



## fresh tracks

by Barbara McIntosh

I simply cannot think up a column for this week's paper. I've tried but my mind is a stagnant pool of incoherent cogitations, to put it poetically.

I can't explain it, but I think it might be a retarded case of Spring fever confused by the weather. And then again, it could be a result of lying outside staring at the sun every chance I get, trying to force a suntan so I won't look like a rank amateur tourist on the beach.

Whatever the reason, I'm not excited enough about anything to write it down.

When Pierre Berton had his column in the Toronto Star he drew up his own contract before he started. It stated, in effect, that he would strive to produce columns of interest and importance, but when he couldn't come up with anything, he would be free to write columns of no importance at all. He said he might even stoop to imaginary interviews with talking animals or, when really desperate, discuss his family or his own eating habits. As far as I can remember, he never got that desperate. Of course he was one of Canada's best daily columnists.

Bill Smiley is another one who never seems to run out of things to talk about.

When I was still a journalism student, I held the idea of becoming a columnist as one of my major goals. I started off in the school paper with a kind of sick love-love column under the pseudonym Fran Flounders but it was a pure nonsense type effort that I found extremely easy. Then, with my first job came 'Fresh Tracks' and the opportunity to put into print whatever I wanted, and here I am, 59 columns later with nothing to say. My father won't believe it.

I suppose I could have faked an interview with a spider I found hiding under the 'E' key on my typewriter this morning, but some people have been complaining that, along with advertising, we've been featuring entirely too many animals in the paper lately.

There's one ray of encouragement though, I've heard that even the best of writers have endured a few rotten think sessions. Better luck next week.

### Rub a dub dub rate in a tub

Who says bathtubs are just for bathing and singing in? Next weekend (July 5 & 6) at Cornwall, Ont., you can see them as motorboats roaring along the canal at speeds of 25 MPH or so in the city's first annual International Seaway Bathing Derby.

The races, sponsored jointly by radio stations CFML and CJSS and The Cornwall Standard-Freeholder, will be over a 1 1/2-mile course with close to 40 entrants from either side of the border. It will feature genuine porcelain bathtubs, metal bathtubs, and fiberglass hulls molded from real bathtubs—each fitted with an outboard motor up to a maximum six horsepower.

The more avid contenders, with sights on the \$400 trophy and \$250 first prize, have been readying their craft for weeks, painting their hulls in outlandish colors and equipping them with stabilizers to keep them afloat.

### Tours end school year

Enjoyable field trips marked the last few weeks of school for public school students.

One M. Z. Bennett school trip was to Midland, where the students saw the Indian village and Martyr's Shrine. Another was to Hamilton to Dundurn castle, the Botanical Gardens and the Coca-Cola Bottling works. Other M.Z.B. students toured the courthouse at Milton, and the museum.

Lower grades headed for a dairy farm, the post office, the Free Press, Toronto Island farm, the Mountsberg game farm, Brampton zoo or Riverdale zoo.

Some of the Robert Little students also went to the county museum in Kelso park. A couple of classes headed for Niagara Falls. One group of juniors toured the Group of Seven art gallery at Kleinburg. A primary class went to Doon village and Kitchener.

Some classes went to Elora gorge or Barber's beach. The lower R. L. grades were thrilled to see the Enchanted Doll House at Rockwood.

Industries in town were also visited.

# Gliding graceful at 2,000 feet - not just for the birds

Ever felt you'd like to escape the earth and fly high like a gull? On Sunday, I took my first ride in a glider and the experience was worth every fingernail I bit off beforehand.

When Gus Bollert of R.R. 4 Acton, asked if anyone on the staff was interested, editor Hartley Coles sighed that he was leaving the country on holidays. Never one to pass off a challenge, I accepted the offer and showed up at Rockton Gliderport just south of Galt, with camera in shaky hand and Graval tablets in pocket.

Mr. Bollert's CF-VOH 1 is a streamlined craft about 30 feet in length, capable of better than average performance in the air (1-28 feet in glider terminology).

It was not until after I was securely strapped into the two-seater cockpit, that I became fully aware we would be flying with no engine, no power brakes and one ground wheel between me and the daisies.

While we waited for a hook up, Mr. Bollert reassured me that he began gliding when he was 13 years old back in Germany, in tiny gliders that were made of fabric and wire. He built and flew gliders during the war and he also flies airplanes.

He explained that our objective, once free of the rope tow, would be to locate thermals, or funnels of hot air which, if we got inside, would lift our plane up with them. As the name implies, gliders are continually losing altitude unless they can catch a thermal for lift.

Strangely enough, I wasn't at all frightened when they lowered the clear plastic hood on the cockpit, and the Piper Super Cub pullplane that was to put us, airbound shifted forward. The glider is dual controlled and Mr. Bollert was in control in the second seat.

The glider was pulled by a 200 foot nylon tow-rope and the Super Cub was able to take off in 300 feet carrying the glider up with it. At an altitude of 2,000 feet, we released the tow and began our graceful descent in search of thermals.

It is very easy to pretend you're a gull as you circle and drift on the air waves. Unlike ordinary planes, there is no grinding engine or whirring propellers—only the wind as it slides over the roof.

Mr. Bollert said we were actually travelling at 60 miles an hour although it seemed much slower.

An instrument panel in front of the cockpit gives the altitude you're flying and enables you to see when the glider is being lifted by a thermal. Because there were clouds gathering, thus cutting down the heat of the sun, we weren't having as good a flight as we might.

For enthusiasts like Mr. Bollert, gliding is far more challenging than merely flying. "It's up to you to stay up there with your own skill," he says. On Saturdays, he was up for five



THE LONG graceful wingspan enables Mr. Bollert's glider higher than average performance in the air. The cockpit seats two flyers and it is dual control. Here, he and his oldest daughter pushed the plane into take-off position on the airstrip south of Galt.

(Staff Photo)

hours and then only came down because he had missed lunch. A fellow glider was up for over seven hours.

In what seemed no time at all, Mr. Bollert pointed to a tiny red marking on the airstrip and said we would be landing near it. He

stressed that it is essential to keep the airstrip in view at all times and to know how much altitude and space it takes to put your craft down. As in all planes there is a throttle which moves the rudder flaps for steering.

At that point I remember that

one lonely wheel underneath me and I prepared for a rough landing. It wasn't, and we landed near the red marking. We had been up for 17 minutes.

Rockton Gliderport was built three years ago and now has a hangar for winter storage and a club house. Close to 100 members from Toronto, Hamilton and the surrounding area gather every weekend. Many bring their own trailers or tents. "It's a shame to have kids hanging around," Mr. Bollert concludes. "They should build a plane."

"I think a lot of the problem with young people is that they learn a lot of things in school they don't seem to need, so they get bored. If they got interested and involved with something like building a glider, it might give them encouragement to go on."

He feels not enough is being done in Canada to promote gliding. There is no more danger than in stock car racing and a glider isn't any more expensive than some sports cars. "Airplanes are here to stay," he adds, "and people should go with the times."



MR. BOLLERT of R.R. 4, Acton, began gliding back in Germany when he was 13 years old. He built his own CF-VOH in his spare time over the past seven years.—(Staff Photo)

### Beware rays

It is dangerous to look directly at the sun, even when wearing sunglasses. The federal health department cautions people that the sunglasses may protect the eyes from the sun's glare but not from the dangerous infra-red rays that can penetrate dark glasses and may damage the retina.

This advice also applies to lunch-hour sidewalk superintendents. Watching welders working at close range is not safe unless one is wearing protective goggles. Welders wear goggles to protect their eyes from ultra-violet and infra-red rays that cannot be seen during welding operations. These rays may strike the unprotected eye, causing inflammation and swelling of the covering of the eye in the same way that skin is affected by sunburn.

### John and Yoko on CBC radio

John Lennon and Yoko will talk about their views on international affairs and religion on CBC radio show Concern tonight at 8 p.m.

Broadcaster Red Peabody 'sat in' on their recent 'bed-in' in Montreal to catch a glimpse of Lennon personality not usually mentioned in the news media.

John also sings a chorus from the Beatles soon-to-be released single, GIVE PEACE A CHANCE... and that seems to be his message...

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