



GUIDING THE GLEN'S THRIVING BALL LEAGUES

Glen Williams Minor Softball Association held recently named their 1970 executive. From left are members Marian Cuthbert, secretary treasurer; Tony Zillo, president; and Don Lawson, Earl Cuthbert and John Haines. Missing is vice-president Paul Barber and Doug Pierce. The Glen minor softball setup involving both girls and boys from the village has become one of the most thriving ball organizations in rural Ontario in recent years, mainly because of the involvement of interested adults and an illuminated park.

IN THE MAIL BAG THE GEORGETOWN HERALD, THURSDAY, MARCH 26, 1970 PAGE 13

Airways Owner Joe Ross Gives His Side of the Controversy

Dear Sir:

It is unfortunate that almost every project or enterprise, particularly a privately developed one, is shrouded in apprehension, mistrust and misunderstanding by those whose first impulse is to destroy it before allowing it to develop into usefulness.

Those of us involved in aviation believe it is time that outdated and ambiguous rules should be either amended or checked out. To implement a rule whereby one man can protest flying activities by persistent pressure on officials to have an aerodrome closed is receiving attention in the House of Commons. The onus of the Rosslake airways issue is now in the jurisdiction of Minister of Transport Don Jamieson who can order the Ontario D.O.T. to lift the closure.

It is a year since the petition was launched by Mr. Alton Breckon and James Goodlet, Sr. who were able to get about 145 signatures of residents within an 8 mile radius. It is the purpose of this letter to deal with the facts surrounding the petition. It is my belief that the public has been misinformed and should be brought up to date.

When the airstrip was half completed I heard rumours that Mr. Breckon was not in favour of an airport project and after discussing it with him I concluded that he was against a flying school and licensing of same. I shut down operations for a month. During this time I was assured by the D.O.T. that I could operate an unlicensed airways on my own property within the framework of their rules. I then completed the runway and built a hangar after receiving a building permit.

Shortly after this, the petition was instigated. When I discovered Mr. Breckon was in process of obtaining signatures, I contacted him and after further discussion of the airport project he assured me that if I abandoned the flying school segment he would accept the rest of the operations such as hangar servicing. He also assured me the other members of the opposition would go along with this.

I agreed to forego the licence, also and signed a document to this effect. This would end the petitioning and I was assured his colleagues would endorse our agreement. Mr. Breckon and Mr. Goodlet went on to complete their petitioning in an attempt to have the local council close the aerodrome, at the same time implement a new law which would prohibit a farmer using his land for other purposes than agriculture.

When I asked Mr. Breckon why the document was ignored by his colleagues, he claimed they mistrusted me. I later stated in writing that the covenant I signed was no longer valid because it was they who had violated it.

Quoting from The Georgetown Herald, Sept. 4, 1968: "Alton Breckon told council he became concerned when he learned that Rosslake was waiting for a charter to operate a flying school. They are busy enough now. The department should do a lot more investigating. Originally it was intended to be an unlicensed private airport. If they get the backing of council it would stay that way and not become a flying school."

My comment is this — If Mr. Breckon and his colleagues had not betrayed our agreement as I pointed out, there would have been no so-called flying school operation. If there was any undue flying activity that might annoy him, he can blame himself.

Not everyone is familiar with the difference between an unlicensed airport and one licensed. Briefly it concerns zoning and length. To obtain a licence the airstrip needs approximately 280' addition in length and a full 200' width. It now is 200' tapering to 150' at eastern approach plus more hydro line burying from its present 300' span to approximately 400', also removal of two or three more living trees. This alteration would not make any noticeable difference in a safety aspect, yet is estimated to cost \$10,000 or more to complete. The only benefit would be in its change of status from aerodrome (unlicensed airport) to licensed. Thus allowing us to legalize a flying school operation, at the same time rendering invalid the rule that affected our closure. It is this outdated and ambiguous ruling that's being debated in House of Commons. Few, if any, of the public is aware of its existence outside the law profession, or its interpretation.

It was at this point that Mr. J. D. Pemberton, a 4th Line farmer associated with sausage stuffing equipment in two flying school operations, entered the picture by engaging a Toronto lawyer to bear pressure on D.O.T. officials by jeopardizing their position if they did not implement Rule 509 now under debate at Ottawa. This leaves the only other active participant, Dr. E. W. Brown, local psychiatrist, trailing behind somewhere. His aggression has subsided. Perhaps his snorkel tube has sprung a leak and he's resting in the bottom of some local swimming pool.

It is my observation that the development of Canadian projects will only come through our socialistic structure by taxation. There is little or no incentive for private enterprise, due to an unending process of red tape hurdles together with the difficulty in competition from government subsidized projects which are enveloping our country.

It is my belief if the Rosslake complex which includes the recreational segment had been originally developed by the government or some other socialistic enterprise such as Kelso or Terra Cotta conservation area, it would have been accepted, maintained and nurtured into maturity.

All that remains at our abandoned airport now is my little rocket jet, facing directly in path of my neighbour's house. Heaven help if it should take off. It stands symbolic of the beginning and end of our airport. And as we disappear it can be said that mistrust, fear and apprehension by a misguided public caused our defeat. This same public will, in all probability interfere with the development of any enterprise, be it kart racing or drag strip, private airport or jumbo jet. In my community, to be respected, I must adopt the philosophy of say nothing — do nothing — be nothing.

All quiet on the Rosslake front.

— Capt. Joe E. Ross
5. S. 'The Outlaw' Rosslake.

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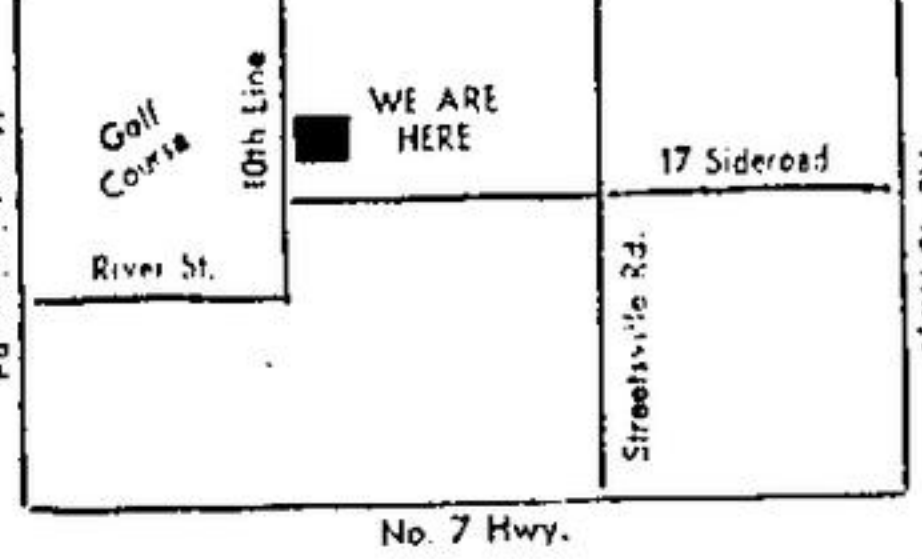
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