

Olympic flame relay takes shape

The Olympic flame relay, first organized for the 1936 Berlin Games, is now considered an integral part of the Games' tradition. Shortly before the commencement of the Games, the sacred flame is lit in Olympia, Greece, and brought by a relay of flame bearers (by land, sea and air according to the geographic position of the host city) to the Olympic stadium in question. The Games of the XXI Olympiad will be no exception. Subsequent to the traditional lighting ceremony in Olympia (which will take place on July 13, 1976), a relay of over 500 runners, each runner covering one kilometre, will take the flame to Athens where, for the first time in the history of the Olympic flame relay, the energy of the flame will be transmitted to Ottawa by telecommunication.

An electronic sensor in Athens will transform the ionized particles from the flame into coded electrical impulses which will be transmitted *via* satellite to Ottawa, where the flame will be transformed into its original form by means of a laser beam and then transported to Montreal by approximately 230 runners.

The Olympic flame will arrive in Montreal on top of Mount Royal on the evening of July 16 (the eve of the opening ceremony), where its bearer will light an urn which will burn until the departure the following day of the first flame bearer for the Olympic stadium. The final flame bearer will arrive in the stadium during the opening ceremony and will light the urn which burns for the duration of the Games. The lighting of the urn signifies the official opening of the Games, and, as soon as the flame is extinguished, during the closing ceremony, the Games are officially considered closed.

By tradition, an urn is also lit at the site of the Olympic sailing events, which in the case of the XXI Olympiad, is Kingston, Ontario. A relay of the sacred flame will be organized from Mount Royal to Kingston. On the eve of the opening of the Games in Montreal, shortly after the arrival of the flame from Ottawa, the first flame-bearer will light his torch from the urn on Mount Royal and depart for Kingston.

STOL demonstration aided international marketing program



Canada's international aircraft marketing program had significant assistance from the Ottawa-Montreal STOL (short take-off and landing) air service which will end April 30, Don Jamieson, Minister of Industry, Trade and Commerce, said last month.

Representatives of more than 40 foreign governments and airlines and the United States had received favourable impressions from seeing the STOL service in operation, which has created

an "auspicious marketing climate for the system", said Mr. Jamieson.

He also indicated that data produced by the STOL demonstration was a strong factor in the Government's decision to proceed with production of the deHavilland Dash-7 50-seat quiet STOL airliner.

Sales possibilities for the Dash-7 and other Canadian utility aircraft were pursued by the Prime Minister during his recent visit to Latin America.

Hijack drama – airline stewardess receives medal

Governor-General Jules Léger presented the Cross of Valour, the highest decoration in the Canadian system of honours, to Air Canada stewardess Mary Dohey at an investiture at Government House on February 16.

Miss Dohey, from Mississauga, Ontario, was one of 27 persons who were decorated. One of the awards was posthumous; six persons received the Star of Courage and 20 received the Medal of Bravery.

At the risk of losing her life, stewardess Mary Dohey declined an offer of safe conduct out of an Air Canada DC8 to remain with her fellow crew members and pacify a hijacker on a flight from Calgary, Alberta on November 12, 1971.

Gentle words of discouragement

During eight hours of terror, the hijacker, with a black hood over his head and armed with a shotgun and

two bundles of dynamite, threatened to take the lives of the crew and all the passengers. Although continually threatened with the gun, Miss Dohey spoke gently to the aggressor and succeeded in discouraging him from taking measures that would have cost many innocent lives.

When the aircraft was diverted and landed at Great Falls, Montana, she was able to persuade the hijacker to allow all passengers and some of the crew, including herself, to deplane.

With no assurance that she would come out of the ordeal alive and because of her concern for the welfare of the remaining crew members, Mary Dohey turned down the offer of release and continued to appease the hijacker until the drama was brought to an end.

Miss Dohey is the third person to receive the Cross of Valour since the bravery decorations were created in 1972. The two previous Crosses of Valour were awarded posthumously.