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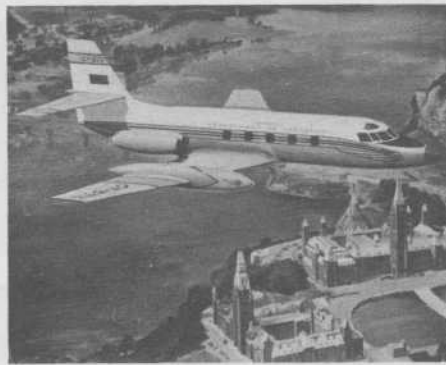


Star of the D.O.T. Air Fleet

*News on the* **DOT**

DEPARTMENT OF TRANSPORT STAFF PUBLICATION

MAY - JUNE 1961



**STAR OF THE DOT AIR FLEET**

To keep pace with modern high altitude, high speed equipment, the Department of Transport has purchased the four-engined Lockheed JetStar shown on our cover. (See "D.O.T. Flypast", page 4)

the provincial Department of Lands and Forests and asked them to look after it.

We don't know what happened, but, like you, *News On The DOT* hopes that Kenneth will spend his holidays fishing with his Daddy and playing on the beach with his five-year-old sister, while his Mummy looks after his new little sister.

**CORRECTION**

*News On The DOT* erred in the article entitled "Floating Laboratory" by U. Sporns, which appeared in the March/April issue. The mistakes were not the author's.

The article stated that "the *Porte Dauphine*, a 400-ton, 125-gate vessel, was purchased from the navy". This should have read: the *Porte Dauphine*, a 400-ton 125-foot gate vessel, is *on loan* from the navy.

**EDITOR'S PAGE**

**A BOY AND HIS DREAM**

**L**ITTLE boys, particularly 10-year-old ones, love the big out-of-doors. They love dirt and dogs and worms and fishing. It's not unusual, then, that with the first warm gusts of spring breezes their thoughts drift to summer holiday time when they can swim and fish and tramp through the woods to their hearts' content.

A letter, which tells this story in child-like simplicity, arrived in our "In" basket one sunny March morning. We would like to share it with *News On The DOT* readers.

Addressed to the Government of Canada, Department of Lands and Titles, Ottawa, Canada, it read:

March 20, 1961

Dear Sir

I am sending you \$1.00 please tell me where I can buy some land where I can go fishing and hunting I am ten years old and I have saved some money \$32.00. I would like to have it near 100 miles because Dady is to busy, Momy and my sister she is 5 years old, says we are going to have our other sister. My Dady works. My Momy doesnt work she stays with us. I would like to go fishing this summer when Dad gets his holidays. I sure would like to rent or buy some land from the Government because Dady says it's the best way.

Yours Truly,  
Mr. Kenneth D - - - -

P.S. If it costs more I'll get an advance on my allowance.

In answering Kenneth, we explained that the Department of Transport couldn't help him in this request, so we had sent his letter, complete with dollar bill, along to

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**News on the DOT**

Staff magazine for the  
Department of Transport  
Published under the authority  
of the Minister,  
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Editor: Yvonne McWilliam

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May-June 1961

***M**Y sincere thanks to "News On The DOT" for giving me this opportunity to express a word of appreciation to you for the support and co-operation that has been given me since my appointment last autumn.*

*We are all part of a large team, scattered from the east coast to the west coast, from the 49th parallel to within 500 miles of the North Pole. I was selected as your captain, but the team is only as strong as the players make it and none of us can afford to do less than our best.*

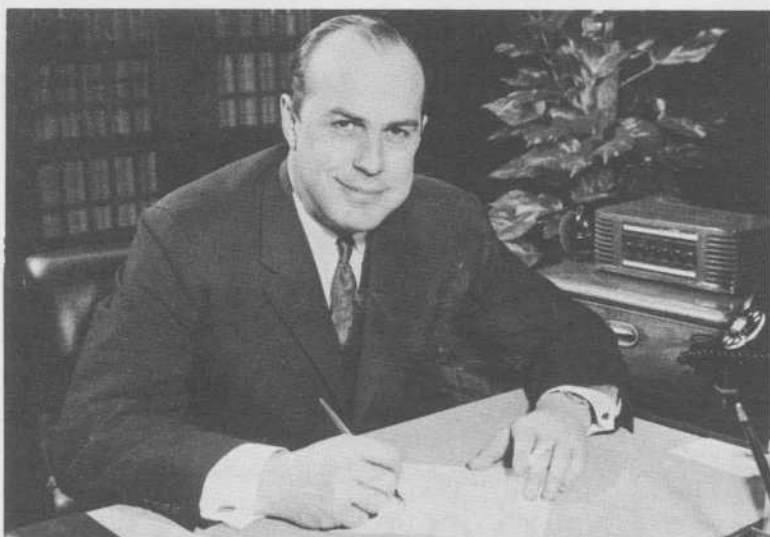
*A messenger or a clerk might find it difficult to understand his position on the team in our vast organization of more than 14,000 employees. But if he gives some thought to the matter, he will realize that a small task he has just performed could play a vital role in providing better service in the field of transportation to some of his fellow Canadians.*

*As I mentioned, since becoming your Minister I have been fully aware of the fine spirit of co-operation within the Department. My one regret is that because our staff is spread across such an immense area, I have not had an opportunity to get to know everyone.*

*Nothing would give me greater pleasure than to be able to visit all of our services and agencies to express my personal thanks to each one of you. Although this in itself is too great a task for one man, nevertheless, it is my hope and trust that in the near future I will be able to meet as many as possible of the members of my Department.*

## FROM THE MINISTER'S DESK

*Paul Robitaille*



## DU BUREAU DU MINISTRE

***2**U'IL me soit permis de remercier bien sincèrement les rédacteurs de "News on the DOT" qui me donnent l'occasion de vous exprimer ma satisfaction pour l'appui et la collaboration que vous m'avez accordés depuis ma nomination, l'automne dernier.*

*Nous faisons tous partie d'une immense équipe dont les membres sont dispersés d'un océan à l'autre et de l'île Pelée au pôle Nord. Depuis quelques mois je suis votre capitaine mais je ne perds pas de vue que la force d'une équipe dépend de celle des joueurs et qu'aucun de nous ne peut se permettre de faire moins que tout son possible.*

*Un messenger peut trouver difficile de déterminer la position qu'il occupe dans cette équipe, dans ce vaste organisme composé de plus de 14,000 employés. Il en est de même sans doute du commis employé quelque part dans le Nord ou sur la côte ouest. Cependant, s'il s'arrête à y penser, il se rendra bien vite compte que le message qu'il vient de livrer ou de copier pourrait bien jouer un rôle essentiel en vue d'une solution qui permettra à l'un de ses compatriotes d'obtenir un meilleur service dans le domaine des transports au Canada.*

*Comme je l'ai mentionné, depuis que je suis devenu votre ministre, j'ai bien senti cet esprit de collaboration et je déplore que la grande dispersion de la plus grande partie de notre personnel ne m'ait pas permis de connaître tous et chacun d'entre vous.*

*Rien ne pourrait me faire un plus grand plaisir que d'être en mesure de visiter chacun de mes services et de pouvoir exprimer directement mes remerciements à chacun de vous. Toutefois, j'espère que l'occasion me sera offerte de rencontrer le plus grand nombre possible des employés de mon ministère.*

*Paul Robitaille*



*D.O.T. air services personnel, accompanied by Lockheed representative J. R. Martin, give the once-over to an experimental JetStar at Oklahoma City. Left to right: Hart Findlay, executive pilot; Gordon Bulger, air maintenance and operations; the author; Mr. Martin; Ray Cusson, chief, mechanical overhaul; Bob Mungall, airways inspector; and Herman Wahl, formerly with the department.*

# D.O.T. Flypast

JetStar to head department fleet of 38 fixed wing aircraft and 17 helicopters

by J. D. Hunter

Superintendent of Flight Operations

**B**ACK in 1936, when the control of civil aviation in Canada was transferred from the Department of National Defence to a newly-organized air services branch of the Department of Transport, we were operating eight aircraft of assorted shapes and sizes spread across the country from Montreal to Vancouver. Today the department operates a fleet of 55 aircraft, made up of 38 fixed wing aircraft of various types and 17 Bell Model 47 helicopters.

A great many changes have taken place since 1936, and today's picture of modern airports and terminal facilities linked by a vast network of radio navigational aids, air traffic control, communication centres and weather reporting stations from our southern borders to the northern extremities of the Arctic islands, has imposed the heaviest workload in history on the department's resources, which include the operation and maintenance of its fleet of aircraft.

The fixed wing fleet is made up of the JetStar, two Viscounts, ten DC-3s, one Lockheed 12A, 12 Beechcraft 18s, five Piper

Apaches, one Piper Aztec, five deHavilland Beavers, and one deHavilland Heron. Units of the fleet are based at the regional headquarters at Vancouver, Edmonton, Winnipeg, Toronto, Montreal, Moncton and at Ottawa headquarters. Each region is equipped with aircraft types to take care of its specific requirements, such as transportation, calibration of radio aids to navigation, serial site selection and accident investigation.

To help us keep pace with modern high altitude, high speed equipment the four-engined Lockheed JetStar is scheduled to join the fleet in early September.

Based at Ottawa, this new star of the D.O.T.'s fleet will be used to evaluate navigational radio aids at high altitudes and to set traffic control procedure for airline and military jet traffic. Its performance and capabilities will enable it to duplicate the flight characteristics of the newest and fastest jet airliners.

Slightly smaller than a DC-3, it cruises at 500-550 miles per hour at an altitude of 45,000 feet.

The two Viscounts are also based at Ottawa and are used extensively for the transportation requirements of visiting foreign dignitaries, heads of State, the Prime Minister and members of the Cabinet, and high officials of various government departments.

Of the ten DC-3s, three are presently fitted out for calibration purposes exclusively. Plans are going ahead to fit three more to this configuration within the next year. They are filled almost to capacity with electronic equipment calibrated to very close tolerances, and include special recording instruments for the calibration of visual-omni ranges, instrument landing systems, and for the test and evaluation of newly-developed radio aids.

The Beechcraft 18s, besides being used for transportation and inspection duties, are fitted out with some calibration equipment and used in the regions for the calibration of L.F. Ranges, Markers and Beacons. They can also be used for I.L.S. calibration and spot checks when the DC-3s are engaged on other duties.

The Piper Aztec and Apaches are used principally for the transportation of regional and headquarters' inspection staff. These light twins have proven themselves most efficient for economical personnel transportation. The Beavers are used for inspection duties when checking operating bases and, as they can be fitted with floats or skis, are exceptionally versatile aircraft for accident investigation.

The prime purpose of the helicopter fleet is to fly ice reconnaissance patrols, operating from the flight decks of the department icebreakers in the eastern and western Arctic during the summer months, and along the coast of the Maritimes and in the St. Lawrence River during the winter. The helicopters perform a variety of other duties during Arctic station re-supply missions, many of which are made necessary by the inability of the icebreakers to launch their landing barges due to drift ice conditions. During one season alone a single helicopter transported more than 3,000 Eskimos from their camps to the C.M.S. *C. D. Howe* for medical inspection and X-Ray. New uses for these versatile aircraft are continually being evaluated, and the time saving aspect alone far outweighs the total cost of operation.

Many of our helicopters operate from flight decks without shelter of any kind, and are constantly exposed to the highly corrosive action of salt spray mixed with the chemical content of fumes from the funnel. We have recently developed a metal clad, telescopic sectional type shelter that operates on rails and, while only eight feet in length in folded configuration, extends to a full 48 feet when opened, thus giving complete protection to the helicopter. The prototype was installed this year on the C.M.S. *Wolfe* and proved so successful that plans are going ahead to fit several other ships before next year's operations.

In addition to our own operation, we provide helicopter service to the Department of Mines and Technical Surveys by operating two helicopters from their Hydrographic Survey ship, C.M.S. *Baffin*.

In the course of its duties last year, the entire departmental fleet logged 16,126 hours covering all types of flying commitments. This was an increase of 20 per cent over the previous year's operations and approximately the same percentage of increase has been experienced each year for the past four years.

Normal running maintenance and an occasional engine change on the aircraft is carried out in the regions, where staffs consist of an aircraft foreman mechanic and three or four fully-licensed aircraft maintenance mechanics.

**Air Bubbles**—these eight D.O.T. helicopters lined up in the No. 4 hangar at Ottawa Airport have just undergone a complete overhaul before going back into service with the department's Canadian Marine Services fleet. The helicopters, of which the department has 17, have proven of value in aerial ice observation and ship-to-shore operations.

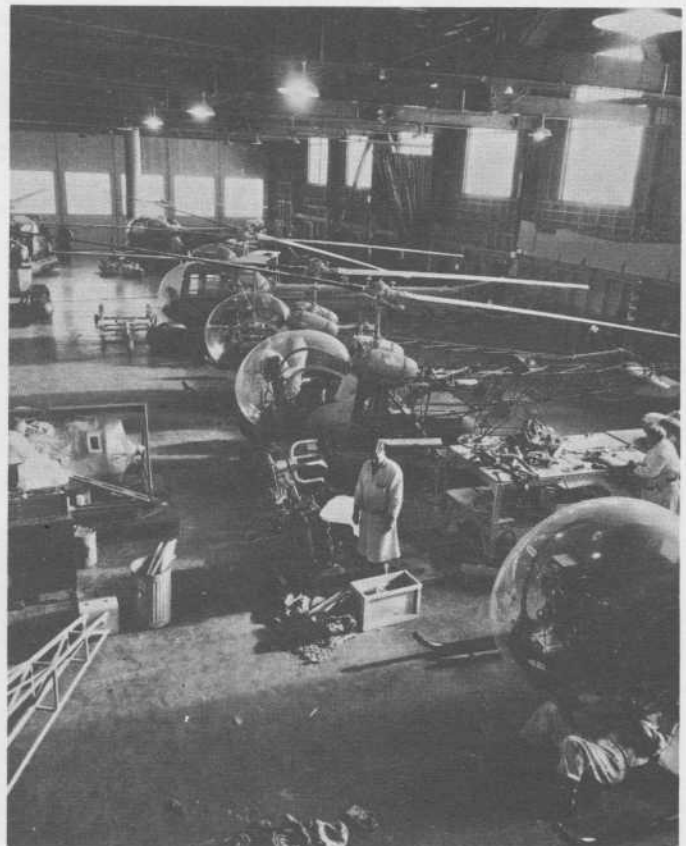
The main maintenance and overhaul base, as well as aircraft stores, is located in Ottawa, where the total operation is broken down under four sections—Overhaul, Service and Dispatch, Helicopter and Aircraft Stores. The Overhaul Section is further broken down into five sub-sections—Aircraft Overhaul, Inspection, Engine Change, Electrical and Workshops. The Service and Dispatch Section is divided to give a two-shift coverage of 16 hours per day. The Helicopter Section is also broken into two sub-sections—Overhaul and Service; and the Aircraft stores divided to give a two shift coverage.

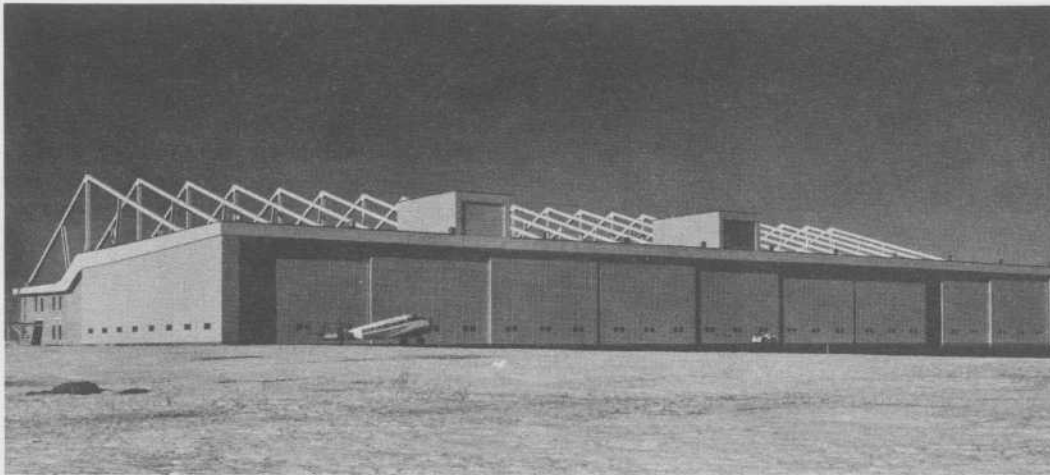
Engine changes and major airframe overhauls are performed at the Ottawa base and regional aircraft are ferried in when engine and airframe time expire. The engines are farmed out to various overhaul shops for complete overhaul, as well as all associated accessories, aircraft instruments, etc. Facilities for Magnaflex or Zyglo are not available so these services are handled by various aircraft firms.

A high standard of efficiency among the aircraft mechanics and technicians is maintained by their attendance at various courses and training schools conducted by major airline companies and manufacturers, which cover all phases of maintenance for fixed and rotary wing aircraft. The establishment at the Ottawa maintenance and overhaul base presently numbers 90 personnel of all classifications, from the top supervisory group to the aircraft cleaners. Among them they handle the enormous amount of work which flows through this base during a year's operation.

Aircraft radio maintenance, both at headquarters and in the regions, is handled by technicians of the telecommunications branch of the department. Their well-appointed workshop in the Ottawa hangar enables them to maintain, test and repair all type of equipment installed in the fleet. When aircraft radio modernization programs involving extensive re-work or alterations to structure are undertaken, the work is let out by contract to private industry.

(continued on next page)





The new department hangar at Ottawa Airport will house all headquarters facilities and equipment under one roof for the first time. Scheduled for completion in mid-June, the building is of semi-cantilever construction to enable maximum utilization of floor area.

The new hangar which opened this month at Ottawa will provide greatly increased shop and general maintenance facilities. It will be the first time that all headquarters facilities and equipment—fixed wing aircraft, helicopters, stores, aircraft and radio workshops, helicopter overhaul shop, flight simulator room, classrooms, and entire flight operations administration group—have been under one roof.

Eight executive pilots, based at Ottawa headquarters, handle the V.I.P. transportation commitments and are fully qualified to make any flight on the North American continent under all weather conditions down to minimum limits. Approximately 90 civil aviation inspectors, all fully qualified pilots, who for the most part hold valid instrument ratings, handle the remaining flying duties of the departmental fleet. They fill a dual role, in that not only do they carry the bulk of the flying duties within the

department, but over half their time is spent on administrative duties covering every phase of the responsibilities of the civil aviation branch.

A small flight dispatch section at Ottawa handles every detail covering flight arrangements for all flying commitments originating at this base. Flight crews are assigned for the V.I.P. flights by the chief executive pilot, who along with the dispatcher, prepares the pre-flight service report covering full details of fuel load and disposition, date, departure time, passenger load and in-flight meal requirements.

It is the department's responsibility to keep abreast of the latest developments in aviation, and to this end new procedures are continually being evaluated. Tests covering new developments in electronic equipment, instruments aircraft types, etc., are all part of the daily flying duties of D.O.T's up-to-the-minute fleet.

## A.R. Whittier Retires After 40 Years Of Service

Albert Ranald Whittier, long associated with the government canal services, retired on superannuation on January 1. Honoured by his fellow workers and associates on March 8, he was presented with a camera by Deputy Minister J. R. Baldwin.

Born in Ottawa, Mr. Whittier graduated from Queen's University in 1920 with a B.Sc. (Civil) degree. Soon after he joined the former Department of Railways and Canals as a junior engineer and in 1939 was appointed superintending engineer of the Rideau Canal. In 1954 he was appointed to the canals headquarters staff, first as operations engineer and, in 1955, as assistant director. He held this latter position until the time of his retirement.

A past president of the Professional Institute of the Civil Service and a member of the Engineering Institute of Canada, Mr. Whittier is well known throughout the Ottawa and Rideau valleys due to the many years he spent as superintending engineer of the Rideau Canal.



The guest of honour, Albert Whittier, lines up the guests in readiness for "shooting". The weapon? A camera given to him by friends and co-workers on the occasion of his retirement. Left to right: Mr. Whittier, Mr. Gordon Stead, Assistant Deputy Minister, Marine; Mr. J. R. Baldwin, Deputy Minister; Mr. W. J. Manning, Director, Marine Works; and Mr. J. A. Betournay, Chief of Canals.

"A tungsten bulb (some 35 years old), with a vertical zig zag filament, caused black bars and loss of synchronization in television reception. When the complainant was told what a little thing it was that caused all the trouble, he was so angry he threw the bulb on the floor and jumped on it."

This quote comes from the daily report sheet of a D.O.T. radio inspector.

Such occurrences, though not frequent, are . . .

# All In A Day's Work

by Yvonne McWilliam

*Information Services*

FROM St. John's to Victoria 29 "nerve centres" and a gross of radio inspectors relentlessly track down radio interference—and many weird and wonderful things happen to these 144 men in the course of duty.

A telephone call, visit or letter from a complainant dispatches an interference car from the nearest radio interference office. An inspector may go to the home of John Citizen who has been missing his favourite T.V. program, to a manufacturer who is experiencing trouble with his testing equipment, to a retailer whose television receivers are bleating something only a Martian could decipher.

Cases like these—25,188 last year to be exact—are all in a day's work. Almost every one resulted in the sources of interference being eliminated or suppressed.

To handle 25,188 cases the department's 75 interference cars, outfitted with the finest detection equipment, are always moving—and listening, listening for noise. Big noises, small noises—any noise that causes interference. Even the smallest, near silent noise can cause interference—even a silent electric clock.

Checking out a complaint Len Walker (left) and Doug Gifford, radio technicians, locate the interference and set up their equipment nearby. Len takes a reading on the Stoddard field intensity meter, while Doug stays inside the interference vehicle to record the readings on paper.

## The Case of the Faulty Clock

Picture Toronto—around City Hall. Heavy traffic, high buildings, everything to make interference detection difficult.

For a  $\frac{3}{4}$  mile radius around City Hall complaints were coming in of a constant steady beat—20 to 40 buzzes per minute, 24 hours a day.

The job looked routine. The two inspectors who tackled it thought they would use the usual method of intensity. (In this method the modified communications receiver in the car locates the source of interference by registering greater intensity of noise as the car gets closer to the source.)

Nothing is left to chance—in fact, not even to the ear. The human ear is not very

subtle. It is a poor judge of loudness, so a meter on the car's dashboard measures the intensity of noise precisely.

The Toronto case was a puzzler because—like in Perry Mason cases—there were too many clues. Maximum intensities were registered on both Queen and Richmond Streets. The inspectors decided to get two new views of the evidence by taking bearings from the ground level and from the roof of a three-storey building.

By drawing this new bead on the target interference, they hit it dead centre—on the 13th floor of a nearby 21-storey building.

Late at night they came back to the job, had the building's power shut off momen-

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tarily, and proceeded to track down the interference—to a quiet office where a soundless electric clock had a fault in its rewind motor.

At one stage in their investigation, the inspectors had stood outside this very office, approximately 40 feet away, and were barely able to hear the interference, whereas on Queen Street, some 250 feet distant, the response had come in loud and clear.

This was one case solved by the bearing method; intensity readings had merely confused the inspectors.

On occasion complaints have even involved inspectors in neighbourhood feuds. A man calls in and reports that his estranged next-door neighbour (the one whose lawn mower he forgot to return last summer) is deliberately causing interference so he can't enjoy his favourite Wednesday night western. Usually, though, in such cases the trouble is coincidental and can be traced to a very real fault, since the average person (fortunately) isn't aware of the ways and means of causing deliberate interference.

There was one case, however, in a large Canadian city of a TV merchant hindering

the sales of a rival by causing interference in his reception.

## The Case of the Crooked TV Merchant

Two television sales and service establishments were located in the same block. Everytime a prospective customer entered shop "A" the television reception there was affected so that the owner had difficulty demonstrating his new sets. He was convinced that his rival in shop "B" down the street kept watch and when anyone entered shop "A" deliberately caused interference.

Proprietor "A" reported his suspicions to the local radio interference office, but each time inspectors visited the rival's place of business everything appeared to be in order. The interference continued, but never when the inspectors were close at hand. It seemed that not only could this unscrupulous dealer spot customers at a distance, but radio inspectors, as well.

Department officials felt that, even though no irregularity had been witnessed by the inspectors, it was a highly suspicious situation. A letter was sent to owner "B" warning him of the seriousness of violating the Radio Act and pointing out "that any person so doing is guilty of an offence and

1. Radio Technician Jack Reid (left) and Engineer Bob Ingram double-check oscilloscope readings obtained from an interference plotter, which is in the experimental stages of development at the Ottawa lab.

The complicated looking machine, when completed, will be used for rapid plotting of the interference levels of various electrical appliances, such as the vacuum cleaner in the foreground.

2. It might look like a four-sided clothes dryer or the frame of a chinese kite, but the piece of equipment being worked on by Engineer Leonard Chwedchuk is really a direction finding adapter. Now in the development stage, it will soon be mounted on top of existing dipole antennas on the department's interference vehicles.

3. You wouldn't know it, but here Mr. Chwedchuk tests a dozen "heating pads" for interference levels. The reason you can't identify them is because each has been stripped down to the thermostat and set up with heater coils to cause rapid turn on and turn off. In this way they accomplish their life's work in a month or two.





liable to a fine not exceeding fifty dollars per day for each day during which such violation continues." Suddenly, the interference stopped!

### The Beginning

As early as 1925 an interference service existed, but it was not until 1936 that legislation was passed to allow the government to prohibit or regulate the use of any machinery, apparatus or equipment, causing or liable to cause, interference to radio reception. The act was recently amended to control the sale of any apparatus likely to cause interference.

In enforcing this D.O.T. radio inspectors perform a very valuable service, not only to the general public, but to manufacturers, as well.

If a product is chronically causing interference, they send detailed reports to headquarters at Ottawa. Engineers and radio technicians tackle the problem of determining how it can best be suppressed and, after a solution is worked out, the manufacturer is notified and told how to correct it—at his own expense, of course.

In the case of a householder, he, too, must assume the cost of any necessary work carried out on his possessions as the result of an inspector's recommendation.

Of course, he has the choice of having the faulty equipment repaired or of taking it out of use. In instances where the article is of little value, say, an old electric warming pad, it is often more economical to scrap it than to have it modified according to requirements.

### Technical Advice Appreciated

In practically all instances the radio interference section's recommendations are met with appreciation from manufacturers and individuals.

A particular brand of massage pad had been causing widespread interference in the areas where it was being used, so headquarters prepared a thorough report, detailing the required method of suppression, and wrote to the manufacturer, who in turn replied:

"Thank you for the information regarding the filtering of our equipment.

"The motor supplier has been changed and we believe that the one now in use is free from television or radio interference.

"We would like to add that all of our equipment, now in the field and causing interference, will be filtered and rectified at no charge to the customer if it is returned to our factory."

The section has pointed out to many manufacturers the need for reducing the interference capabilities of various sorts of electrical equipment and has advised and assisted in developing methods of reducing or eliminating the radio noise originating in a wide variety of appliances and apparatus.

Results are clearly evident in such fields as television. Five years ago complaints of sets causing interference numbered 500-600 per year. Today this figure has been reduced to a small fraction through manufacturers carrying out recommendations for suppression of interference causes. Models coming off the line now create little, if any, interference.

The inspectors and manufacturers are kept technically up-to-date through regular distribution of circulars outlining a wide variety of problems and methods of correcting them. The experts in the department are constantly on the job—studying, investigating and developing methods and techniques of suppressing more completely, more economically and over more extended frequency ranges. As well, they are responsible for modifying and installing most of the equipment for the radio investigation cars, before they are sent out into the field to begin the never ending task of locating interference sources.



If you are in the market for a lifejacket

## Look For The D.O.T. "Stamp Of Approval"

BOARD OF STEAMSHIP INSPECTION  
Certificate of Approval No. 1234  
Date NOVEMBER, 1955  
for LIFEJACKET, INFLATABLE, VEST TYPE,  
SIZE "A"  
Issued to JOHN JOE SALES LTD.  
VANCOUVER  
This approval supersedes approval number... No. DISPOSITION APPROVAL...  
dated... and is effective until five years after the date  
of issue unless sooner cancelled or suspended by proper authority.  
This certificate is not transferable and is not valid unless accompanied by the lifejacket inspected.  
Chairman, Board of Steamship Inspection

by Captain F. J. Bullock  
Nautical Safety Section

SHIP inspectors in the department's nautical safety section are master mariners of the salt water variety. What they have to say about lifejackets makes worthwhile reading for any D.O.T. employee who is an aquatic enthusiast.

First and foremost, they advise, all swimmers, boaters, water skiers and fishermen should equip themselves with a D.O.T. approved lifejacket. The "O.K" is given only after a jacket has passed many rigorous tests, so a buyer can be sure he is getting a reliable safety device when he insists on this approval.

Every type of jacket which comes in for inspection is first examined for quality, strength of material, fastening arrangements and practicality. If it passes this hurdle successfully, it is given a buoyancy test in a special tank located in the basement of the Hunter Building.

An adult's lifejacket, presenting new features and satisfying preliminary requirements, is subjected to a thorough going-over in a swimming pool. The usual scene of this activity is the pool in Ottawa's Chateau Laurier Hotel and volunteers are recruited from swimmers on hand. They consider it no blow to their aquatic prowess to try out lifejackets—in fact, they are more than willing to help in such an important life or death task.

Children's jackets are given particular attention. The offspring of ships' inspectors make excellent "guinea pigs", but just in case panic moves in when little feet move away from the pool's bottom, Dad and Mum are on hand to lend a helping hand. However, the kiddies soon experience what adults do when using a good lifejacket—it works—and fear is quickly replaced by fun.

A departmental publication, SAFETY AFLOAT, features a section of photographs showing the latest approved jackets and how to use them. Even though this booklet is free, it is invaluable to all who use the lakes and rivers for pleasure—swimmers and boaters alike.

An oft-voiced question is, "How long will a lifejacket keep me afloat?" The answer: "For as long as you can survive in water and for weeks afterwards."

However, if you mistreat the jacket, it will lose its life-preserving buoyancy and be ready for the ash can long before it has fulfilled its life expectancy.

Kapok lifejackets have come under fire in the past. Some people say that they don't mix with gas or oil. However, this is only so if the vinyl envelopes which encase the kapok are punctured. In this condition, if they are allowed to steep in water or oil for long periods, they become noticeably heavy and should be written off immediately. A safe rule is, if it feels light and looks to be in good condition, then it's OK.

Economy-minded mothers are cautioned that children should not "grow into" their jackets. If they're too big and too cumbersome, they are not only unsuitable—they are dangerous. A well fitting jacket, like a well fitting suit, fits one person, not everyone.

Get your child accustomed to wearing his jacket, not only near water, but in it. No matter how long it takes to win the child's confidence, it is worth it. Buying a lifejacket doesn't buy his safety; confidence in its capacity does.

So, if you own an approved jacket, if it has been tested recently, if it fits well—then there's only one other thing to remember; fasten it up. A sloppy job of tying could make it a noose instead of a necksaver! Once you're in the water it's too late to tie the cords properly. And if you do get dunked, when you return safely to shore hang up your jacket in an airy position so that it will dry out thoroughly.

Never have so many approved jackets been on the market as today. But the department is always looking for new ideas. The chance is there; if you have a good knowledge of what is needed, cast a thought or two towards improved design features. The apple hit Newton on the head and prompted a great discovery; something might strike you that would revolutionize the field and win the department's approval. We can't guarantee that you will make a fortune, but manufacturers of lifejackets, always on the lookout for better ones, adhere closely to the stringent specifications laid down by D.O.T.



*The author puts a lifejacket through an intensive buoyancy test in the department's special tank.*

by Bea Watson  
Information Services

## Flying A Kite Is Fun

SEVERAL years ago my husband, Alex, was employed by the Defence Training Board as an English instructor of NATO students. In addition to social English, he was required to teach technical terminology relating to airmanship, theory of flight, aero engines, airframe, meteorology navigation and the like. It wasn't very long before he realized he didn't know the difference between an oleo leg and a wobble pump himself, so in self defence he enrolled in a flying course.

This then was the beginning. Alex got his private pilot's license, bought a third interest in an old Tiger Moth for \$150, and almost ever since there has been an aircraft in the family.

To date he has 260 solo hours in his log book, and the day isn't too far off (this summer, in fact) when I will obtain my license and be more than just a "back seat driver."

Our only reason for owning an aircraft is for the pure enjoyment of flying. If you have never flown in anything but a commercial airliner and have experienced only the boredom of being cooped up with many people for hours, too high above the clouds to see anything or to do anything other than read magazines and drink tea or coffee, then you wouldn't understand what I mean by the pure enjoyment of flying.

The difference between flying in a private plane or flying in a big airliner is something like the difference between being in the front seat of a sports car or in the back seat of a bus!

In a light kite, flying VFR below 3,000 feet, Canada's vast panorama of lakes, rivers, towns and highways drifts slowly past in all the splendor of its seasonal coats.

It's a wonderful way to travel. You're not hemmed in by the pavement restrictions of a highway, nor are you so high that the world is a blur. Best of all, you are removed from the dangers of highway slaughter. If you do run into trouble up above, a stalling speed of about 40 miles an hour allows you to set safely



*Giving the engine the once over before taking off for a short hop around the Ottawa area, Al tells Bea that the oil is down one quart. Not much different from owning a car, is it?*

down in any farmer's back yard. (This is not recommended except in cases of emergency because you might come in for a few jaundiced looks and sour comments about ruining the cabbage patch.)

During the summer of '58 we went to New Orleans and the Bahamas on our vacation. At that time we had a three seater Piper Super Cruiser, CF-KLA—a tandem arrangement with one seat forward and room for two in the rear. I got stuck in the back, but was able to see out all right because tucked away under my seat cushion were a tarpaulin, a rubber mattress, two blankets and other bulky equipment. My companion in the adjacent seat was an oversized kit bag full of canned beans and other such delicacies. From this lofty perch I could just reach the rear rudder pedals, so I helped with the flying while Alex engaged in the weird mathematics of dead reckoning.

Whenever possible we used small grass landing strips rather than become involved with heavy traffic at the major airports. Both in Canada and the States there are many of these small licensed strips shown on the airmaps. In addition, there are a multitude of unlicensed ones you learn about in conversation with local pilots.

The best part about this type of landing field is that, in addition to encountering little traffic, you often find one close to a lake or seashore and can enjoy swimming and fishing. We used to tie down the kite at the end of the strip and camp under the wing.

On this 5,000 mile trip we began our normal day by rising at 6.00 a.m. then flying in the cool, calm of the morning until about



*"Don't tell anyone", caution the Watsons, "but it doesn't even require a key to get this kite off the ground." Bea pulls out the throttle and gets settled at the controls, while Al gives the prop a few manual turns.*

9.00 a.m. In those three hours we could cover over 300 miles—the equivalent of a day's safe driving—and our day's travelling was over before breakfast. The entire day stretched ahead for swimming, loafing or sight-seeing in nearby towns.

The whole vacation cost just over \$140 for gas, oil and servicing. So you see, it's really not an expensive hobby. We can fly and maintain an aircraft on what it would cost if we both smoked a pack and a half of cigarettes a day. What's more, it's more fun than smoking—and certainly much safer!

We kept the Piper Cruiser until it was wrecked by a windstorm while parked at Uplands (Ottawa) Airport. Although it was insured, we were buying a new house at that time, so we voluntarily grounded ourselves for nearly two years.

But the air, like the sea, gets in your blood and we are now the owners of a Luscombe, CF-KZV. At my insistence it has side by side seating. (No more will I be a back seat flyer.) It is all metal and cruises just under 100 MPH on a little more than three gallons per hour with a 65 h.p. engine. This means we get about 30 miles per gallon in dead air.

Living several miles outside Ottawa's city limits, we are fortunate to be able to keep our plane in a pasture near home during the spring and summer months. What's that saying about "all the comforts of home"?

There are many things we would like to see happen to private flying, but the last thing we want is for the idea to become popular. That could make the sky as bad as the highways—so long live D.O.T.'s stringent rules.

Before granting a private license, the department requires that applicants be physically fit, complete 35 hours of formal instruction (that means about 3,500 miles), pass a stiff flying test and write an examination covering a wide range of aviation subjects. Finally, in order to use most airports, they must qualify for a radio license.

Such rules and regulations may be annoying at times, but they do make private flying one of the safest means of transportation. If every car had to be in perfect shape before it moved and every driver in top physical condition, thoroughly trained and imbued with safety consciousness, we could all feel confident when travelling the highways and byways.

One of the things Alex and I would like to see happen is the opening up of more small airports. Airports like Montreal, Ottawa, Toronto, Winnipeg and Edmonton properly belong to the monsters of the sky. What private operators need is something along the lines of Toronto Island airport, which provides a suitable place for business and private aircraft in a *downtown* location. It's this last part which I stress. We have often flown many miles out of our way to find a city with a downtown airport. Imagine flying 300 miles in a couple of hours and then spending five hours getting into town—it's all too common.

But our gripes are few—summer is upon us and on the clear Saturday mornings that lie ahead, we'll pack up the collapsible fishing rod, the tent and a few cans of beans and head off to the Laurentians, Prince Edward Island and maybe—maybe, Mexico in November.



## An Open Door To N

*(Editor's Note: This article was originally written for Canadian High News, a publication read by high school students from coast to coast. Its purpose was to tell students, particularly 1961 graduates, of the job opportunities that await them with the Department of Transport.)*

News On The DOT felt that many of its own readers would be interested in learning about these opportunities and passing the information along to young people of their acquaintance, who are on the threshold of careers.)

CANADIAN youth, born in the Air Age and standing at the threshold of the Space Age, have career opportunities in fields their fathers never knew.

The gigantic advances made by aviation in the past few years have been accompanied, and largely made possible, by the

forward march of science. It is this fact, with its resulting demand for bright and ambitious young men and women, that is causing many high school graduates to seek their future in the broad field of aviation.

It is not so long since youth thought of jobs in the realm of flying in terms of piloting or in mechanical engineering and aircraft maintenance. Today's career openings, however, lie in vast measure in the closely-integrated spheres of air traffic control, meteorology and telecommunications.

Work in these fields calls for development of special skills through expert training. The Department of Transport, which is responsible for these necessary aviation services, has established a school at Ottawa Airport at which to train these badly needed specialists.

The Air Services School is divided into four main teaching sectors, training air traffic controllers, meteorological tech-

nicians, communicators and radio operators.

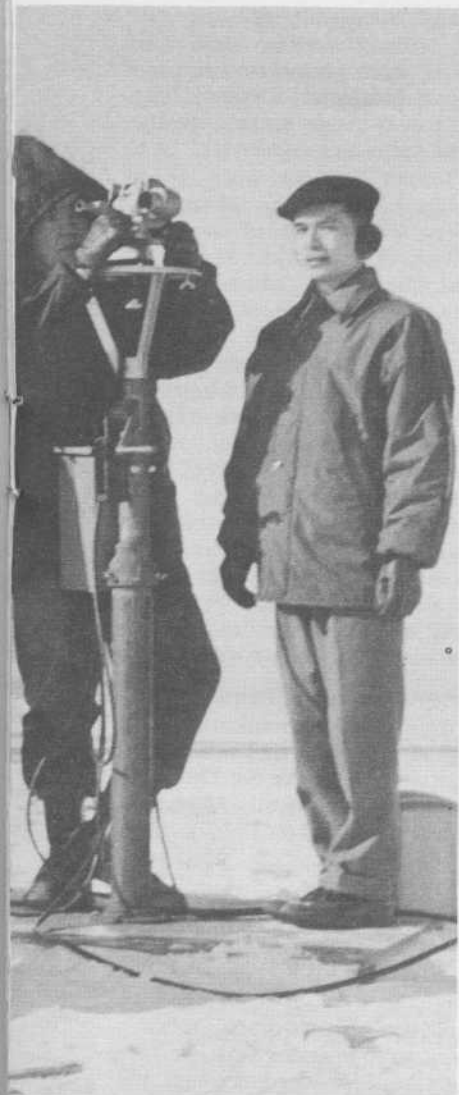
### Open Competitions

The openings for air traffic controllers, meteorological technicians and communicators are advertised as open competitions by the Civil Service Commission and candidates must have a junior matriculation standing.

Those who are accepted are then sent to the Air Services School, each trainee being given a living allowance of \$175 a month during his training period. Those who successfully pass the course are taken on the departmental staff on a monthly salary basis.

In the case of radio operators, candidates must already hold an operator's certificate. However, they are taken on as departmental staff at the beginning, with a salary of \$312 per month.

*(continued on page 16)*



**Opposite: Student meteorological technicians study weather observing methods during their training at the school. Two instructors holding the balloon (at left and centre) demonstrate the use of the weather balloon.**

**Lower left: Young radio operators learn communications procedures while training with the school's modern equipment.**

**Lower right: Student communicators learn to use teletype equipment.**

# ew Careers



## Air Traffic Controllers

Here is how the career possibilities shape up for the would-be air traffic controller:

First, the applicant must have his junior matriculation standing and be between the ages of 20 and 30 years. Some knowledge of aviation is useful.

He or she will be hired through an open competition run by the Civil Service Commission on a regional basis, for work in that region only.

Successful applicants are sent to the Department of Transport Air Services School for a 16 weeks' training course, with a living allowance of \$175 per month.

At the school they study five subjects: (1) air regulations; (2) meteorology; (3) radio, radio aids to air navigation, and aircraft performance; (4) air traffic control procedures; (5) navigation.

The successful trainees are posted to an airport control tower for practical, on-the-spot training for a period of three months at a salary of \$272.50 per month.

The young air traffic controller, who has already had training in handling air traffic under both Visual Flight Rules and Instrument Flight Rules, can take additional training on "I.F.R." work and qualify for more advanced positions up to the point where he is qualified for work in an Area Control Centre such as that at Montreal International Airport (Dorval) or Toronto International Airport (Malton).

The salary range begins at \$4,200 per year for a Grade 1 Air Traffic Controller, and increases, as the controllers' experience and qualifications increase, up to a maxi-

mum of \$7,140 per year for a Controller Grade 6.

During the actual training period, about half the time is spent studying the five subjects mentioned; the rest of the time will be spent on simulated practical exercises with an electronic training device that gives the student practice in directing air traffic under conditions that are almost a perfect duplicate of the real thing.

The simulator, which was devised by F.A. Green of the International Civil Aviation Organization, was put to its first use by the Department of Transport in its air traffic control training.

It is comprised of two units. One consists of six "pilot" positions, at which students play the part of "pilots" whose "aircraft" are represented by small dots of light projected by devices controlled by the individual students. The dots of light are directed on a ceiling screen, on which is also projected a map of the area over which the "flights" are supposed to be taking place.

This ceiling scene, with the "aircraft" moving about, is reproduced by closed circuit television on simulated radar screens in an adjoining room. Student "controllers" sit at these screens, on which they are presented with a picture almost identical with the one viewed by a real air traffic controller.

The student controller is able to talk to the "pilots" via two-way radio, and he directs their manoeuvres just as though he was working with real aircraft. The students take turns being "controllers" and "pilots".

## Meteorological Training

The course for meteorological technicians also calls for a junior matriculation

entry standard. Successful candidates take a 12-week training course, satisfactory completion of which gives them a rating of meteorological technician, Grade 1. They are then hired as either surface weather observers or radiosonde observers.

In the former instance, they go as surface weather observers to a meteorological observing station, one of the many forecast offices, or to the Central Analysis Office at Montreal. They can work their way up to a Grade 8 rating, with a salary up to \$7,500 a year.

Those entering the radiosonde field are sent to a special school at Scarborough, Ontario. After taking a 12-week training course, they are posted to one of the radiosonde weather stations for duty. They can progress up to a Grade 4 rating.

In these fields, there will be opportunities for work with a touch of adventure. Some of the new men will be able to "go north" and serve an interesting and rewarding tour of duty at one of the department's weather stations in the High Arctic.

## Communicator Training

Student training as communicators learn meteorological procedure and related operations that are peculiar to the Transport Department's meteorological communications network, which covers Canada from coast to coast and extends northward almost to the North Pole.

They study the use of standard teletype equipment, printers, perforators, radio teletype, landline and radio facsimile equipment.

## Radio Operators

The young radio operator who joins the department's staff is hired through the customary Civil Service Commission competition at a salary of \$3,750 a year. He goes into one of three different fields; operating at a station handling aeradio, marine radio or combined communications; in radio monitoring or in ionospheric work.

He takes an 18-week training course relating to his particular sphere of duty, using the most up-to-date equipment. He is then posted to duty and can advance as a radio operator to a salary of \$5,160 at the Grade 3 level. On gaining experience and taking subsequent special training, he can advance into the ranks of the radio technicians, or into the radio inspection field, both of which offer a good future. Salaries in these fields can range up to \$7,140 per year for the technician and \$7,500 for the inspector.

The Department of Transport Air Services School is now accepting about 400 students a year for training in its various courses.

As more and more advances are made in the technical spheres of aviation, the demand for trained personnel with special skills increases. It has opened up an important new career field for the high school graduate.



Six future air traffic controllers play the part of "pilots" of "aircraft", which are represented by small dots of light on a ceiling screen. Other students in an adjoining room, talk with the "pilots" via two-way radio and direct their manoeuvres as though they were working with real aircraft.



There is no maximum cash award for your ideas--

# The Sky's The Limit!

**W**HAT'S in a bright idea? Satisfaction? Improved conditions? Recognition? Yes, these and other things. There is also money and merchandise if your idea merits it.

Would you believe it? Ted Howe, secretary of the D.O.T. suggestion award committee, has received an average of one suggestion a day for the last eight years—some 2,600 in all since the suggestion award plan of the public service went into effect in November, 1952. And suggestions are still on the increase, Mr. Howe says.

If you are one of those who have already brain-stormed a suggestion in his direction, read no further—just send another one along. However, if you have an idea but don't know the how, where, why and when of submitting it, here are the answers.

## It's Easy

The rules of the contest are easy—nothing to buy, no box tops to enclose, no five-part questions to answer before you get your award.

If you work for the department you are eligible. Your suggestion can apply to the operations of any department, including the armed forces. However, there is one all-important rider. Your idea must be outside the scope of your normal duties.

## What Is A Good Idea?

Your suggestion may concern anything which will result in a tangible saving or an intangible benefit. Often simplicity is the keynote of a successful suggestion as Miss W. E. Smirle, telecommunications and

electronics branch, and Mr. Jack Wyatt, OIC, radio regulations engineering laboratory, found out. Miss Smirle received \$40 for suggesting that various letterheads be standardized to eliminate use of so many, while Mr. Wyatt received one of the largest awards ever made by D.O.T., \$500, for recommending a new way to prepare annual requisitions for groceries in isolated messes, which prevented carry-over and spoilage of surplus foods.

If you have an idea which will:

### Improve

- (a) service to the public
- (b) office methods, procedures or systems
- (c) tools, equipment or machinery
- (d) safety, health or sanitation

### Eliminate

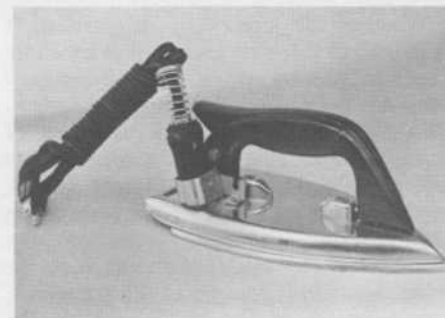
- (a) accident or fire hazards
- (b) unnecessary operations
- (c) waste

### Reduce

- (a) costs of departmental administration
- (b) paperwork
- (c) time, supplies or equipment

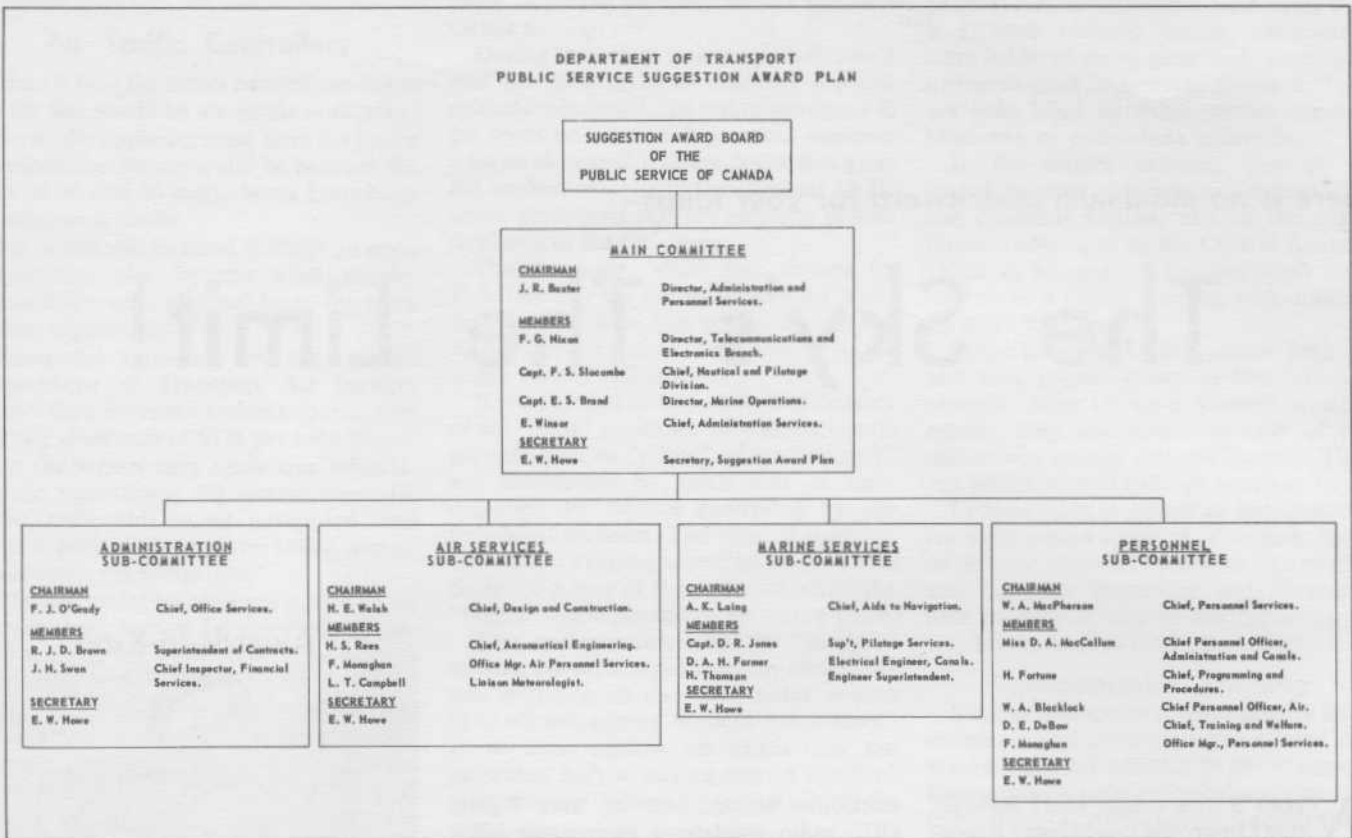
then outline the problem, the solution, the cost of implementation and the savings (where possible) on an "Opportunities Unlimited" Form (number S.A.B. 7) and send it along to The Secretary, Suggestion Award Plan, Department of Transport, Ottawa.

## Awards-In-Kind



(continued on next page)

DEPARTMENT OF TRANSPORT  
PUBLIC SERVICE SUGGESTION AWARD PLAN



## The Sky's The Limit!

(continued from previous page)

### Step by Step

Now that it is in the mail, let's follow it and see what happens.

It arrives on Mr. Howe's desk and is dated (in cases of duplication, the one with the earliest postmark gets the nod) and checked for duplication. It is then indexed and a file prepared before a letter of acknowledgment is sent to you.

The next step is for Mr. Howe to determine the area of operation to which your suggestion refers and send it to the chief of that unit, service or division, who in turn may ask a "specialist" in his unit to complete the initial evaluation. This is approved by the chief and returned to Mr. Howe for placing on the agenda of a sub-committee meeting.

Whether or not your suggestion is recommended for an award, it is carefully reviewed, first by one of four sub-committees—air, marine, administration or personnel—and then by the main departmental committee (see chart). If it is rejected you will be told why. If it is agreed that it merits a cash award of \$50 or less, or an award-in-kind, the main committee can recommend approval, but should it be for more than \$50 it goes on to the suggestion award board of the public service for further review and final decision.

### Types of Awards

What you get is determined by the tangible or intangible worth of your idea, neither of which can be properly assessed until the suggestion is in operation and has proven its value.

Cash is given if an actual savings has resulted or will result. If the net estimated savings of the first year of application are up to \$1,000, you will receive 10 per cent of the amount saved (less income tax, of course). If the savings are over \$1,000, an award scale is used to determine the amount. A savings of \$100,000, would pay you a brains dividend of \$2,210. (This figure is computed in the following manner. For the first \$50,000 net savings, the suggestor receives \$1,210. For the next \$50,000 he receives \$5.00 for every \$250, i.e. 200 units at \$5.00 each equals \$1,000—a total award of \$2,210).

Certificates of award accompany each cash award.

Awards in kind (merchandise) are broken down into two classes. Class "A" awards (drill kits, brief cases, overnight cases, pen and pencil sets, barometers, etc.) have a retail value of \$25 and class "B" awards (writing cases, clocks, picnic stoves, etc.) are valued at \$15.

### Joint Submissions

Should you and some of your co-workers collaborate on an idea, it can be submitted as a group suggestion. If it is accepted a cash award would normally be recommended so that it could be equally divided.

Another point of interest is that if an award is approved after the death of a suggestor his estate will receive it, whether it be cash or merchandise.

Now that you know all there is to know about suggestion awards—how to submit them, what happens to them and what's in it for you—why not put hand on chin and reactivate some of those bright ideas you have had in the past or think of something brand new. Write it out, put it in an envelope (you don't even need a stamp—all suggestions may be mailed postage-free) and drop it in the mail today. Who knows how well you might fare—the sky's the limit!

*An even dozen examples of ideas which have recently been approved and put into effect appear on the opposite page. Since each has proven to be of worth—either tangible or intangible—the individual suggestors received awards of cash or merchandise.*

# A Dozen "Winners"

## AWARDED \$175 FOR SUBSTANTIAL SAVINGS

S. O. ZIMMERMAN, a technician in the radio aids branch of telecommunications at Winnipeg, is \$175 richer since the adoption of his suggestion concerning the use of guy grips.

Mr. Zimmerman recommended that preformed guy grips (a marketed product) replace rope clips and servesleeves on all heavy guyed antenna poles, particularly on long and tiered rhombics.

His idea was tried out on a 150' steel mast at Churchill marine site and proved successful, so it was put into general usage.

## MET EMPLOYEE RECEIVES \$90

A. M. W. SAMUELS, a clerk in the meteorological branch, received \$90 for saving the department approximately \$900 a year.

His suggestion was that certain meteorological forms be microfilmed in a way that would save film.

## INVENTS MARINE AID

T. K. REILLY, maintenance supervisor at the Prescott Marine Agency, received a \$50 cash award for inventing a gimbal mounting for beacons to be used on lightships to compensate for the roll and pitch experienced in heavy seas.

The first prototype was designed, built and put into use in 1957 on the lightship *Sambro*. After a trial period approval was given and other mountings, were built for similar vessels, including the new lightship *Cataraqui*.

## \$30 FOR CONSERVING MAN HOURS

An engineer on the Moncton staff, C. TRACY MAC-FARLANE received a \$30 cash award for suggesting that an original airway structure chart be produced for each area control centre region and copies made from these and supplied to each centre for completion of semi-monthly peak traffic survey reports.

When put into effect, the number of man hours spent on the preparation of these reports was reduced considerably.

## MASTER TYPING GUIDE SHEET NOW AVAILABLE

MRS. V. M. CHRISTIE, a stenographer in Vancouver, suggested the use of a master guide sheet to keep typed pages uniform. Since this resulted in a typing layout sheet (No. G 3) being stocked for the uniform preparation of text for offset reproduction, Mrs. Christie received an award-in-kind. She chose a 3-piece pen and pencil set.

## SIMPLIFIES CORRESPONDENCE

A suggestion regarding the simplification of proficiency examination correspondence won an award-in-kind for T. O. ROSS.

Mr. Ross, a communicator in the meteorological branch at Vancouver, chose a 3-piece pen and pencil set.

## CHOOSES BAROMETER AS AWARD

After approval had been given to his suggestion, RONALD B. GILLIS, clerk, meteorological branch, chose a walnut-mounted barometer as his award.

Mr. Gillis had noticed that many of the monthly recorded cards sent in to the Toronto data processing centre from the field stations arrived in damaged condition. He, therefore, suggested that self-sealing, corrugated outside wrappers be provided for such shipments.

## GETS TWO AWARDS AT SAME TIME

During March, MR. F. MONARQUE, chief signal clerk at Montreal, was the happy recipient of two awards-in-kind—a utility drill and a picnic stove.

One of his suggestions resulted in a notice board being erected enroute to the pilotage wicket so that "Notices to Pilots" would be easily seen by those concerned. The other suggestion was that pre-addressed envelopes be used for mailing accounts to shipping agents.

## ELIMINATES RECEIPTS

A power driver was the choice made by WILFRID NICHOLL when he was informed that his suggestion had been approved.

Mr. Nicholl, a technical officer at Ottawa headquarters, recommended that invoices for electricity at Gander Airport be stamped "Paid" instead of issuing individual receipts.

## ADDITION TO FORM BRINGS AWARD

MISS SHIRLEY NELSON of the Victoria District Marine Agency recommended that a return address be included on the "Application for Vessel License" to indicate that it should be returned to the nearest Customs and Excise office rather than to the Department of Transport.

Miss Nelson selected a bathroom scale as her award.

## RADIO OPERATOR OFFERS WEATHER SUGGESTION

DONALD B. SINCLAIR was presented with an award-in-kind for suggesting that Peace River weather reports be included in the Grande Prairie weather broadcasts.

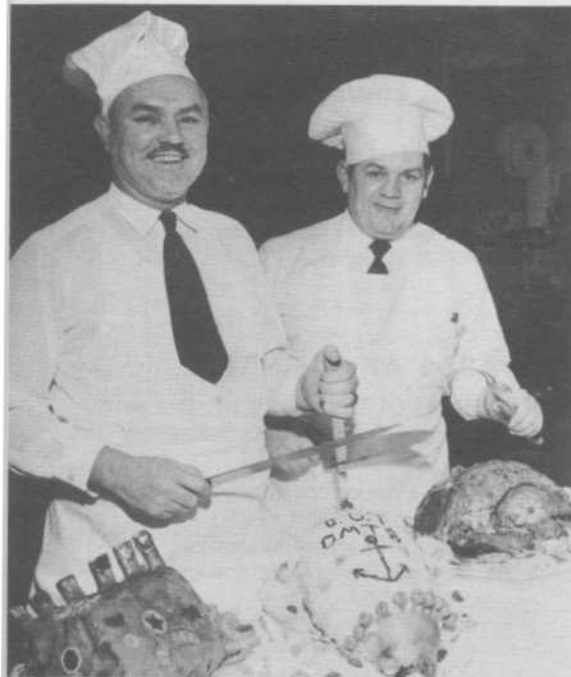
Mr. Sinclair is a departmental radio operator at White Court, Alberta.

## PREVENTS LOSS OF OIL

A \$25 cash award went to J. G. CLAYTON, airport mechanic at Quesnel, for suggesting that the reserve hydraulic oil tank filter cap on heavy Sicard trucks be modified. When this was done the loss of oil previously experienced was averted.

Mr. Clayton's modification was that the breather be redesigned. The manufacturer, when informed, agreed to assume the cost of all such work done on its trucks.

# DOT'S INTERESTING!



## GRADUATES OF THE "SCHOOL OF FINE COOKING"

All set to carve, Chief Steward J. L. Campbell (left) of the CMS *Edward Cornwallis*, Dartmouth, N.S., has good reason to wear a happy smile. He was top-ranking man in D.O.T.'s special training course for English ships' cooks and stewards, held at the Navy Supply School, HMCS *Hochelaga* during February and March. Seen with him is Chief Steward G. W. Kuhn of CMS *Sir William Alexander*, also of Dartmouth, N.S.

## A NORTH POLE DISC JOCKEY

Shirley Jean Lesage, wife of Frobisher Bay air traffic controller Edward Lesage, helps keep that Baffin Island community in close touch with the outside world.

Residents of Frobisher Bay since last fall, when Ed was posted there with the department, it didn't take the Lesages long to "get their feet wet".

Shortly after their arrival Shirley formed the Women's Organization of Frobisher Bay and began publishing a weekly circular, the community's "newspaper". It is called *WOOF*—the first four letters of the group's name. In January, when CBC Station CFFB opened, Shirley joined the "four-man" staff as an announcer-operator.

She and two other girls, Mrs. Wayne Wilson and Mrs. Mary Kikoah, take turns playing disc jockey and ad-libbing in three tongues—English, French and Eskimo. The station broadcasts from 6 a.m. to 1.30 p.m., with eight or 10 "live" news breaks daily.

## PUSH BUTTON NETWORK CONTROLS NEW AIRPORT

Edmonton International Airport located, some 20 miles south of Edmonton at Nisku, is unique in a way that creates a difficult problem in communication. Though it has been the main arrival and departure point for virtually all commercial airlines since its opening last November, it is actually being operated as a satellite of the older Municipal Airport because the latter still houses all air traffic control and meteorological facilities.

To cope with this unusual situation, a complex push-button communications network has been installed in the new airport's temporary control tower as a means of tying the two airports together for liaison purposes.

All aircraft within a 25-mile radius of the city are under the direction of the air traffic control centre at the Municipal airport. However, when the International Airport is completed in 1963-64 the centre will move there.

## ATTENDS INTERNATIONAL CONFERENCE AT BRUSSELS

Ronald R. Macgillivray, the department's Assistant Counsel, was a member of the Canadian delegation to the 1961 Brussels Conference on Maritime Law, April 17-30.

The Conference met to study two drafts on maritime legal subjects: the liability of owners of nuclear-powered vessels and the unification of certain rules governing the carriage of passengers by sea.

Born in Winnipeg, Manitoba, Mr. Macgillivray obtained his Bachelor of Arts and Bachelor of Laws degrees from the University of Saskatchewan in 1936 and 1940, respectively. He joined the Department of Transport as Departmental Solicitor in July, 1950, after three years service with the Department of Veterans Affairs.

A member of both the Canadian Bar Association and the International Law Association, he headed the 1956 Canadian delegation to the Brussels Conference on Maritime Law and in 1960 was Alternate Head of the Canadian delegation to the London Conference on Safety of Life at Sea.

## APPOINTED REGIONAL SUPERINTENDENT

Lawrence E. Nelson, telecommunications and electronics branch, Ottawa, was the successful candidate in a competition for the position of Regional Superintendent of Radio Regulations at Edmonton. He took over his new duties April 4.

Mr. Nelson has been with the department in the field of telecommunications since 1937. His first appointment was at Coleman, Alta., and since then he has served at Calgary, Winnipeg, Whitehorse, Regina and Ottawa.

## CALLING IT A DAY

A veteran member of the steamship service at St. John's, Newfoundland, Miss Dora Ferguson retired on February 1.

She had been a stenographer with the Department of Transport since April, 1949, the date of Newfoundland's Confederation with Canada. Prior to that she had served for nine years with the Newfoundland government.

Miss Ferguson's co-workers presented her with a set of matched luggage as a parting gift.

## REVISED "SAFETY AFLOAT" NOW AVAILABLE

"Safety Afloat", a departmental booklet outlining the laws that exist for the common good of those using the waterways, is of great value in spreading knowledge of the small vessel regulations to the general public. Recently revised by the nautical safety section to include the most up-to-date information, it is now available for distribution to interested individuals and groups.

This booklet tells about licensing a boat, overloading and overpowering problems, prescribed safety equipment for craft of various sizes, reckless operations and other worthwhile information. Free of charge, it is a "must" for all those who partake in any form of water sports.

## IN MEMORIAM

Mr. E. G. Carty, a former general executive assistant, died suddenly on March 25.

A native of Dublin, Ireland, Mr. Carty graduated from the University of London in 1908 with a B.Sc. degree in engineering. Following army service in World War I, he began his government career with the Department of the Interior. In 1921, he transferred to the Department of Railways and Canals and remained after it became part of the Department of Transport on the latter's formation in 1936.

Mr. Carty retired early in 1954 and resided in Ottawa until the time of his death.