
Fisheries agreement with Bulgaria

The Department of External Affairs announced on October 3 the signing of an agreement between Canada and Bulgaria on mutual fisheries relations. The pact, signed in New York on September 27 by Secretary of State for External Affairs Don Jamieson, and Bulgarian Minister of Foreign Affairs Petor Mledenov, is effective immediately.

The agreement sets out the terms and conditions that will govern continued fishing by Bulgarian vessels within areas under Canadian jurisdiction. It permits Bulgarian vessels to fish in the waters concerned, under Canadian authority and control, for resources surplus to Canadian requirements. The treaty also recognizes the special interest of Canada, including the needs of the Canadian coastal communities, in the fisheries resources beyond and immediately adjacent to the Canadian 200-mile zone. Similar pacts have been concluded with Cuba in May, with Romania in June, and with the German Democratic Republic earlier in September.

Unexpected survival course

What happens when an aircraft loses its bearings, crash-lands on a mountain, the pilot breaks a leg and peanuts are the only sustenance?

That is what occurred recently when three students were flying a *Cessna 172* from Gaspé to St. Jérôme, Quebec, 30 miles north of Montréal, with a refuelling stop planned at Mont Joli. Christian Godin, 18, the pilot, was accompanied by his sister Edith, 21, and a friend, Monique Séguin, 18, all of St. Eustache, Quebec.

When Godin descended in bad weather, Mount Jacques Cartier, one of the highest on the Gaspé Peninsula (about 17 miles west of Murdochville), loomed right in front of him. The plane crashed. Godin's leg was broken, and the two girls sustained minor injuries.

No communications

The airplane's ELT — electronic locator transmitter — on which search and rescue aircraft can "home" was not working. The aircraft's radio was smashed. Not knowing where they were, they dismissed the idea of the girls walking out to "civili-

zation". For food they had bags of peanuts. The rugged area provided no shelter.

When the *Cessna* failed to arrive at Mont Joli, the Ministry of Transport (MOT) control tower alerted its control centre in Moncton, New Brunswick, which passed the "overdue" report to the Canadian Forces' Rescue Co-ordination Centre (RCC) in Halifax, Nova Scotia.

RCC alerted its search and rescue aircraft and, with the help of MOT, checked airports along the route where Godin might have landed. When this proved negative, the RCC dispatched a *Buffalo* aircraft from Summerside, Prince Edward Island to fly the *Cessna's* proposed route while listening for ELT signals, or a radio message.

Two more *Buffalo* aircraft, two *Voyager* rescue helicopters from Summerside, and a giant *Argus* long-range patrol aircraft were also ordered into the air.

Meanwhile the three victims waited and worried. They dared not sleep since they couldn't risk missing the sound of a rescue craft that would alert them to light

the fire they had prepared to attract attention.

The *Argus* searched for over 50 hours, and, when hopes were dimming, its pilot spotted smoke on the side of Mount Jacques Cartier, two days and two nights after the *Cessna* was reported missing.

Two parachute-jumpers, Corporals Paul Beattie of Seaforth, Ontario, and Mike Johnstone of Windsor, Ontario descended from the *Buffalo* to give immediate medical attention. It took Beattie and Johnstone three hours to move the pilot down the steep mountain side to a spot more accessible to the helicopter, which even then could not land. The "chopper's" hoist had to be used to remove the victims, who were then flown to Rimouski, about 200 miles away.

It was the end of a harrowing episode for Godin, his sister and friend. It was another routine operation for the Forces search and rescue organization — except that it would have been over in four or five hours had the ELT been working. Instead the aircraft had to fly a total of 53 hours.

Chief of Defence Staff inspects NATO exercises in Germany



Admiral Robert H. Falls, Canada's recently appointed Chief of Defence Staff, views exercise action from the crew commander's hatch of a Leopard tank. Admiral Falls was visiting four Canadian Mechanized Brigade Group last month during the Autumn Forge series of exercises in which six NATO nations took part in the Ober Swabian area of Southern Germany.