

of the "d'Iberville" and the Department's supply ship "C.D. Howe", particularly where pick-up and delivery of personnel and light freight loads was concerned. The "C.D. Howe" was the first Canadian ship to carry a helicopter as part of its equipment.

ELIMINATES DELAYS

Before the helicopter became a factor in Arctic operations six years ago, a ship might have had to wait for days, anchored offshore from some outpost, unable to get men or goods ashore because of ice conditions. Today, however, the Transport Department ship merely has to stop long enough for a helicopter to make the short hop from ship to shore and back again.

Frequently a ship would have to put back to some point of call after receiving an urgent radio message, requesting, for example, aid for a sick or injured person. If sea and ice conditions were bad, days were often lost in such a back-tracking job.

When such emergencies occur now, they usually can be answered by the helicopter pilot who can take a doctor ashore or bring a sick or injured person to the ship's hospital swiftly. This is a matter of prime importance to the ships which must cover thousands of miles during the brief Arctic "Summer". Even very short delays can be quite costly in these ice-packed waters.

A key responsibility, from the point of view of getting supplies delivered to such northerly posts as Resolute and Eureka, roughly 3,000 miles by sea from Quebec City, is the work done by the helicopter pilots, who take the icebreakers' officers up to look for openings in the ice fields through which the ships can make their way.

EFFICIENT EYES

In this job they are truly the "eyes" of Transport Department's Arctic supply convoys for they do a job no other aid, even radar, makes possible. Radar can find icebergs and possible openings through some ice formations, but when the broad, flat expanses of ice, often 10 or 15 feet thick, fill the sea lanes, only

human eyes can detect possible channels for passage.

The Department has six Bell helicopters, one capable of seating four passengers, the others adaptable to either two or three passengers.

When a 'copter' is assigned to a ship, the pilot and engineer accompany it as a team, keeping the machine in top flying order throughout the cruise. The assignments and the crews vary from season to season, giving the men a broad field of operating experience.

At the end of each trip, the aircraft and crews return to Ottawa, where the helicopters are given a complete overhaul at the Transport Department's hangar and workshops at Uplands Airport.

Then it's back to the task of helping navigation on Canada's sea lanes.

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LIEUTENANT-GOVERNOR

Prime Minister John G. Diefenbaker has announced today that His Excellency the Governor-General has approved the appointment of Major General Edward Chester Plow, C.B.E., D.S.O., C.D., of Halifax, as Lieutenant-Governor of the Province of Nova Scotia, effective January 15, 1958, succeeding the Honourable Alistair Fraser.

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BEST CHRISTMAS PRESENTS

Several hundred soldiers now serving with the 4th Canadian Infantry Brigade Group received the best Christmas presents possible - their wives and families.

Slightly more than 1300 dependents arrived in the brigade area before Christmas by special trains from the Hook of Holland, Bremerhaven, and Rotterdam. The groups consisted mainly of families who were delayed in Canada for personal reasons and those who had only recently been assured suitable accommodation.

These arrivals were the last before the end of the year and brought the total dependents moved to the NATO brigade to about 4700.

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