

FORT NELSON RANGE RE-COMMISSIONED

With the calibration of Fort Nelson Radio on November 25th, the Edmonton-Alaska chain of radio range stations was again complete, after a partial interruption of slightly more than three months.

A disastrous fire had completely destroyed the station building and all interior equipment in early August. Due to the importance of this location, radio beacon facilities were quickly provided, at first by means of a low frequency communication transmitter and later from a range transmitter, flown from Calgary by the R.C.A.F. This latter equipment was located at the range site and coupled to the center tower. Thus, properly oriented AIF bearings were possible and weather broadcasts presented on schedule.

While clearing operations and the erection of a new building were under way, the Vancouver district dismantled and shipped the entire Vanderhoof equipment. This material, augmented by two range transmitters from the Test Room, went into operation on November 22nd, being calibrated three days later.

Much credit is due the Vancouver district and the technicians concerned with the shipping of the Vanderhoof material for the efficient manner in which the crating was done and for the completeness of the shipment. The RCAF North West Air Command also provided much appreciated assistance in air-lifting equipment and personnel to Fort Nelson.

G.E. Walker and Bob Hunter were in charge of the radio installation and building construction at the site.

A Range Op knocked at the pearly gate,
(His face was scarred and old)
He stood before the man of fate
For admission to the fold.

"What have you done", St. Peter asked,
"To gain admission here".
"I've been a Range Op, Sir", he said,
"For many, many a year".

The Pearly gates swung open wide
As St. Peter touched the bell,
"Come in", he said, "and choose your harp -
You've had your taste of Hell".

P.G. Guinness



N. Harvey of A.T.C., Winnipeg was the photographer who caught this enthusiastic mob of wide-eyed youngsters at the second annual Christmas Tree party of the Winnipeg Air Services Branch.

The affair was held at the Winnipeg Airport amidst gay decorations of balloons and fir cuttings. The Xmas tree was a huge revolving masterpiece all bedecked with Christmassy festoonery and brightly colored lights.

When Santa Claus arrived 142 kiddies all dressed up with paper hats and waving balloons swarmed all over him, and when they were sorted out and calmed down, the venerable old Mr. Whiskers gave each of them a natty parcel and a bag of candy.

Col. Joy, DCAS, told the DOT representative that the committee in charge deserved a great deal of credit for their efforts in making the affair a huge success.

Chairman Alice Foster and E. Hickson had the support of a capable committee comprising J.R. Wright and R.J. Crossley of Airways; W.J. Fordyce of DCAS; E. Lalonde and Cal Smith of Electrical; P.C. Ferguson of Meteo; and H. Rayner of Radio.

Mrs. J. Hallett, Winnipeg's capable switchboard operator in the office of the DCAS had a lucky ticket on the draw, and W.C. Burt of Fredericton, N.B. (how come that got in there) held the other.

HQ was tickled to hear that Frank Gingras had his wife home from hospital in time to greet Santa to Scotia Street.

TRAVELERS PLAN PAYS OFF FOR DOT

Over 600 of the Department's Head Office employees have taken advantage of the Group Hospital and Surgical Insurance Plan announced in October last. The benefits of a combined Hospital and Surgical Insurance scheme have been brought home in the quick and complete payment of claims that have already been submitted. In the first of the three months of operation 41 claims have been made under this scheme, and insured members of the staff have received a total of \$2903.96 in insurance benefits. Claims have been paid for all types of illnesses and for surgery; running from such minor items as the staff member who sliced his wrist with a carving knife (that's his story), to

major operations. Staff members who have received the benefit of this protection are very enthusiastic about the plan.

As soon as possible in the new year the plan will be extended to cover the Districts and Offices of the Department in the field. The first outside District to be covered will be Montreal and then it is hoped that Toronto will be the next on the list. The survey of Montreal District will probably commence early in February and then the Travelers Insurance Co. representatives will move into the Toronto area.

"DID YOU KNOW?"

The popular custom of using stockings to hold gifts and goodies on Christmas originated, it is said, when St. Nicholas dropped a purse of money down the chimney as a gift to a poor

AIR-RESCUE ENDS LIGHTKEEPERS FIVE DAY ORDEAL

Five grim days of exposure and strain ended on December 17th for Lightkeeper R. J. Leeson and his assistant Roy Hughson, of Great Duck Lightstation, Lake Huron, when R.K. McKean, District Engineer of the Parry Sound Marine Agency, came to their rescue in a Georgian Bay Airways seaplane.

The two men closed their lightstation on December 12th and set out in their small power boat with dinghy in tow in a heavy but apparently receding sea, for the mainland. As they passed Middle Duck Island the propeller shaft broke and their craft drifted helplessly onto the rocks. Wading ashore the men dried their mæches and erected a small makeshift shelter out of the bedding they had with them. This shelter and the limited provisions they carried enabled them to survive until the third day, when the seas abated sufficiently for them to make their way back to Great Duck Island in their rowboat.

The failure of the men to report their landing caused some alarm and on the 17th an aircraft was chartered from Georgian Bay Airways by the District Agent and the plane, with Mr. McKean on board, was despatched to make a search. Buzzing the Ducks thoroughly, they finally located the lighthouse boat on the rocks of Middle Duck but there were no signs of life and later at Great Duck they spotted tracks in the snow and, again buzzing the station, the two men appeared in the lighthouse yard. The heavy seas made it impossible to land at the station but the pilot effected a hazardous landing near Outer Duck Harbour. The men were loaded on board with as much of their baggage as could safely be taken and the seaplane taxied across the bay to gain the shelter of the far shore. Even then, the plane was skipping the crests of the swells in the take-off. The rescued men were safely landed at the Gore Bay Airport that evening, little the worse from their experience.

The next day McKean, with William Jones, of Cockburn Island, returned to Middle Duck and succeeded in salvaging the damaged lighthouse tender.

family one Christmas Eve. Instead of falling on the hearth, the purse rolled into a stocking on the floor nearby.