

New Baptist pastor was youth mission helper

Paster David Caldwell has accepted a pastoral call to Mountainview Baptist Church. He began his new ministry Aug. 10.

David hails from Toronto and was an Associate Pastor at Weston Baptist Church during the past two years. He did his undergraduate study at the U of T, attended Northern Baptist Theological Seminary in Chicago and completed his degree at Trinity College, U of T, April of this year.

He has also participated in the B.U.I.L.D. program, for those who train and go to work into mission fields.

For 15 years David Caldwell has volunteered his services at the Yonge St. Mission working on the Youth program. He has a wide experience of counselling and working with youth. His experience does not stop there. He has also worked with the seniors and he enjoys working with people in all walks of life.

He is keen on church renewal and evangelism.

David Caldwell is married to Sandra and they have a son Matthew. David and Sandra work as a team, both avid in working for the Lord.

They have taken up residence in Georgetown at 45 Weber Dr.

Teacher award

Halton's Janice Murdoch will be awarded a \$1,000 scholarship by the Federation of Women Teachers' Associations of Ontario to continue work in computer education. The Ontario Bicentennial Award will be announced on August 18 at the Federation's annual meeting in Toronto.

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ON EMPTY - John Frankland, an Acton resident and firefighter at Pearson International Airport, empties one of the station's trucks of its foam and water mixture, used to extinguish the fires. The all-terrain vehicles carry about 2000 gallons of the mixture when full. (Herald photo)

A unique fire show for Herald visitor

I went into Pearson International Airport through the back door. The security guard told me to park my car off to the side of the road and wait for one of the airport firefighters to pick me up.

I saw a bright yellow pick-up truck coming towards me at a high rate of speed and I literally wondered where the fire was. It came to a screeching stop beside me.

another truck as a back-up. Behind the station sits the rusted wreck of a small airplane. It has been the scene of so many fires, John Frankland, has lost count.

About 1100 gallons of contaminated aircraft fuel has been spilled over the plane. Paul Elcone is preparing to shoot at a patch of spill with a starter pistol.

"Do you want to sit on top of the truck?" he asked.

I looked at the huge truck and the ladder leading up to the roof. The first step came up to my waist.

What a view. On a field to the west of the wreck a group of airport workers were sitting in wait. They had heard about the show and had flocked to the sidelines.

It was all turning out to be more like a real fire than I had expected. Two sharp cracks sounded as Paul Elcone tried to ignite the fluid. Black smoke began to billow upwards. I was sitting on top of that truck, clicking my camera like mad, fearing that the fire would go out before I could get a decent picture. But, Paul Elcone lit another section of spill. It was going to be a good fire.

John Frankland drove his truck from the south, travelling with the wind. A nozzle on the roof of the truck releases the extinguisher like a keyser. The fire went out. It was a good show and, like any good show, it deserved applause.

Back at the station, shift Captain John Crowe asked me how it went.

"Was it a good fire, or sort of small?" he asked. I didn't know a good fire from a bad one. It seemed all right to me. I looked at John Frankland. He nodded. Yes, it was a good fire.

The session is actually part of the team's required two hours of training per day. The government also requires the firefighters to hold one in-clement weather test per year. The sessions keep the squad in top form. Pearson's aircraft firefighters are in Class Nine, the best in Canada.

After I left the station, feeling as though I had just seen the most unique show on earth, the firefighters did the whole thing over again for a visiting public relations person from Quebec airport.

Reporter's Notebook

By MARY-LIZ SHAW
Herald Staff



"Are you from the paper?" the driver asked. I nodded. "Hop in."

The driver turned out to be Paul Elcone of Brampton, an ex-policeman now working as a firefighter at the third largest airport on the North American continent. I asked him what was going to happen, what kind of show were they planning to put on. He smiled and told me I was in for a real treat.

"We're going to put on a fire," he said.

John Frankland, an Acton resident, showed me the trucks that are used to extinguish aircraft fires. The trucks carry about 2000 gallons of extinguisher, which is a mixture of six per cent foam to 94 per cent water. It looks like ordinary dishwasher soap, he said.

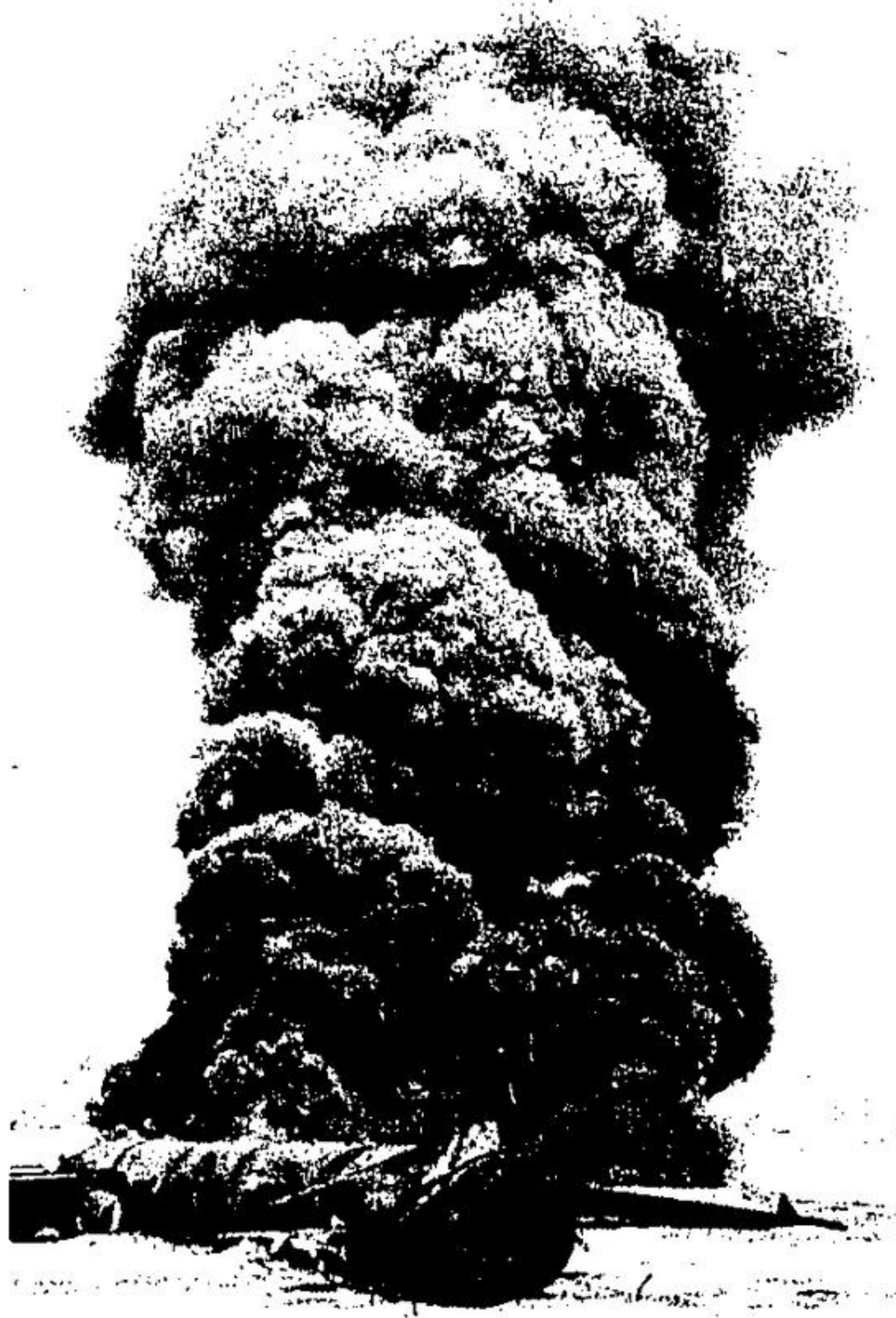
Before the fire, we sat in a room and talked about the firemen. Paul Parker, who had been at the station all night working on a training video, is from Milton. Another Acton resident Jim Edean and Milton resident Bill Ives were off that day.

They let the suspense build by giving me a brief tour of the station. "This is our extinguisher tank," John Frankland said. "It holds about 24,000 litres of foam and water."

"And this is our newest truck. Red One," he said. The truck was specially designed by the firefighters for their needs.

Paul Elcone donned his "bunker suit" - named after the military aircraft firefighters who designed them - to prepare the training area for the mock fire.

I climbed in the truck with John Frankland, while Paul Parker drove



MOCK FIRE - Pearson International's fire department staged a mock aircraft fire in August, part of the station's required two hours of training per day. Eleven hundred gallons of contaminated aircraft fuel were used for the fire, which was ignited with a starter pistol. (Herald photo)



BIG JOB - Two thousand gallons of foam and water extinguish a blaze at Pearson International Airport. The vehicle is capable of travelling over all surfaces. Each of the airport's five vehicles cost close to \$500,000. (Herald photo)

Two local fire calls

Firefighters responded to two fire calls last week. On Saturday at 2:42 a.m. firefighters extinguished a small fire at Mold Master's in Georgetown.

A brush fire on the CNR tracks in Limehouse brought firefighters out Sunday at about 1 p.m. The fire was near Elizabeth Street.

The Georgetown Fire Department also responded to two resuscitator calls to Acton, both on Churchill Road. Saturday

firefighters revived a woman unconscious at 197 Churchill Rd., Acton. Yesterday morning a 19-year-old woman was having trouble breathing. Firefighters responded to the call at 200 Churchill Rd.

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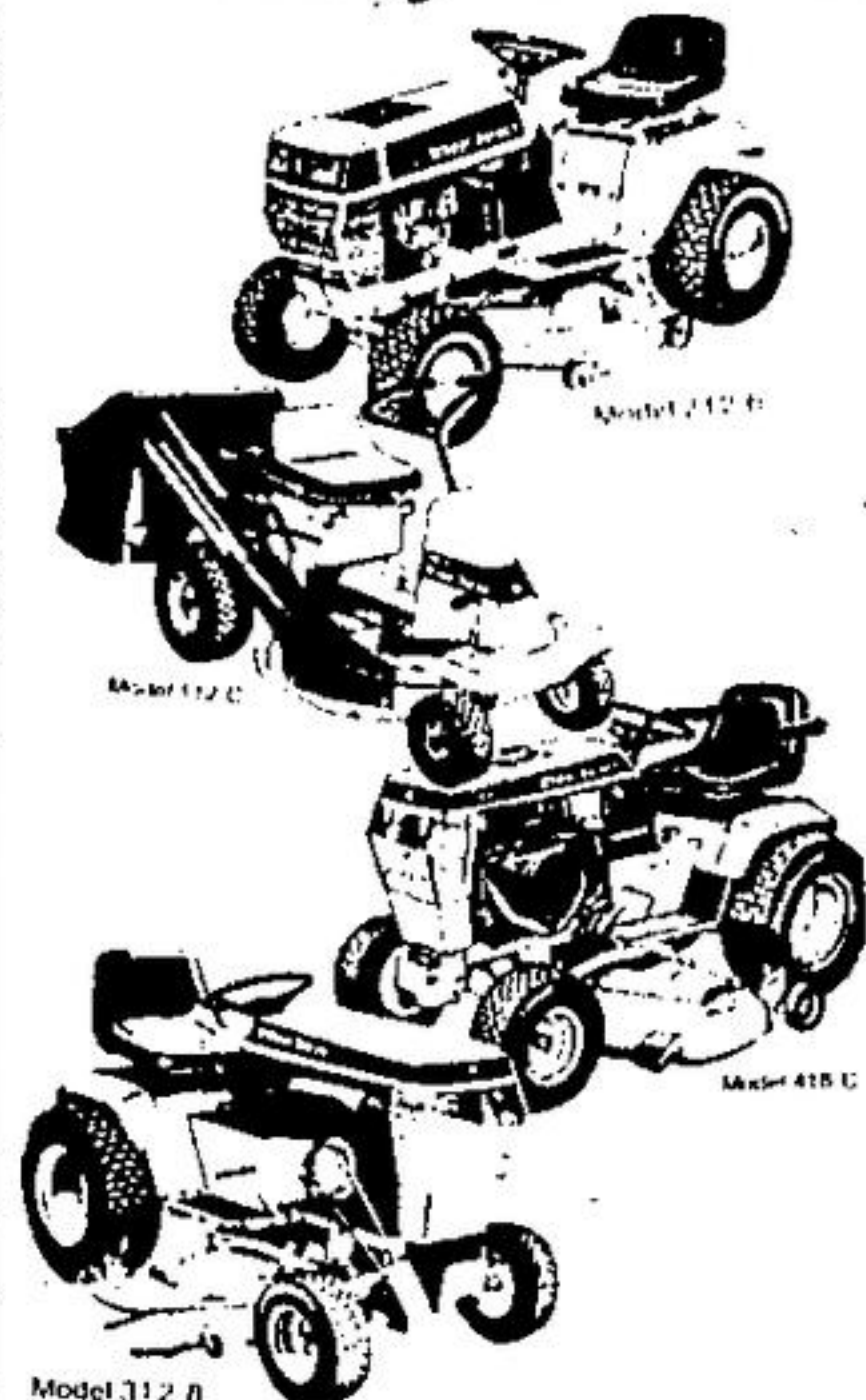
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