

# Nostalgic flights growing trend

THUNDER BAY, ONT. - From the southern base of Candy Mountain looking out over the Slate River Valley to the low, sloping mountains beyond, one beholds a scene that has changed surprisingly little over the years - fields, barns, white-painted farm houses and cows sleeping in the late September sun. Here amid the dark evergreens and autumn-yellow poplars, time seems to stand still or even slip backward.

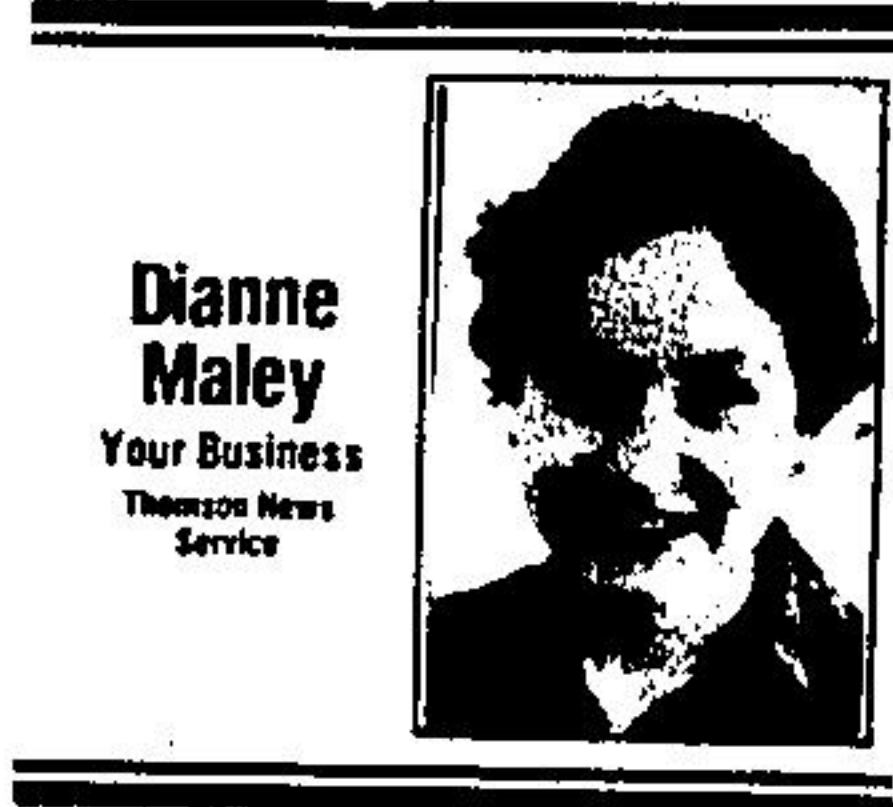
So it should come as no surprise, perhaps, when, driving down Concession 4 from Gammondale's pick-your-own strawberry farm toward Highway 61, one comes upon a big, silver airplane, a 1936 DC-3, sitting in the field, dwarfing the barn that stands on slightly lower ground behind it. But it does. Even in this neck of the woods, which boasts its fair share of eccentrics, one does not expect to see a 28-passenger airplane perched nonchalantly in a hayfield. Three smaller airplanes attend it.

Overcome by curiosity, we turn into the driveway and meet the planes' owners, Emil David and his son, Ron. The Davids, through their Classic Airways, are hoping to cash in on the desire of well-heeled tourists from Europe and Japan to travel backward in time.

Nostalgia travel is best exemplified by the refurbished luxury train, the Orient Express. Sam Blyth's plan to buy the Canadian from Via Rail and turn it into a North American version of the Orient Express is along the same line. Mr. Blyth is the youthful founder of Blyth and Co., a hugely successful Toronto tour company.

### GROWING TREND?

Nostalgic flights on old-fashioned airplanes are a growing trend, says the senior Mr. David, a professor of forestry at Lakehead University. "There is a market," he says.



"Other countries are already there." Ron David points to Sentimental Journeys, which operates out of California, as a model for Classic Airways. Switzerland, Germany and New Zealand have similar operations, he says. The Swiss airline flies wealthy clients to France for dinner.

Standing in the way of the Davids' dream is money. They are trying to raise \$150,000 for marketing and start-up expenses. So far, they have had no luck. "The bankers are asking for 200 per cent collateral," Emil David grumbles, reflecting the frustration of other entrepreneurs. And his attempts to get help from the provincial government have not met with success.

The younger David figures that Classic Airways could break even in 2½ years. He has already been approached by a tour company that wanted to use the DC-3 as a sort of flying bus, carrying a group of travellers from Reno to Lake Tahoe to Las Vegas.

The DC-3 is not the Davids only project.

The senior David, who comes from Czechoslovakia, has heeded the call of President Vaclav Havel to help that country build itself anew. He has been appointed to a board to

oversee the restructuring of Czech universities. And he is negotiating the rights to sell Czech airplanes in Canada.

Among these planes is the Vivat. One of these motorized gliders sits like a big, red toy out behind the Davids' barn. Emil David figures the gliders would sell for \$60,000. The advantage they have over other gliders is that they do not need a tow-plane. "Step in, go for a ride," he offers. Ron, the pilot, beams.

### EGAD

I climb into the tiny plane with the big wings. I have never been in a small aircraft in my life, let alone a glider. I am so afraid of heights that I can scarcely change a light bulb. Ron David pulls down the glass bubble and rolls down the runway on the centre wheels. Emil David runs alongside, balancing the wings. Lightly, effortlessly, we take off.

We climb over the trees and head in the direction of Candy Mountain. There is nothing to hang on to, nothing to make one's knuckles white. The cows get smaller and smaller. Ron turns and circles. The plane tips like a sailboat. I dig in with my toes.

"We're at a thousand feet," he grins. I smile wanly. Then he shuts off the motor and we glide. He opens a slot in the window. "Wind," he explains. Out beyond Mount McKay the Sleeping Giant lies. How strange it is to see both of them at once. To the southeast, the waters and bays of Lake Superior shimmer in the fading light.

The red Czechoslovakian glider dips lazily, silently circling the field where another plane has just landed. Then it drops down for a perfect landing.

Whether Classic Airways gets off the ground remains to be seen. In the meantime, Emil and Ron David will be busy.

# Unlimited selection of tulips available for home gardener

One of the oddities of spring bulbs is the stereo-typing of the appearance of the tulip bulb. Children are asked to draw flowers and it is either a daisy or a tulip! The tulip is usually red and bears the shape of an egg on a stick. This is fine but I would like to bring forth our children's imaginations to the nineties and maybe you will see some diversifications in their art.

Tulips have been hybridized into fashion. There is an unlimited selection of tulips with variations in height, shape, hardiness, colours, bloom time and fragrance. There are different classifications of tulips which gave direction in selecting tulips to your specific demands.

Darwin Hybrids - The name speaks for itself as this is one of the largest groups of tulips. Darwin Hybrids grow in full sun locations and are extremely hardy. This group of tulips grow up to 30" in height and cover the rainbow with colour selections of everything imaginable. Some notable mentions are a fragrant variety called Attila, a pink called Elizabeth Arden, a blush Douglas Baader, Queen of the Night which is black, a dark blue called Bleu Aimable, and last but not least a green tulip called Spring green. (Now you have a green tulip to plant with your green daffodil for St. Patrick's Day). Darwin hybrid blooms look like your children's tulip pictures. It is a perfect egg shape.

Lily Flowering Tulips - This is a small group of tulips with blooms shaped like a pineapple. I think someone got mixed up when they named this one. But the bloom is different and almost exotic so it does fit into potential gardens quite well. This variety grows tall and prefers full sun.

Parrot Tulips - This group of tulips are quite new in perspective to the time bulbs have been cultivated. The blooms of parrot tulips are very unusual. They fly well above the foliage of tulip and the flowers are ruffled red, blue, apricot and many multi-colored variations. These look fantastic in a mass planting or mixed into a perennial garden in full sun.

Multi-Flowering Tulips - This group of tulips are new to the market place and are taking it by storm. Multi-flowering tulips are just what they imply. Each bulb stem bears a bloom with 3-5 tulips in a cluster. This allows a mass planting effect with less bulbs and more show. Available in three colors - pink, red and white. It will not be long before the Dutch have this one in a colour that will match your curtains.

Fosteriana Tulips - A small group of tulips that have the purist colors and early flowering dates. The blooms are not as large as Darwin Hybrids but every much as colorful.

Greigii and Kaufmanniana Tulips are the dwarf tulips or sometimes called the water tulips. These tulips

will grow in half day sun to full sun. They are recommended for border plantings and rockeries. They are quite vigorous and complete the need for a dwarf flowering bulb after the crocus are finished.

Single Early Tulips - This is another picture tulips but doesn't grow as large as Darwin Hybrids as a rule. They usually bloom at about 12-16" where the Darwin blooms over 2'. These are the earliest blooming tulip as the name suggests and this group of tulips comes in so many colors you can paint the rainbow with them.

Double Early Tulips - This group are similar to single early in habit except the blooms are doubles and look like peonies. So for you peonies lovers use these beside your peonies and they will bloom until your peonies take over.

The tulips available today allow you a lot of flexibility in design, flowering time and location. With all the selection at your fingertips you might just see your children drawing a masterpiece. If you have any questions, just call the Gardening Grapevine Hotline at 519-833-2117.

## RECYCLING.

It only works if we all do our part!

Please Remember to Recycle This Newspaper

Survey Completed Wednesday, October 3, 1990		MORTGAGE RATES ANNUAL INTEREST					
	SIX MONTH	ONE YEAR	TWO YEAR	THREE YEAR	FOUR YEAR	FIVE YEAR	
<b>TRUST COMPANIES</b>							
Canada Trust	N/A	13.25	13.25	13.25	13.25	13.25	
Municipal Trust	N/A	13.75	13.75	14.00	14.00	14.00	
NRS/Royal Trust	13.25	13.25	13.25	13.25	13.25	13.25	
<b>CHARTERED BANKS</b>							
Bank of Commerce	N/A	13.25	13.25	13.25	13.25	13.25	
Bank of Montreal	N/A	13.25	13.25	13.25	13.25	13.20	
Bank of Nova Scotia	N/A	13.25	13.25	13.25	13.25	13.25	
Royal Bank	13.25	13.25	13.25	13.25	13.25	13.25	
Toronto Dominion	13.25	13.25	13.25	13.25	13.25	13.25	
This survey was prepared to help the Herald Homestyle readers track weekly Bank and Trust Company rates.							

# Sun's activity creates problems on our planet

By JOHN EBERLEE

The sun was unusually active from mid-summer 1989 to mid-summer 1990, according to measurements by Canadian physicists.

Unusual solar activity gives off particles that interact with the earth's magnetic field, interfering with electrical and communications equipment. They may also pose a health risk.

Using ground-level monitoring equipment, Professors Titus Mathews and Doraiswamy Venkatesan of the University of Calgary detected solar cosmic rays a record ten times between July 1989 and July 1990. Since scientists began keeping a continuous record of such events in 1957, the high energy particles have rarely been found more than once or twice a year.

Their frequent appearance over the period studied coincides with a peak in the sun's 11-year sunspot cycle, says Mathews. As well, it may reflect a gradual increase in solar activity, an increase which some scientists believe has been going on for about 400 years.

If the trend continues, more power blackouts can be expected, Mathews says. It's also possible cancer rates may slightly increase among airline travellers, although the health risk from solar cosmic rays is unclear.

Scientists are still debating whether a long-term increase in solar activity will alter Earth's climate. "We just don't know enough about how the sun transfers energy to our atmosphere (to pass judgement)," Mathews says.

Solar cosmic rays are produced

during solar storms, he says. "Occasionally a giant flare arises from a large sunspot that is changing rapidly. The flare spews out an enormous number of particles."

The phenomenon occurs fairly frequently, but scientists rarely 'catch' it. Unless the cosmic ray particles have very high energies, they won't penetrate the Earth's atmosphere.

Each particle has to have at least one billion 'electron volts' of energy - that is, one billion times the energy of a typical electron - to reach the Earth's surface. "Usually we notice particles that start out with about four billion electron volts," Mathews says.

With that amount of energy, "they can easily penetrate matter or get lodged in human tissues," he says. Fortunately for people at ground level, the risk of being struck is remote. But the odds increase when you're in an airplane. "It all depends on what routes pilots fly and how long high levels of radiation are around. Generally, you get far more radiation taking a Polar route than flying closer to the equator."

Solar activity can also affect telephone and power transmission lines, says Mathews. Besides releasing cosmic ray particles, solar flares can disturb the Earth's magnetic field. Occasionally, they will do so with enough force to trip safety mechanisms - as happened during a Quebec power blackout in March 1989. They can cause interference in telephone communications and satellite transmissions.

Mathews and Venkatesan receive funding from Canada's Natural Sciences and Engineering Research Council.