

Tribune Publisher Visits Norad

(Continued from front page)
 On arrival in Colorado Springs were greeted by Air Vice Marshall Lister who was to be our host. There were more photographs and we were hurried off to the Broadmoor Hotel, a plush year-round recreational centre, located on the hills overlooking the city. Just across the artificial lake which is at the rear of the hotel is the Broadmoor World Arena, site of the 1962 world hockey championships. Temperature in Colorado Springs was 45, with a slight drizzle in the city turning to snow as we moved up higher to the hotel.

The Broadmoor is one of the most posh millionaire retreats to be found anywhere, with single room accommodation running at \$35 a day and meals extra. Being housed there by the military, we newsmen enjoyed all the facilities for only \$6. There is year-round golf, two heated pools, tennis, squash, ice hockey and figure skating, skiing, and boating. The decor and furnishing throughout are enough to take your breath away.

Our first evening was free and we had been tipped off before leaving Ottawa to be sure and visit the Golden Bee, the exact replica of an English pub, complete with genuine furnishings, and located quite near the hotel as a tourist attraction. Strange how such a place proves a real drawing card in the States and might only get a passing glance in Canada. Most of our party gathered here the first evening for a night of good talk and good cheer.

Early Thursday morning we were taken by U.S. Airforce transport to NORAD HEAD-QUARTERS where we began more than eight hours of briefing by Air Marshal Stemon, C.C.A.F., Capt. R. F. Gift, U.S.N., Capt. Rolfe, R.C.A.F., Intelligence Officer, Lt. Col. Crane, U.S.A.F., Organization Officer and others, including Mr. G. Salsky, civilian Space Analyst.

As I have pointed out in an editorial in this week's issue, the co-operation of the many officers from the two countries is wonderful. While all bear the Insignia and wear the uniform of the respective services, all bear the large NORAD badge as well, a sign that they are officers committed entirely to the defence service of the North American Continent.

Aside from the more serious aspects of the information, the organization and operations that we saw there, were a few items which might interest you as a reader. The Air Marshal at one point made telephone contact with several headquarters officers in the various defence regions, stretching from the Yukon to Ottawa and south. All four calls made took less than five minutes. Then he told us the annual telephone bill was \$109,000,000.

The present headquarters is a large concrete building but a new headquarters is under construction in Cheyenne Mountain nearby where the battle staff will be protected by two thousand feet of solid granite. Moving over to the vast visual screen where there is round-the-clock surveillance of the entire continent by radar, we sat in the eerie light and watched the multiplicity of dials and lights constantly on the move. The building housing this operation, or heart of the defence system, is larger than a good size movie theatre.

Any aircraft which passes any of the radar screens surrounding the continent and the identity of which is unknown, immediately appears on the giant screen. Three such aircraft appeared during our half hour stay, one in the Yukon region, one near Florida and to our local interest, one just east of Georgian Bay. As in all such cases, a jet interceptor took off in less than five minutes from the Montreal base for visual interception and reported in a very few minutes that the unknown aircraft was a Boeing 707 domestic flight off course. Immediately identification was established the orange light plotting this flight disappeared from the screen. When one considers that there are over a thousand flights leaving and ar-

iving on this continent every day, it is easy to see the immensity of the task.

Even more unbelievable is the space scoreboard. Here is tracked every man-made object flying around the earth in orbit, even if it is only a bolt. These objects are all classified as to what they are and what country they originated in. This information is piped through closed-circuit television to the central display area in the Combat Operations Centre to be available to the battle staff at all times.

We were given an invitation to lunch with the Air Marshall and his staff at the officers' club and due to the fact that our briefing did not finish until after 7 p.m. we enjoyed an evening meal there as well.

At 8 a.m. on Friday morning we left from Peterson Field in our R.C.A.F. plane for Truax Field, Madison, Wisconsin, the 30th NORAD REGION COMBAT CENTRE, from which jet interceptors provide protection for the city of Chicago, and the area north to Hudson's Bay. Major General Terrell, U.S.A.F. is the Commander and the Deputy Commander is Air Commodore Lipton of the R.C.A.F.

In addition to the base providing jet interceptor protection, Truax is also the Civil Defence Centre for the entire continent, with Canadian officers being in full charge of the Canadian sector. Here too, the giant computers unscramble all the data being fed in from stations throughout the continent. This information is displayed on visual consoles in a form which can be used for controlling the air battle.

Outstanding in the visit to Truax was the demonstration of

HALF-PAST TEEN



"hardware" as termed by the Commander. One of the F-102 jet fighter interceptors, fully armed, was on display for us, and to top off the display two

jet pilots were scrambled. From the sounding of the alarm till they entered the planes, rolled from the hangars and took off, all within the space of less than three minutes. These planes are immense in our estimation for the control of a single pilot. They weigh over twelve tons, can fly 1400 miles an hour, and carry fire rockets and missiles.

Our return flight to Ottawa was made without incident in three and a half hours.

The immensity of the operation which we had seen was almost beyond belief as is the expense of its upkeep. In this latter connection the flying suits cost nearly \$6,000 each. They are air-tight, and tailor-made for each man. These pilots work some sixty hours a week. It's a two-man operation to get the pilot into his suit, and a number are fully clothed and standing at readiness, every hour, day and night, at similar air-bases all over the continent.

As weekly publishers we were most privileged to make this visit, but believe that we have brought back a story which should have been told the Canadian people long ago. The various aspects of this story are discussed editorially on Page 2.

YORK COUNTY BRANCH Canadian Mental Health Association FIFTH ANNUAL MEETING

To be held at the York County Building, 62 Bayview Avenue, Newmarket, Ontario, Wednesday evening, March 6th. A preceding coffee party from 7:30 to 8:30 P.M. The Honorable Matthew B. Dymond M.D., Minister of Health for the Province of Ontario will be Guest Speaker; the subject of his address "Ontario's Number One Health Problem".

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