURVIVAL

SCENE 1

Private Jackson and Moore had been on Patrol duty for nearly two hours when a shot rang out hitting Jackson squarely in the back jerking him forward.

On mere instinct, Moore spun around. His rifle barked several times hitting the terrorist in the chest and face pitching him backwards as his .357 magnum fell from his hand.

Two more shots answered from an old burnt out building. Not knowing the direction the shots came from, Moore sprinted towards an abandoned building on the opposite side of the road.

He was now lying behind a clump of bushes where he could see the still body of Jackson left lying in the road.

As he contemplated the idea of retrieving the two-way-radio and the weapon from the sprawling body of his partner, there was a click from behind. He turned to see the tall figure of a man in the dark standing almost over him. The man pulled the trigger two more times. His firearm was empty.

By Sidi Williams



On realizing this the soldier rolled over, then quickly brought the rifle into the aim but his weapon was sent flying from his hand by a kick delivered by his assailant. As the terrorist made for the S.O.R., his leg was swept from under him sending him flying head-long to the ground. Just as he fell, the private was on top of him hammering the face of the fallen man

with his fists. This did not last for long because being much smaller than his opponent, Moore was being flipped off.

The two men were now on their feet as they crouched and circled each other, barehanded, looking for an opening to attack. Suddenly the bigger man rushed forward but was stopped in his tracks by a sharp kick delivered by Moore. As he clutched his groin, staggering, the soldier leaped and brought his two legs around the two sides of the neck of his defeated foe. There was a snap as he twisted his body to bring down his attacker in a perfect scissors-take-down hold. The heavier man was dead within a few minutes. His neck was broken.

SCENE 2

As if he were a ballet dancer, the fighter lashed out kick after kick at his opponent. He was all feet until he suddenly ducked under his opponent's guard and attacked with lefts and rights to both sides of the neck. Again and again he pounded the area while

Cont'd. on page 31

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Cont'd. from page 29

the other, completely helpless, stood there dazed, then collapsed. It took over five minutes to revive him.

SCENE 3

World War two was drawing to an end. During the occupation of Japan by the allies, a dancing contest was staged by the Japanese at Tokyo's Sanno Hotel which had been taken over as a billet for U.S. Officers. It was a lively affair with swirling skirts, loud music, laughter and applause.

Suddenly a feeling of tension swept through the room. Two men were arguing in the middle of the dance floor shortly after the contest had ended. The Japanese, tall and lithe, was livid. His rival a stocky Korean who served in the imperial army, was smiling without concern.

As the two men argued hotly over a girl, the Japanese slowly slid a hand to the back of his belt. Out flashed the knife and the Japanese slashed the air in front of him a few times as he advanced on his opponent. When the Japanese closed to within striking distance, he suddenly lunged toward the Korean.

In an instant the Korean parried the thrust with his left and drove in a punch that smashed against his rivals

face. There was a sickening sound of breaking bones like a ripe watermelon splitting open against the pavement. The Japanese was dead by the time he hit the floor, killed with a single punch.

Are these scenes fiction? Hardly, except of course the story in scene one. No doubt we could not agree more on the importance of defending ourselves in case our weapons should fail.

As soldiers we are all able to defend ourselves to an extent, but how would you like to be a great exponent in weaponless fighting on the battlefield or in the streets?

The systems of unarmed combat are dated back in ancient Greece where a form of fighting was practiced which involved the combination of boxing, gouging, throwing, kicking and grappling techniques.

By digging into its ancient history, specialists in the fields of unarmed fighting all agree that by taking out the fine points of boxing, Karate, wrestling and Judo, one should be on the way to becoming a perfect fighting machine.

If we doubt this then we can reflect on the claims laid by Jhoon Lee, Joe Lewis the celebrated Bruce Lee (now deceased), Jeff Smith and others.

These experts claim: from Boxing we get all the stamina and Punching power, from Karate we get the strikes and blows from the feet, and from Judo and Wrestling we get the throws and various blows. So by combining the best from the boxing champion, the Judo Black Belt, the Karate expert and the Wrestling Buff we will be on the ladder to victory!

PHYSICAL FITNESS HELPS TOO

As in other physical activities, physical conditioning plays an important part in weaponless fighting. But what is physical conditioning?

The experts in various fields of Health and Athletic conditioning all agree that for an individual to be considered physically fit he must be outstanding in the following areas:

- Strength
- Flexibility
- Cardio Vascular & Muscular Endurance.

Getting and keeping in top shape can be an exhausting and sometimes painful experience but in the end it pays off well. Its just like medicine . . . the bitter medicine always work wonders.

Cont'd. on page 33

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MURPHY'S LAWS OF AIRCRAFT MAINTENANCE ENGINEERING



In the field of Aircraft maintenance engineers and technicians are sometimes perplexed by an unknown phenomena which hinders attempts at basic engineering and forward planning.

This phenomenon has followed engineering since the invention of the wheel, and has been for the majority of engineering blunders in the history of our profession.

Here is No. 1 Field Workshop (Aircraft) we have not escaped this gremlin, this spanner in the work. We have, however, some rules to go by as what to expect. The rules were developed by an Irish leprechaun (I know all leprechauns are Irish) by the name of EDESEL IGNACIUS ADOLPHUS MURPHY. His mother called him "Bwoy".

They gradually became known as Murphy's Laws. The basic law, from which the remainder derives, is "if anything can go wrong, it will." In mathematical terms this means that

$$1 + 1 = 2$$

where = is the mathematical symbol for "hardly ever". Here are a few corollaries of Murphy's Law as quoted by No. 1 Field Workshop (Aircraft).

1. FINANCIAL

- In any given price estimate final cost will exceed estimate by a factor of 2
- All warranty and guarantee clauses become void upon payment of the final invoice.

2. MECHANICAL

- Interchangeable parts won't.
- The probability of a diagram or specification being omitted from a maintenance manual is directly proportional to its importance.
- A dropped tool will land where it will cause the most damage, also known as the law of selective gravitation.
- The availability of a part is inversely proportional to the need for the part.

3. ASSEMBLY

- Disassembly of a major component will invariably include a seized bolt.
- Tolerances will accumulate unidirectionally towards the maximum difficulty of assembly.
- The necessity for correcting mistakes in assembly increases as the assembly approaches completion.
- After reassembly, it will always be observed that the gasket is on the bench.
- A dropped nut, bolt, washer,

- or foreign object will always seek the lowest level of inaccessibility.
- A screwdriver or drill will always slip when in proximity to a painted surface — the law of centrifugal malfeasance.

4. DIMENSIONS

- Any line, wire, or cloth cut to length will be too short.
- Any rigid material cut to fit will be too long. When corrected it will be too short.

5. OPERATION

- The probability of failure of a component is inversely proportional to the ease of repair or replacement.
- An electrical component protected by a fuse will protect the fuse by blowing first.

Unfortunately, the little man who developed one of the most profound concepts of our century is practically unknown to most of us. Destined for a secure place in the engineering hall of fame, he was a victim of his own law. Something went wrong.

Cont'd. from page 31

STRENGTH

In a fight, with skills being equal, the stronger man should win. It is O.K. to be a skillful combatant but you would stand a better chance of winning, if you were stronger. Then your technique will be more effective.

To put it bluntly; the stronger you are the better chance you have of winning.

Your strength can be improved by weight training or by free hand exercise e.g. push ups, pull ups, sit ups, squats and so on.

FLEXIBILITY

The range of movements of the muscles and hence the joints must be developed to a high degree in most physical activities. There are three main benefits to be gained from a flexible body.

- It enables you to perform basic skills more effectively.
- It decreases the risk of injury i.e. pulled muscles, torn ligaments etc.

- The range of movement increases so making that movement effective and more powerful.

Flexibility is increased by moving the joint slowly to its limit and then trying to gain further movement until slight discomfort is felt. e.g. Yogo exercise, calisthenics etc.

ENDURANCE

How would you like being engaged in actual combat for just a minute or so but realizing you are breathing as hard as if you have just ran a Marathon?

For all who wouldn't like to have experienced such a nightmare I would recommend Endurance Training.

The modern and best way of achieving a high level of Aerobic fitness and muscular endurance is work of an interval nature e.g. Interval running and circuit training.

Another way is by long slow runs.

Remember; all the methods for Aerobic fitness are also good for muscular endurance.



OPERATIONS REPORT



"WE HOLD IT ALL TOGETHER"

This is exactly what the Operations Department of the JDF Air Wing does. While maintaining sub unit status "Ops", as it is called, is comprised of fire crew, protection platoon, air traffic control and motor transport. In short anyone in the unit who is neither pilot nor technician is in Operations.

The Ops officer of Officer Commanding is currently Captain K. B. White ably assisted by Captain G. M. Webster who recently replaced Captain Cecil Sutherland.

Our fire crew has made for themselves an enviable reputation for efficient and professionalism. Although their primary role is that of airfield crash rescue, they have distinguished themselves while responding to emergency calls to combat domestic and bush fires within, and surrounding Up Park Camp. Despite being hampered by the lack of Rapid Intervention Vehicles, the crew has been able to respond when called with outstanding reaction times. It is expected that the Jamaica Defence Force in general and the Air Wing in particular will continue to require and receive the non-traditional high standard from this section of the Operations Department.

Our Motor Transport is supervised by Sgt. "Mandrake" Smith. Sgt. Smith

By Captain K. B. White



has been required on numerous occasions to utilize his magical powers to keep vehicles in a serviceable condition. Backed by a team of highly trained drivers they continue to demonstrate an admirable safety record.

The Security of Air Wing personnel, Aircraft and installations is the responsibility of our Protection Platoon. The Air Wing has not been required to operate its aircraft in "hostile territory" but when that day comes the men of the Protection Platoon will be ready. It is also from the Protection Platoon that the units air crewmen are

drawn. The aircrewman in the part of the aircrafts crew that provides the captain with "eyes in the back of his head." Whether the mission is air mobile operation, casualty evacuation (casevac)slinging operation or even VIP transport the aircrewman directly controls the passengers or cargo within the A/C and relays vital information to the pilot in command.

Last but by no means least the Air Traffic Controllers of the Air Wing are a small group of dedicated individuals. Selection of potential Air Traffic Controllers is done from within the Force with basic training being continued at the Air Wing facilities in Up Park Camp. External training for Air Traffic Controllers has been accomplished with the co-operation of the Civil Aviation Department and in Canada and the United States. Although only a Traffic Advisory service is provided at Up Park Camp and at forward bases the work load on our Air Traffic controllers is exceedingly high due to tactical and administrative teachings peculiar to a military environment.

The full range of activities and responsibilities carried by the officers and men of the Operations Department shows how easy it is to say "We hold it all together".



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LEAVING SOMETHING TO SPARE



FLIGHT SAFETY



CAPT. D. C. NAYLOR Officer Commanding No. 2 (Rotary Wing) Flight.

Accidents seldom if ever have a single cause. Their causation usually involves multiple factors, with human factor errors involved in the majority.

It is almost redundant to state that the individual in the left-hand front seat of an aircraft involved in an accident did not bring about that accident intentionally. Should human factor error be involved, the chances are high that by the time that his accident occurred, he had become the victim of a chain of circumstances over which he no longer had complete control.

Several human characteristics are involved in the causation of human factor errors.

Our sensory functions have limitations. There is a threshold of illumination required before something can be seen. Similarly, there is a threshold of sound level required before something can be heard. Taking this one step further, there is a threshold of change in a stimulus required before this change will be perceived.

Our brains function in a manner that is based on past experience, resulting in expectancy. In order to see an image or view in front of us, it is not necessary for our eyes to look at every object. We look at parts of the total and our brain, based on its past experience, puts together the rest of that picture for us instantaneously. The same applies to the sounds about us. In this manner our brains are able to function very rapidly. This does, however, set us up for certain types of errors known as errors of expectancy. For example, the sentence, "A bird

in the the hand." will be read by many individuals "A bird in the hand." The second "the" may not be seen because of the brain's tendency to function on the basis of expectancy.

In short, once an individual's brain is biased in favour of a certain perception based on past experience, one not only has become in some ways efficient, one is also set up for certain types of error production.

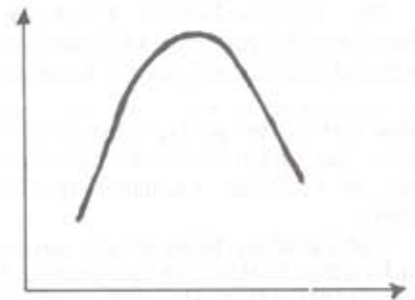
A further human characteristic that predisposes us to error production is what the psychologists refer to as our single channel capacity of attention. This hypothesis holds that in complex tasks or in stressful situations, for example, an individual can consciously attend to only one thing at a time.

You may correctly point out, for example, that you are able to both drive your car and carry on a conversation with the person sitting beside you in that car. Psychologists, however, advise us that we do this by rapidly switching our attention from driving the car to the conversation and back again and so on. How many of us have suddenly entered thick fog when driving at our normal speed on a highway? If a conversation was in process prior to entry into that fog, what then happened to that conversation? You will probably recall that conversation stopped and your attention coned in on your driving. This is intended to illustrate what is meant by the single channel hypothesis.

In a stressful situation, an operator's attention can lock on to one channel at the expense of other infor-

mation considered to be less important. This can occur in stressful situations in flying. A warning signal can go unnoticed when a pilot's attention is focused on picking up the runway lights on final approach in poor visibility, or, a pilot's attention may come on to a warning signal at the expense of appropriately monitoring the altimeter.

Flying is a skilled task. It is also, at times, a stressful task. Whereas stress is a factor in error production, we know that all stress is not detrimental. We do require some stress to maintain our arousal. Under some circumstances, however, the addition of stress factors can be detrimental to the performance of a function.



The shown arousal curve serves to illustrate the relationship between efficiency and arousal. It can be seen that as an individual's arousal increases from a state of drowsiness, for example, through greater wakefulness to

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CANADIAN ASSISTANCE

FLYING STANDARDS AND TECHNICAL EVALUATION

By Capt. K. X. Frater



CAPT. KEVIN X. FRATER Second in Command

The Jamaica Defence Force Air Wing over the past eight (8) years, has attained higher and higher levels of proficiency in its pilots and maintenance crews. This perhaps envious progress, has in part been the direct result of Canadian Assistance to the Unit.

The Canadian Team usually arrives in Kingston in March of each year, and spends two (2) weeks during which time they have to accomplish a number of tasks, some of which are outlined below:

a. Pilots

1. Clearhood proficiency on all aircraft types.
2. Category rides and supervisory checks on all Instrumentors.
3. Instrument ticket renewals and upgradings.

b. Technical

1. A technical survey of the Maintenance Department, and
2. A Safety Survey of the whole Unit.

It was in 1972 that a team of Canadians comprising pilots (Fixed and Rotary Wing) and technicians first visited this unit. These officers and men constituted an element known as the Flying Standards and Technical Evaluation Team, "STANDARDS TEAM" for short. Their primary role, is the maintenance of Air and Ground

Professionalism, aimed at minimizing the likelihood of air and ground incidents and accidents.

The Standards Team provides up to date revisions of procedures, which evolve from the on going effort in the Canadian Armed Forces to upgrade and make their own operations safe. Our adaption of some of these procedures has served to better equip our pilots for the many and varied tasks that they are called upon to execute daily.

For the past four (4) years we have put greater emphasis on Instrument and Emergency Procedures. As the demand for instrument qualified pilots grew, the Canadians responded in a most pleasing manner with the inclusion on their team of Major Jerry ELIAS, the Air Command Instrument Check Pilot, in other words, the man who writes the books. The Air Wing has found his contribution invaluable and the result of their 1982 visit is a very highly professional flight.

With the help of that stalwart standards veteran Major Kip KIPPLE, six (6) Instrument Tickets were issued or renewed, two (2) being Green Tickets and four (4) White Tickets.

The benefits gained from the continuity experienced with Major ELIAS and Major KIPPLE are two-fold (1) the upgrading of our pilots to their present instrument qualification was achieved through the continuous effort over the years by the former and (2) the clearhood flying and instructional techniques have reached and maintained a very high standard through the continuous effort by the latter.

The year 1982 has seen even greater assistance in the form of a maintenance team whose stay lasted not two (2) weeks but six (6) months. Working side by side with our few technicians, the maintenance team provided supervision of first and second line maintenance during a period when we were critically short of technicians and, especially, supervisors. Not only did they provide a "stop gap" but they have put in place long term plans for training soldiers as technicians. This has already borne fruit. Their recommendations during their stay, have served to add strength to a solid base and assisted in creating an atmosphere for true flight safety and confidence.

The relationship that has existed since the inception of the Standards visit has been a very close and amicable one and has played a vital role in the success of the programme to date. The closeness is shown not only in the hours of work put in during the stay of the Team, but also in the hours spent in the more relaxed environment of homes of officers, where thoughts are shared and spouses are met and liquid refreshment is at hand. Various dinners and beach outings are arranged so that the Team sees the "other side" of the Unit and evaluates our high esprit de corps, an attribute any unit would be proud to possess.

In the years ahead we look forward to their continued application and dedication to our cause, striving harder and harder to attain standards of the highest order and keeping them there. To the Standards Team, the Air Wing says, Thank You, happy flying and see you next year.



OF THINGS TO COME

Have you ever been overcome with a feeling of insecurity? . . . An uncertainty of conviction? . . . A lack of purpose? . . . Are you leaderless, with no apparent salvation in sight? . . . Undoubtedly through your existence in this post – (and maybe, who knows, pre) – war period you would have experienced at least one if not all of these predicaments. In this highly unstable world, the fears generated by the lack of planning, rapid change and politics so hamper our development and our perspective as to make the inevitable submission to history – fate – unavoidable.

The methods are unproductive, the people underutilized and dissatisfied; we no longer seem to be masters of our own destiny (as we seemed to be in the 60s) No . . . we have decided just to exist . . . just to be sufficient in this vacuum as if fortune has already decided for us. Fatalistic it is but this game of life dictates some things must happen before others as the prophecies, life cycles, and history unfold to highlight the errors of our ways.

Meanwhile the threat of anarchy, self and environmental destruction, and indeed TOTAL WAR make normal functions near impossible. The nature of diplomacy world-wide has changed to the point where we can convince ourselves to condone suicide and compromise as the norm. The underdog triumphs as his cry echoes louder with every pitiful sob. Unfortunately the concessions, agreements, alliances and dialogue are deliberately creating international confrontations in the hope that new ideals are achieved.

WAR? It is always the last resort in these negotiations. However, the process of diplomatic relations between the non-aligned, under developed, and the first world make the threat extremely real.

In working toward the ultimate solution, law and order on a normal day in our society have failed to preserve or entrench an exemplary code of ethics. How then can we look for progress on an international level? Maybe it is possible to work back-

wards and hope that this external idea will be swallowed 'en-masse' by our people, or has this already been tried and voted out? So we await the holocaust, the fire next time and maybe out of the rubble a new world of opportunity and equalities will triumph. A real united nations. Unfortunately man has a very short memory so history repeats itself.

In our world, force is the only true respecter of ideas and dignity.

Rev 8. v. 6: The seven angels which had the seven trumpets prepared themselves to sound.

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JDF AIRWING SPORTS ★ REPORT-1984 ★

By K. B. White



CAPT. K. B. WHITE Operations Officer

Over the past year the Air Wing has had mixed fortunes in the field of sport. Although possessing the smallest strength in the Force this "small axe" has felled many a big tree. In the area of athletics some improvement is definitely required. Numbers would prevent the Unit from fielding a large and possibly winning team. However, the standard of our performances could be improved upon with a properly co-ordinated training programme in place. This of course, does not detract from the efforts made by our small team who in the face of overwhelming odds showed "True Grit".

A boxing team was not fielded this year, however it is thought that internal competition will create an interest in this sport and produce a good standard of competition.

In both football and tabletennis our team placed fourth (4th) in the Force competition. Great potential was shown by both teams which we expect will be harnessed in the 1984 competitions.

The Unit is right up front in the Forces Basket Ball. Memorable performances were given in both the 1982 and 83 seasons where our team placed 2nd and 3rd respectively. This level of consistency must inevitably result in the Air Wing taking the cup into the hangar shortly.

On the hockey field a fighting Air Wing team was edged into 2nd place in

the Force competition. A great improvement has been shown by our team and the number of Air Wing representatives on the Force team attests to our commitment to lead the Force in this sport.

The winners circle again boldly eluded the Unit in the Force Volleyball competition. We cannot give any excuses for not winning as we should have won. All that can be said is congratulations to 2JR the victors and we will beat you in the finals in next years competition.

We have not won any major trophies as can be seen and we are disappointed with ourselves because of it. However our soldiers/sportsmen have done well and the Unit is justly proud of them and the spirit in which they have played the game.



JDF Air Wing Officers Football Team June 13, 1984

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JDFEME HERALDIC DESCRIPTION

"UPON A LIGHTNING FLASH, A HORSE FORCENE GORGED WITH A CORONET OF FOUR FLEURS DE LYS, A CHAIN REFLEXED ON ITS BACK AND STANDING UPON A GLOBE. ABOVE, A CROCODILE ON A BARONET'S HELMET UPON A SCROLL BEARING THE LETTERS "JDFEME"

The role of the J.D.F.E.M.E. is to maintain and ensure the operational fitness of JDF equipment. No.1 Field Workshop (Aircraft) is responsible for aircraft and aviation related equipment and as such, supports, and is a part of the JDF Air Wing. The heraldic description of our insignia is:

"Upon a lightning flash, a horse forcené gorged with a coronet of four fleurs-de-lys, a chain reflexed on its back and standing upon a globe. Above, a crocodile on a baronet's helmet upon a scroll bearing the letters JDFEME".

The horse and chain are symbolic

of mechanical power under control, and the lightning flash of electrical engineering. The globe is indicative of the impact of engineering on the world generally. The crocodile on the baronet's helmet rationalizes the insignia as it is taken from our own Jamaican Coat of Arms.

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AIRWING EXERCISE



of a soldier. In order to be a good *soldier constant practice at the art of soldiering* must be maintained. Furthermore not every soldier will be in the Air Wing for life. He will be required in the future to serve in either of the Infantry Battalions and we at the Air Wing certainly do not want to distribute unprofessionals.

The first Phase of the exercise was in a counter revolutionary setting and was carried out on two separate (72) Seventy-two hours of non-stop search and destruction of the enemy forces. On the morning of 15 January, 1983 the friendly forces landed at Malcolm Bay and moved cross-country to Four Roads where they were to establish a harbour base. Their move was not to be a smooth one as the enemy had as much information as was necessary for them to locate and harrass the friendly forces.

At about 1030 hours on the 16 January, 1983 the friendly forces arrived at the exercise headquarters a beaten and tired lot. With only a few hours rest to be had they were already preparing to go out to completely destroy the enemy who had by now captured a helicopter and crew and also a 4-tonner truck.

It was during this period that I really felt as if we were in fact faced with a situation of reality. The enemy led by two Demon captains chose to rout the friendly forces by what ever means possible (like terrorists always do) which included a pre-dawn attack on the Headquarters involving

the snatching of personnel and a land-rover.

The friendly forces commander however was not to be disheartened by the demoralising enemy efforts and in a very short time came to grips with the situation and twice in one day he disrupted the enemy in two different harbour bases. The war terminated right where it all started at Malcolm Bay. Sad to say the enemy won by springing a well laid ambush.

For the remaining days at Sweet River we engaged ourselves in night navigation for ground and air crew, watermanship training and rappelling from helicopters.

The period did not last without the addition of morale boosting spice. This came in the form of a night on the nearby town of Sav-la-mar and a day on the beach at Negril.

Our exercise would not have been a success had it not been for the assistance given to us by various supporting units. Many thanks to the JDF Coast Guard who provided help in transportation of troops from Port Royal to Malcolm Bay, the Supply Depot for the loan of stores; the Transport Unit and IJR for assistance in transportation; 2JR and 3JR for culinary assistance and last but not least to the Engineering Unit which assisted in the setting up of the camp site. I would be unfair if special mention was not made of the airstrip lighting. It was an excellent piece of work.

The local inhabitants also played their part in assisting and by the morning of the 24 January, 1983 when we finally broke camp a very good rapport had been developed between us and the local population. It is said that a few tears were shed as we began our home ward return.

The exercise aim was undoubtedly achieved and already there are signs of a better working relationship in the unit, coupled with a more business like approach to work.

A. H. STAPLES
Second Lieutenant.

After a break of four years the JDF Air Wing launched what used to be an annual exercise on January 15, 1983. The exercise was organised to practise as many Air Wing personnel as possible in basic field tactics and also to promote Esprit de Corps in the unit.

The exercise base location was at the Sweet River airstrip in Westmoreland and the ten or so days of activities was to see the pooling together of ideas, imaginations and initiative thinking to make what may be termed as the exercise of the year.

One would wonder why it was necessary to practise Air Wing personnel on field tactics seeing that it may be hardly likely that they will be required to fight on the ground. Well here is the answer. No matter what the organization of a unit or sub-unit is, the general basic employment is that



the point where the individual's peak has been arrived at as a result of the addition of stress factors provided him in the performance of his task, efficiency also increases. Once that peak has been passed, however, if further stress factors are added the efficiency of his performance begins to decrease as a result of over arousal. It can be seen from this that it is important for an individual to not be aroused to the point where the addition of a further stress will cause efficiency to decline. It is essential to be functioning on the rising curve where efficiency will increase with the addition of an unexpected stress.

Effects of stress on an individual's performance include the coning of attention as previously described. It has been shown that a stressed individual is able to concentrate on fewer and fewer instruments as his stress increases, and he develops greater difficulty in integrating the information from these instruments. Errors of expectancy occur more frequently in a stressed individual. Errors in performance increase. Errors due to regression to a previously learned pattern of behaviour occur. It has been demonstrated that under overload situations, an operator will tend to approximate, will tend to delay certain actions in an effort to pay more attention to what is considered to be the more important action, and will tend to respond incorrectly to stimuli.

What are the factors which determine the effects of stress on the performance of an individual?

Obviously, the severity and duration of the stress to which an individual is exposed is one factor.

The task is a second factor. In general, the more complicated the task the more likely it is to suffer from the effects of stress.

A third factor, of course, is the individual who is required to perform the task. His training is important. For purposes of this writing, what training actually does for an individual is to increase his spare capacity. As he is increasingly trained and his skill develops, his task takes less and less of his potential and a reserve is developed. Training is aimed at increasing this spare capacity so that should an unforeseen situation develop, an individual has spare capacity to cope with the situation. As his load increases, however, and the number of stresses to which he is subjected in-

creases, this spare capacity diminishes, and performance will suffer with the addition of any further factor.

As a novice pilot begins to learn basic flying, his tasks occupies the whole of his attention. On base and final, for example, things seem to occur so quickly that the student often feels that there is barely sufficient time to perform the required tasks prior to his wheels touching the runway. As his skills develop, however, and his task becomes integrated into the sequenced orderly groups of actions that he simply triggers off by performing the first action, the rest following automatically, the landing sequence seems to leave him with lots of spare time. The whole process seems to have slowed down for him. This is a consequence of the development of spare capacity as his training increases his skill.

Should this skilled pilot, this pilot with spare capacity, now embark upon a flight in weather that he is marginally capable of handling, he has deprived himself of some if not most of his spare capacity. Should he attempt to take off with marginal runway con-

ditions or with an overloaded aircraft, he has deprived himself of much of his spare capacity. To so diminish one's spare capacity markedly reduces one's chances of coping with an unforeseen situation. It is important to leave that something to spare.

Should our pilot, for example, attempt a takeoff with marginal runway conditions and with an aircraft overloaded, he may expect a delayed lift off. Should this not occur in sufficient time, by the time of realization that clearance is not going to be achieved, our pilot, deprived of his spare capacity, may be unable to make any decision, let alone the correct one.

While one can never state in retrospect exactly what the thoughts or performance of a pilot were prior to such a catastrophic accident, certainly there have been occurrences where one can speculate with some certainty that this, in fact, was what happened.

It is important not to remove that spare capacity. There must be something to spare.

(September, 1980 - Civil Aviation Medical Examiners' Newsletter Central Region).

★



★

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WE REMEMBER PETER

The unfortunate and untimely death of our dear Peter Stephen Rennie, (10 years to the day of the death of his grandfather) brought to an end an era in the lives of the Air Wing Members of the 70s. It was a loss which extended beyond the close circle of family and friends, to everyone who had any contact with him.

What manner of man was this? He never failed to earn the respect and admiration of those who knew him, so bright, so fit and so bubbling with life. "Reds" always set the pace and took exception to being outdone by any 'younger lad; yet if he was, took it in his stride and in a way, still came out a winner, as his integrity and sense of fair play guided his conduct.

The familiar figure, on his bicycle, riding from home to work, keeping fit, jogging around camp just for the fun of it, swimming, boxing, defying the apparent strain of age, (not that he was old, of course, but appearing to improve physically with the passage of time) flying or on exercise, sharing his vast experiences, are only a few of the ways we remember Peter. Here

was a man, a forceful yet mannerly and outstanding Officer.

It is extremely difficult to avoid the nostalgia of those good old days. However, this nostalgia encourages us to have faith and to cherish the short time we spent together in the hope that one day there will be that long awaited reunion.

An old boy of St. George's College, Peter boasted a smile as genuine and as vibrant as his manner was. He upheld his morals with distinction. Peter shone with that sureness of character that most would envy. A loving and devoted father, son, brother, a faithful and responsible husband, an understanding and appreciative friend who always had time to listen; an aggressive competitor, a firm yet compassionate and respected leader, this rare God-loving man, was proud of the ability and qualities he acquired over the years: at home, St. George's, Mons, Warminster, Portage la Prairie, in the JDF and from the close association with the men under this command.

Like many of us who seek higher ideals, a better quality of life, a stable

and hopeful future for our children, Peter had a difficult decision to make. He never was afraid to make decisions and so he made one more. This new life led to his tragic passing thus fulfilling his maker's will. Now he watches over and protects his charges from above.

Peter Stephen Rennie 14-3-52 to 3-11-80, here was a GOOD MAN.

His determination, high standard, example, loyalty, professionalism and smile will always remain in our hearts.

By a Friend



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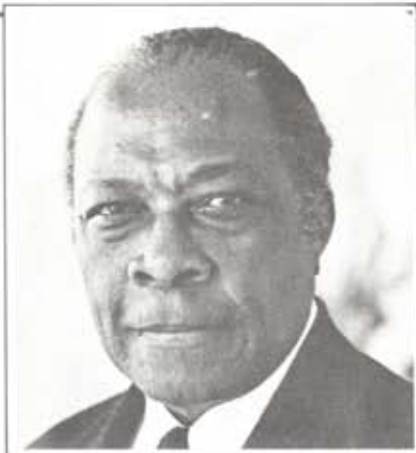
THE GOVERNOR GENERAL

The Air Wing Week Celebrations will take place from July 1 - 7, 1984, and it is with a great deal of pleasure that I send this message of hearty congratulations on the great strides that the Air Wing has made within the ambit of the Jamaica Defence Force.

The Unit has grown from three Officers and three other ranks originally and four Cessna Airplanes to an establishment in the regular force of thirty eight Officers and one hundred and thirty-four other ranks and thirteen aircraft.

The J.D.F. Air Wing Reserve element is comprised of fourteen Officers and one Other Rank. It has developed such a great degree of dependability that over the last six months it has made an average of one trip every two weeks - to support the companies stationed in Grenada totalling over 130 hours of flying time taking mails and other administrative supplies.

I look with a great deal of pleasure at the fact that Lt. Commander J.A. McFar-



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SIR FLORIZEL GLASSPOLE, O.N.,
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lane who is the present Commanding Officer has served as my A.D.C. and Commanding Officer of the J.D.F. Coast

Guard. He earned his wings in 1977. I would like to congratulate him on the manner in which he is fulfilling the duties of his office.

It should be borne in mind that other areas of activity of the Air Wing include assistance to the Police, Search and Rescue, Casualty Evacuations, VIP Transportation and assistance to Government Departments.

With its motto 'We Fly for All' the Air Wing has more than justified its exist-

With its motto 'We Fly for All' the Air Wing has more than justified its existence in the Jamaica Defence Force.

Once more, I congratulate them and wish them continued success in their activities over the years to come.

Message from:

THE PRIME MINISTER

This years Jamaica Defence Force (JDF) Air Wing anniversary celebrations are very special as on July 3, 1984 the Air Wing will be celebrating its coming of age.

It therefore gives me very great pleasure to send a message for inclusion in the special 21st anniversary publication of "The Altimeter", the Air Wing magazine.

Twenty-one years ago, the need for the JDF to have light aircraft was identified. A reserve squadron of a number of pilots who either owned or had access to private light aircraft was first formed. Then, with a nucleus of one pilot, the Jamaica Air Wing got off the ground.

How well I recall those early days when, working against time, stringent measures were brought into play to train pilots and ground personnel. And so good was the response that in less than a year the Unit was being propelled skywards to a successful take-off.

Since those formative years, the Air Wing has developed much new knowledge and skills as well as modern approaches to its various aviation opera-



RT. HON. EDWARD SEAGA

tions and military practices. The hours of hard work and constant training have been well worth the effort because today the Air Wing has achieved not just national but international acclaim.

The range of services provided by the Air Wing has not only enhanced the development of the JDF but has also established bridges of understanding in various aspects of socio-political and economic development at home and overseas.

Such services include the laying of water pipes in our mountains and other assistance to the public utilities, casualty evacuations, search and rescue operations, criminal reconnaissance and night patrol flights, transport of Government officials, routine military flights and, recently, support and liaison services during the Grenada liberation operations.

The achievements of the Air Wing have been remarkable. But the real meaning of those attainments have to be appreciated by recalling the tremendous efforts and sterling contribution made by past members. Their foundation is the base on which present members continue to build.

I would therefore like to congratulate the Commanding Officer, Officers and Other Ranks for their dedication, discipline, efficiency and willingness and I urge them to continue to demonstrate the high levels of integrity and loyalty which have become respected symbols of the Army.



★ *CAPT. LOCKSLEY THOMAS, ADJUTANT*



★ *2LT. PHILIP SMITH Awaiting course-odd body.*



★ *RSM CAMPBELL*



★ *WOII HARRISON Workshop Manager/Articifer*



SGT. E. GREEN, Senior Air Traffic Controller and longest serving member of the JDF Air Wing.



No. 1 FD WKSP (A/C) Football Team June 13, 1984.

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Cont'd. from page 23

the United States of America to have a major inspection carried out.

This took place over a six month period. During this period it was recognised that the Aircraft documentation system was not adequate for our system, and as a result of this a new system which was based on the British Army Air Corps procedures, was formulated and initiated. This system, now presently being used, proved to be adequate. WOII C. Fitzgerald must be commended for his efforts in the organisation and the implementation of this new system.

Quite a lot of improvements have been made since 1981, and it would be a rather lengthy explanation if they were to be listed. These improvements have been acknowledged by the Canadian Standard Team which visits the JDF Air Wing annually. Their job is to criticise and make recommendations on the units operations with the main areas being safety, flying and maintenance. I am pleased to say that the 1984 Standards Team was extremely pleased to have seen such an improvement in the unit since their previous visit in 1983. This indicates that progress has been made.

50

I would like to express a very special thanks to all the officers and men who although no longer serving in this unit, have contributed in one form or another, to the development of the unit. To all the civilian maintenance facilities and other supporting organiza-

tions thank you for the kind assistance you have given since our birth, to those of you who now serve with me, thank you for your dedication and co-operation. Let us endeavour to keep 1 Field Workshop (Aircraft) "Flying High".

Cont'd. from page 13

worth repeatedly. To date we have done twelve (12) trips to that Island using several routes. The most expedient have been KIN-San Juan - Pearls and KIN - Curacao - Pearls. The round trip is covered in approximately eleven (11) hours, and has proven the capability of our pilots.

In recent years our work load has increased. However, this has not had any significant effect on our primary roles. These are search and rescue, medivac and casevac operations, troop and passenger transport, photography, cargo, VIP transport and assistance to the JCF. More recently the Britten Norman Islanders have been recognised as being quite suitable for parachute operations, hence this is another area in which fixed wing flight will be utilised.

At present there are only seven

fixed wing pilots in the Air Wing, of which four (4) are instructors. Each pilot is qualified to fly at least two (2) types of aircraft and must maintain a high level of proficiency on each. Recently we have been putting much emphasis on instrument flight training and all Air pilots are required to have a valid instrument rating. In April and May of this year, two pilots were upgraded to the left seat of the King Air after completing their training in a high density traffic area. This brings to three (3) the number of captains presently qualified on type.

Although morale is high and pilots get a lot of exposure over seas, we still have a rapid turn over of staff. The flight is presently in need of pilots and every effort is being encouraged to attract young, intelligent individuals towards a meaningful career in the Jamaica Defence Force Air Wing.



BELLS AND FLARES



BIRTH

Captain K. X. FRATER	Marc Phillippe Kevin	12 April 1983
Captain F. A. GAYLE	Kereese Sharla-May Gayle	09 September 1983
Captain L. D. THOMAS	Lee-Ann Locksline	08 June 1982
Captain O. L. DERBY	Oscar Lloyd III	14 November 1983

BIRTHS OTHER RANKS

JDF/20360	Sgt.	BRYAN C.	Kemisha	21 Dec. 81
JDF/13879	Sgt	HEMMINGS L.	Lynval	
JDF/22290	Lcpl	CLARKE M	Netricia	06 Jul. 83
JDF/22276	Pte	DICKSON G.	Kavanaugh	01 May 82
JDF/20308	Pte	DIXON E.	Andre	24 Feb. 84
JDF/22355	Pte	McBEAN M.	Trisha Gaye	05 Sept 81
JDF/13522	Pte	SIMPSON D.	Kevin	19 May 83

PROMOTION OFFICERS

NO.	RANK	NAME	LIEUTENANT	CAPTAIN
JCA/1172	2Lt.	W. A. DAY	12 November 1978	12 November 1981
JCA/1174	2Lt.	B.B. HADDAD	12 November 1978	12 September 1981
JCA/1185	2 Lt.	F. A. GAYLE	03 January 1979	03 January 1982
JCA/1200	2Lt.	G. M. WEBSTER	02 September 1980	02 September 1983
JCA/1227	2Lt.	H. S. WILSON	03 March 1981	
JCA/1234	2Lt.	R. M. LEWIS	07 July 1982	
JCA/1239	2Lt.	F. G. MILLWOOD	30 April 1983	
JCA/1260	2Lt.	V. C. THOMAS	29 January 1983	
JCA/1263	2Lt.	D. C. STOKES	05 May 1983	

PROMOTION OTHER RANKS

NO.	RANK	NAME	SGT.	WOI
JDF/20360	Sgt.	BRYAN C.	14 November 1981	
JDF/13306	Sgt.	SMITH M.	14 August 1981	
JDF/13874	Sgt.	HEMMINGS L.	27 January 1983	
JDF/20313	Sgt.	GRANT W	13 September 1982	
JDF/20461	Lcpl	HARRIOTT E	01 Mar. 1981	
JDF/20292	Lcpl	HIGGINS A.	28 May 1982	
JDF/1921	WOI	H. G. CAMPBELL		02 January 1980

MARRIAGES OF OFFICERS

NO.	RANK	NAME	DATE
JCA/1127	Captain	K. X. FRATER	June 1983
JCA/1185	Captain	F. A. GAYLE	Dec 1980
JCA/1176	Captain	G. A. HOSUE	Sept 1983

MARRIAGES OTHER RANKS

NO.	RANK	NAME	DATE
JDF/20360	Sgt.	BRYAN C.	April 1981
JDF/20880	Cpl.	RODNEY E.	February 1981
JDF/21231	Cpl.	RUSSELL C.	August 1982
JDF/20292	Lcpl	HIGGINS A.	October 1983
JDF/20505	Lcpl	GAYLE R.	August 19 ⁸¹
JDF/21084	Pte	BROWN M. A.	February 1980
JDF/22257	Pte	BENNETT A.	April 1982
JDF/21781	Pte	SMITH W.	December 1982



MORE PILOTS AIRMEN AND TECHNICIANS



LT. R. L. M. LEWIS – a graduate of Jamaica College. 'Ricky' joined the Jamaica Defence Force in December 1979. He completed his Basic Officers' Training Course at RAF Cramwell in October 1980. and served as a platoon commander in the First Battallion Jamaica Regiment (1 JR). He joined the JDF Air Wing in July 1982 and commenced his Primary Flying and Basic Helicopter Course at CFB. Portage-la-Prairie in August 1982. He is now undergoing local training as a Co-Pilot on the Bell 212.



LT. D.C.T. STOKES – 'Tal' joined the Jamaica Defence Force in September 1980. He proceeded on his Basic Officers Training course at the Royal Military Academy Sandhurst in May 1981 and on completion of the course in July 1982 he returned to Jamaica and served as a platoon Commander in 1 JR. He then joined the JDF Air Wing and in November 1983 he completed his Primary Flying and Basic Helicopter Course at CFB Portage-la-Prairie. He is now a member of the Rotary Wing Flight. Tal is a graduate of Cornwall College.



LT. F. G. MILLWOOD – Francis, a past student of Kingston College joined the JDF in September 1980. He was trained at the Royal Marine Commando Training Centre, Lympstone. On completing his course he was posted to the Second Battallion Jamaica Regiment where he served as a platoon commander. In July 1982 he joined the JDF Air Wing and did his Primary Flying and Basic Helicopter course at CFB Portage-la-Prairie in August 1982. He is now serving in the Rotary Wing Flight and is being trained as a Bell 212 Co-Pilot.



P.T.E. DIXON E. – on leaving the May Pen Secondary School, Pte Dixon joined the Jamaica Defence Force in 1974. He served as a rifleman in the First Battallion Jamaica Regiment and in April 1976 he was posted to the Signals Department where he served as a signaller. In 1982 he joined the JDF Air Wing and proceeded immediately on a local Air Traffic Controller (ATC) course at the Air Wing. He is presently serving as an ATC pending a more advanced course overseas.



ROBERT THOMAS – was born on the 6th April, 1962 in Christiana, Manchester. He joined the Jamaica Defence Force on the 8th October, 1980. At Newcastle, recruit Thomas distinguished himself in basic training by winning the coveted award of "Best Shot" in his intake. On passing out, private Thomas was posted to the Air Wing of the JDF where he served as an Air Field Fire Fighter and a Class Three (3) Air man.

Private Thomas was always cheerful and one would always see him with a smile. His greatest pastime was being on the firing range, and he did not miss the opportunity to compete in the 1981 annual Queen's Medal Shoot.

Thomas was proud to be a Soldier. He demonstrated this in his keen attitude towards his work. He aimed always to be a professional at whatever task he had to complete.

Today Thomas is not with us but memories of him will always remain in the hearts of all the men and women of the Jamaica Defence Force Air Wing.

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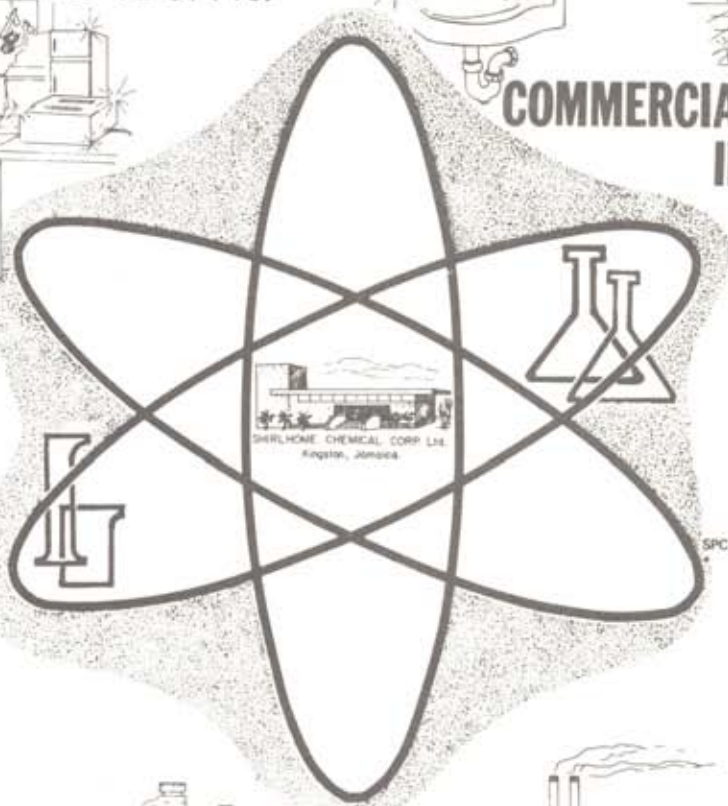
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MESSAGE FROM:

MINISTER OF NATIONAL SECURITY AND JUSTICE



It is with great pleasure that I offer my sincere congratulations to the JDF Air Wing on attaining its Twenty-first Anniversary.

The addition of the Air Wing to the Jamaica Defence Force in 1963 has helped to bolster the performance of the Force in a myriad of ways. On many occasions the dedication, loyalty to country and devotion to duty of the Officers and men of this Unit have been able to provide outstanding assistance to victims of natural disasters, crime, and other land, air and sea misfortunes.

As you continue to be propelled towards new horizons I urge that your motivation and initiatives be as enduring



RT. HON. WINSTON SPAULDING

as the solid foundation on which you were created.

Air Wing Week (1 - 7 July, 1984) promises to be an especially enlightening period when the nation will be better informed of the functions you perform, and share with you your traditional spirit of brotherhood.

May I wish for you continued success in the execution of your duties and greater co-operation between the people of this nation and yourselves.

MESSAGE FROM

THE CHIEF OF STAFF



This is not the first occasion I have been invited to write a message for 'Altimeter' Magazine, but this time I particularly enjoyed looking back through previous issues and recalling the good old days. Although it is some years ago, I still have many happy memories of my service in the Air Wing.

In those early days we were forced to develop a positive 'can do' attitude. Nearly everything we did was new or experimental and being done for the first time in Jamaica. We had very limited resources, no hangar facilities and hardly any staff. However, we were encouraged by the many Jamaicans who had already contributed to aviation history in two World Wars and in developing flying in Jamaica. We also had the benefit of some far-sighted and innovative planners and decision makers who laid a firm foundation for the establishment of this Unit. All of this gave the Air Wing a real pioneering spirit with everyone (all seven of us) striving to prove our worth in a very exciting and challenging job.

Since then the Air Wing has obviously grown. It has developed not only in size but also in the expertise of its personnel and the sophisticated nature



Major General R. J. NEISH

of its equipment. This growth has made the Air Wing, as part of the Jamaican Defence Force, capable of carrying out its many and varied tasks on behalf of the people of Jamaica. Today, as the Air Wing celebrates its maturity, I would like to pay special tribute to all those involved in its development over the years. I do hope we can retain their spirit and determination to deal with the current challenges and follow their example in building for the future.

I definitely feel that the present

time of austerity needs to be faced with a new pioneering spirit where the well established qualities of co-operation, hard work and good leadership are blended with the assets of new technology, broad horizons and the innovativeness of the modern world. As Chief of Staff I congratulate all members of the Jamaica Defence Force Air Wing on achieving this important milestone in your history. I hope you will all reach for the sky in meeting the challenges of today so that the Air Wing of tomorrow will be able to look back with pride at your achievements.

Finally, as you now enter the third decade of your history, I wish to repeat my hope expressed in 'Altimeter' ten years ago that the Air Wing "grows greater in efficiency, dedication and versatility".

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FAA REPAIR STA. 202-94



DIARY OF EVENTS

Compiled By:
LT. R. LEWIS

1979

This was a hectic year for the Unit. It began with a change of Commanding Officers in January with Major Effiom Whyte retiring and Colonel A. C. deV Stern resuming command of the unit.

Later in May the Unit held a memorial service for Lieutenants Scott and Brown at the Garrison Chapel.

June was the highlight of the Air Wing's operational performance for 1979. The flood rains in Western Jamaica caused us to be tasked with troop lifting, food supply, casualty evacuation and ferrying. On many occasions these tasks were carried out under adverse conditions.

The rest of the year's activities slowed down to a more normal pace.

No. of flights: 3208

Total Hours flown: 4858

Number of Casevacs/medivacs: 246

1980

This year will be remembered as one of the most important years for the JDF AW, as well as one of the most demanding in the taskings undertaken by this Unit.

At the beginning of the year Colonel Stern handed over command of the Unit to our only non-flying commanding officer, Lieutenant Colonel T.D.6 Lewis.

Most of our aircraft were in need of repairs and an extensive program was embarked upon resulting in a high serviceability rate. A number of trips were made to the USA in the summer months procuring aircraft spares and taking components to be repaired. Both Islanders T-2 and T-5, and the King Air completed major overhauls and were returned to service.

In October a good show award was earned when H-8 crewed by captain Errol Alliman and Lt. Frank Gayle Allen to land marine engineers aboard a stricken container ship. The ship was disabled 90 nautical miles east of Jamaica with the hurricane 12 hours away. In strong head winds H-8 arrived at the stricken vessel, her decks heaving up to 40ft in violent seas. H-8 was committed to a landing on the container since the hoist was unserviceable. The mission was successful, although the aircraft skids were badly bent, and the ship was saved.

The general elections were the highlight of this year. Rotary wing with the much needed help from Fixed wing pilots flew day and night on long arduous patrols. Fixed wing pilots demonstrated their flexibility by flying as co-pilots and observers during the period. The taskings were heavy but all missions undertaken were successfully completed.

Annual summary

Number of flights: 2470

Total Hours: 3025

Number of Casevacs: 157

1981

1981 was no exception to the busy trend that had been set in previous years. The maintenance programme that was initiated in 1980 continued with almost the entire rotary fleet being repaired and refurbished.

Between February and May H-8, H-14, H-15, H17 and H-7 were either flown up or ferried by ship to Texas to be serviced. In one case of H-7, not being able to either fly up or fit into a container, she was shipped to Corpus Gistic on the deck of the Bauxite carrier David P. Reynolds.

May also saw the return of four new pilots from CFB Portage la Prairie. Within the batch of pilots was Lt. Johanna Lewin our first female rotary wing pilot. Second Lieutenants Greg Webster, Harold Wilson and Don Rennalls completed the successful quartet.

While rotary wing was temporarily weakened by a reduced number of flights No. 1 Flight contained to fly on. T-3 crewed by Captains Frater, McCaulsky and McLaren flew to Miami in April for Instrument training. In the same month No.1 flight was responsible for transporting the Prime Minister of Canada Pierre Trudeau around Jamaica.

The standards team from Canada paid their annual visit between 19 April and 2 May doing proficiency and check rides and upgrading instructor ratings. The visit was (as usual) a successful and rewarding one. The latter part of the year was spent retrieving the helicopters abroad and on routine liaison flights. Captain Haddad and McCaulsky departed for instructor courses in August, and Captain Frater on an ICP course in September. Upon his return in December Captain Haddad successfully completed his C-210 check out.

A few flights of special interest did occur, such as in October when JDF. T-3, crewed by Captains McLaren and McCaulsky flew Major Taylor and the JDF Boxing team to Panama for an International Military Boxing Competition.

The year ended with the traditional Christmas morning Fly over, the formation consisting of two Bell 212's and Four 206B jetrangers.

No. of Flights - 2186

No. of hours - 2867

No. of Casevacs - 162.

