

BEATING PRIOR TO TAKEOFF, these two officers from the Ontario Provincial Police map out a route for the aircraft. The local detachment has regular aircraft patrols in the Milton area and this new approach to traffic enforcement has

been valuable to the OPP. Speeders and traffic violators are clocked from the aircraft and apprehended by the OPP cruisers which are in radio contact with the plane.

The "boys in blue" are flying over you

By Janet Braida

The white "T"s marked at quarter mile intervals along Ontario highways are more than just markers to count the number of miles "you" the motorist have travelled on your scenic Sunday drive. Introduced to the province in 1966, the white "T"s represent a new approach to traffic enforcement—the aircraft observation method of catching violators.

This method of patrol is effective because not only speeders are apprehended, but others who violate the law as well," noted Constable Jim Redpath, Accident Prevention Officer with the Ontario Provincial Police Milton Detachment. "Persons violating the law by following too closely, failing to stop or yield or making unsafe lane changes are in complete view of the plane observers," he said.

Sky Hawk

From west of the Sixth Line Oakville to the West Halton County boundary line, the Cessna 172 Sky Hawk manned by a crew of two trained men, patrols the area from the air and watches for traffic violators. The trained crew from Downsview can observe each car on the highway and operate stopwatches to determine the speed motorists are travelling between the quarter mile "T" intervals. A monthly schedule is drawn up for each patrol plane across the province and OPP detachments are notified when the aircraft will be flying in their territory. Police officers on traffic patrol from the Milton detachment are assigned to intercept violators on the ground for the aircraft when an infraction has been spotted from the air.

Patrol province

"Patrol planes are used every day of the month across the province, except when weather conditions prevent the plane from making a regular run, Const. Redpath pointed out. "A large number of planes are used throughout the province specifically for the aircraft patrol." Take-off and landing strips for

the planes are located at Maple and the Canadian Forces Base at Downsview. Often when the aircraft is patrolling the Milton area, landings are made at the Guelph Air Park.

"Many types of driving infractions come under the scrutiny of the air observer for which enforcement action must be taken to protect the interests of other drivers," he said. "The most predominant violation recorded, however, is excessive speed."

A vehicle travelling 60 miles per hour will cover a quarter mile in 15 seconds, he mentioned. Highways designated for aircraft patrol are marked with the white "T" shaped markers at quarter-mile distances and to determine vehicle speeds, aircraft observers "clock" a car from one marker to the next, using the stopwatch method.

Formula

If a car travels from one "T" gauge to the next in seconds the driver is travelling at 75 m.p.h.

The speed is calculated by multiplying the 60 seconds of one minute by the distance a vehicle will travel in a quarter mile (15 seconds) divided by the clocked speed to determine the m.p.h. If a car were travelling between two T gauges in a clocked time of 13 seconds, the vehicle would be travelling at a speed of 69 m.p.h. On the other hand, if a car travelled the distance at a clocked speed of 20 seconds, it would be travelling at 45 m.p.h.

The crew of the airplane tests each car for speeding between the T gauges, yet the driver is given three or more tests before a final reading is taken. The car is timed between two T's, then left for the distance between the next two gauges, before being clocked again.

The lowest of the three clocked speeds is used.

Why speed?

When questioned about what reasons violators give for exceeding the speed limit, officer Redpath noted "There are

several reasons why drivers say they are speeding. The most common are that they are in a hurry to keep appointments made a considerable time ago. Some say they are trying their car out at high speeds and others report they are just driving along, unaware they are speeding."

Numerous motorists have been apprehended this year by the aircraft patrol for driving infractions. "The highest "clocked" car speeding in this area to date was travelling at 115 m.p.h.," said the officer.

"An aircraft patrol in this area can handle at least 25 motorists who are not travelling by the rules of the road, in a period of five to six hours," he added.

Courts in Ontario have found that calculating the speed of vehicular traffic on the highways by use of aircraft in this manner is an accurate and reliable method of determining the exact speed of the vehicle. Stiff fines and penalties are issued in court to all careless motorists.

"Superbob" Welch

Community problems now school problems

In the 1970's the problems of the community will be the problems of the schools more than in any other era of western civilization. Unless the schools specify their goals they are likely to be whipping boys, and the arch villains for every ailment that ails society.

Criticisms formerly laid at the doors of politicians, witches, capitalists, anarchists, etc. have recently been neatly tied in one package and presented to the educators—a time bomb that explodes in small capsules whenever some new disturbance rips in our streets or our homes.

Superbob

That was part of the message Superbob (Robert Welch) provincial Secretary of Social Development delivered at the Milton Principal's Association inter meeting in Burlington Halton County Warden Jim Ranborough introduced Welch

as Superbob. "Look, up in the sky. It's a bird, it's a plane... it's Superbob who, disguised as a mild mannered lawyer from St. Catharines, fights a never-ending battle for social development in the province of Ontario," the intro continued.

Welch said educators must define their functions and they will then be able to fulfill them with a more clear concept of where responsibilities lie.

Four areas

Welch outlined four areas of achievement educators should be working towards in the future. He called for continued emphasis on planning programs, suited to the needs of the individual learner and the increased availability of learning resources drawn from the whole community.

He also suggested the need for greater involvement, particularly at the local level, of students, parents and teachers in the establishment and

implementation of educational goals.

New methods

The fourth goal was a wider range of educational opportunity that will create the need for new methods of assessment and administration and instruction.

Welch said the study of the desirable and the necessary aspects of the curriculum should be treated the same. "Thus the time spent on stained glass art, might because of its inclusion with spelling, history and arithmetic as part of the study, contribute to the formal education while allowing pleasurable activity."

"Assuming that change will continue, our curriculum must be devised to stimulate within young people an ever increasing spirit of inquiry that will carry them out into offices and libraries, art galleries and banks, theatres and farms to seek and learn and understand—long after the last

GERTRUDE BY TROGDON



Latest figures released by the Canada Department of Agriculture put the number of farms for this nation at 430,522, down more than 300,000 from 1941.

Nearly 12.5 million acres of Canadian farmland are used for raising wheat.

official examination has been written, the last textbook closed, and the last teaching machine turned off.

For strong town spirit

The centennial committee is receiving many suggestions from the public, including 40 letters recently from grade eight students. The committee wishes to share this encouraging letter they received from Ena Gibson.

Acton, Ont.,
January 29, 1972.

Dear Sirs:

In 1967, Acton became the proud owner of a beautiful library which reminds us of Canada's Centennial and is used by residents in and around our town, who vary in age from 3 to 103.

In 1974 I would like to see our town, again, acquire a building that could be used by all of every age and hence, I favour greatly the suggestions of finishing our Community Centre. Warmer spectator areas, better auditorium facilities, and the inclusion of plans for an indoor swimming pool would give everyone in Acton and area a chance to be involved either as a participant or a spectator.

Jim and I are Actonians from way back; we both work in Acton and our future, we hope, is in Acton. Therefore, we feel very strongly toward the above suggestions and will be eager to help promote these ideas both with volunteer and financial aid.

Our young people complain that there is nothing for them to do. Let's prove to them that the older generation of Acton is doing everything they can to rectify this problem.

Our Senior Citizens must often wonder, too, if we care about their hours of enjoyment. Let's prove to them that we're trying to give them a building in which to enjoy their get-togethers. They, too, may get involved in sports if only as spectators.

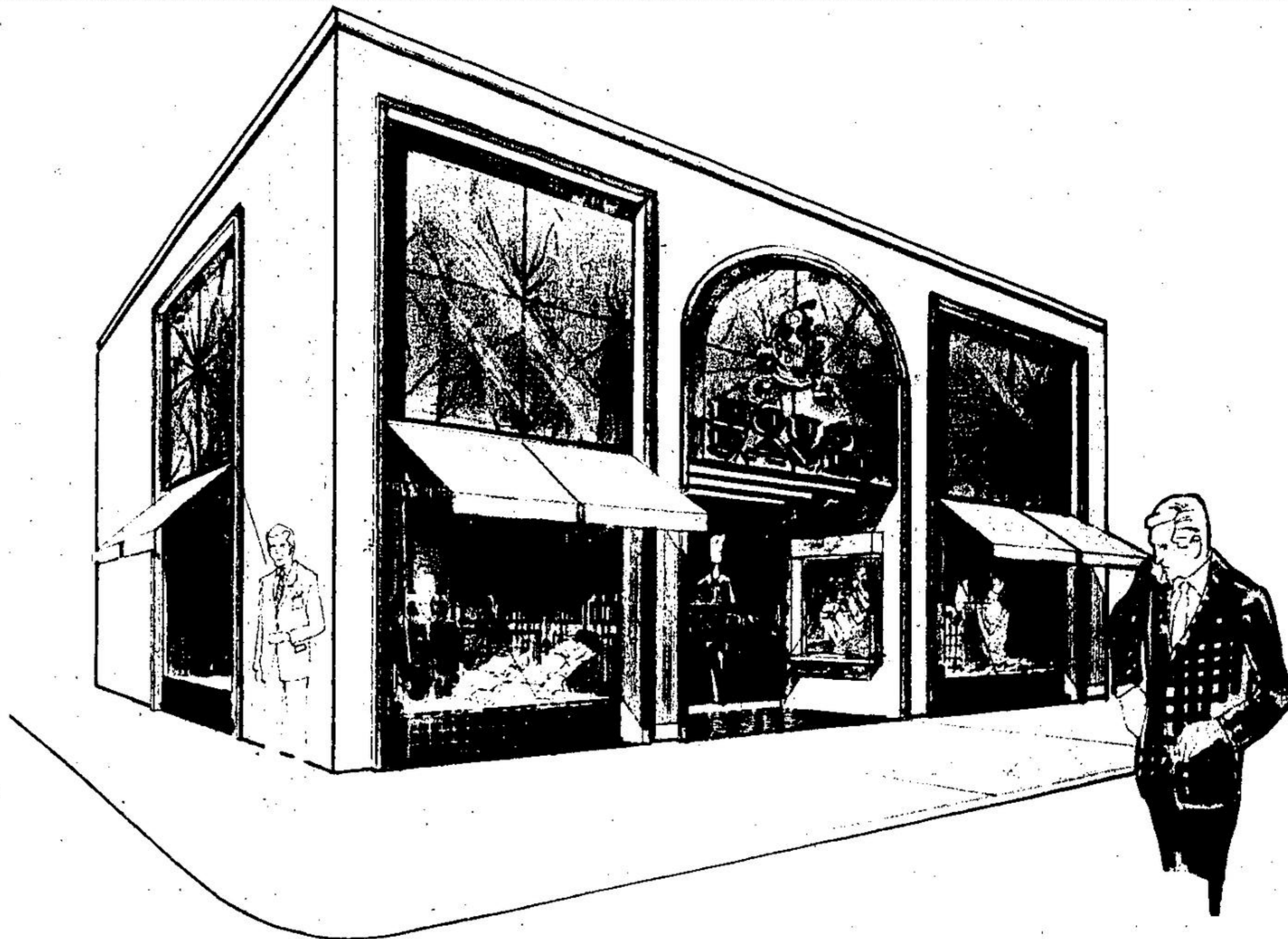
Remember, our bones also feel the cold each winter in that arena and just think how regular swimming could relieve our aches and pains.

God bless each of you for the wonderful work that you have begun and may your efforts bring Actonians closer together while working on a worthwhile project so that in 1974 we may have developed a strong town spirit that will never be broken.

Yours truly,
(Mrs.) Ena Gibson



You are a stranger but once . . .



An artist's conception of the new elegant House of David soon to be completed.

House of David

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