



# Plane Crash Survivor Wants To Fly Again

"I'll never let it happen again. We were really kind of lucky. We didn't break through the ice and it was warmer than the week before, when the temperature was 45 degrees below zero."

"The cold was the worst thing. It was below, and we weren't dressed for a crash," explained Ian Hogg, the 18 year old Georgetown resident who survived an airplane crash in Northern Ontario.

Last Monday, a group of friends from the Brampton Flying Club went to Michigan to pick up a small plane. Ian and Ken Gardner, 37, chose to fly the plane back to Buttonville airport near Toronto.

"We checked the weather

conditions and were told everything was fine, a beautiful clear day," said Ian later. "We were flying along when all of a sudden there was no visibility. I guess they call it an act of God."

"Next, the instruments froze and we didn't know whether we were flying up, down or sideways," added Ian, who was piloting the plane. "We hit the ice about 100 miles per hour, and we only saw the ice seconds before we hit."

The only injury to the two men was a small cut over Ken's eye. They stayed near the plane for two days, keeping warm with the engine cover and using pieces of foam from the seats.

The only food the men had was a three inch piece of chocolate that Ken had. Fire was no problem as the pair were given 50 books of matches from a man in Michigan.

"The only training I've really had in survival was in scouts," said Ian. "Ken took a course in Toronto and he knew quite a few little tricks. I think these courses should be compulsory for any pilot who plans on doing any flying in the north."

A few of the tricks which the men used to survive were stuffing their socks under their arms while sitting on their feet to keep them warm.

"The insurance people said

that they believed everything was on the up and up. Department of Transportation officials were more concerned with the health of Ken and I than with the crash."

Many friends and relatives of the two men were concerned when they learned that the plane was missing. The Canadian Tire store manager, Murray Lawton, lent Ian's father three pairs of high powered binoculars to help locate the plane. Mr. Hogg was ready to organize a search party for his son.

Members of the flying club acted as an information centre for people rather than bothering the family. They were prepared to use all of

their planes in a search for Ian.

"On Tuesday, we walked to a small island, about two miles away," said Ian. "But, we never saw any signs of life except navigation beacon. I climbed up the pole and got it working and it flashed most of Tuesday afternoon and night."

The coast was about seven or eight miles from where the plane had crashed. The closest town was Blind River.

"When we crashed, both of the radios were broken, and that was the hardest part not being able to tell people that we were still alive. Although, we set up an automatic direction finder which points to closest radio stations."

"We knew where we were and that we were fine, but we couldn't tell anyone else." There were a lot of people worried about us, and when I got home, the phone never stopped ringing. I really find out how many people care for you when you've been lost."

Last Wednesday, the pair decided to try and walk to the coast, which they could see quite clearly. "During the whole time, we never had more than minutes of sleep."

Within a half mile of the shore, a snowmobiler came around a corner of the shore and found the two men walking. He picked them up

and drove them to his fishing hut for coffee.

A Canada Forces plane flew the men to Brampton to meet their families. Ian's father was there to meet him.

"I still want to be a commercial pilot," explained Ian, a grade 12 student at Georgetown and District High School. "I'm taking courses now. During the experience, I worried about the problem sometimes, and wondered if I'd ever fly again, but neither of us ever really thought of dying or that this was the end."

After the interview, Ian was leaving for Brampton to get in a few hours of flying, during the evening.

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## 137 YEARS OF FIREFIGHTING

Four men with over 137 years total experience on the Georgetown Volunteer Fire Department were very pleased to receive the Lions

Club of Georgetown Citizen of the Year award, held Friday evening. From left, Andy Ritchie, 34 years on the department, Charles

"Jimmy" Valentine, 36 years, Bill Ritchie, 36 years, Bill Hyde, 31 years and former chief, and Lions Club member Doc Russell. The

men hold the Citizen of the Year award and a plaque of congratulations from Premier Bill Davis.

(Herald Photo)

## Georgetown Fire Department Named Citizens Of The Year

The Lions Club of Georgetown awarded one, but 42 Citizen of the Year awards Friday evening at Legion Branch 120 hall. The Citizen of the Year award for 1973 went to the entire Georgetown Volunteer Fire Department.

Accepting the award on behalf of the firefighters, both past and present, district chief Tom Massena praised the efforts of the volunteers over the years saying they were "proud and happy to accept the award."

Although they were not read during the evening ceremony, the firefighters received messages from Prime

Minister Trudeau and Opposition Leader Stanfield, as well as congratulations from Premier Bill Davis and Ontario fire marshal Martin Hearst.

Following is a list of Georgetown Volunteer Firefighters, recipients of the Citizen of the Year award: Lyle Winfield; Brian Hill; Charles Valentine, past deputy chief, 30 year medal, 36 years actual; Paul Robinson; Herb Rosher, driver; William Barber, fire prevention officer; Doug Harley, driver; Bob Marchand; Robert Hyde, lieutenant; Dave Williams; Robert Wilson; Gord Collins;

Patrick Woods, driver; Eldon Snyder; Charles Hill; William Weir, driver; Gord Inglis, deputy district chief; Brian File, lieutenant; Ronald Batley, captain; Mike Noseworthy; Andy Ritchie, past deputy chief, 30 year medal, 34 years actual; Bill Henderson, captain; Harry Bradford, secretary; William Hyde Jr., treasurer; Tom Massena, district chief; Herb Wild, driver; Bill Cunningham; Jim Payne; Pete Hayes; William Kavanagh; Paul Mercer; Barry Cooper; Greig Marchington; Bernie Dore; Tom Quinn and Michael O'Brien.

## Girl Suffers Broken Leg

A five-year-old Georgetown girl suffered a broken leg as a result of being struck by a car on Friday, Feb. 22 at the intersection of Mountainview Road and John St.

Donna Marie Wright, daughter of Mrs. Judy Wright, 115 John Street, was struck by a car as she was crossing the road to board a school bus.

The Georgetown detachment of the Halton Regional Police said the school bus did not have its flashing stop lights in operation at the time of the mishap, nor was it required to as the Highway Traffic Act stipulates the lights are not to be used in 35 mph or under zones.

Police report no charges have been laid.

## 'INFLAMMATORY' STATEMENTS

# Chairman Under Attack From Oakville Mayor

## Councillors Asked For Halton Tax Formula

Regional councillors Wednesday were asked to give Halton taxpayers a formula that would protect the public against "the excesses" of the council.

The request was made by John Sommerville, president of the West Oakville ratepayers association and an unsuccessful candidate for regional council.

Mr. Sommerville who in the past criticized councillors for the pay increase they approved for themselves early this year, added criticisms of the manner in which council this week approved a temporary regional headquarters located in Burlington.

He told the council it ran the risk of alienating residents of Halton Hills and Milton by the move south and he expressed concern that the temporary site might become the permanent home of the regional government.

"What will happen three years from now if the suggestion I made that the permanent location be in Milton will the argument be made that we'll lose half of our headquarters staff," he asked.

The bulk of Mr. Sommerville's criticisms, however, stemmed from the January meeting in which the council approved its new pay rates, giving regional councillors an annual salary of \$8,500, more than double that rate paid to county councillors last year. That salary is in addition to funds paid to councillors for serving on municipal councils.

Mr. Sommerville did not argue with the new rates in themselves but he reasoned that with the extra money councillors took on greater responsibilities and that the public is entitled to extra safeguards to ensure that those responsibilities are met.

"It is valid and reasonable, and it is common sense," he

noted. "All we ask is some formula to protect us against councillors who by chance or design do not fulfill their responsibilities."

When the new rates were approved in January, Milton councillor James Watson proposed that \$100 be doctored from the salaries of councillors for each council or committee meeting that they failed to attend.

"The motion was turned down by an overwhelming negative vote. The suggestion that at the very least councillors who missed meetings should expect to lose a portion of their salary was soundly defeated," Mr. Sommerville noted in reference to that motion.

"The comment was heard that you were not children," he said, "and were mature enough to act responsibly."

"That type of answer doesn't sit well with the taxpayers," Mr. Sommerville pointed out that many regional councillors served last year on county council, and so, were responsible for the controversial overspending on the annual wardens dinner.

"It was many of your present members acting as county councillors, who having established a budget for your ward up dinner ate and drank their way through two and a half times the amount budgeted."

"Excess is excess no matter what level of government it is at."

Mr. Sommerville attributed overspending by different levels of government as a major source of the inflationary spiral.

"Governments all across the country are spending money this country doesn't have," he noted.

"Every time they do it the federal government prints up the difference, devaluing the money in all of our pockets."

A growing rift between regional chairman Allan Masson and his councillors became startlingly apparent yesterday when the chairman came under a blistering attack from Oakville Mayor Harry Barrett.

Mr. Barrett launched into Mr. Masson only seconds after the opening of a regional council meeting. His remarks were in reference to a speech delivered by chairman Masson last week.

"Your statements were detrimental to the four area municipalities and to the good condition of this region," Mr. Barrett charged. "They were inflammatory and totally out of order."

Later in his brief outburst Mr. Barrett accused the chairman of taking "cheap potshots" at councillors in his speech.

The speech by Mr. Masson was delivered February 12 in Oakville to a meeting of the "purchasing agents association."

In the speech, Mr. Masson characterized himself as being responsible for carrying out the provisions of Bill 151, the provincial legislation that initiated regional government. He said he was attempting to do that in spite of efforts by some regional councillors to hamper the development of the region.

should be coming from our so-called leader."

Still angry, the Oakville mayor cut off Mr. Masson when the chairman attempted to reply to the outburst.

"I have only one remark to make," Mr. Masson began to say. "He was abruptly cut off. "Your remark is out of order," Mayor Barrett interjected. "The point is non-debatable. You made your remark at a public forum and you were answered in a public forum."

"There are councillors seriously concerned with the high cost of the region to the taxpayers. This motion was brought about by that concern, the high cost of duplicating services," he said.

"We should demand an apology. We deserve an apology."

Whether or not Mr. Masson intends to respond to that demand is not known. If the "single statement" he intended to make was an apology or not, he was cut off by Mr. Barrett before it came out.

## Major Projects Still Not Decided For Town

Georgetown's three major projects, the library expansion, the theatre-arena complex and the swimming pool are still not being decided.

At the general administration committee meeting, an argument developed over the use of debentures for the projects. Coun. Morrow wanted to apply to the Ontario Municipal Board to find out from the OMB what our standing is for money.

However, Coun. Howitt and Coun. Doby saw no need to apply for the projects until more exact cost figures were shown. "I've never questioned the need for the projects for the residents of Georgetown. However, just because the financial capacity is there, at the OMB, it doesn't mean we have to go into it."

"At the end of 1973, Georgetown saw fit and saw a need to have their projects completed," explained Coun. Morrow. "The need is still there and I hope we can go ahead. Let's find out from the OMB how much we can have. If they don't approve a lot of money, we may have to cut out one or more projects until later."

"We're not committing the council to all three projects," returned Coun. Morrow. "We're simply clearing the road with the provincial government."

"The people in Acton debentured their new library over a period of 10 years, we now have three years left to pay," said Coun. Doby. "How can I justify these projects to the people in Wards 1 and 2, how will they use the facilities."

Let the ratepayers in the old town of Georgetown finance it if they can afford it."

"Now, we're being parochial as hell," countered Coun. Booth, chairman of the committee.

"It's not parochialism," argued Coun. Doby. "It's common-sense."

"These projects are for the benefit of the whole town," added Coun. Morrow. "There are 22,000 people living in the area, and if we follow Coun. Doby's idea, then we hire a new fire chief, and we'll let that area pay for him; and a new recreation director is hired, we'll let that area pay for him."

"It'll be a sham of Halton Hills when more than 50 per cent of the population have been waiting for these projects to be completed," he added. "Let's just find out from the OMB what our stand is."

The motion for recommendation was lost. Coun. Morrow was the only councillor in favor.

Coun. Doby wanted to see "at least something for the pool, and I would be willing to exercise a motion."

"That still doesn't reduce the need for a new arena," argued Coun. Morrow. "This arena has been used for 18 hours a day and a lot of kids are not able to get ice time."

Coun. Howitt added, "Why can't we have a detailed plan like the one from Acton. I just want to know how much is to be debentured."

The committee decided to have proper application prepared for grants under the Community centres act for \$15,000.

## NEWS IN BRIEF

ACTON'S VOLUNTEER firefighters doused a pair of blazing gloves, February 22. The fire call came from apartments on Church Street, the result of gloves left on a family stove.

A GEORGETOWN FIRM has been awarded two federal contracts totalling \$50,589. Varian Associates of Canada Ltd. will produce optical instruments valued at \$30,730 and electron tubes valued at \$11,859. The two were among 216 unclassified contracts each worth \$10,000 or more, awarded to Canadian companies during the week ending Feb. 15.

Erio Youngblut, 20, of Moira Street in Acton was charged with failing to yield following a weekend accident. Minor damages resulted from the incident to Mr. Youngblut's vehicle and to a car driven by James Mullen, 23 of Campbellville.

A RED CROSS Blood Donor Clinic will be held on Monday, March 4, at Holy Cross Church auditorium in Georgetown. The clinic opens at 1:30 and runs until 8:45 p.m. Red Cross report that Type 'O' negative blood and Type 'B' negative blood are desperately needed for heart operations on March 5th in Toronto.

## Residents Still Against Steam Train Excursion

Some residents along the Canadian National Railway tracks between Georgetown and Cheltenham do not want a steam locomotive excursion running on the line.

Bill Zillo, representing about 70 residents, asked the Halton Hills general administration committee for support against the proposed excursion line.

"The Ontario Railway Association wants to use the line for excursions, running three times daily from May to October, starting at 8:00 or 8:30 in the morning," explained Mr. Zillo, of Terra Cotta.

The residents had a number of complaints against the excursion line. They include an increased traffic flow which would be hazardous on the narrow, winding roads.

The residents were also worried about damage to homes from the vibrations of the passing trains, as well as the increased noise from the trains and whistles.

Mr. Zillo believed Esqueving council had been in favor of the residents' objections to the line, and that the excursions

depended on whether or not the line was abandoned.

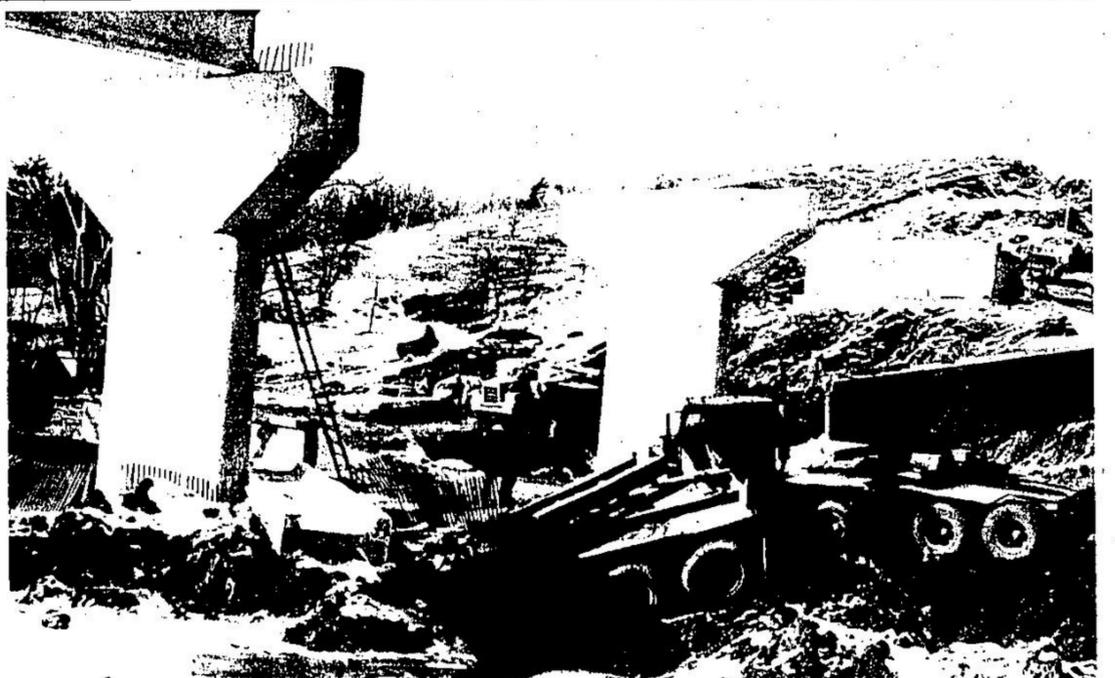
"I may be under the wrong impression, but I don't think it matters whether the CN abandons the line or not," explained Coun. Howitt. "The OHA could reach an agreement with CN to run the excursion."

"I'd like to know a little more," added Coun. Morrow. "Something in writing to the council from the OHA point of view. More important, I would like to see the minutes of the meeting with Esqueving last year."

STEAM NUTS

When asked about the cost of repairs to the tracks and roadways, Mr. Zillo answered, "The OHA said they would pay for any repairs, but it always seems that when a group is given the go ahead, they go to the government for money, and I don't want my taxes going to some steam nuts to drive a train past my house."

Council is holding their recommendation pending a report from the Esqueving minutes and if possible, a report from the OHA.



## PAPER MILL BRIDGE IS FALLING DOWN?

(Herald Photo)

A concrete beam that was part of the paper mill bridge on River Road which spans the Credit River never quite

weighs several tons rolled off the only unit was transporting it to the site. According to Jack Corbett, manager of design and

construction for Halton region, something happened to the truck and dolly on the grade causing the beam to roll off and break against the

bridge abutment. Above, the beam can be seen lying in front and behind the left hand abutment with part of the dolly off the road. Mr.

Corbett noted that the bridge contractor is responsible for the beam and estimated damage is unknown.

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