

# NEWS on the DOT

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

NOVEMBER, 1955



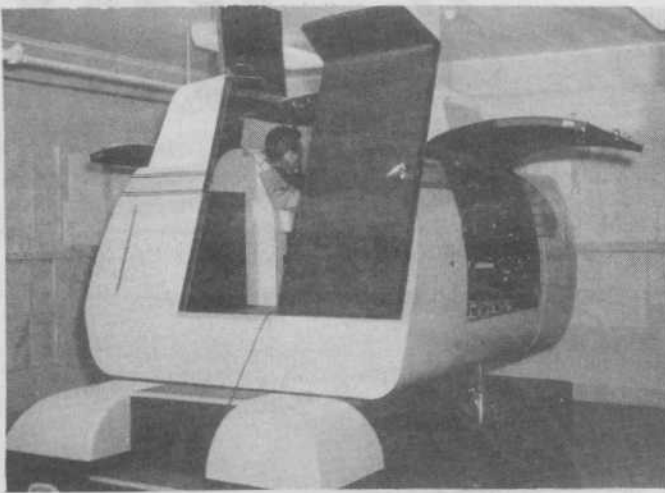
The Canso Causeway, the narrow strip of land built by Department of Transport engineers which today joins Cape Breton Island to the mainland of Nova Scotia, was formally opened on August 13 in a most colourful setting. Immediately prior to the ceremony some 400 tartan-clad pipers marched down the road from over-shadowing Porcupine Mountain to take their allotted places. The speaker's platform raised across the Causeway was adorned with the flags of Canada and the Province of Nova Scotia with clusters of heather and the tartan of Nova Scotia.

Following the ceremony the march along the Causeway was headed by 100 senior pipers playing the "Road to the Isles". Most of the 40,000 spectators took part in the march, interspersed by pipe bands from different schools and organizations. It took several hours to complete the march. Highland games were played in the sports field nearby.

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OH, THE FAR COOLINS ARE PUTTIN' LOVE ON ME  
AS STEP I WI' MY CROMAG TO THE ISLES!

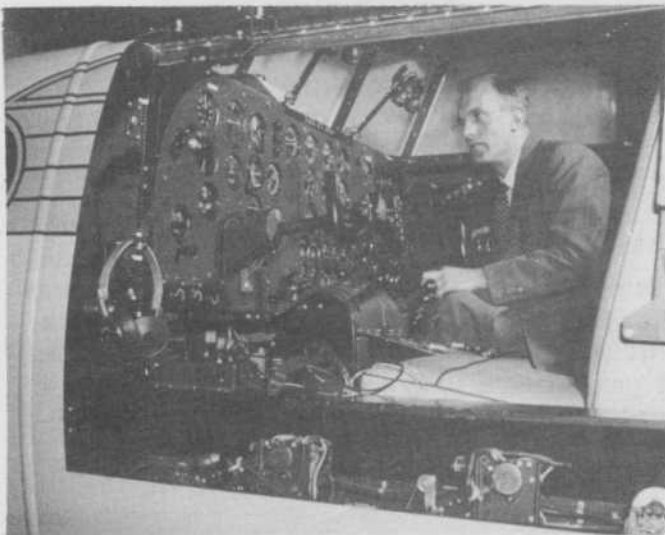
## Civil Av. Develops Trainer



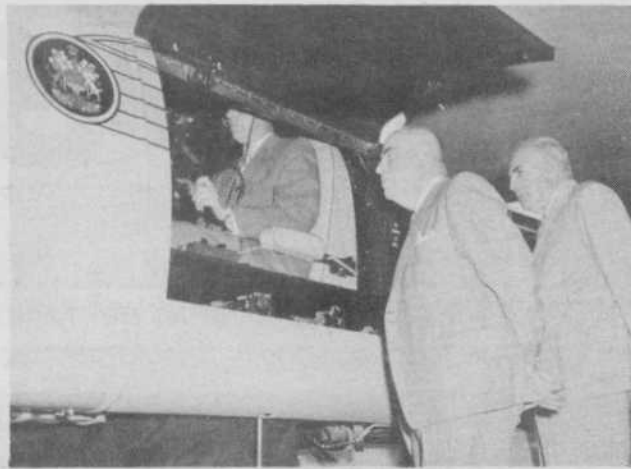
DOT's new electro-mechanical flight trainer, AT-100. The trainer will not only simulate a normal flight but also almost anything that can happen to an aircraft in the air, even a 100-mile-an-hour wind, and any defects or failure of the radio navigation aids.



W. Larocque, O/C flight simulator, talks down the pilot while watching the radio console upon which he has pulled out all the stops to create difficult landing conditions. In the background left to right Air Services Director de Niverville, Deputy Minister J.R. Baldwin and Laurence Mercel of London, Director of the trainer company, watch the progress of the aircraft on the large scale air map.



The trainer cockpit is a duplicate of a modern twin-engine aircraft with instrumentation to meet DOT requirements. Flight characteristics are those of a DC-3 and these may be altered to conform with different types of aircraft.



A/V/M de Niverville, Director of Air Services, and H.J. Connolly, Chief Construction Engineer, watch intently as Capt. S. Grant, DOT executive pilot, gives a demonstration of the versatility of the new trainer.

Another first for Canada in the aviation world has been developed by the Civil Aviation Division of DOT. On July 7, a new kind of electro-mechanical flight trainer built to specifications of DOT was demonstrated before a group of aviation experts and the press. Known as the AT-100, the first one of its type in the world, this dual control instrument flying trainer is a prototype of what will likely become standard equipment, providing airline operators with a relatively inexpensive means of training pilots in airways procedures, basic instrument flying and emergency conditions.

Built in England by Air Trainers Limited for the Department, the trainer has been designed for the general purpose of maintaining high standards of efficiency among the departmental pilots and flight inspectors. These fliers in DOT have to keep in the forefront of aviation progress since they must "check out" all civilian pilots in Canada. Pilots with the high "instrument rating" undergo testing every six months.

According to Wallace Larocque, officer in charge of Transport's simulated flight training, the equipment lends itself readily to modification so that new developments in flying procedures can be incorporated with ease in the trainer. Larocque, who is the departmental official most closely involved in the design of the trainer, pointed out that it will enable him to assess pilot efficiency with an economy hitherto impossible.

"It takes about the same amount of power to operate the trainer as it does an ordinary electric household stove."

Outside of the economy involved, "we can do things with the trainer by way of putting the pilot through emergency testing that we wouldn't dare hazard on an aircraft in flight," he added.

Situated in a basement room of No. 3 Temporary Building on Wellington Street, Ottawa, the trainer consists of two main units, the aircraft "cockpit" and a radio aids console. It is a twin-seat, multi-engined trainer housing two pilots and having the performance and general characteristics of a twin-engined aircraft.

## Recent Appointments



F.G. NIXON

The appointment of Frederick Gordon Nixon to the position of Controller of Telecommunications of the Department was announced on August 18. Mr. Nixon fills the post vacated by G.C.W. Browne, who has retired on superannuation.

Born in Summerland, B.C., Mr. Nixon graduated from the University of British Columbia in 1933 with his B. Sc. in electrical engineering. He was connected with radio research work with the National Research Council for the three years following graduation and joined the Radio Division of the Department of Transport in 1937. He was first associated with inductive interference investigation and later specialized in aviation radio.

Mr. Nixon has attended several international radio conferences for the Department of Transport, mainly in connection with aviation radio. He attended the International Civil Aviation Conference at Chicago in 1944 as adviser on communications with the Canadian delegation and has taken an active part in succeeding meetings of the Provisional International Civil Aviation Organization and the International Civil Aviation Organization. In 1945 he attended the Commonwealth and Empire Conference on Radio for Civil Aviation. In addition he has attended numerous national radio conferences. In 1951 he was appointed to the position of Assistant Controller of Telecommunications.



A.R. WHITTIER

Appointment of Major Albert R. Whittier, Canals branch, Operations Engineer at headquarters staff, to the position of Assistant Director in charge of administration was announced June 16. Major Whittier succeeds R.J. Burnside who has been promoted to the position of Director of Canal Services.

A native of Ottawa, Mr. Whittier graduated from Queen's University in 1920 with a B. Sc. (Civil) degree after having interrupted his university course to proceed overseas with the Canadian Engineers. Soon after graduating, he joined the former Department of Canals as junior engineer. In 1939, he was appointed Superintending Engineer of the Rideau Canal and in 1954 was appointed Operations Engineer at headquarters staff, Ottawa. Prior to joining the Government service, he had been associated with the J.B. McRae firm of consulting engineers and the Dominion Bridge Co., at Lachine, Que.

Major Whittier is well known throughout the Ottawa and Rideau valleys in connection with his operations when Superintending Engineer of the Rideau Canal. He made a point to periodically visit all sections of the canal under his direction and to become personally acquainted with the residents in the districts bordering on the canal system. He is a member of the Association of Ontario Land Surveyors, and of the Engineering Institute of Canada and is a past president of the Professional Institute of the Public Service of Canada.

## Presentation for Evelyn McCullough



Honoured by her colleagues and friends on retirement after 44 years of service in the Government, Miss Evelyn McCullough, secretary to the Director of Marine

Services of the Department of Transport was presented October 4 with a console model R.C.A. Victor television set. Presentation was made by H.V. Anderson, the Director. She was also presented with a corsage of roses by Miss M.E. Goth. Miss McCullough was escorted by her brother Captain J. McCullough.

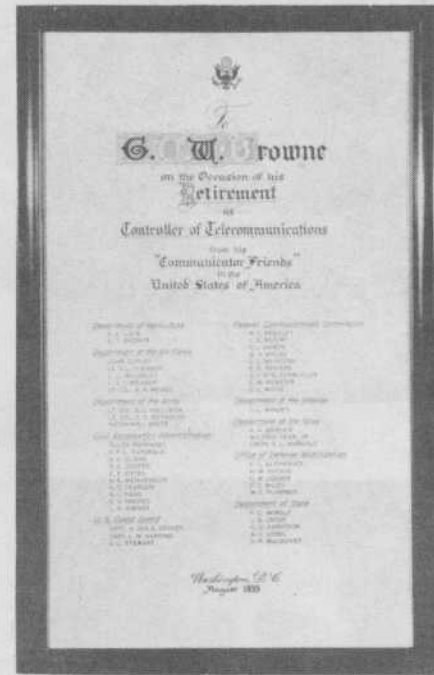
Referring to Miss McCullough's kindness and understanding, Mr. Anderson humourously compared her office to the biblical "Cave of Adullam" wherein the distress and discontented and those in debt were comforted. He expressed the wish that Miss McCullough would enjoy her years of retirement. Miss McCullough responded by referring to the personal enjoyment she had experienced over the years and of the spirit of friendship which she had ever found in the Marine Services.

Miss McCullough joined the Department of Marine and Fisheries (later Department of Marine and still later Department of Transport) in 1911. By periodic promotions she rose to be secretary to the Chief Engineer, then to the Chief of Aids to Navigation and finally to her position on retirement as secretary to the Director of Marine Services.

An original member of the old Civil Service Women's Organization which then had its club rooms over Wilson's Picture Gallery on Sparks Street, Miss McCullough always took a keen interest in civil service matters. She was a member of the Civil Service Association, an original member of the R.A. and was active in the Department of Transport's own recreational body.

# Telecom Head Retires

## Honoured by U.S.-Can. Colleagues



G. C. W. Browne, Controller of Telecom receives scroll from P. S. Bogart, of the United States Embassy.

Believed to have been the first occasion in which Federal civil servants of the United States thus honoured a civil servant of Canada, a unique ceremony took place in Ottawa recently when the Department of Transport's retired Controller of Telecommunications, G. C. W. Browne was presented with a scroll and a wrist watch from his many friends and acquaintances in Washington. The presentation was made by Philip S. Bogart, Transport and Communications Attaché of the United States Embassy in Ottawa on behalf of United States officials in the communications field of the State Department, Military Services, Coast Guard, Civil Aeronautics Administration, as well as Federal Communications Commission, the Department of Agriculture and the Department of the Interior.

A laconic but informative teletype message sent to the donors at Washington after the ceremony described the ceremony in these words:

'Presentation ceremony for Browne was most gratifying. Intimate gathering in Air Vice Marshall de Niverville's office attended by Assistant Deputy Minister (Minister and Deputy out of town) plus 20 for last glass and reading of your scroll. Browne was deeply moved and numerous colleagues commented on splendid relations of US Canada communicators. Several commented only such relationship could produce such a moving gesture as yours. I am sure effectiveness your action was enhanced by its unofficial character.'

Previously the Radio Electronics Television Manufacturers Association of Canada and the Department of Transport had honoured Mr. Browne. The first, by presenting him with an all-waveband portable radio receiver and the latter with a complete movie taking outfit and \$100 bond.

Messages of appreciation were read among others from the presidents of the Radio Amateurs of Canada Association, Canadian Pacific Telegraphs, and the Canadian Overseas Telecommunications Corporation.

In making the presentation of movie camera and equipment on behalf of his colleagues in the Department of Transport, Air Vice Marshall de Niverville, Director of Air Services, said that Mr. Browne 'has done his duty nobly and well and he will leave a void in the Department which will be very difficult to fill.'

He stated that Mr. Browne because of his lengthy career in the Government radio service was a well-known man not only in this country, but in most countries of the world because of his attendance at and the contributions which he made to international conferences. The Director extended the Department's 'best wishes for many years of happiness and contentment in your well-earned rest.'

In thanking his D.O.T. colleagues for having honoured him in his retirement, Mr. Browne said 'I would like to say how much I enjoyed my years of service as a civil servant. It has been a very wonderful experience. One cannot go through a lifetime service of over 40 years without benefitting from it and without deriving from it quite a bit of enjoyment from the very situations and the challenges with which one is faced in a lifetime like that, especially in the Telecommunications Division which has within it in the radio field such a rapidly advancing and expanding orbit.'

In the ceremony at Niagara Falls, Ontario, where the Radio Electronics Television Manufacturers Association of Canada were holding their annual convention earlier this year, Ralph A. Hackbush, who made the presentation on behalf of RETMA, said that Mr. Browne 'had played an important part in the Atlantic City Telecommu-

## New Airport Terminal Building at Saskatoon Airport Officially Opened



On September 29, several hundred Saskatooners came out to see the official opening ceremonies of the new airport terminal at Saskatoon. Departmental employees were hosts to the visitors and to help them find their way around the offices, they wore "Ask Me" buttons, which created much comment. After the ceremony and tour of inspection, a buffet lunch was served to the invited guests and later to CPAL, TCA and DOT employees.

By cutting the traditional white ribbon, followed by unlocking the doors with a gold key previously presented to him, the Minister of Transport, Hon. G.C. Marler opened the new Terminal Building at Saskatoon.

Nerve centre of the airport is the radio control room, located in ample-sized quarters in the new building. Shown L. to R. are: Sid Young, Elmer Walsh, Charles Fisher and Walter Thiet.

The control tower is equipped with all the latest operative and communicative facilities required for the safe operations of the airways. Shown L. to R. Roy Cushway, Bob Mowbray and Roger Stone, chief traffic controller.



### In the Early Days of Civil Av.

*Civil Aviation has progressed by leaps and bounds since the early days in the West Art Whittet writes about in the following article. Mr. Whittet is a technical officer in the Construction Division of Air Services.*

The official opening of the new air terminal at Saskatoon on September 29 by our Minister, recalls to mind this same airport in its infancy. It, like all the others, was grass surfaced and was occupied by the flying club. Bill Windrum with his Air Engineer, Phil Green, took care of the air-minded youngsters, and turned out many a good pilot.

Regina, the western nucleus of civil aviation, was another such setup, but, being the capital of the Province, it was possibly more active. The original "Airfield" (as most people called it) was a reasonably smooth area of prairie at the south boundary of the city. The first commercial air pilot licence was issued to a flyer at Regina. Lieutenant R.J. Groome held Commercial Air Pilot Certificate, dated July 31, 1920. He was also the original instructor at the airfield. One of the Curtiss planes, Aerial Service used, bore the first registration letters to be used in Canada - G-CAAA. These were allotted on April 20, 1920. Groome's mechanic, Robert McCombie, was the first registered air engineer in Canada, receiving licence No. 1, dated April 20, 1920. Civil Aviation was in its infancy at this time, and many ideas were explored to show the diversity of uses to which planes could be put. On one occasion, Mr. Groome

was the pilot on a flight between Regina and Moose Jaw, May 26, 1919, when specially printed copies of the "Regina Leader" were carried between the two cities.

Later, when the city set aside an area of land at its western boundary, and just south of the famous R.N.W.M.P. barracks, all flying activities moved to that location.

This period, the late twenties, saw a great upsurge in private flying as well as "Barn Storming", and many of the big names in aviation today were getting their wings at that time.

Howard Ingram, the Air Regulations Inspector, was kept very busy, and covered a lot of territory in old "AFA", the first aeroplane owned by Civil Aviation.

At this same time, planning was quietly going on at headquarters for the ultimate trans-Canada airmail system. Experimental flights between Montreal and Rimouski were carried out in 1927 under direction of J.H. "Tuddy" Tudhope. These flights delivered or received first class mail from outgoing or incoming Atlantic steamships at Rimouski, and cut about 48 hours from the previous delivery time.

In May 1929 J.A. "Daddy" Wilson sent A.D. "Dan" McLean to Regina to install the Prairie section of the airways system. Capt. McLean (ex Air Force) was well equipped to handle this work. His practical and theoretical knowledge, together with his diplomatic but persistent nature, enabled him to complete the Prairie section in record time. With "Bill" Taylor

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# ACROSS CANADA WITH D O T REPORTERS

## MONTREAL

On July 20, members of the Montreal Air Services Club were the guests of Tom Wheeler, president of Wheeler Airlines, at Lac Quimet Country Club, for their annual picnic.

The sun was far from being shy, so everyone looked for a shady nook under the trees, spread out their blankets, stored their lunch in a cool place, put on their bathing suits and jumped into the lake.

A golf tournament was held for a certain party at the Grey Rocks Golf Club. Tennis was also enjoyed by another group. Races for men and women and children brought good clean fun and cheer. Every one wanted to win and they ran to their heart's content.

Large straw hats were distributed among the lady members, which not only added glamour but afforded protection from "Old Sol". The small fry were given ample quantities of soft drinks, chips, ice cream, candies etc., balloons and bolos.

Prizes together with attendance prizes were awarded to members. Unfortunately J.L. Blondeau, our Honorary-President was unable to officiate. D. Grenier was appointed to act for him and was assisted by Messrs. Thomas and Labelle. After sunset everybody gathered their belongings and returned to their homes well satisfied with a very enjoyable day spent in one of nature's beauty spots.

C. H. Skelton



Mrs. G. Michalak (Air Regulations) and her daughter Linda enjoying the sunshine and the water.

## MONCTON

On June 6, Department of Transport employees at Moncton and throughout the District were saddened by the sudden death of A.S. (Nick) Nicholson, Meteorological Assistant at Moncton DAFO. Nick had worked his regular shift on Friday, but became ill shortly after going home and passed away at Moncton Hospital early Monday morning. He is missed especially by those with whom he was associated at Moncton Airport and our deepest sympathy goes to Mrs. Nicholson.

## PICNIC

The Moncton District Office staff picnic was held early in July at Fundy National Park.

The Picnic got underway with swimming in the salt water pool with aquatic skills displayed by Miriam Englehart, Shirley Smith, Ferny LeBlanc, Bill Irving Sr., Eric LeBlanc and others.

Races for the children were run off under the con- venership of Fred Cripps and Marilyn Steeves with our genial DCAS Ray Goodwin acting as judge, complete with camera to take care of photo finishes.

A softball game for the girls was the next event with Davene Wilbur and Theresa Teed in charge. Unfortunately the writer has not been able to obtain definite information as to the final score.

Following this, picnic lunches were laid out and everyone enjoyed a hearty meal supplemented with pop and ice cream distributed by Art Twohig and Ray Branscombe. After supper the men's softball game took place under the supervision of Fred Nicholl and Ferny LeBlanc. Chief "WHOHITIT" (Russ Farrell) has not yet announced his decision on a number of close plays but it is thought he may make a statement during his next visit to Newfoundland.

As the sun slowly went down behind the Albert County hills, it was agreed by all that this had been a fine picnic and our thanks go to all those who helped to make it so, especially the planning committee of Ray Branscombe, Russ Farrell and Ev Armour.

Presentations were made in June to two members of the staff who resigned. Dot Duffy, Secretary to the D.C.A.S. resigned because of ill health, and Hazel Pentz, Secretary to the D.S.A. resigned in order to return to her family home in Nova Scotia.

John Saphir, Inspector of Civil Aviation in the Airways Branch was transferred to the Edmonton District on July 1. Johnny had come to Moncton from Headquarters almost four years ago and will be missed by all those with whom he had been associated and our best wishes go with him to Edmonton on his new assignment. He was presented with a Ronson lighter prior to his departure.

During July we welcomed two new Stenographers to our staff Miss Stella Robichaud and Miss Pauline Lewis who transferred to the Department from the Unemployment Insurance Commission at Moncton. A.H. Gilchrist arrived from Ottawa to replace Mr. Saphir in the Airways Section.

We welcome these newcomers and hope their stay with us may be a pleasant one.

H.B. Miller

## TUNA TOURNAMENT

A 468 pound tuna boated on Soldiers Rig off Wedgeport, N.S. enabled R.W. Goodwin, D.C.A.S. to capture the Gateway Flying Club Tuna Trophy following a recent two day tournament.

The tuna fishing event was the third such annual fishing program which is sponsored by the Royal Canadian Flying Clubs Association of Canada. The Gateway Club of Yarmouth was host club this year.

Fifteen planes carrying some 40 representatives of flying clubs from Ottawa, Toronto, Kingston, Brantford, St. Catharines and Halifax descended on Yarmouth for the event. R.C.F.C.A. President, H. Ross Screaton of Winnipeg presented the trophy to Mr. Goodwin at a beach party which brought the event to a close.

## HALIFAX - MARINE



First ship to sail "over" the new Angus L. Macdonald bridge.

### DOT FLOAT WINS PRIZE IN PARADE

A prize winning and one of the most original floats in the Dartmouth, N.S. Natal Day Parade, August 3, was one entered by the Department of Transport. It was a replica of the DOT Sambro Lightship No. 15, which aids navigation in the Halifax Harbour and approaches.

The float complete with fog alarm bells clanging and seamen aboard created a sensation as she toured the parade route. After winning a prize in the Dartmouth parade, the ship sailed "over" the new Halifax-Dartmouth bridge, the Angus L. Macdonald, where she again won similar honours in the Halifax Natal Day Parade several days later. The fog horn was operated by an engine under the box marked "Happy 205 Birthday" which puzzled the small fry as they thought that this engine was propelling the float through the streets.

Congratulations to the following personnel of Dartmouth Marine Agency who constructed and decorated the original float in their spare time: E.G. Shiers, C.S. Huskins, carpenters; R. Cameron, A.C. Shortt, L.A. Harris, mechanics Marine Signals; W. Stevens, rigger; R.J. Hiltz, storekeeper; and H.A. Farmer, clerk.

## WINNIPEG DISTRICT

These reports are taken from "Spotlight" Winnipeg District News Sheet.

### THE PAS

It may be interesting to know that The Pas Airport gasoline sales have risen to an all-time high, from 500 to 800 gals. per month to the present peak of 50,000 gals. per month. Our storage capacity is 20,000 gals., in four different grades--this should satisfy all pilots.

As a token of appreciation for the assistance received from DOT staff, RCMP and others in the early spring search for one of its B-47 jet-bombers which exploded in mid-air in the vicinity of The Pas, the U.S.A.F. officials at March Field, Cal. forwarded a replica of one of the B-47 aircraft, mounted on a pedestal, with a suitable inscription: "To the civilians and RCMP at The Pas Airport, who assisted in aiding in the successful rescue of the downed USAF crew which crashed in the wilds of Northern Saskatchewan."

The search originated from The Pas Airport, necessitating round-the-clock operations on the part of the maintenance staff, and other DOT personnel.

Alex Clark

## CHURCHILL CALLING

The white whale season has opened now and the hunters are out each morning with their harpoons and rifles. Anyone like to try a piece of muktuk? Very tasty. Muktuk is the part of the white whale that the Eskimos enjoy. It is the layer of white substance between the thin outer skin and the blubber underneath. This muktuk is cooked by boiling in water with a little vinegar for about 20 minutes. When cooked it has a sea food taste (difficult to describe) and is about the consistency and colour of hard-boiled white of egg. Is usually cut in small squares about 2 inches square. And is about half an inch in thickness. Yum! Yum! (Mamuktoaluk!)

We had the pleasure of the company of Roy and Dora Alto on their way out from Chesterfield. All looking bronzed and fit although a little tired from the trip. The kids seemed to have spent all their spare time growing, especially little Lorna. Roy had just received his first roll of colour film taken in his new camera and the results were very satisfactory.

The ball season has been going great guns here with the ladies from Churchill township giving the ladies' team from Fort Churchill an awful beating.

E.M. Fraser

## REGINA

Elmer Nelson arrived from Winnipeg, climbed into the saddle and became our new Range Boss. With Radio Inspecting brother Larry here, the Nelsons have pretty well taken over this here spread.

Elmer started radio-opping in the Yukon, where in 1941 he was on the crew that put Whitehorse Radio on the air for the first time. Later he roamed the Yukon trails as a technician.

Johnny Junk

## WINNIPEG

WG ATC Centre hit the TV lanes on August 2, with an interesting 15-minute show on how the flying public is ensured a safe and expeditious journey. Chief Claude Brereton did the commentary.

Tower Chief Nels Harvey and Spotlight Editor Batt now undergoing training at Winnipeg ATC where future Approach Controllers are being trained.

Under the leadership of President Jim Rauscher, Winnipeg DOTRA held a monster picnic at Elm Beach, St. Vital on August 17.

Fred Woodford (Met. Asst. Gr. 2) has accepted a transfer to the Machine Processing Unit, Climatological Section, Toronto.

In a Canada-wide competition to establish an eligible list, Fred came first.

Messrs. C.R. Brereton, Chief ATC, Winnipeg; W.N. Harvey, Chief, Winnipeg Tower; and M.O. Sutherland, J.L. Dods and H.G. Batt, Winnipeg Tower Controllers, paid a visit to the Boston Control Tower, to observe Radar Approach Control methods in use at that unit, in preparation for a similar type of Approach Control to be instituted at Winnipeg in the future.

Hon. George C. Marler, Minister of Transport, arrived in Winnipeg on Thursday, August 4, following an inspection trip which covered a number of northern stations in the Winnipeg Air Services District.



Kathy Millin, winner of toddler's race



Hon. G.C. Marler and Lorne Hall



R.J. Burnside, J.R.K. Main, G.V. Smith (background)



L.R. Mattern and A/V/M de Niverville

## OTTAWA PICNIC

Candid shots of the picnic shown on this page were taken by H. Pyle.

DOT headquarters employees with their wives and families converged on the Fairmount Club site on July 13 for their annual picnic.

The Minister, the Deputy and other senior officials of DOT joined in the fun. Telecommunications Division under the supervision of W. A. Caton provided a first class public address system, and with D. A. Wood, Training and Welfare as MC for the day, an interesting programme rolled along very efficiently.

The children had ample opportunity to show their mettle, both in sporting ability and capacity for consuming such items as hot dogs, ice cream and pop. In place of the ponies, a hay buggy ride proved a great attraction with the youngsters. The adults were kept busy with a variety of events including racing, tug of war, softball, shoe kicking and rounded out with an evening of dancing inside the club.

No. 3 Building were victors in the softball game and also won the Deputy Minister's trophy, but the Hunter Building won the tug-of-war. L.R. Mattern, chairman of DOTRA, presented the trophy to A/V/M de Niverville, Director of Air Services, at the close of events.

Pat Graham, Purchasing, was in charge of the organization of the picnic. Assisting him were Lorne Hall, Harry Pyle, Bill Munro, Mrs. MacMillan and Heber Budden.

## GOLF

The annual golf tournament of headquarters was held on July 8, at the Chaudiere Golf Club. A new feature of the event this year was the inclusion of women, although greatly in the minority, had a very pleasant day, each one winning a prize.

The winner of the C.P. Edwards trophy was Tom Bryson of the National Harbours Board, runner up was Alex Watson, Marine Superintendent. Low net was won by Howard Darling. Miss M.S. Mitchell won the low gross for the women and Miss L. Eadie won the low net.

Bill Munro was in charge of arrangements for the tournament.

George Matthews and Ytyve McClymont



Heber Budden, Mrs. Hall and Percy Hunter watching the races.



## EDMONTON DISTRICT CALGARY

The year 1955 has already provided many changes in the Calgary Weather office and still others are promised.

Sam Shimizu, Meteorologist, decided to forego the dubious pleasures of mid-night shifts and went home to Toronto where, at last reports, he was happily settled in the routine at Head Office. His replacement, Dan Buss, a native of Winnipeg, was assigned to Calgary off course at Trenton.

Two Meteorological Assistants have left Calgary for greener fields. Bernard Anderson is now under training at Edmonton for a future in Air Traffic Control. Earl Hawthorne is assigned to Radiosonde and, he hopes, an ultimate northern posting. As replacements we have welcomed Gil Smith from Beatton River and Tom Donnelly from Teslin.

However, the most striking change, forecast for this fall has nothing to do with staff. The Calgary airport is finally getting its long awaited terminal building. This building will be one of the most modern in Canada and will house T.C.A. and C.P.A. staffs, the Tower, Radio Range and Weather Office all in one building after a separation of nearly eight years. A.F. McQuarrie

## KENORA SUB AGENCY



This is a photo of a steel scow and the tug "Grace Anne" which services the aids to navigation in the Lake of the Woods, a part of the Kenora sub agency. There are 1200 miles of navigable channels here, which have 556 spar buoys and thirty-one lights aids to navigation which have to be kept in good working order at all times. (The photo was taken by Captain Parrott, sub-agent at Kenora.)

Said the old lady, as she was boarding plane for her first flight: "You'll be sure to bring me down again all right, won't you."

The pilot replied: "Yes, Mam, I've never left anyone up there yet!"



## Fishing for a Holiday



Part of the Catch!

W.L. Nelson

Come May 1, in the Maritimes the urge to go fishing springs eternal in the heart of every follower of the sport. In the case of a few old victims in the Moncton District Office, the call of lake and stream will never die. As it slumbers through winter's below-zero temperatures such remarks as, "Only 120 more days!" "Lake Archibald again this year!" "I bought a new pair of waders last pay!" are common during noon lunch periods.

After months of planning, preparing and dreaming of calm, sheltered coves, swirling pools, leaping trout, pine-scented cabins, meat-balls-and-spaghetti, etc., 6 a.m. May 14 again found Dick Vaughan, Herb Garland, Russ Farrell and George Kimbal ready to take off from Shediac, N.B., by car for Goshen, N.S.

"Yours truly" was unable to make the trip this year, but the vexation that accompanies a calamity of this nature was greatly diminished by a telephone call from the party en route, which expressed their sympathy at my having to stay behind, assured me that I was missing a wonderful time, and that "we are having one for you."

On their return the boys presented me with some fine specimens of the catch, as well as some snapshots of trip-highlights. The latter we are happy to share with fellow-fishermen and readers of "NEWS on the DOT."



Herb, Russ and Dick all ready for a big day at the lake.



Let Geo. do it!

## Suggestion Award Winners

Suggested improvements in the operation of the Department are continuing to pay off for employees.

Approval has now been received from the Suggestion Award Board of suggestions made by Allen G. MacLennan of Telecommunications at Ottawa and William Hynd of Wiarton Radio Range. Cash awards totalling \$150. will be presented in the near future.

"Awards in Kind", in the form of Table Lighters, Desk Sets, etc., have been approved for S.E. Henderson, Peterborough; Glenn K. Boyd, Ottawa; Joyce Ann Mitchell, Vancouver; Fern Galloway, Ottawa; and E.J. McKnight, Fort St. John. Ken Nester of Toronto and Glenda McCord of Ottawa, who have resigned from the Service since making their suggestions will also receive awards. These awards have been requisitioned and presentations will be made soon.

In addition to these, token awards have been made for smaller suggestions, and several more have been recommended for consideration by the Board at present. It is planned to publish in "News on the DOT" the names of all employees who receive awards unless the employee requests to remain anonymous.

## Gold Medal for Bravery

The Royal Canadian Humane Association's gold medal for bravery has been posthumously awarded to Clarence Bowes, D.O.T. radio operator who was stationed at Ellis Bay, P.Q. and who lost his life last July in a successful rescue attempt near Anticosti Island. Only 16 of such medals have been awarded in the 61-year old history of the Association. Mr. Bowes was considered a good swimmer and had several life-saving feats to his credit. The water was very cold and he had not been in swimming for some time.

Mr. Bowes, his wife, and daughter with a friend, were attending the annual picnic on July 25, given by the Consolidated Paper Company at Anse-aux-Fraises. As the couple were walking along the beach, they heard the girls, who had gone in for a swim, screaming for help. A strong northeast wind was blowing, making the water very rough and the girls were being carried away by the undertow. As soon as Mr. Bowes saw the distress of the girls, he stripped and set out for them. He directed another fellow on the beach to assist his own daughter because she was making some headway, but went himself after the girl who was farthest out. He reached the girl alright, and helped her out of danger, but then something happened to him. She in turn tried to help him, but it was impossible, she said, as he could not seem to help himself. He disappeared beneath the surface, and was not seen anymore.

The Department extends its warmest sympathy to the family of Mr. Bowes.

## ATC School to Open

The Department's Air Services Branch is initiating a new special training programme in civil aviation. Two schools are being organized to train air traffic controllers, one to be located in Toronto and one in Winnipeg. In making the announcement our Minister stated 'we must continue to recruit and train the highly qualified personnel needed in ever increasing numbers to man our air traffic control centres and the control towers at airports.'

The opening date at the Toronto school, Malton airport, is scheduled for November 21 and that of Winnipeg, January 9. Thirty students will be admitted at each school for three months' theoretical and simulated training. Besides a classroom, a control tower mock-up and a centre mock-up are being constructed where the students will receive simulated experience in both tower and centre work. Upon successful completion of the course, the students will be posted at airports in Canada where they will receive three months' contact training and earn a controller's licence. It is planned to run a course every twelve weeks for the next two years.

Initial salary during training will be \$197.00 a month and upon receiving their certificate it will be \$270.00 a month. Ranges of pay go up to \$475.00. Competitive open examinations are being held across Canada to select candidates for the course. L. R. Mattern, is presently on a travelling board interviewing applicants in all the cities of Canada. The instructors will be selected from Air Traffic Controllers presently employed in air traffic control.

The new special training programme is being carried out under the direction of the Chief Air Traffic Control Officer, C.C. Bogart. The development and organization is being done by A.A. Johnson of the Training and Welfare Section of the Personnel Branch who has been working in co-operation with L.R. Mattern, Supervisor Airport and Approach Control. Mr. Johnson was recently appointed to the Training and Welfare Section as a result of a promotion competition, having previously served ten years at A.T.C. centres and towers including North Bay, London, Cartierville, Sydney and Montreal, some of which were as OIC.

Browne - Continued from page 4

ications and the Radio Conferences of 1947, and in the North American Regional Broadcasting Conferences of 1949-50. He had also been very active in organizing the international aeronautical radio services now provided by the Department of Transport, and in every way, since his first association with Government radio services in 1914, had proved his worth as an able public servant of the highest calibre.'

George Cecil Watson Browne is a native of Ireland and a graduate in civil engineering from Trinity College, Dublin. He was engaged in radio development activities in the United States for a number of years and later in marine radio work in Great Britain. He entered the Canadian Government radio service in 1914. During World



A/V/M de Niverville makes presentation of movie camera to Mr. Browne, (middle) Mr. Nixon, new Controller of Telecom looks on.

War I, he served with the Royal Canadian Navy ending up in charge of technical and practical instruction at the Naval Wireless School at Ottawa. Returning to the then Department of Marine, he was placed in control of a group of Direction Finding Stations on the East Coast. In 1936, with the formation of the Department of Transport by the merging of the Department of Marine and the Department of Railways and Canals, Mr. Browne was appointed Assistant Controller of Radio. In 1947 he was appointed Controller of Radio, later changed to Controller of Telecommunications.

His close association with marine matters and personal contact with his opposite numbers in the United States bore fruit in the conclusion of the agreement for the promotion of safety on the Great Lakes by the means of radio telephony, a document which resulted from some 15 years of co-operative research between the United States Coast Guard, the Federal Communications Commission of the United States and the Department of Transport in Canada.

## RADIO PIONEER RETIRES

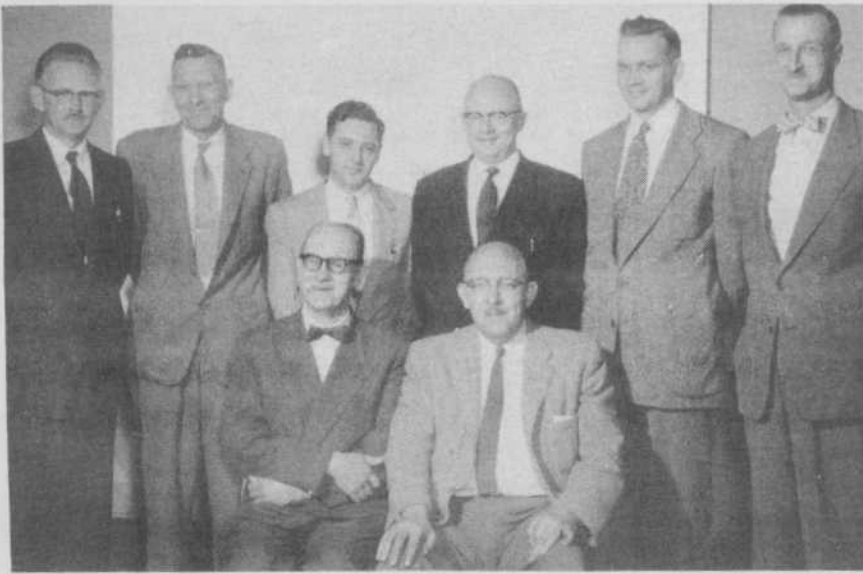
Another pioneer in the telecommunications world retired recently. On September 26, the staff of Telecom gathered in the Controller's office to say good-bye to E.D. Hayman, who has been with the department since 1915. F.G. Nixon, the new Controller, presented Mr. Hayman with a drill press on behalf of his associates. Among the many friends present were two former controllers, Lt. Cmdr. C.P. Edwards and G.C.W. Browne. In making the presentation, Mr. Nixon thanked Mr. Hayman for his services to the Department and expressed the wish of all present for many happy years of retirement. Evelyn Smirle presented a purse to Mrs. Hayman, on behalf of the staff.

Mr. Hayman came to the Department from the Canadian Marconi Company in 1915 on the takeover of the Cape Sable Station. His first assignment in DOT was at Barrington Passage on the East coast. He also pioneered the installations of radio equipment in Hudson Bay and participated in the construction of Mansell Island station in that area. The retiring radio pioneer came to Ottawa in 1919 as supervisor of the radio test room. His early days in Ottawa included main-

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## Key Telecom. Staff Meet in Ottawa

### STANDING.

W. R. Johnson, Edmonton  
W. L. Nelson, Moncton  
A. C. Flick, Toronto  
W. J. Thomas, Montreal.  
E. C. Rayner, Winnipeg  
L. W. Mortensen, Vancouver

### SEATED

G. Wells, Tel. Ottawa.  
D. S. Wood, Personnel Training  
and Welfare.

The District Operations Supervisors from each Air Services District were welcomed recently to Ottawa by the Controller of Telecommunications, F. G. Nixon. A series of interesting discussions under the guidance of Earle Porter and his staff helped them to become familiar with the operations in each District and gave Headquarters staff an opportunity to review the overall operating requirements and procedures for aviation and marine radio facilities. The group also part-

icipated in numerous discussions devoted to administrative subjects directly associated with their field operations. The technical team was led by George Wells, Bill Baker and Earl English and the administrative team was headed by Dennis Wood, Cal Harris and Darrell DeBow. This first general meeting of District Operations Supervisors was highly successful and will contribute to a more efficient Telecommunications Service.

### EARLY DAYS OF CIVIL AV. Cont'd from page 5

of 'Soldiers Settlement Board' as his 'Land's man', properties were acquired for intermediate aerodromes and beacon sites. It is rumoured that Dan and Bill finally won over one really tough customer, by drying the supper dishes. (His wife must have been the boss.)

Howard Ingram provided space in his Western headquarters - which was one large room in the Regina Armouries - and Dan went to work.

The section between Winnipeg and Regina consisted of nine intermediate aerodromes located at Oakville, MacGregor, Petrel, Rivers and Arrow River in Manitoba; and Moosomin, Broadview, Wolseley and Squirrel Hill in Saskatchewan. The first seven above mentioned aerodromes were lighted by electricity and the last two by acetylene gas.

These emergency fields were spaced about thirty miles apart. Nine acetylene gas beacon sites were interspersed between the electrical in rough terrain, as an additional guide. The pilots flew contact with no radio aids until 1931.

From Regina to Calgary the lighting system was all acetylene gas operated, but as was the case of the Winnipeg-Regina section, Municipal airports, with their electric rotating beacons, furnished additional coverage, as well as marking the airport locations. These airports were Winnipeg, Brandon, Regina, Moose Jaw, Medicine Hat and Calgary.

The system was placed in operation in the late fall of 1929 and (supposedly) was able to switch itself on and off between the hours of sunset and sunrise, by means of time switches and sun valves.

After several trips by the electrical contractor to remedy small troubles and outages, it was decided that this system needed the attentions of man. It was not as mechanical as they had expected. A full-time service man was required, and as the saying goes 'That is where I came in'.

I was appointed to the position of 'Beacon Service Man' on April 10, 1930 and was allotted the fourth corner of the one-room Regina headquarters in the Armouries. I have the questionable honour, however, of being the first 'Airways Serviceman' in Canada. The other three corners of the room were occupied by H. Ingram, Air Regs Inspector, Miss Jessie Douglas (who later married Mr. Whittet's brother, an instructor at Regina Flying Club) and Mr. McClean.

At the same time that this Airways Night-Flying lighting was installed, the Cities also improved their airport lighting, with assistance from the Federal Government. Their original lighting in most cases consisted of large floodlights; these were located at opposite sides of the all-grass area, and the one suitable for the wind direction was switched on to either light the area from the side or behind the pilot when he was landing or taking off.

Their improved lighting consisted of boundary lights which outlined the perimeter of the usable area. Green globes were placed on two adjacent units if definite landing directions were required. Illuminated wind socks were also installed.

Much experimenting had to be done with the lighting equipment before all the troubles were solved, and many long hours were put in to keep the system operating.

We were in business however and no flight was cancelled or delayed due to failure of the lighting system.

CANSO CAUSEWAY- Cont'd from page 1



Hon. C.D. Howe wielded a claymore to slash the Nova Scotian tartan which stretched across the Causeway, declaring it open to traffic.

Honourable George Marler, Minister of Transport, was chairman of the ceremonies and officially welcomed the 40,000 persons who attended. Rt. Hon. C.D. Howe, former Minister of Transport, wielded a claymore which had seen service at the Battle of Culloden and slashed through the Nova Scotia tartan ribbon which stretched across the Causeway, thus declaring it opened to traffic. Another former Minister of Transport was on the platform in the person of the Hon. Lionel Chevrier.

Others who participated in the ceremony were the widow of the late Premier of Nova Scotia, the Hon. Angus L. Macdonald, the Province's Premier, Henry D. Hicks, and the Canadian National Railways' President, Donald Gordon. A welcome in

Hayman continued from page 10



E. D. HAYMAN

tenance of coast stations, inspection work involving radio amateurs, and operations at Ottawa's first broadcasting station.

In the presentation remarks, Mr. Nixon referred to the well-equipped workshop Mr. Hayman had at home, also his fascination for sailing boats, attributed no doubt to his being a Maritimer, and his fondness for gardening.



One Hundred Pipers lead the march across the Road to the Isles. Official Opening Ceremony of the Canso Causeway.

Gaelic was delivered by the Rev. S.P. Macdonald, brother of the late Premier.

Hurricane 'Connie' threatened for a while to cause postponement of the ceremonies but the Meteorological boys called down the jet stream from the northwest to blow it out to sea before it reached the Canadian coastline. Preparations for the opening ceremonies were carried out by a committee consisting of representatives of the Department of Transport, the Province of Nova Scotia, and the Canadian National Railways.

The Canso Causeway is the world's deepest man-made isthmus and possibly one of its longest and is considered to be one of the engineering feats of the century. More than ten million tons of granite rock and fill from nearby Porcupine Mountain were required to build it. Navigation is provided by a canal which consists of a navigation lock spanned by a swing bridge.

Mr. Hayman with his many hobbies has a head start in enjoying his retirement. He has turned out many fine objects from his workshop, but his specialty has been sailboats; building the parts in the winter, assembling them in the spring, and then sailing the craft at Constance Bay, where he has a cottage, and at Dows Lake. Just now he is concentrating on a motor cruiser. His garden will also occupy much of his time, flowers and vegetables. Another interest which he has developed in his spare time is photography, taking and developing his own pictures, using equipment he has built himself. Of late, Mr. Hayman has graduated into the coloured movies class.

One son, Doug Hayman, works in the Department, in the Construction Division of Air Services.

