

november - december

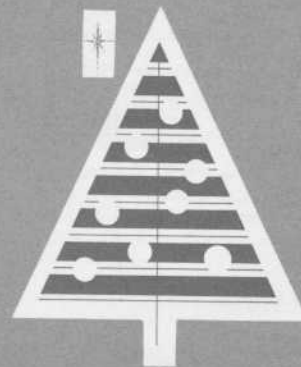
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COVER

One of two DC-3's extensively modified for ice survey work sets out on reconnaissance duty in eastern and northern coastal regions. (Story on page 6).

COUVERTURE

Un DC-3, spécialement outillé pour faire l'étude de la formation des glaces, part en tournée d'exploration le long du littoral canadien.

Editor Yvonne McWilliam
Rédacteur français Edouard Deslauriers

THE DOT is a Department of Transport staff magazine published under the authority of the Minister, Hon. J. W. Pickersgill, by the Information Service Division.

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ROGER DUHAMEL F.R.S.C., QUEEN'S PRINTER AND
 CONTROLLER OF STATIONERY, OTTAWA, 1966
 ROGER DUHAMEL M.S.R.C., IMPRIMEUR DE LA REINE
 ET CONTRÔLEUR DE LA PAPETERIE, OTTAWA, 1966



MRS. YVONNE McWILLIAM

As a product of the personality, energy and skill of its editor over the past five years, *The Dot* has reached enviable stature as a staff magazine.

Among indications of its success are the growing list of persons outside the D.O.T. family who receive the publication by special request, the frequency with which newspapers "scalp" its pages for their own use, and the outspoken admiration of professionals in the field, some of whom paid the further compliment of imitation.

Yvonne has retired, but not to rest! She is resuming her role of full time Ottawa housewife and mother, looking after a husband and two lively girls, aged five and three.

She takes with her not only happy memories of D.O.T., of which she assured us when she left, but our thanks and best wishes for the future.



Christmas 1966 provides us all with an opportunity to pause and take stock of a country now reaching maturity.

We are on the eve of this great nation's 100 anniversary. Canada has sprung from small isolated outposts clinging to the coasts of North America into a dynamic young country. With 100 years of experience behind us we can now look to a bright future of rapid growth based on our wealth of human and material resources.

Everyone associated with the Department of Transport can take pride in the contribution the department is making to the growth of the nation. Without transport—sea, land and air—Canada would not exist.

As we move into the second century of Confederation in Canada, the world is moving into a new era in transport and communications. Everyone sharing in the responsibilities in this era and under new policies can look to new horizons.

Merry Christmas and a Happy New Year.

A l'occasion de Noël 1966, il convient de nous arrêter un moment pour faire le bilan des réalisations d'un pays qui atteint à sa maturité.

Nous sommes au seuil du centenaire de notre grande nation. Les petits postes isolés disséminés sur les côtes de l'Amérique du Nord, d'où a jailli le Canada, ont donné naissance à un jeune et dynamique pays. Forts d'une expérience vieille de 100 ans, nous pouvons maintenant envisager un brillant avenir caractérisé par une expansion rapide fondée sur nos immenses ressources humaines et matérielles.

Tous les membres du ministère des Transports peuvent s'enorgueillir de l'apport du Ministère à l'expansion du pays. Le Canada ne saurait exister sans ses services de transport maritime, terrestre et aérien.

A l'aube du deuxième siècle de la Confédération canadienne, le monde entier s'achemine vers une nouvelle ère dans le domaine des transports et des communications. Des horizons nouveaux s'ouvrent à tous ceux qui assument des responsabilités dans ce domaine et à qui incombe la mise en œuvre de nouvelles lignes de conduite.

Je souhaite à tous un Joyeux Noël et une Bonne et Heureuse Année.





*This year, on the holiday occasion,
I send greetings to all departmental employees
but, in particular, offer my full
gratitude and good wishes to the families,
whether wives, children or parents,
of departmental employees.
Your support is an essential part
of the success of all our departmental
efforts.*

*Cette année, à l'occasion des Fêtes,
je formule des vœux à l'intention de tous
les employés du Ministère, mais je désire
en particulier exprimer toute ma reconnaissance
et mes souhaits les meilleurs à leurs épouses,
enfants ou parents.
Votre appui est essentiel au succès
de toutes nos entreprises.*

J. R. Baldwin





Thoughts of a Lightkeeper's Wife

On "The Light" Before Christmas

*'Twas ten days before Christmas and all through the night
Snowflakes danced in the rays of Cape Croker's big light.
Santa jingled his bells up at the North Pole
While I scanned the road full of drifts and potholes.*

*The wilderness road that would take us from here
Had ruts deep enough to gulp Santa's reindeer.
December was up to its usual tricks
And I thought, with a sigh, "We are in a fix!"*

*I sprang from my chair to view Georgian Bay—
The season's last freighter was passing our way.
There was one thing to do ere the end of the year—
Close up the station and get out of here.*

*Then in a flash, while the fog-horn did clatter,
I saw just the way to settle the matter.
All it would take—now, what was that word?
What we needed was a whirly-bird!*

*A 'chopper to sky-lift us over the bluffs
To avoid all the drifts, the potholes and ruts.
Oh for a helicopter, Saint Nicholas, please—
So we can be home for Christmas Eve!*

Mrs. Juanita Bourke,
Cape Croker Lightstation
Warton, Ontario.



Ice Survey Program Keyed Up To Five-Million-Dollar Tune

Two Douglas DC-4 aircraft with a range of more than 2,500 miles plus safety fuel reserves and a unique assortment of domes and blisters protruding from their fuselages constitute the Meteorological Branch's \$5 million answer to many of the problems posed by aerial ice reconnaissance responsibilities.

That is the price-tag of a five-year contract for Kenting Aviation Limited, Toronto, to supply the modified aircraft, avionic equipment, flight crews and maintenance. The department, of course, provides the necessary trained ice observing specialists.

Ice reconnaissance has been among Met's specialties since 1957, when it was made responsible for providing such services in support of shipping in ice-congested waters of the eastern Canadian seaboard, sub-arctic and arctic waters. Through operational trials and an intensified training program, Met's ice reconnaissance unit has developed personnel, equipment and procedures which made it one of the world leaders in this field.

Introduction of the faster, longer-range aircraft is expected to greatly facilitate ice reconnaissance of the enormous region involved and to increase the flying safety margin. The greatest frequency of unfavourable landing weather conditions usually occurs at northern airstrips during the periods when ice reconnaissance is especially important. Thus a returning reconnaissance aircraft may have to fly long distances to reach an airstrip with suitable landing conditions.

Extensive modifications give the planes a strange look. The forward portion of the fuselage is topped by a transparent oval-shaped dome canopy which shelters the main observing position.

Both rear sides of the aircraft's body bulge with huge transparent blisters through which the observers survey the ice conditions below. Under the belly protrudes a large rubber radome which houses the radar antenna. The metallic structure of the doppler radar aerial can be seen to the rear.

The interior bears little resemblance to that of a conventional airliner. Instead of neatly-aligned rows of seats, the space is occupied by numerous cabinets housing what looks like an elaborate laboratory. There also is office space, a galley, and a rest area with bunks. The storage area carries an impressive array of engineering tools and spare parts including one complete spare engine and a mountain of survival equipment, clothing, and rations in case the aircraft should be forced down somewhere in the Arctic wasteland.

Right behind and above the pilots, sits the principal visual ice observer. He is the key man and is responsible for mapping the ice as observed along the path followed by the aircraft. His eyes are constantly scanning the area around him, assessing such sea-ice features as coverage, size of individual pieces, age, and topography. Directly in front of him and slightly below eye-level are arrayed the instruments of his trade: 24-hour clock, true heading indicator, radar altimeter, radar scope, doppler position indicator—even a closed circuit television monitor system which enables him to observe the ice directly below the craft or at close range through the magic of zoom lenses. The television monitor extends the range of visibility beyond that of the human eye under certain conditions of atmospheric obscurity.

The electronic and navigational console bears some similarity to those found in the control room of any radio broadcasting station. It is manned by the radar ice observer, a navigator and an avionic technician who also assists the navigator.

A radar ice observer works in close coordination with the main visual ice observer. His primary task is to keep a continuous and accurate plot of ice limits and water features as observed through radar regardless of the visibility conditions. His position at the console is equipped with approximately the same instrumentation provided at the visual station.

An overall precision navigation system provides a high degree of position accuracy, so necessary in the charting of ice conditions as well as enabling the aircraft to rendezvous with ships requiring tactical support.

The navigation equipment itself is among the best available anywhere. Its operation is based on the measure of speed against time along a certain course, supplemented with highly sophisticated electronic parameters. Doppler radar provides accurate ground speed and drift angle information. This information is displayed and then fed into a computer which translates the data into actual geographical position co-ordinates. To minimize the consequences of equipment failure, each component is installed in duplicate.

During a mission, all crew members are kept in constant communication with one another through an intricate inter-communications system. Outside communication with ships,

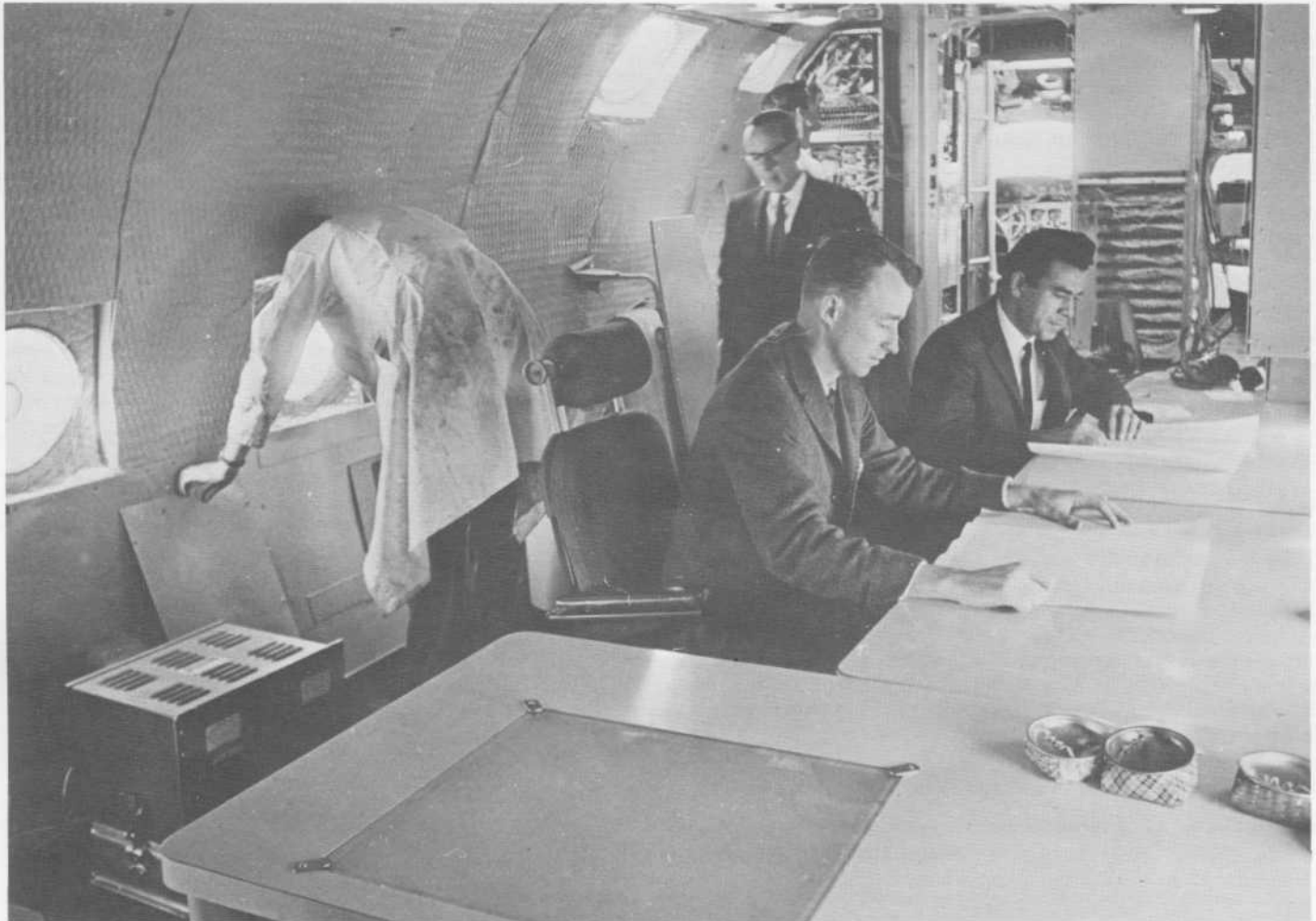
ground stations or other aircraft can be originated from any of the main positions.

Flights frequently are of long duration. Sorties up to 12 hours are common and at certain seasons Arctic reconnaissance involving up to 20 hours of flying a day for three to five consecutive days have become routine. Thus the crew must be large enough to take shifts: a minimum of three pilots, a navigator, an avionic technician, two engineers and four ice observers form the standard crew. The ice observers rotate at their appropriate tasks for shifts of approximately two hours each.

The two planes will make routine reconnaissance of the entire eastern and northern shoreline as well as a good deal of the seaway and great lakes. Two smaller aircraft will be chartered to supplement the work of the two DC-4's in the great lakes, the seaway and the approaches to Goose Bay.

Much of the ice observer's service to shipping is immediate-prompt information to Canadian Coast Guard icebreakers on ice conditions when navigating in ice-congested waters. Among other aspects of this service is that of establishing the average data of ice formations and recession in specific areas. Through this information, it will be possible to set navigational seasons in the far north as well as determine ice conditions surrounding potentially strategic harbours.

As an unusual "fringe benefit" service, the observers report the numbers of whales, seals and other mammals sighted. This information is passed along on a confidential basis to the appropriate government agencies.



Technicians make final examination of the first of two DC-4's to go into service while E. Stashyshyn, supervisor ice observer (left) and Ice Observer John Clarey check their charts.

RETIREMENT?

Not in a Lifetime!

Meteorology still plays a large role in the life of Dr. Andrew Thomson, O.B.E., Toronto, who, although he retired in 1959 as Dominion meteorologist and director of the meteorological branch, still maintains numerous scientific contacts throughout the world.

In Ottawa recently to attend meetings of the associate committee on geodesy and geophysics sponsored by the National Research Council, he made many perceptive comments about last winter's "busman's holiday" to observe at first hand the various weather services in South America.

He went mainly because, he said, information was scanty and he was curious to learn something about arrangements where, instead of Canada's single weather service, each country has from three to six services. These may include services run by the army, airforce, department of agriculture, department of water resources, and another subscribed to by commercial airlines.

In Brazil, the navy is responsible for observing stations on the coast; stations in the interior are under the department of agriculture and the air force operates the upper air stations. Directors of these services meet each month or so to discuss their responsibilities.

Despite the multiplicity of services, total government expenditures on meteorology in South America are extremely small in comparison with the Canadian weather budget.

Telecommunications facilities are generally poor and there are only 10 radiosonde stations on the entire continent.

At Guatemala, where he began his visit, the meteorological service has an annual budget of \$63,000. At Bogota, Columbia, an expenditure of approximately \$1,500,000 may be undertaken by the United Nations to reorganize the meteorological service. In Ecuador, the U.N. already has spent more than \$1,000,000 in building a climatological and hydrological service and hopes to set up a forecast office at the Quito airport.

Dr. Thomson spent some time with the weather service in Peru and at Santiago, Chile, where the U.N. has been successful in reorganizing the weather service with the aid of a grant of more than \$1,500,000 spent over a number of years. Assistance also was provided through a gift from the United States.

Canada's meteorological service is highly regarded in South America, reports Dr. Thomson, and a number of officials expressed the wish to have professional staff trained in this country. While Canada trains a good number of technicians and professionals from Commonwealth countries, there is, however, no program for providing such training to the people of South America.

WE GOOFED!

Remember "Assignment Trinidad" in our August issue, the story of Meteorologist A. J. Shah, who had been seconded for some three years to Trinidad? And remember the picture which accompanied the story?

It was a picture of Mr. Shah, all right, but not the one in the story. The picture of the gentleman in question appears **below**.

The man whose picture appeared in the August issue, if you're still with us, is that of Dr. G. M. Shah, an atmospheric physicist who has carried out research in ozone and twilight sky illumination in India under the well known scientist Professor K. R. Ramanathan. He was here on a fellowship from 1964 to last August, doing research at Met's atmospheric research section in Toronto. He evidently liked it here, for he applied to come back to a permanent position with his family and an offer has been made to this extremely well qualified scientist. He is expected to initiate and head a research program on airglow and aurora in the atmospheric research section.



A. J. SHAH

Dancing Her Way Through Europe

Aileen Ormsby, home this summer for a holiday with her parents, St. John District Marine Agent and Mrs. E. O. Ormsby, has returned to Vienna. She is currently under contract to the Raiamund Theatre in the Austrian capital.

Plies, battements and arabesques may not convey anything to the uninitiated, but to those who have studied the dance, it is the language of ballet.

Twenty-five-year-old Aileen always loved dancing, but didn't begin studying until she was 16, which is "late in life" as far as ballet is concerned. The Ormsby's were living in Port Arthur at the time and Aileen had a friend who took lessons and interested her.

Aileen took her first lessons in Toronto from Betty Olliphant, who now heads the National Ballet School. After several years of hard work and practice, Aileen went to England where she continued her studies and joined the corps de ballet of several travelling companies.

Originally going to study, she stayed on because there's more work for dancers in England and Europe than in Canada.

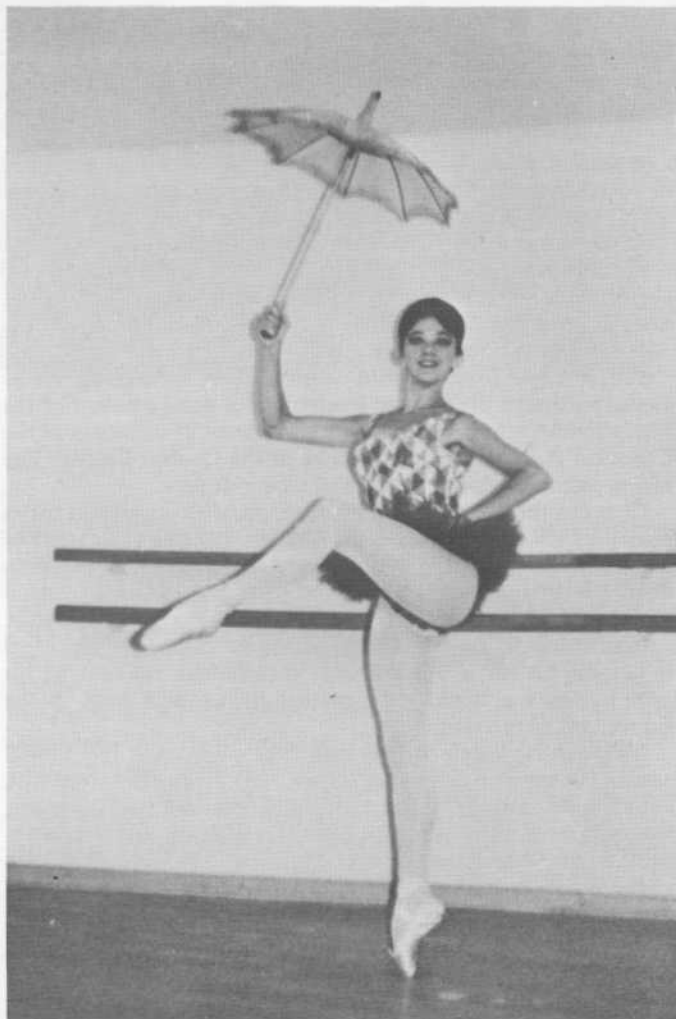
"It is getting harder every year to become a ballet dancer—there are better trained, more attractive people coming up all the time" she says.

She has danced modern, jazz and classical ballet and has performed in operettas, operas, musicals and classical ballets. On occasion she also sang in some of the productions. She has appeared in ballets from Daphnis and Chloe to Swan Lake, operettas such as the Bartered Bride and the musical "How to Succeed in Business Without Really Trying."

"Some classical dancers look down on dancers like myself who don't do only classical work", says Aileen, "but I enjoy what I do and that is the main thing."

She has performed in England, Monaco, Sweden and now in Austria.

"I love travelling and learning languages," said Aileen, who can speak French, German and Swedish. When touring with a company she spends the late morning and early afternoon rehearsing and the late afternoon sightseeing. The usual mode of travel is by bus and this is when she pursues her only hobby, knitting.

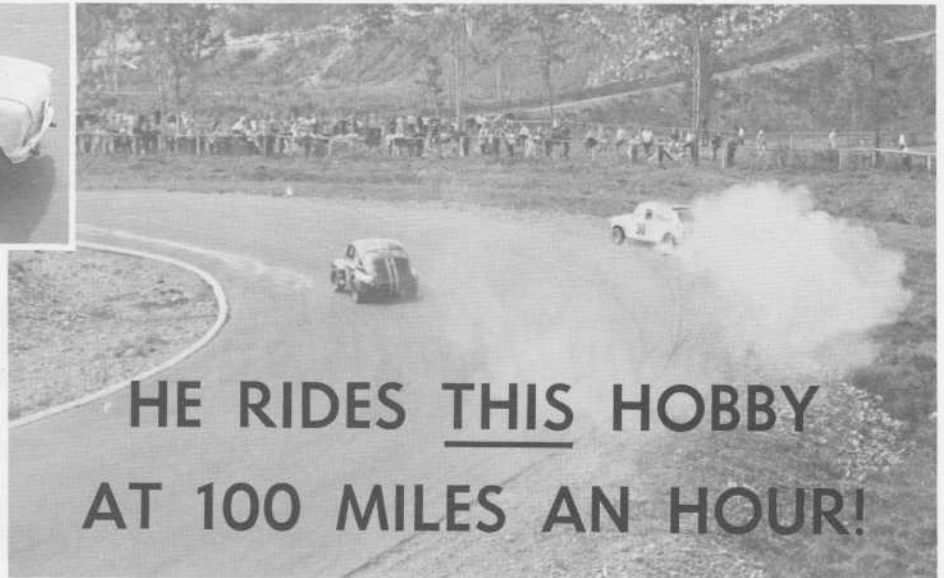


Aileen Ormsby, daughter of Captain E. O. Ormsby, Saint John district marine agent.



Ted Powell is driving car 30, above, at the moment of impact from a supercharged Volvo which spun it off the track. Having kept control of the car in evading tree stumps and other obstacles, right, he drives back onto the track split seconds later.

Ted Powell est au volant de l'auto 30, ci-dessus, au moment de la collision avec la Volvo. Sous le choc, sa voiture est projetée hors de la piste. Il conserve la maîtrise, et, après avoir surmonté les obstacles sur son chemin, à droite, il revient sur la piste quelques secondes plus tard.



**HE RIDES THIS HOBBY
AT 100 MILES AN HOUR!**

A speeding car bumped Ted Powell's sedan racer and sent it careening off the track at a 100-mile-an-hour clip. Scant seconds and much skilled driving later, he manoeuvred his 1275 c.c. Austin Cooper "S" back off the gravel shoulder, still very much in the running.

It was an example of the cool nerve and efficiency developed in four years of off-duty racing by the superintendent of programs in D.O.T.'s Telecommunications and Electronics Branch.

Auto racing today is an exciting and popular sport, not just for the drivers themselves but for spectators. A recent race at the Circuit Mont Tremblant, St-Jovite, Quebec, where Ted Powell does most of his driving, drew a crowd of 56,300—more than any other sports event in the province.

Ted is active in association work as well as driving. He is vice-president of the Quebec Region and a past-president of the Motorsport Club of Ottawa, which is one of 25 members of the Canadian Automobile Sport Clubs in the Quebec Region. The region includes about 170 licensed racing drivers.

Club members race mainly for trophies, with occasional token payments toward expenses of the winners. Ted has a fair share of trophies and a number of extremely flattering press clippings about his driving feats. He is currently runner-up in the regional championships and tops his own club for the third year in a row.

In addition to driving Ted is, of course, extremely interested in keeping his car in perfect running condition. He does all his own mechanical work, ably assisted by his wife both in the garage and at the race track.

Although he began driving only four years ago, Ted Powell cannot remember a time when he was not closely associated with automobiles. His father, a mechanical engineer and inventor, was once a test driver for such early giants of the motor industry as R. S. McLaughlin and Henry Ford. He tells fascinating tales of the old days when he used to drive a Model T at full speed, with a man standing on each running board to keep the chassis from falling apart.

Born in Quebec City, Ted grew up in Jamaica where his father went to manage a family bread business. There always were several cars around the home, however, and Ted helped his father to keep them in shape and test them from time to time.

Next move was to England, where he took a degree in Electrical Engineering from Faraday House Engineering College. The cars were not forgotten, however. For some time he worked in the pit for Freddy Dixon, a famous racing driver of the era, at the renowned Brooklands track in Surrey.

The Second World War arrived about the same time as Ted's graduation and he spent the next six years as aircrew in the Royal Air Force. After the war he worked for some years with the Philips electronics group of companies and then worked as a regional engineer for the Government of Malaya until that country's independence in 1957. A world-wide tour convinced him that the land of his birth offered the most promising future and he came to Canada to live, settling in Ottawa.

Racing has not been permitted to interfere with an extremely active career with heavy responsibilities. Ted was in Geneva for two months early this year, leading the Canadian delegation to a conference of the International Telecommunications Union. He also headed the delegation to the International Civil Aviation Organization's meeting of its Communications and Operations Division at Montreal last October.

He has had other hobbies. At the age of 14, he was a member of Jamaica's small bore team of marksmen engaged in inter-colonial competition. He was runner-up for the Jamaican boy's golf championship and an ardent photographer, but racing is his current fascination.

As a driver, Ted prefers the race track. City traffic makes him nervous because so many drivers are unpredictable. To all motorists he recommends caution and the habitual use of seat belts.

Ted Powell se sent beaucoup plus à l'aise et en sûreté au volant de sa voiture à 100 milles à l'heure sur une piste de course qu'à 30 milles à l'heure dans la circulation achalandée de la ville.

En dépit de la vitesse à laquelle ils conduisent, les chauffeurs sur une piste de course, précise Ted, sont, en général, plus prudents au volant que la majorité des automobilistes sur nos routes. C'est qu'ils sont en tout temps conscients du danger qui les guette et connaissent à fond toutes les règles de sécurité.

**UN PASSE-TEMPS
...à 100 milles à l'heure**



Sai Loong (Happy Small Dragon), a mascot who attends every race, sits among a few of the many prizes Ted Powell has won as a racing driver.

Sai Loong, mascotte qui accompagne son maître aux courses, est photographié au milieu de quelques-uns des trophées remportés par Ted Powell.



Ted Powell does practically all his own motor work. His wife frequently assists him, often working for him in the pit during races.

Ted Powell, mécanicien à ses heures, fait lui-même à peu près toutes les réparations et ajustements nécessaires au moteur de sa voiture. Sa femme se prête également à ce genre de travail et lui est d'un précieux secours.

E. B. "Ted" Powell est surintendant des programmes à la Direction des télécommunications et de l'électronique du ministère des Transports. Depuis sa tendre enfance, il s'est toujours passionnément intéressé aux courses d'autos. Son père, mécanicien et inventeur, fut jadis chauffeur d'essais pour certains magnats de l'auto, comme R.S. McLaughlin et Henry Ford, alors que l'industrie automobile n'était encore qu'à ses débuts. Ted se souvient qu'il y avait toujours quelques autos dans l'entrée de cour de la maison paternelle. Souvent, il montait aux côtés de son père quand une nouvelle voiture était mise à l'essai.

Malgré l'intérêt qu'il a toujours porté à ce sport, Ted ne participe lui-même activement aux courses que depuis quatre ans. Déjà, cependant, il s'est taillé une réputation enviable dans les milieux sportifs et a décroché plusieurs trophées. Il s'est récemment classé bon second dans des championnats régionaux et il demeure en tête de son propre club, le Motorsport Club d'Ottawa, pour la troisième année d'affilée.

Ted est un ancien président du Motorsport Club et est actuellement vice-président des Canadian Automobile Sport Clubs, région du Québec. Cette région compte environ 170 chauffeurs d'autos de course.

C'est à l'ancienne piste d'atterrissage de St-Eugène que Ted a participé à ses premières épreuves au volant de sont Austin Cooper "S". Des bottes de foin servaient à indiquer le parcours sur la piste d'atterrissage. Plus tard, le Motor Racing Club de Montréal a aménagé une excellente piste à St-Jovite. Une

épreuve récente au Circuit Mont-Tremblant a attiré pas moins de 56,300 spectateurs.

Né dans la ville de Québec, Ted a cependant passé son enfance en Jamaïque où son père avait été appelé à prendre en main une entreprise familiale. Eventuellement, la famille s'est retrouvée en Angleterre où Ted a décroché son diplôme d'ingénieur électricien.

Quand la Seconde guerre mondiale s'est déclarée, Ted s'est joint à la RAF. Après la guerre, il a travaillé pour un temps dans diverses succursales de la compagnie Philips, puis il est passé au service du gouvernement de la Malaisie à titre d'ingénieur régional jusqu'à la proclamation de l'indépendance de ce pays en 1957. Il s'est convaincu au cours de ses nombreux voyages de par le monde que son pays d'origine semblait renfermer les plus riches promesses d'avenir. Il est donc revenu au Canada et s'est établi à Ottawa.

Ted n'a tout de même jamais laissé son enthousiasme pour les courses nuire à sa carrière et aux lourdes responsabilités qu'il assume au ministère. Au début de cette année, il a séjourné deux mois à Genève à la tête de la délégation canadienne à la conférence de l'Union internationale des télécommunications. En octobre dernier, il a dirigé une autre délégation à une réunion de l'Organisation de l'aviation civile internationale à Montréal.

Les courses d'autos, pour lui, demeurent cependant un passe-temps qu'on ne saurait comparer à aucune autre forme de divertissement, et il y consacre presque toutes ses heures de loisir.

Coast Guard College Opened by Minister

by Ken Parks
Information Services Division



Second-year cadets at the Canadian Coast Guard College are Pierre Levasseur, left, of Trois-Rivières, Quebec, and Donald Kemp Ross of St. Peter's, Cape Breton, Nova Scotia.

Les cadets Pierre Levasseur, à gauche, de Trois-Rivières, P.Q., et Donald Kemp Ross, de St. Peter's, Cap Breton, Nouvelle-Ecosse, sont en deuxième année de leur cours au Collège de la Garde côtière.

While 77 smartly-turned-out cadets and more than 200 residents of the Sydney, N.S. area looked on, Transport Minister J. W. Pickersgill officially declared the Canadian Coast Guard College open in an impressive ceremony in the college drill hall on Saturday, September 24.

The event had as its climax the lighting by the minister of two buoys, marked "Macdonald" and "Cartier", respectively, for the two divisions of the college, outside the entrance to the administration building. This took place when Mr. Pickersgill pressed a switch at the speakers' stand at the close of his remarks.

The Minister was accompanied on the platform by Hon. H. J. Robichaud, Minister of Fisheries. In keeping with the bilingual nature of the college program, both Mr. Pickersgill and Mr. Robichaud, as well as Captain J. G. Brie, director of the college, and other speakers, addressed the gathering in both English and French. Captain Brie acted as master of ceremonies. Rev. Charles McIsaac, Roman Catholic chaplain for the college, and Rev. David Lennerton, acting in the absence of the Protestant chaplain, Rev. R. Hutcheson, led in prayers at the opening of the ceremony.

Expressing his keen personal interest in the Coast Guard College, Mr. Pickersgill outlined the planning and development of the institution as a means of filling the urgent need for provision of a source of adequately trained officers for the coast guard.

The service is concerned with a variety of highly specialized operations in the realms of icebreaking and lighthouse supply and buoy tending, as well as search and rescue. In the past the Coast Guard had been forced to draw its officer material from other fields of marine experience which did not provide an adequate background.

Mr. Pickersgill was pleased with the great strides that had been made already by the college, and with the high calibre of the young men who were beginning their seafaring careers there.

Mr. Robichaud stressed the importance of the part the college would play in the development of a great tradition for the Coast Guard of the future. He paid tribute to the Coast Guard's important role in support of the Canadian fisherman and of the Canadian shipping industry as a whole.

Mr. Pickersgill was introduced to the assembly by Deputy Minister Baldwin and following the official act of opening, the awarding of prizes took place.

The Stead Trophy, presented by Gordon W. Stead, Assistant Deputy Minister, Marine, was awarded to the first-year student rated highest in all-round performance, Chief Cadet Captain David George Parkes of Quebec city. Chief Cadet Parkes received from Mr. Stead, in addition to the plaque, a valuable marine technical book as a permanent memento.

The Brand trophy, to be awarded annually to the better of the College's two divisions, was presented by Commodore Eric Brand, former Director of Marine Operations for the Transport Department, to Macdonald Division and was accepted on behalf of the division by Cadet Captain Larry Johnston, of Montague, P.E.I.

The Middleton Trophy, for the cadet showing greatest improvement during the year, awarded by R. R. Middleton, headquarters supply officer, went to Cadet Pierre Lavasseur of Trois Rivières.

At the close of the ceremony, Captain Brie accompanied the ministers on an inspection tour of classrooms and shops. Other guests also toured the college, with the cadets acting as guides. Refreshments were served later in the wardroom to bring the day's activities to a close.



The Minister, accompanied by Captain J. G. Brie, chats with Cadet K. H. Goguen of Newcastle Bridge, N.B. Others shown are Cadet M. D. Moody, Vancouver, B.C., left, and Cadet B. M. Thomson, Hamilton, Ont.

Le ministre, en compagnie du capitaine J. G. Brie, s'entretient avec le cadet K. H. Goguen, de Newcastle Bridge, N.-B. Les autres dans la photo sont le cadet M. D. Moody, de Vancouver, à gauche, et le cadet B. M. Thomson, de Hamilton, Ont.

Commodore Eric Brand, former director of D.O.T.'s marine operations, presents the Brand trophy to Cadet Captain Larry Johnston, Montague, P.E.I., who accepts on behalf of Macdonald division.

Le commodore Eric Brand, autrefois directeur des opérations de la marine au ministère des Transports, présente le trophée Brand au cadet capitaine Larry Johnston, de Montague, I.-P.-É. Le trophée est accordé à la division Macdonald.



Le Collège de la Garde côtière inauguré à Sydney

Quelque 200 citoyens de la région de Sydney, N.-É., et de nombreux dignitaires venus de divers endroits au Canada et même des États-Unis ont assisté, le 24 septembre dernier, à l'ouverture officielle du Collège de la Garde côtière canadienne à la base de Point Edward. En grande tenue, les cadets du collège assistaient également aux cérémonies présidées par le ministre des Transports, l'honorable J. W. Pickersgill.

Comme geste officiel marquant l'ouverture, le ministre a appuyé le doigt sur un commutateur, allumant les feux clignotants de deux bouées installées à l'entrée de l'édifice logeant les services administratifs du collège. Ces bouées portent les noms des deux divisions du collège, soit «Macdonald» et «Cartier».

Sur la tribune des orateurs, le ministre Pickersgill était accompagné du ministre des Pêcheries, l'hon. H. J. Robichaud. En accord avec le caractère bilingue de l'institution, MM. Pickersgill et Robichaud ainsi que le directeur du collège, le capitaine Gérard Brie, et les autres invités d'honneur ont parlé dans les deux langues. Le capitaine Brie agissait comme maître de cérémonies. L'abbé Charles McIsaac, aumônier catholique du collège, et le révérend David Lennerton, en l'absence de l'aumônier protestant, le révérend R. Hutcheson, ont prononcé les prières de dédicace au début de la cérémonie.

Le ministre Pickersgill a exprimé son vif intérêt personnel dans l'avenir du collège. Il a parlé du travail d'organisation qui a précédé la création de l'institution et a insisté



Les cadets Jean Maillette, à gauche, de Trois-Rivières, P.Q., et J.-Alain Canuel, de Ste-Foy, P.Q., ont entamé leur deuxième année d'entraînement au Collège.

Cadets Jean Maillette, left, of Trois Rivières, Quebec, and J. Alain Canuel, of St. Foy, Quebec, are in their second year of training.



M. Gordon W. Stead, sous-ministre adjoint pour la marine, présente le trophée Stead au cadet capitaine en chef David George Parkes, de Ste-Foy, Québec.

Gordon W. Stead, assistant deputy minister, marine, presents the Stead trophy to Chief Cadet Captain David George Parkes, Ste Foy, Quebec.



M. Ronald Middleton, d'Ottawa, agent d'approvisionnement des navires, présente le prix Middleton au cadet Pierre Levasseur, de Trois-Rivières, P.Q.

Ronald Middleton, headquarters supply officer, Ottawa, presents the Middleton award to Cadet Pierre Levasseur, Trois Rivières, P.Q.

sur le rôle qu'elle est appelée à jouer comme école de formation des futurs officiers de la Garde côtière. Ce service s'adonne à des tâches hautement spécialisées dans les domaines du déglacage, du ravitaillement dans l'Arctique, du balisage ainsi que dans les opérations de recherches et de sauvetage.

M. Pickersgill s'est dit particulièrement heureux des progrès accomplis par le collège depuis sa fondation, il y a un an, et a fait l'éloge des cadets qui sont actuellement à l'entraînement.

M. Robichaud, de son côté, a insisté sur l'importance du rôle que le collège est appelé à jouer dans les projets d'avenir de la Garde côtière. Il a parlé également de l'apport de la Garde côtière aux pêcheries et à la navigation en général.

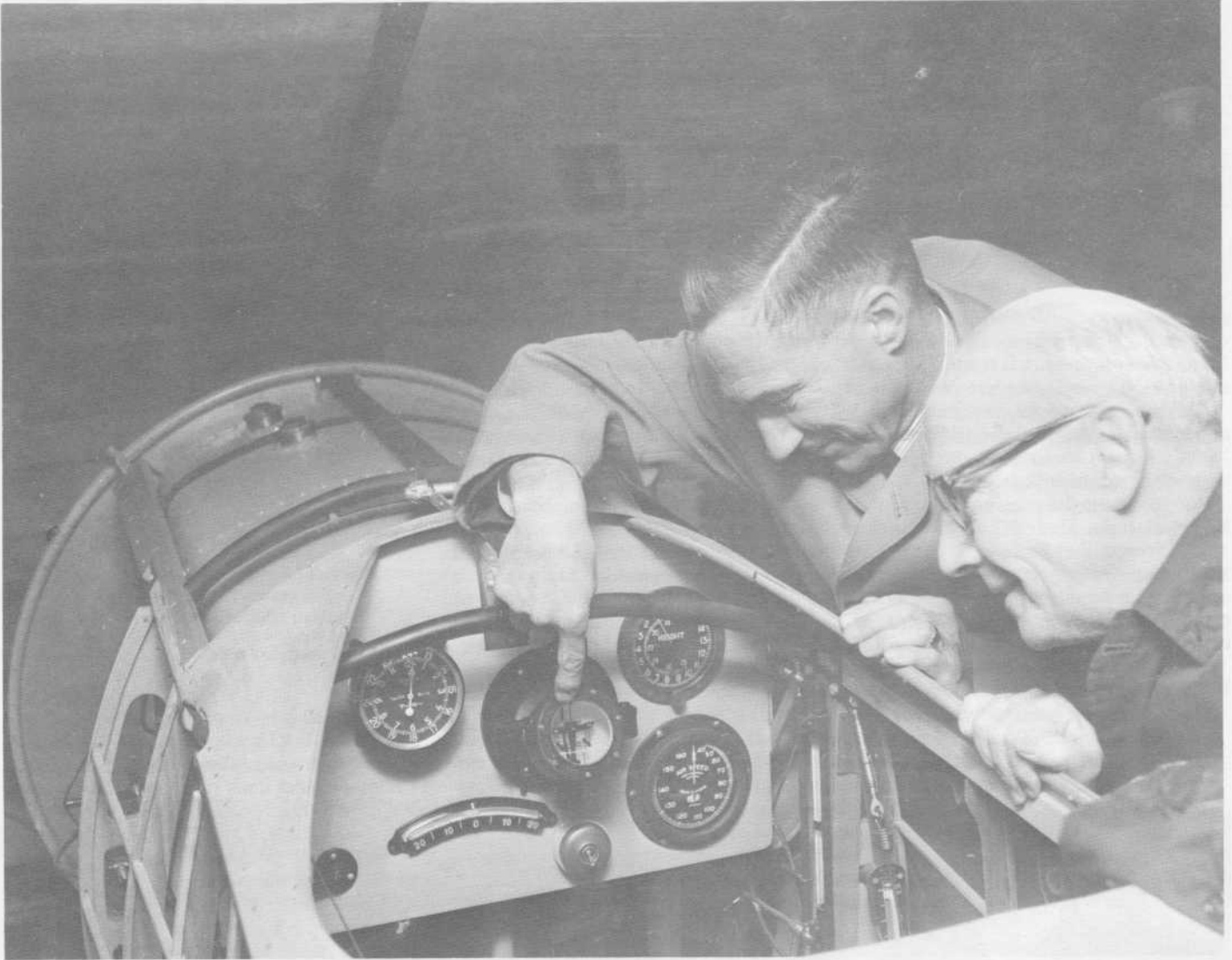
Le ministre Pickersgill a été présenté à l'assistance par le sous-ministre des Transports, M. J. R. Baldwin. Immédiatement après l'ouverture officielle avait lieu la présentation de prix et trophées aux cadets.

Le trophée Stead, présenté par le sous-ministre adjoint pour la marine, M. Gordon W. Stead, a été décerné au cadet capitaine en chef David George Parkes, de Québec. Le trophée sera accordé annuellement au cadet le plus méritant de première année. En guise de souvenir, le récipiendaire conservera un magnifique volume portant sur des questions de la vie en mer.

Le trophée Brand, destiné à la meilleure division du collège, est allé à la division Macdonald. Le commodore Eric Brand, ancien directeur des opérations de la marine au ministère des Transports, a fait la présentation au cadet capitaine Basil Larry Johnston, de Montague, Île-du-Prince-Édouard.

Le trophée Middleton, au cadet dont les progrès ont été les plus remarquables au cours de l'année, a été décerné au cadet Pierre Levasseur, de Trois-Rivières. La présentation a été faite par M. R. R. Middleton, agent d'approvisionnement des navires au ministère des Transports.

À la fin des cérémonies, le capitaine Brie a dirigé les ministres et principaux dignitaires dans une tournée des diverses salles de cours et autres installations sur le campus. Les autres invités ont également visité les édifices en compagnie des cadets et du personnel enseignant. Une courte réception a mis fin au programme.



Regional Airworthiness Inspector David Bell, who has had some 40 years experience as a D.O.T. inspector, examines the full-scale replica of a Sopwith Pup being built by George Neal, a DeHavilland test pilot who intends to fly it. Mr. Bell used to do mechanical work on this type aircraft before he left England.



Airworthiness Inspector T. A. Parry checks nose landing gear on FanJet Falcon after its importation by Imperial Oil Company.

Toward Safer Aircraft

by William Dunstan
Information Services Division

A cartoon of some years ago shows a huge aircraft crashing and the pilot bailing out before a crowd of dignitaries while the aircraft designer walks away with the bland comment, "Well, back to the drawing-board."

That things do not happen that way is due largely to continuous advances in the knowledge of flight and in pretesting techniques which leave an ever-decreasing margin for guesswork.

Much also is due to the efforts of D.O.T.'s aeronautical engineering division, civil aviation branch, in ensuring, among other things, that aircraft built or licensed in Canada comply with suitable airworthiness requirements.

Before commencing detailed planning for a new aircraft, or modification of an existing one, manufacturers must have D.O.T. approval, based on airworthiness requirements. There are further checks and tests throughout construction and in modern experience the incidence of a crash during a civil aviation development program is almost unknown.

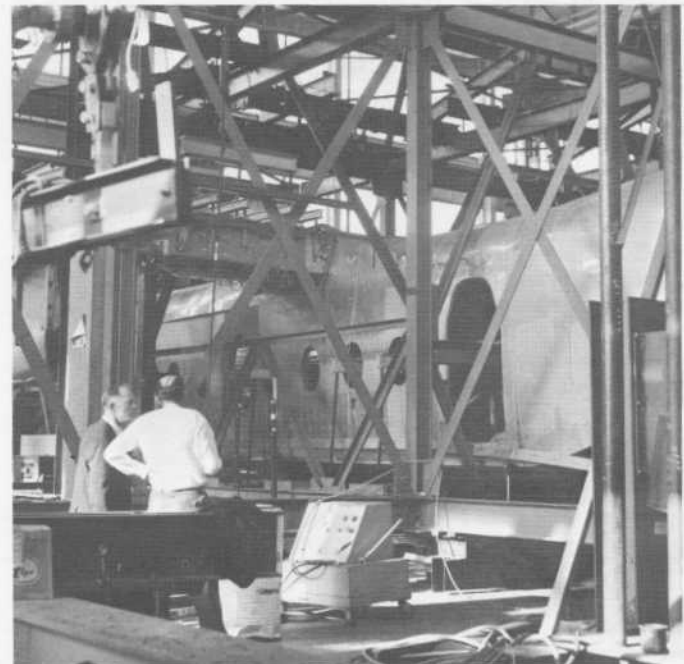
Under Chief Aeronautical Engineer Walter McLeish, whose professional experience totals 27 years in aviation including the R.C.A.F., and a Master of Engineering degree, four distinct functions combine to help ensure airworthiness of Canadian civil aircraft.

The airworthiness requirements section, at headquarters, is responsible for writing and preparing for publication various specifications concerning construction, maintenance, repair and overhaul of aircraft. This section, which includes five writers and specialists, generally draws on technical advice and recommendations from other parts of the division and the aviation public.

Design approval, required for modifications as well as new designs, is carried out both at headquarters and in the regions. The regional aeronautical engineer may recommend approval in cases which do not require intensive scientific testing and calculations. Larger jobs which demand many specialists usually are done by headquarters staff. These activities involve about 10 engineers at headquarters and nine engineers in the regions, including two engineers in busy areas such as Toronto and Montreal and one in each of the less active regions.

Airworthiness checks are performed by regional airworthiness inspectors to ensure that aircraft construction or modifications conform with the approved design. About 45 inspectors are engaged in this function.

Inspectors also check to ensure that maintenance and overhauls are done correctly at the required intervals. Regulations call for inspection by D.O.T. inspectors of all civil aircraft once a year and approximately 80 per cent of this requirement is met. The shortage is due to the remoteness of some of Canada's 8,000-odd aircraft and an extremely small percentage of operators who may evade inspections for one reason or another. They do not succeed for long, however, because inspectors take great pains to ensure that no licensed aircraft goes unchecked for two years in a row.



Above, Airworthiness Inspector A. A. Empey (behind) and DeHavilland Test Engineer G. L. Thomas examine structure of DHC-5 Buffalo fuselage during static test. Below, they observe left side of DHC-5 fuselage as load is supplied during static test.

In most regions, operations of both the engineers and inspectors are administered by a regional superintendent aeronautical engineer.

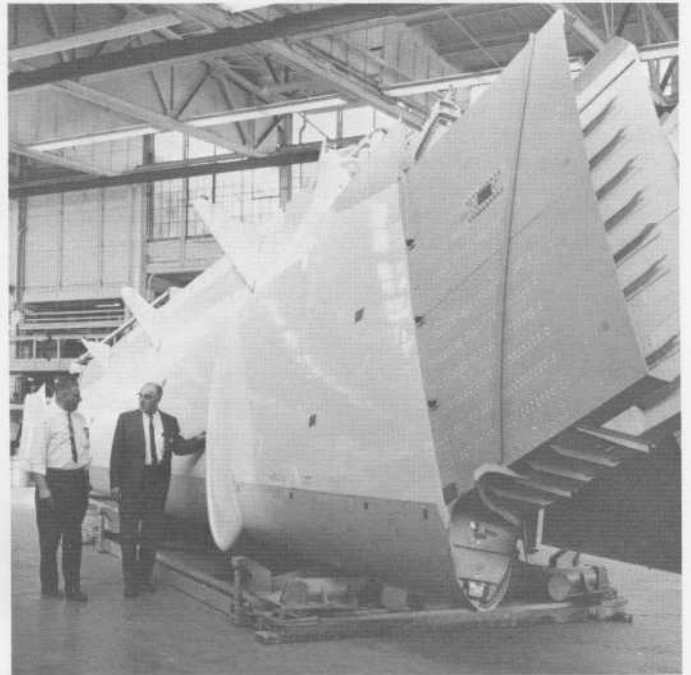
With the increasing range and number of civil aircraft throughout the world, internationally acceptable safety standards are becoming increasingly important. As possessor of the world's second-largest total of civil aircraft—second only to the United States—Canada naturally takes an active part in discussions and negotiations in this matter.

Mr. McLeish is Canada's delegate on the airworthiness committee of the International Civil Aviation Organization. Membership on the committee includes 10 countries and two international organizations—the International Air Transport Association and the Federal Airline Pilot's Association. Expert advisors on his staff frequently attend meetings, for which presentations are prepared by the airworthiness requirements section.

Since a large part of Canada's aircraft requirement is built in other countries and some Canadian-built planes and parts are exported, international agreements on standards are necessary. Canada has no design regulations of its own at present and manufacturers currently must follow those of either the United Kingdom or the United States. Neither set takes full account of the climate or other flight factors peculiar to Canada, of course, and progress is being made toward the development of purely Canadian regulations but based largely on those of other countries. It will be necessary, of course, to negotiate agreements to ensure that such Canadian standards will be acceptable elsewhere.

In the aircraft industry, where technology and expansion are progressing at a spectacular rate, it is not sufficient merely to follow a set of inflexible requirements. It is necessary to keep up to date with the latest technology and the most sophisticated testing procedures. To this end, Mr. McLeish would like to inaugurate professional exchanges for tours of duty with comparable organizations in the United Kingdom and the United States so that we can profit from the advanced technology of those countries. He and his colleagues currently try to keep abreast of developments through study, professional conferences, and observation of various testing procedures. The aeronautical laboratory of the National Research Council is of great value in providing them with the latest information and specialized data.

He gives much credit for growing aircraft safety to the manufacturing companies which finance a great deal of research and make their knowledge freely available to D.O.T.



Above and below, Airworthiness Inspector W. L. Brown and Douglas Superintendent Inspector M. Boyd (in shirtsleeves) examine a completed DC-9 wing prior to shipping from Toronto to Douglas Aircraft, Long Beach, California for assembly of the complete aircraft.

Smile, Met — You're on Candid Camera!



Paul Leach, National Film Board, photographs a sunshine recorder for use in a film on met activities.

The Meteorological branch is "on camera" these days as a National Film Board crew, under writer-director J. J. Carney, prepares a feature film in color of its activities.

Under the working title *In One Day*, the film is intended to tell something of the diverse activities throughout Canada in which our weathermen are engaged in the course of a typical day.

Shooting so far has taken the crew on ice reconnaissance out of Frobisher; to Montreal; to Baie du Dore, Beatrice, Burlington, and Toronto, Ontario; to Churchill, Manitoba; Marmot Creek and Penhold, Alberta; Victoria and Old Glory, British Columbia. At press time, they were at Eureka, North West Territories, having gone in the new ice reconnaissance aircraft featured in this issue. Final major sequences to be taken will be of icebreaker activities off Sable Island and the Labrador coast.

Notes on the filming contain the *amazing* information that the crew kept encountering weather quite contrary to requirements, despite the "authoritative auspices": Rain wanted at Burlington was found at Marmot, where not wanted; at Penhold to shoot hail research—no hail; at Churchill for rocket-sonding, too much wind wiped out two shoots, but after the disappointed N.F.B. crew departed, this mocking wind abated; at Baie du Dore stiff breezes nearly ruined the filming, and cameramen, clambering from catamaran to tower, risked life and limb for difficult shots; aboard the helicopter filming the weathership the wind, coming through the open door, blew the lens shutter down a stop unknown to the cameraman who, on landing and learning, feared the worst.

This film, which is expected to do a great job of informing the public of weather services available and the enormous research and scientific activities involved, is scheduled for release next July.

Cross-Canada Dateline

Toronto—Met Director J. R. H. Noble was elected president of World Meteorological Organization's regional association IV, which includes both North and South America, at its fourth annual meeting in Asheville, North Carolina, last October. Mr. Noble, who will hold office for four years, succeeds Ing. Elliott Coen of Costa Rica. The new vice-president is Ing. Juan Mas Sinta, Mexico's permanent representative to W.M.O.

Mr. Noble thus becomes a member of the executive committee of W.M.O., which meets annually in Geneva, Switzerland.

Port Hardy, B.C.—D.O.T. has asked Canadian Wildlife Service to study the eagle problem following the grounding of a four-engine DC6 by one of the pugnacious birds last October. The eagle punched an 18-inch hole in the left wing. The department hopes it won't have to shoot any of these big, rare birds but when it finds out what attracts them, it might know how to shoo them.

Mill Village, N.S.—Satcom, Canada's first satellite communications station, built for D.O.T. at a cost of more than \$9,000,000 last month entered commercial operations under the Canadian Telecommunications corporation. It will relay transatlantic telephone and television signals to and from Early Bird satellite on a regular schedule.

Edmonton—J. R. L. "Chip" Murphy, Edmonton, whose retirement after 18 years with D.O.T. was announced in our July-August edition, has launched a new career with his admission to the Alberta bar early in October.

To Chip, who practiced law in Saskatchewan from 1925 until he joined the R.C.A.F. in 1942, *The DOT* sends best wishes for success on behalf of all his old associates in the department.

(see also page 22)

Mobile Towers Promote Safety at Small Airport Fly-ins

A rubber-tired control tower has clocked some 30,000 miles since June 4, 1960, when it first broadcast the voice of the late R. C. (Dick) Wood, genial unit chief, Edmonton Industrial control tower, to control fly-ins and air shows throughout the Edmonton region at airports which lack towers.

The "tower" is an automobile equipped with a portable Collins transceiver capable of transmitting and receiving on any frequency in the VHF spectrum and a fixed-frequency PYE set transmitting and receiving on 121.9 mcs. A standard three-colour light gun and binoculars also are carried.

Similar vehicles are used in the Vancouver, Winnipeg, Montreal and Moncton regions.

The first job in the Edmonton region was a fly-in at Wainwright, where Dick Wood superintended a total of 200 landings and take-offs. Dick, continued to supply services requested for the unit, which now has conducted more than 70 fly-ins throughout the region, until shortly before his death last October 30.

An air traffic controller since 1941 and a unit chief of control towers since 1947, Dick was well known and respected by the flying public throughout western Canada, and an obvious choice for this demanding job. Confirmation of this was given voluntarily by many pilots who found that the familiar, cheerful voice issuing control instructions and offering assistance on many occasions helped allay apprehensions in landing or taking off in unfamiliar surroundings.

One of many incidents is well remembered by a pilot who, on receiving landing instructions, made his approach for the wrong

runway—right in line with a high tension power cable. Years of experience had taught Dick to scan all possible approaches and he detected the danger in time to make the pilot pull up. The shaken pilot confessed he had not seen the cable and most certainly would have crashed into it.

The Moncton vehicle was first used in 1959 at New Glasgow, N.S., during the royal visit. Control services were extremely useful, as the royal aircraft and three conducting planes had to land in fog. Other uses have included the opening of an airport at Charlo, N.B., assistance to a D.O.T. flight in and out of Pennfield Ridge, N.B., and at Charlottetown during the royal visit of 1964.

The Vancouver unit is equipped with light signal guns, emergency flares, fire extinguishers, VHF radio facilities and heavy duty alternator to power the electrical gear. It has been used on a number of occasions for fly-ins and air shows at Pitt Meadows, Kamloops, Abbotsford and Penticton airports, using available controllers from Vancouver tower or centre.

Winnipeg region has a specially equipped station wagon on order, but in the meantime is using a civil aviation station wagon with a Collins transceiver.

Services have been provided for a fly-in breakfast at Brandon, where H. G. Batt and J. L. McCallum of the Winnipeg tower assisted traffic consisting of 202 itinerant and 68 local movements, and an air show at Weyburn, Sask., where Mr. Batt and M. Hudson, also from Winnipeg tower, handled a total of 460 movements during the two-day event.



Unit Chief R. D. Wood, Edmonton Industrial Tower, handles the microphone while Controller J. Bell, Calgary tower, stands by with light gun and binoculars.



Career Booklets Help D.O.T. Recruiting Drive

Three handsome new booklets are among the signs of D.O.T.'s intensified program for recruiting new staff. They are *Meteorology—Career Opportunities for University Graduates*; *A career in Air Traffic Control*, and *The Canadian Coast Guard Officer Cadet Training Plan*. Still others are being planned.

Time was when employers were content to sit back and wait for young hopefuls to knock on the door—but not any more. D.O.T. has much to offer in careers, but so have other departments and various industries. Many of these are carrying their recruiting efforts onto the campus and into trade schools, crea-

ting stiff competition by such means as handsome brochures and counselling officers.

The Civil Service Commission, which is the federal government's official recruiting agency, works closely with the appropriate divisions of D.O.T. in gathering pertinent information for its recruiting officers.

D.O.T.'s assistance has been so outstanding that at least one branch has worked itself into a job. This year, for the first time, the Meteorology branch is supplying its own officers for a recruiting drive under the supervision of its personnel division.



J. B. McDermott, who directed Administrative Telecommunications Agency's first telecommunications service officers' course in Ottawa this fall, chats with his assistant, J. E. Baigrie, left, and class members, left to right, R. Kirk, Ottawa; H. Lawson, Toronto; R. Paquin, Montreal; L. Shearer, Winnipeg, and G. Morgan, Edmonton.

First Telecommunications Service Officers' Training Course

Administrative telecommunications agency, which was set up under D.O.T. February 1965 as a result of the Glassco commission report, last September sponsored its first training course for telecommunications service officers who will assist its rapidly expanding activities.

These officers since have taken up their responsibilities in advising government departments of their telecommunications needs and administering the consolidated telephone system in their respective areas.

Mr. McDermott, A.T.A. commercial staff officer, is on contract loan from the Bell Telephone Company, where he specialized and instructed in inter-city service.

The course included briefings on telecommunications by officers of other departments. Communications seminars also were held in Bell Telephone Company quarters in Toronto and Montreal. The class also learned much in visits to various switching centres operated by Bell, Canadian National and Canadian Pacific railways.

Five Win Bursaries

Five sons of D.O.T. employees each received an award of \$500 toward first-year university expenses through the department's bursary plan. They were chosen from among 30 candidates by a panel of professional educationists. Awards are made annually to five children of D.O.T. personnel entering their first year of university.

Winners this year are as follows:

David Graham Potter, 18, whose father, J. G. Potter, is a meteorologist in Toronto. He is attending Waterloo University, where he will specialize in mathematics or physics.

Paul Garth Harrison, 17, whose father, Brian, is a radio inspector in Vancouver. He

is studying at the University of British Columbia for a career in marine biology.

Barry Stewart Mercer, 17, whose father, Lloyd, is an electrician at Gander International Airport. He is attending Memorial University of Newfoundland and intends to be an electrical engineer.

George Philip Engelberg, 17, whose father, Max, is a computing clerk for the National Harbours Board, Montreal. He is attending McGill University and plans to become an electrical engineer.

Archie Michael Zariski, 17, whose father, Victor, is a radio technician at Edmonton. He will major in History at the University of Alberta and intends to teach this subject as a university professor.

Ancien sous-ministre adjoint du Québec nommé aux Transports

Me J. Jacques R. Côté, ancien sous-ministre adjoint aux Transports et Communications du Québec, vient de passer au service du ministère fédéral des Transports à titre de préposé aux projets spéciaux. Il est attaché à la Direction des méthodes et des recherches en matière de transport.

Me Côté est reconnu comme une autorité dans les domaines du transport routier et de la sécurité routière. Il a eu l'occasion de participer à divers congrès internationaux sur ces sujets, dont certains en France, en Allemagne, en Autriche, en Suisse, au Belgique, en Espagne, aux États-Unis et au Canada.

Né à Lévis, Québec, Me Côté est diplômé en droit de l'Université Laval. Il déteint également un diplôme en sciences sociales. Il est marié et père de deux enfants.

Former Quebec A.D.M. Joins D.O.T.

Jacques Côté, formerly Quebec assistant deputy minister of transport and communications, has joined D.O.T.'s special projects section of economic policy and research.

A recognized authority on highway transportation and traffic safety, Mr. Côté has attended international conferences on these subjects in several countries, including France, Germany, Austria, Switzerland, Belgium, Spain, the United States and Canada.

Born at Lévis, Quebec, Mr. Côté has obtained degrees in law and social science from Laval University.

Delayed Retirement Finally Arrives

When A. J. Dawson, superintendent radio engineering, reached retirement age last March, D.O.T. asked him to stay for a special job.

He was asked to represent Canada, as he already had on a number of occasions, on the council of the International Telecommunications Union, an agency of the United Nations with headquarters at Geneva.

Last fall, after finishing his assignment, Mr. Dawson finally retired to live in Ottawa.

He first came to Ottawa in 1947, prior to which he worked for the department as a radio range operator in western Canada. Earlier radio experience was in the British wireless marine service as a sea-going operator.



Left to right: Larry Campbell, Floyd Budd, and J. R. H. Noble

Personal Service for Award Winner

An especially effective "get-well" visit was paid recently to Floyd Budd, an administrative officer of the Meteorological Branch, Toronto. Director J. R. H. Noble and Larry Campbell, chief of administration, visited his home to bring a gift from his colleagues, a certificate of achievement and a \$75 suggestion award. Floyd, who is now

back at work after a bout of illness, had suggested that shipments be made in double-walled corrugated cartons instead of wire-bound wooden boxes.

Other winners, their positions, locations, and the amount awarded, include the following:

D. E. Buckler	technician electronics	Windsor	\$50.
D. L. Smith	technician electronics	Ottawa	30.
G. N. O'Brien	stationery engineer	Halifax	20.
J. Preece	communicator	Toronto	20.
R. N. Anderson	radio operator	Vancouver	15.
D. L. Greene	radio operator	Comox, B.C.	10.
G. L. J. Picotte	radio operator	Beaumont, P.Q.	10.
R. E. Stiles	radio operator	Abbotsford, B.C.	10.

Lawrence Oakley Retires

L. A. D. Oakley, a radio inspector at Saint John, N.B., retired recently.

A native of North Battleford, Saskatchewan, Mr. Oakley joined the Department of Marine and Fisheries at Toronto in 1930 as a radio beacon operator. After four seasons on the Great Lakes, he joined the marine section of the R.C.M.P. in Halifax and served on various patrol boats.

In 1937 Mr. Oakley went back to the Department of Marine and for the next six

years served at coastal stations and on government ships. He was then appointed a radio technician at Moncton air services region. In 1954 he returned to marine services in Halifax as technician in charge of Hudson Bay stations. In 1961 he made his final move to Saint John, N.B. as a radio inspector.

Prior to his retirement Mr. Oakley was honored by his colleagues and presented with a set of luggage and other gifts.

"OUR" MAN in Grand Haven

Now, take a deep breath, because the following article from the Grand Haven Tribune, Michigan, U.S.A., may contain some surprising information:

"Commander Edwin Henry Lemeck, winner of the Victoria Cross of the Royal Canadian Navy, now in Grand Haven, aboard the Castle Rock doing research for the Royal Canadian Naval Department of Affairs on the cadets' visit to the Great Lakes and the Grand Haven Coast Guard Festival received the good news yesterday of his promotion to Captain in the Canadian Coast Guard Department of Transport.

"He will command the ice breaker *Oceanographer* which is a research and development and supply ship on the DEW line. The ship will sail in the North Atlantic and the Antarctic and is the largest Canadian ice breaker and third largest in the world. The ship will be commissioned on the 26th of the month in Montreal.

"He was also awarded the next cross in the order of the Cross of St. John as Companion of the Bath of the Order of Star and Garter. He is now Capt. Sir Edward Henry Lemeck. . . . He is well known in the Great Lakes, Canada and the Coast Guard areas as the "Canadian Coast Guardsman."

Grand Haven Chamber of Commerce brought the item to the attention of D.O.T. headquarters, for confirmation, pointing out that the "hero" of the story had ingratiated himself in the affections of a local widow and the community generally, running up substantial bills with local merchants.

D.O.T. replied that the name was unknown to the Royal Canadian Navy, the Canadian Coast Guard, and the St. John Ambulance Association, and that no Canadian of that name ever won the Victoria Cross. There is no such thing as an Order of the Star and Garter—this is the name of a pub in England. There is no Canadian icebreaker called *Oceanographer*.

What happened to the gullible merchants, we have no doubts—and the widow?

Tribute to Pioneer

Halifax paid tribute last October to Donald W. Saunders, a pioneer in Halifax aviation who was once airport manager there. A new park, on the site of the old Halifax municipal airport, was named for him in a brief ceremony during which he and the mayor unveiled a 15-foot monument.

Cross-Canada Dateline

New Westminster—CCGC "Racer" made itself pretty popular here through its prompt and vital services in helping to contain a \$10,000,000 waterfront fire which seriously threatened the city.

As soon as he heard of the fire, Coast Guard Rescue Officer J. C. Barbour rushed to the scene by auto from neighbouring Vancouver. At his signal Captain R. B. Rhymer helped the cutter make good its name by racing some 25 miles to the support of two tugs which were fighting a losing battle with the spreading flames.

The cutter's fire monitors helped save valuable lumber and a large fuel storage tank and also helped provide a beachhead for firefighters on the dock. It also served as radio relay in guiding the passes of a water-bombing aircraft.

Racer pumped steadily from around seven in the evening to one in the morning, helping dispell the darkness with its flood-lights and searchlights. Then two crew members got out of their firefighting gear and donned frogman outfits to clear a hose from the propellor of one of the tugs.

Still with no rest in sight, the cutter set out for Kitsilano Base to meet the first of some 17,000 fishermen setting out in the dark for the Sun Fishing Derby.

Bagotville, Quebec—We pass on, without comment, an extract from a recent report by our Canadian Forces weather office.

"Unusual requests—briefing for homing pigeon leaving Bagotville 091700Z, arriving Toronto approximately 091600Z with overnight stop at Montreal. Handler seemed worried about 20 kt. wind in Bagotville area. Forecaster unable to speak to pigeon."

On vous transmet, sans commentaire, la remarque suivante tirée d'un récent rapport du bureau météorologique des Forces canadiennes à Bagotville:

«Requêtes peu communes—aperçu du temps pour pigeon voyageur quittant Bagotville 091700Z, attendu à Toronto 091600Z, après un arrêt de nuit à Montréal. Des vents de 20 noeuds, région de Bagotville, semblent inquiéter le propriétaire. Impossible de communiquer avec le pigeon.»



CCGS Racer

Queen Honours Brave Coast Guard Seaman

The Queen has commended a young seaman of the Canadian Coast Guard for brave conduct in saving one of the victims of a sea mishap in which a man died.

Last January 15, Seaman John James Haight, 22, tied a line round his waist and plunged into rough, frigid water off Egg Island, B.C., to pull ashore Michael Trim, a



John Haight receives the Queen's commendation from G. R. Stewart, Prince Rupert district marine agent, in the presence of Michael Trim, the man he saved.

John Haight, au centre, reçoit la décoration de la reine de l'agent de la marine G. R. Stewart, en présence de Michael Trim, celui qu'il a sauvé de la noyade.

fellow crew member of CCGS *Alexander Mackenzie*.

Mr. Trim was one of three crew members on a workboat unloading cement at the lighthouse on Egg Island, in Queen Charlotte Sound. The workboat made a number of trips, traversing a turbulent gap outside which the *Alexander Mackenzie* was anchored. An enormous wave swamped the workboat, throwing into the water Acting Third Officer Patrick J. Veale, Seaman Pierre Therrien and Seaman Trim.

Swam 30 Feet

Seaman Haight, a member of the unloading party, ran along the shore, tied a line round his waist, and swam 30 feet or so in choppy water to reach Seaman Trim.

A lifeboat from the *Alexander Mackenzie* picked up Seaman Therrien and the body of Mr. Veale, who had drowned.

Notice of Seaman Haight's award was published in the Canada Gazette. He has received a certificate recording the honour and an insignia to be worn.

Un marin de la Garde côtière décoré pour bravoure

Un jeune marin de 22 ans, John James Haight, membre d'équipage du baliseur *Alexander Mackenzie*, de la Garde côtière canadienne, est le récipiendaire d'une décoration spéciale de la Reine pour bravoure. Haight, âgé de 22 ans, est natif de Prince-Rupert, C.-B.

Dans l'après-midi du 15 janvier 1966, le n.g.c.c. *Alexander Mackenzie* était ancré à l'entrée du détroit de Queen Charlotte à proximité d'Egg Island, sur la côte du Pacifique. L'équipage était affairé à décharger du ciment et des matériaux de construction qu'on transportait du navire à l'île à l'aide d'une péniche de 27 pieds de longueur spécialement conçue pour ce genre de travail.

Trois équipes prenaient part à ces travaux. L'une d'elles se trouvait à bord du navire; une autre, dans l'île, voyait à l'entreposage des matériaux; et la troisième se trouvait à bord de la péniche. Cette dernière était composée du troisième officier Patrick J. Veale et des marins Pierre Therrien et Michael Trim. Quant au marin Haight, il faisait partie de l'équipe travaillant dans l'île.

Il était environ 4 heures de l'après-midi. La péniche avait quitté l'île et se dirigeait lentement vers le navire où elle allait prendre son quinzième et dernier chargement de la journée.

Soudain, selon les témoins, une immense vague déferla sur la péniche qui, à ce moment-là, se trouvait à une cinquantaine de pieds du rivage. Le marin Trim fut le premier projeté à l'eau. L'embarcation était encore à flot, et ses deux autres occupants, Veale et Therrien, avaient tendu un câble à Trim. On s'apprêtait à le ramener

Henri (Hank) Gourdeau to represent Canada on I.C.A.O. Council.

Henri Gourdeau, executive assistant to the assistant deputy minister air, has been appointed to represent Canada on the council of the International Civil Aviation Organization.

His headquarters will be in Montreal, where the agency of the United Nations, founded in 1944, maintains a staff of 490 to serve 111 participating nations.

The principal aim of I.C.A.O. is to promote the development of aviation throughout the world. To that end it develops uniform technical standards of operation and procedure, encourages co-operative

action between the world's airlines, gives technical assistance to countries which require it, and encourages members to keep to a minimum inspection services and other procedures which tend to retard the rapid movement of goods and passengers.

D.O.T. specialists frequently assist I.C.A.O. by serving on various committees devoted to technical problems.

Mr. Gourdeau, who is married and the father of seven children, has been with D.O.T. since 1945. He was regional controller, civil aviation in Montreal prior to his appointment as executive assistant in 1964.

Born in Quebec, he obtained a Bachelor of Letters degree from the Quebec Seminary. He joined the RCAF in 1940 and was awarded the Distinguished Flying Cross for his exploits with the R.A.F. bomber command.

M. Henri Gourdeau nommé à l'OACI

M. Henri Gourdeau, ci-devant adjoint exécutif au sous-ministre adjoint pour l'Air, vient d'assumer ses nouvelles fonctions à titre de représentant du Canada au Conseil de l'Organisation de l'aviation civile internationale.

M. Gourdeau a établi domicile à Montréal où se trouve le siège social de l'OACI, organisme des Nations unies fondé en 1944. Quelque 490 employés constituent le personnel du Conseil de l'OACI auquel 111 pays sont affiliés.

Le but premier de l'OACI est d'encourager le développement de l'aviation au bénéfice du monde entier. A cette fin, elle établit des normes techniques uniformes applicables aux services de l'air, encourage la collaboration entre les divers services de transport aérien du monde, donne de l'assistance technique aux pays qui en ont besoin et cherche enfin par tous les moyens possibles d'améliorer constamment l'ensemble des services aériens sur le plan international.

Les spécialistes du ministère fédéral des Transports sont fréquemment appelés à seconder l'OACI dans son travail en siégeant sur des comités s'adonnant particulièrement à l'étude de problèmes d'ordre technique.

M. Gourdeau, marié et père de sept enfants, est au service du ministère des Transports depuis 1945. Il était régisseur régional de l'aviation civile à Montréal avant de devenir adjoint exécutif en 1964. Né à Québec, il détient un baccalauréat ès lettres du Séminaire de Québec.

Comme pilote au cours de la Deuxième guerre mondiale, il a mérité la Distinguished Flying Cross alors qu'il était attaché au Service de bombardement de la RAF.



HENRI GOURDEAU

à bord quand une seconde vague s'abattit sur la péniche qui coula à pic.

Haight, du rivage, fut témoin de l'accident. N'écouter que son courage, il ne prit que le temps d'enlever ses bottines et d'attacher une corde à sa ceinture. Il se précipita à l'eau, tout habillé, pour se porter au secours de ses compagnons. Il réussit à rattraper Trim à quelque trente pieds du rivage, et les deux furent ramenés à terre à l'aide de la corde retenue sur la rive par les autres membres de l'équipage.

Bien que les trois naufragés portaient des brassières de sauvetage au moment de l'accident, le troisième officier Veale fut repêché noyé. Le marin Therrien, de son côté, fut retiré de l'eau, sain et sauf, par l'équipage du navire.

La décoration de la Reine consiste en une médaille accompagnée d'un certificat attestant la bravoure du récipiendaire.



CCGS Porte Dauphine, a marine and meteorology research vessel, operates on the Great Lakes and is based at the Parry Sound District Marine Agency of the Department of Transport. Formerly a Royal Canadian Navy ship, "Porte Dauphine" was acquired from the navy by the Department of Transport in 1960.

CCGS "PORTE DAUPHINE"

LENGTH: 125 feet, six inches
BREADTH: 26 feet, six inches
DRAFT: 13 feet
POWER: Diesel, 600 B.H.P.
GROSS TONNAGE: 429

Le *N.G.C.C. Porte Dauphine* est un navire de recherche maritime et météorologique utilisé sur les Grands Lacs. Son port d'attache se situe à l'agence de la marine de Parry Sound. Autrefois au service de la Marine canadienne, le Porte Dauphine a été acquis par le ministère des Transports en 1960.

LE N.G.C.C. PORTE DAUPHINE

LONGUEUR: 125 pieds, six pouces
LARGEUR: 26 pieds, six pouces
TIRANT D'EAU: 13 pieds
PUISSANCE: Diesel, 600 cvf
JAUGE BRUTE: 429 tonneaux