

MOCCASIN TELEGRAPH – 353rd Edition – March 11th, 2012

Created by Sherron Jones sherronjones*shaw.ca

To use an e-mail address from the MocTel, replace the * with @.



Open water near Carcross – Feb 8 2012

Photo courtesy Donna Clayson bdclayson*northwestel.net (In Whitehorse)



Fisherman on the bridge at Carcross – Feb 8 2012

Photo courtesy Donna Clayson bdclayson*northwestel.net (In Whitehorse)



Low cloud over Lake Bennett – Carcross – Feb 8 2012
Photo courtesy Donna Clayson bdclayson*northwestel.net (In Whitehorse)

FEARLESS FRANK

By Aksel Porsild [yukoner1*shaw.ca](mailto:yukoner1@shaw.ca) (In Courtenay BC)

“Way to go, Frank, well done!” we all called, as the boat swung him back towards the muddy shore where we all waited, me with a full Thermos in hand.

He glided to a stop, shook off the water skis and struggled out of the river, shivering. This river seldom warms more than a few degrees above freezing so it must have been a cold circuit. We all watched from shore except for Rick, who was safety man in the boat, and when Frank came ashore we had towels and blankets for him to wrap himself in, as well as a warming draught of “moosemilk”, overproof rum in hot condensed milk.

“I don’t know whether I’m brave or just plain stupid,” Frank muttered, through chattering teeth, “just give me a shot of that moosemilk!”

When we had wrapped him in the blankets, and he’d had his first slug of hot rum, he said, “It was great; something I always wanted to do,” and he lifted the glass high as we all cheered. The man was probably in his early fifties at the time. What a guy!

V. Zay Smith Associates, the company Frank worked for, was a consulting firm, based in the United States, with an office in Calgary. These types of companies gathered and consolidated geological data for sale to oil companies and mining firms interested in the area. At this time in the

evolution of the Northwest Territories, the search was for oil, and the geology Frank's crew was studying was Devonian of age, which is usually the underlying age of rocks that contain deposits of oil or gas. The mountains to the west of the Mackenzie Valley were mostly Devonian, and tracing the "dip" and "strike", the various orientations of the rock layers that could conceivably contain petroleum in the Mackenzie basin perhaps would lead to oil finds. At the end of the season, he did some reconnaissance of other formations west of Norman Wells, as well as of the range of hills to the east of the Wells with an outlook towards next seasons' work.

He always interested in all types of rocks, and on many occasions he would spot some unusual outcrop or other, perhaps on our way home after a days' work.

"Whoa, Ax; let's take a circle around that rock, there," he'd say, pointing, "looks interesting."

So I'd reduce speed, circle the rock and, time and fuel permitting, land nearby and wait while he clambered happily over the outcrop. Often the others in the party would go with him, and he'd ask their opinion. He was a much more experienced geologist than the others, had a Masters' in petroleum geology, but he'd still ask the other men for their opinion. It was this trait that endeared him to his crews, and they always worked better and smarter when with his party. Frank Conrad was a geologist's geologist, and much respected in his field.

Frank was somewhat of a legend among exploration geologists. He had worked for most of the major oil companies as well as several consulting firms. He had been with his present firm, V. Zay Smith and based in Calgary, for several years and was on retainer with them. Most geologists work during the field season for various companies and retreat in the winter to write, or to teach at universities. He probably returned to the U.S. every winter but of this I'm not sure. He knew the geology of the Mackenzie basin well, having worked several seasons in the region.

A stocky man of average height, he epitomized the field geologist, at least the ones I have known in my flying years and like other field men, wore a distinctive, often ancient and well-worn hat; his geology hat. Always looking for new "formations" or "reefs" or some other geological or geographical feature, even when he was at leisure. I remember him at Fort Wrigley, the one day we had off during the four weeks there (due to a helicopter breakdown). The entire crew, of geologists and assistants, was sitting outside our rented house and enjoying the afternoon. Everyone, the other three geologists, four students, my engineer and myself were engrossed in reading, all of us with our shirts off soaking up a bit of welcome sunshine. Not so Frank; he was glassing the rugged slope of Wrigley Rock, a mile or so down river from the settlement.

"Want to go over there and check out that rock," he said to no one in particular, peering intently through his binoculars.

Dr. Alfred Lenz looked up from his scientific journal, "That's just ordinary limestone, you know," he stated, "I was on that rock a couple of years ago and it's barren of fossils, or anything else."

"Well, Alf, I think I see a fault line going up this north-east side of it; worth checking out," Frank replied, but Alf Lenz had already lost interest in the grey featureless buttress and had returned to his magazine.

This prominent landmark, called Roche des Trompe L'eau on the maps, was well outside of the area that the party was studying, and is of a totally different formation or structure, but Frank wanted to look at it; he did just that, some days later when he had me drop him there one evening on our way home from the field. He spent an hour there while I brought the rest of the group home, then I fetched him home for supper.

“Damn, I thought it had a fault line running through it but it’s just as Alf said: leverite!” Leverite was a word used by field people to signify worthless rock samples, as in “Leave ‘er right there.” Frank seemed disappointed. The only thing the huge promontory had was a rocky entrapment on its top filled with rain water. We flew over to it several times to bathe in it, since the water warmed up well during the June days, and we had no shower at our house.

Conrad was a super organizer and expediter, and saved V.Zay a lot of money by his expert planning of field parties. For example, he lifted this years’ party, along with all their gear and supplies by DC-3 aircraft, when others were using more modern Twin Otters and other float-equipped planes that commanded high charter rates. This was possible because Frank decided to base the party at Wrigley instead of making a series of camps in the bush nearer the outcrop geology which was his area of study for the season. Wrigley had a five thousand-foot gravel runway, more than adequate for the venerable old Douglas and the whole summers’ supplies, as well as all the personnel and their kit was flown to Wrigley in one load all the way from Calgary.

Most exploration parties at that time went the traditional route, utilizing bush camps centrally located in their study area. This meant that the loads would have had to be staged north with smaller aircraft to a wilderness river or lake large enough to accommodate the float planes, not often an easy task. Full bush camps then had to be organized with tents, cooking facilities, helicopter fuel dumps, and, in some cases, a support fixed wing aircraft for re-supply of all these items, as well as mail in and out.

This was old-fashioned thinking to Frank; indeed the scenario suited the slow, two passenger helicopters that had been used prior to the seventies. The JetRanger, with its increased cruising speed and four passenger capability changed things, and Conrad was one of the first to recognize that fact. Frank reasoned that it was cheaper and better to base at a less isolated location such as the various small settlements equipped with airstrips along the Mackenzie. He was able to rent a building in the village, the unused Hudson’s Bay staff house, for accommodation. It had a kitchen and a large living room that we used as a dining hall, and the cook did his thing in relative luxury (compared to a kitchen tent in the bush) albeit the house didn’t have running water. We took our meals in the building, with chairs and a real table. The house was not large enough to shelter the entire crew, so some of the men still had to sleep in tents in the back yard, but those of us who were allotted the three bedrooms appreciated the luxury, whenever we thought of the alternative, a canvas hut.

The money Frank saved by using the large airplane making one trip, as well as eliminating a support float plane commonly used as a safety measure by field crews, more than made up for the extra cost of long lifts of the parties to the field by helicopter. Wrigley was almost one hundred miles east of some of the geologic formations that the party was examining. We were using a four-passenger JetRanger and, since the party comprised four geologists and four student/assistants, I would make two trips to the study area every morning. One round trip was

eliminated by my staying in the field with the helicopter throughout the day, then picking up the men at a pre-arranged time and bringing them home.

At more than four hundred dollars an hour, this was a significant saving in helicopter time. I would carry a lunch like the geologists and bring my book to read; and sometimes I'd pick berries or hike the mountain ridges but I would seldom accompany the field people on their rock-picking hikes, since these traverses often took them miles from their drop-off point.

Not all the areas the party was examining were this far from camp, of course, and when the trips were shorter, I would return to Wrigley and spend the time there until pickup time. This also allowed my engineer, Rick Tennant, to do maintenance and inspections on the machine during the day instead of after supper every evening. It was a smooth-running operation, mainly because of Frank Conrad's thoughtful planning and organization.

Later, we moved 130 miles north to Fort Norman, also by DC-3, and the crew ended their season there after a couple of weeks' work. This time Conrad was able to send all the camp gear, along with the summer's rock samples, by Mackenzie River barge south to Hay River, from whence they were trucked to Calgary, a further saving to the company. The crew, however, enjoyed the luxury of flying home to Calgary via PWA jetliner.

As to the sobriquet "Fearless Frank", he earned that one on the June evening at Fort Wrigley when he water-skied the Mackenzie. While at Wrigley, we had a couple of evenings of merriment in Wrigley, organized by the local settlement manager, a Metis named Rene Plamondon at his residence. One evening, after a few rums (his favourite drink was rum and Coke) Frank mentioned that he always wanted to water ski on the Mackenzie River. We all pooh-poohed the idea, shivering at the very notion.

He turned to Plamondon, sitting beside him, "I really mean it. Rene, can you find me some skis? Your boat should have enough power to get me up."

We all thought he was joshing, but he really was serious, so we told him that if he wanted to do this it would have to wait until another night, *before* he'd had the rum. Perhaps he'd change his mind then, although he was not seriously inebriated.

Thus it was, a couple of evenings later when Rene got the boat out and someone found a pair of water skis, that Frank valiantly struck off, after a couple of false starts, behind Rene's boat, and did successfully ski the chilly, turbid waters of the Mackenzie River.

I only worked with Frank that one summer, 1972, but prior to that, and subsequently, I have talked to other pilots and other field geologists who had worked with him and, to a man, all admired him both as a person and as an organizer and leader. An outgoing personality, Frank was always good for jokes and stories at parties, and everyone interested him. He was a wonderful character, and I am sorry I lost track of him.

Frank was an American citizen, so he probably moved back to the States after working out of Calgary with V.Zay Smith for several years; I could never find him in Calgary, even after contacting V.Zay's office, whenever my travels took me to that city. I am poorer for not knowing him better, but will always remember and cherish the summer I worked with him.

YUKON NUGGET

A CKRW Yukon Nugget by Les McLaughlin

Courtesy Rolf & Marg Hougen marg*hougens.com (In Whitehorse)

Carnation Evaporated Milk

You gotta hand it to the Klondike Gold Rush. It was much more than a rush to find the precious metal in the obscure hills around Rabbit Creek in the unknown Yukon. It helped propel Seattle into a world-class city. It had a huge impact on the early motion picture industry in Hollywood. And it saved a milk company from bankruptcy.

Today, Nestlé Foods own that milk company and is worth billions. Back in 1899, however, it was a fledgling business that had trouble selling its product.

The product was evaporated milk. A Seattle grocer named E.A. Stuart had a dream of making wholesome, good-tasting milk as available to consumers as sugar and salt. So in 1899, he co-founded the Pacific Coast Condensed Milk Company and spent \$25,000 to buy the rights to a new process for producing canned evaporated milk.

At first, poorly sealed cans were spoiled, by the wagon load, after leaving Stuart's farm near Seattle. Even worse, local customers weren't convinced they needed his product because fresh milk flowed freely.

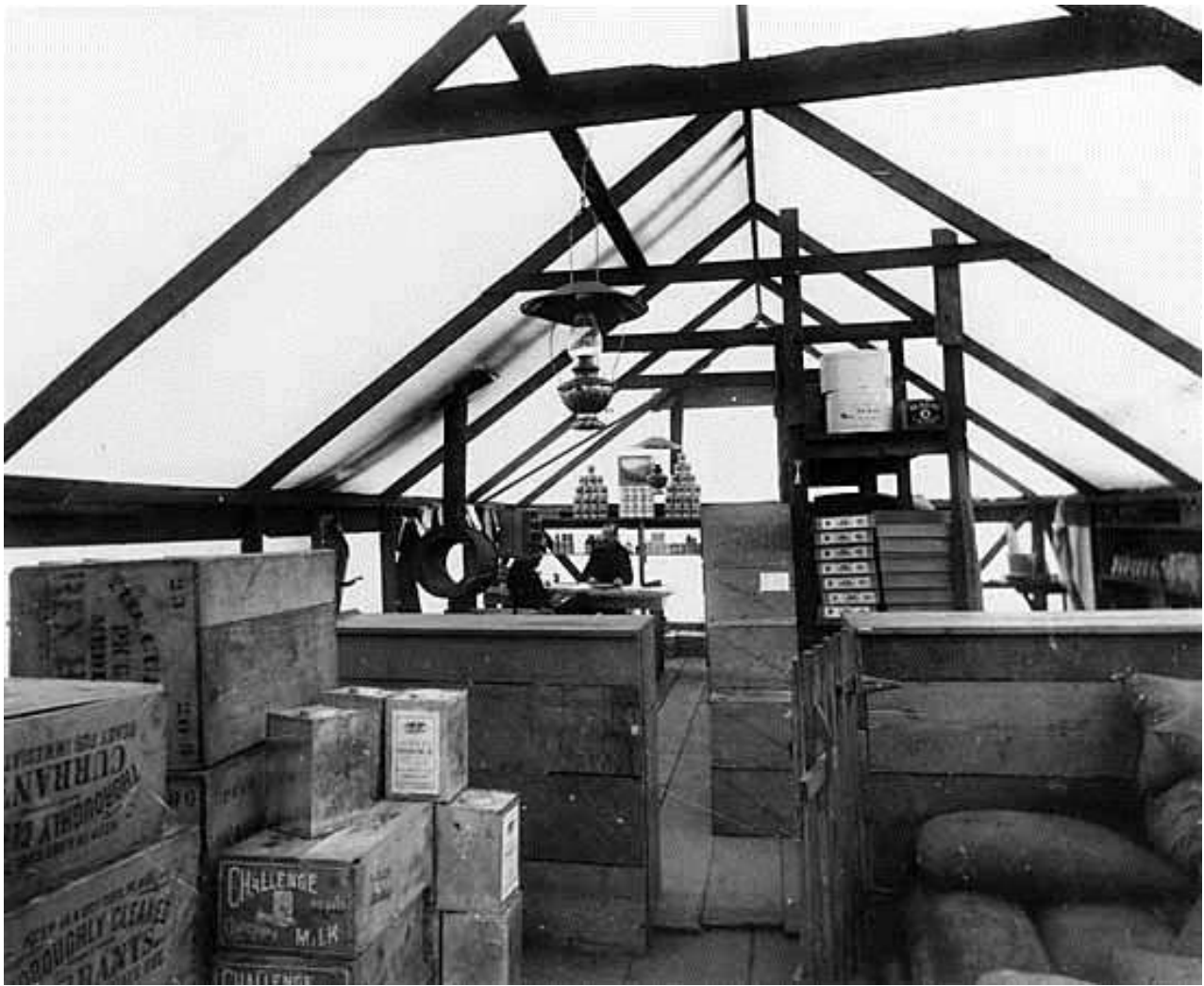
Nevertheless, Stuart perfected his milk evaporation process and improved canning procedures. The process was extraordinary because it took about 60% of the water content out of dairy milk, thus making it easy to transport and store without refrigeration. But buyers remained wary.

Then luck struck in the form of the Klondike Gold Rush. Demand for evaporated milk skyrocketed as Yukon-bound gold-seekers poured through Seattle. Prospectors bought evaporated milk as fast as Stuart could make it. Soon, the sale of cans of evaporated milk had grown from nothing to more than four million dollars a year.

As sales soared, Stuart searched for the perfect name for his product and stumbled across the answer while walking in downtown Seattle. As he passed a tobacconist's window with cigars on display, he saw a sign proclaiming their name — CARNATION.

Stuart thought it was a curious name for a cigar, but perfect for his new milk product. He also believed that quality milk came only from contented cows and eventually established his own breeding farm known as Carnation Farms.

In 1907, Stuart introduced the promotional phrase, "Carnation condensed milk, the milk from contented cows." Carnation used the slogan for decades on a radio variety program called "The Contented Hour," with entertainers like Dinah Shore and Burns and Allen.



Interior view of the tent Commissary at the White Pass Summit showing piles of milk (and currants and onions) in front of the counter. Date: June 1899.
Yukon Archives. H.C. Barley fonds, #5531.

In 1985, the descendants of E.A. Stuart hit pay dirt when the international food giant Nestlé bought Carnation for about \$3 billion in cash. Today, Carnation Farms is just forty-five minutes outside Seattle and is still home to contented cows and the riches the Klondike Gold Rush brought.

A CKRW Yukon Nugget by Les McLaughlin

The name “MOCCASIN TELEGRAPH” lived another life.

I was sorting through some of my wife's mother's papers and some of mine, and came across 2 issues of "Moccasin Telegraph", published by the Fur Trade Dept of Hudson's Bay Co. They are Vol. 13, No. 2, December 1953 and Vol. 15, No. 2, at Breakup, 1956. The magazine was published in Winnipeg for staff and families of the Fur Trade Department of HBC. One of the

articles, on Arctic art and artifacts, was written by John Anderson, an acquaintance of Pat's mother.

I've known the term Moccasin Telegraph since I was a kid in Whitehorse, but never knew there was a magazine by that name until these papers surfaced. Chances are that the HBC has the issues on a website. There was apparently an Arctic museum in Winnipeg in the 1920's and 30's.

Larry Bidlake lpbidlake@gmail.com (In Brandon MB)

RENDEZVOUS 2012 – Theme – 70th Anniversary of the Alaska Highway.

Mr. & Mrs. Yukon - Richard & Rosalie Mazur

With the Yukon Sourdough Rendezvous Festival celebrating the 70th Anniversary of the Alaska Highway, it is fitting that this year's choice for Mr. & Mrs. Yukon are so tied to the history of the Alaska Highway. We wish to thank the Yukon Order of Pioneers for continuing their work in nominating and supporting Mr. & Mrs. Yukon each year, and introduce to you, Mr. Richard and Mrs. Rosalie Mazur.

In the early 1950's a man started traveling to Yukon to work on the Alaska Highway. He was one of many men and women that made the trek to Yukon to work on the project. While money was tight elsewhere in Canada, working on the Alaska Highway was known to pay well, and for a man with a family, that would prove to be very enticing.

Well thank goodness that man came to Yukon for without him, we would not have Richard Mazur, his stepson who moved with the rest of the family to join his stepfather in 1958. Richard says that he knew right away that Yukon was where he wanted to spend the rest of his life.



In 1954, another family moved to Haines Junction after living in Burwash Landing. Because there was no school in Burwash Landing, Rosalie Birckel had to go to Whitehorse for schooling so after five or six years of doing so, the family relocated to one of the most beautiful communities in Yukon. At the time, the population of Haines Junction was approx. 80 people, so it's not hard to imagine that Rosalie and Richard would eventually meet. Well, in 1960 they did and the connection was immediate. The two married a year later.

After receiving a position with Yukon Electrical, Richard moved the young family to Beaver Creek where they lived for five years before Rosalie moved the family to Whitehorse. There

Rosalie took her upgrading and Secretarial Course at the Yukon Vocational Training and Technical school. Upon graduating in May 1974, she applied for a secretary job with Kluane National Park and got it. After working for the National Park for 20 years, she retired.

Through the twenty-seven years working on the Alaska Highway, Richard and Rosalie noticed the increase of motorhome traffic and decided to build an RV Park. They bought seven acres of land in Haines Junction and built the RV Park in 1988. They also started a heating fuel business, and operate both of these businesses today.

In addition to his work with Yukon Electrical, Richard worked from Watson Lake to Beaver Creek for CNT (Canadian National Telecommunications), however always knowing that Haines Junction was home. After 'retirement' Rosalie spent the next twenty years serving the community as she was one of four Councilors for the Village of Haines Junction for six years and at the same time a Councilor for CAFN Chief and Council for twelve years.

Throughout their fifty years of marriage, Richard and Rosalie raised three children (two boys, one girl) that all attended school in Haines Junction and Whitehorse. They now have four grandchildren (three girls, one boy). Their entire family continues to live in Yukon, with Haines Junction being their base since 1958.

QUEEN CANDIDATES –

Melaina Sheldon - Miss Brewery Bay Chalet

Fabi Naves - Miss Westmark

Lisa Dunn - Miss Lil's Place

Natasha Mewett – Miss The Cash Store

Laurie Strand – Miss Southern Tutchone

Shantay Karhut - Miss North of Ordinary

Robyn Friesen – Miss Yukon Electric

Darby MacKenzie - Miss Superior Plumbing and Heating

Samantha Whitt – Miss Backcountry Construction

Rebecca Fleshman - Miss Premier Cabs

Results Of Queen Contest

Fabi Naves – Miss Westmark Whitehorse - Queen

Shantay Karhut – Miss North of Ordinary - 1st Princess

Laurie Strand – Miss Southern Tuchone – 2nd Princess

Lisa Dunn – Miss Lil’s Place – Miss Congeniality

PHOTOS BELOW COURTESY GILLIAN CAMPBELL



Gillian Campbell, Jim Robb

Photo courtesy Gillian Campbell gillianklondikekate@shaw.ca (In Burnaby BC)



Gillian Campbell, Ben Hackney and Caroline Miss Sourdough Rendezvous Queen 2011



Gillian Campbell entertaining the audience.



Edward Thompson, Gillian Campbell



Gillian Campbell, Goody Sparling



Mr, & Mrs. Yukon 2010 – Jack & Verna Kingscote, Gillian Campbell, Doris Gates



Marjie Klein, Gillian Campbell



Muriel Frizzell, Doris Gates, Mary Mickey



Gillian Campbell, Mary Seely and friend



Gillian Campbell, Jill Murdoch, Richard Campbell.



Miss Southern Tutchone 2012



Even the baby is dressed for Rendezvous.



Can Can dancers, Snowshoe dancers and Gillian Campbell



Commissioner Doug Phillips, Gillian Campbell, Dale (Stokes) Phillips



"Nugget Charlie" Richards and Teri Michaels



Gillian Campbell and friends.



Peter Murtagh, Jim Robb



Doris Gates, Mary Fitton - Rat River Mary used to do the Snow Shoes with Doris.



Lois & Peter Murtagh, Doris Gates, Gillian Campbell, Jim Robb



Guests with Gillian.



Gillian, Marjie Klein



Gillian checking out the look after getting ready for another show.



Gillian entertaining at the Transportaion Museum.

SNOW SCULPTURES – SOURDOUGH RENDEZVOUS 2012

This year's event was held in Shipyards Park during Sourdough Rendezvous. There was a strong International flavour this year with carvers from Japan, the Czech Republic (carving with Finland), Finland, Argentina (carving with Sundog), France, Alaska, Quebec, Ontario, Manitoba, BC, and Yukon.

The Sponsors of this event were all local:

Sam' n 'Andy's
Boston Pizza
Association Franco-Yukonnaise
McDonalds
Yukon Brewing Company
City of Whitehorse
Skookum Asphalt
Terra Firma
Tim Hortons
YTG Arts Fund

For more information: www.yukonsnowchallenge.com

Thank you to Evi Watt for supplying this information.

All photos courtesy of Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Team Manitoba
Real Berard / Jacques Boulet / David MacNair

Thought I would mention what the 'blob' of snow is on top of the furnace. It took awhile for us to figure it out. We did notice the flames coming out of the door and the blob of snow is the smoke coming out of the chimney.
Donna Clayson



In case you haven't figured it out by now, this is the Alice May – where Sam McGee was cremated – according to the verse of Robert Service. (see 3 photos above)
Photos courtesy Donna Clayson bdclayson@northwestel.net (In Whitehorse)



Entrance to Shipyards Park

Laura Marcos from Argentina created two "Snow Gates" with the Sundog Carvers from Northern Cultural Expressions.



Team Yukon

Adam Green / Tony Clennett / Cindy Klippenstein / Rory O'Brian

Celebrating 70 years of the Alaska Highway
Titled "The Lost Load"

Depicts a scene of a truck sliding off the bridge into the Tokhim River, carrying a load of beer destined for the July 4th celebration during the building of the Alaska Highway. The official start of construction took place on March 8 1942 and was completed October 28 1942.



Team Finland

Saila Halstrup / Jan Lastovicka / Minna Eloranta / Marianne Aittoniemi
Sculpture of a frog



Team Japan

Katsuki Miyamoto / Yuto Kitaichi / Yoshio Hasegawa
Sculpture of a whale, crab, octopus



Team Quebec

Veronique Doucet / Jacques Baril / Annie Boulanger



Team Michigan

Bob Fulks / Jayne King / Walt Farr

This sculpture notes the 2012 end of the Pontiac Motor Car Company and remembers the Leader, Warrior and Statesman for which it was named.

Chief Pontiac

Ottawa Tribe

1720 – 1769



Team France

Fabien Champeval / Laurent Sarpedon / Richard Fontaine



Team Alaska

Pete Lucchetti / Michael Yee / Philip Clark
Sculpture depicts an owl snaring a rabbit



Team British Columbia
Sculpture won the people's Choice, Artist's Choice and Judge's Choice Awards
John McKinnon / Patrick McKinnon / Jesse Forrester
Sculpture depicts 2 ravens



Ravens from another angle.

THE MESSAGE BELOW WAS SHARED BY TOM LAW WHO RECEIVED IT AS A HAM RADIO OPERATOR, FROM RON MCFADYEN

With the passing of former RAC President Earle Smith, I recalled this story he sent me about what we call Mount Radar at Whitehorse.

While there was never any radar there (Lobird Trailer Court)it was indeed a secret listening post, one of the first which carried the news about the first Russian Satellite Sputnik.

Regards,
Ron VY1RM
WHITEHORSE
1948 -1968

INTRODUCTION



Originally opened by the Department of Transport, Whitehorse airfield was transferred to the Royal Canadian Air Force in 1942 as part of the system called the Northwest Staging Route. Designated as RCAF Station Whitehorse, it had detachments at Teslin, Aishihik, and Snag and in 1946, at Watson Lake. After World War II, RCAF Station Whitehorse continued to function primarily as a refueling point on the Alaska route. The Department of Transport took over the operation of the airport, but the RCAF remained. In 1948, the station at Prince Rupert closed and the intercept positions were moved to Whitehorse. The station's function changed to primarily a Radio Unit, namely, No. 5 Radio Unit. It became part of the Canadian Forces Supplementary Radio System in 1966 and was renamed Canadian Forces Station Whitehorse. It was short lived operation as CFS Whitehorse closed in 1968. The station's motto "Verbum Expedimus" means

"Unfold the Word" (Break the Code).

HISTORY

Northwest Staging Route

The growth of air travel in the 1930's sparked an interest in creating a "Great Circle Route", to link the Canadian Northwest with Alaska, Siberia, and China. In 1935, the Canadian Department of Transport sponsored Dan McLean and the famous bush pilot, Punch Dickens, to scout an air route to the Far East. Based on their recommendations, the federal government authorized the construction of airfields between Edmonton, Alberta and Whitehorse, Yukon Territory, as the start of a route to the Orient. In 1940, work began on airfields at Grande Prairie, Alberta; Fort St. John and Fort Nelson, British Columbia; and Watson Lake and Whitehorse in the Yukon.

Between these points, emergency airstrips were built as a safety measure. This included landing fields at 100 mile intervals and radio ranging stations at 200 mile intervals. By September 1941, the route was open to aircraft flying visual flight rules. Three months later, the installation of radio beacons made all-weather flying possible.

After the Japanese attack on Pearl Harbor on December 7, 1941, the United States government was concerned that the transport of troops, equipment and supplies on the Pacific route was

vulnerable to attack. Alaska also provided ground access to a series of airports that had been built to transport supplies to Russia. As a result, the protection of the Northwest Staging Route became of paramount importance.



From 1939 to September 1942, the federal Department of Transport controlled the air operations of the Northwest Staging Route. In 1942, it was handed over to the Royal Canadian Air Force because the route was being used predominantly for military purposes. RCAF Works and Building staff were located at each main aerodrome. About 450 aircraft per month traversed the route by 1943. In June 1944, the Northwest Air Command was formed to take over complete operations of the route with headquarters in Edmonton. **The Yukon section of the Northwest Air Command was RCAF Station Whitehorse**, with detachments at Teslin, Aishihik, and Snag. In 1946, a unit at Watson Lake was added.

After World War II, the RCAF controlled the airports along the staging route, provided aircraft in Whitehorse for search and rescue operations, and transported people, freight and mail for the Dominion of Canada. RCAF Station Whitehorse continued to function primarily as a refueling point to Alaska. In 1948, the radio station at Prince Rupert, BC closed so the intercept positions were moved to Whitehorse. Initially, there were 5 operators on shift. By 1956, twenty-three operators per shift were working four days, four evenings, four midnights with four days off [1]. Since the RCAF had no separate trade classification for the job of Intercept Operator, all training was done locally at the station.

The Department of Transport took over the operation and maintenance of the airport facilities at Whitehorse in 1958 while the RCAF's function changed to primarily a Radio Unit [2], specializing in communications [3]. There were no DF operations at this station, just intercept. **Earle "Smitty" Smith, VE6NM, first arrived in Whitehorse in 1954.** He does not recall any radio transmissions

from the site since the station's "output" was sent via CN Telecommunications (CNT) and later by a microwave system built by RCA and operated by CNT. [4]

Earle Smith provides recalls some early personnel exchanges. "A group of RCAF Ops including myself from 5RadU left Whitehorse late August 1957 bound for HMCS Gloucester, Ottawa, for Arctic training and to get to know our RCN counterparts who would work at Alert with us. Another group went to Resolute with an Army Sigs group. We arrived in Alert in the first part of September 1957 and did our six month tour of duty. We were happy to be rotated out. Both the Alert and Resolute crews were replaced by more RCAF and Army crews in a 1958 exchange. Whitehorse was still exchanging operators when I transferred out of 5RadU in 1961".

Jim Thoreson expands on this. "I was transferred to Alert in January 1962 for a six month stint and I think our contingent of nine men were the second batch to go up after a long dry spell but then they continued sending them for quite a while after that."

In the 1962 time frame, there was an exchange of RC Sigs personnel from Ladner and RCAF personnel from Whitehorse. Twenty personnel from each station were involved in the exchange. By March 1964 the RCAF had a strength of over 51,000 of whom 1,200 were airwomen, many serving in the Telecommunications Branch.[5]

Whitehorse became a SUPRAD (**SUP**plementary **RAD**dio system) station in 1966 as did Ladner as a result of the Canadian Forces Unification. Whitehorse was Air Force until Unification, then it became Canadian Forces. All operators were mostly RCAF but all new training was done at Gloucester under SUPRAD. In 1966, RCAF Flin Flon, Manitoba also became part of SUPRAD not because it was an intercept station because Ottawa did not know what other organizational umbrella to place it under.



This high level satellite photo shows the relative location the former 5RadU relative to the Town of Whitehorse and the airport. The Ops building is positioned precisely at $60^{\circ} 41' 2.73''\text{N}$, $135^{\circ} 4' 46.57''\text{W}$.
(Photo courtesy Google Earth)



This satellite image, taken in 2007, shows the former 5RadU Operations facility. The building at the left with the dark roof was the actual Ops building while the structure with the light blue roof was the Guardroom and Admin area. It was linked to the two story Ops Building by a walkway. Today (2007), the land surrounding the former base is occupied by the Lobird Trailer Court. The former Ops Building and Guardhouse have been converted to other uses and serve the local inhabitants. *(Photo courtesy Google Earth)*



A very closeup view of the ex-5RadU Operations Building. (Photo courtesy Google Earth)

RADIO OPERATIONS

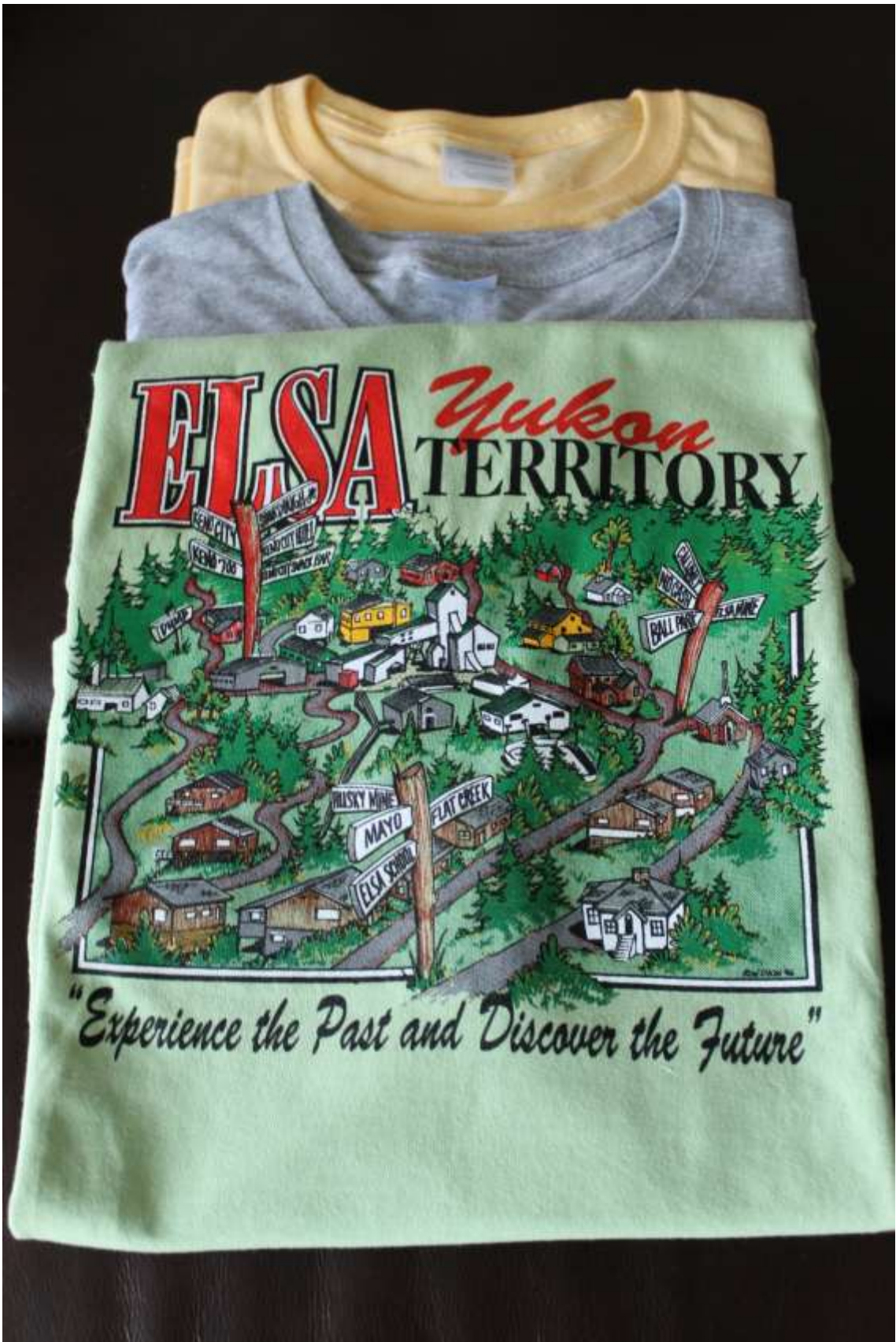
In the mid 50's, Whitehorse used one or two banks of Baudot teleprinters to copy incoming traffic. There were the usual antenna multicoupler panels as well. The shift NCO was in charge of these and would make the appropriate selection whenever operators would call for a different rhombic antenna. Radio Finger Printing (RFP) was practiced at the station, however some of the operators did not like to use the equipment for some strange reason.

Since Whitehorse was an intercept-only station, it did not have a DF component. The station's "output" was sent out via encrypted landline from the Comcentre. Because of that, there was no need to send anything over the air. Consequentially, to the best of anyone's recollection, the station did not have an assigned radio call sign.

ELSA T-SHIRTS

They are 35.00 each and (The womens are yellow, grey or pistachio). The men's come in (green, army green, blue, light beige and creamy) Shipping will depend on where I'm shipping them to. My brother will be selling them in his Snack Bar in Keno too which will be easier for people in the Yukon area. They can contact me at this email address if they are interested.

Rosella Mancini rosellamancini@hotmail.com (In Nanaimo) (Brother in Yukon)



Ladies shirt colours.



Men's shirt colours.

HISTORICAL FACES IN PAINTING

If you click on this link a photo will come up. <http://cliptank.com/PeopleofInfluencePainting.htm>

If you point at a face the name of that person will come up. If you click on the face (or double click if your computer is set for double clicking) it will connect you to the Wikipedia story about that person.

OBIT

DON NEFF of Dawson City YT passed away, in Whitehorse YT on January 17, 2012. Don was born in Vancouver BC but moved to Dawson City with his parents and siblings in 1939 when his father, Dr. Edgar Neff, established a Dental Practice there. As a young man he worked on the Gold Dredges in the Klondike and in South America. After returning from South America he worked and lived in the Dawson area and built his home at Rock Creek where he lived with his wife Gene.

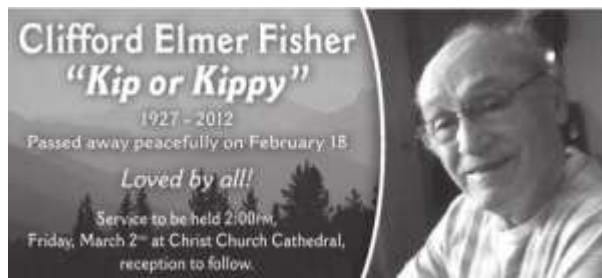
Don was predeceased by his parents Dr. Edgar and Edith Neff, his wife Gene .and his brother Frank. He is survived by his sister Jean Cook and her children Bea and Jim, his sister Margaret “Bubbles” Jordheim and her children Karen, John, Craig, Kim, and sister In-Law Doris and her children Tracey and Philip.

Bea Wynticnk bwytinck@yahoo.ca (In Desert Hot Springs CA)

FRANZ MANDL - Feb. 19, 1920 – Feb 21, 2012

On Tuesday morning, February 21, 2012, Franz Mandl passed away peacefully at Whitehorse General Hospital. The last six months of his life had been very difficult for him, but he hung in there until he had reached his 92nd birthday. He and his family moved to Whitehorse from Austria in 1956, took up residence on Jarvis Street in Whitehorse, and began to provide for his wife Anna, and his two sons, Fritz and Fred. After a brief period of employment with Keno Hill Mines, he joined CP Air, where he remained until his retirement. Some of the Whitehorse “old timers” may remember him for his feeding of the ravens in winter (which resulted in several photo shoots and articles in the Whitehorse Star) – something he continued to do until late in his life. He was a passionate Yukoner to the very end, and never failed to impress on people he met that the Yukon was the best place on earth to live. Franz is survived by his two sons - Fritz, who owns and operates the Sharpening Service in Whitehorse, Fred, who currently resides in Peachland BC – Solange Farah, Pat Blakely & Erin Mandl, Poldi Fuerstner, sister-in-law, and her family, Marlene, John, Rebecca & Elysse Dunstan, and Max, Amanda, Cambria & Regan Fuerstner

Fred Mandl mfmandl29@gmail.com (In Peachland)



Clifford Elmer Fisher "Kip Or Kippy": 1927-2012

1927-2012 Passed away peacefully on February 18th Loved by all! Service to be held 2:00 pm Friday, March 2nd at Christ Church Cathedral, reception to follow.

Earle Wintfield Smith

(November 7, 1930 - February 24, 2012)

[Send Flowers](#) [Send Sympathy Card](#)

[Guest Book](#) | [Sign Guest Book](#) | [Send Private Condolences](#)

Earle Wintfield Smith, beloved husband of Barbara, passed away after a brave and courageous battle with cancer at the QEII Hospital in Grande Prairie on February 24, 2012 with his family by his side. Earle was born in Maccan, Nova Scotia, eldest child of Lorne and Mildred Smith and was raised in rural areas of Cumberland County, Nova Scotia. He enlisted in the Royal Canadian Air Force at age 17 and was stationed in various parts of Canada including Montreal, **Whitehorse**, Alert, Beaverbank, and Beaverlodge. He retired in 1968 and then spent 23 years with Alberta Power (ATCO Electric) managing communication systems in northwest Alberta and retired in 1992. He got bored and took up truck driving.



He will be sadly missed by his wife of 60 years Barbara, son Ian, daughter Heather (Craig) Stanley, grandsons Kyle (Cassidy) Wardlow, Quinn (Mandie) Wardlow, granddaughter Kendra Stanley, his great-grandson Kallen James Earle Wardlow born on February 25, 2012 and honorary daughter, Heather Rowe. He will also be missed by his siblings: Betty Adams, Johnson (Shirley), Lorne, Richard (Beverly), Evelyn (Ken) MacKay, Eric (Lucille), Karen (David) Dickinson, and Leslie (Joyce); and many other relatives and friends.

He was predeceased by his father Lorne, mother Mildred, brother Fred and his wife Jessie and brother-in-law Cecil Adams.

We would like to express our sincere appreciation to the staff on 5 North Palliative Care Unit at QE II Hospital, Dr. Alexandra Noga, and Dr. Angela Barreth for helping us through this period with their knowledge and compassion as well as Maureen Dozorec of Home Care.

A Memorial Service will be held on Thursday, March 1, 2012 at 11:00 AM at St. Paul's United Church. Inurnment to follow at a later date.

In lieu of flowers donations may be made to the Grande Prairie Unit Canadian Cancer Society or the QEII Hospital Foundation Palliative Care Unit.

QUOTE OF THE WEEK

Dogs Have Owners ~ Cats Have Staff

RECIPE OF THE WEEK

Submitted by Susan and Becky Andreeff (In Yuma AZ – from Vancouver Island)

Hawaiian Splendor Sponge Cake

2 cups flour
1 1/2 cups sugar
1 tsp baking soda
¼ tsp salt
1 20 ounce can crushed pineapple
2 eggs lightly beaten

Preheat oven to 350 degrees,

In a large bowl, combine flour, sugar, baking soda and salt. Add undrained pineapple and eggs. Stir until combined. Pour batter into greased 13 x 9 baking pan. Bake in a preheated oven 30 minutes or until wooden pick inserted in the centre comes out clean. Cool in pan or wire rack 10 minutes. Spread Golden Frosting over hot cake in pan... or cool and top with cream cheese icing.

Golden frosting

In saucepan combine 3/4 cup sugar, 3/4 cup evaporated milk, 1/2 cup butter or margarine and 1 tsp. vanilla. Bring to a boil. Boil 7 minutes, stirring until mixture is thick. Stir in 1/2 cup Macadamia nuts and 1/2 cup flaked coconut.

DATES TO REMEMBER

**Vancouver Yukoners' Association
84th Annual Banquet**

April 14, 2012

**River Rock Casino/Resort – Whistler Ballroom
Address: 8811 River Rd, Richmond BC
Free Parking in Casino Parkade**

Hotel reservations:

Telephone: 604-247-8900 or toll free 1-866-748-3718

Ask for Vancouver Yukoners' rate

Book before Feb. 1, 2012 to get the “early bird” rate

One bedroom suite April 13-15 \$147 until Jan. 31; \$167 from Feb.1
Comparable discount on two bedroom suites;
Special rates extend 3 days pre- and post-banquet,
based on availability

Banquet Tickets:

**\$58.00 per person with cheque payable in advance to
*Vancouver Yukoners' Association***

Banquet Reception: Ballroom Foyer 4pm – 6pm

Dinner: 6:30 pm

Hospitality Room: Open Friday from 4pm and Saturday from noon

Note: Pick up tickets in Hospitality Room

Check www.vancouver-yukoners.com for updates

FOR TICKETS CONTACT VIVIAN STUART:

Email: lornellis@shaw.ca

Address: #217 – 3255 Cook St, Victoria BC V8X 1A4

Phone: 250-383-1349

(Maiden names too please – Helps to find friends of years ago)

IN WHITEHORSE CONTACT GOODY SPARLING: 867 668-3958

We encourage Yukon residents to fly Air North;

Convention Code available from Goody or Vivian

SIGN UP TO RECEIVE THE MOCCASIN TELEGRAPH

If you have received this copy of the Moccasin Telegraph from a friend and wish to sign up to receive future editions yourself, the criteria is that you **are or were a Yukoner**.

The goal of this project is to provide an opportunity for folks to reconnect.

There is an annual subscription fee of (\$20 - \$25. your call) for the Moccasin Telegraph.

An easy way to send a money transfer is via your internet banking. Log into you bank's website, find "Money Transfers" or "Email Money Transfers" or however your bank may list it, enter the amount, my email address of sherronjones@shaw.ca and enter a password ie: moctel and press "Send". It's that easy. Then please send me an email to confirm your payment.

– Sherron Jones sherronjones@shaw.ca

MOCCASIN TELEGRAPH

Sherron Jones

483 - 5707 E 32nd Street

Yuma Arizona 85365 USA