

## WE HAVE HISTORY

This was David Crombie in 1973:



**The Mayor wants to stop this second airport.**

The fight is far from over. public inquiry. Please mail your People Or Planes requires your contribution to People Or continued financial support to Planes, Box 159, Claremont, meet the cost of the up-coming Ontario.

**How about you?**

As recently as our 2012 celebration of “40 Years of No Airport,” David Crombie reaffirmed his opposition to an airport in Pickering, writing to us:

“The really important fights never seem to be finished. You have to keep on fighting for the causes that really matter, and certainly stopping an unnecessary airport and losing such important farmland is an important fight.

I was Mayor of Toronto at the time of expropriation. Council was solidly on side with Pickering in its opposition to the airport then and I remain so now. In fact, I remember delivering the City of Toronto flag to the women occupying the house. I recall we had to drive across the field in a pickup truck because everything was barricaded off.

I’m sorry I can’t attend your celebration, but I wish POP and Land Over Landings congratulations and all success in your important endeavours.”

**We thank you, David Crombie, for your staunch support all these years.**

## CROMBIE TO LEAD GREENBELT PANEL



Former Toronto Mayor David Crombie, right, newly appointed leader of the Coordinated Review of the Greenbelt Plan, joins fellow panelists at the McMichael Art Gallery in Kleinberg on Feb. 27, at the Review launch.

LOL was there!

Photo by Gabrielle Untermann

## OFT FORUM: AMERICAN FARMLAND TRUST, PARKS CANADA ON THE ROUGE NUP, AND LOL

With its mission of “Protecting Farmland Forever,” the Ontario Farmland Trust is an NGO that’s singing our song!

Growing out of Guelph U.’s Centre for Land and Water Stewardship, this agriculture conservation group is a respected body that hosts an exceptional, sold-out forum annually. The 2015 event promises to be the best yet, with keynote speakers from the American Farmland Trust in California and the Bureau of Farmland Preservation of Pennsylvania’s Department of Agriculture, which to date has permanently protected 500,000 acres of farmland – the largest program of its kind in the U.S.



On March 27, for the first time ever, the Forum is being held in the Eastern GTA, in Oshawa. Land Over Landings will be participating on a panel discussing “Tools for communicating the importance of farmland preservation,” while key players in the creation of the Rouge National Urban Park will discuss farming in a park.

For full details and to register, go to <http://ontariofarmlandtrust.ca/get-involved/events/annual-farmland-forum/2015-farmland-forum/>

## 43 YEARS – AND STILL COUNTING !!

### ROUTINE PROCEEDINGS

#### AIRPORTS

##### ANNOUNCEMENT OF SITE FOR SECOND TORONTO INTERNATIONAL FACILITY

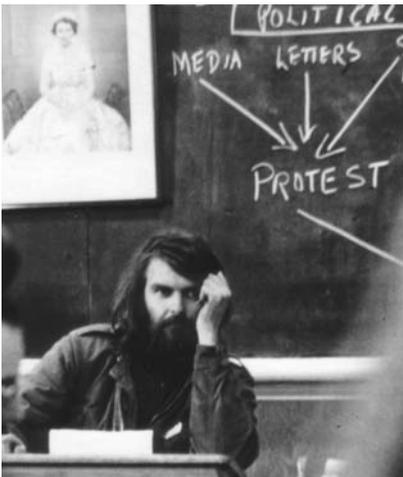
**Hon. Donald C. Jamieson (Minister of Transport):** Mr. Speaker, the same statement as the one I am about to read to hon. members is being made at this hour by the Honourable the Treasurer of the province of Ontario in the legislature at Queen's Park.

The government of Canada and the government of Ontario have agreed that a new major airport will be located in Pickering Township just to the northeast of Toronto. This site is roughly between a line just north of Highway No. 7 in the south, north to the Uxbridge-Pickering Township boundary and between the Little Rouge Creek on the west and East Duffin Creek on the east. As a co-operative venture, lands will be acquired by the federal government for the airport site and by the provincial government for the immediate surroundings.

The choice of a site northeast of Toronto has come after an exhaustive federal-provincial evaluation since 1968 of 59 potential airport sites in the area within a 50-mile radius of Metropolitan Toronto.

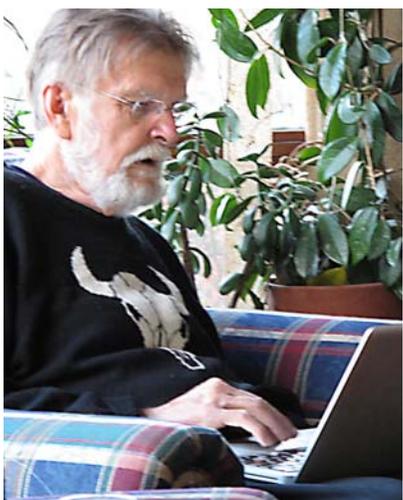
It has now been decided that for a number of compelling reasons, the Pickering Township site is more suitable than any of the other sites studied. In the first place, it is an excellent site, consistent with safety and other aeronautical considerations.

Second, it is also the closest site to Toronto of all the proposed sites and, therefore, provides the...



On March 2, 1972, the announcement above was delivered in the House of Commons. Hansard recorded it under "Routine Proceedings"! There was nothing routine about it for the hundreds of families who would lose their homes and land because of it. The news filled many pages of Toronto's papers, as did news of People or Planes, the grassroots movement that sprang up overnight to fight the airport plan.

Bill Lishman, artist, inventor, and flyer with birds, is shown at a POP strategy meeting in 1972 (top). He's still fighting the airport four decades later, as a member of Land Over Landings. His most recent salvo can be found in a limited-edition book, *The Oak Ridges Moraine From Above*, a collection of his stunning aerial photos and a salute to the beauty and importance of the Moraine. Part of the Moraine is within the boundary of the airport lands and still under threat of an airport or "economic development."



### Food for Thought

"Pickering [airport] could never have been started if the public had known how the forecasts were compiled, how the site was chosen, and what the planners, consultants, and politicians were saying to each other in private papers."

~ Walter Stewart, *Paper Juggernaut: Big Government Gone Mad*, p. 182

### THE NEW BUTTONVILLE

We've been saying it for decades: No Pickering international or regional airport needed! Now we can add: no Pickering mini-airport (for when Buttonville closes) needed either. It's already here – in Oshawa!

Oshawa Airport manager Stephen Wilcox says most B'ville-based aircraft plan to relocate to Oshawa, and that 30-40% are already doing so. Aviation businesses based at B'ville are also choosing Oshawa. Itinerant traffic will too, once B'ville closes.

With Oshawa taking off, with the Seneca Flight School (which had accounted for nearly 1/4 of B'ville's traffic) now based at Peterborough, and with other local general-aviation airports eagerly preparing for growth, the myth that a B'ville replacement is needed at Pickering can be put to bed.

More tax revenue, new local jobs, more landing fees, more fuel purchases... York Region's loss is Durham Region's gain. And the Pickering Lands can remain farmland forever!

### Land Over Landings Because food is a GROWING concern!

[info@landoverlandings.com](mailto:info@landoverlandings.com)

[landoverlanding@gmail.com](mailto:landoverlanding@gmail.com)

[www.landoverlandings.com](http://www.landoverlandings.com)

905-649-2433

