

30th
Anniversary Edition



THE ALTIMETER

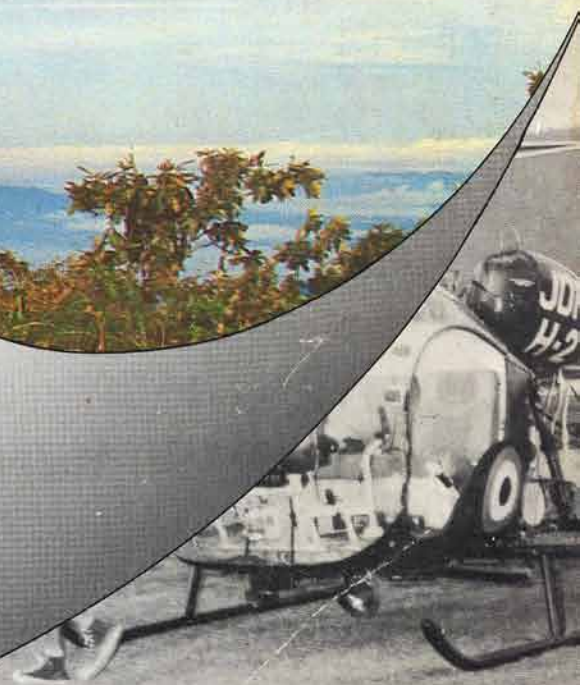
A GENERATION OF SERVICE

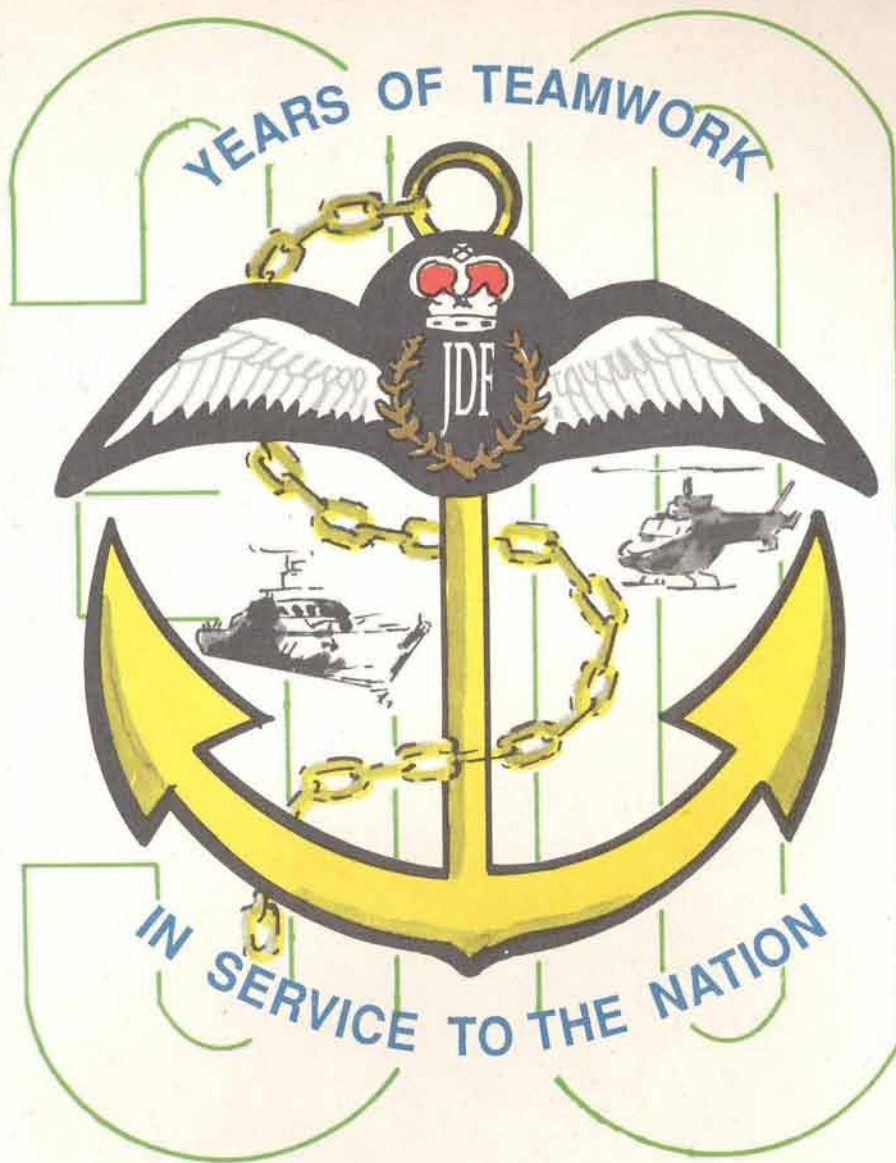


● **COL. 'BUNNY' STERN**
- Exclusive Interview

● **JDF COAST GUARD**
- 30 Years On

● **TITS**





THE JDF AIR WING MISSION ROLES

- Operational Support of JDF and JCF
- Anti-Narcotics Operations
- Casualty Evacuation
- Search and Rescue
- VIP Transport
- Assistance to Government Agencies
- Training

THE JDF COAST GUARD MISSION ROLES

- Search and Rescue
- Protection of Territorial Waters and Fisheries
- Coastal Radio Station
- Anti-Narcotics Operations
- Coastal Surveillance
- Maritime Pollution Counter-measures
- Aid To The Civil Power
- Normal Military and Cerimonial Duties

What's Inside



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COVER PHOTO:

Bell 212 approaching Blue Mountain Peak.

- Franz Marzouca

Inset: Bell 47G



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EDITORIAL

After a generation of service, the JDF Air Wing commemorates its 30th anniversary with a week of activities, some of which are open to the public, a special reunion dinner and the publication of this special edition of the Altimeter magazine.

Having achieved this milestone, it is natural not only to look back at what we have achieved but also to look forward to how we can best contribute to the nation during the next 30 years. A part of looking forward is looking at the existing Air Wing, analyzing our capabilities and determining what adjustments/improvements need to be made to satisfy the anticipated demands of the future.

In planning for the future one usually looks at technological advances which are applicable. Advances in technology may provide the opportunity for the more efficient completion of missions and/or the ability to undertake missions not previously possible. Taking advantage of these possibilities usually involves purchasing additional resources or replacing existing equipment with new ones. In either case significant capital expenditure may be anticipated.

When available funds are not sufficient to cover such capital expenditure, one has to consider the most efficient use of existing resources. In fact, if funds are extremely limited, restructuring is a viable option. A streamlined unit can be very effective and can fulfill all requirements if proper priorities are set.



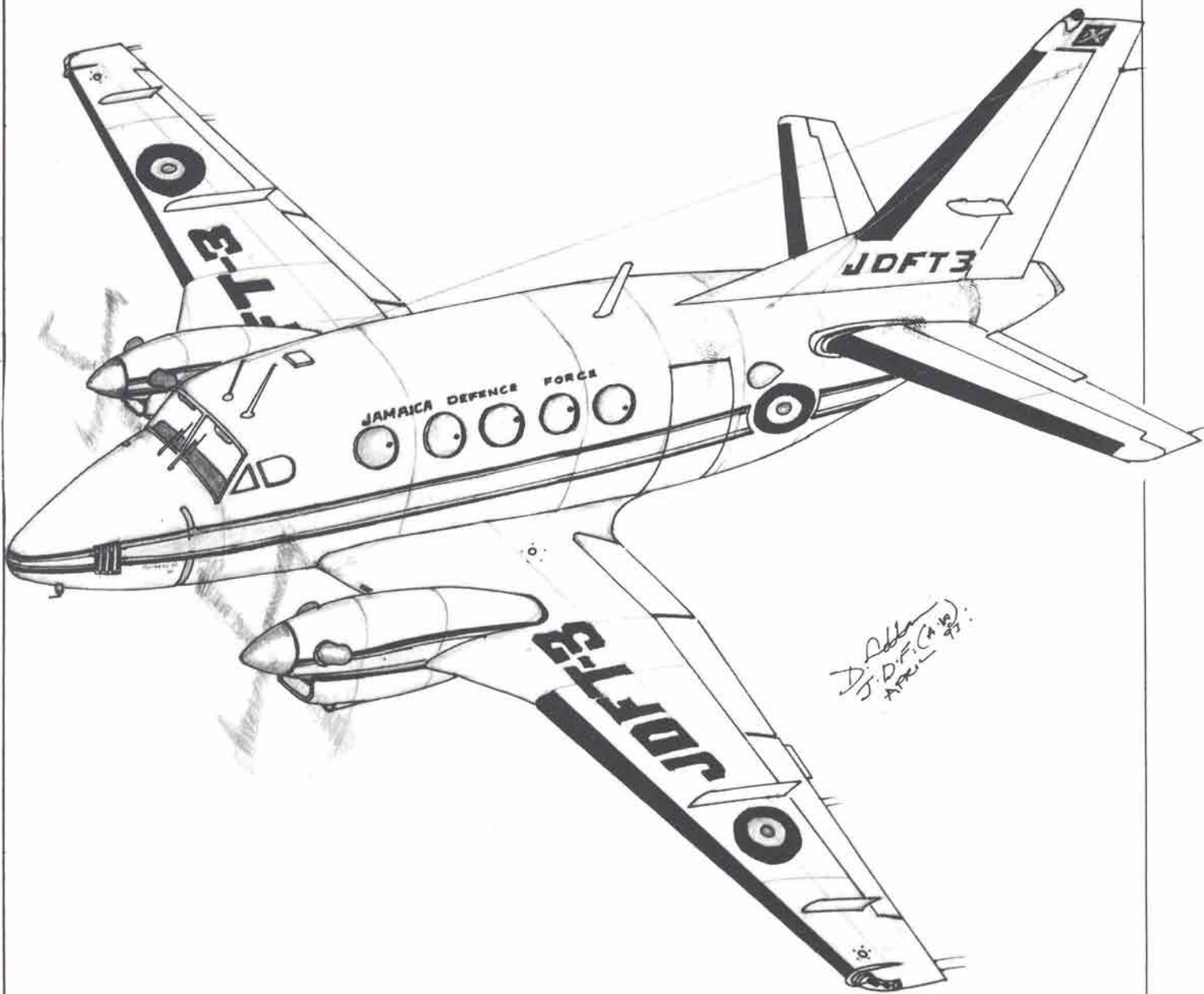
Captain Meade

As the JDF Air Wing prepares for the next generation, this and other very real issues should be examined. Our approach to the planning process will ensure that no possibility for improved service evades consideration.

In this edition of the Altimeter, in addition to looking back at our achievements we feature the JDF Coast Guard, celebrating 30 years of service with us; humour is used to emphasize the importance of flight safety and a special effort is made to present the points of view of 'other (non-officer) ranks'.

I would like to thank Franz Marzouca, M.A. Graphics and Smith's Printery for their technical assistance; Major Stewart Saunders (CO Air Wing) and Major Oscar Derby for editorial advice; the other members of the magazine committee for their hard work and everyone who contributed directly or indirectly to this edition of the Altimeter.

Comments on the quality and suggestions for the improvement of the magazine are welcome and will, where possible, be implemented for the next edition of the ALTIMETER. □



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*Message from the***COMMANDING OFFICER***Major S. E. Saunders, PSC*

Yes, that's right, we have been around for thirty years! Who could have imagined that since our inception on 03 July, 1963 we would have grown, developed and improved our capabilities to the extent that the Jamaica Defence Force Air Wing (JDF AW) is widely regarded as one of the most efficient Military Aviation Units this side of the hemisphere.

Three decades is a short time in which to have achieved so much, but our history tells the story. We have been blessed in the past with good leadership and persons who were committed, disciplined and dedicated to service and country. This is our foundation and as we celebrate our achievements to date, let us not forget.

This commemoration edition of the Altimeter Magazine then, is geared to give our readers and well wishers a historical perspective, an idea of what we do now, some nail-biting experiences while flying, a touch of humour and even satire, plus to share with you some of our deep concerns on issues affecting the very survival of our nation. In

so doing it is hoped that the reader will develop a better understanding of who we are and what it takes to keep us going.

To the members of the JDF AW I implore you to remember the following:

1. **Your Mission**— we exist to fly in service to the rest of the Force and our nation hence, "We fly for all".
2. **Safety** – this must be first and foremost in our minds. No mission can be accomplished unless the safety measures are applied.
3. **Accuracy** – only the best is good enough. Decisions/diagnoses/corrections made on the line, in the hangar bays or in the air must be accurate. Our lives and those of our charges depend on this.
4. **Trust** – we cannot operate successfully unless we trust each other and in order to do so we must first trust ourselves to do the correct thing.
5. **Discipline** – nothing happens without this, and

when coupled with dedication and applied to the other objectives mentioned, leads automatically to high degrees of professionalism, the ultimate requirement.

What then of the future? I am confident that its a bright one, even though there have been set-backs due to the severe financial constraints under which we presently operate. More Courses of Instruction for potential pilots, pilots, technicians and the Support Group personnel, improvement to general working and living conditions, and an increase in our overall capabilities allowing us to have closer links intra-regionally, are but a few goals to be achieved as we approach the 21st Century. We know where we are coming from, we now know where we have to go and together it will be achieved.

My sincere congratulations to the Editor and his committee for producing the "Altimeter" for 1993. It's a job well done and I hope that the reader will find it interesting and informative, so please read on!

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Message from the

CHIEF OF STAFF



Commodore P. L. Brady, CD, ADC, JP

The JDF Air Wing was established in 1963 to provide aviation services for a fledgling country advancing towards a path of national development. As your roles evolved, you became a vital arm of the JDF providing air assets to support joint JDF operations on land and sea.

From humble beginnings with a few officers and men, and a small fleet of Cessna 185B fixed-wing aircraft and Bell 47G helicopters, you have grown into a larger force with some of Jamaica's most highly trained aircrew, aero-engineers and aircraft technicians, operating and maintaining more sophisticated aircraft to perform more demanding roles.

For 30 years you have saved lives with search and rescue on land and sea and emergency casualty and medical evacuations of the sick and injured; transported

troops on operations; performed liaison duties for VIPs and the military; flown missions for emergency relief operations following natural disasters both locally and in the wider Caribbean; flown missions in support of free and fair elections in Haiti; and performed missions in support of national development. Your record is one of proficiency, safety and efficiency. On behalf of the entire Jamaica Defence Force I congratulate you on 30 years of dedicated service to Jamaica.

For the future, continue to critically adjust to the dynamics of a changing Jamaica. Maintain your professional edge so that your service record will continue to improve. Ensure that in this climate of dwindling resources, the talents of all airmen, airwomen and technicians are fully tapped, and appropriately recognised. Be innovative and flexible in this tighter and leaner environment,

without compromising safety standards.

Officers, men and women of the JDF Air Wing, your comrades-in-arms salute you on your Thirtieth Anniversary. Continue to look to the year 2000 and beyond, with the same vision of your founders, the vision that has brought you to the heights you now fly.


P L BRADY
Commodore
Chief of Staff

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to the Nation

can be tedious. Tons of drilling equipment were lifted into remote river courses by the main work horse the Bell Twin Huey. On one occasion the skilful pilots were even able to cope with a double emergency while carrying an underslung load, without losses or injury.

The Yallahs Pipeline Project was not the first such project in which the JDF was involved. When the National Water Commission had to replace leaking pipes between the Hermitage Dam and their Constant Spring Plant, it was the Air Wing which was called in to accurately position the 1.5 ton pipes which were being installed. The speed and ease with which they operated caused the project to be completed at a rate that had never before been attained by the Water Commission. The project manager was delighted at the new age that had dawned. Of course, the Air Wing also had to seed the clouds to fill the dam.

When the Urban Development Corporation decided to refurbish the cottages on the Blue Mountain Peak, the Air Wing delivered 7 tons of construction material to the site in just 90 minutes.

Efforts in fisheries protection, in conjunction with the JDF Coast Guard, have led to the arrest of several foreign fishing crews pirating our waters. It has never been felt that legislation had enough teeth to levy fines which adequately compensated for the cost involved in detecting, locating and nabbing these culprits.

By: Major O. L. Derby, JP., PSC

Our fishermen are often comforted by the appearance overhead of Air Wing Aircraft when there is no sight of land. This ability to locate them in their canoes, which are usually painted to blend into the Caribbean Sea, assures them that the same will be



Bell 212 transferring building materials to Catherine's Peak.

done when they are stranded. Actually, they make it their duty to put this to the test. Thanks to the Unit's periodic upgrading of communication and navigation systems, it has met with success where viable targets exist.

Narcotics traders who use the high seas around Jamaica know they cannot operate with impunity as they are invariably under the watchful eye of the Air Wing. Other legitimate plyers of the seas have called upon the JDF for assistance in removing passengers or crew who have fallen ill.



Invariably the Air Wing becomes the main player when such missions are to be executed. Who can forget the Christmas morning when Winston Marshall and Chris Dixon rendezvoused with a cruise ship nearly 50 miles off Montego Bay, lightly settling down their Twin Huey on some deck chairs to extricate a passenger who had suffered a heart attack; or for that matter, the courage of Errol Alliman and Frank Gayle who plonked their Twin Huey on top of some containers aboard the American Apollo to deposit 2 technicians. The vessel had broken down at sea and an approaching hurricane caused the shipping company to fly the 2 technicians to Kingston to effect repairs. Although two skids were lost, the container vessel was able to get underway out of the path of the vicious hurricane. The crewman still has nightmares of the ship rising rapidly in the near 40 foot

(Cont'd. on page 20)



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COLONEL A. C. DeV STERN, O.D. -

It is the start of the Easter weekend, Holy Thursday. Colonel "Bunny" Stern has agreed for me to interview him for the Altimeter.

I first met Colonel Stern in my early teens. A family friend for a number of years prior to my meeting him, he was instrumental in my joining the Jamaica Defence Force. I can recall at my final interview prior to joining, the late Brigadier David Smith asking what branch of the J.D.F. would I be joining. Simultaneously with my saying to the Chief of Staff "the Coast Guard Sir", the then Major Stern said "he is one of my boys Sir". It was that simple and there was no argument. I trusted Colonel Stern anyway. One of my personal mentors is Colonel Stern. I feel as though I owe much of my success to him.

Q Tell us about your pre Army/working days; what school did you attend?

A I attended Kingston College and Cornwall College.

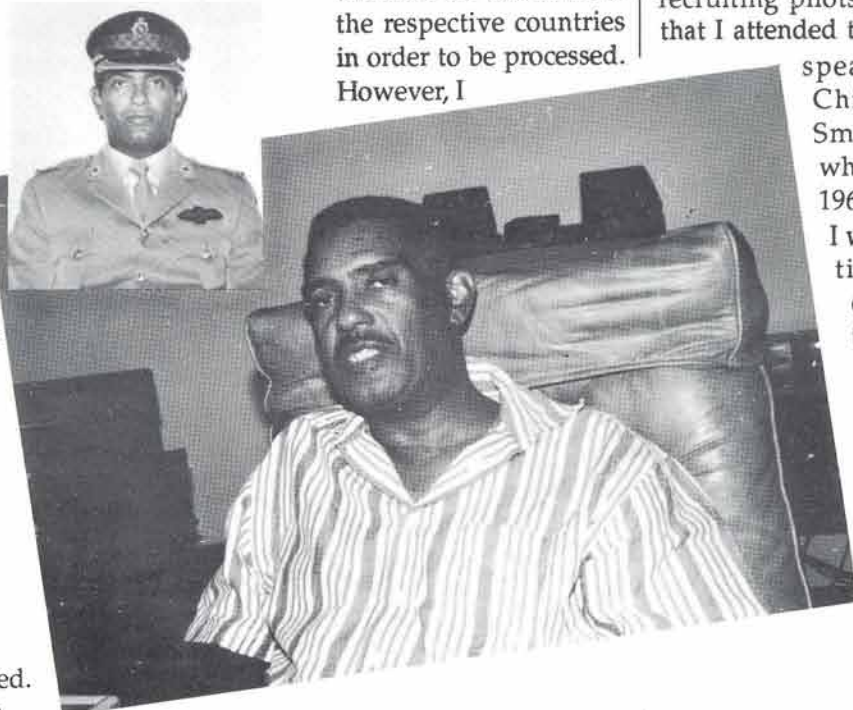
Q How far back do you recall having an interest in aviation?

A I remember being interested in aviation from the age of 5 years. By the time I was eight. I was sure that was the career I wanted to pursue, and this objective never changed.

I wanted to live in Jamaica and be a pilot. At that time it seemed impossible to me, there were no black pilots in Jamaica and my associates, including my Headmaster, tried to dissuade me. I also realised that achieving my ambition required financial backing, and so after leaving school, I quickly found a job and started to save in order to commence flying. Sometimes I had two jobs going at the same time.

I wrote to the Royal Air Force; the

Royal Canadian Air Force and the U.S. Air Force and all replied stating the need for me to be in the respective countries in order to be processed. However, I



received information about the Flying Club and joined it alongside Allister Taylor and Junior Saunders.

Q How did your early flying days commence?

A I commenced flying with the Jamaica Flying Club and subsequently with Wings

Jamaica Limited, which was started by Earsley Barnett.

Q How long after the Regular Air Wing was formed did you join the J.D.F.?

A I had put in an application with the Infantry Reserves and never received an answer. Then, one day whilst I was in Kingston, I stopped in to visit with Brigadier Lindler and enquired of him about my application for entry. At this time, he informed me that the regular service of the J.D.F. was recruiting pilots. He suggested also that I attended the Headquarters and

speaking with the Deputy Chief of Staff, David Smith. The interview which was in September, 1963, was successful and I was inducted. At that time, the Army was operating Cessnas. I trained at Newcastle and then went on to Mons. On my return to Jamaica the following year, I joined the First Battalion Jamaica Regiment for approximately five months then went to the Air Wing. My helicopter training

began in 1965 with Major Leslie Whittingham-Jones. The following courses were done in Canada from 1966 to 1973:

1. Tactical Helicopters Course
2. Multi Engine Instrument Rating Course
3. Instructors Course
4. Instrument Check Pilots Course

(Cont'd. on next page)

Exclusive Interview



By: Capt. M. Benjamin

Greetings

COLONEL ANTHONY C. DE V. STERN, O.D.



This document attempts to record certain of your achievements and accomplishments and to show the progress (or otherwise) made so far along your personal flight path. It is hoped that it will also remind you, from time to time, of the facts (according to the writer) in case you are tempted to take off on some flight of fantasy into the wild blue yonder. "Hatched on the 9th November, 1939 in Kingston, the bird soon developed migratory tendencies by heading West to school at Cornwall College and a variety of jobs, mainly in banking and hotel institutions. On the 2nd September, 1963, having made a momentous decision, he changes his plumage and comes down to earth (at 4,000ft) for basic training at Newcastle and then Officer Cadet Training in England. Once Commissioned, progress becomes fairly rapid on both the social and professional front. Regrettably, the censor will not permit us to give all the details, however, any investigative reporter will be able to do research under the following headings:- The Jaguar and the Beauty Queens; Calypso Hop 1966; Night Flying - logged and NOT logged; and the fatal attraction of A-3 at Negril. At this stage the record must show another side to Bunny STERN. He very rapidly acquired experience of all sorts. His qualifications included:- Tactical Helicopter pilot, Instructor, Multi Engine and Instrument Rating and Instrument Check Pilot. In 1971 he became Officer Commanding and the Air Wing went through a period of consolidation, expansion and development which young members will find difficult to imagine today. The details of this period can be found in early volumes of the "Altimeter", started by Col. STERN with a small booklet and then a 10 anniversary edition in 1973. His own article entitled "A Day Dream in the Future" makes interesting reading now, nineteen years having elapsed. This period

was also one of growth for Bunny.

A major in 1971, he continued to command the Air Wing whilst earning promotion up to the rank of Colonel. We saw his particular flair for leadership develop. He earned the respect of his Air and Ground Crews by his high professional standards, his constant guiding, checking, cussing and his example. Young Officers of the day were convinced that he never slept as he was always popping in to check on those on duty at all hours of the night. That is until they knew him better and discovered his weak spot - just after take off.

Bunny eventually got tied down to a desk after being posted to HQ JDF in 1977 as Colonel, General Staff. He then finally relinquished command of the Air Wing and even of T-3. Today the migratory habits of Colonel Stern are much reduced. Instead he works hard as our Defence Advisor. London, where he has become very much the "Old Hand" in the High Commission, representing the JDF abroad in an exemplary manner. Now, it is his guidance and supervision of Cadets and Young Officers on standards of behaviour, dress and obligations which has put many of them on the right track for the rest of their careers.

To Col. STERN - Pilot, Instructor, Dreamer, Editor, Counsellor, Lover and Diplomat, we say THANKS AND WELL DONE!

X. V. M. Neish

Major General Robert Neish

Q Can you recall when you were placed in charge of the Air Wing?

A I became the Officer Commanding the Air Wing in 1971, having taken over from Major George Brown.

Q What were your dreams for the Air Wing before you took over?

A I had written an article for the 10th anniversary edition of the Altimeter in which I outlined my dreams, however from my recollections, I thought aviation could provide very useful services for the country. Mobility was top of the list. The Air Wing developed the capacity to move a company of men anywhere in Jamaica within two hours. The staff was so trained that for responses to so some missions, we were able to get off the ground within five minutes after

(Cont'd. on page 29)



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THE JDF COAST GUARD

*'Tis thus with people in an open boat;
They live upon the love of life and bear.
More than can be believed or even thought,
And stand like rocks the tempest's wear and tear.
And hardships still has been the sailors lot,
Since Noah's Ark went heading here and there.*

Lord Byron

The Jamaica Defence Force Coast Guard, the unseen service of the Jamaica Defence Force (JDF), has reached a significant milestone in its history. Thirty years of existence in the life of any organisation is to be celebrated but it should also mark a point at which the organisation looks back at its development and its hopes for the future.

The Coast Guard, formed as the Sea Squadron of the JDF in 1963, has seen major changes to its organization structure, its assets, its doctrine, and its roles. Some of these changes have been driven from the outside and others from within. The unit has had the unique distinction in the JDF of having to play the major role in charting the course of its development. Unlike the other units of the Force that had a model from the British on which to draw, the Coast Guard had none. There were no organizations in the 'mother country' from whom to learn. Formed as a Sea Squadron to support the Infantry, the Unit had ill-defined roles and no significant reason for being. It's three ex-World War II rescue launches could hardly move the infantry for any operation so that question was, 'what support of the infantry?'

The first ask to be accomplished was to acquire vessels that gave some

semblance of fulfilling this basic role. In 1966 the Sea Squadron acquired the first 85' Bay Class Vessel and had its name changed to JDF Coast Guard. The other significant change in this period was the adoption of naval uniform, customs and ceremonial. During this period demands were being more frequently made on the developing maritime skills of this organisation. It was recognized that not only would the Coast Guard have to be the Navy of the young Jamaica, it would have to be its Coast Guard as well with similar roles to the US Coast Guard. In beginning to define this duality of purpose, the JDF CG was

older, large units with greater latitude to see to its own development.

'Service - For the Lives of Others' became the Unit's motto and this statement would be the beacon guiding all its actions in carrying out the broadly defined roles. These roles fall into one of the four mission headings which are: Maritime Safety, Maritime Law Enforcement, Defence Readiness and Naval Duties, and Nation building.

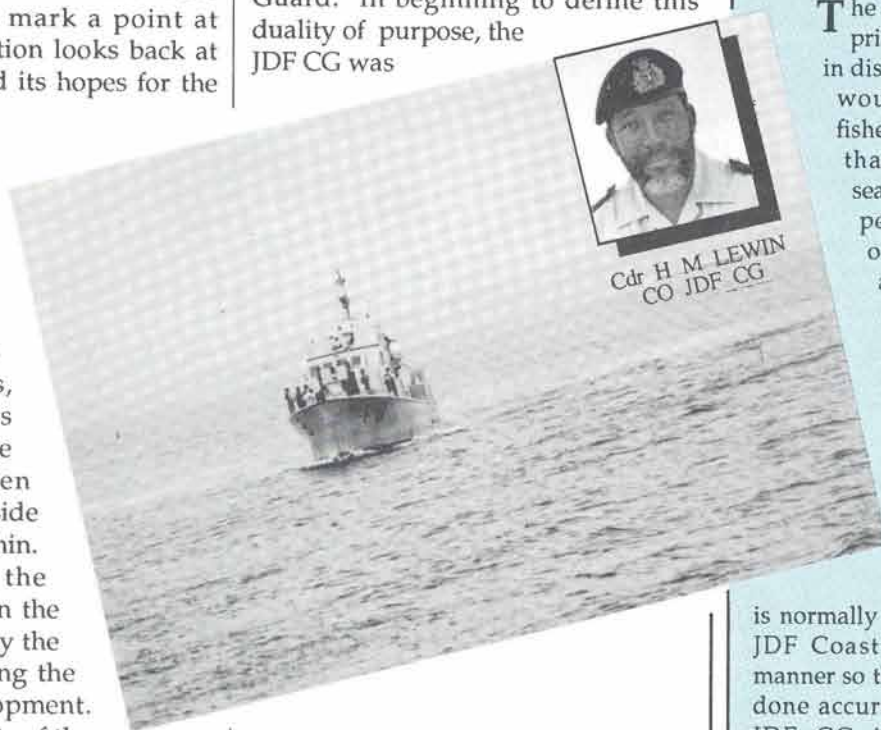
The amount of time and resources

The JDF Coast Guard's (JDF CG) primary role is to assist persons in distress at sea. Many times one would read or hear news of fishermen reported overdue and that the JDF Coast Guard is searching for them. To the layperson, the picture is formed of patrol vessels and or aircraft proceeding to the general area of the last known position to conduct searches. That is a correct assumption as ultimately, the aim is to search, locate and rescue persons in distress. This article will briefly explain how Search and Rescue (SAR - as it

is normally called) is prosecuted in the JDF Coast Guard, in a systematic manner so that reaction to an incident is done accurately and effectively. The JDF CG is the Maritime Rescue Coordination Centre for Jamaica. Jamaica's SAR area of responsibility is

spent on each of the missions mentioned vary and are quite often affected by the national priorities. Some are also of a continuous nature and not easily quantifiable.

Maritime Safety is the single most important function in the daily operations of the Coast Guard. This put simply, refers to the protection of



approximately two decades ahead of naval forces in most countries including the World's Powers who are now trying to justify their existence by adopting Coast Guard missions in light of new defence postures.

The Coast Guard continued slow but steady expansion to meet the new demands being made by a new country looking to find its own way. In 1973 the headquarters of the JDF made the important decision to have the CG become its own autonomous Unit within the Force similar to the

- 30 YEARS ON

lives. This role takes priority at all times. Search and Rescue Missions are carried out day or night and in any type of weather. The Coast Guard since, its founding, has seen the saving of over one hundred lives and saving of property valued millions. The JDF Air Wing plays a very important role in support of this mission. This mission also sees the Unit employed in the marine environment in the prevention of marine pollution and when this

good communication assets both in equipment and manpower and this continues. It has very good capabilities both in terms of communicating with the other parts of the Force and in carrying out its role in the area of maritime safety. The Coast Guard maintains an international coast radio station, listening on all distress frequencies and also broadcasting maritime safety messages and the weather reports daily.



Lt. Cdr. S. Innis

Bank, and numerous vessels have been apprehended and subsequently fined by the Courts. Maritime Law Enforcement will grow significantly as Jamaica expands its area of maritime jurisdiction with the passing of the Exclusive Economic Zone Act. At the present time the Coast Guard is represented on Jamaica's negotiating team in dealing

MARITIME SEARCH AND RESCUE

By: Lt. (Sg.) H. T. Tomlinson

over 144,000 square kilometres. This area is delineated by lines as far west as Grand Cayman; to the north, twelve miles south of Cuba; to the east, forty miles west of Haiti and the extreme southern boundary being two hundred and twenty miles south of Morant Point.

In the JDF CG, SAR is defined as the employment of available personnel and facilities in rendering aid to persons and property in distress. A systematic approach is used to examine a SAR problem. The system consists of five SAR STAGES defined as follows:

a. **AWARENESS STAGE:-** Awareness that an emergency situation exists. This includes the receiving of emergency information by any person or agency. This information is normally passed to the JDF CG by relatives/friends, Police or the subject in distress. A SAR Check List is

filled out with all the relevant information provided by the reporting source.

b. **INITIAL ACTION STAGE:-** Preliminary action taken to alert SAR facilities and obtain amplifying information. In the case of overdue fishermen, port checks are conducted. The JDF AW is tasked at time to provide a helicopter to convey JDF CG personnel to the fishing beaches to interview fishermen or relatives to extract information that is pertinent to the case.

JDF CG vessels are also employed to do these port checks. The most important information needed is the subject's last known position, the prevailing weather conditions, last port of call and his next port of call. In urgent cases, immediate

(Cont'd. on page 21)

occurs, taking the proper actions to contain and recover any pollutants. Assistance is also given to the Marine Board in the inspection and certification of vessels used for commercial recreational purposes. This role continues to grow and as development continues in the maritime industries this will expand.

The Unit has a tradition of very

Maritime Law Enforcement is the Unit's most well known role. It engages the Unit's time and resources for a significant portion of its operational time. Over one hundred thousand kilograms of narcotic substances have been found with over fifty vessels seized. This role also has the Unit enforcing the Fisheries Laws. This is done primarily on the Pedro



The Coast Guard, since its founding, has seen the saving of over one hundred lives and saving of property valued millions.

with Jamaica's Maritime neighbours. This illustrates the role the Unit will be expected to play in the protection of our nations resources. Once again the Air Wing gives significant assistance by providing long range maritime patrols.

(Cont'd. on page 20)



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MAJOR VICTOR BEEK LOOKS BACK

By: Major Victor Beek, J.P.

At 0830 hours on Monday, July 1963 I reported to the General Staff Officer 2, Major Preston Jones at the HQ JDF. He was a senior official at JDF Headquarters. My first assignment was to make preparations for the arrival of four Cessna 185B 'Skywagon' six-seater, single-engine aircraft, which were gifts from the Government of the USA to Jamaica just before Jamaica celebrated the first anniversary of its Independence. Some six days later, these aircraft arrived and were put into a hanger at the Norman Manley International Airport while identification numbers and the National Colours were painted on. The aircraft were then moved to Up Park Camp and parked beneath a large guango tree south east of the Headquarters and adjacent to Flagstaff Mess Building. To facilitate easier landing, a row of trees, which separated the Cricket and Hockey fields from the Polo Ground, and which grew in line with the windsock were removed and the area leveled.

Other duties to which I was assigned included submitting designs for a Hanger and Offices to the west of the field, and assisting two American pilots on loan to the Jamaican Government, to re-train and check out pilots from the Jamaica Flying Club. These pilots were potential members of the soon to be formed Reserve Air Squadron.

At the Fly Past on August 4, 1963, all light aircraft flying in Jamaica were invited to join in, and these included the Flying Club members and their planes, as well as Jackie Biscoe, Ruddy Mantell of Jamaica Air Taxi, and three aircraft from Jamaica Crop Culture Co. Ltd. The latter was led by Ken Rutter, who was known in flying circles as 'the Mad Russian'. At the end of the Fly Past, they gave an unforgettable display 'beating-up' the

Control Tower at Norman Manley International Airport. It was reminiscent of the German Stuka dive-bombers devastating a target during the Second World War. The Air Traffic Controllers became so scared they they ran from the Tower, and other airport workers also ran for



Major Victor Beek, J.P.

cover.

For the first five or six weeks of my assignment, I had four aircraft to fly, but no hangar, and no other personnel, until L/Cpl. Scott joined the Unit. We remained at Unit strength of two for quite some time, while Lieutenants George Brown, Bunny Stern and Andrew Bogle were being processed by the Officer Selection Boards and undergoing the basic recruit training at Newcastle. Lieutenant Bob Neish, while already a member of the JDF who would eventually join the Air Wing and train as a helicopter pilot, was at that time, overseas on a course.

The first notable mission undertaken by the Air Wing was on August 17, 1963 when a captured 'ganja' boat, the NANA, skipped police custody. The Air Wing was called out to "Find the NANA". I located the boat refuelling in the Port Antonio Harbour. After positively identifying the vessel, I climbed to 8000 feet over Blue Mountain Peak in order to make radio contact with the authorities in Kingston. From this

height I was able to look down and observed that the NANA had decided to leave port and head for the high seas. I dived down at almost 200 m.p.h. and made a very, very low pass over the boat. On my second approach, the crew, suspecting that I would open fire at them abandoned ship and jumped overboard.

It so happened that some time previously during a television broadcast, while describing the capabilities of the aircraft flown by the Air Wing I had pointed to a place under the wing where rocket guns could be fitted. Apparently, the ship's crew had seen the broadcast and thought that they were in for a rocket attack!

BUSTA'S WIT

On the social side about this time,



Major General Robert Neish

at a cocktail party in Camp, Prime Minister Sir Alexander Bustamante observed that the American Ambassador, Mr. William Dogherty was carrying an empty glass. Sir Alexander turned to me and said:

"Captain, do you want to remain a Captain all your life?"

"No, sir," I replied, "why do you ask?"

Sir Alexander looked at me sternly: "Then how come you make the man who gave us the planes have an empty glass in his hand? Do you want him to take them back?"

Many years later I visited Sir Alexander at his home in Irish Town. He was in poor health with failing eyesight, but his memory was as sharp as ever, so much so that when Lady Bustamante announced that Major Victor Beek was visiting him, he immediately remarked: "Major, eh? Is a good thing you did get the drink for the Ambassador, eh?"

Another example of Sir Alexander's wit occurred after a Parade at which he had presented Lieutenants George Brown, Andrew Bogle and Bob Neish with their Wings. Bob was particularly proud of his new Wings especially in view of the fact that he was the first and at that time the only qualified Jamaican helicopter pilot. On being congratulated by Sir Alexander, he offered to take him for a helicopter ride. Sir Alexander turned to Lady Bustamante who was at his side and in an enquiring tone of voice asked: "Gladys, nothing don't wrong with the Cadillac?"

Pilots during their flying careers oftentimes find themselves in difficult and dangerous situations, which they survive by patience, skill, experience and a degree of luck.

TREE STRIKE

On the night of February 17, 1964 the Air Wing had their first accident. We were practising night landings without conventional airfield lighting at Caymanas, which was a landing strip 1,500 feet long. To facilitate landing we used a lantern at either end of the runway, and arranged two Land Rovers at a point facing each

other at an angle of 45° with their headlights switched on and casting a pool of light on the runway. We landed where the lights intersected in the centre of the runway. Two fixed wing aircraft, one flown by George Brown and the other by myself, and the helicopter flown by Bob Neish

were in the exercise that night.

George delayed his take-off, so Bob had to slow down and eventually hover on his final approach, which made me slow down and extend my downwind leg. On my final approach, I passed through the turbulence that existed where the helicopter had previously hovered while waiting for George to take off. My aircraft suddenly fell out of the sky. I applied full power but found myself ploughing through the top of a tree. Naturally, I aborted my landing and was glad to be still airborne and alive. I had no idea of the damage

ANECDOTE

The Royal Air Force led the 139 (Ja.) Squadron in Jamaica for the Independence Fly-past: I flew with them, and on landing at the Palisadoes Airport I invited the crew to the Jamaica Flying Club for drinks. As we passed the private Light-aircraft parking area, the prosperity of Jamaica again became the subject of discussion.

On reaching the car park of the Flying Club there was, among the many new shining cars, an old Rolls Royce belonging to the Club Vice President - Willie Priestnall.

The bright spark in the group said "Ah, I suppose you'll tell us that those flashy American cars belong to some junior members, and the Rolls Royce belongs to the barman."

Before I could reply we were in the Club house and all heading for the Bar area.

It so happened that in those days each committee member took turns at serving behind the bar, and Willie Priestnall was doing his bit. You can imagine the look at the RAF members' faces when, during the course of conversation I casually ordered their drinks from Willie and mentioned that one or two fellows in the crowd wanted to know what was the year and model of his Rolls Royce that was parked outside....

- V. L. B.

...the aircraft was sucked out of the open sky down into the clouds...

incurred. The Senior Officer overseeing that night's operation told the other two aircraft to stand off and give me landing priority. By this he was telling me to land a damaged aircraft in an unlit, short narrow field without the presence of a Crash Tender or ambulance. I felt that this was very unwise. My plane was still flying, and I thought it better to take the risk of proceeding to a well lit airfield where fire and ambulance facilities would be available. I therefore requested the other two aircraft to escort me to Norman Manley Airport where I felt that the unobstructed runway, which was a quarter of a mile long, together with

(Cont'd. on page 31)

DYOLL
LIFE
For an Easier life

EX-JDF AIR THEY CONTINUE

Having left the regular service, members of the Air Wing family, some of whom are still with us in the Air Wing Reserve, continue to offer service to the nation. From the national Airline to private business, the

KARVIN AIR

"WIND BENEATH OUR WINGS"

By: Major K. Frater

Major Winston Dwyer and Kevin Frater are engaged in conversation at mutual friend's home late into the evening. The discussion is centered around operating a Charter Service in Jamaica and the United States. Is it idle chatter or are these two men beginning to formulate a long standing ambition of making their dreams come true? The seeds were sown and what was to follow was the creation of KARVIN AIR - a preferred Private Jet Travel Company.

With a small budget on which to operate, we brought a KING AIR 90 Turbo-Prop Aircraft to Jamaica to test the market in and around the Caribbean. Soon it became apparent that a void had existed in Aviation in Jamaica in particular, and the Caribbean generally, for a service that would allow people to travel at their leisure, to remote or big cities without having to stop repeatedly. Now travel to these locations was possible from Jamaica at competitive prices in high flying, comfortable, quiet airplanes.

On one such trip, we were enroute to Guyana with two passengers in less than ideal weather. We were experiencing 70mph head winds which played absolute havoc with our estimates. We completed the mission and returned to Jamaica. It had taken close to 15 hours of flying in two days to achieve the outcome. This had saved our customers two days when compared with travel via the scheduled Airline system.

They expressed their appreciation then queried whether we were giving thought to operating a JET Service here in Jamaica. By now we had chosen a name for our company, we operated on a Jamaican

Charter Licence and obtained the services of Captain Christopher Kirkcaldy, who was flying in the South Florida area. We agreed on the name KARVIN AIR being a combination of two names - Carole and Kevin Frater. A licence was issued to KARVIN AIR to operate Air Ambulance and unscheduled Charter Services in Jamaica.

The question of a Jet in Jamaica kept on provoking our thoughts. We believed that it could be a feasible operation based on the needs of a few persons, companies and the constant requests for Air Ambulance sorties. But how could we accomplish this task in a way that would keep prices within reason and compete with the United States operations? We decided to commit our efforts towards operating a Jet Airplane in Jamaica.

The process of locating, choosing, training and hence, operating a Jet Aircraft was very detailed and governed by many rules and regulations through which we had to meticulously pick our way in order to make sure that our goals were obtainable. It was now time for action.

We made financial commitments and then located a number of Jet Air planes that we thought would best meet the needs of the customers.

We chose the LEAR Jet family and immediately began our search for the model LEAR Jet that could meet the criteria we set out and also what our budget would allow. The LEAR 24 was chosen. We focused on a particular one then went to examine it in great detail. This involved Title search, Log book perusal, engine condition, timex

(Cont'd. on page 17)

HELITOURS (JAMAICA) LIMITED

On 28 July, 1989, HELITOURS (JCA) Ltd. completed its first revenue flight and thus opened a new chapter in the annals of Jamaican commercial aviation. The company was formed by three ex-JDF Air Wing officers, the late Capt. Richard 'Ricky' Lewis, Capt. Dudley 'Tal' Stokes, and Maj' Keith White. Based on an idea originating with Capt. Stokes, who is currently the company's Managing Director, these three rotary wing pilots combined their expertise and life savings with the trust and confidence of a number of Jamaican investors to mobilise the resources necessary to get this plan off the ground.



The original structure of the company took the form of a joint venture with ERA Aviation Inc. of Lake Charles, La., USA, a subsidiary of Rowan Inc. ERA had operated helicopters in Jamaica previously on a US State Dept. contract and as such, were familiar with the level of training and expertise of JDF Air Wing personnel. Attempting to convince a 1st World company to send aircraft to, and enter into a partnership in a 3rd World country is almost as difficult as it was to secure financial backing for helicopter operations in 1988 from Jamaican Banks. ERA through the person of its Ex Vice President Chuck Johnson had the belief in the Jamaican economy and tourism product to give Helitours the push-start it needed.

WING MEMBERS — TO SERVE

achievements are too numerous to be highlighted fully. In this edition, the Altimeter features three companies, founded by members of the Air Wing family, which serve the country through aviation.

Operations commenced out of our Ocho Rios head office with two [2] Bell 206B Jetrangers, being flown by the three founding members and Capt. Francis Millwood our Director of Operations. Capt. Barrington Williams, who was also originally an Air Wing officer was brought on board to marshal the attack in the field of Sales, Marketing, and Administration.

The aspect of aircraft maintenance was a major concern to the founders. A local maintenance department initially headed by Ricky Lewis was established with the assistance of Bill Dillon and Richard Smith from ERA. Devon 'Bedi' Bryan, the company's first employee joined the ranks of the maintenance department from the outset. In January of this year we completed our first locally performed 1200 hrs. and Annual Inspection. Three such major maintenance inspections had been effected previously by flying the aircraft to maintenance facilities in Miami, USA. The department is currently headed by George Haughton, it employs three full time maintenance personnel along with a number of part-time technicians, all of whom have their roots in JDF Air Wing.

Helitours (JCA) Ltd. currently operates three helicopters from bases in Kingston, Ocho Rios and Montego Bay. The full range of helicopter services are offered, from sightseeing tours to executive charters and powerline inspections. With a staff of twenty-two (22), 50% of whom are ex-JDF Air Wing personnel, the company has established a market for civilian (commercial) helicopter services which is steadily growing. On the 'Flightseeing' side, the cruise-ship passenger has been our primary target but since commencement of operations strong support has been received from

(Cont'd. on page 17)

FORMER AIR WING CAPTAIN IS TOP AERIAL SPRAYER

Dustair Limited, owned and managed by Captain Dudley Beek, a former officer of the JDF Air Wing, has emerged as the Caribbean's most experienced aerial spraying company. The company is licensed by the Government of Jamaica and approved by the World Health Organization to carry out plant disease control programmes. In addition, it is the only licensed and approved agricultural aviation maintenance facility in the Caribbean.

Dustair sprays bananas, sugar cane, pimento, citrus, pawpaw, mangoes and rice crops to control pests with the use of specially selected fungicides.

"Aerial spraying is more energy efficient and cost effective than spraying from the ground, because it uses less spraying material than manual disease control methods," Captain Beek explains.

The company is also contracted by the Government of Jamaica to spray for mosquito control and it is on standby for assisting the Office of Disaster Preparedness in the event of serious oil spills which must be controlled by the application of special chemicals.

Dustair has the most experienced agricultural aviation pilots now operating in the Caribbean. The pilots, including former JDF helicopter pilot Major Paul MacKay, have both military and commercial aviation experience.

Captain Beek explains that crop dusting has developed a reputation as particularly hazardous work.

DUSTAIR

"You have to fly at altitudes of from six inches to 100 feet," he points out. 'Six inches spraying would relate to row crops, while we spray mosquitoes at 100 feet. The hazards come in the form of high tension wires, farm implements left standing in the field, even people. I've had the experience of flying low over a field to spray row crops and a man who had been sleeping in the field stood up just as I approached. We both veered off in opposite directions, but that sort of thing is never a comfortable experience."



Captain Beek is a graduate of the Royal Military Academy at Sandhurst. Throughout his military career, his attachments have included the Royal Air Force, for training as a flying instructor, and the United States Army for training as a multi-engine instrument pilot. He holds the Federal Aviation Agency Air Frame and Power Plant Mechanics Licence and the Civil Aviation Authority licence, with ratings on Thrush S2R aircraft.

Dustair's administration and maintenance base is the Boscobel Aerodrome in St. Mary, but it operates from all airports and registered airstrips in the island. □

THE JAMAICA DEFENCE FORCE AIR WING (NATIONAL RESERVE)

THIRTY YEARS OF NATIONAL SERVICE



Lt. O. Brown

The Jamaica Defence Force Air Wing – (National Reserve) is commissioned to "fly in support of the 'regular' JDF Air Wing." This Unit, though by nature, essentially an auxiliary unit, boasts the dubious distinction of actually being the *father* of the regular Air Wing as it was the first flying entity of the Jamaica Defence Force. It was, at that time, officially referred to as the 'Jamaica Air Squadron'!

Born in July, 1963, it was the brainchild of the then Chief of Staff of the JDF, Brigadier Paul Crooks. Brigadier Crooks enlisted the services of several members of the Jamaica Flying Club when Major Basil Thornton, who was at that time the chairman of the club, became the first Officer Commanding the Unit. Major Thornton, along with four ex-RAF servicemen in the persons of Majors John Harrison and Garth Drew, Captains Bobby Dixon and Jack Oliphant as well as one other club instructor, Captain Derek Ffrench, became the first Officers and the nucleus of the newly formed Jamaica Air Squadron!

In those days the JDF had no aircraft of its own and so other club members who were themselves aircraft owners, were recruited into the Unit. Before the regular Air Wing became a complete entity it was the Jamaica Air Squadron which took receipt of and operated the four Cessna 185s donated to the JDF by the United States Government. When the regular Air Wing became fully operational the Cessnas were gradually withdrawn and so the reserves again resorted to the old status quo of privately rented aircraft which, essentially, obtains to the present time!

The Air Wing (NR) has seen many exciting times in the rendering of valuable

service to the military and indeed, the country!

During the 1976 state of emergency, we performed administrative duties in the running of the military detention centre, popularly known as 'Red Fence'.

During the 1980 general elections, we conducted continuous round the island border patrols in support of the Coast Guard in maintaining the integrity of our ports. At various times of insurgent activities the Unit has flown in support of the regular Air Wing, conducting 'night sun' patrols over the city. During elections and other such activities requiring enhanced security measures, we are also

deployed in support of 'the regulars' in order to afford complete coverage, administrative assistance, adequate crew rest etc.

During the 1983 Grenada uprising, we conducted sorties between Jamaica, Grenada and Puerto Rico, transporting troops to duties and the injured to safety.

Search and rescue exercises are regularly conducted, usually in support of the Coast Guard, in search of missing fishermen, lost at sea. Most of our activities, however, surround VIP liaison flights in which military personnel, Ministers of Government and embassy personnel are transported to various activities region-wide. 'Casevacs' are also a specialty where severely ill individuals or accident victims are shuttled between accident sites and the appropriate medical facilities, or from one medical facility to another.

Other activities in which we are involved include such things as the recurrent training of members of the regular Air Wing and the representation of the JDF at such activities as the

International Aviation Week Air Show, conducted in Grand Cayman on an annual basis.

The Air Wing (NR) has also benefited from the service of many national stalwarts and has seen such illustrious members among its ranks as the Hon. H.A. 'Marco' Brown, once Minister of Tourism, the late Major John Harrison, former Managing Director of Seprod, who was also the second Officer Commanding the Unit, and the late Captain 'Tony' Thwaites, former Managing Director of Dyll Insurance Company Ltd., just to name a few.

The JDF Air Wing (NR) has a current establishment of fifteen officers and one other rank who performs the duties of the Unit's clerk. The officers are deployed as three flights of four Officers each; each flight commanded by a Captain. The Squadron Headquarters consists of Major Winston Dwyer, the fourth and current Officer Commanding, with Captain Dudley Beek as the second in command and Captain Michael Benjamin as the Unit's Adjutant. Captain Gary HoYen performs the duties of the Unit's Training Officer while Captain Brian Haddad serves as the Flight Safety Officer.

Among the present establishment are seven professional pilots, four of whom are employed to the national airline. The others are all entrepreneurs in their own right, owning and operating successful crop-dusting and tourist sightseeing establishments. Though all officers are fixed wing pilots, the Unit also boasts among its ranks, six fully qualified and rated-helicopter pilot-instructors. It is therefore capable of fielding a crew in response to almost any requirement. The JDF Air Wing (NR) is proud of its heritage, its record of service and the camaraderie and cooperation existing between itself and its sibling, the Jamaica Defence Force Air Wing. □



Major W.A. Dwyer
JDF Air Wing (NR)

HELITOURS

(Cont'd. from page 15)

local customers and Jamaican businessmen are now realising that the helicopter is an invaluable tool that they cannot afford to do without. The ability to transform an all day journey from the capital to the rural areas into a 1-2 hour return trip is cost effective.

HELITOURS has recently flown its 10,000th passenger and has become an integral part of the Jamaican business and tourist community. With existing opportunities for expansion locally and throughout the Caribbean, the sky's the limit for HELITOURS (JAMAICA) LTD.



"Capt. Ricky Lewis with a B-206 painted for filming."

We would like to take this opportunity to congratulate the JDF Air Wing on its 30 years of service to the nation directly and indirectly, through companies like HELITOURS, which may not have existed without the experience and training gained by its founders while in the Air Wing. □

BASIC AIRCRAFT TECHNICIAN TRAINING 1993-1993, BAGOTVILLE, CANADA

By: L/Cpl. Graham

Having been selected by the Air Wing, the potential technician obviously looks forward to becoming a trained technician.

Our chance eventually came to travel to the coldest region of Canada for six months to be trained as X11 aircraft technicians. Eight of us, as appear in the photograph, were selected - from left to right: Cfn. Brown, H (partly hidden), L/Cpl. Allen, G, Cfn. Powell, C, Cfn. Pitter, S, Cfn Rowe, G. (course senior), Cpl. Small, N, L/Cpl Graham, and Cfn Wright, G.

We departed from Jamaica on September 4, 1992 to arrive in Bagotville, Canadian Forces Base 3 F T T U .

There we would be trained as basic airframe and engine technicians and also undertake our type course on the Bell UH1H single Huey 205. we would also spend two weeks in Guagetown for on the job training with the 403 Squadron. We were fortunate to have with us our Chief Instructor Captain I. Stewart and Course Supervisor Cpl. James, J who were responsible for our basic training while the Canadian Instructor did the type courses and the electrical phase.

There was, however, another aspect of the course which we undertook on our

own initiative. We were in a French speaking province and in order to interact and socialize with the beautiful ladies we had to learn French. We went to work with the assistance of a good friend of ours and a Canadian instructor and within two weeks we were able to converse with those gorgeous ladies. This was one of the greatest challenges for us.

After two months we were well into the winter season and, as every technician can relate, Quebec is not the best place to be in winter. We experienced temperatures as low as minus 67°C. and had to be evacuated from the school barracks to another



barracks which was more comfortable for us Jamaicans. For most of us it was the first time that we had travelled overseas and the first time that we had experienced

winter with snow. At times the snow was as much as 10 ft. high, but we enjoyed playing in it when we had the chance.

Having been given the opportunity, we went and made our Country, the Force and our Unit proud. We did our best, passed the course excellently and equipped ourselves, not only as qualified X11 technicians but with the knowledge of another language. □

KARVIN AIR

(Cont'd. from page 14)

components etc. Captain Kirkcaldy and myself then proceeded to Flight Safety Inter'l in Wichita, Kansas, to commence Pilot training on the LEAR JET 20 series. Concurrently, we dispatched a Jamaican technician, fully licenced in the United States to Flight Safety Maintenance School. We all completed our courses successfully and on 01 September, 1992 flew our LEAR Jet to Jamaica.

It was the first time I had flown an

Airplane to 45,000 feet - Oh what a thrill!

The three (3) Directors of KARVIN AIR are: Major Winston Dwyer, (chairman); Major Kevin Frater and Captain Christopher Kirkcaldy.

Three persons with very similar backgrounds now united in a common goal - to provide Jamaica with Preferred Private Jet Travel at the very highest level of service and safety. To date we are proud of our accomplishments but continue to look ahead at what the next step should be. We are about to enter the next logical phase, that being greater range and more

fuel efficient airplanes with state of the art avionics having a 6-8 passenger seating capacity. For the foreseeable future, KARVIN AIR is here to stay!

We at KARVIN AIR Ltd., would like to take this opportunity to congratulate the JDF Air Wing on its 30th anniversary and wish for them continued success. We would also like to thank the Air Wing for giving us the privilege of writing this article for inclusion in your magazine - we are indeed honoured!

Best Wishes.

HELICOPTER IFR PROFICIENCY -

It was a night CASEVAC to St. Anns Bay Hospital, a favorite destination. The Bell 212 departed Up Park Camp and had to climb over a build up of clouds by Devils Racecourse. Going through 6000 ft. the Captain said to the Co-pilot, "You have control. I'm getting the leans!". At 9500 ft. and still climbing at 1500 feet per minute (FPM), the aircraft Captain, regaining visual contact with the ground, took control and entered a 2000 FPM spiral descent. The aircraft was leveled at 500 ft. AGL. The mission was completed without further excitement.

The helicopter operations, within the JDF Air Wing, are mainly inland, low level, day/night VFR operations. The roles vary from military operations, search and rescue, and CASEVAC/MEDEVAC Operations to VIP transport and displays.

The weather associated with the Jamaican climate is generally good for flying and is influenced mainly by the fronts, easterly waves, day-time heating producing large thunder storms and of course, the odd hurricane. The result, therefore is a situation where the weather is either so poor as to prevent taking off, or good VFR weather for helicopter type operations. There are occasions when

operational requirements demand a take off in poor weather. These occur quite infrequently. Because of the preponderance of thunder storms across the centre of the island, mid level flying requires the need of at least weather radar as avoidance of CBs is a must.



The JDF Air Wing's 'flagship', the A100 King Air, is fitted with dual VOR/ADF/HSI, GPS, Weather Radar, Loran C and Auto-pilot and is an all weather VFR/IFR machine. The other fixed wing aircraft are instrumented and certified for IFR and the Fixed Wing Flight generally, practices its IFR.

What about the helicopters? They are very rarely required to

operate in instrument meteorological conditions (IMC). Is there a need to practice or even maintain IFR proficiency on the machines? If the weather is poor - don't go; if it gets bad along the way - land and wait!

He was a young Jet Ranger Captain, coming back at night from a long filming flight and routing along the North Coast to Up Park Camp. At Oracabessa he turned inland. Somewhere above Highgate - 'poof'. A few moments of random terror.

It was a 205 VIP flight from Sav-la-mar to Kingston on a moonless night. Sgt. 'Sproggo' Daley was the Co-pilot. The flight departed Paradise Park and on passing through 4000 over New Market - 'sloof'. Kingston VOR was already dialed in and the cross check started. The layer ended at 5000 ft.

Johnny Walker Golf Tournament 91. The weather was terrible - for golf and for flying. There was a layer of cloud with bases at 3000 ft. extending to 7000 ft. over the centre of the island and as far North as two miles off shore. Flight under the weather was inadvisable due-to moderate to severe turbulence. Winds were upwards of 30 knots. The leg from Up Park Camp was done at 7500 ft. and in order to break

A NECESSARY EVIL?

By: Captain G.A. Roper



out above Tryall an approximation off the Mobay VOR had to be used. The way back was as interesting and demanded a penetration through from Falmouth at 3000 ft. to 7500 ft. on the VOR.

Flying inadvertently into IMC conditions is highly possible, especially at night and otherwise low visibility situa-

tions. Visible contact with ground references are usually lost and a dependence on instruments for navigation and flying becomes a reality.

In addition because of the remoteness of some Landing Areas (LZs, e.g. Spauldings) and relatively small amount of ground lighting at night,

disorientation is possible and hence constant cross checking of altitude, attitude and direction becomes necessary and dependence on instruments is vital for safety and completion of the mission.

In light of these facts and the experiences related, it should be easy to conclude that Instrument Flying proficiency must be maintained to continue to operate safely and effectively. In addition, professional development and maintenance of the COMPLETE pilot can not be stressed enough. Jamaica looks to the JDF Air Wing to lead the way in setting the standard with respect to qualification, proficiency and the professional approach. Maintaining instrument qualification is one such aspect that must never be over looked either by the Fixed or Rotary Wing pilot - Yes, a necessary evil. □



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THE JDF COAST GUARD....

(Cont'd. from page 11)

Defence Readiness and Naval Duties often go hand in hand and see the Coast Guard working closely with the other areas of the Defence Force. Operations vary from the landing of troops, naval gunfire support, to support of the infantry and transporting aid to other countries faced with natural disasters. The Unit has rendered assistance to Dominica and the Bahamas after they were struck by hurricanes.

The Coast Guard also provided personnel for the restoration of democracy in Grenada and the subsequent peace-keeping operations. The Coast Guard has made its statement as a full partner in the Defence of the country.

Nation Building, the last of the Coast Guard's defined missions is often times an invisible one. It is ongoing and varies from helping groups such as the Natural Resources Conservation Authority in protecting the environ-

*Over one hundred
thousand kilograms of
narcotic substances have
been found with over fifty
vessels seized.*

ment and resources, the Jamaica Maritime Institute with instructors, Air Jamaica with Safety Training, to name a few, to such unquantifiables as the cadre of trained persons who have left the Unit to take on major roles in areas of Jamaica's Maritime and other sectors.

The assets available to carry out the missions have grown steadily. Apart from three 85' patrol vessels all of over twenty years vintage there is the 115' HMJS FORT CHARLES and the 106' MHJS PAUL BOGLE, the last Offshore Patrol Vessel acquired seven years ago.

The fleet has also been increased by the acquisition of Inshore Patrol Vessels of the 27 ft. to 40 ft. range. Concur-

rently with this was the opening of the first station in Discovery Bay. These small vessels give greater flexibility to the Unit in its operational response around the island. They demand considerably less manpower and are more economical. This makes them a good force multiplier in the inshore zones.

It would seem, with the missions outlined above and the material assets to carry them out, the Coast Guard needs a cadre of trained persons to accomplish its tasks. It is a matter of pride that the Unit can say that this pool is available. There is a small but dedicated body of men and women who give of their best continuously to give life to the mission statement of 'Service - For the Lives of Others. Their dedication is achieved through provision of adequate training for the jobs at hand, both locally and overseas and the involving of all persons in the sharing of tasks and sharing of ideas on the accomplishment of the tasks. The aim is that every man and woman shares the ideals of the Unit.

The Coast Guards hope is that it will be able to meet the new challenges that face Jamaica in the Maritime Zones. It is preparing for this by continuous training of personnel in all maritime matters and, as far as possible, in upgrading its equipment.

Accomplishing this is not always easy. However, difficulties often serve as the catalyst for greater achievement and a constant search for greater efficiency and overall improvements through change.

The Jamaica Defence Force Coast Guard has grown and kept itself fit and ready to respond to the needs of the other arms of the Force and the needs of the Nation. The Unit has grown from one created to support the Infantry to one that not only supports the other parts of the Force but Jamaica. It has its own well defined roles and functions and *raison d'etre*. It is a full partner in conjunction with other brothers-in-arms in playing its role in the nations development and making its contribution through its unique vision of 'Service - For the Lives of Others.'

A Generation of Service to the Nation

(Cont'd. from page 7)

seas to join itself to the helicopter. On impact, Errol simply stayed there by lowering his collective. There are many more air sea rescue missions I could mention but I won't risk boring you.

Whereas air sea rescue may seem natural for this an island nation, it is not every such nation that has been able to emerge as reliable providers of this type of assistance. The fact that Jamaica has come to be known as a country with this capability is testimony to the efforts of the handful of Officers and Men who, over the years, have seen to the development of this entity.

The Air Wing has flown Jamaica's flag high throughout the region. As an extension of the government's foreign policy, we have assisted neighbouring states in times of disaster; from earthquake in Nicaragua to hurricanes in the Caribbean. The demonstration of friendliness has helped our government to cement ties throughout the region. The Air Wing's support to operations in Grenada and more recently to the national elections in Haiti, has demonstrated our government's commitment to the democratic process.

The Unit's involvement in relief work in Jamaica is best known by

(Cont'd. on page 23)

*With the
Compliments
of*

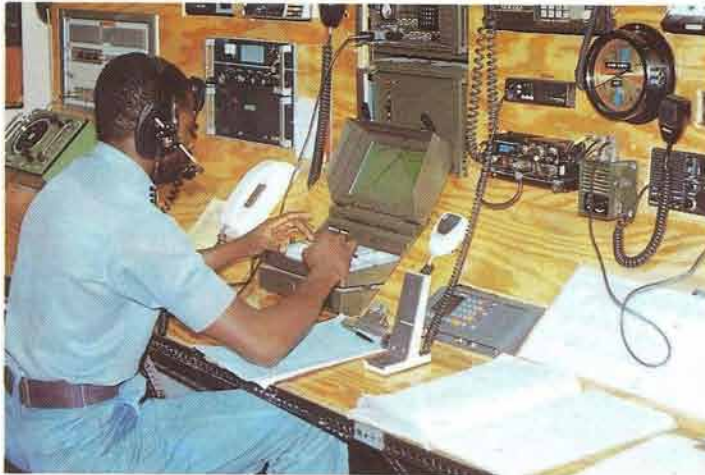
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MARITIME SEARCH AND RESCUE

(Cont'd. from page 11)

action from the following stages are taken.

c. **PLANNING STAGE:-** The development of an effective plan of operation including search plans and where appropriate, rescue and final delivery plan. The Operations Duty Officer (ODO) becomes the SAR Mission Coordinator (SMC), and commences to work out search areas for both surface units (JDF CG vessels) and JDF Air Wing (JDF AW) units as required. Based on all the information that is available, the SMC issues an "Urgent" message to all ships. This message is broadcasted on International Maritime Mobile frequencies alerting any ships that may be in the search area to keep a lookout for the vessel. Merchant ships have in the past seen vessels in distress and rendered assistance to them.



JDF CG COMCEN manned on a 24 hour basis.

for future reference.

The JDF CG maintains an International Coast Station. Its primary role is to maintain a continuous listening watch on two International Distress and Calling frequencies, namely 2182 khz and Ch. 16 Marine VHF. Any vessel that may be in distress should be able to call on any of these two frequencies, providing they are within range, and the JDF CG Communications Centre (COMCEN) on hearing the distress call will respond accordingly. In addition, the COMCEN provides Marine Weather Forecasts, "Safety" messages

pertaining to important navigational warnings and "Urgent" broadcasts for alerting shipping that an emergency exists. The details of the COMCEN for the Maritime public is as follows:

a. **CALLSIGN:-** "COAST GUARD RADIO, KINGSTON JAM-

AICA, SIX YANKEE X-RAY"

- b. **WORKING HOURS:-** 24 Hours
- c. **FREQUENCIES MONITORED:-** 2182 KHZ AND CH. 16 (156.80 MHZ) Marine VHF
- d. **WEATHER FREQUENCIES & BROADCAST TIMINGS:-** 2738 KHZ - 0830 AND 1330 HRS. CH. 13 (156.65 MHZ) - 0930, 1400 & 2030 HRS.

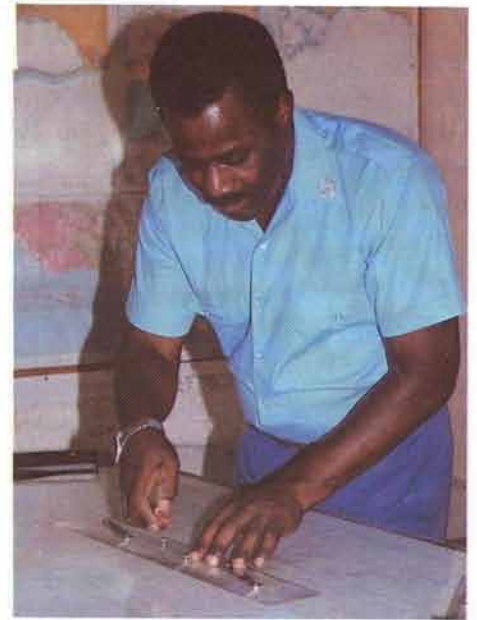
The majority of SAR cases that require offshore searching is normally done both from the air and on the surface. The JDF AW provides fixed wing aircraft when so requested by JDF CG. Their ability to cover large areas in a short time with a greater view makes them an important asset for SAR in Jamaica. Most times, the SMC will arrange search areas that both aircraft and patrol vessels will search at the same time. This method increases the probability of detection of the target.

In the JDF CG, SAR is a most



HMJS Manatee Bay one of our Surface Search Units.

d. **OPERATIONS STAGE:-** SAR facilities (units) proceed to the scene, conduct searches, rescue survivors, assist distressed craft (when possible) and provide emergency care for survivors. This Stage includes briefing and debriefing of search crews.



SMC plotting a new search area.

important task and we make every possible effort to make the outcome successful. As seafarers we know what it is like to be in distress on the high seas, hoping to be rescued. Once we get the relevant details and the case is within our capabilities, one can rest assured that the JDF CG will be doing its best to provide the needed assistance. It is for this reason that the JDF CG's motto is - "SERVICE FOR THE LIVES OF OTHERS" □

FLIGHT SAFETY

.....On his way back to Kingston on a moonless night, everything went black.... Electrical failure. Of course he had his flashlight, but alas... there was no light ... the batteries were dead.

.....The technician searched searched feverishly for the missing screw driver..... Then he remembered.... it had fallen into the engine compartment, he had forgotten to retrieve it.

.....If only he had reported his near miss with the spray airplane, his best friend would not have flown down that valley.



Captain R.R. Meade

above the photograph. All Air Wing personnel are encouraged, through Unit Orders, to make reports, as detailed as possible and to drop them in the TITS box,

Human error is the most frequent cause of aviation accidents. Flight safety considerations should therefore be foremost in the minds of everyone in an aviation environment, at all times. An active flight safety programme is critical in the maintenance of flight safety awareness in an aviation organization.

The JDF Air Wing has an active flight safety programme which includes the placement of posters in relevant areas, the publication of safety reminders in Unit Orders (published 3 times per week) and the offering of incentives for the identification and reporting of hazards to flight safety. Although incentives are offered, the latter aspect of our safety programme has not been very successful.

Most organizations like ours wrestle with the conflict between the need to discourage negligence and the need for voluntary reporting of incidents and 'near misses'. If individuals are not held accountable for the results of careless or negligent actions, they are likely to get more individuals reporting only those incidents which have caused obvious damage or which were witnessed. One way to avoid this situation is to encourage anonymous reports.

The JDF recently initiated a new programme, "Tell It To Safety" (TITS), to allow for anonymous reporting of accidents, incidents and



"Flight Safety Suggestions Box."

unsatisfactory conditions. The idea was taken from a Canadian armed Forces safety publication. A (TITS) box is mounted on the wall of the main hangar. A photograph with two large but neat, perfect mammary glands was framed and hung above the box, a bold sign marked 'TITS' was then placed

Mistakes, accidents and incidents are dealt with by the Unit Flight Safety Officer (UFSO) who makes recommendations to the Commanding Officer, to be implemented by the department head concerned. Unsatisfactory/unsafe conditions are put right immediately. Bad encounters are discussed between all persons involved in that specific type of duty. Suggested corrective measures are disseminated to all concerned. Whenever necessary, operating procedures are revised.

The Flight Safety Department thought long and hard about the possibility of offending someone with the TITS photograph. It was finally decided that if the reports attracted by the programme saved even one life, then it would be worth the risk. It should be noted that the Canadian Flight Safety publication points out that the box is less than 10% effective without the photograph. The Flight Safety Department looks forward to reporting on the success of this programme in the next issue of the Altimeter.

Tell It To Safety
REPORT AN INCIDENT TODAY
SAVE A LIFE TOMORROW

A GENERATION OF SERVICE TO THE NATION

(Cont'd. from page 20)

those who have been touched directly. Whereas such persons number in the thousands, the vast majority of our population may have only a notion of what has been done. From as far back as Flora to as recently as the last flood rains, the Air Wing has been involved in every relief effort. A helicopter rescue in St. Thomas from the top of a coconut tree surrounded by flood waters, is but a common occurrence. In the 1986 floods, Keith White and Francis Millwood, in their Bell Jet Rangers, showed contempt for the Rio Minho

and rescued over 50 persons in a morning's work before coming home for fuel.

The Air Wing's rehabilitation of Jamaica Public Service transmission lines from Magotty to Paradise Park received far less attention than the efforts of a foreign company restoring lines in St. Thomas. This did not deter those dedicated young Jamaican from going beyond the call of duty, flying excessive numbers of hours per month, maintaining and supporting their Twin Hueys to

bring 'Operation Kilowatt' to a successful conclusion.

The list of the Air Wing's contribution to nation building cannot be exhausted in any one article, but mention must be made of their work in law enforcement. Although the helicopter is considered a nuisance when calm prevails, there is almost a riotous demand for their presence in the night sky as soon as personal security feels threatened. Nevertheless, the Air Wing for decades has rolled with the punches when there is calm and has, even in adverse conditions and circumstances, shed light on communities plagued with violence.

The Air Wing's efforts in the field of drug enforcement have been relentless over the last 20 years. The commitment to rid the nation of the scourge has claimed the lives of 3 of its members. Young men paying the supreme sacrifice in the line of duty. The Unit has not relented as a result of these tragedies and so their efforts were not in vain. No longer though, are the nation's skies plagued with drug runners. The vast quantities of marijuana cultivated in the 1970s have been substantially reduced in the 1990s. The threat to legitimate trade has been significantly diminished.

The Wing has a proud record of service to the nation, a record achieved by the blood, sweat and

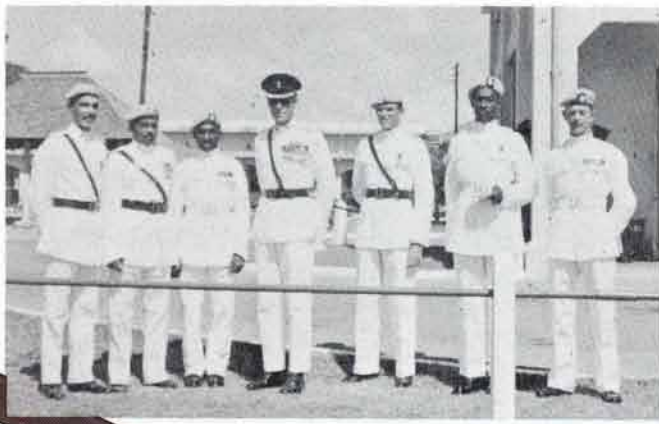
(Cont'd. on page 26)



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The Entire Airwing – 1963

LEFT - RIGHT: Lt. G. Brown; Capt. V. Beek;
L/Cpl. Scott; Maj. L. Wittingham-Jones, (OC.);
Lt. R. Neish; Cpl. Mullings D.; WO1 Ashcroft.



JDF AIR WING.

FRONT ROW: LEFT - RIGHT: S/Sgt. Sherrif, K., Sgt. Rodney, E., WO1. Hudson, D., Lt. M.S.C. Johnson, Lt. (QM) O.O. Brown, Capt. A.T. Toppin, Capt. W.N. Wiltshire, Capt. R.A. Jackson, Maj. S.E. Saunders (Commanding Officer), WO1. O.F. Smith, Capt. A.B. Anderson, Capt. R.R. Meade, Capt. M.J.F. Sutherland, Lt. J.L. Morris, Lt. J.W. Chambers, Mr. R.B. Noble, Sgt. Turner, G.B., S/Sgt. Bell, H.H.

FRONT ROW: LEFT - RIGHT: Sgt. Wilson, L.A., Sgt. Brown, F., Sgt. Parks, A., L/Cpl. Farquharson, H., Cfn. Grant, P., Cfn. Andrews, T., Pte Hyman, C., Pte. Walker, R.M., L/Cpl. Wright, E., L/Cpl. Allen, A.A., L/Cpl. Brown, N.D., Cfn. Hamilton, T.A., Pte. Smith, W.A., Cpl. Bailey, C.L., Cfn. White, S.E., Pte. Walker, H.L., L/Cpl. Lawrence, H.A.F., Cpl. Lynch, A.B., Pte. Thomas, A.R., Sgt. Thompson, D.P., Sgt. Harding, J.M., Sgt. Stephens, K.G.

REAR: LEFT - RIGHT: Pte. Henry, D., L/Cpl. Woollery, Q., L/Cpl. Edwards, K.A., L/Cpl. Allen, A.D., L/Cpl. Williams, G.M., L.Cpl. Walker, D.D., Cpl. Brown, D.A., Pte. Garcia, P., L/Cpl. White Horne, W., Pte. Fisher, A., Cpl. Campbell, M., L/Cpl. Gentles, G.W., Pte. Thomas, E.G., Cfn. Brown, H.J., L/Cpl. Robinson, D., Cpl. Tomlinson, M., Pte. Fothergill, C.D., L/Cpl. Holloway, R.M.



ON DUTY, LEAVE OR COURSE OVERSEAS: Capt. G.A. Roper, Capt. K.A. Burke, Capt. R.J. Carter, Lt. C.P. Douglas, Lt. H.A. Williams, 2Lt. R.O. Hibbert, 2Lt. N.A. Cobrand, 2Lt. L.S. Phillips, WO1. Lobban, W., S/Sgt. Francis, R., S/Sgt. Steele, C., Sgt. Gay, B., Sgt. Townsend, M., Sgt. Whilby, B., Cpl. Powell, C., Cpl. Martin, H., Cpl. Shettlesworth, C., Cpl. Smikle, C., Cpl. Smith, G., Cpl. James, J., Cpl. Murphy, A., Cpl. Small, N., Cpl. Thompson, T., Cpl. Ashmeade, M., Cpl. Hinds, L., Cpl. Dickson, G., Cpl. Dixon, E., Cpl. Vassell, T., L/Cpl. Russell, D., L/Cpl. Walker, R., L/Cpl. Gordon, P., L/Cpl. Allen, G., L/Cpl. Beaumont, D., L/Cpl. Edwards, K., L/Cpl. Gray, M., L/Cpl. Gregg, D., L/Cpl. Graham, M., L.Cpl. James, R., L/Cpl. Markland, L., L/Cpl. Murray, T., L/Cpl. Peart, A., L/Cpl. Reid, B., L/Cpl. Reid, O., L/Cpl. Riley, A., L/Cpl. Smith, H., L/Cpl. Chintersingh, E., L/Cpl. Service, M., L/Cpl. Christie, E., L.Cpl. Brown, D., L/Cpl. Davis, A., Pte. Dilworth, D., Pte. Reid, L., Pte. Murdett, L., Pte. Durrant, R., Pte. Burke, W., Pte. Henry, D., Pte. Morrison, F., Pte. Dell, A., Pte. Beckford, A., Pte. Williams, P., Pte. Scott, C., Pte. Drummond, B., Pte. Manning, A., Pte. Rumble, D., Pte. Duncan, P., Pte. Hoilett, W., Pte. Walters, W., Pte. Richards, A., Pte. Brown, G., Cfn. Beckford, O., Cfn. Dunn, K., Cfn. Fearon, H., Pte. Chin, G., Pte. McCaulsky, S., Pte. Perrin, E., Pte. Bucknor, R., Pte. James, J., Pte. Rodgers, A., Pte. Christopher, L., Pte. Davis, A., Cfn. Foster, E., Cfn. Goodwin, E., Cfn. Hamilton, T., Cfn. Jarrett, P., Cfn. Jones, K., Cfn. Lamont, G., Cfn. Liston, S., Cfn. Pitter, S., Cfn. Powell, C., Cfn. Richards, K., Cfn. Rowe, G., Cfn. Salmon, P., Cfn. Smith, M., Cfn. Wilson, A., Cfn. Whitehorne, D., Cfn. Wright, G.

A GENERATION OF SERVICE TO THE NATION

(Cont'd. from page 23)

tears of dedicated young Jamaicans. Thirty years, though, is a mere speck in the process of building a nation and there is much more to come. Unless the Air Wing's worth as a national tool is adequately recognised, the political will to continue its development during these pressing economic times may be lacking. It must match pace with certain technological advancements if it is not to become obsolete and fall into a state of disrepair. □

WHAT AIR TRAFFIC CONTROL MEANS TO ME

By: Private James, J.

Air traffic control? What is air traffic control? For those of you who would readily state that air traffic control is designed to give advice to the pilot who is in control of an aircraft on the ground or in the air, you are of course correct. However, air traffic control, has an enormously bigger meaning.

I had always been thinking about air traffic control and its true meaning. On the first morning of the course, I patiently awaited the arrival of my instructor. As I glanced down the corridor I could see him with a whole pile of books. What flashed across my mind then was that I was at a university. The topic (AIR TRAFFIC CONTROL) was passed to us for definition. We all guessed and spelled, a minute later it all spoke for itself: to promote safe, orderly and expeditious movement; to prevent collision between aircraft; to assist the pilot of an aircraft by providing such information as may be useful for the safety and efficiency of a flight. Then we

because I have become a role model in my achievement and have adopted the principles of my fellow air traffic controllers who were trained overseas.

The desire within me was still burning as the theoretical phase of my course came to an end. We were now going to put what we had learnt into practice. I remembered what my previous Regimental Sergeant Major Lynch, now Captain Lynch used to say; "The cart is now built, the load is yet to come". As our practical experience progressed I was called upon to give take off and landing instructions to the pilot. Because of my experience in communications, as I was employed as a signaller in the Infantry Battalion, it was just for me to apply the air traffic control procedures. I continued to work as a trainee during which time I had to familiarize myself with something new everyday, this was not an easy task. However, with the determination of reaching my goal in the Aviation Department, I will never step back. I got to understand that ATCs also come into play in the Field, for example in the case of a battle.

It was on the 3rd of July 1992, that the JDF AW set out for their Annual Camp training in the valleys of Moneague. I was overwhelmed with anxiety as I looked forward to seeing the difference which operating in the field makes. We designated the area to nest our control tower, on the top of a hill, so that we could have a clear view of the landing area. This operation was very different. Despite the difficult situation and inadequate facilities, we all maintained an orderly flow of traffic. There is indeed a wealth of information that an ATC has to know as well as pass on. Our knowledge is tested by each and every pilot. Expediting in this case was not for aircraft only but for ATCs. Regardless of the atrocious weather in Moneague I saw where ATCs endeavor to assist pilots in safe landings and take offs.

Therefore, whenever you see an ATC in the Air Wing or anywhere don't just go by. Ask him or her about this fascinating world of Air Traffic Control. I can assure you that you will learn something you never heard of before. □



"JDF Air Wing Air Traffic Controllers"

realized we had only just begun. We were also required to learn about meteorology, navigation, theory of flight, search and rescue and air traffic control in general. These subjects in the course equipped us to also anticipate the pilot's intention.

My dream was steadily realized as we got into the meat of our objectives. I was fairly well convinced that air traffic controllers throughout the world were the right-hands of pilots as we play a vital part in the preservation of life and property. Hence forth I have no regrets,

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NO "MAN'S JOB" IS TOO DIFFICULT FOR A WOMAN



By: Pte. Thomas, A.

There is always a feeling of pride and happiness when you are first at something, whether by winning a race, coming first in your class or just being the first. That is how I felt when I became the first Aircrew Woman of the Jamaican Defence Force Air Wing.

At first, I was a bit nervous, a little uncertain, yet excited, knowing that the Air Wing is a different world and there would be so many things to learn. There would be new terminology, and everything about the aircraft on or around which I would work, but, the main reason for my nervous, uncertain feeling was that the Unit was dominated by professional,

name a few.

During basic training, both practical and written tests were given which I mastered quite easily. I was encouraged by all the crewmen who assisted me with hands-on experiences on the aircraft. Thanks to Capt. Wiltshire (my OC), the instructors and members of the JDF Air Wing who contributed in some way, verbally or emotionally, to my efficiency and maneuverability on the job. Once again, thank you.

But true joy is never usually established without hard work and

went dry from fear as my

eyes opened wider. I thought my death was near and I was breathing much faster than normal, then there were bright lights in the distance, it was the city of Mo-Bay. Oh the relief I felt. The pilot was unable to make it to the airport therefore, we looked for the nearest possible landing area, it was a school. What a joy for me to have seen Herbert Morrison Comprehensive High School and we landed safely on the football field. As we landed I prayed my hundredth prayer and thanked God for being our saviour.

Since then, I have never looked back, never doubting myself, never thinking that I would not be able to perform as efficiently, with the style, touch and skill of my counterparts. From refuelling and ensuring that aircraft are in maximum serviceable condition for flying, to long hours of operations, guiding pilots into potentially hazardous areas with the utmost safety, are just some of the tasks I have to carry out as an Aircrew-woman.

Working as an Aircrew-woman is certainly a challenge and it has enabled me to realize my inner strength and ability. To all women I say, "No man's job is too difficult for us," and I join hands with my male counterparts in saying "We Fly For All." □



"A Bell 205, one of the Aircraft on which Pte. Thomas works as aircrew."

skilled men. This was, however, countered by a few encouraging words learnt in school, "I can do all things through Christ who strengtheneth me."

On 04 August, 1992, myself and five (5) other students (soldiers) reported to Capt. Royes, at the JDF Air Wing, who informed us that our Basic Airman Course would start on that day. I was the only person there who was not a part of the JDF Air Wing at that time. The Course lasted two weeks, during which many topics were taught, to include; the history of the JDF Air Wing, emplaning and deplaning, installation of stretcher, cleaning of aircraft, and marshalling, to

lots of courage. I had no sooner realized that fact when on 21 December, 1992 I went on Buccaneer Operations in Nain Valley in St. Elizabeth. Shortly after 1700 hours we flew to Mo-Bay in order to get fuel to fly to Up Park Camp. The fuel gauge started to show a very low fuel level. We had seven (7) souls on board. My fears were confirmed as the fuel light came on as an indication of the low level of fuel. My heart thumped against my chest. I was scared as I started to pray. There were no landing areas in sight, in case there was a need for an emergency landing. My lips felt parched and my mouth

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SPORTS REVIEW

Sports in the JDF Air Wing continues to be an important weekly feature for most members of the Unit. Until recently it was centered mainly on indoor football and table tennis.

In terms of Force Competitions, the Unit has performed creditably in some sports. In Hockey, Cricket and Football, the Air Wing has toppled some of the traditional giants and reached the Hockey and Cricket semi-



"The victorious JDF AW Squash Team."

finals. Some interest has been generated in the more minor sports and the Air Wing has won the Force Squash Competition for two consecutive years.

Individuals

continue to represent the Force in their various sports and the Air Wing is well represented in this regard. We look forward to an active year in sports and the possibility of Air Wing week where a Sports Extravaganza can again be held here, in our 30 year. □



"PTE Salmon receives the Award for Best Batsman in the 1992 Senior Cup Competition."



COLONEL A.C. Dev Stern...*(Cont'd. from page 9)*

call out. I also wanted to develop the military skills of the Air Wing. The unit had the ability to carry underslung loads, winch persons or cargo from the sea and deep ravines to the safety of a helicopter and to carry out nite sun patrols.

Q Can you recall any instance in which the Air Wing was of valuable service to the community?

A The Air Wing was mandated to provide Medical Evacuation and Casualty Evacuation to Jamaicans from all walks of life, rich and poor. There was one instance when I had flown Lord Louis Mountbatten to lunch at Newcastle, when having landed, we received an

...it really warmed my heart to know that the Air Wing was able to provide service for such persons, and indeed persons from all walks of life.

urgent call to fly to Black River to bring a sick person to the University Hospital for emergency attention. I was really curious to see who the patient was. Upon our arrival at Independence Park, Black River, we waited for about half an hour and an ambulance arrived with the patient, a baby with lockjaw. I noticed that the mother who came with the child was barefoot, and it really warmed my heart to know that the Air Wing was able to provide service for such persons, and indeed persons from all walks of life.

Q The largest number of officers which has ever been on strength in the Air Wing was during your tenure as Commanding Officer. Was this due to careful planning and recruiting or merely an accident?

A I actively recruited during my tenure, but also needed to have the right type of training for the men, which I was able to get through Headquarters, so I would say this was a joint effort. Also, having done courses and meeting many persons in Canada, this made it easier for me to access the type of courses which we needed to develop the pilots and air men in the unit. I suppose this had some effect on the strength of officers at the time.

Q Can you describe some of your proudest moments in the J.D.F.?

A This would have to be things achieved by other persons whom I had the privilege to command and had influenced in some positive way. Once when flying as a passenger with Air Jamaica and seeing one of my pilots as captain in the cockpit, was one. I was also very proud to receive the Order of Distinction in 1975, although I felt this was not my achievement, but the Air Wing's, and the Officers and Men who served under me.

Q Which would you say was your most difficult training course?

A None of the courses were difficult, because with the right attitude and my love for flying, I made every effort to succeed. However, I really had to apply myself to the course at the Staff College. I felt a little out of my depth because it involved mainly infantry material. Only on nearing the last term and getting "the feel for it" did I enjoy the course. I was glad that I attended, I learned a lot and it was a further maturing process. I would recommend the course for any officer who intends to make the Army a life long career.

Q Do you think you contributed in any way to the "camaraderie" and unity

usually associated with Air Wing during your days of commanding the Unit?

A It is a fact that in order to achieve goals all must work together as a unit. It has always been my strong belief, and this spirit was in the Air Wing since its inception. If there was a problem people would always help each other. I worked with Barclay's Bank after leaving school. Because of the multiplicity of nationalities of the employees, the branch was referred to as the Rainbow of Jamaica. Yet they worked together in unity to make that Bank one of the most successful in the country. I wanted to and achieved the same spirit and unity at the Air Wing. I also insisted that there were no cliques. If a member of the Unit was having a party or a function, then all members of the unit were to be invited, we lived together, worked and played together.

Q Of your years at Headquarters, do you have any recollections of any incident that sticks out?

A I had acted as Chief of Staff on a number of occasions and this was a real eye opener. Decisions that I had previously questioned in my humbler rank, I found I had also to make, and from that view point, seeing things from the larger perspective, I realised they had been good decisions, although unpopular. I was always firm but fair. I had to be especially firm where Air Wing was concerned to the point where I seemed to be aloof. But, one has to be objective.

Q On the lighter side, which would you care to tell us about, the Flagstaff Duppy or the English woman of # 8 MOQ, perhaps both?

A I do not really wish to comment. You do it and put it

(Cont'd. on page 30)

COLONEL A.C. Dev Stern...

(Cont'd. from page 29)

any way you want.

Suffice it to say that the interviewer and the Colonel had a long discussion on matters spiritual, the contents of which you will have to get from him over a drink at the Club.

Q Who do you consider the greatest leader of all time?

A Well, I could not really say, there are people like Mahatma Ghandi and the Jamaican produced hero Marcus Garvey, who were great, and one of my favourites was General Patton. He had lots of failings, but was able to motivate his people and get things done. No effort was spared to achieve his goals. Whatever he had to do was done. Once you deal with people on a fair basis, you will be able to motivate them to achieve the things you want done. This positive spirit of General Patton has guided me throughout my career, particularly during the developmental days in the Air Wing when many people were skeptical about the things I wanted to achieve. However, with a positive "can do" attitude, I set about the task of building the Air Wing into something we could all be proud of.

Q Would you wish to comment on your stint as Military Attache in the United Kingdom?

A It was a most enjoyable and glamorous time for me. I did not actually have much to do with the operational side of Army life. I had responsibility for the training of officers and soldiers. Some persons failed courses, but I could not be lenient and plead their case, because when someone "dropped out" chances are he could not function anywhere else; the J.D.F. had one standard, excellence, and this had to be

maintained. I enjoyed a good rapport with them and helped them to get through the courses.

The job itself was demanding and required some amount of travelling. I visited the training schools and met other Attaches from all over the world and found this very stimulating. What amused me most, was that these persons had heard of Jamaica because of the reggae superstar, Bob Marley.

There was a British Joint Team which assisted with training in Jamaica for approximately ten years post independence. The idea occurred to me to have a reunion for them at my home in the United kingdom, to say thank you and to bring them up to day with the Jamaican situation. The attendance was most pleasing, in some cases, the wives of Officers who were unable to attend, came to the function. It was a most enjoyable occasion for everyone, and represented a good gesture on the part of the J.D.F. and Jamaica.

Q You have the reputation of being a dreamer, what are your dreams for yourself for the future?

A I have no immediate plans. I was most fortunate to have found out from the beginning what my career should be and also being able to pursue this. There are lots of things I could do, but there is really no urgency. I want to do something to benefit my country and its people if possible, something associated with aviation. (He laughed at a question from the interviewer and said he had no wish to manage our national airline).

Q Is there a single individual who influenced your life significantly?

A I have never tried to emulate any single person; I pick out the good qualities of several persons and emulate these. My

mother and father had great influence in my life. Right now, I feel that I have changed in many ways, and am growing in others, for instance, I have become more people oriented, especially where the poorer people are concerned.

Additional notes: Colonel Stern returned to Jamaica after serving as Jamaica's Military Attache to the United Kingdom and completed his service to the J.D.F. on his birthday, November 9, 1991. He served his country and the J.D.F. for 38 years. His flying hours number 6,000 and he was an A1 Category Instructor. Colonel Stern hopes that if, during his 38 years in the Army, he touched the life of any one, it was in a positive way. His strong belief is in fair play and in God. □



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REFLECTIONS

(Cont'd. from page 13)

the available emergency services would enhance my chances of survival.

I arrived at the Norman Manley Airport with the Crash-tender and the ambulance trailing me while I attempted a landing. On my first approach, the elevator control froze just before I touched down. I had to overshoot and return for a second attempt a landing, this time allowing the aircraft to sink to the runway by the reduction of power. It was discovered after landing that a piece of the tree had jammed the elevator control thus restricting its movement.

The four soldiers in my aircraft sang my praises, and even the senior Officer commended me for having had the presence of mind, and the guts (as a junior officer) to countermand his order and proceed to a safer landing place.

HOW THE AIRWING LOST ITS FIRST PILOT

During the first week of the life of the Air Wing recruitment of pilots was the priority. The General Staff Officer 2 happily informed me that a qualified pilot had enlisted in the JDF and was undergoing preliminary evaluation and training at Newcastle. Many weeks after, I inquired of the GSO 2 as to the whereabouts of my prospective pilot. He shook his head and said: "Sad case, Victor, he was discharged on medical grounds." I was puzzled. He had been a strong and fit looking youngster with a current pilot medical certificate – on what medical grounds had he been discharged?

Some time afterwards, the details reached me. This young pilot was from one of Jamaica's aristocratic families, and he had never heard a voice raised in anger nor was he acquainted with military discipline. So, on the first day that the Sergeant Major shouted at him, apparently for walking across the Parade ground or some other minor military

misdemeanor, he stood transfixed and amazed. Having earned the wrath of the Sergeant Major, he was never off a fatigue party, for the Sergeant Major was determined to make a soldier of him. Every extra guard duty, every kitchen duty, every existing fatigue party found our poor young friend detailed to be there. One day, after a session of fatigue duties, he had just retired to his bunk when a mate told him that the Sergeant was seeking him for guard duty once again that night. In a voice of defiance, he told his mate that he had enough of the Army and all their extra duties, etc., and that he would 'die first' rather than do any further extra duties. The Sergeant who had just entered the billet, overheard his remarks, and realising that he was fighting a losing battle, turned about and reported that this Young Officer was of no use of the Army because "he had suicidal tendencies"!

HOW WE NEARLY LOST ALL FOUR AIRCRAFT IN THE AIRWING

It was customary for us after formation flying practice to land the four aircraft in Box Diamond formation in Up Park Camp. There was an expatriate Officer who had been sent out from the UK as Air Staff Officer and also to teach helicopter flying. He was competent as a run-of-the-mill fixed wing pilot, but he was not fond of our short airfields, lack of radio navigation aids, single engine over-water flying, and formation flying.

The easiest position in formation flying is supposed to be that of leader, but we proved it to be an important position, and one which carries a lot of responsibility, and which can also be dangerous to others as well as to oneself. After one particular practice, we returned to base with this expatriate Officer flying the lead plane. In this position, he had to hold off touching down until the other aircraft had landed. I was flying right echelon, Bobby Dixon was on left echelon, and George Brown was in the rear of the diamond. To our astonishment, our leader landed short,

about opposite to the wind-sock.

Imagine for yourself – he landed at 70 mph., and of course immediately slowed down, while the other three aircraft to the rear and sides were still airborne at a speed in excess of 70 mph. I peeled off to the right, Bobby Dixon peeled off to the left to give George Brown in the rear section of the diamond flight some possible avenue of escape. All went well, and we all survived, but the Flight Leader was duly chastised by us 'survivors' and was a humble man thereafter.

LOST IN THE CLOUDS IN THE BLUE MOUNTAINS

Pilots during their flying careers oftentimes find themselves in difficult and dangerous situations, which they survive by patience, skill, experience and a degree of luck.

Only once have I been in a situation where I had absolutely no control over my own fate and had therefore to depend on Lady Luck. It happened while I was on exercise in the Blue Mountain Peak area, flying a Cessna 185, and with Bob Neish flying a helicopter. It was about 1000 hours, the normal ground fog had disappeared and new clouds were beginning to take shape. I was flying up a valley at about 5,000 feet, approaching the Peak, in smooth clear air with light wind from the south west, approximately 400 feet above a bank of clouds. Suddenly I flew into a down-draft and the aircraft was sucked out of the open sky down into the clouds at the rate of almost 2,000 feet per minute. I applied full power and tried to counter my descent, and

(Cont'd. on page 33)



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PRIMARY FLYING COURSE CANADA '91-92

By: Lt. Michael Johnson

September 17, 1991 saw four pilot candidates being whisked away from the sweltering Jamaican heat into the cold Canadian winter. Our flight took us from Kingston to Minneapolis, where on opening the door and letting in the freezing sub-zero wind, the flight attendants seemed to know exactly what was on our minds and said, "imagine, you guys are going 500 miles north of here," and laughed.

PFS or Primary Flying School began in earnest with three sleepless weeks of intense ground school. Ground school students were not allowed to wear flight suits to classes and one would watch in awe as advanced students on the flight line went about their business dressed in flight suits and sunglasses. But soon enough our time came and after sitting a seemingly endless number of ground school exams we were finally on the flight line. Many horror stories about the CT-134A Musketeer preceded it, the most predominant of which is how 'hard' it is to land. One always heard stories of students being thrown 20 feet back into the air for landing particularly hard or dropping 10 feet onto the runway after stalling the aircraft before landing. While these tales were not necessarily unfounded, there weren't many instructors who would let it get that far, and long before that stage you would hear the

familiar, "I have control", followed by a stern briefing. The next challenge was going solo. For myself and a few other members of Course 9106, it was our first solo ever. I looked forward to that day with fear of messing up on my solo check and with great expectation of reaching this memorable milestone. The day finally came on a cold November morning when for the first time I took the aircraft up by myself for two circuits and returned to the traditional dunking in the bathtub filled with freezing water. With a lot of hard work, we survived the course and in mid-December we graduated.

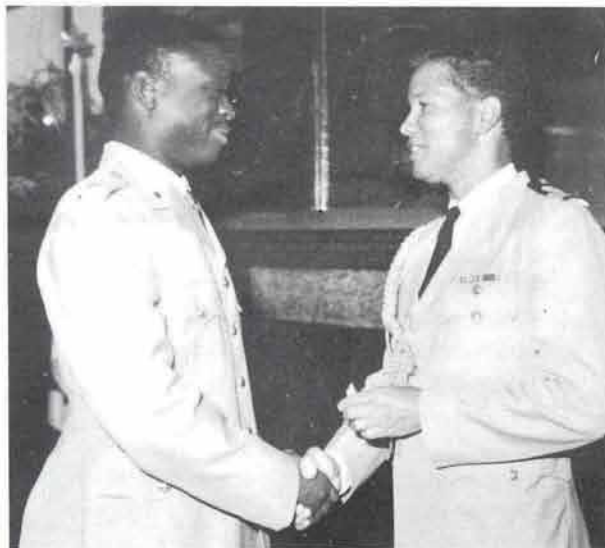
In early January, after a refreshing

Canada.

By now the harsh Canadian winter had subsided somewhat and we looked forward to the long awaited helicopter course. It was also a very interesting time in Canadian Forces history, in that, for the first time, primary pilot training was to become privatized, being contracted out to Canadair Ltd. The CT-134A Musketeer was to be replaced by the Slingsby Firefly and Portage was also to see the introduction of multi-engine training on the Beechcraft King-Air A90. Helicopter training on the Jetranger was to continue. In addition to the changes on the flight line, there were a lot of logistical changes in and around the base, the most striking of which was the loss of the traditional Officers' Mess. This was closed, as the base was technically no longer Military, and replaced by a cafeteria.

BHS 9202 began in June, 1992. The first couple of attempts at hovering were very humbling for everyone because, unlike previous courses, none of us had any previous flying experience on this type of machine. The progression was very slow until after the ninth or tenth trip when we went solo. Going solo in a helicopter can be a very frightening experience because you only know just

enough to keep you safe, however, it is an excellent confidence builder. The next few weeks were filled with a lot of anticipation as graduation drew nearer, the greatest shock being the news of a student on the course ahead of us failing out just two weeks before graduation. This, however, only served to increase our determination and after many trials and tribulations, on 13 September, 1992 the Chief of Staff, Commodore Peter Brady presented us with our wings, making us the newest pilots in the JDF Air Wing. □



"Lt. Johnson receives his wings from the Chief of Staff."

Christmas break, we started our PFS Extended Course. This is a course specially designed for JDF pilots to teach advanced navigation, instrument flying and clear-hood (VFR) flying. The temperature hovered about the minus 20 degree Celsius mark for most of the winter and occasionally it got so cold that flying had to be cancelled for the day. This course was very challenging but a lot more relaxed than the previous one. The course culminated in a 180 mile cross country trip, giving us the opportunity to visit most of the major cities in Mid-

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A 205'S CRY

L/Cpl. Holloway



*Just when I thought I'm sound asleep
A pilot comes a hurrying
To start the day 'fore the break of dawn
And have my engine a-buzzing.*

*I try to tell him how tired I am
And how badly I need my rest
So I can function efficiently
When I'm put to the test.*

*He pats oh so tenderly
Though sometimes I loath the feeling.
He sometimes makes me feel unhappy
But it gives me the reassurance to know he is believing.*

*He touches all my nuts and screws
Just to be sure they fit securely
Then fills me up with fuel and oil
Just so I won't be hungry.*

*But I hate it when I need to relax
And watch the others buzz by
Dodging birds and kites and mountain sides
And other aircraft in the sky.*

*I hate it when my skid is chipped
And no one says they're sorry
It often makes me feel abused
When he never ever makes an apology.*

*I take him high beneath the clouds
To transport some dying soul to safety
But even after that work is done
Never a word of gratitude, just apathy.*

*Sometimes I feel I should close my eyes
And fall asleep up there,
But then they'd never use me again
To take them anywhere.*

*Sometimes I sit for hours in the sun
And no one seems to think its annoying
To have my skin filled with heat
Oh the solar system is burning!*

*Just when I think I'm finally home
Time to rest my weary frame
That pilot comes a hurrying back
Time to take him up again.*

REFLECTIONS

(Cont'd. from page 31)

applied flaps so as to prevent the aircraft stalling. I remembered that lower ground was behind me and off to my right so I did a 180° turn and retraced my path. These few seconds seemed like an Eternity, for I expected any moment to see the mountain loom up in front of the plane, and anticipated that my crew and I would crash and end up right there – in Eternity.

Just as suddenly as we had been sucked into the clouds, an up draft spat us out into the clear blue sky once more. Naturally, I aborted the mission, returned to Camp, closed down flying for that day, and gave praise and thanks for my deliverance. I had lived to fly another day.

Thirty years have gone by since the inception of the Air Wing, with one Officer, no staff or aircraft, then one Officer and four aircraft. The Air Wing has grown significantly in size and capability into the proud Military Aviation Unit which exists today.

The Air Wing has performed many important duties and carried out many difficult missions, one of which earned Bob Neish the Air Force Cross. These are stories to be told another day.

HAPPY LANDINGS!



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HERE WE GO AGAIN

Rotor within limits, motor, ball centered, airspeed 70 kts. May-day, May-day, May-day, Cyclone 2 engine failure descending 3 miles south Moosejaw... 75 feet decel, decel, decel, check, level and cushion, cushion, cushion.

So ran the checks as I went through yet another simulated engine failure in flight emergency procedure. There I was fine tuning procedures and adding some more finish to flying the Ch-118 single huey (205) at the Canadian Forces Base at Moose Jaw Saskatchewan. Moose Jaw is not one of our traditional training institutions for our rotary wing pilots. It is the training base for student pilots flying the Tutor training jets having completed their initial fixed wing Musketeer course at CFB Portage-La-Prairie. The CH-118 (205) provides rescue for CFB Moose Jaw and the single huey conversion course is conducted for transitioning Canadian Forces helicopter pilots.

The course was only 5 weeks long in our case and was a rather tidy programme of training lessons moving rapidly by. At times we would fly two trips per day which took a lot out of us as we had to be prepared mentally and physically for each trip.

Training here greeted us with the bitter, wintry, Canadian winds howling unobstructedly across the flat, treeless, snow patched prairie. Canadian Forces Base, Moose Jaw sits in the middle of the prairies at one thousand eight hundred and forty two feet above sea level and is approximately 75 miles west of Regina, the capital of Saskatchewan, four hours flight from Toronto. Moose Jaw is definitely no place to go sight seeing simply because there are no sights to see except the almost featureless prairie of course.

However, Lt. Howard Williams and I felt honoured to be the first two Jamaicans to be sent to Moose Jaw on the flying course and we enjoyed it for what it was worth. What made the course even more special to us is that we were the only two students on the course at that point in time, so we got some good instruction in going one on one with our assigned instructors.

The high point of the course, all admitted, was the VFR cross country trip to Cranbrook, British Columbia. Well, now we could get out the cameras and capture some great moments. We flew VFR to Medicine Hat, then IFR to Lothbridge Alberta and VFR on to Cranbrook. There we did only a days worth, unfortunately, of mountain



Lt. John Chambers

flying in the snow capped rocky mountains



of B.C. as it is familiarly known - splendid scenery. At times we were shooting approaches to ridges and pinnacles some seven to eight thousand feet above sea level. Hey, for a helicopter that's pretty high! At times we ran out of left pedal on short final and hence stood the chance of eventually running out of tail rotor effectiveness, the air being so thin and the wind at times was quite strong. Once when I did land my helicopter sank into the snow up to its belly, the snow being so deep in some places. Of course, with snow skids installed on the helicopter skids it would sink at most six inches. On our return trip we got in a bit of formation flying back to Lethbridge and took some great photographs flying alongside mountain peaks up to ten thousand feet high.

It's said that time spent in doing a

rece is seldom wasted and in the same breath one could say that time spent in training is never wasted as long as the training is seriously carried out, working towards achievable objectives. In aviation, training is of particular importance because at the end of the day it is the application of training that will allow you to walk away with your aircraft in one piece or end up a smoking hole in the ground.

Base Rescue Flight CFB Moose Jaw may not be around longer due to cut backs in the Canadian Military, however, its purpose was well appreciated and its professionalism was

of a very high standard. One would hope that in future the JDF Air Wing considers some of these courses so that our pilots will continue to work towards and maintain the high standards that we in the JDF Air Wing are known to uphold. □

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"L/Cpl. Holloway receiving prize for Best Article."



"Pte. Thomas, A., receiving prize for runner up Best Article."

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TRAINING FLIGHT REPORT

This flight has no aircraft under command, no operational role, a current strength of two persons, but has the vital task of ensuring that standards are maintained in the flying environment in particular. "The Flying Auditors" (as Captain John Reid referred to them in the last Altimeter) are the instructors who carry out this task.

The last eighteen months have proven to be quite hectic as a direct result of the reduction in pilot strength with little or no ease in taskings. Despite this, a significant amount of training has been accomplished, in both Fixed and Rotary Wing Flights. This includes upgrades as follows:

BE 100 Capt.	-	2
Co-pilot	-	3
BN2A Capt.	-	4
C 210 Capt.	-	1
B 212 Capt.	-	1
Co-pilot	-	2
B 205 Instr.	-	1
Capt.	-	2
B 206B Instr.	-	3
Capt.	-	3

In addition, the instrument qualification and proficiency programme is ongoing with most Regular Force pilots ticketed for at least one aircraft type. Unfortunately, none of the reserve pilots are instrument rated for any JDF aircraft.

The Annual Standards Visit by the Central Flying School, CAF, was held in November 1992. This 'External Audit' went quite smoothly with Category and Proficiency rides being conducted on all aircraft types except the C 210 and B 212 which were both unserviceable. As usual, valuable suggestions and recommendations were made, some of which have already been implemented.

The Flight is currently engaged in a number of projects which include the completion of an off level hill, updating of Force and Unit Flying Orders, rewriting of B 206B and B 205 Checklists, and revising Aircraft Operating Instructions (AOIs) Examinations.

Though taskings throughout the coming year will probably increase and the requirement to do more with less becomes the order of the day, we must remember that "we fly for all". In that vein it is vital that standards remain high so that we remain alive. STANDARDS - Training Flight's task.



Capt. G. A. Roper



MY DUTY AS A

In the JDF Air Wing, Clerks are very few and therefore precious commodities". It is not unusual then to have one each person responsible for two Flights, and so, as the General Duties Clerk for the Training and No. 2 Flights, I am constantly occupied. I find this to be quite challenging and it therefore helps if one is dedicated to ones job.

I stress the word "DEDICATED" because I believe it shows how responsible an individual reacts to his or her responsibilities, either at home or work and as a Clerk you're always busy getting the work done and this is part of dedication.

On being transferred to "these post" I had numerous thoughts as to whether or not I could manage the workload, and



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NUMBER 2 FLIGHT REPORT

Number 2 Flight, the Scorpions, has continued to bear the greater part of the burden, carrying out our usual taskings along with a few unaccustomed ones.

In December of 1990 and again in January 1991, the Flight was tasked to take a Bell 212 to Haiti to assist in ensuring fair election of ministers of government. JDF H-7 with Captain John Reid as detachment and aircraft commander on both occasions and Lt. Trevor Leckie and Lt. Allan Toppin as Co-pilots (on each mission respectively)

FLIGHT CLERK

By: Private Perrin, E. A.

was I being banished to "never-never-land" or just being put to the test. Apart from the normal clerical duties, my tasks include, the updating of all pilots personal documents and progress books, aptitude test, pre-abinitio, crewman and ground school training programmes which, amounts to a lot of responsibility for one person. If I am being tested I should pass with flying colours, since I enjoy what I am doing.

This allows me to conclude by saying to every pilot, technician, ATC, and Crewman: "Every man and woman, every aircraft and every typewriter, is contributing in one way or another to the accomplishment of our mission and no work is completed until the paper work is done. □"

undertook the mission with much verve. Subsequent reports from Haitian authorities said that, including the many aircraft from the United States, H-7 and her crew, with the largest area of responsibility, was the most efficient. Well done to all involved, but particularly to S/Sgt. Francis, S/Sgt. Sherriff, and Sgt. Thompson who maintained the aircraft serviceable at all times during their various stints in Haiti totalling three weeks.

Lt. Christopher Douglas joined a very small band of JDF aviators in 1992 having to land on board ship. After landing amidst the containers, booms and cranes to evacuate a critically ill sailor, Lt. Douglas returned to base, having become the only pilot "current" to carry out deck landings.

Our more routine missions such as, hospital to hospital medical transfers, support of the Infantry and anti-narcotics operations continue to be done with an occasional hitch due primarily to a severe shortage of pilots. Since the last publication of the Altimeter we have maintained at least five aircraft captains at all times, until December 1992, when termination of service and various courses extracted three temporarily and one permanently, leaving only two aircraft

Nitesun patrols, which had become commonplace due to the on going Operation Ardent were intensified and a Bell 205 (UH-1H) was attached to 2JR in May Pen. The Air Wing Reserves were called out to assist and assist they did, with up to five helicopters airborne at any one time, all taskings were carried out efficiently, earning not only No. 2 Flight, but the Air Wing special commendation.

Before going on to those who have departed from the Flight, a special welcome must be extended to our first female crew-woman Pte. Angie Thomas. She has fitted in well and has shown the "he-men" that there is nothing such as a man's job. Keep on striving Angie.

Over the last two years we have bid many Scorpions farewell including



"Members of No. 2 Flight in front of a B-212 Aircraft".

captains to "hold strain" for the first two months of the year. However, No. 2 Flight continued to function effectively in the midst of Operation Ardent and by April the pilots on course began to return putting some amount of normality into the system once more.

The March 30 general election was seen from a new perspective by the younger members of the flight.

such long serving members as Maj. Paul MacKay, who is still close to us with the reserves, Capt. John Reid and Cpl. Cameron D. In addition Capt. Tim Royes has one foot out the door, Lts. Longmore and Leckie have left for the infantry and Capt. Toppin has had his wings stiffened at No. 1 Flight. A wish for tailwinds for all who have left for the outside world and good luck for those now employed elsewhere in the Force. □

REPORT

By: S./Sgt. Sherriff



COMMITTED - THE MOTTO OF MAINTENANCE

The pilot of a twin huey has just returned from a VIP flight. On his way into the hanger, he passes the maintenance crew chief, "Sarge," he says, "the number one engine is still a bit low on power." "Right," says the Sarge, "we'll get on it right away."

Sound familiar? This is the behind the scenes action, the monitoring, examination and maintenance which keep the aircraft safe for flight.

AN INSIGHT INTO THE WORKSHOP

No. 1 Field Workshop (Aircraft) is the maintenance sub-unit within the JDF Air Wing. Formed in 1979, it consisted then of 1 officer and 38 men and has grown into a unit of 2 officers, 64 men and 5 civilians (the latter employed as librarians, clerks and storemen).

The Workshop is asked to maintain the JDF's fleet of 11 helicopters and 4 airplanes - no mean feat - and has managed to maintain an accident free record since its formation. This record has been maintained

through close supervision and strict adherence to safe engineering practices.

The technical standard of the maintenance technicians is assured (for mechanical trades) by way of a custom tailored training programme, run by the



"CW4 J. Jagel, US Army, Technical Advisor and Maintenance Test Pilot for the Bell 205s."

Canadian Armed Forces at 3FTTU, Bagotville, Quebec and (for electrical trades) also, at NAS, Cecilfield, Florida and NAS, Millington, Tennessee. Formerly, all training, mechanical and electrical, was done at SAE, REME, Middle

Wallop, UK, but the cost of this training has become prohibitively high in recent years. In addition to basic and advanced training at the aforementioned institutions, maintenance personnel of No. 1 Field Workshop (Aircraft) also undergo specialist

training at such diverse training establishments as Chanute AFB, Ft. Eustis, Va. and Ft. Rucker, Ala. as well as various "type" courses provided by equipment manufacturers. As a result, the workshop currently has people who are trained in such diverse fields as guided weapons, corrosion control, flight control systems, non destructive testing, aircraft painting and component repair and overhaul.

To ensure that maintenance standards are kept, the Workshop is visited annually by a delegation from 3FTTU, Bagotville, who scrutinize all aspects of its operation. There is also an annual exchange with



OPERATIONS REPORT (Cont'd. from page 38)

CASEVAC

Next to Buccaneer Operations, Casevac and Medivac missions sees the JDF aircraft in the air more often than any other mission. From time

During the past three (3) years the Air Wing flew the following Casevac/Medivac missions: 1990 - 188 missions, 1991 - 134 missions, 1992 - 165 missions.



"Compressed marijuana prepared for export."

to time we provide aerial transportation for patients seriously ill from rural hospitals to better equipped hospitals in the corporate area. This service is available 24 hours per day to all Parishes.

fast growing technological world of Army Aviation. We endeavour to keep our flags flying high as we seek to boldly go, to serve and continue to fly for all. □

LOOKING FORWARD

The horizons ahead of us are new and uncharted, awaiting us with new challenges and new demands. The Air Wing being an asset to the force will endeavour to provide mobility and flexibility in the operations of the JDF as a whole. We must continue to train and work towards higher standards and levels of professionalism in order to stay abreast of the

REME, UK, which serves the same purpose. Currently, the US Army also has a Warrant Officer attached to the Workshop to act in an advisory capacity with regard to US Army aircraft on lease to the Air Wing.

The Workshop is held in such high esteem by other Allied and Commonwealth Armed Forces that, as recently as last year, we were asked to perform a maintenance evaluation and audit of the Guyana Defence Force Air Corps, for the Guyanese Chief of Staff.

The raison d'être of the workshop is to keep serviceable equipment (aircraft) in the hands of the user (Air Wing) and to this end, the men and women of No. 1 Field Workshop stand today, as yesterday, always committed. □

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REPORT

By: S./Sgt. Sherriff



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Report from the

EAGLE'S NEST - NO. 1 FLIGHT



With the landing of a 4 Cessna 185 aircraft in Jamaica in 1963 the No. 1 Flight of the JDF Air Wing was born. 30 Years later and nestled in a new location, the EAGLES continue to provide flying services for all Jamaicans to local and regional destinations.

The missions flown were primarily long range maritime patrols, casualty evacuations and operational support of the infantry units. Additionally we flew VIPs, photography and search and rescue missions. Overseas missions include hurricane relief to the Bahamas, troop transportation to Belize and Guantanamo Bay and training and servicing in the United States.

In 1991 we adopted a new logo retiring the 'diving dove' for a 'soaring eagle'. The logo is displayed in front of the 'eagle's nest' at Norman Manley International Airport and on the flight patches worn by all Eagles.

Over the past 2 years 4 Eagles have departed the flock; Maj. Derby and Lt. Gordon to other Units of the Force and Captains Boulton and Robinson who have moved on to 'other pastures'. They have been replaced by two new Eagles Second Lieutenants Cobrand and Phillips



Front Row: Left - Right: Mr. L. Wilson; Sgt. F. Brown; Capt. R. Meade, (Officer Commanding); Capt. A. Toppin; S/Sgt. H. Bell; Mr. R. Noble. Rear: Left - Right: L/Cpl. H. Farquharson; L/Cpl. A. Allen; Pte. F. Foster; L/Cpl. R. Holloway; Cpl. M. Ashmeade; Cfn. H. Brown; L/Cpl. G. Allen; Cfn. G. Wright, Absent - on Course Overseas: Capt. K. Burke; Second Lt. N. Cobrand; Second Lt. L. Phillips.



"The Flight Line at the Eagle's Nest"



"New Aircraft Captain"

and one converted Scorpion, Captain Toppin. Our fellow Eagles from the Reserve flock also came to our rescue with 4 persons being qualified on regular Air Wing aircraft. The Flight once again has its own Instrument Check Pilot, in the form of Captain Burke, who completed the qualifying course in April, 1993.

This new generation of Eagles is poised to continue the flight along the path of offering services to the people of Jamaica. This we will continue to do for all. □

The 1991 JDF Choral Competition was a success for the Air Wing. We entered a team of about 14 singers after three to four weeks of practice. The choir was coached and brought from a low to nightingale status with the able talents of Ms. Ann Trouth, the Air Wing's choir mistress and friend. We take this opportunity to thank her for taking time out of her busy schedule to come and give us a hand.

For the competition, each team had to



"JDF Air Wing Choir"

sing two songs, one 'set piece and any other. We performed the song "Afraid Of The Dark" for our compulsory selection. This went well by all accounts. However, it was our opening selection that had both

CHORAL COMPETITION REPORT

audience and judge alike rocking from side to side and filling the walls of the chapel with roaring applause. The song was a rendition of Lt. Stitchie's popular song "Nite and Day" mixed and an interlude of Collins Lucas' "Dollar Wine." The words and music were re-done by Capt. Mark Robinson, Lt. Jason Morris and Staff Sergeant Kevin Sherrif. Here is a sample of

By: Lt. J.L. Morris

*night, and Mingles miss me.
Mi woman vex wid me, she say she want to go to party.
I say, "Baby, I can't go, me a fly the PM in from Ochi.
Casevac, Medivac, the patient sick, him have heart attack.
Nitesun, Troop Drop, Search & Rescue, Buccaneer Ops.*

Cho.

*Nite & day, Nite & Day, we have to be at work Nite & Day.
There's nothing we can do or say, we work Nite & day.*

We would like to thank the three members of the Jamaica Military Band for the back-up they provided for the performance. At the end, everyone waited eagerly for the results. As it turned out the Air Wing was narrowly defeated by the 1JR choir. All we can say is 1JR, watch out, we are coming to get you next time around. ☐



some of the words, sung by a Pilot dressed in a flying suit.

*I Can't go out tonight, cause I'm the Pilot who's on duty.
I just can't take it, when a Friday*

The technicians call her the iron lady, the Admin. Staff refer to her as Big Sally.

The door swings open at 0800 hours she appears, in walks the Sarge, little Lord of the Admin. Office. With a bright smile, a friendly hello, with roving eyes, she commences her morn. "Who," she would ask, "was the duty clerk?" With a smirk we would answer to her command. A thousand things would race through our minds as she checks the files, the typing tray, the dispatch desk and finally her out tray.

With a farce of a temper she would say, "take this off my desk and deal with it properly; Dickson, this is your baby; Holloway, Miss Miserable, a beg you send up the Traffic Accident; Fisher what happen to the RPD?; McCaulsky..... (and to his name he would start making some excuses). "Brown," as she continues, "you better stay as expectant as you are, 'cause extras hanging over your head. Somebody call Mass Perrin for me. Christie, don't bother go into the cabinet, there's nothing in there for you to steal, your eyes much too long." And finally in a friendly drawl, she often does so well, she calls "Law...rence" to which she would receive another friendly drawl belonging to L/Cpl. Lawrence. She would spend the next hour or so dis-patching work to be done within the hour. Then after she is through she would

A DAY WITH THE CHIEF CLERK

By: Pte. Holloway, R.

turn calmly, quite serenely, and say "Miss Reid, just bounce off this little letter for me please", to this Miss Reid usually says, "Very well Sarge." But one would want to know what makes her tick. It is the joy of knowing the work is done and done properly, her staff is happy and early for work and mostly, that



"S/Sgt. Steel, Chief Clerk."

you show respect irrespective of your rank, class or trade.

I often wonder how she copes, not mixing her personal problems with her work, but she often tells us the two would never work together but should be dealt with separately. Those of us who know her, in our own way, appreciate her for her style, her character and general disposition. She's

always all ears to one's problems, a shoulder to lean on, a motivator when morale is low, a Chief Clerk and mostly she's a friend. But these do not deter her from scolding us when we are wrong or punishing us for task undone.

An example to emulate and a good teacher, do not judge her by what is seen on the outside, but that which she possesses on the inside. To her we say, and will continue to say, thank you, for leading us, breaking us and making us into good clerks. ☐



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AIRCRAFT OF THE



▶ **CESSNA 210** – The Cessna 210, a single engine, 6 seater aircraft used primarily for basic training, liaison and observation.

BELL 206B – The Jet Ranger is a single engine, 5 seater helicopter used for liaison, observation and casevacs.

BELL 205 – The single Huey is a 12 seater helicopter used for anti-narcotics operations and trop transport. ▼

BEECH DUKE – The Duke is a multi-engine aircraft which was used primarily for VIP transportation.

▼ **BELL 212** – The Twin Huey is a 14 seater helicopter used for troop transport, search and rescue and heavy lift operations.

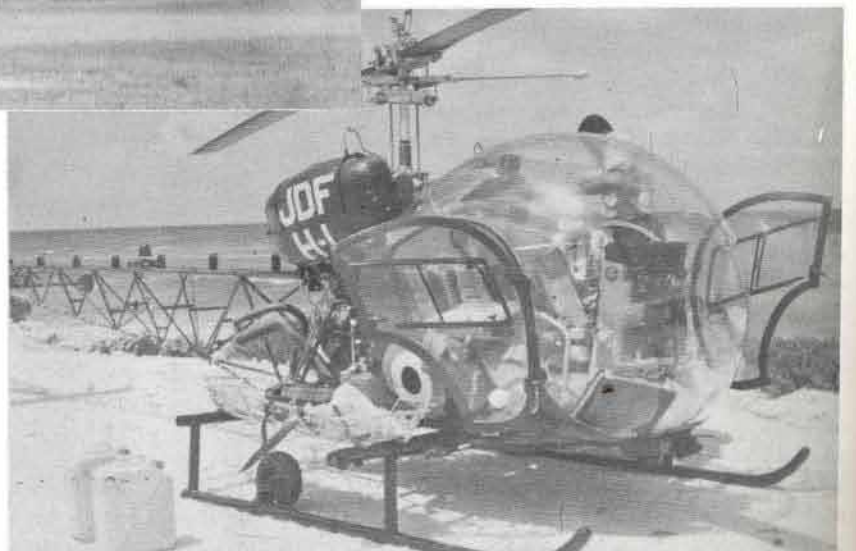


BELL 222UT – The 'Tripple Two' is a twin engine, 9 seater helicopter which was used for casevacs and VIP transportation.

▼ **Bell 47G** – The Bell 47G is a piston engine, 2 seater helicopter which was used for casevacs and observation.



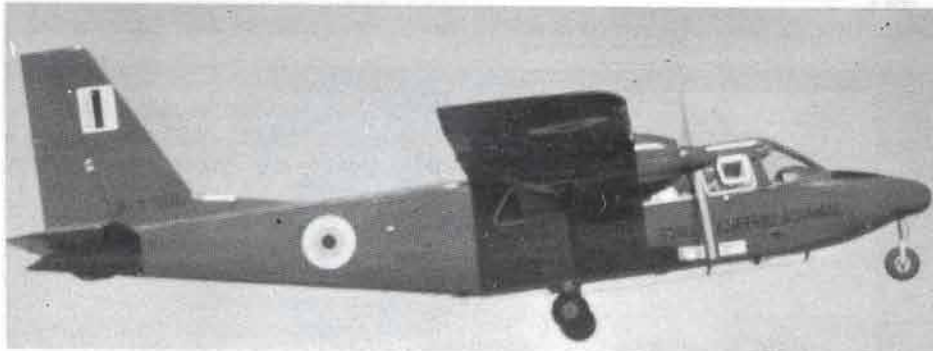

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JDF AIR WING...

CESSNA 185B - The Cessna 185B, a single engine, 6 seater aircraft, was used primarily for liaison, observation and training. ▶

CESSNA 337 - The 'Push-Pull' is a twin engine, 6 seater aircraft which was used primarily by the reserves for liaison, searches and training.



◀ BN2A - The Islander is a twin engine, 10 seater aircraft used for troop transport, search and rescue, casevacs, short field operations, parachuting and long range marine patrols.

BEECH A100 - The King Air is a 10 seater, twin engine aircraft used for VIP transport, aerial photography, search and rescue and long range marine patrols. ▼

TWIN OTTER - The Twin Otter, a multi-engine, short field (STOL) aircraft, was used for troop transport, search and rescue and cloud seeding. ▼



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NEW FACES



Capt. A. ANDERSON

"Tony" attended Calabar High School and later the College of Arts Science and Technology from where he graduated having majored in Electrical Engineering. In 1984 he joined the JDF and upon his return from Sandhurst he became a platoon commander in 2JR and later the Regimental Signals Officer. Capt. Anderson then obtained a Bachelor of Engineering Degree in aeromechanical engineering from Shrivvenham in 1990 and on his return to Jamaica assumed the position of Workshop O I/C LAD. Having served for a year at LAD, Capt. Anderson attended the Canadian Forces Staff School and Land Forces College and returned to the JDF to assume the position of 2IC Workshop. In 1992 he assumed his present position as OC 1Field Workshop.



Capt. R. JACKSON

"Jacko" attended St. Andrew Primary School and later Camperdown High School. He joined the JDF in August 1983 and after completing recruit training undertook initial Officer training at the Indian Military Academy, Dehra Dun. In June 1985, on his return from India Capt. Jackson assumed the

position of Platoon Commander at 1JR and later became the Regimental Signals Officer. In October 1988 Capt. Jackson was transferred to 3JR to become the Administrative Officer, a position he held until 1991. On his return from 3JR he was employed as OC Alpha Company, 1JR. In 1992 he was transferred to his present position as Adjutant, JDF Air Wing.

Cfn. FARQUHARSON, H. attended Trench Town Comprehensive High School and St. George's College and in 1981 enlisted in the Jamaica Defence Force. He served in the



MAJ. S. E. SAUNDERS

Hailing from St. Thomas, this Jamaica College graduate joined the Jamaica Defence Force in 1973. Trained at the Royal Marines Academy, Limstone, "Sundy" (for Majors and above) has served in all major units of the force with the exception of the

second Battalion Jamaica Regiment and subsequently the air Wing in the Protection Platoon. In 1991 he was posted to No. 1 Field Workshop.

Pte. HINDS, R. - A product of Tivoli Comprehensive High School, Pte. Hinds joined the Jamaica Defence Force in August, 1983. He served in Charlie Company, 1JR until his posting, in February 1993, to the Air Wing. He is currently serving with the Protection Platoon.



Lt. John CHAMBERS

John left his parents in May Pen one summers' morn in 1990 with aspiration of becoming a military aviator despite having successfully completed Mico Teachers College. By September of that year John was to find himself doing one of the most physically demanding Officers course at the Royal Commando Training Centre in the UK, however, John joined an elite group of JDF Officers in earning his green beret. On his return he was quickly "turned around" and went to Fort Rucker for basic flight training.

Coast Guard and the recently formed Engineer Regiment. He has held a wide range of posts including Adjutant, Training Officer, Company Commander, Training Major, Assistant Staff Officer Operations and Staff Officer Administration.

In order to equip himself to function effectively in these varied positions, Major Saunders has successfully completed numerous courses including the VIP Protection Course, Platoon Commander's Battle Course, Combat Team Commander's Course - Warminster, Land Forces Staff College - Canada and Staff College Camberly. Having been appointed as our Commanding Officer, Major Saunders is a new but familiar face to the JDF Air Wing. He thinks the JDF is an excellent career choice for youth just out of high school since it develops self confidence, enhances leadership skills and has vast opportunities available. One of his aims is to improve the Air Wing's intra-regional capability to facilitate more integration between CARICOM countries allowing for the exchange of ideas and training.

This Glenmuir past student is presently concluding a 205 Conversion at Moose Jaw, Canada and will begin 212 Co-Pilot training on his return.

Pte. DRUMMOND - A graduate of the Aabuthnott Gallimore Secondary School, St. Ann, Pte. Drummond joined the Jamaica Defence in July, 1988 and served in Alpha Company, 1JR. In February, 1993 he was posted to the Air Wing.

(Cont'd. on next page)



2Lt. Norman COBRAND

"Cobbie" attended Ardenne High School where he was deputy headboy and played on the then unbeatable Ardenne Volleyball Team. He joined the Civil Aviation Department in 1982 as an Assistant Air Traffic Controller. In 1986 he married Donna Foreman, his girlfriend of 4 years. He completed his private pilot's licence at Wings Jamaica Ltd. in 1988. In March of 1989 he witnessed the birth of his son, Duane Matthieu. Later that year he left Air Traffic Control and went into sales and 'ground school' instructing at Wings Jamaica Ltd. On



Lt. Jason MORRIS

Jason attended Munro College and graduated in June 1988. He joined the Jamaica Defence Force in December 1988 and did his basic Officer Training at the Commando Training Centre, Royal Marines, where he obtained his green beret. Jason successfully completed his basic flight training at CBF Portage-La-Prairie and is now a Captain on the 206B Jetranger.

Pte. GARCIA, - A past student of Norman Manley Technical High School, Pte. Garcia enlisted in the Jamaica Defence Force in July,



Lt. Michael JOHNSON

Michael attended Calabar High School and graduated in June, 1990. He joined the Jamaica Defence Force two months later and completed his Basic Officer Training at CFB Gagetown in Canada in August 1991. On his return to Jamaica "Jonno" joined the JDF Air Wing. He did his basic flying course at CFB Portage-La-Prairie and returned in September 1992 and is now flying with the Scorpions and is presently in 212 Co-pilot training.

WO1 Smith was born in St. Thomas and attended Kingston Technical High School. He joined the JDF on 11 August, 1969 and after completing basic training in Newcastle was posted to Bravo Company 1JR as a rifleman. In 1971 he was promoted to Lance Corporal and transferred to Alpha Company 1JR. He was promoted to Corporal in 1974 and transferred to Support Company Group as a mortarman. From 1974 to 1977, "Vicious" held various positions such as V-150 Commander and member of the Recce Platoon. In 1977 he was promoted to Sergeant and transferred to 3JR as the Permanent Staff Instructor for Bravo Company. WO1 Smith was promoted to Staff Sergeant in 1981 and returned to 1JR as the Recce Platoon Commander, a position he held for two years before he was transferred to Newcastle as Depot Quartermaster Sergeant. In 1984 WO1 Smith was promoted to WO11 and transferred to the then Engineer Unit was WO in charge of stores. During his tenure he served for nine months as Depot Sergeant Major. In 1986 he was transferred to Support and



WO1 O. SMITH

Services Battalion as the Regimental Quartermaster Sergeant and later to the Administrative Unit as Sergeant major. On 13 January 1993 WO1 Smith was promoted to his present rank and posted to the JDF Air Wing as the Unit Regimental Sergeant Major.

joining the JDF he was sent as an Officer Cadet to Portage-La-Prairie for flight training and is presently completing basic officer training in the United States.

Pte. DUNN, K. - Private Dunn graduated from Holmwood Technical High School in 1988 and joined the Jamaica Defence Force in 1989. He served as a Rifleman in both the First and Second Battalions for twelve weeks. Dunn joined the Air Wing in May 1990 and is now employed as a Fixed Wing technician.

1988. He served in Charlie company, 2JR until he was posted to the Air Wing in February, 1993 to serve in the Protection Platoon.

Cfn. WRIGHT, G. enlisted in the Jamaica Defence Force in July 1988 having completed secondary education at Holmwood Technical High School and Manchester Academy. He served in the Infantry until July, 1991 when he was posted to No. 1 Field Workshop.

Lloyd is a graduate of St. Andrew Technical High School and the College of Arts Science and Technology. He worked for 10 years for the Jamaica Telephone Company before joining the Jamaica Defence Force. The holder of a Commercial Pilot's licence he was sent to Portage-La-Prairie, as an Officer Cadet, for his military flight training. On completion of his basic Officer's course in the United States of America he will join the No. 1 Flight for training as a King Air Co-pilot.

Pte. THOMAS, A. - "Angie" attended the Queen's School after which, in May, 1990, she enlisted into the Jamaica Defence Force. Following Basic Training at Newcastle she was posted to the Administrative Unit Signals Department. She joined the Air Wing in August, 1992, and is now a member of the Aircrew, the first female in such a position in the Air Wing.

NEW FACES



Robert B. NOBLE

"Bob" was born in New York, USA, where he attended the High School of Commerce and C.W. Post University. He is a commercial helicopter and fixed wing pilot with an airframe and power plant mechanics/ inspectors licence. He served in the US Army as a crew chief in Vietnam from 1964 to 1967. He has worked in Africa, South East Asia, Iran, Central America and several states of the USA in various posts including spray pilot, maintenance test pilot, mechanic and Director of Maintenance. He was instrumental in the formation of Fleet Helicopters in Philadelphia. Bob is presently employed as the Air Wing's Fixed Wing Technical Advisor through Rossi International.

Cfn. BROWN, H. – Upon completion of his schooling at Dinthill Technical High School, Cfn. Brown joined the Jamaica Defence Force in July, 1988. After a stint in the Regiment, he was posted to the Air Wing in July, 1991. He is serving with No. 1 Field Workshop.

Cfn. WHITE, S. – A son of Trelawny, Cfn. White attended Albert Town Secondary School. Following his enlistment into the Jamaica Defence Force in 1989, and a short period in the Infantry he came to No. 1 Field Workshop in April, 1990. He now concentrates on the technical problems of the Fixed Wing Flight.

Pte. HYMAN commenced his service in the Jamaica Defence Force in July, 1988

when, having left St. Andrew Technical High School, he enlisted. Prior to joining the Air Wing he served in Headquarter and Bravo Companies, 2JR. A member of the Air Wing since February, 1993, Pte. Hyman works in the Administrative Department.



"The Graduating Class of the Basic Helicopter Course in Canada."



L/Cpl. GRAHAM, M.

L/Cpl. GRAHAM, M. – A graduate of Mannings High School L/Cpl. Graham joined the Jamaica Defence Force in March 1986. He went on to serve in the Second Battalion Jamaica Regiment. From 1990 to 1991 L/Cpl. Graham served in the Support and Services Battalion at the telecommunications workshop and in September 1991 was posted to the JDF Air Wing as an X11 Technician in the No. 1 Field Workshop.



Sgt. WILSON, L.

Having attended Oberlin High School, Sgt. Wilson enlisted in March, 1974. He served in various positions in Charlie and Alpha Companies, 1JR, as well as in the Transport Unit, Support and Services Battalion before joining the Air Wing in November 1992. A qualified Testing Officer, he is presently serving as the Motor Transport Sergeant.

Capt. Raymond CARTER – "Googly" joined the JDF in 1987 after St. George's College and St. Josephs Teachers College. His military career began in earnest at Chilliwack and the School of Infantry at

Gagetown Canada, after which he served as a platoon commander in 1JR from August 1988 until joining the Air Wing in 1991. A graduate of the Initial Entry Rotary Wing Course at Fort Rucker Alabama, he is presently back at Fort Rucker attending an Aviation officer Advance Course until June 1993. On completion, Googly will begin training to become a 212 Co-pilot.

Lt. Howard WILLIAMS – "Willie" came into the JDF with high praises being sung about his footballing powers gained whilst a schoolboy at Manchester High, which unfortunately we have not yet been able to exploit due to prolonged periods of being away on various courses. Eleven months at the RMA Sandhurst, a similar stint at Portage-La-Prairie, and shorter periods attending a Platoon Commanders Battle Course in the UK, Flight Safety at Fort Rucker and as this is being written, going through the final phases of a 205 conversion at Moose Jaw, Saskatchewan, has made Willie more of an international figure than a JDF "Employee" since joining in 1989. Like Raymond, he is expected to begin 212 Co-pilot training on his return from Moose Jaw and also being working as a Flight Safety Officer.

SERVICE BEHIND THE SCENES - THE CIVILIAN STAFF

Pilots, administrators and the technical staff are usually the focal point of most aviation units. When reference is made to persons 'behind the scenes' one usually thinks of air traffic controllers, ground crew, fire and ambulance crews, clerks security personnel and the stores staff, without whom the unit could not function effectively. Usually forgotten, but equally important, are those who keep the working environment habitable and assist directly and indirectly in most of the areas mentioned above - the civilian staff.

The civilian staff at the JDF Air Wing includes janitors, office helpers,



"JDF Air Wing Civilian Staff."

gardeners, technical assistants and clerks, some of whom have been

serving the Unit longer than the pilots who are recognised before them.

In this our 30th year as we seek to highlight the Air Wing's service to the nation, those who are truly 'behind the scenes', helping to provide this service should be forgotten no more. In saying thanks to the civilian staff we are acknowledging that as we 'fly for all' we remember 'all who help us to fly'. □

18 YEARS OF SERVICE



"Miss Valda Laing"

Miss Laing, the mother of 7, was born in St. Mary and worked at the People's Co-operative Bank in Gayle before coming to the JDF in May, 1975. She started at the Air Wing and has not worked anywhere else. A resident of Bull Bay, she is involved in gardening and church activities in her spare time. She believes in the maxim "honesty is the best policy". □

DEPARTURES

We bid farewell to the following Air Wingers who have to move on to 'other pastures' within and without the JDF.

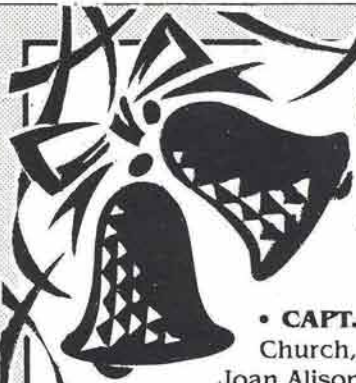
- Maj. O. L. Derby
- Capt. J. M. Reid
- Capt. J. M. Boulton
- Capt. M. W. Robinson
- Capt. T. J. Royes
- Lt. R.G. Gordon
- Lt. T. L. Leckie
- WO1 D. H. Spence
- SSgt. Williams, I.
- Sgt. Reid, M.
- Cpl. Figueroa, A.
- Cpl. Clarke, P.
- LCpl. Smith, D.
- Pte. Robinson, A.
- Pte. Dryden, C.

WOI D.H. SPENCE

After 31 years of sterling service, during which he was awarded the Independence Medal and Medal of Honour for Long Service and Good Conduct, WOI Donald Hubert Spence retired in January, 1993. Born in Little London, Westmoreland, he joined the West Lucea Regiment on May 7, 1962. His varied military career saw him serve as rifleman, Sport Store NCO,

Battalion Physical Training Instructor, Company Quartermaster Sergeant, Sergeant Major, Drill Sergeant, Warrant Officer Class II and I. A talented sportsman he played cricket and hockey at force and national levels. We wish Mr. Spence every success in his future endeavours. □





Bells and Flares

MARRIAGES – OFFICERS/OTHER RANKS

- **CAPT. R. R. MEADE** — at Saxthorpe Methodist Church, St. Andrew on 16th May, 1992 to Miss Joan Alison BARNES.
- **L/CPL. GEORGE, H.** - at Chapel of the Flags, Fort Rucker, Alabama USA on 25th May, 1991 to Mr. Orrett LAWRENCE.
- **PTE. HOILETTE, W.** — at Garrison Church, Up Park Camp, Kingston 5 on 13th April, 1991 to Miss Sheryl Dawn ROBINSON.
- **PTE. FOTHERGILL, C.** — at 03 Morgan Lane, St. Andrew on 12 October, 1991 to Miss Suzette Nicola NEWELL.
- **PTE. MCCAULSKY, S.** — at Open Bible Church, St. Andrew on 25th April, 1992 to Miss Debbie Nadine THAMES.
- **PTE. MCLEOD, R.** — at Garrison Church, Up Park Camp, Kingston 5 on 05th September, 1992 to Mr. Joseph Gladstone HOLLOWAY.
- **PTE. DILWORTH, D.** — at 33 Waltham Park Ave., Kingston 13 on 26th September, 1992 to Miss Patricia MCKENZIE.
- **PTE. DUNCAN, P.** — at 19 1/2 Slipe Pen Road, Kingston on 18 December, 1992 to Miss Alicia BROWN.
- **PTE. MURDETT, L.** — at Davyton United Church, Manchester, on 05th June, 1992 to Miss Debra MORGAN.
- **PTE. RODGERS, A.** — at Newlands Seventh Day Adventist Church, St. Catherine on 26th December, 1992 to Miss Debra WILLIAMS.



Mr. & Mrs. Holloway



Pte. Murdett & Wife



L/Cpl. George & Husband

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*Officers Commanding and Commanding Officers of
The Jamaica Defence Force Air Wing*

Officers Commanding

*Captain Victor Beek**

Major Leslie Whittingham-Jones

Major Robert Neish

Major George Brown

Major A.C. Stern

Commanding Officers

Major Effiom White

Col. A.C. Stern

Lt. Col. Torrence Lewis

Lt. Cdr. John McFarlane

Major Errol Alliman (Actg.)

Major Oscar Derby (Actg.)

Major Stewart Saunders

** Captain V. Beek was not actually appointed as Officer Commanding, but for 3 months was the only Officer in the Unit and therefore the Officer in charge.*

Serve Your Nation - The JDF Air Wing

The Jamaica Defence Force Air Wing is looking for 'a few good men and women'.

Are you one of them, willing to

Aviation needs the best in education, character and personality and with this, we hope to build 'an optimally rounded military person, one with a keen sense of responsibility and a desire to be a leader.

The JDF Air Wing is primarily concerned with supporting our soldiers in the infantry. However, so varied are our missions that only our motto says it all:

'We fly for all'

ENTRY REQUIREMENTS

- Nationality - Jamaican
- Age - 18 - 23 years
- Height - 5ft. 8 ins. or over
- Marital Status - Single
- Physical - Fit in accordance with JDF medical standards

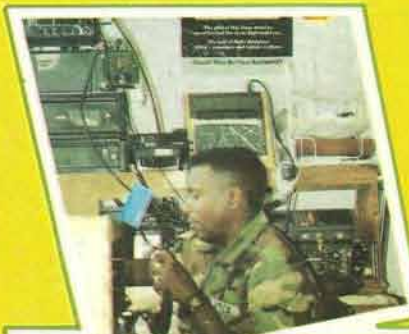
- Education - Officers
 - Minimum of five GCE "O" Levels/ CXC including Mathematics and English and at least two "A" Levels

- Other Ranks
 - must have attained the Grade Nine Achievement Test or passes in CXC/ GCE Examinations

EMPLOYMENT

- Officers
 - Aircraft Pilot
 - Aeronautical Engineer

- Other Ranks
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 - Avionics Technician
 - Air Traffic Controller
 - Aircrew Personnel



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