

Flying Over Ontario With Australian Student Observer

This is the sixth of a series of Air Force stories written for the Weekly newspapers of Ontario.

By HUGH TEMPLEN

I sat in the secretary's office of the No. 1 Air Observer School at Malton and wondered what would happen next. Things always seemed to turn out that way when arrangements had been made for me to fly in an R.C.A.F. plane. If there wasn't a thunder storm, there was something else. The day's thunder storm had already passed and the sky was clear, but orders had become mixed up.

On the other side of his desk, J. A. Munroe, secretary-treasurer of the school, was keeping the telephone busy and now and then someone came hurrying in with a correspondence file or other information.

It was obvious enough what had happened. A phone call from the Training Command at Toronto had informed me that all arrangements were made. Meanwhile, a sudden call had taken the manager of the Malton School to Montreal and no one else knew anything about the arrangements.

As we waited for word from Toronto, the big Avro Ansons out on the runway roared away. It was two

One of the Australians fastened my safety strap, a quick-release type that was new to me. Allan took his seat beside the pilot and Evritt in the seat behind the pilot. I was in the back seat, opposite the door.

The plane began to move at once, down the broad runway. We passed a silvery Trans-Canada plane, just coming in and turned into the wind and in a few seconds were off the ground, heading westward into a 25-m.p.h. wind.

An "Exercise" Flight One of the Australians had, repeated the warning that the flight might be a rough one, but I did not find it so, particularly after we had climbed above a thousand feet. These large planes fly much more steadily than the small open, cockpit planes in which most of my previous flying had been done.

Up in front, on the left, sat Pilot Jocelin, two or three rows of instruments in front of him, holding on to a wheel that looked like the steering wheel of an automobile with parts of it cut away. Beside him sat one of the young Australians. In front of him, under the dash, was a hole into which he crawled from time to time, so that he could be flat on his stomach in the nose of the plane and read

the Credit river, dirty even from that height, was the next landmark. Then a little village that worried me until I decided the mill ponds were like those at Alton. Then came Orangeville. I was nearer home now and knew most of the landmarks. The provincial highway to Arthur straight as a ruler, gleamed in the sun for miles till it crossed the Grand River. The lovely Hockley Valley lay ahead. The hills looked almost flat, but the road by the river was plain enough.

By that time, I had the road map out of my brief case and from then on, was never lost. We passed south of Camp Borden, over the great Holland marsh and the tip of Lake Simcoe, and down beside Yonge Street to King, then in a broad line for Malton. There, the students changed planes and we went around another circle, slightly farther east, but in sight of Brampton, Waterloo, Orangeville, Aurora, and down to the shore of Lake Ontario near Malvern. A turn to the west brought us over the eastern suburbs of Toronto.

The flight over Toronto was interesting. Out to the left was the Woodbine race track, then the harbor with a freight boat steaming across the Bay. The skyscrapers looked like tall toy buildings. To the north, the reservoir shone as all the other ponds had done. We paralleled Dundas Street out to West Toronto. I saw a mile below me, the schoolyard where I once tried to teach a girl to skate. All large buildings were easily seen. It took about six minutes to cross Toronto, from the eastern suburbs to the Humber river at Weston.

We circled the great Malton airport slowly, watching other planes coming in and finally, with a clear runway, came down to earth without a bump.

From the delightful coziness of the upper air, we stepped out into the heat again. The students checked the maps with Pilot Jocelin, and I submitted mine. It was just two rough pencil marks on a road map but he seemed surprised that I had been so close to the real route. Most people, he said, got completely lost in the air unless they had some training.

There was time for conversation now. The Australians had been six weeks at Malton. Another six and they would go to Jarvis to learn bombing and gunnery with practice bombs and real machine guns. It wouldn't be long till they were flying over Germany.

Next Week: Final Article.



Two Avro Anson planes fly above a solid bank of clouds, while the Student Air Observers plot their courses without seeing the ground.

—Royal Canadian Air Force Photograph

HOME TO BE SHOT

LONDON, (CP) Landing secretly in German-occupied Holland, a former Dutch officer was caught sending valuable information to the British and was shot by the Nazis.

DUTCH INDIES GUARD

BATAVIA, Dutch East Indies — Thousands of Netherlands East Indies women have volunteered for war service. 600,000 natives are to be called up and a home guard is already armed to defend their valuable oil-fields.

CUT COARSE FOR THE PIPE
OLD CHUM
CUT FINE FOR CIGARETTES

GO 50 50 WITH OUR FIGHTING FORCES

40's MY LIMIT NOW...
Save Gasoline
Experts have proved the average car getting 18 miles to the gallon at 30 miles an hour; only gets 12.5 at 60. So hit a happy medium by not exceeding 40. It's safer too and helps you keep your 50-50 pledge. Our Fighting Forces need the gasoline. See that they get it by watching your speedometer.
REMEMBER: The slower you drive, the more you save!
Save and Share your Gasoline for VICTORY!

Special Drive To Collect All Scrap Aluminum

Organization for Canada's big coast-to-coast special drive for aluminum scrap was completed last week when representatives of the Canadian Aluminum Association of Secondary Materials and Refineries and the Canadian Aluminum Association of Secondary Materials Controller's Office and the National Salvage Supervisor in Ottawa and gave their assurance of complete cooperation. "We are ready to handle all the metal collected in the drive. We will do it in accordance with the refineries' specifications," said the President of the Association.

The meeting closed the arrangements for getting all the scrap from donors to industry quickly and economically. Cost of segregating the metal and of transporting it from collection depots to refineries will be kept to a minimum in this way. The net sale price of all aluminum scrap collected in this special drive goes to the Red Cross Society.

"We are very pleased with the Secondary Materials Association's cooperation. The waste material industry is performing a most necessary economic function to our satisfaction," said officials of the Controller's Office and the National Salvage Campaign Office. The dealers designated to handle the scrap aluminum will receive only out-of-pocket expenses for preparing the scrap. This involves cleaning, removing handles, and rivets and other foreign material, sorting and pressing into bales or briquettes.

When the material is ready, the executive secretary of the association will report to the Metal Controller the quantities available and the Metal Controller will designate the quantities to be shipped to the various authorized refining plants. The refineries will turn over to the Red Cross the prevailing price of scrap aluminum, less the amount paid to the dealers for handling and preparing, less freight. The metal will be shipped freight collect and the refining plants will pay the freight.

All scrap aluminum collected in this special drive which opens on September 5 and closes September 30, will be handled on a voucher basis. Each Red Cross unit will receive a voucher from the dealer and the weight of aluminum collected will be determined on public scales. Every pound will be utilized directly in war industry.

"One point to be made clear in this drive," stressed the National Salvage Campaign Supervisor, "is that only scrap aluminum should be donated. Discarded pots and pans, broken electrical equipment, parts of washers, sweepers, or automobiles, discarded gadgets or sport equipment. All are welcome contributions. We are not asking for any aluminum articles now in use, the donation of which would mean replacement by something else. This would not be economy. We are promoting a salvage drive which means we want all articles of aluminum which are of no further use other than for the metal which can be reprocessed."

The Week at OTTAWA

Specially Written for The Acton Free Press By ALAN HARVEY Canadian Press Staff Writer

OTTAWA, (CP)—The eight-point declaration of Prime Minister Churchill and President Roosevelt setting forth common post-war aims lends fresh significance to Sunday's anniversary of the Ogdensburg agreement. There seems little doubt that future historians will regard the agreement, signed by Prime Minister Mackenzie King and Mr. Roosevelt at Ogdensburg, N.Y., a year ago Aug. 17, as the crystallization of solidarity against totalitarianism.

First official step linking Canada and United States for a concerted program in wartime activity, the agreement provided for a joint permanent defence board to "consider in a broad sense, the defence of the northern half of the western hemisphere."

Logically, it may be considered the stepping-stone to the series of events which in the next six months brought the three great English-speaking nations closer than ever before.

In a year the United States has emerged more forcefully as the champion of the democratic nations. Provisions of the Lend-Lease bill, ranking for close cooperation between Canada and the United States and Great Britain, have forged a major link in the chain of more favorable war development.

But the results of the mid-ocean rendezvous of Mr. Churchill and Mr. Roosevelt overshadow all other events. A joint announcement in Ottawa, London and Washington, setting forth the eight historic points looking to a new world order and squelching all possibility of a truce with Hitler, Germany, ended 10 days of speculation on the possibility of such an epic sea meeting.

Mr. King immediately hailed the declaration as one of "historic and spiritual significance," worthy of the closest study.

"From the meeting between Mr. Churchill and Mr. Roosevelt there has come a declaration of hope for mankind, of equal rights, world peace and the social and international justice without which they cannot be achieved," Mr. King said.

Other international developments had repercussions in the capital. Marshal Philippe Petain's proclaimed intention to hitch France tighter to the Axis had drawn the question whether any change has been caused in the status of Rene Ristelhueber, French minister to Canada.

At the week-end it was expected a statement would be forthcoming shortly but it was not known whether Mr. Ristelhueber's position was discussed at any of last week's cabinet meetings. The position of the French island possessions of St. Pierre and Miquelon, off Newfoundland, also was a subject of speculation.

On the labor front, Labor Minister Melart warned coal miners in Cape Breton fields of Nova Scotia that the government will take action to restore normal production unless the present slowdown technique is abandoned.

The same day Justice Minister Lapointe announced establishment of a Royal Commission to investigate "all matters concerned in the dispute" at the Aluminum Company of Canada plant at Arvida, Que.

The death of Rt. Hon. Arthur Purvis, chairman of the British Supply Council in North America, in a United Kingdom air crash brought warm tributes to his vital war work from the Prime Minister and Munitions Minister Howe.

Navy Minister Macdonald still was in the United Kingdom where he arrived last Saturday accompanied by Rear Admiral Percy W. Nelles, chief of naval staff on an official visit to get a first hand picture of Canada's overseas naval establishment.

The Duke of Kent is in the east after several weeks in the Western provinces. He is to open the Canadian National Exhibition at Toronto Aug. 22 and will leave Saturday for a short visit to the United States via Oshawa, Ont.

Crops Good A more optimistic picture of the Canadian wheat situation than was expected earlier was given by the Dominion Bureau of Statistics in a report which placed total wheat crop for the end of the crop year at 180,083,691 bushels. "By far the largest amount ever carried over but considerably below the 270,000,000 bushels forecast last January.

Canada's delayed trade mission to South America was on route from New York to Ecuador first of the seven Latin American countries, it will visit in the interest of promoting better trade relations. The party headed by Trade Minister MacKinnon also will visit Trinidad. The five-man Canadian delegation left Ottawa Thursday.

RED CROSS CONCESSION

LONDON, (CP)—Arrangements were made enabling members of the allied Red Cross committees in Great Britain to buy uniforms without surrendering clothes coupons.

Just Listened To Corn Grow

Actual Fact, In Omaha, With Help of Radio Amplifier Gadget

OMAHA, Neb., (CP)—"My corn is growing so fast you can hear it," corn belt farmers often boast. "I took Frank E. Shopien, a frankly skeptical radio engineer, to give pseudo-scientific authenticity to the comment. Willing to be shown, he moved a radio set capable of amplifying sound 2,500 times into a field where hybrid corn was shooting up at the rate of almost six inches a day. He set a microphone at the base of a stalk. He listened. Miss Jackie MacFriede, an eye-witness to the experiment, listened. Farmer W. H. Woodward listened. "Through the earphones came a faint, scarcely audible 'shishishishishish'."

U.S. NAVY BAND

By special permission of PRESIDENT ROOSEVELT

The world's greatest music awaits you at the C.N.E. . . with the 85-piece U.S. Navy Band . . . the Coliseum Chorus and the Military Tattoo . . . and bands throughout the park every day!

Meet a NAZI Messerschmitt "FACE TO FACE"

Brought down in the Battle of Britain, the Messerschmitt 109 is part of a dramatic display of War relics arranged by the British Ministry of Information. Two complete air raid shelters will be shown.

War-time fashions and foods . . . eye-opening evidence of the big part Canadian women are playing in "Canada's Answer" . . . will be high lights at the 1941 Exhibition.

What will the women wear FOR THE DURATION?

Each afternoon, "Lucky" Teter and his Hell Drivers flirt with destruction . . . with throttles wide open. Every evening, grandstand audiences will thrill to the moving spectacle, "Britannia" on the 1000-foot stage.

See LUCKY TETER'S MOTOR MADNESS

Meet ELSIE THE COW in person

Complete with boudoir and attendants, Elsie the famous Cow will be "at home" to visitors every day of the Exhibition.

There's more to see . . . more to hear . . . more to talk about at the 1941 Canadian National Exhibition. Most thrilling of all, will be actual demonstrations by Canada's fighting forces on land, on sea and in the air! Make a date to see it all and see it often.

SEE CANADA'S ANSWER

CANADIAN NATIONAL EXHIBITION

TORONTO - 1941

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