Veteran Pilots Praising B.C. Helicopter School

PENTICTON, B.C. (CP) — The [illegible] school here begin[illegible] to find a helicopter [illegible] package.

[illegible] learn to do the [illegible] literatively speak[illegible] again.

[illegible] for helicopter pilots [illegible] general British [illegible] 296 miles east [illegible] run by Okana[illegible] Ltd. To it come [illegible] RCAF, from the [illegible] France and In[illegible]

[illegible] TRAINING

[illegible] American pilot, [illegible] of Port Riley, [illegible] say the train[illegible]

[illegible] only company in [illegible] in the [illegible] of helicop[illegible] don't have the [illegible] we couldn't have got this valuable training anywhere else."

Capt. Watland, a veteran of the Second World War and the Korean war, added, "a few of us are taking advantage of Canadian experience. When we go home we'll spread it throughout the U.S." Last year 22 officers of the USAF Transportation Helicopter Battalion went through the 80-hour course.

Carl Agar, operations vice-president of the company, says the reasons he chose Penticton were ideal flying conditions the year round and good territory for the special training. The school opened in Vancouver four years ago but moved here because of better weather.

Okanagan Helicopters developed their experience in mountain flying while carrying equipment for the giant aluminum and electrical projects at Kitimat and Kemano, 400 miles north of Vancouver.

PSYCHOLOGICAL BARRIER

Once past the initial training period, the pilots learn to land their machines on a mountain.

"It's quite a psychological barrier to fliers," Mr. Agar said. "It's just like standing on the parapet of a 20-story building and looking down."

Chief instructor Don Poole, flying a reporter to a nearby peak, said: "We've got plenty of mountains close to the school of the right heights and offering a variety of landings — on saddles, peaks and knolls.

"We also get all the problems of winds, downdraughts and updraughts, that a helicopter pilot meets."

Trainees fly loads up to 3,600 feet above sea level. A landing platform is built on the side of one cliff.

The course consists of 30 hours flying time and 50 hours of lectures. During that time students learn to judge air currents and break through what Mr. Agar calls the "psychological barrier."

"It takes a lot of training and — most of all — experience to overcome it. Nothing can take the place of experience."

LISTENERS-IN

ATLIN, B.C. (CP)—Residents of this northern British Columbia mining town are urging that measures be taken to insure privacy of radio-telephone messages to Whitehorse, Y.T. The messages now can be heard on ordinary radio sets.

REHEARSAL IN THE TROPICS — Here you see Noel Coward and Mary Martin rehearsing for their CBS-TV "Ford Star Jubilee" show at Mr. Coward's luxurious estate in Jamaica, British West Indies. By the palm-edged pool the two stars are practicing the new songs they'll sing on the 90-minute color show, which marks Noel Coward's U.S. TV debut.

Gould Lists Opposition To Handling of Probe

VANCOUVER (CP)—Police Chief Walter Mulligan, after saying he was already "destroyed," walked out of a royal commission inquiry Wednesday moments after hearing details of the love-life of mystery woman Helen Douglas.

Chief Mulligan and his counsel said they were "already destroyed" by the methods of the police inquiry and were "prepared to stand trial where there are rules for evidence."

Counsel John G. (Jay) Gould, who said the inquiry was "a 1955 Spanish inquisition," made the announcement of withdrawal after commissioner R. H. Tupper adjourned the proceedings indefinitely.

"If tomorrow you brought down an interim report in which you cleared Walter Mulligan, he would no longer be able to hold the position of chief of police.

"His status has been completely destroyed. We are prepared to take our place in another forum."

Mr. Gould's statement, climaxing a two-hour grilling of Helen Elizabeth Douglas, said the inquiry was "contrary to natural justice," and listed 11 reasons for his opinion.

WITNESS BREAKS DOWN

Miss Douglas, who testified the chief wanted to marry her, broke down in the arms of her counsel following Mr. Gould's hammering cross-examination.

The veiled woman said Chief Mulligan wanted to divorce his wife and showered her with gifts. She testified earlier the chief told of a $33,000 nest-egg saved from gambler payoff money.

Mr. Gould cross-examined her on her associations with eight other men, some of whom she admitted "may have" stayed the night at her east-end home.

She said she and the chief had a close association from 1944 to 1949.

"Did you want to marry Walter H. Mulligan?" Mr. Gould asked.

"He wanted to marry me . . ." she said.

"You came back for revenge," Mr. Gould said ". . . after you realized you had done no real legal damage" in evidence given Sept. 12.

"NO REVENGE"

"I have no revenge motive," Miss Douglas answered.

It was in her second appearance on the stand that Miss Douglas, testifying under her maiden name, recalled the alleged "nest egg" she said the chief claimed to have.

Mr. Gould asked her why anyone would leave such a "legacy of blackmail" represented by the payoff story.

Miss Douglas said the chief told her of the money several months before they "broke up."

The woman said she was single at the time she associated with the chief and the other men in question.

She said she knew the chief was married at the time she knew him and has since been married herself.

In his withdrawal announcement, Mr. Gould took exception to:

Mr. Tupper's interpretation of his duties; the commissioner's private interviews with "star witnesses; presence of a commission associate on the RCMP investigating team; use of leading questions during the inquiry; hearsay evidence; activity of disinterested counsel in matters in which they have "no concern"; special succor to Miss Douglas; trial by press; rumor and the indefinite adjournment.

The commissioner said he adjourned the inquiry to permit RCMP investigators to pursue certain allegations, some of which "go back six years."

Await Facts Before Paying $1,000 Award

VANCOUVER (CP)—Awarding of the $1,000 put up by a city fireman for the "dead or alive" return of bail-jumper Eddie Scosky will wait "until all the facts are known."

John S. Burton, lawyer for Walter Campbell, said today two persons have laid claim to at least part of the reward but "we don't know who'll get it yet."

"We have to get all the facts and it won't be until after Scosky's trial."

Scosky, charged with dealing in drugs, was picked up Sunday in Portland, Ore., after police followed a girl there from Canada. He is scheduled to appear in court Thursday.

Campbell put up $10,000 of Scosky's $15,000 bail when the suspect was to have appeared for trial Sept. 22.

Canada's Biggest Economic Inquiry In Its History To Start Next Week

By HAROLD MORRISON
Canadian Press Staff Writer

OTTAWA (CP)—Five royal commissioners turn their stethoscopes on the Maritimes and Newfoundland next week to open the public hearings phase of the biggest economic probe in Canada's history.

Travelling by plane, the Gordon economic commission leaves here Friday to set up shop Oct. 17 at St. John's, Nfld., to hear how the fisherman island feels about its economic future over the next 20 or 30 years; what its problems may be and how they can be resolved.

One of the first persons to appear before the commissioners, says chairman Walter L. Gordon, likely will be Premier Smallwood.

From Newfoundland, the five-man body moves to Nova Scotia for hearings at Halifax Oct. 20; then to Prince Edward Island for a session at Charlottetown Oct. 24; and to New Brunswick for a sitting at Fredericton Oct. 26.

WILL HEAD WEST

Then back to Ottawa for a brief spell to digest the Maritime findings before journeying into the west.

The western leg of the commission's journey will begin at Winnipeg where sittings will open Nov. 14. It will be in Regina Nov. 17, Edmonton Nov. 21, Calgary, Nov. 24, Victoria, Nov. 28 and Vancouver, Nov. 30.

Sittings will be resumed after the new year with Quebec the first spot on Jan. 16, Montreal, Jan. 18, Toronto, Jan. 23, and then finally the round-up sittings in Ottawa Feb. 13.

For four months, chairman Gordon has been busy building the foundations for the probe. Out of a nucleus of five senior economists, he's built a staff of about 25 research experts to shoulder the burden of the vast amount of delving and probing required in measuring the size of the economy 20 to 30 years hence.

OTHERS HELP

He has also farmed out a lot of research projects to industry and labor. Two banks have volunteered to do work, along with the two major labor bodies—the Trades and Labor Congress and the Canadian Congress of Labor.

A Canadian insurance company, whose United States counterpart already has undertaken a similar job, has agreed to forecast the nature of Canada's automobile industry in the decades ahead.

Mr. Gordon dropped a hint that his was not just a job of measuring industry. It was people with which he was most concerned.

"The future will bring increased mechanization and that means more people will require skills to keep jobs. They've got to be trained. That may mean a need for more vocational schools, or alternatively more training on the job. I hope to hear more about this problem in our journeys."

The commissioners also will be measuring the need for more housing, roads, hospitals and other institutions. The key to all the measurements will be population.

In August the commissioners spent a week studying developments in the Arctic fringes of the northwest. However, they held no hearings during their tour, which took them through northern Alberta and the Northwest Territories.

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