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Sheila Walsh, 65, of Arnprior and a former resident of Douglas, was killed instantly after her vehicle was struck by a stolen truck driven by a 20-year-old man. The Ford F-150 truck was stolen in Eganville early Monday afternoon and police pursued the vehicle until it collided into the car in Arnprior around 4 o'clock. The scene is under investigation by the Special Investigation Unit (SIU) which deals with any issues with police where there has been a death or serious injury.

Vehicle pursuit ends in Arnprior tragedy

Truck stolen from Eganville crashes going wrong way off Highway 17

By R. Bruce McIntyre
Staff Writer

Arnprior -- An incident which began with a stolen vehicle outside the Eganville Arena Monday afternoon ended in tragedy later when the stolen pickup followed by police in pursuit collided at high speed with a vehicle near the intersection of Edey and Daniel Streets in Arnprior, killing the lone female occupant of the car.

Sheila Walsh, 65, of Arnprior, a resident of Douglas, was killed instantly when her vehicle was struck head-on by the stolen Silver Ford F150.

The head-on collision occurred at approximately 4 p.m., about 40 minutes after the pursuit began of the stolen truck which went from Highway 60 to Highway 17, down the wrong side of the street in Arnprior before hitting the smaller vehicle. Mrs. Walsh was declared dead at the scene and extrication was required. The 20-year-old male driver of the stolen vehicle managed to exit the truck in Arnprior as it caught fire, but was shortly apprehended and arrested by police and was then transported to hospital in Ottawa for injuries sustained in the accident.

Although no name had been released by press time, it is believed the driver of the stolen vehicle has connections to Eganville. The truck he stole had been parked across the road from the Eganville Arena due to construction at the site. Treadmarks indicating a speedy exit from the gravel parking lot were still visible later in the day when police from the Killaloe OPP Detachment cordoned off this initial crime scene.

The truck was spotted by numerous witnesses in Renfrew shortly after 3:30 p.m. Eyewitness reports indicate the vehicle was driving erratically on Raglan Street south through the downtown core.

According to an initial release from the Renfrew OPP, police were initially notified of a driving complaint with a stolen vehicle. This vehicle was also involved in a collision in Renfrew. Responding OPP officers spotted the stolen vehicle on Highway 17 near Calabogie Road and began following the vehicle.

From there, the truck proceeded along Highway 17 until it turned off on White Lake Road in Arnprior. At this point the driver of the stolen vehicle began driving down the wrong side of the overpass bridge. This turns into Daniel Street near the McDonald's in the town. The truck continued at high speeds on Daniel Street South until it collided with the vehicle driven by Mrs. Walsh. This area is under construction so traffic had already been restricted there to local traffic only. It appears the truck collided with the smaller four-door Chevrolet vehicle and went on top of the vehicle, dragging it along about 75 yards. The truck dislodged from the vehicle and travelled approximately 100 yards before coming to a stop, while on fire.

The area of the accident was immediately closed off to traffic by members of the Renfrew OPP, and shortly thereafter the investigation was taken over by the province's SIU (Special Investigation Unit). The SIU deals with any issues involving police where there was a serious injury or death.

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BV will host June public meeting on trailer issue

By Terry Fleurie
Staff Writer

Eganville -- The members of a standing room only audience last Tuesday at the Bonnechere Valley (BV) Township committee meeting will have to wait until next summer to see what council might do on the ongoing, and controversial, trailer issue at Lake Clear.

The council chamber was full as people on both sides of the trailer issue were present for what was expected to be a debate on the subject. Two delegates were listed on the agenda, however, before they were called to the table, Mayor Jennifer Murphy addressed the gallery.

"I see this as a big agenda item as our water and sewer meeting where we set a special meeting and have all those concerned come and they were all able to speak within a time frame, with us as a panel, taking the information in, where we were able to make an informed and logical decision

based on all the evidence heard," she stated. "I don't believe, even if we took everything else of the agenda this afternoon and just allowed the people in this room, the people who wanted to speak to speak, I think we'd still not be hearing everybody."

"And with your indulgence, I think probably the best thing to do is set up a special meeting of council specifically for this item," she added.

Mayor Murphy then suggested June 2018 as the most logical time for the meeting as the seasonal residents would be present and ready to take part in the discussion.

"I hope I haven't upset anyone here today who has come from near or far, I just feel that you deserve our attention and we deserve to know what everybody is thinking."

Council voted its opinion on the issue, with some councilors feeling the matter should not be delayed until summer while others felt delaying

the process allowed council to make a more informed decision. Council eventually agreed on a future date of Saturday, June 9, 2018 for the public meeting, with the large audience accepting the decision as the best solution for now.

John Taker, chair of the land use committee for the Lake Clear Property Owner's Association (LCPOA) who first brought the issue to council on behalf of the LCPOA, said afterwards he was not entirely disappointed, but was a bit surprised with the format as he suspected others in the gallery were.

"We had a meeting before we came here and decided if we were asked for our opinion, we were going to suggest they move it until at least the spring," he explained. "That would satisfy us, as cottagers, where a lot of people are gone or going, so spring would make sense for us."

"So I'm not entirely disappointed

with the June 9," he added. "I think it will give everybody an opportunity to do their homework."

He said he wished, in some respects, council didn't undertake to do all of these things themselves, and that a sub-committee might be appropriate.

"So I think we will propose to council, this wasn't the right venue, that they establish some type of sub-committee that could be comprised of members of the public as well," he noted. "Then that sub-committee could report to them rather than expecting they're going to do it."

"I made this first presentation here in May and it's now September 19th and nothing has happened. So how much is going to happen between now and June 9, I don't know."

He said from the large turnout it was obvious the issue was a controversial one since being made public by the LCPOA.

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No NAW funding for Two Ladies and a Truck

By R. Bruce McIntyre
Staff Writer

Eganville -- Two North Algonia Wilberforce (NAW) residents who spent hundreds of hours helping residents in the township recover from the devastation of the Spring floods that ravaged cottages and homes in the Valley are both mad and disappointed that their request for financial compensation in the amount of \$13,170 was turned down by council.

Following the intense flooding along Golden Lake, Round Lake and the Bonnechere River in April and May, hundreds of homes and properties suffered immense damage, and many residents were faced with the daunting prospect of nowhere to turn to help recover.

When Julie Sanderson and Dale Benoit-Zohr appeared before North Algonia Wilberforce council on June

6, they asked to be included in the township's Emergency Response Group. They were in the middle of organizing a number of volunteers to assist them as they traveled around the flood ravaged township helping seniors and vulnerable residents remove sandbags or haul rotted furniture out of their homes.

The two women, known as *Two Ladies and a Truck*, asked council to prepare a budget in the hopes they could have some direction when it came to assisting residents in the township.

"We are asking for a budget to cover reimbursement that includes all volunteers and continued access to the Golden Lake Community Centre as a base of operations and parking," Ms. Sanderson asked at the time in June. "We are also requesting access to the office for photocopying of any documents required; large bins

at primary locations like Goldfinch, L'Escale, Islandview and Munds Bay. We are also requesting coupons or vouchers for gasoline and bottled water from June 1 to August 31."

The request to be added to the township's Emergency Response Group was tabled at that meeting and council agreed to review the issue. In terms of allocation of money towards the group, Councillor Melvin Berndt said it was a good idea, but it would need to be discussed at a scheduled budget meeting.

However, that meeting and budget was never discussed and now the ladies are out of pocket \$6,085 each and are stinging from council's decision not to compensate them.

At last week's council meeting a letter and invoice was received from the ladies for their services, but council turned down their request.

In an interview with the *Leader*,

both ladies expressed sadness and disappointment with council's decision.

"This is really disheartening," Ms. Sanderson said. "When we went to council on June 6, we specifically asked council to prepare a budget so we could move forward."

"We were told at that meeting they would discuss it at a future meeting and get back to us," she continued. "We had already started helping residents and we were so busy getting supplies and organizing volunteers that we left there believing council would support us."

On May 12 they helped out the first resident on Harrington Road on Golden Lake and never looked back. Along the way, they would eventually lead a small team of volunteers and assist 28 property owners trying to salvage their homes or cottages.

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Airport fly in fun
Christopher Ivan of Petawawa is seen in the cockpit of the Ministry of Natural Resources and Forestry's CL 415 water bomber that was one of three MNRF aircraft on display that day. For more, see Page A4.

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Canada 150 Fly-In attracts 77 aircraft, over 1,500 visitors



Michelle MacCormack and daughter, Adelaide, of Deep River were two of the many visitors to the Canada Fly-In at the Pembroke and Area Airport on Saturday. The MNRF's CL 415 water bomber seen in the background was one of the main attractions for visitors at the event.



Best friends Grady Sullivan, left, and Ryder Burns of Renfrew were two of the many visitors to the Canada 150 Fly-In to try the flight simulator provided by the Algonquin Aeromodellers.

By Terry Fleurie
Staff Writer
Pembroke -- Organizers of the Canada 150 Fly-In held Saturday at the Pembroke and Area Airport are calling the event a huge success, with visitors suggesting it should become an annual event.

The fly-in, hosted by the Pembroke and Area Airport Commission (PAAC) was a celebration of Canada's 150 anniversary and was designed to attract 150 aircraft to the local airport as part of an open house. Originally opened in 1968, the event was designed to

bring exposure to the essential service the airport provides and alert the public to a soon-to-be publicly launched fundraising campaign to rehabilitate the runways there.

Jennifer Layman, a marketing consultant for the PAAC and a member of the organizational committee, said the committee, board members and staff were delighted with the turnout at the fly-in.

"It exceeded our expectations," she said. "Our best estimates are we exceeded 1,500 visitors from the public and we had 77 aircraft

all there around the same time, she admitted. "So the farthest distance an aircraft came was from Maine, who just happened to fly over, saw the commotion and decided to check it out.

"The guys build aircraft and they had this one they were flying to Alaska to sell. They couldn't believe it, everyone was chatting with them and they were saying people at home wouldn't believe what was going on there."

Other visitors came from Manitoba, Val D'or, Gatineau, Lachine, Toronto, Ottawa, Brantford and Rockland, as well as some from local airports in Deep River, Amprior, and Renfrew.

It was also exciting to have some unique aircraft on display too such as the de Havilland Hornet Moth, the only one of its kind in Canada, owned by Larry Loretto of L'Original.

"He flies into Pembroke all the time and he told Allan Wren (chair of the PAAC) if we have this event again, he's going to rally all the antique aircraft guys to come."

Visitors to the airport had the opportunity to see a variety of different aircraft land and take off throughout the day, they had the opportunity to tour the three Ministry of Natural Resources aircraft on site, try their hand on an aircraft simulator, and bounce any extra energy off at one of three inflatable provided by RYJ's in Pembroke.

Ms. Layman said the event committee consisted of approximately 40 volunteers and airports staff who assumed various duties on Saturday.

"We came up with the idea earlier this year and applied for a grant through the Pembroke/Petawawa



Many of the 77 different aircraft to visit the Pembroke and Area Airport on Saturday remained on display for much of the day.

District Community Foundation," she explained. "So we were successful in obtaining \$2,015 in funding from them and we had some private funding that helped make it happen."

She expressed her thanks to the MNRF who had an EC-130 helicopter, a D8-2E Turbo Beaver and a CL 415 water bomber on site for the public to visit and tour through.

"The pilots did not take a break that whole day. I couldn't believe they let people in the aircraft, we were not expecting that at all and there was a line-up for the water bomber 30 people deep the whole day."

Any donations received during the event were dedicated to the Shave and Pave Runway rehabilitation project, which will be formally launched next month. The runway is 5,000 feet long and organizers are looking to see each foot sponsored for \$250 equaling the \$1.25 million. The runways have not been paved since the opening in 1968, she noted.

Just as the crowds started arriving at 10 a.m., the airport received a call from an Ornge medical aircraft in need of fuel, which touched down at the airport, which the visitors thought was part of the event.

"It wasn't," Ms. Layman said. "They stopped for fuel on their way to North Bay where they were picking up a baby and either going to CHEO (Children's Hospital of Eastern Ontario) or Sick Kids. That kind of thing happens every week here, we get Ornge here at the airport" she added.

Allan Wren, chair of the PAAC, echoed Ms. Layman's comments on the success of the day.

"It was a fantastic event," he said. "We had a great time and to get the aircraft to come in from all over like that."

He said people are asking it become an annual event, noting the airport is celebrating its 50th anniversary in 2018.

"For economic development, this airport is very important, so it's nice to see people out enjoying it and see exactly what happens here," he said.

As one of the partnering municipalities who own the airport, the city gets regular reports on what is happening there and they acknowledge money has to be spent here to keep it functional. He said they will

continue to lobby the federal government for funding assistance for the runway project. The other partners in the airport are the Town of Petawawa, Whitewater Region, Laurentian Hills, Laurentian Valley and the Town of Deep River.

Renfrew-Nipissing-Pembroke MPP John Yakabuski felt the event highlighted how important the airport is to both the people and the area.

"The more people that come by here the more people that understand this is the only real airport in the area that can handle the kind of traffic that could be necessary on many occasions. Medical evacuations, all those kinds of things.

"A community won't reach its full potential until it has the services communities require and an airport is one of those services that is hugely important, he said.

He noted airports fall under the federal government mandate yet the Pembroke and Area Airport is locally owned and the ability to keep it operating is something all levels of government have responsibility for.

1935 Hornet Moth
Larry Loretto, who piloted the only 1935 de Havilland 8TB Hornet Moth operational in Canada, said there is another one in a museum in Wetaskiwin.

"It belonged to George Neal, the chief test pilot for de Havilland, who we buried at 98 years old and he flew every de Havilland aircraft from 1948 on."

"This had been in a museum and very badly neglected and he got hold of me and had seen my re-builds and asked me if I was interested in it," he added.

Mr. Loretto seized the opportunity and re-built it from scratch and flew in from his hangar in Smith Falls. He received his first pilot's licence in 1954 and is now "pushing 80".

When asked why he chose to visit Pembroke on Saturday he responded, "I love antiques, aircraft and stuff. This is our history."

He noted the Hornet Moth he arrived in was the "grandfather" of the de-Havilland Chipmunk another pilot brought in that day.

"Same factory, same company," he said.

The pilot said aviation in Canada is being stagnated by bureaucracy.

"We're the nation that taught the world to fly in two world wars and the Cold War and I was part of that great scheme and we're losing that," he remarked.



Kevin Elwood of Collingwood flew this de Havilland Chipmunk to Pembroke on Saturday for the Canada 150 Fly-In.



Larry Loretto of L'Original piloted his 1935 de Havilland Hornet Moth, the only model of its kind operational in Canada, to Pembroke on Saturday.



The MNRF had this Turbo Beaver on display at the Canada 150 Fly-In that attracted lots of attention from the public.



A volunteer at the Canada 150 Fly-In directs an aircraft to the area where the planes were on display for the visitors.

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