

[Page 86 - Bill MacRitchie and Early Flight](#)ISSUE : [Issue 55](#)

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see it. Yeah, yeah." "Come on. Bill, don't be such a chicken." "Yeah, I see it. Never mind me," he said. (And his head is down!) He never saw a thing! From the time we took off till he landed, he never saw anything. But in my life, in my flying life, I've had at least a dozen forced landings. Twice with German saboteurs, which put sugar in our gas. But that forced landing was very lucky. And that I attribute my being alive (to) the fact that because of the little hole-in-the-wall we had as a flying field in Reserve--! never (left the airport) without circling it, and gaining a little height. And I just had enough height to get back in the field. A dead-stick landing with no motor, see. Your height governs the distance you can glide if you have an engine failure, or gives you much more latitude in choosing an open spot. (At Reserve, you had always made a policy of doing that?) Always made a policy to get extra height. And to show you how vital it is, to this day. I had a friend, and he owned this Hydra Moth aircraft shortly after the Second World War. He was from Sydney. He had to get his commercial license before he could get with Air Canada. But he had all the time and everything in. And so I said, "Yes, I'll go along." Because I was still fresh away from flying instruction, and, across country, working, whatever-- the whole deal. And, took off from the airport, that's what they call Sydney Airport now. It's still the same place as Dan MacMillan had.... The fellow that owned the flying field originally at Reserve bought all that boggy area that was turned into an airport. Anyhow, this guy wanted to get his commercial license so he could join Air Canada.

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