



# CHILDREN'S NEWSPAPER

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FOUNDED BY ARTHUR MEE

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## Airfields 'Mid Greenland's Lofty Mountains

### WEATHER MEN ON THE ICE-CAP

IN the not-too-distant future commercial airways will be passing over Arctic regions as the quickest way between many great cities. Then the provision of emergency landing-places among the icy wastes will be necessary. Something has been done already to prepare for this.

As part of the Allied strategy in the Atlantic 25 American airmen and scientists lived on Greenland's mountainous ice-cap during the war. The story of their life and adventures in Greenland's interior is another testimony to the intrepid and dangerous enterprises in the war.

Greenland was useful to both sides in the Battle of the Atlantic as the site of weather stations. Both Germany and America "occupied" positions on the southern coastline, and America expected that the Germans would make airfields on the ice as possible "take off" grounds for bombing the eastern coast of the United States.

#### Attacking the Slopes

An American task force landed at Comache Bay in 1942, and built two small buildings as a base—a kitchen-dining-room-storehouse, and a sleeping shed. Behind the beach stretched the high icy ground leading to the interior ice-cap. Motor toboggans were tried on the slopes and failed to grip. The heavy dog-teams laden with supplies slithered backwards and were quite unable to make progress.

Attacking the slopes on skis, and with light dog-teams, the expedition succeeded in penetrating for 16 miles across the ice-cap and established one weather station. To this "spring board" in the ice several hundred tons of supplies were brought on specially-built vehicles with skis, and many tons were lifted up the slopes by winches.

The rugged face of the ice-cap proved impassable to mechanical vehicles, although aeroplanes fitted with skis were able to take off along smooth patches of snow.

But the main reconnaissance work had to be done on foot. The five-days' expedition on to the ice-cap to discover a suitable station accomplished only 70 miles and took the party up to over 7000 feet. But the return journey took only two days.

#### Mighty Winds

Two days later sledges were loaded with 1700 pounds of house sections and stores. Forty miles out the front part of a sledge broke, but in answer to radio messages a spare part was brought up to the expedition in two days. There, on the dome of the ice-cap, the expedition set up its weather observatory and began sending radio signals to shipping and aircraft in the North Atlantic. Throughout the winter of 1943 strong winds howled through the huts and tents, often as fierce as seventy miles an hour, and increasing to 125 miles an hour. Driven snow, ice particles, swept into the faces of the scientists as they worked at their instruments, and the excessive wind seemed to suck away the breath from the workers' lungs.

In the spring and summer of 1944 further expeditions were made into the Greenland interior to explore for suitable airfields. As the ice-cap gets higher, the smoother surface provides excellent possibilities for airfields with only two drawbacks—the height, and changing surface conditions. Planes with skis are necessary, for the fields are at the mercy of snowstorms.

These wartime adventures proved that the inland ice-cap of Greenland could be used permanently for weather observation, and they have prepared the way for future airfields. But supply lines from the base, 140 miles away at the coast, would be needed to keep them established, and life at ten thousand feet on the exposed ice-plateau would be lonely and harsh. Not a single station is now working there, however, although there are many on the coast.

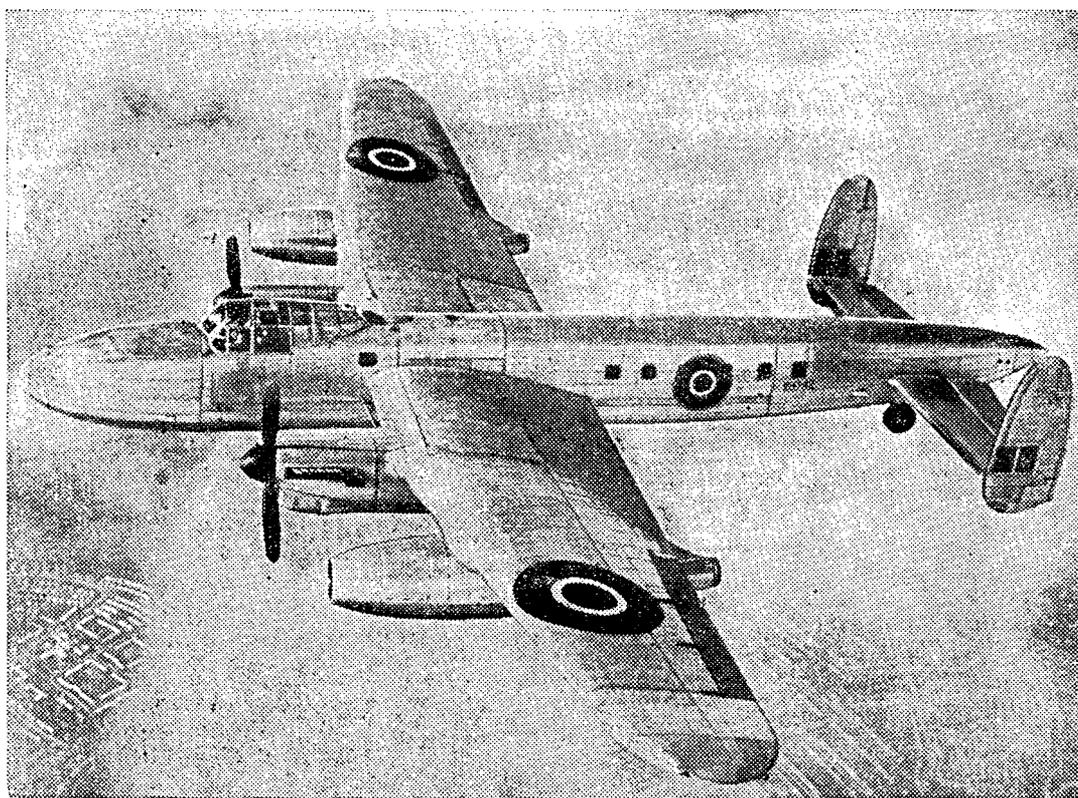
### AN EDITOR IN ARCADIA

LEON MENGE, of Arcadia, Pretoria, Editor of the Children's Club Magazine, is probably the youngest editor in South Africa, for he is just 11 years old. He is in the Fourth Form of the Arcadia Primary School.

The circulation of his magazine is round about 400 and he hopes to reach the 1000 mark soon. The magazine is sold at 2d, and the proceeds are handed to the Pretoria Cripples' Home.

Leon Menge has been an ardent journalist for some time,

## JET POWER FOR GIANT PLANE



This Lancastrian is the 'world's first passenger-carrying jet aircraft. It takes off with all four engines, but when height is attained the two piston engines are stopped and it continues on the outer jet engines alone, as seen in the picture. It recently flew from Paris to London in 41 minutes.

### Farewell Romance!

A ROMANCE has gone. Born in British Columbia, it has been dispelled by the British Museum.

On the banks of the Frazer River, strange marks, like writing, appeared on some stones. Could they have been inscribed by the followers of the chieftain who, according to Welsh legend, sailed with 900 men into the sunset in the year 1077? But authority says, No; not only because there is nothing to support the supposition that an expedition that had to cover 3000 miles of sea before walking another 3000 miles overland to reach the Frazer River ever got there; but because the strange markings are not like those of the old Welsh alphabet. Professor Macalister, who is the highest authority on what is known as the Ogham Welsh Runic writing, says they are not, and his declaration is

supported by Dr H. J. Braunholtz of the British Museum.

But something yet remains of romance for anyone who will look up the story of Runic writing and its strange travels. It was the oldest form of Germanic writing, and probably was founded on the Greek and Roman alphabets, the Roman for choice. It spread widely and found a second home

**\*X MRA RINE MRA RINI \***  
Runic writing

in Denmark, thence to Norway, Sweden, and to Britain.

In Britain was its golden prime. For five centuries it was the script, and the knowledge which enables interpretation of its characters came from the Anglo-Saxon manuscripts of pious men, the chroniclers and monks. When Canute came to conquer England he would have known it well, even if, like most monarchs in those times, he had not been able to read. He would have seen it not only on crosses, but on stone monuments on which the names of warriors were written in the Runic angular characters.

There are many such Runic inscriptions known. His own name might have found a place on one of them—and so might the resounding name of Prince Madoc ap Owen Gynedd, if indeed he had stayed to live and die in his own country instead of becoming a legend of adventure across the seas.

### - TWENTY YEARS AFTER

#### Jack Miner's Geese Come Home

THE three sons of the late Jack Miner, Canada's famous bird-lover and naturalist, have this year caught several geese on which their father had fastened bands and released some 20 years ago at his Sanctuary at Kingsville, Ontario. On each of the birds' bands was the date of the original banding, Jack Miner's address, and a verse of Scripture—his unique way of spreading the Gospel.

Jack Miner was the pioneer in Canada and the US of establishing bird sanctuaries in each Province and State and of banding waterfowl to find out more about their habits—how long they live, whether they return to the same sanctuary, their route of migration, and so on.

He collected a vast amount of information about the migration of wild ducks and geese, and last year US authorities sent two biologists to make a survey of Jack Miner's extensive files. The result of their study has been printed in a booklet which gives the fullest records yet obtained of the flight of North America's wild geese and ducks.

Jack Miner was a pioneer in other ways at his bird sanctuary. He believed in feeding birds artificially to protect them. "Is it not as sane to feed to protect," he asked, "as to feed to shoot?"

#### Pick of the Bunch



A young worker in the vineyards at Frascati, near Rome.