

HOW TO RELEASE FISH

Research has shown very good survival rates with released trout when they are handled properly.

1. Time is essential. Quickly play and release the fish. A fish played too long will be too exhausted to recover.
2. Keep fish in the water as much as possible. Out of water it will suffocate. Don't allow it to flop on the beach or on rocks. Even a few inches of water under a thrashing fish acts as a protective cushion.
3. Gentle handling is essential. Do not put fingers in the gills or eyes. Hands should be kept wet when handling fish.
4. Remove hooks quickly with long nose pliers. If deeply hooked, cut the line and leave the hook in. Do not tear out hooks; they will not harm the fish.
5. To revive an unconscious fish, hold it upright in the water. Apply artificial respiration by moving the fish forward and backward so that water runs through the gills. Repeat in a rhythm similar to breathing. When the fish begins to struggle, release it.



Hands should be kept wet when handling fish.

KEEPING FISH

Any fish that are kept should be dispatched quickly and cleaned or filleted immediately, especially in summer. Stringers are a poor choice for keeping fish, as they suffer a long slow death, and eating qualities are adversely affected.

Publications

Fishing in Algonquin Provincial Park

Algonquin is renowned for some of the finest fishing in Ontario, with hundreds of clear, cold lakes which are ideal for trout. Many visitors come to the Park with little or no idea of how or where to fish, or even the kinds of fish that might be expected. This book is intended to give you the knowledge that may make the difference between success and failure.

ONLY \$4.95



Fishes of Algonquin Provincial Park

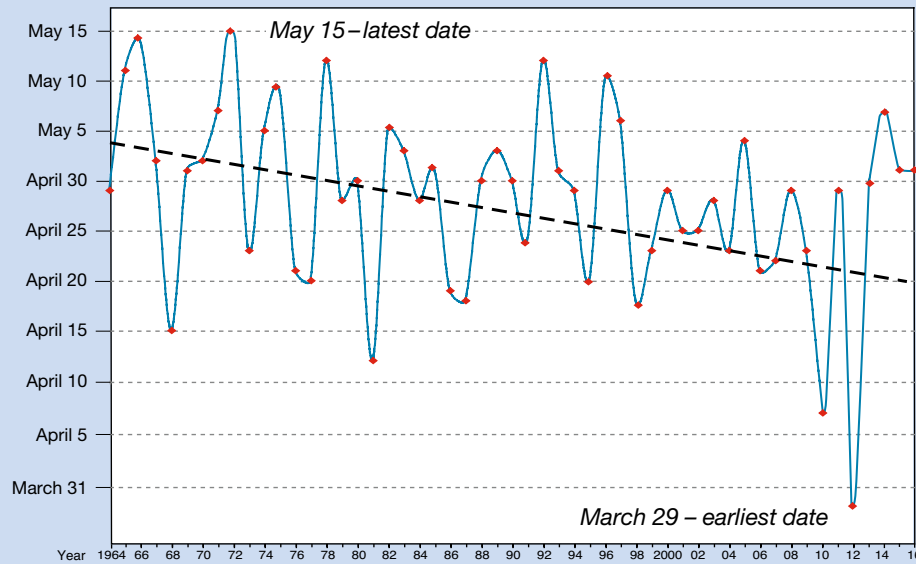
Fishes of Algonquin Provincial Park introduces readers to the 53 currently occurring Park fish species. Written by Dr. Nick Mandrak who conducted the definitive study of Park fishes in the 1990's, and his mentor E.J. Crossman of the Royal Ontario Museum, this book breaks new ground in helping a wider audience get to know and appreciate the fish fauna of Algonquin Park.

ONLY \$2.95

Available at the Algonquin Visitor Centre Bookstore & Nature Shop, East Gate and West Gate, or online at

algonquinpark.on.ca

Lake Opeongo Ice-out Dates Since 1964 Showing Trend



Compiled by Ontario Ministry of Natural Resources and Forestry: Algonquin Fisheries Assessment Unit

Be FishingSmart...

Reminders while fishing in Algonquin:

- No live baitfish are permitted.
- No fishing is permitted within 100 m of a water control dam.
- No fishing within 300 metres downstream of Lake Opeongo's Annie Bay dam.
- Daily catch and possession limit for Lake Trout is 2 per person (1 per person with a Conservation Licence).
- Daily catch and possession limit for trout is 5 per person, no more than two of which can be Lake Trout (2 per person with a Conservation Licence).
- Be aware some lakes have slot limits. Check the Algonquin Information Guide for a list.
- Worms are not native to Algonquin and remaining worms should be taken home or thrown in the trash—not on the ground!

* refer to the Ontario Recreational Fishing Regulations Summary for complete details



The Visitor Centre offers free **WiFi** internet access ...and while there, don't forget to check out The Friends of Algonquin Park Bookstore and Nature Shop, or the Sunday Creek Café.

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Algonquin

The

Raven

A Natural and Cultural History Digest

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Celebrating 50 years of Algonquin's Flying Beaver

by David LeGros

Anyone who has visited Algonquin's backcountry has experienced it—the feeling of being in a vast landscape, with no quick way to get from one place to the next. Just looking at the canoe routes map when you are trying to plan an interior trip you quickly realize that Algonquin is huge! Even by vehicle, going from the Visitor Centre to Brent can take most of a day. Now imagine you are tasked with patrolling and managing this huge area, keeping an eye out for poachers and forest fires, getting work crews to the roadless interior and every now and then, evacuating sick or injured canoe trippers. To be truly efficient, the Park needed a plane.

The introduction of planes to Algonquin Park began in the early 1920s. These were biplanes, such as the Avro 504K, (a First World War night fighter) and the Curtiss HS2L Flying Boats. The Flying Boat had a wingspan of 74 feet, an engine producing 360 hp and could hold up to three passengers. One Flying Boat was stationed in Whitney, just beyond the East Gate and was used primarily to detect fires. By 1931, however, the HS2L had been replaced by a new plane, and a new pilot.

The Turbo Beaver coming in for a landing on Smoke Lake.



While the story of aviation in Algonquin does not begin with Frank MacDougall, it certainly takes off with his arrival. A veteran of World War I, a graduate of University of Toronto's Forestry program, and a pilot, MacDougall promoted the use of float planes in Algonquin upon his appointment as Park Superintendent in 1931. MacDougall had extensive experience in Ontario's North flying a plane, and knew the

value of having a quick way of getting around and a mobile vantage point to patrol the land. In 1931, a hangar was built at Cache Lake to accommodate his KR-34 Fairchild Seaplane. Making his presence known to those in Algonquin, many would see MacDougall flying over on his daily patrols, in search of poachers and spotting fires. Park rangers were quickly dispatched to trouble, asserting the rule of law. From 1931 onwards, aircraft have been an important tool for Park management. MacDougall had said

that being able to circle the entire park in two and half hours by airplane had "shrunk the park area...to about the size of a good big farm". He was the first of several "Flying Superintendents".

In addition to Park operations, MacDougall would also fly to remote locations to help people in distress, making dozens of mercy flights such as flying out folks with broken bones and appendicitis to receive medical attention. On occasion he would even fly a doctor into the interior to treat an injured camper – quite the house call!

In 1939, a hangar was built on Smoke Lake, about 9 km away from Cache Lake. The large size of Smoke Lake itself made it an ideal location for planes to take off and land on the water. At this time, the KR-34 was also replaced by a larger plane, the Stinson Reliant.

Early aircraft were small, and could carry few passengers and little cargo. Park staff needed to get from one place to another quickly, to conduct important work such as wildlife and forestry research, forest fire surveillance, drop off work crews and supplies, and sometimes, search and rescue. The old department of Lands and Forests (which would become today's Ministry of Natural Resources and Forestry) needed planes for many types of work all over the province, but not just any plane would do, it would need to be able to land and take off from water as there were no runways in the wilderness, and had to be able to haul cargo as well as passengers.

The De Havilland Canada Company took up this challenge, and produced the first Beaver aircraft in 1948. Their first client, the old Department of Lands and Forests, was also their design partner, taking suggestions on the design from Frank MacDougall himself. The

Beaver was not a very fast plane; however, it was powerful for its size – equipped with a Pratt & Whitney Wasp Jr piston engine, producing 450 hp. In later years of production, the Department of Lands and Forests ordered turbo versions of the Beaver; outfitted with Pratt & Whitney PT6-20 turbine engines, and some planes upgraded further to PT6-27 engines, generating 620 hp. The capabilities of the plane are quite remarkable: it can accommodate 6 passengers, plus the pilot; transport 2100 lbs of cargo (including weight of passengers); has full sized doors allowing easy packing of cargo (pilots and field crews demanded that a 45 gallon fuel drum could go through the door); and it could easily be fitted with wheels to land on a runway, pontoons to land on water, and even skis to land on snow and ice. The Beaver needed only a short stretch of water (1165 feet or 355m) to take off,



Frank MacDougall, the Flying Superintendent (right) at Lake of Two Rivers.

APM #4345

making it invaluable for accessing small lakes in remote regions. Nearly everything about the Turbo Beaver was designed to be used in rugged, unforgiving country – the pilot could even add oil to the engine, from the cockpit in flight to avoid freezing temperatures outside!

All of these features made the versatile Turbo Beaver extremely popular with pilots; some were sold to the US Army and other militaries abroad. Most Beavers, however, were used by bush pilots. From 1948 to 1967 when production ceased, 1657 DHC-2 Beavers were built, many of which are still flying today, including the impressive yellow and black plane that is stationed out of the Smoke Lake hangar. The Turbo Beaver stationed at Smoke Lake is formally known as C-FOEH. It was acquired by the Department of Lands and Forest on 25 July, 1966 – an incredible 50 years ago! Algonquin's Turbo Beaver is unique for a number of reasons.

Firstly, it is the only plane permitted to land in Algonquin Park. Secondly, the plane and hangar are managed by the Aviation, Forest Fire and Emergency Services branch of the Ministry of Natural Resources and Forestry (MNRF). While this is not unique, as most planes dedicated to the MNRF are administered in this way, Algonquin is the only provincial park with a dedicated plane.

Today, the Turbo Beaver is still an integral part of Algonquin Park. The pilot and plane

really do service the needs of the Park on a variety of levels. Perhaps the folks that use the plane the most are the interior rangers. Getting around in Algonquin can take quite a while, and take you over some tough terrain. It is true that interior rangers patrol large areas by canoe, but they often get dropped off by plane on a remote lake. From there, they radiate out in all directions, maintaining portages, cleaning campsites, building and repairing boardwalks and privies, enforcing Park rules and values and even collecting natural history records. The plane is instrumental in transporting the rangers to an interior drop point, and all the gear

they need to do their work, not to mention their canoes, food and camping gear for a trip lasting up to 10 days. In the past, prior to the ban of bottles and cans in the interior and before the "leave no trace" ethic, plane-loads of garbage were picked up at central locations in the interior and flown out. Fortunately, today's interior users are much more conscientious – but we can still improve!

It is unclear why, but bush pilots were as untamed as the landscape they flew over. The bravery and daring of old time Algonquin Park pilots are legendary – and completely forbidden today. Many accounts of impressive feats of flying and determination to get in or out of a bad situation are known. Many of the former



C-FOEH docked at Smoke Lake.

DAVID LEGROS

pilots and aircraft mechanics from the 1950s sat down for interviews, which were recorded for posterity. Here, we will end with a story as told by George Campbell about superintendent and pilot, George Phillips during his tenure from 1944 to 1958.

"Bob Fowler says one day he was sitting in the outhouse and all of the sudden he sees George flying by doing loops. Bob was working for De Havilland when George got the Beaver. De Havilland got word that this standard Beaver was being looped and rolled around Algonquin Park. One day this fellow went over to Bob and said "Do you know this old fellow that flies up in the Park? If you do, I think you should get him to stop rolling that Beaver because they weren't built for that and very drastic results could become of it (like breaking a wing off)."

The next time you are paddling one of Algonquin's lakes, and happen to see the the DeHavilland Turbo Beaver fly over, think about the long heritage of aviation in the Park. There are many Park staff that rely on it as a way to travel to the far reaches of Algonquin and back in the same day. While most of us are quite happy to feel that Algonquin is a huge place, and quite remote, at least a few people appreciate that it has "shrunk" a little with the help of a Beaver.

