

# THINK HEART ATTACK FATAL TO PILOT ERE PLANE CRASH

"It Shows Flying Is Young Man's Game," Chief Coroner Says

## PLANE FELL IN BAY

Andrew Hebert, 36, of Arlington Ave., whose plane nose-dived into the ice of Toronto bay yesterday, "in all probability" had a heart attack at the controls and never knew what happened to him. This was the opinion of Chief Coroner Dr. Smirle Lawson today.



ANDREW HEBERT

Chief coroner Dr. Lawson said, "I believe he had a heart attack." The result of this autopsy is very important. It shows that flying is a young man's game. If that chap had been only 25 it would not have happened. The strain was too much for him. Our finding would seem to indicate that when a plane is carrying passengers it should have dual control with two pilots. Following an inquest, I am going to submit our findings to the attorney-general. A similar fatality might occur to many a pilot nearing the 40-year age.

In all probability Hebert had an attack in the air which caused him to lose control. Apparently the amount of flying he had done during the day overtaxed his heart. Hebert was told by R.C.A.F. recruiting officers that he was too old for acceptance unless he first obtained a civil pilot's license. Eager to get into the R.C.A.F., Hebert was making his last solo flight in a light Stinson airplane before getting his license when the accident occurred. "He was flying at about 3,000 feet, cruising along nicely at about 85 miles an hour," said Donald Fry, Glenview Ave., who was piloting another plane nearby. Suddenly Hebert's right wing dipped, and the plane began dropping in a vertical dive. "It must have hit the ice at about 175 miles an hour," he said. "It smashed a five-foot square hole in the foot-thick ice."

The fuselage and engine were brought to the surface at 4 p.m. yesterday by lifesavers, assisted by about 20 spectators, using grappling irons. The body was recovered in 24 feet of water. Lifesavers drew it on a sled over the ice to the mainland. Hebert was married and lived on Arlington Ave. for five years. According to his landlady, Mrs. G. N. Ryan, the flier had a "premonition that something would happen."

"He told me about it in the morning," Mrs. Ryan said. "I suggested that he had better not go flying today but he said, 'Oh, it's a nice day, I guess I'll go.'"

"ENTERTAIN COMPETITORS" "If a little more money were spent on entertaining competitors it would be necessary to spend less money on entertaining customers," declared D. H. Pollitt. He was speaking on "merchandising policies for the manufacturer" in the fourth lecture of a series of 10 arranged by the Advertising and Sales club and the University of Toronto.

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# CRASH THROUGH ICE ON BAY KILLS PILOT



Student-pilot Andrew Hebert, 36, of Arlington Ave., died Tuesday when the light two-place Stinson 105 he was flying crashed into Toronto Bay off the Queen City Yacht club. The remains of the trim machine are shown in this Star photo. So great was the impact the wings were folded back parallel to each other. Wreckage was scattered for 300 yards. The flier's body was recovered late in the afternoon.

# Freedom Above Life Itself To Wandering Czech Exile



CAPT. ARTHUR GUTH AND MRS. GUTH

A day before the German army marched into Prague, late capital of Czecho-Slovakia, Capt. Arthur Guth of the Czech army got away with his wife, Gizela. Until last March Guth and his wife were in Rumania, where the captain had been helping the Rumanians found a new armament and armament-optical industry. He had brought with him numerous plans and models and these were soon demanded by the Germans. He refused to surrender them, he says, was tipped off that they would be seized, so he and his wife packed them in cases, loaded them into a milk wagon and drove them through the streets of Bucharest to the French embassy from where, by diplomatic privilege, they were shipped to Paris. Guth never saw or heard of them again. When the collapse of France was apparent, Guth was himself in Paris and joined the long lines of refugees

running toward the south. He says that he personally had no trouble getting gasoline along the way, nor did he see any refugees bombed or machine-gunned, although there was utter confusion.

"French Were Sold" "The French were definitely sold out by their leaders and these leaders were hamstrung by the industrialists of France," he says. "I saw Weygand's army in Syria and it was a fine show, well drilled and well equipped. The French army in France itself was inferior in both morale and gear."

"It was inferior because the industrial leaders of France insisted that the army use only French-made equipment and this equipment was not up to its job. The great drive through France and the Low Countries was made with Czech equipment." From Biarritz, Guth eventually got away to Casablanca, in Morocco, with a shipment of machinery with which the French hoped to start making planes in their African possessions, but Guth was sad to find a spirit of defeatism in Morocco. 6,000 Refugees at Lisbon

Canada had no minister in Morocco and the British consul, although realizing Canada would not honor permits granted by him, nevertheless gave such a permit to Guth... a permit to enter Canada. With this he applied to the U.S. minister for permission to reach Canada by way of the U.S.A. This official realized the one paper Guth possessed... the British permission to enter Canada... was worthless, but granted a U.S. transit visa anyhow. Guth then reached Lisbon, stayed awhile among 6,000 other refugees, then got away for New York on a Greek ship. In December he and his wife were Toronto-bound when the immigration inspector at Fort Erie turned them back. The unofficial permit issued in Morocco had now run its course. Guth was turned back to Buffalo where U.S. officials gave him an added month of grace and he spent that in Cleveland appealing to Ottawa for permission to enter Canada. This was granted this week.

"So we are," he smiled, "broke... a little weary and empty of plans. But this is a land of freedom and no one on all this earth can value his freedom until he has lost it. You Canadians must never

# "Remember, Drive Carefully" P.C. Is Now P.O. Fred Young

Pilot Officer Fred Young, former Toronto policeman, is home on leave today after passing his final examinations for navigation instructor in the R.C.A.F. He graduated from a class that included three professors, a Rhodes scholar and several with Ph.D. degrees.

Young, who attended the University of Western Ontario and later obtained a teaching certificate, joined the Toronto force as a constable. He did the every-day duties of a police officer, but soon was placed in charge of the accident prevention bureau, directing a campaign for safer and saner driving. He spoke daily on C.B.L. in connection with the campaign. In a few days he will leave to take up his post at Dauphin, Man. "It's a great life," he said, admitting a gain of 15 pounds. "I met many of the fellows I knew in my football days."

There are no gaps between classes in the R.C.A.F. As the class Young graduated in was marching out the gates at Rivers, Man., the incoming class was marching in. They stopped and shook hands as many of the graduating class renewed friendships. Among these was Dr. Peter Millman, lecturer on astronomy at the University of Toronto, who conducted The Star's astronomy column until he joined the R.C.A.F. The professors in the graduating class were John Heard of the University of Toronto, John

Morton of Hamilton, and Andrew Guinand of an Australian university.

**HELD AS EXTORTIONIST** Washington, Feb. 5—(AP)—The federal bureau of investigation announced last night that James David Thompson, 24, night club waiter, had been arrested at Philadelphia on a charge of attempting to extort \$8,500 from Betty Grable, motion picture actress.

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