



Bonnie Haak, secretary to the chief pilot at Toronto Airways shows some of the equipment in the new Piper Navajo Chiefton which has been put into service to make the difference between life and death to patients in remote areas of

northern Ontario. The medically equipped airplane began its career January 23 and is to work in connection with the ambulance helicopter also based at Buttonville Airport. (Liberal Photo by Bruce Hogg)

Plane aids chopper in medical rescues

If you were in need of immediate medical care, stranded on the 400 or 401 Highway, or maybe in the middle of our northern Ontario wilderness, Buttonville Airport's new ambulance services would be of paramount importance.

The medical airlift helicopter service, set up last year, has recently been joined by the addition of a Piper Navajo Chiefton, fixed wing aircraft, capable of travelling 250 miles per hour.

The ambulance airplane is equipped to carry three attendants as well as a stretcher, incubator, medical oxygen, compressed air, a 24-volt DC power kit and medical supplies.

The two aircraft are in service to complement each other, said Ron Shames, Chief Pilot at Buttonville Airport.

If a patient in a remote area needs specialty medical care, only

available in the big Toronto hospitals, the fixed wing aircraft would be sent to bring the patient to Buttonville where the plane could be met by either the helicopter to make a quick transfer to the rooftop of the hospital, or by ground ambulance.

If the problem is in an area unreachable by the fixed wing aircraft, the helicopter would go in and start emergency recovery immediately. "Time delay on the ground can be reduced considerably," said Mr. Shames.

January 23 the Navajo Chiefton's first run as an ambulance was to Sudbury to rescue an infant in an incubator and rush the child to The Hospital for Sick Children in Toronto.

The next day the airplane was sent to North Bay airport to pick up a patient with a respiratory problem, and transport the patient to Toronto General Hospital.

Mr. Shames said he

was told by the doctor this second flight transfer made the difference between life and death for the patient.

The plane is equipped for all weather conditions, and the crew is well trained, said Mr. Shames, a fact which on the first two flights certainly helped to save lives.

"Both were nasty days," said Mr. Shames. The Chief Pilot praised the co-ordination which he said is often so critical. Air traffic control, hospital ambulance service and the dispatch service are all set to expedite the whole movement, he said.

Mr. Shames said he feels this type of medical airlift service is vital and suggests anyone with doubts should be directed to people who have been saved by the service and gives the victims and families of the bus tragedy near Barrie two weeks ago as a prime example.

Neighborhood park named Grist Mill

It was all grist for the mill when members of Richmond Hill Parks and Recreation Committee agreed on the suggested name for a new neighborhood park on Kersey Crescent, last Thursday night.

In fact, that's the name of the park. "Grist Mill Park." Name for the park

was supplied by the Richmond Hill Historical Society.

The society reasoned that the park will be in the area of a mill which reigned there in the mid and late 1800's along with its operators.

To wit: John Atkins ran the mill at the end of Yongehurst in the

1840's, George Arksey ran it in the 1870's.

"The flour mill supplied the town with a mill until the Innes Flour Mill was built toward the end of the century. Another word for flour was Grist."

Also: "A.C. Lawrence ran a tannery and woollen mill on Lot 42 in 1860's,

south of Weldrick Road. This also leans toward the word "Mill."

There was no opposition to the name from the committee although Andre Chateauvert wondered why "they just don't call it 'Flour Mill Park.'"



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