

# Massive Airlift Job In Operation At Knob Lake

Canadian Press Staff Writer  
**KNOB LAKE, Que. (CP)**—The full-throttle roar of a twin-engine Commando, outboard for Freighter with 10,000 pounds of DEW line material, batters the sub-Arctic night.  
 The sound ends abruptly. The crash wagon bell cuts in. Bush pilots, RCAF and construction personnel empty the quick-silenced lounge at a run.  
 "It's Maritime Central Airways. He's off the runway at the bottom," somebody shouts.  
 "First in a long time," says a bush pilot. "One of those things."  
**WORK GOES ON**  
 Ten minutes later the pilot sticks his blood-smeared face round the lounge door.  
 "A blowout on takeoff," he says quietly. "No prop damage. The under-carriage looks OK. Can you bootily head office?"  
 Then he goes to hospital. Things return to normal at this north-eastern Quebec air strip, marshalling area for one section of the Mid-Canada early warning line running from Newfoundland far west along the 55th parallel.  
 The massive Mid-Canada airlift is just about over here. The 2,700-mile line is scheduled to be operating by Jan. 1.  
 Cansos, Dakotas, Commandos, Norsemen, Otters and other craft have packed thousands of tons of material to Knob Lake and thence to caches on open or frozen lakes near the isolated tower sites. The Quebec North Shore and Labrador Railway, built for the iron ore company of Canada's huge open pit mine here, has carried others from Sept.-Iles, Que.  
 RCAF helicopters have slung-loaded the broken-down components of the final step.  
**SEE STEADY FUTURE**  
 "Don't worry about the future of northern flying," says Rex Clibbery of Shaunavon, Sask., and Mont Joli, Que. "We'll find lots to do after this."  
 Don't worry about the bush pilots, either, Clibbery and his colleagues imply. A compass and a map are their keys to threading the monotonous, ridged contours of northern Quebec and Labrador, a dreary waste of stunted conifers, muskeg and endless lakes.  
 Home in this section of the Mid-Canada line project is a 4,500-foot runway—"the only iron ore airfield in Canada"—where they work seven days a week, 20 hours a day at the peak of summer, and cope with weather that ranges from winter cold and storms to freezing rain, squalls and zero visibility.  
 Clint Godwin, Knob Lake flight dispatcher from Wingham, Ont., says the strip has handled 200 flights in one day. Visual landing regulations apply with pilots working out their own arrival and departure schedules to and from the outside or the hosts of Lakehead caches east and west of here.  
 Regulations have been relaxed for this project to allow commercial pilots to log 125 hours a month—with not more than 40 in any one week.  
 There were 36 planes on the job last winter, and 25 this summer.  
**FLY STURDY CRAFT**  
 "Quite a safe operation really," says Don McLellan, 34, Quebecair pilot from Montreal. He's a Canso pilot, four months out of the RCAF. The amphibious Canso, with a payload of 4,500-6,000 pounds and a range of 29 hours, has found a new lease of life in the north after a career of more than 30 years, including Second World War service.  
 Here, its huge fuel capacity has been utilized to ferry supplies to caches. The fuel is drained from the wing tanks at the site and stored in barrels.  
 Clibbery, 42, a twin-engine specialist for Eastern Provincial Airways, learned to fly in 1937 at the old Moose Jaw, Sask., flying club. He was a barnstormer and crop sprayer in the U.S., a Second World War bomber pilot, and he helped start the Saskatchewan Air Ambulance Service.  
 He was down once north of Red Lake, Ont., for five days on a mercy mission with an Indian woman, victim of spinal meningitis.  
 "I just wrapped her up, made a shelter and fed her soup." She died later in hospital.  
**RESOURCEFUL PILOTS**  
 "Look," says Rex, father of three. "Sometimes my wife wonders why I don't quit this flying game."  
 "I tell her, OK honey, turn in that mink and the Cadillac and I'll get another job."  
 Rex has never had a serious accident. He knocks on wood as he says it.  
 Then there's Red Richards, trans-air pilot from Winnipeg, Ed. 40, has been flying the north since

# NATO Is Not Involved In Suez But Is Kept Informed

By ROBERT RICE  
 Canadian Press Staff Writer  
**NAPLES, Italy (CP)**—Military planners at NATO's headquarters here for southern Europe are kept fully informed of Suez developments—just in case.  
 "Personally, I see no way NATO can be drawn into the Suez at present," says Admiral Robert Briscoe, a soft-spoken American whose command extends from the mountains of northern Italy to the eastern border of Turkey, which faces 200 miles of Russian territory.  
 A high officer at AFSOUTH (Allied Forces, Southern Europe) says the 59-year-old Briscoe keeps an alert eye on military implications of possible trouble along the Suez waterway, 1,200 miles across

the Mediterranean from his office here.  
 But because NATO, on a political level, is not committed as yet to action in the Suez, military interest among officers of the southern command, which includes Italian, Greek, Turkish and American forces, is still in an unofficial category.  
 Italian Premier Antonio Segni says freedom of navigation on the 101 mile lifeline represents a "fundamental interest" for the Italian people. Many ships calling at Italian ports are either on their way to or coming from the Suez and any move to divert vessels around Africa would seriously cut into Italy's shipping income.  
 Despite the obvious dangers of

The Guardian, Page 15  
 Thursday, Sept. 27, 1956

a Suez flareup, strategists here seem more concerned over growing Soviet influence throughout the Middle East.

The southern command faces 1,700 miles of Soviet satellite territories, which includes natural mountain barriers. But Turkey, far from the North Atlantic, is jammed between Bulgaria on one side and Russia on the other, and nearby are Russian and Iranian oil fields.

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## Israel's Fears Of Egypt Eased

WASHINGTON (AP)—Highly informed sources said Tuesday night that Israel now has obtained enough arms to ease its biggest fears of being overwhelmed by Egypt.  
 They described Israel's leaders as no longer in the state of near-panic they felt last spring, and attributed the change in their feeling to these things:  
 1. Canada's sale to Israel of 24 Sabre jet fighters. This was announced in Ottawa last Friday.  
 2. France's sale of 24 Mystere IV jet fighters several months ago.  
 3. Official U.S. policy since last spring recognizing the need to redress any arms imbalance between Israel and her Arab neighbors.

**U.S. SHIP PICKETED**  
 ANTOCH, Calif. (AP)—The Sailors' Union of the Pacific is picketing an American-owned lumber flying the Liberian flag. The ship, carrying 3,000 tons of unbleached paper pulp from Vancouver Island, B.C., to Crown Zellerbach Corporation's new pulp processing plant here, was greeted by pickets on its arrival Tuesday.

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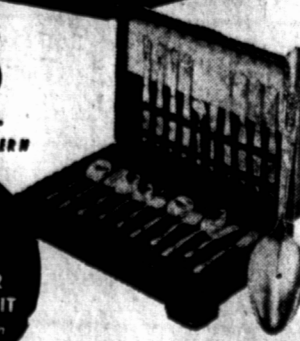
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