

Passengers land aircraft . . .

(Continued from Page 10)

would be anything but an uneventful flight. They were flying in dense cloud and the two passengers asked the pilot some questions about the plane. From the way the pilot answered the questions, Mr. Smith said he had full confidence in him. It was about 11:20 a.m. and Mr. Smith believed they were approaching Owen Sound. Suddenly, without warning, the pilot shumped forward. Mr. Smith, who was seated behind Mr. Kerwin, placed his arms around the pilot and shook him, saying, "Peter, Peter, wake up." "I just couldn't believe that the guy wasn't responding," Mr. Smith recalled. Mr. Pratt was holding the steering wheel (the steering mechanism is a wheel mounted on a stick) and starting straight ahead. "He seemed glued to it," Mr. Smith recounted. Meanwhile, the instruments "went haywire". "The plane must have gone out of control. We didn't feel the sensation of it, but the instruments were spinning." The plane had two steering wheels, one for the pilot and one for the co-pilot. However, there was only one instrument panel, located in front of the pilot. From his vantage point behind the pilot Mr. Smith could see the instruments which Mr. Pratt, seated in the co-pilot's seat, could not, he said. Mr. Smith attempted to move the pilot but, in the

small cockpit, it was hopeless. Throughout the ordeal he half-stood, holding onto the pilot to keep him in the seat and shouting out the instrument readings, while Mr. Pratt, who had six hours of flying lessons 32 years ago, piloted the plane. Before the accident Mr. Smith had asked the pilot how he knew where he was going in the clouds. The pilot had replied as long as the red needle (on one of the instruments) pointed to 0, the plane was headed toward the Owen Sound radio station. "I asked how he would know when we passed it and he said the needle would point to 180 degrees," Mr. Smith related. When the tragedy struck, Mr. Smith thought if they got the plane turned around so the needle pointed to 180, they would then be headed back to Mount Hope. "I later found out that wasn't true," Mr. Smith said.

In the meantime Mr. Pratt took the plane higher in an attempt to get out of the clouds. Although the climb didn't take them out of the clouds, it turned out to be a "very good thing to do," according to Mr. Smith. "If we went any lower, we would have gone into a spin. "We had been down to about 4,000 feet and we went up to 8,000, but we never really did get above the cloud. "Another concern of mine was that we'd run out of oxygen. I didn't know how high we could go before that happened. "We knew just enough to be scared of everything. "At 8,000 feet we seemed to be going level. The wings were level so then we tried to turn the plane around. I said, 'Turn around.' He said, 'How?' I said, 'Turn the wheel.' Which he did and we were turned around."

Up to this time both men were yelling back and forth and shaking uncontrollably, Mr. Smith said. When they got the plane levelled and turned around, they turned on the radio. To their relief they made contact with Mount Hope and the air traffic controller recognized who they were. They reported their problem and read-off some of their instruments. They were told to keep going the way they were.

The two men asked whether another plane could be sent up for them to follow. Apparently, another plane was dispatched but the men didn't see it.

It seemed "like ages" had gone by, Mr. Smith said, but up to this point about 10 minutes had elapsed.

"They asked us to count backward from five. Apparently, they were identifying us on radar that way. "It seemed like for a long time we didn't hear much and we didn't ask much." Then Mr. Smith thought he saw a lighter spot up ahead, but when they got there, it was only another layer of cloud. They were still maintaining a course that kept the needle to 180 degrees, and a compass on the windshield pointing south. "All our confidence was in the 180 degree thing," Mr. Smith commented.

Again they saw a lighter spot ahead and went towards it. "As we got near it I hollered I could see ground, fields, snow and houses." Mr. Pratt turned the plane a bit and through the hole in the cloud Mr. Smith saw an airport, which he initially believed to be Guelph or Kitchener. However, as he was describing it to the controller he realized it was Toronto International Airport. "It was an incredible stroke of luck," Mr. Smith commented. Mount Hope instructed the men to change their radio to 118, the Toronto tower, and the Toronto controller took over. According to Mr. Smith he asked them if they could see runway 24L.

"We looked and could see 24L written on the end of the runway. Toronto instructed us to fly past, turn left and fly right into the runway." There was more conversation to identify the runway, then Mr. Pratt asked what the stall speed was. They were told to keep their speed at 100 to 120 knots. "We came in and headed for the runway. When we were close to it Pratt pushed in the throttle and I hollered to push the stick back. The plane just settled."

An ambulance pulled up to the aircraft, but the two men didn't know how to open the plane door until ground crew shouted instructions to them. The pilot was taken to hospital. As for Mr. Smith and Mr. Pratt, the RCMP gave them a ride to Terminal One. After their incredible experience, they had to get the airport bus back to Burlington. But they stopped first for a drink in the terminal. Throughout the three-quarters of an hour or so they were struggling to save themselves, their mouths were so dry, they could hardly speak, Mr. Smith reported. They had to take turns using the microphone.

Mr. Smith attributed their survival in large part to chance. "What saved us appeared to be several items of good luck. If we hadn't paid attention to the compass... If we hadn't found a hole in the clouds over Toronto..." He added that neither he nor Mr. Pratt really panicked. "The thought went through my mind that we'd never get out of this," Mr. Smith commented, adding most of the time his thoughts were concentrated on trying to

figure their way out of their predicament. Mr. Smith said he couldn't understand why people weren't giving them more instruction about what to do. "I found out afterward they assumed we knew more about flying than we did." When they landed they learned that at one point a large jet had passed about 1,000 feet over them and the turbulence from the jet could have done them in. While they were landing at Toronto all other air traffic was held at bay. From Toronto Mr. Smith, the father of two, called his wife Marlene.

"My first instinct was to say, 'You're kidding,'" Mrs. Smith said later. "But he sounded so terrified, I knew he wasn't." Mrs. Smith was sewing when the phone call came, but she couldn't settle back down to it and went out for a walk in the snow. She said the event had an unreal feeling for her, although she thinks several times a day how lucky she is her husband survived. Mr. Smith has had two other close calls. One occurred when he was yet a teenager. He used to take fishing parties out on a

chartered boat, and once had to cope with a severe storm. The second occurred several years ago when the family was travelling across the Sahara Desert in a Land Rover. In the middle of miles and miles of desert they experienced mechanical trouble, but somehow managed to repair the vehicle. From time to time Mr. Smith considered taking flying lessons. He now says he would like to learn to fly. But it's going to be a good long while before he goes up in a plane again, he added. He still has to keep that business engagement in Elliot Lake. He's going to drive.

Rockwood bowling

Rockwood bowling news: Team standings: Kay's Feeds 39, Four Corners 36, Norton's 35, Pelter's 35, Optimists 34, Rovers 34, Happy Gang 33, Guelphites 30, Dynamites 28, Countrymen 27, Pimpals 25, Carneys 20. Results of games bowled Tuesday, Jan. 3: Four Corners 5 points—Nellie Stokman 613, Ann Parkinson 613; Optimists 2 points—Ted Jestin (spare) 588, Gerry Birkholz 544. Dynamites 7 points—Paul Holman 659, John Dales 631; Rovers 9 points—Gordon Ostrander 494, Gwen Gordon 487. Kay's Feeds 4 points—Ken Lush 557, Dunc Kingsbury (spare) 542; Pelter's 3 points—Erke Van Driel 637, Dick Halliburton 615. Guelphites 4 points—Sam Lawler 551, Lloyd Marsden 524; Happy Gang 3 points—

Dennis Death 648, Rick Seim 525. Norton's 4 points—Glen Gray (spare) 616, Nancy Gordon (spare) 560; Carney's 3 points—Howard Dunk 583, Diana Carney 569. Countrymen 7 points—Peter Bosch 596, Jean Smith 523; Pimpals 0 points—Denise Bolton 470, Mary Nightingale 445. Men over 600—Paul Holman 659; Dennis Death 646; John Dales 631; Glen Gray (spare) 616; Dick Halliburton 615; Jack Parkinson 605. Women over 500—Erke Van Driel 637; Ann Parkinson 613; Nellie Stokman 613; Marg McKersie 612; Diana Carney 569; Nancy Gordon (spare) 560; Sue Nightingale 537; Jean Smith 523; Verna Blair 523; Flora Bruce 517; Eva Bosch 518; Ruth Kingsbury (spare) 514; Joy Halliburton 505.

Rockwood Roundup . . .

(Continued from Page 10) under repair, according to principal Grant McRae.

There is now a full roster of drivers for Meals on Wheels. A hearty thank you to all volunteers! There is also a back-up of three drivers, to ensure a reliable service.

Scoutmaster Gary Lawton, and his assistant Richard Carrick have formulated some plans for future meetings: January 15—there will be a compass training and hiking day at Scouter Carrick's.

January 24—a regular meeting.

January 30—the Scouts will make a surprise visit to an establishment in Guelph. In the month of February there will be a banquet, and a celebration for Baden-Powell week. Dates for these occasions will be announced in the future.

Remember the 6th Annual '100' snowmobile rally, sponsored by the Rockwood and District Lions Club, to be held January 29 at Rockmosa Community Centre. Starts will begin between 8 a.m. and 10 a.m.

Guelph's Largest Specialty Lighting Store

CHATELAINE LIGHTING

240 York Rd. GUELPH

Multi Bright Ideas For All Your Lighting Needs

EXTENSIVE SELECTION OF HOUSE FIXTURES

Table Lamps — Door Chimes — Swag Lamps
Vanity Cabinets — Firescreens & Accessories
Central Vacuum Cleaning Systems — Wiring Devices — Lamp Parts Etc. — Ventilation (Hoods, Fans, etc.) — Marble Tables

* FREE PARKING *
OPEN DAILY 9:30 - 5:30 FRI. 'TIL 9 SATURDAY 9 - 5

Get the habit. Be a Regular RED CROSS Blood Donor!

FRONTIER FLORIST & GARDEN CENTRE LTD.

"Guelph's Largest Flower Shop"

R.R. 2, Guelph
3 Miles West of Rockwood

FLORAL DESIGNS FOR ALL OCCASIONS

WE CARRY A LARGE SELECTION OF CEMETERY WREATHS, 'TROPICAL' AND FLOWERING PLANTS. SPECIALISTS IN PERSONALIZED ARRANGEMENTS. FRESH, SILK AND DRIED FLOWERS.

"3 Experienced Designers To Serve You"

Free Delivery in Guelph, Acton, Rockwood, Eden Mills

OUR NEW GIFT SHOP IS NOW OPEN

OPEN 7 DAYS A WEEK

STORE HOURS
Mon. - Thurs. 9-6
Fri. 9-9
Sat. 9-6
Sun. 10-5

WE ARE AS CLOSE AS YOUR TELEPHONE 822-2361

6th ANNUAL ROCKMOSA 100

SUNDAY, JANUARY 29

Starting Times Between 8 a.m. & 10 a.m.

ROCKMOSA COMMUNITY CENTRE

(Main Street North, Rockwood)

Lunch Available At Noon

PRIZES - TROPHIES - DRAW

PLEDGE SHEETS AVAILABLE AT:

- Winter's Easo • Rockwood Hardware • Petty's Garage
- Royal Bank • Country Mart • R & M Shoppette
- Swanston's Farm Equipment • Root Hardware, Guelph

FREE HOT BUFFET FOR ALL PARTICIPANTS FROM 6 P.M. 'TIL 7 P.M.

Refreshments Available

IN EVENT OF CANCELLATION RACE TO BE HELD FOLLOWING SUNDAY WEATHER PERMITTING

Sponsored by the Rockwood and District Lions Club for Community Projects

GIANT CLOSE-OUT SALE!

SAVINGS

AREA RESTOCKED • STOCK ROOM CLEARANCE EVERYTHING AT ONE PRICE \$10.00

FASHIONS FOR ALL SEASONS

Prices SLASHED

ATTENTION WORKING GIRLS

THURSDAY, JAN. 12th WITH MANY SIZE 10, 12, 14 FASHION ITEMS

Continues . . .

TWO PRICE KNITTED DRESSES REG. VALUE UP TO \$65. SPECIAL PRICE \$45.00

FURTHER REDUCTIONS OF UP TO 70% ON MANY ITEMS FOR THIS CLOSE-OUT SALE

PURSES NOW \$7.00

ALL DRESSES 1/2 PRICE

HAT & SCARF SETS NOW ONLY \$8.50

30% OFF ALL EARRINGS

MANY MORE UNADVERTISED ITEMS IN STORE

STEPHANIE-K

ALL SALES FINAL NO REFUNDS

CARPET SHACK

ONE \$3.99 WEEK ONLY! SQ. YD.

Special Select Group of "50 ROLLS"

\$4.99 SQ. YD.

Our Only Price! Reg. Values elsewhere up to \$14.95 sq. yd.

"HUGE STOCK", DO A ROOM OR DO THE WHOLE HOUSE.

Factory Clearouts • Mill Ends • Remnants • First Quality • Long Rolls • Short Rolls • Slight Imperfections • We have it all . . . including everything you need to do it yourself and really save.

CASH & CARRY

WE HAVE NO PHONE

\$1.49 SQ. YD. NON CHIPFOAM UNDERLAY

320 STEELES AVE., MILTON Right next to Syer's Carpet

Open Daily 10-6 Thurs. & Fri. till 9 one low price, impossible to pay more!

Missed Your Free Press?

Please Let Us Know

Our carriers do their best to give fast courteous service but mistakes do happen; so if you do not receive your paper or have any complaints regarding delivery, please call our office.

853-2010

JANUARY CLEARANCE

Children's SNOWMOBILE BOOTS \$8.00

Men's NYLON PARKAS \$18.00

Men's & Ladies SLIPPERS \$1.50

2-Pc. Canadian Made SNOW SUITS \$16.00

"Something for every member of the family!"

Family BARGAIN CENTRE

No. 7 Highway 1 Mile West of Acton 853-2380

peggy's of milton

DOWNTOWN STORE

248 MAIN STREET 878-3361