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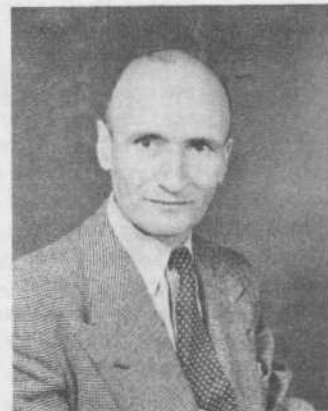
J.R.K. MAIN



M.M. FLEMING



E. HICKSON



C.T. TRAVERS

A NEW FORMATION IN CIVIL AVIATION SPECIALIZATION IS TREND

Re-organization of the Civil Aviation Branch of the Department of Transport's Air Services, as well as the appointment of the necessary personnel following promotional competitions, was announced recently by Transport Minister George Hees. In this re-organization, three senior positions at headquarters were created.

"The continued expansion in the field of civil aviation and the high degree of specialization now required in certain functions, have made it necessary to re-organize the structure of the Civil Aviation Branch," Mr. Hees said. In this re-organization, J.R.K. Main was appointed earlier in the month as Director of Civil Aviation, succeeding Major Robert Dodds who retired on superannuation.

The announcement says that the accident investigation function has grown in complexity and importance with the result that a separate organization of specialists in that field has been formed. C.T. Travers, at present Controller of Civil Air Regulations Division under which this work was conducted, has been appointed Chief of the new Division of Accident Investigation.

A new Division called Civil Air Operations and Regulations has been created under M.M. Fleming to consolidate the functions involving departmental and civil flying operations, airways functions, flight operations and civil air regulations. Mr. Fleming is at present Regional Superintendent of Air Regulations at Moncton, N. B.

The rapid growth in the extent and complexity of airport facilities operated by the Department has made it necessary to form a separate unit to be known as Airport and Property Management Division which will continue the airports functions of the previous Airways and Airports Division. The Chief of this new service is Earl Hickson, Administrator of Airports, Ottawa.

The new Director of Civil Aviation Branch was born at Pincher Creek, Alta., in 1894 and is one of the most widely known officials in aviation circles. His knowledge of flying duties goes back to World War I when he served with the Royal Air Force in Egypt. He also served overseas with the Canadian Engineers. On his return from overseas he taught school in Southern Alberta for a number of years but returned to aviation in 1928 when he took a refresher course with the Calgary Flying Club. He served with the Royal Canadian Air Force at Camp Borden and later gave flying instruction at the Ottawa and Toronto Flying Clubs.

Mr. Main joined the Department of Transport as Air Inspector on its formation in 1936 when Civil Aviation was transferred from the R.C.A.F. He set up a system for operational licensing of air carriers in 1938 and in the early years of the war organized a system of priority in air travel priority. He attended the Chicago meeting which saw the formation of Provisional International Civil Aviation Organization where he was chairman of a sub-committee on airports and ground aids. Later when PICAIO settled in Montreal, Mr. Main was seconded to that body to organize the important standing committee on airport and ground aids.

In 1947 Mr. Main was appointed Executive Assistant to the Director of Air Services and played an important part in setting up the organization which led to the centralization of Air Services functions under Regional Controllers at six centres throughout the country. He was among the first Regional Controllers selected under the new Regional centralization system, being placed in charge of the Alberta and Northwest Territories region with headquarters at Edmonton. In 1950 he was brought back to Ottawa headquarters as Assistant Controller of Civil Aviation and, when that Division was elevated to the status of a branch, was appointed Assistant Director and Chief of Flight Operations.

Mr. Main married Miss Ethel Godfrey of Ottawa in 1924. They have three children: Mrs. Gladys Morton of Ottawa; Russell who is taking a post graduate course in bio-chemistry at Cambridge, England; and Nancy who is a Nursing Sister with the R.C.A.F. in France. The new Director of Civil Aviation is an Associate Fellow of the Canadian Aeronautical Institute, a Life Member of the Ottawa Flying Club and an Honorary Member of the Calgary Flying Club.

CHARLES TINDAL TRAVERS, A.F.C., studied engineering at University of London, England, is a graduate of the Institution of Mechanical Engineers (London) and is an Associate Fellow of the Royal Aeronautical Society. Mr. Travers was born in Warlingham, Surrey, in 1898, became interested in aviation at the age of 12 with his elder brother who was one of the pioneers in the construction and flying of early aircraft, and saw action with the Royal Flying Corps and the Royal Air Force in World War I. He came to Canada in 1928 and did considerable flying with the R.C.A.F. and the Manitoba Government Air Service before joining the Civil Aviation Branch of Department of Transport in 1936. Mr. Travers has been closely identified with framing the Air Regulations of Civil Aviation in Canada and the development of Student Pilot Training.

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Captain Carsell

"Break-Up Time" Aided by Ice Officer

Captain Robert MacFarlane Carsell, 43, Halifax, N.S., has been appointed to the position of Ice Information Officer.

In this position recently created by the Department, Captain Carsell will be in charge of organizing, co-ordinating and reporting results of aerial ice surveys which the Department carries out in the interests of shipping in the Strait of Belle Isle, Hudson Strait, Hudson Bay and part of the Gulf of St. Lawrence - from Anticosti to Cabot Strait, East Coast of Nova Scotia and Northumberland Strait.

Aerial ice surveys conducted by the Department of Transport facilitate early ice navigation in these areas in "break-up" time. Reports from ice patrols may indicate leads in the ice, position of icebergs, growlers, large sheets of ice or drifting ice. On occasion, on request, the Ice Information Officer, who has a good picture of ice conditions from charts and maps obtained from reconnaissance flights made by himself, or an ice observer, may board ship to confer with captain.

While headquarters for this position will be in Ottawa, Captain Carsell will move to Halifax in March to be near Gulf of St. Lawrence operations. By June, when ice begins to break up in the Strait of Belle Isle, he moves to Newfoundland and in July he goes to Churchill where ice reconnaissance starts in Hudson Bay.

Ice reconnaissance information has been a special assignment of Captain Carsell since he joined the Department as a relief master in May 1956. A native of Greenock, Scotland, and in Canada since 1947, he came to the Department from Foundation Maritime Company, Halifax where he was a salvage relief master. Seafaring in many parts of the world since 1936, Captain Carsell gained experience in sea ice navigation during World War II in the Royal Navy when he was stationed in Denmark Strait off the coast of Greenland in search and rescue operations and as a salvage master.



P. Sheridan, Operations Officer of Ice Surveys; G. Voss and Captain Lillas from a ship in harbour, discuss ice conditions at Churchill with Captain Carsell.

Trips were recently made to Universities across Canada to recruit meteorologists. In addition to interviews and consultations, numerous seminars and talks were given to University groups. Several television and radio interviews were accorded the Meteorological representatives who were: Dr. D.P. McIntyre, Chief, Research & Training; Dr. W.L. Godson, Superintendent, Atmospheric Research; C.L. Mateer, Radiation Unit; T.L. Richards, Malton Forecast Office; A. Ouellet, Montreal Forecast Office.



Herbert L. Land

Chief St. Lawrence Ship Channel

Herbert L. Land succeeds Paul Kuhring as Chief Engineer of the St. Lawrence Ship Channel. Born in Sweden in 1902, he came to Canada when a boy and attended school at Chase and Kamloops, B.C. He entered the service of the Topographical Surveys of the old Department of Interior, first as an articled pupil, later as a commissioned Dominion Land Surveyor.

Prior to 1931, when Mr. Land joined the St. Lawrence Ship Channel Branch of the old Department of Marine, he did survey work and topographical mapping for the Government in every Canadian province.

His duties included much legal survey and subdivision work in the Peace River district during the years when that area was undergoing vast expansion and land settlement.

After joining the staff of the St. Lawrence Ship Channel, Mr. Land became a specialist in the fields of icebreaking and engineering of special projects. During World War II he was particularly associated with wartime harbour and shipyard dredging improvements.

Mr. Land, a member of the Professional Institute of the Civil Service and of the Canadian Institute of Surveying, is also much interested in writing and has contributed frequently in the past to engineering and surveying journals. He is a member of the Canadian Authors Association.

PUBLIC RELATIONS (An Editorial)

On a recent visit to one of our districts we met Mr. X. who didn't like the Department of Transport. He said unpleasant things about us, in a general sort of way, and after he'd unburdened himself of these opinions we began asking some questions. It seems that he had written a letter to one of our regional offices asking for information. He received a reply--six weeks later. No reason given for the tardiness. No suggestion of an apology for the delay.

To make matters worse, the reply to his letter was in effect a curt "NO". And it carried no explanation. That man will knock D.O.T. for a long time to come. Can you blame him?

We sympathize with him. More to the point, we sympathize with the 12,000 employees in D.O.T. who are taking the rap for one man's thoughtless action. Insofar as Mr. X. is concerned (and he was quite a talker) the entire staff of D.O.T. has a bad character tag based on his single isolated experience.

Unfair? Certainly. But that's human nature.

Fortunately, this type of thing works the other way, too. Every dealing with the public, be it in person or by correspondence, can be an opportunity to put D.O.T. in a favorable light. No devious, complicated directives are needed. Just follow the rule of common courtesy we ourselves would like to receive if we were in the other fellow's shoes.

The vast majority of D.O.T. staffers don't need this kind of a reminder. A few do.

In an organization as big as D.O.T. there are times when mail cannot be answered promptly, for one reason or another. A brief letter informing the inquirer to expect a delay (reasons given) is then in order. Or the delayed reply begun with an apology (reasons given). And there is surely more than one way of saying NO (again, reasons given!).

This is an aspect of public relations that doesn't cost a penny, just a bit of thought. And it pays gratifying dividends in the respect and prestige it yields all of us as representatives--whatever the branch or wherever our location--of D.O.T.

SENIOR APPOINTMENTS MADE IN TELECOM.



C.M. BRANT



W.A. CATON

In the recent re-organization of the Telecommunications Branch, two senior appointments have been made. C. Mornington Brant, Controller of Radio Regulations has been promoted to the recently created position of Chief of Technical Co-ordination. W.A. Caton, Chief of Inspections and Examinations succeeds Mr. Brant as Controller of Radio Regulations.

Continued rapid advances in the field of telecommunications including radio and electronic aids have made it important that the activities of the Branch be co-ordinated and planned to meet the requirement of all services.

C. Mornington Brant

CHIEF OF TECHNICAL CO-ORDINATION

Mr. Brant came to the Department of Transport, April 1, 1949, at confederation of Canada and Newfoundland, where he was Controller of Aeronautical Radio. In 1937, when an employee of the Civil Aviation Branch of the British Air Ministry, he was sent to Newfoundland to supervise construction of radio communications to set the stage for trans-Atlantic commercial aviation, first at Botwood and later Gander. Runways and radio facilities were completed at Gander just at the time of the outbreak of World War II.

From 1942-46, Mr. Brant was attached to the Royal Air Force as a Senior Signals Officer in the Caribbean area and later Telecommunications Engineering Officer, North Atlantic area, Headquarters 45 Group Transport Command, Montreal. From there he flew extensively, maintaining and building radio stations for military and civil aviation. He retired from the R.A.F. with the rank of Squadron Leader.

Delegate to many International Conferences

Since coming to Ottawa, Mr. Brant has attended several international radio conferences for the Department, at Washington, Havana, Geneva and Montreal. In 1953, the new Technical Co-ordinator was appointed Superintendent of Radio Regulations and later Controller.

Mr. Brant was born in Holbeach, England, attended Chesterfield Grammar School, and London Polytechnic. He received his first training in radio in the R.A.F. Training school at Flowerdown, Winchester, England. When in Montreal he attended R.A.F. Engineering Course at McGill University, Montreal, post graduate studies in Electrical Engineering.

Mr. Brant lives in Hull, is a leader of a Rover crew, senior boy scouts, and rector's warden of St. James Anglican Church. He is a member of the Engineering Institute of Radio Engineers, Associate member of British Institute of Radio Engineers and of the Corporation of Professional Engineers, Quebec.

Besides these activities, Mr. Brant still finds time for some interesting hobbies, one unusual one - cutting gem stones. In his workshop at home you might find an amethyst, ruby or zircon in the process of being refined for a ring or brooch. He also makes his own tools to do this work, a diamond saw, or diamond wheel. Polishing the stone is quite an art also. He is a member of the Ottawa Valley Mineral Association where discussions and talks on structure of stones adds interest to this pastime. It takes a little time and patience for this unusual hobby but Mr. Brant finds it very rewarding in terms of artistic achievement.

Mr. Brant also occupies his time in landscape painting, an art he first developed while convalescing from an illness while in the R.A.F. in Montreal. Golfing and skiing are other after hour activities of this energetic man.

W. A. Caton

CONTROLLER OF RADIO REGULATIONS

In his new position as Controller of Radio Regulations, William A. Caton will be responsible to the Director of Telecommunications Branch for the enforcement of the Radio Act and Regulations and the Radio Section of the Canada Shipping Act. Under him will also come the operation of Ionosphere and Monitoring Stations, development of technical standards for equipment and also research and development in radio interference operations.

Mr. Caton, who has also had an extensive career in radio, has been associated with the Department of Transport since 1924 when he joined as a radio operator and was stationed at Chebucto Head direction finding station. Since then he was engaged in radio inspection operations first in Halifax in 1925 and for 11 years in the Toronto district. He was appointed to radio headquarters at Ottawa in 1937 and has held a number of increasingly important positions the last of which is Chief of Inspections and Examination. Prior to joining the Department of Transport, Mr. Caton was engaged in private radio work at Napanee and later was with the Royal Canadian Corps of Signals at Ottawa and Camp Borden.

First Trans-Canada Radio Broadcast - 1927

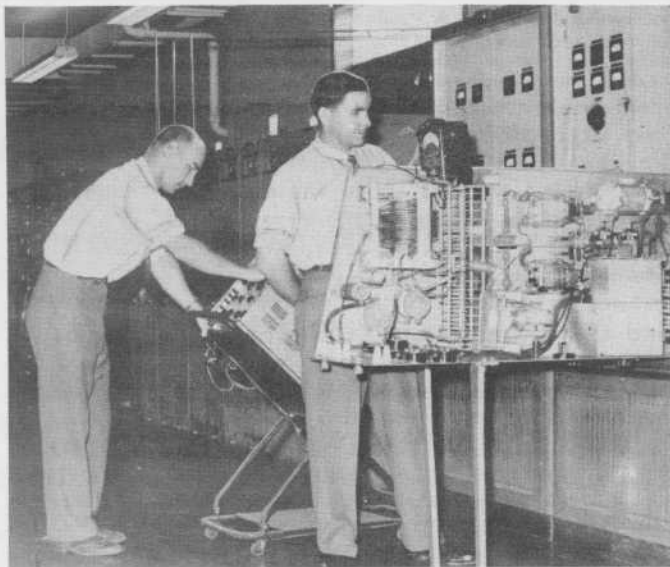
Interesting events in Mr. Caton's career in radio included taking part in the technical arrangements for the first trans-Canada radio broadcast in 1927, being in charge of all radio arrangements in connection with the Royal visit in 1939, attendance as a senior delegate at the NARBO Conference at Montreal and Washington in 1949-50, survey of West Coast marine radio coverage in 1950, and in-flight inspection of aeronautical radio facilities on the South Pacific route to Australia in 1952.

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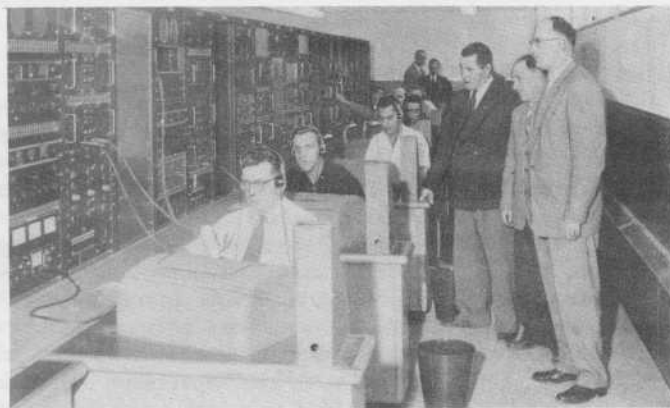
The all important Captain's Navigation Committee of the joint Dominion Marine Association and Lake Carriers Association meeting at the Seignory Club in January, under the chairmanship of Captain F. Harpell, was attended by officials of Canadian Government departments as well as representatives of the United States Coast Guard. Shown above seated at table are Mrs. E. Shaw (Secretary) and Captain Harpell. In the back row, (L. to R.) are Captain M. Bibeau; Captain F.

McCarthy; Norman Grey of the Hydrographic Surveys and Colin Martin of the Hydrographic Surveys; Lt. Commander S. G. Putzke of the U.S.C.G.; Norman Wilson, Director of Marine Services; W.F. Elliott of Marine Services; T.J. Ryan, Superintending Engineer of the Welland Ship Canal; A.R. Whittier, Assistant Director of Canal Services; Joseph Morin, Superintending Engineer of Quebec Canals; and A.H. Parker, Superintending Engineer of Ontario Canals.





EVERYTHING'S RUNNING SMOOTHLY Here J.W. Robertson, Officer-in-Charge of the transmitter station and Wilson Jewer, radio technician, use an oscilloscope to check the operation of a channel of an air-ground transmitter.



CHECKING AIR-GROUND COMMUNICATIONS - Operators at the new Gander Air-Ground communications centre are in close touch with aircraft over the North Atlantic while a group of Transport Department officials watch their activities. In the photo are from left, M. Fitzpatrick, Charles Bradbury, Gordon Goss, Howard Butler, Gerald Morrison and Jasper Suley at the operating positions. Looking on are, from left R.C. Smith, shift supervisor; T. Vince Myrick, in charge of Operations, and W.R. L. Porter of Ottawa, Operations Group.



LOOKING OVER THE RADIO RANGE POSITION - Department of Transport telecommunications officials from Ottawa, Moncton and Gander look on while operator Oliver Smith, right, attends to his duties at the radio range post, in the new Gander Aeradio Signals Centre. In the photo, taken at the opening of the new centre, are from left, W.J. Strong, in charge of maintenance at the centre; B.J. McIntyre of the Engineering Construction group, Ottawa; J.R. Fraser, radio technician, of Moncton Regional Office; T. Vince Myrick, head of Operations, Gander; James Connolly of C.N. Telegraphs; W.C. Hopkins, senior technician of Moncton District, Air Services; W.J. Heath, Officer-in-Charge of Gander Aeradio centre and operator Smith.

DESPATCHING THE FIRST MESSAGE - Earl Porter of Ottawa, engineer in charge of Maintenance and Operations hands the first message for despatch over the newly-opened Gander Aeradio Signals Centre to operator F.L. Bartlett while J.R. MacKay, Engineer in Charge of Construction, of Ottawa, and W.H. Heath, Officer-in-Charge of the station, look on.

New Aeradio Signals Centre Opened at Gander

With its newly-installed air-ground radio communication system now working on a round-the-clock basis, the new Aeradio Signals Centre at Gander, Newfoundland, was officially declared open on December 27, by the Department of Transport.

Opening of the Signals Centre marks the final phase of an extensive program of renovation of Gander as a key point in North Atlantic air-ground and point-to-point telecommunications. The air-ground facilities are being used in conjunction with the tape relay centre housed in the same premises, and which was put into use several months ago.

Transmissions from the centre are broadcast from a new and powerful remote transmitter station that rates among the world's best of its type.

A group of Department officials from Air Services Telecommunications and Construction Branches were in Gander for the opening of the new centre, headed by Earl F. Porter, engineer in charge of maintenance and operations, and J.R. MacKay, engineer in charge of construction.

"Today's commissioning of the final link in this program of expansion has enabled the Department of Transport to take considerable pride in the facilities at Gander," said Mr. Porter, Telecommunication Maintenance, in a brief address. "We feel that this is a big forward step in aviation communications over the Atlantic."

The new Aeradio Signals Centre is staffed by eight radio operators at a time for air-ground communications and has been designed to permit further expansion when necessary.

Briefly described, the air-ground operations do in from two to three minutes an operation that formerly required about 15 minutes. An airline office, for instance, sends a message to a pilot over the Atlantic. It reaches the Signals Centre via a punched tape. This is fed into a machine that produces it as a typewritten message. In this form it is given to a supervisor whose charts tell him which operator is "working" each of the planes over the ocean and he sends the message to the right operator via a belt-operated conveyor. Within seconds the pilot has the message.

The process is reversed for a message coming from aircraft.

The operator types it on a machine that sends it via teletype to Air Traffic Control, "Met" office and to the tape relay that connects the pilot with his home office.

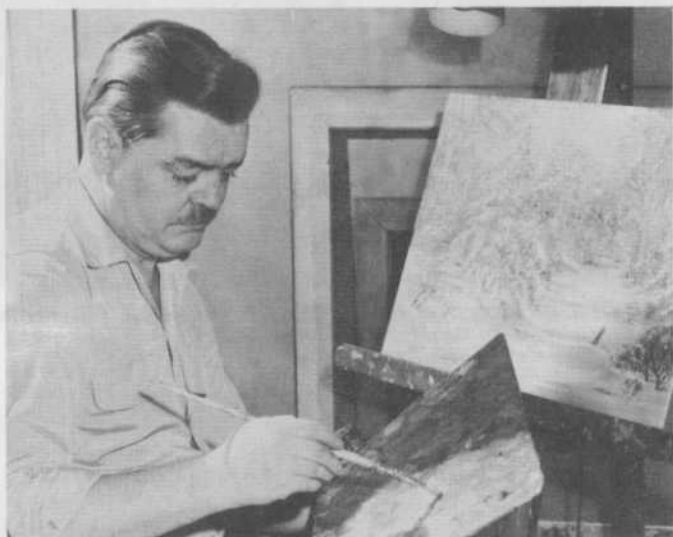
Heading the staff of the Gander Aeradio Signals Centre is William Heath, Officer in Charge. T.V. Myrick is head of operations and James Strong is in charge of maintenance.

Present from the Department of Transport for the opening and to check on the operation of the new equipment were in addition to Mr. Porter and Mr. MacKay, W. Rowe, B.J. McIntyre, W. Porter, E.B. Powell, R.W. Bennett, all of Telecommunications; H.L. McQuire, coordinating architect, Construction Division, all of Ottawa; W.C. Hopkins, of Moncton, senior district technician, J.R. Fraser, of Moncton, who supervised the new installations, and R.R. Tilley, Gander airport manager. Playing an important part in the planning of the centre, but unable to attend the opening, was Don Dewar now radio aids engineer at Edmonton.



DOT PERSONNEL IN THE NEWS

Torquil Reed - Artist



Talent is where you find it.

Take, for instance, on the fourth floor of the Hunter Building, where there is a quiet, unassuming chap going about the business of the Transport Department's Office Services.

Not an "arty" type, you'd say. No beret . . . no "long hair" airs. All of which just goes to show that you can't always judge a man's skills by his looks. This man, Torquil Reed, is a fine artist with a rare flare for landscape painting.

NO NEWCOMER

Not that he is just a Johnny-come-lately artist who enjoys it as a new hobby. It's a hobby, all right, but he took it up when he was about six years old . . . and that's quite a while back.

He was one of those boys who drew crayon pictures of horses that looked like horses while his classmates in his native Montreal were producing horses that look-

Rescue Action Commended

W. MALLOY, CANALS, DIVES INTO ICY WATER

W.B. Malloy, lockmaster at Old Sly Lock, Smiths Falls, has been warmly commended in a letter to him by the Minister of Transport, for his courageous and prompt action in rescuing an 8-year old boy from drowning.

Allan Burtch toppled into the Rideau Canal, 5 feet deep, while playing with a group of other boys near Sly's Lock in Smiths Falls. The boys were throwing sticks into the canal for the Burtch's retriever, Dixie, to fetch.

When Wilfrid Malloy was notified of the mishap by one of the boys, he ran from his house to the scene and immediately dived fully clothed into the icy water and brought young Allan to safety. He was taken to the Malloy house where his wet clothing was removed and he was wrapped in blankets until Mr. Burtch arrived with dry apparel.



Canalman W.B. Malloy, Old Slys Lock Station, Rideau Canal, Smiths Falls, Ontario.

ed like apples or trees. His parents realized that here was a spark of talent and they saw to it that he had art lessons at the Beaux Arts School.

Torquil Reed subsequently studied at Sir George William College and reached a degree of proficiency that resulted in his displaying his work in the Montreal Spring Art Exhibition and in an exhibition at the Royal Academy of Art.

Then came World War II.

He was with the Victoria Rifles and in that service in Newfoundland suffered severe injuries in an accident. The road back to health was long and tedious.

Fortunately, you can't keep a good man down. His injuries did not put an end to his painting and eventually he was busy once more with palette, brush and canvas. Landscape still was his great love and much of his time he spent amid the scenic beauty of the Montebello region.

NOT A 'MODERNIST'

He does not follow the "modernistic" school of painting. His Gatineau scenes look like Gatineau scenes, with all their warm color and appeal. In his living room hangs a Newfoundland outport scene which almost brings you the tang of a sea breeze.

Like most Canadian artists Torquil Reed decided that the business of earning a living had to come first. He entered the service of the Transport Department and has been with that department since.

When his work day is done, however, his talented hands are soon busy with sketch pencil or painting materials. He has had several exhibitions in Ottawa.

As long as there are the beauties of nature to be recorded on canvas, Torquil Reed's work will never be done.

From the Ottawa Journal

Alert Air Traffic Controllers Avert Accident at Malton

The Department of Transport's new Decca MR75 Short Range Surveillance Radar installation at Toronto's Malton Airport proved its worth as an aid to aircraft operations when it recently was the means of directing a U.S. aircraft to a safe landing after fire broke out aboard the machine.

The aircraft, a transport carrying Major General D.F. Callaghan of the U.S. Army to Ottawa from Mobile, Ala., had passed over Toronto shortly after 9.30 a.m. Ten minutes later the pilot radioed the Air Traffic Control Centre that a "runaway" propeller had developed on one engine. He was preparing to have his crew abandon the machine.

- LOCATED IMMEDIATELY -

Department of Transport Air Traffic Controller D. Finlay, who was being trained in the operation of the new Surveillance Radar, informed the pilot his aircraft was positively identified on the radar screen and could be directed to a landing at Downsview Airport, north-east of Toronto.

The pilot was flying above the clouds over unfamiliar territory. Without the Malton radar aid he would have had to rely on more complicated and slower means of navigation to find his nearest airport. With it, he could be directed in a straight line to Downsview.

The pilot decided to attempt a landing and all crash equipment was made ready at Downsview. Receiving his landing directions from the Malton radar crew, he brought the machine down safely. Though the cabin of the aircraft was filled with smoke, the plane's crew had succeeded in putting out the fire in the engine.

- ACTIONS COMMENDED -

Assisting Mr. Finlay in handling the emergency were Air Traffic Controllers Al Spence and John Melvin. The Department of Transport men won praise for their efficient efforts, particularly in view of the fact that their equipment was not yet officially in operation and training in its use still under way. It was felt that had they not been able to take over the direction of the aircraft when the emergency arose, the story might have had a different and more serious ending.

As it was, the U.S. party was able to proceed to Ottawa shortly afterward in an R.C.A.F. transport plane.

RRAE at Conference

The first conference at headquarters for regional aviation radio engineers was held February 3-7. As well as specified talks on personnel, technical and administrative problems, the meeting afforded the regional engineers an opportunity to discuss maintenance and operational problems and future plans with executives at headquarters and their opposite numbers in the regions.

The conference included a social evening, a time to get acquainted and to talk about things in an informal manner.

Photos on this page and page 13 by G. Smith and P. Menard, Construction Branch.



REGIONAL RADIO AVIATION ENGINEERS AT OPENING DAY OF CONFERENCE. (L. to R.) F.G. Nixon, DTB, D.G. Carty, RRAE, Montreal, J.G. Wall, Winnipeg, O.H. Quealy, Vancouver, D.J. Dewar, Edmonton, G.E. McDowell, Toronto, W.R. Butler, Moncton, H.E. Walsh, Chief Radio Aids.



SOMETHING TO LOOK FORWARD TO - O.H. Quealy R R A E Vancouver, R.H. Ferrier, G.K. Chaudhry, and H.E. Walsh, Chief of Radio Aids.



D.A. Moore and T.G. Ling seem very interested.



IN THE FOREGROUND - J.G. Wall RRAE from Winnipeg in a discussion with A/V/M A. de Niverville, DGAS. In the background other members of the conference.



F.G. Monaghan, Personnel, seems to have the answer to this one. Seen in the photo are (L. to R.) W.M. Marshall, E.B. Powell, E.W. Howe, Personnel, G.E. McDowell RRAE Toronto, F.G. Monaghan, H.E. Walsh, Chief Radio Aids.



TALKING THINGS OVER - C.W. Thomas, H.C. Risteen, E.F. Porter, RAO HQ.



SOUNDS ALRIGHT A.J. LeGrand, H.E. Wahl, R.H. Ferrier G. K. Chaudhry, D.J. Dewar, RRAE Edmonton.



BUNCH - MUNCH - LUNCH - G. Wells, C.W. Thomas, G.C. Marsh, E.B. Powell, A.G. MacLennan, S.E. Hill.



Darrell DeBow Promoted Chief of T & W

The promotion of Darrell Edward DeBow, Staff Training Officer, to Chief Personnel Training and Welfare has been announced. He succeeds Dennis A. Wood who has resigned.

Darrell came to Personnel Services from the Meteorological Branch of the Department, starting as a Met. Assistant at Dartmouth, N.S., in May 1945. With four years of experience in the Eastern Arctic at Port Harrison Radiosonde Station, where he went in 1946, the new Chief of Training and Welfare has obtained a good appreciation of life in a D.O.T. station in the rugged Arctic.

In 1950 Mr. DeBow returned to the bright lights again, having been promoted to Senior Observer in the District Aviation Forecast Office, Moncton. From there he came to Ottawa, after qualifying as a Staff Training Officer under a training programme of the Civil Service Commission.

Mr. DeBow was born in Elgin, N.B., matriculated from Elgin High and graduated from New Brunswick Provincial Teacher's College at Fredericton, N.B. in 1939. He taught school for one year.

From 1942-45, Darrell was in the aircraft industry, first at Fairchild Aircraft and Later Clarke Ruse Aircraft Company in the Maritimes where he was Personnel Recruiting and Training Officer. One of his major responsibilities here was the selection and training of major portion of work force of 1200 in two plants. In the aircraft factory where he worked, Darrell says

he helped rig the first Anson aircraft produced in Canada. He was associated in the production or repair of such well known aircraft as Harvard, Norseman, Hudson, Canso, Ventura, Curtis Helldiver, Widgeon and Goose.

From his knowledge of Eskimo life gleaned from his posting at Port Harrison, Mr. DeBow has written several articles on Eskimos which appeared in "MacLeans" and "Science Digest".

Got a Minute ?

WHAT DO YOU do with the time you save?

Al saves time skipping lunch and other meals. He spends it nursing an ulcer.

Gil saves time not going into detail instructing his employees. He spends it clearing up mistakes and filling out scrap reports.

Jack saved time going 40 mph in a 25 mph business zone. He's spending it in the penitentiary for manslaughter of a pedestrian.

Sam saves time taking happy pills to keep him going all hours. He spends it with his psychiatrist.

Marty saved time putting a penny in the fuse box, instead of going to the hardware store for more fuses. He's spending it working on a second job trying to replace his house which burned down.

Marv saved minutes every day for 20 years racing home from work in his car. He spent it guzzling liquid refreshments and eating pretzels which helped him put on an extra 40 pounds of weight. He had a heart attack at age 45.

Joe saved time not waiting for help to lift a heavy part. He spent it lying in bed with a slipped disc.

Frank saved time working instead of playing with the kids when they were young. He's spending it wondering what happened to the babies he once had.

So -- why be so anxious to save a minute? You can't afford to save that way!

Robert D. Gidel

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Your DOT Group Insurance Plan PREMIUM RATES TO CHANGE

It will be of interest to Department of Transport employees generally, as well as those departmental employees covered by the present group insurance Plans "A", "B" and "C", to note the following developments affecting the group insurance picture within the Department of Transport:

Because of the trend towards higher costs for hospitalization, surgical and medical care, the Travelers Insurance Company notified the Board of Trustees of the D.O.T. Group Insurance Plans that, effective December 1, 1957, it would be necessary to increase the premium rates by 15% on each of these plans.

This proposal was given careful and complete consideration by the Board of Trustees and extensive negotiations were carried out with the Travelers Insurance Company in the hope that such an increase could be averted.

On the strength of representations made to the Travelers Insurance Company by the Board of Trustees, the Company agreed to defer the institution of the increased premium rates from December 1, 1957, to March 1, 1958, and subsequently to April 1, 1958. After extensive discussions with representatives of the Travelers Insurance Company and extensive study of statistics of experience as reflected by the records of the D.O.T. Group Plans and also those of the Travelers Insurance Company, it was agreed that the situation did warrant the increase.

It should be noted that this increase is the first one to affect the D.O.T. Plans during the past five years. It is understood, however, that most other plans during the same period have experienced several increases of substantial amount. Consequently, due to the marked trend towards increase costs for hospitalization, surgical and medical care, it was inevitable that an increase in premium rates on the D.O.T. Group Insurance Plans would have to be faced. It is remarkable that the increase did not occur sooner and that the amount was not greater when it did come when it is considered that other plans in the group insurance field have been increased by as much as 40% during the past insurance year.

A departmental circular has already been issued setting out the exact amounts of the increases under the various plans, and also stating that the increased premiums will be deducted from the March, 1958, pay in order to become effective for coverage in April.

NEW COMPREHENSIVE MEDICAL PLAN PROPOSED

Because the proposed Dominion-Provincial Hospitalization Plans, which are expected to come into force in some Provinces during the latter part of the present calendar year, or at January 1, 1959, possess the exclusive rights for basic hospital coverage, it will be necessary to alter or supplant the existing D.O.T. Plans to tie in with the new Dominion-Provincial Plans.

Because of this situation the Board of Trustees considered that it would be advisable to negotiate with the Underwriters for a new comprehensive insurance plan which would provide a wide coverage for hospitalization, medical and surgical expenses and which could be used to supplement the proposed Dominion-Provincial Plans as they come into effect.

Negotiations for the development of such a plan are still under way and it is not yet possible to give any definite details about the exact nature of such a plan.

However, it is proposed that the new plan would have a liberal maximum benefit payable for each employee and dependent. It is intended to cover the major part of the expenses for hospital, surgical and medical care, including nursing care, medical supplies

Continued on page 11

NEWS FROM THE DISTRICTS

VANCOUVER — Ann McDonald



Photo shows: Seated (L. to R.) Misses S. Trolove, M. Burbank, Mrs. N. Gobis, Supervisor of T.U. Misses F. Petersky, G. Smith, Standing Mrs. A. McDonald, Mrs. S. Oelkers, Mrs. M. Wakely, Mrs. M. Saltwell, Mrs. E. Tompsett and Miss M. Shigematsu.

Photo by E.H. Whitehead - Airways

"TU" is a Busy Place

The Transcribing Unit, "T.U." in Vancouver, Air Services, in operation for the past seven years, is the only one in D.O.T. regional offices in Canada designed to provide services to all sections of Air Services. In the main stenographers and typists enjoy it because, given ample opportunity to work in various sections, they get a great variety in their work, which help them to become versatile and to fit into almost any situation.

There is an inter-relationship of interests all through the Department until finally the finished product finds its way into the Director's office and in some cases these letters, reports and circulars, find their way back to "T.U." to be made into duplimats. "T.U." does all duplimat work, except Engineering Specifications.

The Supervisor of "T.U." is N. Gobis. She distributes work from various sections to the girls. These sections include, radio regulations, radio aids, air regulations, aircraft inspections, aviation medicine, personnel accounts, purchasing and stores, central registry, airways, construction and meteorological.

The photograph by E.H. Whitehead, Airways shows the girls of "T.U."

A Merry Christmas Party

The continuously expanding group known as Vancouver Air Services gathered to extend greetings of the Season in what we considered a somewhat unglamorous office, but that was before George McLaren and his able assistant, Shirley Fournier, waved the magic wand and produced a beautiful Christmas Tree and a decorative scheme in red, white and green.

Bill Newton played his piano accordion for dancing and we marvelled at the intricate stepping of Aileen Brownrigg. Tempting hors d'oeuvres were prepared by Audrey Kennett and Ev Miles and their committee, while the old reliables: Jack Hamilton, Jack Douglas and Harry Trice dispensed the soft drinks. It was only natural that the usual carols and songs followed - soprano battling with alto, tenor and bass. (falsetto setting the pace at times).

We were glad to welcome the resident engineers and others we seldom see. The last bit of merriment was by the advocates of the D.O.T. Square Dancing Club with Ted Whitehead, Maurice Martin, Nancy Gobis, et al swinging their partners as Gwen Smith "called".

"Hats off" and a "curtsy" to the D.O.T. Recreation Association executives Jim Thompson, Jack Sullivan, Ev Miles and Bill Dingwall, who laid the ground work for this happy occasion, and who were so successful in developing such a "spontaneous" party.

WINNIPEG

Les Martin

Two Promotions in Winnipeg

LEN GILLESPIE

Len Gillespie has been appointed Properties Manager in the Airways Branch at Winnipeg. Mr. Gillespie has acquired considerable background on buildings, equipment and rental values as District Representative of General Appraisal Co. Ltd.

HARRY C. RAYNER

The promotion of Harry C. Rayner to Administrative Officer of the Winnipeg Region is announced. He succeeds W.E. Fordyce who was transferred to Toronto. Mr. Rayner joined Air Services as a Radio Operator in 1938 from the radio branch of the Ontario Government, was promoted to Radio Electrician in 1945 and through the grades to Radio Technician 4 at Lethbridge and Winnipeg.

We welcome back into the fold Radio Technician Walter Melnychuk following a stretch of hospitalization and convalescence.

Volume of Traffic in "CR" Steadily Increases

The volume of traffic through the Central Registry in Winnipeg has increased considerably during 1957 and by more than forty per cent since 1952. Comparisons are shown below for some phases of their operations.

	1952	1957
Incoming items	31,000	44,000
Outgoing items	28,000	43,000
Teletype messages	5,000	8,000
New files opened	1,350	7,000

A staff of six, under the supervision of Alice Hooegeveen, is responsible for the sorting, filing and distribution of all items mailed to the Regional Office. Together with BF file distribution and special requests, over 700 files per day are handled by our Central Registry.

Annual Christmas Party

....."And the Highwayman came riding - riding - riding,

The Highwayman came riding, up to the old inn door".....

This was the atmosphere into which 230 Transport employees and their ladies (and husbands) exchanged Christmas greetings and completed the evening with refreshments and dancing. This year's Annual Christmas Party was held at the Highwayman Supper Club on December 12.

Festivities commenced before 9 P.M. and everything was soon "flowing" smoothly. Door prizes were presented during intermission and a tasty dinner of chicken and miscellaneous ingredients was served around 11 P.M. with final breakup about 1 P.M.

Thanks to Gabe Heyser for ticket sale organization, to Art and Ginny Pelland and Dick Jarmoc for refreshment ticket sales. Party organization was by Les Martin.

Barbara Ann Heikkinen (A/APM-WG) with Santa Claus. Left: Les Martin. Right: Nancy Okimura and Rita Rykenboer.





Irv. Young (Purchasing Agent) chats with Regional Director W.E. Fenn and Mrs. Fenn. Around the table Mrs. Young, Mrs. Lomenda, Mrs. C.B. Lee, Jerry Lomenda.

Photos by Nels Harvey

TORONTO

C.A. Appleton

Jet Indoctrination Course

The Instrument Flight Rules training programme at Toronto has been augmented to include two-day jet indoctrination courses at the R.C.A.F. Station, Trenton.

This is consistent with the theory that a better understanding of the other fellow's position is essential to good traffic control and to appreciate the problems associated with jet flying. A personal knowledge is desirable and would prove invaluable in future control of jet aircraft.

The course includes a series of illustrated lectures on the use of oxygen, pressure breathing, anoxia, body pressures at high altitudes.

The cockpit of the T33 trainer becomes familiar as instructors explain the instrument panels, location of various control switches and position of radio equipment. Each Traffic Controller is given a complete medical examination and must pass a series of tests in the decompression chamber.

The climax of the course is a cross-country instrument flight in the T33 jet trainer at 35,000 feet. This includes a jet range approach in the Toronto area and single beacon approach at Trenton complete with GCA.

Groups of six are accommodated at each course. The first course included Messrs. F.E. Dorey, District Supervisor A.T.C.; J.G. Gibb, Chief Controller, Toronto A.T.C. Centre; G.C. Grant, Chief Controller, Malton Control Tower, and J. Varley, R. Bradley, P. Lampkin of the Toronto Centre staff.

The second group left for their indoctrination on February 10, and included George Lentsch, Chief Instructor of the I.F.R. training school, as well as Don Finlay, Vern Harris, A. Spence, John Melirn and John LaRush of the Toronto Centre staff. Arrangements for the remainder of the Centre staff to take advantage of this opportunity in the weeks to follow are underway.

The R.C.A.F. Station, Trenton, staff have given freely of their time, services and equipment and have been most co-operative. A special vote of thanks goes to Group Captain Johnston and F/L Reg. Litt, for their assistance in making the course possible.



Appointments Announced

JOHN LUNDY



John Lundy was recently appointed to the position of Regional Superintendent Property Management in the Toronto Region.

John Lundy was educated in Toronto and spent five years farming in the Stouffville, Ontario, area. After spending 3½ years in the Army in England he was discharged and joined the Veterans Land Act, and after a number of promotions was appointed Regional Supervisor of the Toronto area.

John has been an accredited member of the Appraisal Institute of Canada for some years, and has lectured on appraisal theory in Ottawa, North Bay and the Ontario Agricultural College at Guelph and at the University of Toronto.

He is married and has three children, and now makes his home in Scarborough, in the east end of Toronto.

F.E. DOREY



F.E. Dorey was recently appointed Air Traffic Control Supervisor for the Toronto Region and has now taken up his duties in the Toronto Regional Office.

"Jim" Dorey joined the Department in 1941, and after two years was commissioned in the R.C.A.F. as an Air Traffic Controller. He rejoined the Department in 1946 and since that time has served in the Toronto A.T.C. Centre, being promoted to Chief Controller in 1956, in which position he remained until his appointment as Regional Supervisor.

No. 9 Graduation Course ATC. Malton

First Row:-

L. Hines, J. Black, D. Fowler, G. Jones, W. Gillies, G. Champagne, D. McKinsey.

Second Row:-

D. Bland, F. Tavenar, G. Gogan, A. Yeadon, F. Salter, G. Parent, J. Rousseau.

Third Row:-

R. Crossley, G. Dickson, C. Chambers, K. Riseborough, F. Bondy, J. Aspinall, G. Ogilvie, D. Johnston.

TORONTO NEWS - Continued from page 9

PHOTOS OF CHRISTMAS PARTY



Guy Smith (Engineers) as Santa Claus and S.S. Foley (RDAS).



L.toR. - S.S. Foley, F. Ryan, Miss E. Allan, R. Bradley, Miss M. Rogers, S. Williams.



L.to R. - D.W. Saunders (RSAR), S.S. Foley (RDAS), R.A. Bradley (RCE), G.E. McDowell (RRAE).

DOTRA News — OTTAWA



DOTRA BROOMBALL TEAM - Front Row J. Landry, L. Brunet, R. Mason, G. Moreau (Team Manager), R. Denomme. Back Row D. Dore, R. Choquette, R. Frederic, L. Bessette, J. Barnabe, L. Gaumont. The first year in operation, DOTRA Broomball team have made a creditable showing. So far this season, at time of press, they have won all but one game. Photo by G.L. Smith Construction



L.to R. - R.A. Bradley, (RCE) Louise Ellis, Jack LaRose, Gordon Howe, Miss McGrath, G.E. McDowell, (RRAE), F.E. Dorey(SATC)



Shots

Candid



at Annual



Dance



Photos by McIntosh Public Works

Radio Technicians Go to School at Waterloo, Ont.

Study Operation of Raytheon Radar Units



"WHAT ARE THE WILD WAVES SAYING" -

In this case, the time-worn question has nothing to do with the seashore. These Department of Transport employees are taking a course to enable them to maintain the new long-range surveillance radar equipment being installed. Trainees here study the wave forms on an oscilloscope that reveals vital information concerning the equipment. From left, Matthew Irwin, Roger Stewart, John McRae and Dan McIver who are slated for duty at Ottawa, and District Officer Dave Ewert of Toronto. Albert Sager who will also be at Ottawa is operating the oscilloscope.

Two teams of Department of Transport radio technicians, five in each group, who are to maintain new long-range airway and airport surveillance radar equipment at Ottawa and Vancouver, began an eight-week course of training on February 3.

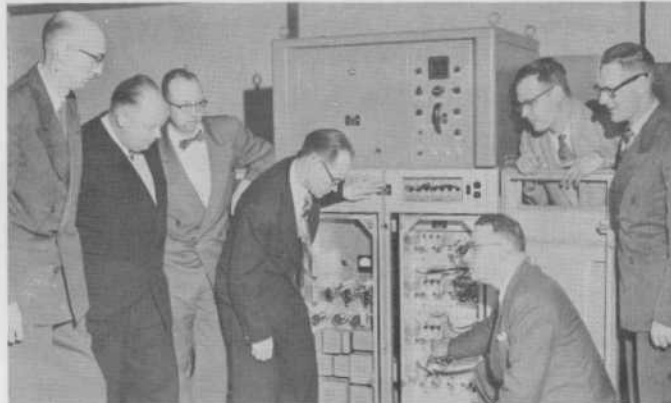
They are the first of teams that will maintain similar radar installations to be established at 15 major Canadian airports from coast to coast during the next two years. The new equipment, now being installed at Ottawa airport and which will be put into service at Vancouver shortly, will provide greater utilization of air space than is possible at present.

The Department of Transport aims at providing the necessary maintenance crews for the new radar units from the ranks of its own radio operators and technicians, and to train them for this specialized work and the opportunities inherent in this "radar age". Candidates for the courses, which will go in eight-week intervals for the next year and a half, have been fitting themselves by home study under the Department's guidance. They will be trained at the Waterloo plant of Raytheon Canada Limited, manufacturers of the equipment, on units the same as those to be used at their respective stations.

Taking the first course of training are the following men: For service at Ottawa, C.A. Sager of Ottawa; M.J. Irwin of Ottawa; D.M. McIver of Kapuskasing; R.M. Stewart of Ottawa and J.A. McRae of Ottawa.

For service at Vancouver, D.R. Vroom of Kimberley, B.C.; R.H. Baker of Kimberley, B.C.; R.A. Pike of Spring Island, B.C.; W.E. Workman of Edmonton and F.M. Peterson of Edmonton.

District officers who are attending the course are E. Ewert of Toronto regional office and R.H.M. Lobb of Vancouver regional office.



LEARNING TO MAINTAIN TRANSPORT DEPARTMENT RADAR EQUIPMENT- These men, slated to maintain the long-range surveillance radar to be installed at Vancouver airport, by the Department, are seen at the opening of their eight week training course at Raytheon Canada Limited, Waterloo, Ont. Their instructor Stan Martin, kneeling, is discussing the equipment with, from left, Warren Workman, Richard Pike, Richard Lobb, District Officer at Vancouver; Don Vroom, Ron Baker and F.M. Peterson.

GROUP INSURANCE - Continued from page 7

and rental of medical equipment when prescribed by the attending physician, x-ray and laboratory examinations, radiation therapy, ambulance service, anaesthetics, etc. Such comprehensive insurance coverage is designed to protect the employee against the major part of medical expenses, and particularly the heavy costs of prolonged illness. Complete coverage on such a wide basis is not available, and, in any case, the premium cost would be prohibitive if it were available.

It might also be noted that the trend in group insurance is now to comprehensive coverage and this is expected to be even more marked after the introduction of the Dominion-Provincial Hospitalization Plans. The action by your Board of Trustees in negotiating for a comprehensive plan is, therefore, in line with this trend.

After negotiations for the new plan have been completed, a descriptive pamphlet outlining the coverages and benefits under the plan, and other details, will be supplied to all D.O.T. employees. It is expected that the excellence of the coverage provided under the new plan will ensure wide acceptance by employees generally and an enthusiastic reaction.

ADMINISTRATION PERSONNEL OF DOT PLANS

The responsibility for the administration and direction of the Department of Transport Group Insurance Plan is vested in a Board of Trustees appointed by the Deputy Minister. The members of the Board at present are: Messrs. W.R. Leavitt, Chief of Financial Services, Chairman; J.R. Baxter, Director of Administration and Personnel, Vice-Chairman; W.J. Murphy, Ass't Chief of Financial Services, Director; D.E. DeBow, Chief, Personnel, Training and Welfare, Director; F.H. Edwards, Training and Welfare, Secretary and J.B.W. Walker, Canal Services, Treasurer.

It may be of interest to Department of Transport employees generally to know that the administration of the present plans and the extensive negotiations required to be carried out with representatives of the Underwriters in connection with rate increases and development of new plans, etc., does require a considerable amount of time and effort on the part of the members of the Board.

It can also be stated that the administration of the plan is carried out in a highly efficient manner, as is evidenced by the annual reports of the firm of chartered accountants who are engaged to audit the records of the plan.

TAKING A REAL LONG LOOK AT THE WORLD - J.R. Cann, of Raytheon discusses the merits of the new radar system with Earl Porter, Engineer in charge Maintenance and Operation DOT; and D.E. DeBow chief, Training and Welfare while Instructor Gordon Rigg operates one of the sets. The display seen here covers an area 300 miles across.



SUGGESTION AWARD REPORTS



Larry Tanner shows his colleagues the new method map he devised. (L. to R.) L.H. Tanner, E.E. Sharpe, H.M. Cox, G.C. Ireland and J.E.C. Leggate and J.T. Chrome.

Timely year-end cash award of \$50. was received by Lawrence H. Tanner, radio draughtsman for a suggestion that reduces the cost of publishing radio broadcasting frequency maps. It also speeds up distribution to broadcasting consultants and government agencies by at least one month. This new method uses acetate sepia transparencies instead of zinc plate process. Presentation was made by chief broadcasting engineer, J.T. Chrome.

SOME WEATHER REPORTS

NEW ICE SERVICE FOR EAST COAST

Plans for establishing an Ice Central at the Shearwater AFO at Halifax are proceeding steadily. The RCN is co-operating in the first year by providing the trained ice forecasters and it is expected that the Met. Branch will have its own men by next year. A special course in Sea Ice observing is being held at Meteorological Headquarters.

J. CLODMAN AWARDED DARTON PRIZE

The Royal Meteorological Society, Canadian Branch, has recommended that the Darton Prize be awarded to, among others, J. Clodman of Head Office for his paper on "High Level Turbulence" (published in Quarterly Journal, Royal Meteorological Society, January, 1957).

WEATHERMEN ATTEND CONFERENCES AT NEW DELHI, INDIA

The Deputy Director, P.D. McTaggart-Cowan and F.W. Benum, Superintendent of Continental Aviation Weather Services, were in New Delhi, India, attending the Second Session of the Commission for Synoptic Meteorology of the World Meteorological Organization. This commission recommends and organizes uniform worldwide codes, networks of observing stations, times of observations, and many other phases of meteorology which are so important on an international scale.

AT BANGKOK, SIAM

The Director, Andrew Thomson, attended the Pacific Science Congress at Bangkok, Siam, where he represented not only Meteorological Branch but also the World Meteorological Organization. More than 500 scientists were in attendance.

K.T. MCLEOD AT CIVIL DEFENCE COLLEGE

K.T. McLeod, Superintendent of Public Weather Services, attended the Department of National Defence Orientation Course at Civil Defence College in mid-January. He was very much impressed by the well-run and informative nature of the Course, which gave facts and demonstrated solutions to the many problems which may arise with national disasters. The training course was well organized and the staff able and conscientious.



J.T. Chrome makes presentation to L. Turner

J. MAGGIO

Hamilton

Photos by P. Menard

Inspector John Maggio of the Hamilton Radio Regulations Office was presented with a Suggestion Award cheque of \$35. by H.R. Nason, District Superintendent of Radio Regulations. The award was granted when he was at Clear Creek Radio Range. It was a joint suggestion with J.O. Martin that station log form 2192-2 be supplied in single copy form at Marine and Aeradio Stations, Ottawa.



J. Maggio receives Suggestion Award Prize from H.R. Nason

RADAR WINDFINDER MOVED TO WASHINGTON D.C. FOR COMPARATIVE TESTS

The Instrument Division recently moved a Decca radar windfinder by truck to Washington, D.C. where comparative tests will be carried out with American equipment. The Decca Windfinder is not a modified all-purpose radar but has been designed especially for the purpose of measuring wind speeds and directions, for use in weather offices.

BUSINESS FIRMS SEEK STATISTICS FROM CLIMATOLOGY

The Climatological Division's Machine Section has carried out statistical analysis work to meet a constant flow of enquiries from a wide range of organizations including Imperial Oil Ltd., Travelers Insurance Co., and the British Meteorological Office.

RADIOSONDE SCHOOL IN OPERATION

Eleven trainees are enrolled at present in the three-month-long Radiosonde Training School. In charge is A.M. Micelli, assisted by Instructors E.C. Bourdon, S. Dodds and R. McFadden. The course in upper-air observations is given four times a year and graduates are posted to radiosonde stations across Canada.

MANY VISITORS SEE FORECAST OFFICE DISPLAY AT TORONTO MUSEUM

The Royal Ontario Museum in Toronto held Open House recently and one of the features was a small-scale forecast office on the spot. Manned by K.T. McLeod, A.G. MacVicar, L.K. McGlening and J. Overs, the feature was a pronounced success, with over 500 museum visitors dropping in to see the exhibit, ask questions, and pass a comment.



Front Row - C.T. Chilcott, Vancouver. R. Davies, Montreal. W. Stratton, Moncton. H.J. Connolly, V. Currie, Edmonton. L. Millidge, Winnipeg. A. Weichel, Assistant Construction Engineer, Toronto. Back Row - A. Johnston, H.C. McCaully, W.A. Ramsay, G.W. Smith, E.F. Hyland, V. Kosnar, D. Lane, J. Hornsby, L. Shibley, Mrs. O. Mayer.

Regional Construction Engineers Attend Conference

The first conference of Air Service Regional Construction Engineers, was held in Ottawa January 27-31. They met to discuss with executives in Ottawa, problems which crop up in the expanding construction developments in Air Services.

The chairman of the conference was H.J. Connolly, Director, Construction Branch. Airport Development Division was represented by G.W. Smith, Chief Engineer and Assistant Director of the Branch; W.A. Ramsay, Chief Architect, represented Architectural Division and J.P. Wilson, Chief Electrical Engineer, represented Electrical Engineering Division.

Members of the conference committee included, H.C. McCaully, Executive Assistant to the Director; D.A. Lane, Engineer-in-charge General Engineering and Design Section and Deputy to Chief Engineer, Airport Development Division; E.F. Hyland, Architect in charge Contract Management Section of Architectural Division and R.B. Glass, Engineer-in-charge Field Lighting and Power Sections and Deputy to Chief Electrical Engineer. A.A. Johnston represented the Training and Welfare Section of Personnel Services.

Air Vice-Marshal A. de Niverville, Director General, Air Services welcomed the engineers at the opening session of the conference.

Photo above shows regional engineers and headquarters executives at the opening session of the conference.

An informal occasion was also part of the conference. Photos show members of the branch discussing serious problems in a lighthearted manner.



THE SMITH BROTHERS (Not Blood Relatives) G.L. Smith, G.W. Smith, B. Smith, D. Smith.



FOOD LOOKS GOOD - W.P. Wetherell, C.T. Chilcott, H.V.G. Wheeler, D.E. DeBow, F. Toone.



I CAN HARDLY BELIEVE IT - D. Lane, J. Hornsby, H.C. McCaully, W. Stratton.



I MUST MAKE A NOTE OF THAT - G.W. Smith, R. Leavitt, V. Currie, L. Creighton.



IT HAPPENED THIS WAY - D.E. DeBow, H.V.G. Wheeler, H.C. McCaully.

IS THAT A FACT - S.W. Wierzbowski, T. Brown, B. Smith, L. Millidge.



THIS COULD BE THE ANSWER - A.M. Atchison, H.C. McCaully, J.P. Wilson.



Retirements

Popular Civil Av. Officials Retire



Major R. "Bob" Dodds is shown with senior Civil Aviation officials at an Air Service party on his last day at work. Picture shows (L. to R. seated) J.R.K. Main who succeeds Bob as Director of Civil Aviation, E. Hickson chief, Airport Management, (standing) D.B. Rees, Airports, H.S. Rees, chief Aeronautical Engineer, C.C. Bogart, chief Air Traffic Control, L.G. Fitton, Airways, P.K. Casey, I.C.A.O. co-ordinator.

Major R. Dodds

Major Robert Dodds, O.B.E., M.C., Director of Civil Aviation, went on retirement leave on January 16.

A leading figure in Canadian aviation circles since World War I days, the retiring Director has been associated with the Civil Aviation Division since 1930, when it was attached to the Department of National Defence. The division became a part of the Department of Transport in 1936 and during his many years in its service Major Dodds was successively Inspector, Chief Inspector, Superintendent of Airways and Controller of Civil Aviation, prior to his appointment as Director of Civil Aviation.

Major Dodds has been a prominent figure on Department of Transport committees dealing with aviation matters and was a member of the Interdepartmental Committee on Airways and Airports Policies. His decision to leave the Government service has brought many expressions of regret from his colleagues and the aviation industry at large.

WIDE FIELD OF ACTIVITY

In his capacity as Director he was responsible for the control of all Canadian civil aviation, including administration of air regulations, licensing of personnel and aircraft, maintenance and operation of the Canadian airways system and the selection of sites of airports.

During World War II he was actively engaged in the master-planning of airports under the British Empire Air Training Plan and, in the years since, has played an important part in the task of converting those airports to civilian use and integrating them into the nation-wide airways system. He was awarded the Order of the British Empire in recognition of his contribution to the war effort.

Major Dodds' association with Canadian aviation dates back to 1911 when, at the age of 18, he helped dismantle an airplane that crashed in a swamp near his Hamilton Beach, Ontario home. His interest in flying was aroused with the result that he joined the Royal Flying Corps after he went overseas with the 77th Wentworth Regiment in the Canadian Expeditionary Force in 1915.

WON M.C. AS A FIGHTER PILOT

He learned to fly at Gosport, Bristol, England, and went back to France as a fighter pilot in 1917 with No. 48 Squadron. Subsequently he shot down 11 enemy machines and was decorated with the Military Cross for conspicuous gallantry. He remained in the service until after the Royal Air Force was formed in 1918 and in the following year returned to Canada.

Continued on page 16



W.V.B. (Van) Riddell (L.) receives gift of watch from J.R.K. Main.

W. V. B. Riddell

W.V.B. (Van) Riddell, who recently retired as Chief of Civil Aviation's Information and Publications Service, was presented with a wrist watch by fellow workers and friends on December 20. The presentation was made by J.R. Ken Main, Associate Director of Civil Aviation, who paid high tribute to Mr. Riddell's service with the Division he joined in 1935.

A veteran of both World Wars, Mr. Riddell enlisted in August, 1914, and served overseas with the Second Battalion C.E.F. throughout the War. In 1940 he was mobilized with the Governor General's Foot Guards and retired with the rank of Major in 1946. A journalist early in his career, Mr. Riddell was on the staff of the Ottawa Journal prior to World War I. Keenly interested in cadet training and the Boy Scout movement, he was in charge of cadet training in Ottawa schools from 1923 to 1927. During that period he increased the cadet movement in Ottawa to a brigade of three battalions.

For more than twenty-five years Mr. Riddell was active in Boy Scout work, receiving his first Scout Master's Warrant in 1912 signed by Earl Grey. For several years he was travelling field organizer and conducted Scout camps in Ontario, New Brunswick, and Nova Scotia.

Mr. Riddell is active in St. Stephen's Anglican Church, Britannia, and is Superintendent of its Sunday School.

Staff say "Goodbye" to L. Holvey

Friends and co-workers of Leonard Holvey gathered in the office of Gordon Nixon, Telecommunications Director, February 14, to say goodbye and wish him good luck and health, on the occasion of his retirement. W.E. Connelly spoke a few words on the career of Mr. Holvey and presented him with a purse of money. Mickey Ramsden presented Mrs. Holvey with a bouquet of mums.

Mr. Holvey, in charge of accounting for stocks and stores in the radio test room, is a native of Bath, England. He came to Canada in 1928, and was engaged in commercial undertakings before joining the Department in 1939.

As a young man, Mr. Holvey had an interesting career in the army. He served in India with the Dragoon Guards and was one of the teachers at a Military School in that country. When World War I broke out he transferred to the Royal Engineers and saw service in Flanders until near the close of the war when he and his unit were transferred to General Allenby in the near East.

Mr. Holvey is married and has a son who is in photographic work in the Government.

See photos on page 16

Paul Kuhring Hands Over Tiller to Assistant.

HONOURED BY MANY IN SHIPPING FRATERNITY



PAUL KUHRING RECEIVES GIFT FROM FELLOW EMPLOYEES AND SHIPPING FRATERNITY. Shown in photo (L. to R.) Miss Theresa Belanger, secretary to Mr. Kuhring, who presented a bouquet of roses to Mrs. Kuhring; Marine Services Director N. Wilson, Deputy Minister J.R. Baldwin. Mr. Kuhring and Herbert L. Land who succeeds Mr. Kuhring.

The retirement on superannuation of Paul Kuhring, M.E.I.C., of Montreal, Chief Engineer of the St. Lawrence Ship Channel, after 46 years in the Government service, and the promotion of Assistant Chief Engineer Herbert L. Land to the post of Chief Engineer, was announced January 10.

Members of the staff of the St. Lawrence Ship Channel joined with a group of high-ranking Department of Transport officials from Ottawa and representatives of a number of shipping concerns in honoring Mr. Kuhring at a gathering at the Montreal headquarters January 10. Mr. Kuhring was presented with a typewriter and a purse of money, and Mrs. Kuhring with a bouquet of roses.

ACTIVE DAYS AHEAD

The retiring Chief Engineer, Mr. Kuhring, will not find time hanging heavily on his hands on leaving the Government service, for he is a man of varied interests. A member and past president of the Canadian Authors Association, he has done considerable short story writ-



THREE D.O.T. CAPTAINS WERE AMONG THE MANY WHO HONOURED PAUL KUHRING ON HIS RETIREMENT (L. to R.) are shown Captain A. Peloquin, Master of C.G.S. "Frontenac", Captain Robert Marchand, Master of C.G.S. "Ernest Lapointe", Mr. Kuhring, Captain C.A. Caron, Master of the C.G.S. "d'Iberville".

ing in the past. He has also held office as vice-president of the international literary society, P.E.N.

Mr. Kuhring's retirement follows a notable career that began in 1912 when he joined the Department of Public Works at Chatham, N.B. In the following year he entered what was then the Department of Marine and remained with the Chief Engineer's Branch until 1920, when he was transferred to the St. Lawrence Ship Channel. This later became a division of the Department of Transport.

In 1944 Mr. Kuhring was appointed Assistant Chief Engineer and in February, 1956, he was promoted to Chief Engineer. Through the years he made an outstanding contribution to development and maintenance of the St. Lawrence Ship Channel and through it, to the Canadian shipping industry.

Born in Toronto, Mr. Kuhring has maintained an interest throughout his career in engineering activities in general and is a member of the Engineering Institute of Canada. During World War I he served overseas with the Canadian Railway Troops.

Lethbridge Airport Manager Retires FÊTED BY CITY AND AVIATION OFFICIALS



L. to R.: R.R. Travers, N.C. Boyles, Mrs. N.C. Boyles, Mrs. H.J. Williamson, H.J. Williamson.

FAREWELL BANQUET FOR N.C. BOYLES. (L. to R.) Capt. D. Moir (TCA), Mrs. A.L.H. Somerville, E.G. Clarke, Mrs. H.J. Williamson, N. Boyles, E.R. McFarland, H.J. Williamson, Deputy Mayor Frank Sherring, Mrs. N.C. Boyles, Walter Reich, Mrs. F. Sherring.



Some ninety people attended a testimonial banquet in honor of N.C. Boyles, retiring airport manager Lethbridge December 5, 1957.

Following a banquet of turkey with trimmings words of tribute and appreciation were voiced by head table guests representing city officials, airlines, P.F.R.A., Flying Club and Department of Transport.

The main address was given by H.J. Williamson, Regional Director Air Services, in which were blended samplings of humor, regret that Mr. Boyles was leaving and warm regard for him both as a departmental employee and also as a person well liked by all who knew him.

Mr. Boyles, pleasantly surprised at the number of people attending and warmly appreciative of the many expressions of regard responded with genuine feeling following presentation to him of a lazy boy chair and hassock.

Mr. Boyles will be missed by all who have worked with him at the airport and our best wishes go with him.

TELECOM. APPOINTMENTS - Continued from page 3

Mr. Caton was born at Napanee, Ont., in 1902. He was married in 1928 to the former Marguerite Evelyn MacKenzie of Toronto. They have a son who graduated with honours in Electrical Engineering at Queen's University last year and is now studying for his Master's degree on a Northern Electric scholarship, and a daughter who is a student nurse at Kingston General Hospital.

Hobbies play an important part in Mr. Caton's home life. He is an ardent Hi Fi fan, specializing in classical music reproductions. He does wood and metal workings in his basement workshop and goes in for skiing and fishing when opportunity permits.

L. HOLVEY - Continued from page 14



Mickey Ramsden (L) presents bouquet of mums to Mrs. Holvey. In the background, W.E. Connelly and Leonard Holvey.

John Skinner Retires

John Skinner, accountant with Financial Services in the Department, was honoured by his co-workers and friends on the occasion of his retirement, November 20, when W.R. Leavitt, Chief of Financial Services presented him with a well padded bill fold. Mr. Leavitt made a few remarks on the career of Mr. Skinner, and wished him happiness in his retirement years.

In his remarks, Mr. Leavitt, referred to the military career of his colleague, a veteran of World War I and II. He joined the Royal Air Force in World War I in 1916 as a fighter pilot was discharged with the rank of captain and joined R.A.F. again at the beginning of hostilities in World War II. Later during the war, Mr. Skinner worked in the Department of Munitions and Supply and in 1943 was in the Maintenance Branch of Navy Headquarters. He came to his present position in the Department in 1947.

Mr. Skinner was born in Worcester, England, received his primary education at Worcester Royal Grammar School and University at Oxford.

He is an active member of the Canadian Legion and of the Army, Navy and Air Force Veterans of Canada, Capital Unit.

Photo shows members of Financial Services, in the office of W.R. Leavitt, Chief, at a get-together to say goodbye to John Skinner, on the occasion of his retirement. Back row - (L. to R.) A. Riley, W. Cook, W. Richards, Lionel Britton, Miss Robertine Barry, Jack Morris, Lloyd MacElroy, Miss Gabrielle MacKay,

Co-workers of Mr. Holvey say goodbye and wish him and his wife good luck and good health. (L. to R.) A.T. Lawton, H.E. Walsh, F.G. Nixon, J. Arial, John MacDonald, L.G. Holvey, J. Farquarson, J.P. Brooman.

Appointments in Civil Av. - Continued from page 1

MERVYN MATHEW FLEMING, D.S.O., D.F.C., was born in Ottawa in 1914, is a graduate of Lisgar Collegiate, and obtained his Private Pilot Licence from the Ottawa Flying Club in 1934. Mr. Fleming joined the R.A.F. in 1937 and served with distinction in World War II with both the R.A.F. and the R.C.A.F. He held navigation and operations posts at various R.A.F. and R.C.A.F. group headquarters, was Assistant Air Navigation Officer of the Bomber Command, and Assistant Director of Navigation (Meteorology) at the Air Ministry. In 1942 and 1943 he was commanding Officer of the "Moose" Squadron (419 R.C.A.F.). Joining the Department of Transport in 1946 he was responsible, to a large extent, for the drawing up of Canadian standards for the licensing of personnel and the operating of commercial air services in accordance with I.C.A.O. standards.

EARL HICKSON, M.B.E., was born at Norton, N.B. in 1906, graduated from Teachers College, Fredericton, and was attending University of New Brunswick when he took his pilot training with the R.C.A.F. and left to do aerial photography for them in the Arctic 1928 to 1932. Mr. Hickson was in commercial aviation, flying out of Rouyn, Noranda, Hudson and other northern outposts, from 1934 until 1937 when he joined the Civil Aviation Branch of the Department of Transport. He was engaged in helping to lay out the trans-Canada airway system then in the early days of World War II in selecting sites for military airports and helping to design them. He has served as District Inspector, Central Airways, Winnipeg, and District Superintendent, Airways, Vancouver. He is presently Administrator of Airports.

MAJOR R. DODDS - Continued from page 14

He was associated for some years with the First Wentworth Regiment which later became a part of the Royal Hamilton Light Infantry, and was promoted to major. At the same time he continued his interest in flying, acquiring an airplane of his own and in 1923 he obtained a commercial pilot's certificate.

In 1928 he founded the Hamilton Aero Club and became its first president, instructor and air engineer. Later he was manager of International Airways Limited and Superintendent of Air Mail Operations of Canadian Airways Limited in Eastern Canada. Shortly afterward he entered the Government Service.

In September last, Major Dodds was honored by the Hamilton club, now known as the Hamilton Flying Club, when it held a reunion to mark its 30th birthday. J. Cameron Tait, club president, presented him with a gold watch suitably engraved in recognition of his services to the club and to Canadian civil aviation.

The retiring director is looking forward to traveling and "seeing the world" following his retirement. He expects to make his home in Oakville, Ont.

Mrs. Marielle Nicol, Walter Cosgrove, Mrs. Marion Johnson, G. J. McEwen, Mrs. Eileen Fitzgerald, J. Coll, Mrs. Patty Greene. Seated - (L. to R.) G.C. Bourne, J. Skinner, W.R. Leavitt, W.J. Murphy, R.E. Jackson.



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