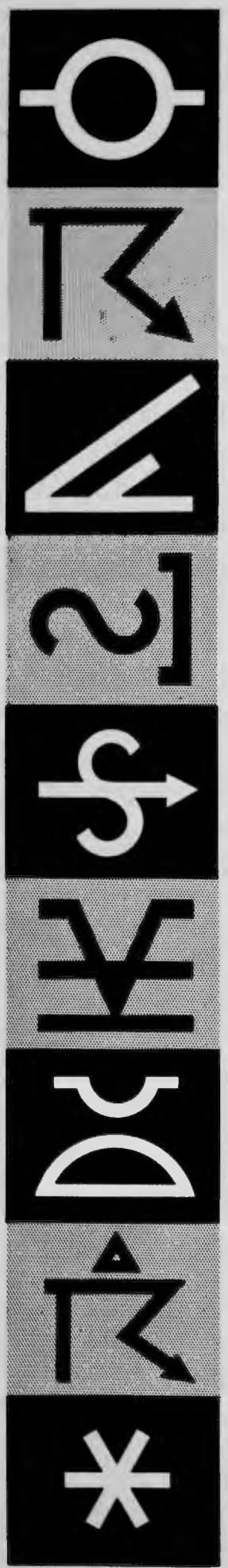

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PURE FLIGHT

By T.E. Galler

On the afternoon of January 31, 1973 the Canadian news networks carried the story of a man flying a kite on Parliament Hill in Ottawa. In addition to the location there was one other significant point about the kite flying story. The man flying the kite was not on the ground holding on to a bit of string. He was right up there with the kite! Swooping and turning gracefully, this man-carrying kite and its pilot were seen on the national television news as they circled the Peace Tower and then glided to a gentle landing on the snow covered lawn of the Parliament Buildings.

For many Canadians this was the first time they had seen, or even heard of a man experiencing such a pure form of flight. Literally, with a wing on his back a man was gliding through the hot air over Parliament once considered the exclusive domain of pigeons. Many years ago, with far less publicity, a man named Otto Lilienthal was trying to fly with the birds. In a way he succeeded. From 1891 until 1896 Lilienthal flew over two thousand times in gliders built and designed with the help of his brother. Hanging below those "wings of man" Lilienthal was able to make short downhill glides, much like our Capitol Hill kite flyer.

Today, with "jumbo" jets and supersonic flight, only a few still retain interest in the ability to fly purely and silently through the air with the grace and ease of a bird. With the reader's indulgence the author would like to share some of his early dreams and eventual entry into the realm of pure flight.

In the late twenties I was a teenager whose budding wings of flight had to carry a heavy load. As a student, in the Copernican Borough of Torun Poland, my time was occupied with Latin, Humanistics and other heavy aspects of the past. The pride in academic excellence ran high in this Borough which bore the name of one of the illustrious forefathers of science, Copernicus. But even academic zeal could not stop the classroom attention from wandering whenever one of the new fighters from the nearby military airfield flew by. In an unexpected action the tutors permitted some of this interest in flight to be channelled into a school Aviation Club. With assistance from the Air Force we were given lectures in aviation, navigation, meteorology and the techniques of building model aeroplanes. But as for real flying – there was no possibility of that. In my case it would be eight years before I would take my first real hop into the dream of pure flight.

During those eight years the "thermal" had become common knowledge in the appropriate circles. For those readers who are not familiar with the word "thermal" I would like to give a brief description of this miracle of nature that combines with man's soul to yield the freedom of pure flight. The air around us is not a homogenous mass but a shifting current of unceasing motion. There isn't a person alive who hasn't felt some of this motion in the form of a breeze. I don't think, therefore, that it should come as a great surprise to the reader that the air not only moves horizontally as wind but also up and down. When a body of air becomes warmer it expands. When this body of air expands it becomes less dense than the cooler air which surrounds it, and hence rises. This rising flow of air is called a thermal. Now if man can create a machine that will descend through the thermal at a rate slower than at which the thermal is rising, he will go up. Yes, truly dear reader, up into the skies without the thrashing of air and burning of fuel.

So nature provides us with the thermal – the door to pure flight. Once man acquires the key the dream of pure flight is his. Today there exist sailplanes that border on the technology of the space age yet nature's fickle thermal proves to have an elusive keyhole. But forgive me I seem to be going beyond my story.

Returning to my story we find ourselves in the town of Grudziadz in the year 1936. By this time I had graduated from the Military College and received a commission in the army. I was an instructor in ballistics at a divisional reserve officers school. It was at this school that my dream took a turn towards reality. In an early version of something like a "New Horizon Programme", a retired general was given permission to form a gliding club. Needless to say I was among the first to volunteer to join the club. While not exactly soaring in the heavens this was to be my first experience into flight. Any thoughts, however, of leaping into a flying machine and tearing off into the wild blue yonder with reckless abandon were quckly shattered by the appearance of the "gallows".

On a low hill near Grudziadz the other volunteers and I were introduced to the "gallows". Far from being sinister this type of gallows was used for hanging gliders, not as irreversible punishment but as a form of life saving pilot training. With dual control two seat gliders being nonexistent at this point in time, the gallows made possible the only form of simulant in flight training that we were able to receive. With the glider, complete with student pilot freely suspended from the gallows at the centre of gravity and faced into the wind the flying lesson could begin. The instructor stood in front and barked out orders for all the basic, and eventually co-ordinated, control manoeuvres required for control of the glider in real flight. While flight manoeuvres could not be fully simulated the initial response of the glider to control movements and co-ordination of control movements could be learned as long as there was a good breeze blowing. Once the class had mastered the basics, which included theory as well as "gallows" flying the first short hops of real flight could begin.

Launching, for that's what it was, of the glider took place on the side of a hill using what was really a giant slingshot. The tail of the glider was secured to a release mechanism actuated by a six foot lanyard. At the front of the glider was a metal hook over which a metal ring was placed to which in turn were attached two one hundred foot lengths of elastic rope. A group of several men would then take the two free ends of the elastic rope and, on the pilot's command, run downhill foreward and to each side of the glider stretching the rope tight in a vec shape with the glider at the apex. At a signal from the pilot the lanyard at the tail would be pulled thus releasing the glider and capulting it off the side of the hill and into flight.

This form of take-off is quite spectacular for both pilot and spectator alike. From the pilot's point of view almost beyond description. At one moment he is sitting on the ground standing still with a gentle breeze blowing in his face. Five seconds later he is a hundred feet above the ground moving at forty miles per hour with the roar of the wind and the singing of the bracing wires in his ears. In a few brief moments he has been transformed into a creature of flight. With the green ground sliding gently beneath him the door has been opened.

By the end of the summer of 1936 the majority of the class including myself had been certified as glider pilots Category A. Our training period had not been without incident and one stands out in my memory. One of the students managed to fly into some electric power lines and, without damage to himself or the glider, suspended the glider

in nose down position with the tail skid hooked over a power line. The event had caused a power failure and we quickly released the embarrassed pilot from his harness and lifted down the glider. By the time a puzzled work crew came by looking for the cause of the power failure we had resumed normal operations as if nothing had happened.

On another occasion several of us were chosen to put on a glider flying demonstration within the city limits of Grudziadz in a rather small park. The park had a steep drop of about one hundred feet at one end followed by a more gentle slope down to where the foot of the park was bounded by a section of road containing a streetcar terminus. On one side of the park was a densely wooded area while on the other a street with houses. Flying in the park was deemed possible only with a southerly wind. When a day with a stiff southerly wind dawned the General gave the word and posters and broadcasts began announcing the flying demonstration to take place at five o'clock that afternoon. The response in numbers of people showing up was so great that the flying dare not be cancelled even though the wind had shifted by one hundred eighty degrees during the day leaving us with a tailwind. The General looked at me and said, "You first".

The launch was not like the ones I had been used to as I had to push the stick forward sacrificing altitude in an attempt to gain flying speed in the stiff tailwind. I was flying at very low altitude and with tremendous groundspeed. In front of me getting closer at an alarming rate was the streetcar terminus. As the ground was sloped downward it was falling away almost as rapidly as I was descending. I had to turn and try to land across the field. This was easier said than done as I was so low that I was afraid I'd hook a wing tip if I tried to bank. So, much to my instructor's disgust, I kicked the rudder and skidded to the left in flat turn. A few seconds later the landing skid hit the ground and threw me forward hard against the straps. My glider and I slid to a stop in the corner of the field only a few feet from the crowd to a round of thunderous applause and smiling faces oblivious of the drama and danger that had taken place a few seconds before.

Observing my successful flight the team at the top of the hill launched a second glider. This pilot was more cautious and launched early before the elastic had reached full tension. He flew low down along the hill and bumped the ground several times before coming to a stop. The third pilot of the day, having observed the previous flights, launched at full tension and held the stick back. He zoomed upwards into a stall and then dropped nose down into a dive landing on the steeper first part of the hill much like a ski jumper.

That was the finale and the happy crowds dispersed having seen a marvellous gliding demonstration while we regrouped and made mental notes for another chapter in our flying lives.

During the following year, 1937, I made my B category gliding certificate on the slopes of Babia Gora (The Witch's Mantle) in the Polish Pomerania. In 1938 I tried unsuccessfully mainly due to weather and time constraints to gain my C category at Bezmiechowa and at Ustjanowa in the Southern Polish mountain range Karpaty.

From 1939 to 1945 the world was at war. In the course of events I had become a Flight Lieutenant fighter reconnaissance pilot flying with the 1ST Canadian Army in the number 35 RECCE wing of the Royal Air Force. We flew P-51 Mustangs and Blue Spitfire Mk. IXs.

After the war, I married, settled in England, and became a meteorologist. I flew sporadically during the post war years whenever I could. During 1947 I flew with a group of Air Cadets in Plymouth England in a glider appropriately called Cadet.

In 1955 at Piarco International Airport, Trinidad, in the West Indies, where I was stationed as a weather forecaster, I again flew a Cadet glider. This glider had been built in Trinidad from a kit sent out from England. It caused quite a sensation as very few had seen a glider in this part of the world. I assisted where I could and combined my knowledge of flying and meteorology to write an article entitled "Meteorology for Glider Pilots in the Tropics". Gliding, however, stopped abruptly when termites moved into the Cadet's wooden structure.

During the summer of 1961 and again in the summer of 1963, for a few brief weeks each time, I was able to fully enter the realm of pure flight at the glider pilots' English mecca in Lasham, Hampshire. I finally obtained my C category, which is the official recognition of the ability to accomplish soaring flight. I was able to do a considerable number of flights on very new British and Polish sailplanes that had remarkable performance capabilities. Not only were these crafts very efficient but also very strong which permitted me to perform acrobatics.

I should mention that the slingshot type of launch described earlier is no longer used. The desire to be able to launch from level ground led to the development of winch and car-tow type lauching where the glider is pulled steadily into the air much like a boy launching a kite. By far the most popular type of launch used today, especially in North America, is the aero-tow. This consists of simply hooking the sailplane up to the tail of a small powered aircraft via a two hundred foot length of nylon rope. When the desired altitude is reached the sailplane pilot pulls a knob to release the tow rope and banks away to the freedom of pure flying.

In 1964 and for the next couple of years I was busy working both ends of the tow rope as a tow pilot and glider pilot with the Montreal Soaring Council operating out of Hawkesbury Ontario.

For the past several years I have remained active as a private pilot and tow pilot but not so much as a soaring pilot. I've found that my dream of pure flight has been somewhat restricted by reality. The practicalities of a soaring club dictate a waiting of one's turn to fly which may or may not coincide with suitable thermalling conditions. If one is fortunate enough to be launched at a suitable time, there is usually a time limit for the return of the sailplane to earth so that the next may have his turn.

It is now my hope to engage in a form of pure flight that is not quite one hundred percent pure. There are in existence sailplanes that are equipped with very small engines that are just powerful enough to provide self-propulsion for take-off. The beauty of these machines is their ability to operate without the support facilities of a gliding club and tow planes. After take-off and a slow climb to altitude the engine is shut off, and often retracted out of the airstream into the fuselage, and soaring flight begun. If conditions do not materialize or deteriorate the engine is restarted for a return to base.

There are those who look down on "powered soaring" but I feel that it is probably the best practical manifestation of the dream of pure flight.

No cockpit – No engine! ! !
Ni cabine, ni moteur! ! !
Pologne 1937.

Somewhere in England! 1944
Quelque part en Angleterre! 1944

Canada 1972.

T.E. Galler – 1974.

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VOL A VOILE

par T.E. Galler

Le 31 janvier 1973, dans l'après-midi, au réseau canadien de nouvelles, on raconta qu'un homme faisait voler un cerf-volant sur la colline du Parlement à Ottawa. Dans cette histoire de cerf-volant, l'endroit où se déroulait la scène n'était pas la seule chose remarquable. En effet, celui qui faisait voler le cerf-volant n'était pas au sol, agrippé à un bout de ficelle. Il était là-haut, accroché au cerf-volant! On vit sur les écrans de télévision, aux nouvelles nationales, ce cerf-volant, monté de son pilote, piquer et évoluer gracieusement pour contourner la tour de la paix et finalement atterrir en douceur, en vol plané, sur la pelouse couverte de neige du Parlement.

C'était, pour bien des Canadiens, la première fois qu'ils voyaient un homme se livrer à une telle forme de vol à voile, ou même qu'ils en entendaient parler. Il s'agissait pour ainsi dire d'un homme ailé qui planait dans l'air chaud au-dessus du Parlement, domaine que l'on croyait autrefois réservé aux pigeons. Il y a très longtemps, un homme du nom d'Otto Lilienthal essaya, sans bénéficier d'autant de publicité, de voler comme les oiseaux, et, dans un sens, il réussit. De 1891 à 1896, Lilienthal effectua plus de deux mille vols à bord de planeurs qu'il avait conçus et construits avec l'aide de son frère. Suspendu à ses "ailes humaines", Lilienthal pouvait descendre en planant au-dessus de petites collines, de la même manière que notre pilote de cerf-volant du Capitole.

A l'ère des avions à réaction géants et des avions supersoniques, il y en a peu qui s'intéressent encore à la possibilité de faire du vol à voile, dans le silence, avec la grâce et l'aisance d'un oiseau. L'auteur demande l'indulgence du lecteur pour lui faire part de ses anciens rêves et de son entrée dans le royaume du vol à voile.

A la fin des années 1920, j'étais adolescent et mes ailes naissantes devaient porter un lourd fardeau. Je faisais mes études dans la ville de Torun (Pologne), patrie de Copernic et consacrais mon temps au latin, aux Classiques et à d'autres aspects du passé. On recherchait avidement l'excellence dans les résultats scolaires dans cette ville qui portait le nom d'un des illustres fondateurs de la science, Copernic. Pourtant, même le zèle scolaire était incapable d'empêcher l'attention de la classe de vagabonder chaque fois que l'un des nouveaux avions de chasse du terrain d'aviation militaire tout proche survolait l'école. Par une mesure inattendue, nos maîtres canalisèrent vers un club d'aviation une partie de notre intérêt pour les choses de l'air. Avec l'aide de l'arméee de l'Air, on nous donna des cours sur l'aviation, la navigation, la météorologie et les techniques de construction de modèles réduits d'avions. Quant au vol à voile, il n'en était pas question. Dans mon cas, il me faudrait attendre encore huit ans avant de faire mes premiers bonds véritables dans le rêve du vol à voile.

Au cours de ces 8 années, la notion de "courant ascensionnel" avait fait son chemin dans les milieux intéressés. J'aimerais décrire brièvement à ceux de mes lecteurs pour qui l'expression "courant ascensionnel" n'est pas familière, ce miracle de la nature qui, allié à l'esprit de l'homme, donne la liberté du vol à voile. L'air qui nous entoure n'est pas une masse homogène mais un courant changeant, sans cesse en mouvement. Il n'y a pas une personne au monde qui n'ait eu l'expérience de ce mouvement sous la forme de la brise. Je ne pense donc pas surprendre le lecteur en lui disant que l'air se déplace non seulement horizontalement mais encore verticalement. Quand une masse d'air s'échauffe, elle augmente de volume. Ce faisant, elle devient moins dense que l'air plus froid qui l'entoure et par conséquent, elle s'élève. C'est ce phénomène qu'on nomme courant

ascensionnel. Or, si l'homme peut créer une machine dont la vitesse de chute dans un courant ascensionnel est inférieure à la vitesse d'ascension de celui-ci, lui et sa machine s'élèveront. Parfaitement, cher lecteur, ils monteront dans le ciel, sans phénomène de réaction ni de combustion.

Le courant ascensionnel: un don de la nature. C'est aussi la porte qui mène au vol à voile et quand l'homme en possède la clé, son rêve devient réalité. Il existe aujourd'hui des planeurs dont la technique est proche de celle de l'ère spatiale et pourtant, le courant ascensionnel est capricieux et le trou de la serrure est trompeur. Mais pardonnez-moi si je semble m'égarer un peu.

Pour en revenir à mon sujet, nous voici maintenant en 1936, dans la ville de Grudziadz. J'avais alors terminé mes études au collège militaire et j'étais devenu officier. J'enseignais la balistique dans une école d'officiers de réserve de division. C'est là que mon rêve se concrétisa. Dans le cadre d'une sorte de version primitive du programme "Nouveaux Horizons", un général en retraite avait été autorisé à former un club de vol à voile. Inutile de mentionner que j'étais parmi les premiers à adhérer au club et ce devait être ma première expérience de vol plané, même s'il ne s'agissait pas exactement de planer haut dans le ciel. Je me voyais déjà sauter dans une machine volante et pénétrer, avec une désinvolte témérité, dans l'immensité bleue. Hélas! la vue de la "potence" chassa bien vite ces visions.

C'est sur une colline, près de Grudziadz, que les autres volontaires et moi-même prîmes contact avec la "potence". Loin d'être sinistre, cette potence servait à suspendre les planeurs. Au lieu d'être l'instrument de la peine de mort, c'était celui de la formation des pilotes en matière de sauvetage. Comme à cette époque les planeurs à deux sièges et double commande n'existaient pas, la potence permettait la seule forme de formation en vol simulé qu'il nous était possible de recevoir. La leçon de vol pouvait commencer quand le planeur et l'élève pilote étaient librement suspendus à la potence, au centre de gravité, et orientés face au vent.

L'instructeur se tenait devant et hurlait des ordres pour toutes les manoeuvres de commande fondamentales, qu'il faudrait arriver à coordonner afin de diriger le planeur en vol réel. Les manoeuvres de vol ne pouvaient pas être entièrement simulées mais, dans la mesure où soufflait une bonne brise, il était possible de se familiariser avec la réaction du planeur aux mouvements de commande et d'apprendre à coordonner ceux-ci. Une fois que la classe eût maîtrisé les notions fondamentales qui comprenaient la théorie et le vol à la potence, les premiers petits "bonds" de vol réel pouvaient commencer.

Le lancement du planeur, car c'est bien de cela qu'il s'agit, se faisait sur le flanc d'une colline à l'aide de ce qui, en fait, n'était rien d'autre qu'une catapulte géante. Le planeur était libéré par un mécanisme fixé à sa queue et mu par un filin de six pieds. L'avant du planeur était muni d'un crochet de métal sur lequel passait un anneau de métal; à cet anneau étaient attachés deux bouts de corde élastique de cent pieds de long. Un groupe de plusieurs hommes prenait alors les deux bouts libres de la corde élastique et, sur l'ordre du pilote, descendait la colline en courant vers l'avant et en s'écartant du planeur; la corde se tendait et décrivait un v dont le planeur formait la pointe. Au signal du pilote, en tirant sur le filin de la queue, on libérait le planeur qui s'envolait, catapulté du flanc de la colline.

Cette façon de décoller est très spectaculaire pour le pilote et pour le spectateur. Pour le pilote, c'est presque indescriptible. A un moment donné, il est posé au sol, immobile, une brise légère soufflant sur son visage. Cinq secondes plus tard, il se trouve à cent pieds du sol, avançant à quarante milles à l'heure, le vent grondant dans

ses oreilles et sifflant dans les haubans. En un instant, il s'est transformé en une créature volante et le sol vert glisse doucement sous lui, la porte s'est ouverte.

A la fin de l'été de 1936, la majorité de la classe, dont moi-même, avait reçu le brevet de pilote de planeur de catégorie A. Notre période de formation ne s'était pas déroulée sans incidents et l'un d'eux me revient en mémoire. L'un des élèves pilotes s'était pris dans les lignes électriques et il était indemne, ainsi que son planeur, suspendu la tête en bas, la queue accrochée à un fil électrique. L'incident avait occasionné une panne de courant et nous nous étions hâtés de dégager de son harnais le pilote en difficulté et de décrocher le planeur. Avant même qu'arrive une équipe de secours pour détecter la cause mystérieuse de la panne, nous avions repris notre activité normale comme si de rien n'était.

Une autre fois, plusieurs d'entre nous furent choisis pour faire une démonstration de vol plané dans un parc assez petit situé dans les limites de la ville de Grudziadz. Le parc se terminait, à un bout, par une pente abrupte d'environ cent pieds de dénivellation, puis par une pente plus douce qui aboutissait à une rue où se trouvait une tête de ligne de tramways. Le parc était limité, d'un côté, par un bois assez dense et de l'autre par une rue bordée de maisons. Seul un vent du sud permettait de voler dans le parc. Un jour qu'un fort vent du sud s'était levé, le général lança la nouvelle et fit annoncer par voie d'affiches et à la radio qu'une démonstration de vol allait avoir lieu ce jour-là à 17 heures. Les gens se présentèrent en si grand nombre que l'on n'osa pas annuler le vol, bien que le vent ait tourné de 180 degrés dans la journée, ce qui nous valait un vent arrière. Le général me regarda et dit: "Vous d'abord".

Le lancement ne ressembla pas à ceux auxquels j'étais habitué car je dus pousser vers l'avant le levier de commande et sacrifier de l'altitude dans un effort pour acquérir la vitesse de vol par ce fort vent arrière. Je volais à très basse altitude et à une vitesse vertigineuse par rapport au sol. Devant moi, la tête de ligne de tramways se rapprochait à une allure alarmante. Comme le sol était en pente, sa chute était presque aussi rapide que ma descente. Il fallait que je tourne pour essayer d'atterrir dans le champ: c'était plus facile à dire qu'à faire, car je volais si bas que je craignais d'accrocher le bout d'une aile si j'essayais de prendre un virage incliné. C'est alors qu'à la grande horreur de mon instructeur je tirai sur la gouverne de direction et effectuai en dérapant sur la gauche un virage à plat. Quelques secondes plus tard, la béquille d'atterrisage touche le sol et, retenu par mon harnais, je fus projeté violemment vers l'avant. Mon planeur et moi-même vînmes nous arrêter, après une glissade, dans un coin du champ, à quelques pieds seulement de la foule, déclenchant un tonnerre d'applaudissements et faisant naître un sourir sur toutes les lèvres; pour les spectateurs, le drame et le danger des secondes précédentes étaient déjà tombés dans l'oubli.

Voyant que mon vol avait réussi, l'équipe placée au sommet de la colline lança un second planeur. Ce pilote était plus prudent et il se fit catapulter bien avant que l'élastique ne soit complètement tendu. Il vola à basse altitude le long de la pente et toucha le sol à plusieurs reprises avant de s'arrêter. Le troisième pilote du jour, ayant observé les vols précédents, se fit lancer à pleine tension et ramena à lui le levier de commande. Il monta en flèche, s'immobilisa, puis piqua du nez et atterrit sur la partie la plus abrupte de la colline, comme s'il avait exécuté un saut à ski.

Ce fut la conclusion et la foule heureuse se dispersa après avoir assisté à une merveilleuse démonstration de vol à voile; quant à nous, nous nous regroupâmes et gardâmes en mémoire cet épisode qui s'ajouterait aux autres expériences de vol de notre vie.

L'année suivante, en 1937, je reçus le brevet de vol à voile de catégorie B sur les pentes de Bahia Gora (la Cape de la sorcière) en Poméranie. En 1938, je tentai d'obtenir le brevet de catégorie C à Bezmiechowa et Ustjanowa dans les Carpates, chaîne de montagnes du sud de la Pologne, mais n'y réussis pas, en majeure partie à cause des conditions météorologiques et du manque de temps.

De 1939 à 1945, le monde était en feu et en flammes et j'étais à la commande de chasseurs de reconnaissance, avec le grade de lieutenant, dans la première armée Canadienne de la 35^{e} escadre de reconnaissance de la RAF. Nous pilotions des Mustangs P-51 et des Blue Spitfire Mark IX.

Après la guerre, je me mariai et, une fois établi en Angleterre, je devins météorologiste. Au cours de ces années d'après-guerre, je volai de temps en temps, chaque fois que l'occasion se présenta. En 1947, c'est à Plymouth (Angleterre) que je fis du vol à voile avec un groupe de cadets de l'air dans un planeur très justement appelé Cadet.

Puis en 1955, c'est à l'aéroport international de Piarco dans l'île de la Trinité, aux Antilles, où j'étais prévisionniste, que je pilotai de nouveau un planeur Cadet qui avait été construit sur place, les pièces venant d'Angleterre. Ce planeur faisait sensation dans cette partie du monde où peu de personnes en avaient jamais vus. J'essayais d'être aussi utile que possible et, combinant mes connaissances du vol à celles de la météorologie, je rédigeai un article intitulé *Meteorology for Glider Pilots in the Tropics.* Les termites, qui envahirent la structure en bois du Cadet, mirent cependant une fin soudaine au vol à voile.

C'est au cours de l'été 1961 et, de nouveau, de l'été 1963 que j'eus, quelques semaines chaque fois, la chance de me plonger dans le royaume du vol à voile à la Mecque anglaise des pilotes de planeurs qui se trouve à Lasham, dans le Hampshire. J'obtins en fin de compte mon brevet de catégorie C qui constitue une reconnaissance de l'aptitude au vol à voile. Il me fut donné de voler un grand nombre de fois sur des planeurs de fabrication britannique et polonaise, de conception tout à fait nouvelle, dont les performances étaient remarquables et qui, en outre, étaient très solides, ce qui me permettait de faire des acrobaties aériennes.

Il faut mentionner que le lancement ne se fait plus par catapulte comme je l'ai décrit ci-dessus. Comme on souhaitait être en mesure de lancer le planeur en plaine, on mit au point une méthode de lancement par treuil et remorquage d'après laquelle le planeur est soulevé dans les airs un peu comme un cerf-volant que lance un gamin. De nos jours, c'est le remorquage aérien qui remporte le plus de succès, surtout en Amérique du Nord. On attache simplement le planeur à la queue d'un petit avion à moteur par une corde en nylon de cent pieds de longueur. Lorsque remorqueur et remorqué atteignent l'altitude voulue, le pilote du planeur n'a qu'à tirer un bouton pour détacher la corde de remorquage et virer de bord pour voler en plané librement.

A partir de 1964 et pendant environ deux ans, je pilotai à la fois les avions de remorquage et les planeurs pour le Montréal Soaring Council établi à Hawkesbury (Ontario).

Depuis ces dernières années, mes activités se limitent au pilotage privé et au pilotage de remorquage. Je fais assez peu de vol plané et mes rêves de vol à voile ont été quelque peu bornés par la réalité. Lorsqu'on appartient à un club de vol à voile, il faut dans la pratique attendre son tour pour voler, ce qui peut tout aussi bien ne pas coïncider avec les conditions de courants ascensionnels convenables. Si on a la chance d'être lancé à un bon moment, il y a généralement une limite de temps fixée pour le retour au sol de sorte que le suivant puisse voler.

J'espère maintenant pratiquer une certaine forme de vol à voile qui n'est pas de la voile à cent pour cent. Il existe des planeurs équipés de très petits moteurs dont la puissance permet juste l'autopropulsion pour le décollage. L'avantage de ces appareils, c'est qu'on peut s'en servir sans avoir recours aux installations d'un club de vol à voile ni aux avions de remorquage. Après le décollage et une lente prise d'altitude il suffit, pour faire du vol à voile, d'arrêter le moteur qui est souvent rétractable. Si les conditions météorologiques ne sont pas favorables ou si elles se détériorent, on remet le moteur en marche pour revenir au sol.

Il y en a qui dédaignent le vol à voile à "moteur auxiliaire", mais pour moi il s'agit probablement de la façon la plus pratique de réaliser le rêve du vol à voile.

VOLUNTARY SERVICE – COMMUNITY INVOLVEMENT
AES – STAFF, WEATHER STATION, ATIKOKAN, ONTARIO

On March 22, 1973, the staff at the Surface Weather Station in Atikokan, Ontario, commenced a courtesy service to the citizens of Atikokan by providing a 24 hour Fire Emergency Alert System (Zephyr March 1973).

This voluntary system has been highly successful and is greatly appreciated by the residents of Atikokan.

More recently, there have been a number of break-ins causing damage to the Atikokan Public Library and Museum. The Chairman of the Atikokan Public Library approached the weather office staff to see if they would be prepared to participate in a Burglar Alarm Warning System in view of our 24 hour manned operation. Once again, the staff offered their voluntary services.

The Burglar Alarm Warning System in effect, consists of a simple alarm system installed at the Weather Office. Should entry be made to the Library building outside of normal hours, the Burglar Alarm System will trigger a buzzer in the Weather Office. The Technician on duty will then quickly call the local police and with the aid of their radio-equipped cars can be on the scene to apprehend the culprits. The alarm also acts as a deterrent to vandals engaged in causing malicious damage to the Library and its contents.

Congratulations to the Technical Staff at Weather Station, Atikokan, Ontario for their involvement in voluntary Community Services.

OBITUARY NOTICE .

TBUS1 KWBC N 121900

APT PREDICT
0315 ESSA 8

PART IV

DUE TO THE FAILURE OF BOTH CAMERA 1 AND CAMERA 2 THE ESSA 8 S/C IS BEING DEACTIVATED 3/12/76 REV 33192. NO FURTHER PREDICTS WILL BE TRANSMITTED.

ESSA 8 – DIED 12 MARCH 1976

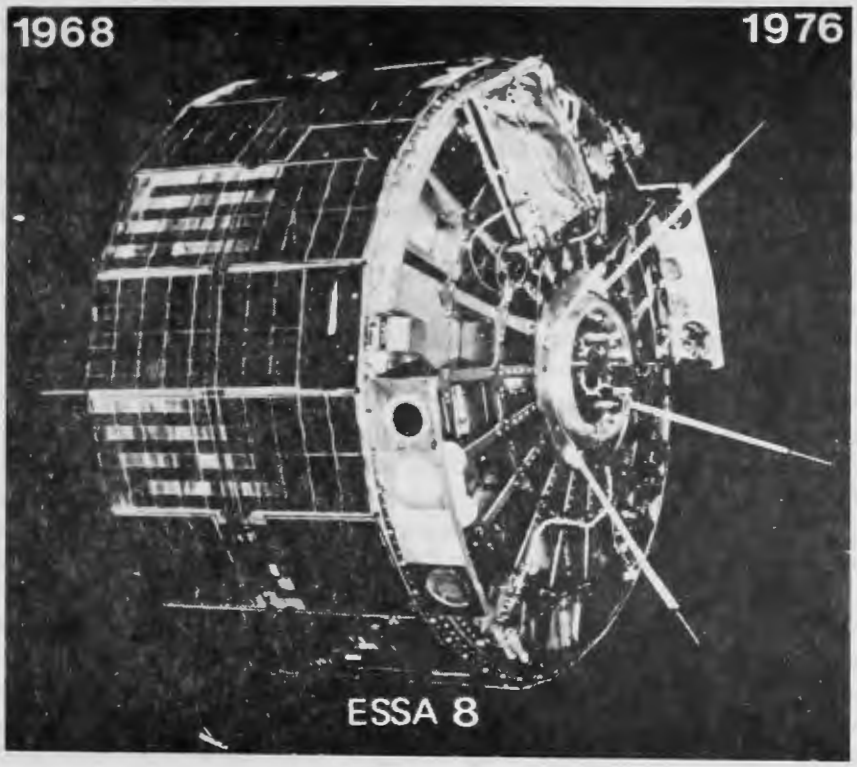
By C.I. Taggart

On 12 March, at her home in the dark silence of space, ESSA 8, the last satellite of the TIROS Operational series of U.S. weather satellites officially died. The "Grand Old Lady of Outer Space", after seven years and 88 days of faithful and valuable APT service, ceased to operate when the shutter on her second "sticky" vidicon camera failed. She had operated continuously since launch 15 December, 1968, using her two cameras and rolling around the earth like a cartwheel every 114 minutes to provide APT coverage of the globe for hundreds of eager meteorological users dotted about the earth's surface. This was done in spite of being given an expectancy of two years of useful life.

As the years went by, some of her duties were gradually taken over by younger, more sophisticated 'birds', but she continued to fly on and on, and on, providing those APT stations committed to her simple type of format, with easily utilized unsophisticated images. Eventually however she was reluctantly deemed non-operational, as age gradually took its toll and faded her formerly crisp imagery, but still she carried on faithfully sending her photo contributions to expectant users. On one memorable occasion she was almost forgotten by her operators whose attentions were now turned to newer and more glamorous replacements – they forgot to turn her on one morning over Greenland – until reminded to do so! But even in her dying days she was once more operationally called upon to assist APT equipped, research, naval supply, and other support ships through the Antarctic ice packs. She gallantly responded to shakily fulfil this important chore during the Southern Hemisphere summer of '75-'76 in a last great effort.

ESSA 8 completed 33, 180 useable earth orbits before she officially died on 12 March and had flown over 1, 013, 140, 440 miles in faithful APT service to the world's meteorological community. She overtook the longevity record from her sister spacecraft ESSA 2, when she passed the four year eight month mark, and became the oldest useable piece of meteorological hardware hurtling through space. Her photographic memories will long endure. Many AES meteorologists initially whetted their teeth on meteorological satellite photos provided by ESSA 8.

The now lifeless hulk of ESSA 8 could continue to circle the earth for up to 10,000 years before the orbit decays sufficiently to cremate the dead spacecraft in a fiery encounter with the atmosphere that she constantly observed in her valuable and useful lifetime. May she rest in peace for a job well done.



A TRIP TO THE LIGHTHOUSES IN THE LOWER ST. LAWRENCE AND THE GULF

(continued from the December issue)

Once at the Lighthouse we found an air of great comfort existing about the family's dwelling house. Numerous pretty things decorated the walls and rooms. Outside a well stocked poultry yard, numerous pigs etc. gave evidence of due attention being paid to the wants of the inner man. We also brought a cow for this station which being dumped in the shallow water a long way from the shore took a considerable time to make up its mind whether to swim out to sea or come ashore. It eventually chose the latter course. It may here be mentioned that cows will only live for any length of time at one place on Anticosti namely (English Bay) and if not sent to this sanatarium, so to speak. Occasionally they very soon get poor and die. No satisfactory explanation is offered for this state of affairs. It would almost seem that English Bay was free of some injurious herb that grows in all other localities. The afternoon of the same day found us at Southwest Point Anticosti. Here is one of the oldest and finest Lighthouses in Canada. The height of the tower from the base to the lights is 112 feet, the lights are revolving and, the keeper has ingeniously connected the apparatus that drives them to an alarm clock in his sleeping apartment, so that if anything goes wrong he is at once aroused. Two generations of the Pope family have already had the Lighthouse here (the graves of the father and mother of the present Keeper are just alongside the structure) and as there are today several grown up sons the inference is that this spot will continue to be in the safe keeping of the Popes. There are also several daughters all clever girls. One, Miss Grace has charge of the Island telegraph and cable system and is remarkably well read in electricity and many branches of science. She also has charge of the meteorological work at this point. The family have to depend almost entirely upon themselves for amusement and companionship, there being no neighbours and no roads for them to come by were there any. That they succeed the following incident will suffice to show. About seven years ago it was thought advisable by the parents that the two older girls should visit friends in Montreal for an extended season in order that they might see a little of the world. They, however, only remained there three days, and informed me that they were so lonely in Montreal that they cried frequently until they reached home again. To one who has been accustomed to mingle much in the world, the loneliness of Anticosti is terrible. On one occasion I was obliged to stay at this very Lighthouse for a week, and although receiving every kindness, the general solitude surrounding us seemed almost unbearable, yet such are the usages of nature that on the other hand the Pope family look upon this wild desolate storm beaten Island as a sort of a regular garden of Eden. Our supplies being soon landed we wished our old friends a hearty farewell, old Mr. Pope's salutation being "good-bye gentleman goodbye, no toads or snakes on Anticosti gentleman good-bye". This assertion about the toads and snakes is a fact. South Pt. Anticosti was served early on the morning of the 18th and a few hours later found us at Heath Pt. Anticosti, a wild bleak spot, so thick with black flies and mosquitoes that life immediately became miserable. This was our last stopping place on the Island, before however continuing our journey, a few words more about Anticosti. It never can become a farming country, the climate being totally unfit for growing grain, potatoes do well in some localities also garden stuff but frost is of frequent occurrence at night during the summer months, so constant care has to be exercised. The fishing is poor, surrounding the Island, there are however one or two rivers on the Island itself abounding with trout and salmon, notably the Jupiter River. Although thickly wooded, the trees are very stunted making poor timber. The Island is also full of small lakes and marshes, veritable breeding grounds for mosquitoes and black-flies, the sea air apparently making these pests more ravenous if possible than in inland places. There are no harbours about the Island, the coast is thick with the graves of

the unfortunates wrecked on this treacherous spot and from December to April navigation has to be entirely suspended on account of the vigorous winter frost. Anticosti is 118 miles long and 32 miles wide, huts containing food have been built along the shore since the fearful wreck of the "Gracius" on southeast Pt. when one crew after reaching shore could find nothing to eat and were obliged to devour each other. "Eliot Warburton" gives the Island the following terrible character – the dangerous desolate shores of Anticosti rich in wrecks accursed in human suffering this hideous wilderness has been the grave of hundreds by the slowest and ghastliest of deaths they died – starvation. I have purposely described this place fully as it will be remembered, a few years since a Mr. Stockwell bought it from the Canadian Gov't., formed a company, placarded the place throughout England as a magnificent farming country with a semi-tropical climate and actually induced many English people both to invest in the company and others to buy farms and actually try to work them. The company has now burst up, Mr. Stockwell is carefully guarded in a lunatic asylum (where one would almost imagine, he should have been some years before) and the unsuspecting Britisher has left for more congenial climes. I may state that shortly after the inauguration of the Stockwell Co. I was asked by a leading citizen of Canada who was aware that I had visited the Island to give him a honest opinion about the place as he was receiving frequent enquiries from intending English settlers. My opinions he said agreed perfectly with what he had gathered from others, and that he looked upon the colonization scheme for Anticosti as a gross swindle. From Heath Pt. we ran direct to Pt. Rich, Newfoundland a distance of about two hundred miles, passing Pt. Sanders we saw the S.S. Neptune, the staunch old sealer in which Lieut. Gordon R. had made his first voyage into Hudson Bay when starting the Gov't. observing stations along the straits. The Lighthouse keeper and his sons at Pt. Rich devote most of their spare time to hunting and trapping; the reindeer, as well as numerous fur bearing animals being very abundant in the neighbourhood. A heap of reindeer horns were quickly purchased by those from the Napoleon at from fifty cents up, a pair. Mr. Lemieux told me that during the past winter he had actually seen close on to five hundred reindeer in a herd. No alien is now allowed to shoot reindeer in Newfoundland without paying one hundred dollars for a license and then not to kill more than six; this law has not been passed any too soon, as numbers of wealthy men annually came into the country and slaughtered these poor animals wholesale, just for what they pleased to term, the sport of the thing. We now crossed to Greenly Island arriving there on the evening of the 19th when about twenty miles out from Pt. Rich we left the unusually fine weather which had attended us so long, and ran into dense fog which later was destined to be our unwelcome companion during the greater portion of the next ten days. The dismal booming of a fog horn soon caused a slowing down of our engines, and after crawling along for some time our anchor was dropped, and taking the boats, after a short pull, we found ourselves surrounded by fishing smacks at anchor and a few minutes later we were alongside a large fishing establishment. By the aid of lanterns we eventually managed to cross the intervening strip of land to the Lighthouse the fog being so thick, that at twenty yards distance the lights of the lantern were not discernible, the fog horn which is situated here is a powerful one, and it fully made up for the bashfulness of the Lighthouse. Its noise was deafening; the men in charge of it were thoroughly tired out, owing to the long continued spell of fog that had prevailed. Those whose lot it is to live at a fog horn station incredible as it may seem, become accustomed to the horrible noise and actually do not notice it. On one occasion when at Pt. Le Pieaux each blast of the horn shook the dwelling house adjoining; sleep to me was out of the question, and when I spoke of it in the morning the family had not been aware that the fog horn had been blowing. The following day was brighter and before leaving Greenly Island we both had an opportunity of getting an insight into the large fishing business done as well as to the fact that the Island literally swarmed with seabirds. All of these birds migrate during the winter. To return to the fish we saw as many as eighty barrels of cod taken in one haul, they are pitched on pronged forks from the boats to the wharves, much as hay is tossed; a man with one stroke of a sharp knife

splits the fish skin and passes them on to another who extracts the livers which are converted into cod liver oil; the tongues and sounds are also taken out and when pickled make an excellent article of food. The fish now passes to the "salter" who after it has been freed of the backbone, washes it thoroughly and salts it. After properly salted it is spread on the flake to dry being turned and returned frequently until well cured when it assumes a whitish appearance. The flake is a horizontal framework covered with spruce boughs and has free access from the air beneath as well as from all quarters. When cured the fish are stacked in large circular piles and eventually shipped to their destination, the best market for them being Spain.

To be continued. . . .

INAUGURATION OFFICIELLE DU CENTRE DE L'ENVIRONNEMENT ATMOSPHERIQUE DE LA REGION DU QUEBEC, VILLE ST-LAURENT

Monsieur J.B. Seaborn, sous-ministre d'Environnement-Canada, a officiellement inauguré, le 27 janvier dernier, le Centre de l'Environnement atmosphérique de la Région du Québec, situé à Ville St-Laurent. De nombreux invités de marque, tant du secteur privé que des gouvernements municipal, provincial et fédéral étaient présents et parmi ceux-ci, l'on pouvait remarquer M. J.R.H. Noble, sous-ministre adjoint du Service de l'Environnement atmosphérique, M. L.T. Campbell, Directeur général des Services extérieurs du S.E.A., le Dr. G. Paulin, Directeur du Service météorologique du Québec, et M.G. Gauthier, Directeur régional du Service de la Protection de l'Environnement et Président du Conseil des directeurs régionaux d'Environnement-Canada, Région du Québec. A noter également la présence de tous les Directeurs régionaux du S.E.A. qui participaient dès le lendemain à la conférence trimestrielle des Services extérieurs, ainsi que la plupart des chefs de service de notre Région qui eux participaient à la quatrième conférence annuelle des chefs de service depuis le début de la semaine. M. R.J. Fichaud, Directeur régional, agissait comme maître de cérémonie à cette occasion.

L'ouverture du Centre marque une étape dans l'affermissement des liens entre les composantes administratives et opérationnelles du Service de l'Environnement atmosphérique du Québec. Cet affermissement permettra de mieux répondre aux nouveaux besoins concernant les renseignements météorologiques et contribuera en partie à assurer une meilleure efficacité de nos opérations.

Après les discours d'usage de messieurs Seaborn, Noble et Fichaud, le maître de cérémonie invita monsieur Seaborn à venir couper le ruban traditionnel, inaugurant officiellement le nouveau Centre. Par la suite, les invités et leurs hôtes participèrent à une visite guidée des bureaux de l'administration régionale et du Bureau des prévisions et furent impressionnés par le modernisme et la spaciosité des locaux.

Le clou de cette journée fut sans contredit la réception qui attendait les quelques 150 invités à leur retour de la visite du Centre. Préparée de main de maître, cette réception, maquillée sous forme de dégustation de vins et fromages, en a émerveillé plusieurs et les commentaires furent des plus élogieux à l'endroit des organisateurs. Bref, ce fut une journée fort bien réussie et qui restera gravée longtemps dans la mémoire de tous ceux qui étaient présents.

LES INVITÉS D'HONNEUR

De gauche à droite:
N. Hartenstein, représentant du Maire de Ville St-Laurent; G. Gauthier, Directeur régional du SPE; Président du Conseil des Directeurs régionaux; J.B. Seaborn, Sous-Ministre; J.R.H. Noble, Sous-Ministre adjoint; L.T. Campbell, Directeur général; Dr. G. Paulin, Directeur du S.M.Q.; Marcel Malo, représentant du propriétaire de l'édifice Place St-Laurent.

Cérémonie de la coupe du ruban traditionnel.
M. J.B. Seaborn, Sous-Ministre, accompagné du Directeur régional, M. R.J. Fichaud.

Monsieur R.J. Fichaud, Directeur régional – Région du Québec.

Monsieur J.R.H. Noble, Sous-Ministre adjoint, Service de l'Environnement atmosphérique.

Monsieur J.B. Seaborn, Sous-Ministre de l'Environnement.

SENIORITY LIST – OPERATIONAL METEOROLOGISTS – 1950

An interesting document distributed by Meteorological Headquarters (AES) in 1950 describes the establishment of new positions in the recently created Offices–Central Analysis Office (CMC) and the Arctic Meteorology Team, as well as special projects on Smoke Pollution Investigation and Precipitation Physics. There was a need for an Army Meteorologist, a Forestry Meteorologist and positions were available at Headquarters in Climatology and Administration.

A list of operational Meteorologists from the many Meteorological Offices across Canada was attached. Most were eligible for a tour of duty lasting a minimum of two years at Gander, Goose Bay, or Whitehorse–those stationed at those stations were also included in the list.

It is a seniority list wherein the Meteorologists are listed in order depending on the date of becoming Meteorologists. However it is not comprehensive as Headquarters and DND Meteorologists do not appear on it nor do BA Meteorologists.

The following analysis will be of interest – especially to old timers. B.A. Meteorologists, the latter comprised the bulk of Meteorologists at DND stations in Canada and abroad. A numerical analysis of the list follows which is believed to be reasonably accurate.

Became Meteorologists	*Number*	*Retired*	*Deceased*	*Resigned*	*Still in AES*
1930	2	2	–	–	–
1936	3	1	1	1	–
1937	2	2	–	–	–
1938	5	2	1	1	1
1939	8	4	–	1	3
1940	7	2	–	3	2
1941	5	2	–	2	1
1942	41	18	2	7	14
1943	1	–	–	1	–
1944	19	8	–	4	7
1945	12	5	–	3	4
1946	11	2	–	2	7
1948	1	1	–	–	–
1949	10	1	–	3	6
Total	127	50	4	28	45

Those listed prior to 1942 are MA graduates of University of Toronto as are those of 1949. Those listed in the years 1942 to 1946 are, with very few exceptions, graduates of both wartime short and advanced courses.

Still with the Service are the following well-known Meteorologists:

1938 – G.L. Pincock
1939 – D.S. Ross; T.L. Wiacek; D.E. McClellan
1940 – F.D. Thompson; J.A.D. MacNeill
1941 – C.E. Thompson

1942	–	H.V. Tucker; P. Johns; H. Cameron; S.W. Dewar; T.L. Richards; D.E. Page; R.E. Munn; B.W. Boville; L.G. Tibbles; L.T. Campbell; R.R. Dodds; E.A. Einarsson; W.F. Ganong; W.E. Markham
1943	–	
1944	–	D.S. McGeary; J.J. Labelle, L.A. Hillgartner; G.H. Legg; J.D. Holland; J. Henderson; W.L. Gutzman
1945	–	S.V.A. Gordon; J.R. Miller; E.M. Elsley; G.H. Muttitt
1946	–	D.J. Wright; E.H.V. Dexter; A.F. Ingall; J.R. Mathieson; J. Clodman; F.E. Burbidge; G.A. McKay
1948	–	
1949	–	M.K. Thomas; H.M. Fraser; R. Lee; H.E. Wahl; W.L. Clink; R.G. Stark.

Two or three of those who have left AES are Meteorologists with other Government Services but most are in different professions in Universities, schools, or the private sector.

HARNESSING SUNSHINE – WINNIPEG TRIBUNE

It looks like a tool shed and is about the same size.

But this shed is a solar furnace that saves energy, money and its owner, sweat. Marcel Lauze is managing the Solar Energy Department.

"The solar furnace being tested uses yards of rock for heat storage, whereas most other systems use water. Rock storage will hold heat for 3 to 5 days instead of the 18 hours common for water systems," said Mr. Lauze.

"Another big advantage of this unit is that it sits on the ground and can be connected to any building. Other units go on the roof of the building and must be put in during construction or else the installation requires major modification," Mr. Lauze continued.

There is always heat in sun rays; it is the air that gets so cold. The challenge facing the solar energy engineer is simple enough: take heat from the sun rays and store it until it is needed.

The solar furnace being tested has a glass face that faces south to catch the sunlight. Sun rays are concentrated on the glass with the aid of an aluminum reflector that lies flat on the ground in front of the unit. When the solar furnace is not being used, the reflector closes over the glass face to provide protection.

A honeycomb of small aluminum cups, lies under the glass, each slightly smaller than a soft-drink can. These catch sunlight and prevent the heat loss that occurs with reflection from a completely flat surface. The aluminum cups vastly increase the efficiency of the unit, allowing it to produce an amount of heat that would otherwise require a huge surface area.

Collector fans blow across the cup area and take hot air down into the rock storage area. Rock storage is more effective than water storage, and the rock used is common river-washed gravel available everywhere.

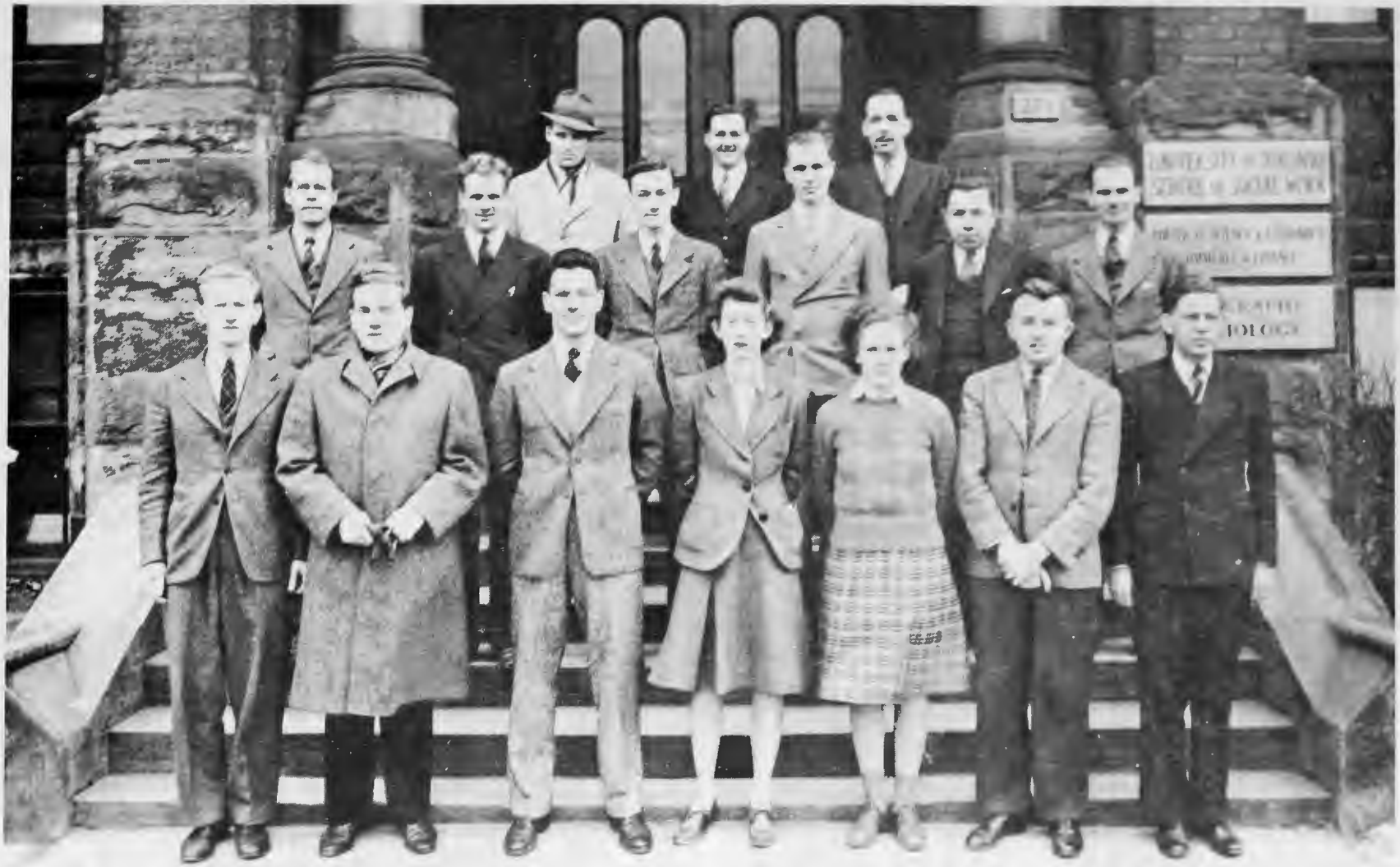
Hot air from the rock storage area is fed into the building's normal furnace through conventional ducting and becomes part of the regular heating system. With thermostats, the solar system and the conventional system can be inter-related to provide the most effective combination.

"We installed this unit at the beginning of January and since that time we have been taking readings on its performance. Because January was so cloudy we have been getting very useful operating data from the tests," said Mr. Lauze.

Cloudy weather reduces the effectiveness of heat collection, but it does not eliminate it entirely unless the cloud cover is very heavy and thick, Mr. Lauze explained. On an average cloudy day the temperature at the collecting face will still read about 75 to 90 degrees.

In a properly engineered system, the rock storage will provide heat for three to five days without any sunshine at all. When heat production from the unit falls below an acceptable level the conventional heating unit takes over automatically.

ADVANCED CLASS No. 4 – 1943



Left to right: de g. à d.:
Front Row: à l'avant: Lloyd Hillgartner, George Legg, John Dobson, Frances Carson (Sutherland), Joan Griffith, Don McGeary, Bruce Brown.
Second Row: au centre: Charlie Goodbrand, John Henderson, Doug Holland, , Gordon Allison, Ole Johnson.
Back Row: à l'arrière: Jack Labelle, , Don McMullen.

C'EST L'CARNAVAL!

Par Hélène Gignac

Au Québec, on sait fêter. Et des fêtes, nous en avons en quantité, en quantité quasi-industrielle. Parmi les points particulièrement chauds du calendrier des fêtes québécoises, l'on compte la fin de l'hiver avec ses carnavals et ses nombreux festivals. Le Carnaval de Québec, le Carnaval souvenir de Chicoutimi et bien sûr le temps des sucres (qui n'est pas à proprement parler une fête en soi, mais qui donne lieu à de nombreuses réjouissances) en sont les têtes couronnées.

Etant donné popularité de ces fêtes, il serait bon d'éclaircir certains mythes ou croyances. Le Carnaval de Québec et le Carnaval souvenir de Chicoutimi n'ont vraiment en commun que le nom qu'ils portent. Relancé en 1955 par les commerçants de Québec, le Carnaval de Québec n'avait à l'origine aucune vocation culturelle. Il devait simplement permettre aux commerçants de la ville de mieux passer les vaches maigres d'après les Fêtes. Peut-être y a-t-on ajouté une certaine couleur locale, mais . . .

Le Carnaval souvenir de Chicoutimi, quant à lui, est orienté sur la culture, les coutumes, les traditions locales. La Criée, l'arrivée des "bûcheux", les courses de "pitons", de "portageurs", de "pichoux", les promenades en "carriole" sont des événements qui donnent à ce carnaval cet élément de retour aux temps passés.

"Déguisés" pour la plupart, tout le beau monde se fait un devoir d'assister aux concours de "sciotte" et de "bûcheux".

Entre deux lampées de caribou, il faut écouter les "violonneux" manipuler la gigue. Et que dire des "gigueux"!

Pour ce qui est de la mangeaille, le chantier du Père Alex et la Bonne Ménagère sont les endroits de prédilection. Comme tout bon canayen qui se respecte, il faut goûter avant de mourir la tourtière des Tremblay et des Gagnon du Saguenay-Lac St-Jean. Mais méfiez-vous du caribou: c'est ben traître!

Comme dit notre chanteur-fêtard national, Gilles Vigneault: "Pour un peuple sans histoire, on est plein d'fun".

– Bûcheux: n.m. régionalisme
Mot employé au Québec pour désigner familièrement un bûcheron.

– Carriole: n.f. (1721)
Voiture d'hiver sur patins bas, pour le transport des voyageurs (analogue à la briska).

– Ceinture fléchée
n.f. (1829)
Ceinture de laine, longue et large à fond rouge et à motifs multicolores en forme de flèches, qui ne se porte plus qu'au carnaval, aux fêtes et divertissements de l'hiver.

– Gigue n.f. (1650; angl. jig; emprunté probablement au précédent)
1)-Danse d'origine anglaise ou irlandaise, consistant en mouvements rapides des jambes, des talons et des pieds exécutés par un danseur seul, sur un rythme vif à deux temps. 2)-Danse sur lequel se danse la gigue.

– Gigueux n.m.
Personne exécutant cette danse.

– Piton n.m.
Vieux cheval.

– Portage n.m.
Transport à dos d'homme.

– Portageur n.m.
Personne exécutant cette opération.

– Raquetteur
n.m. (1705)
Personne qui utilise des raquettes pour se déplacer sur la neige.
1943– . . . saints des matins gelés sans soleil ni chaleur, vous, les batteurs de neige, blancs et saints raquetteurs. . . F.-A. Savard, L'*Abatis,* p.117-

– Sciotte n.f. (Sciote 1765; ciot "petite scie" 1560; de scie) Tech. Scie à main de marbrier, de tailleur de pierres.

– Sciotteux n.m.
Personne utilisant cet instrument.

– Tourtière n.f. (1573; de tourte)
En dépit d'une légende répandue, la tourtière du Canada ne doit pas son nom à la tourte, sorte de pigeon sauvage aujourd'hui disparue. La tourte est un vieux plat français. Les anciens Canadiens ont seulement substitué l'ustensile pour le plat. Dans la région du Saguenay-Lac St-Jean, la tourtière est un plat beaucoup plus sophistiqué que ce que l'on appelle tourtière dans le reste de la province. Il faudrait donc se garder de comparer ce plat régional avec le vulgaire "pâté à la viande".

– Violonneux n.m. régionalisme
Mot employé au Québec pour désigner familièrement un violoniste.

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Canadianismes de bon aloi, Cahiers de l'Office de la langue française, nº 4.

Dagenais, Gérard, *Difficultés de la langue française au Canada,* Ed. Pédagogia inc., Montréal, 1967, 679 p.

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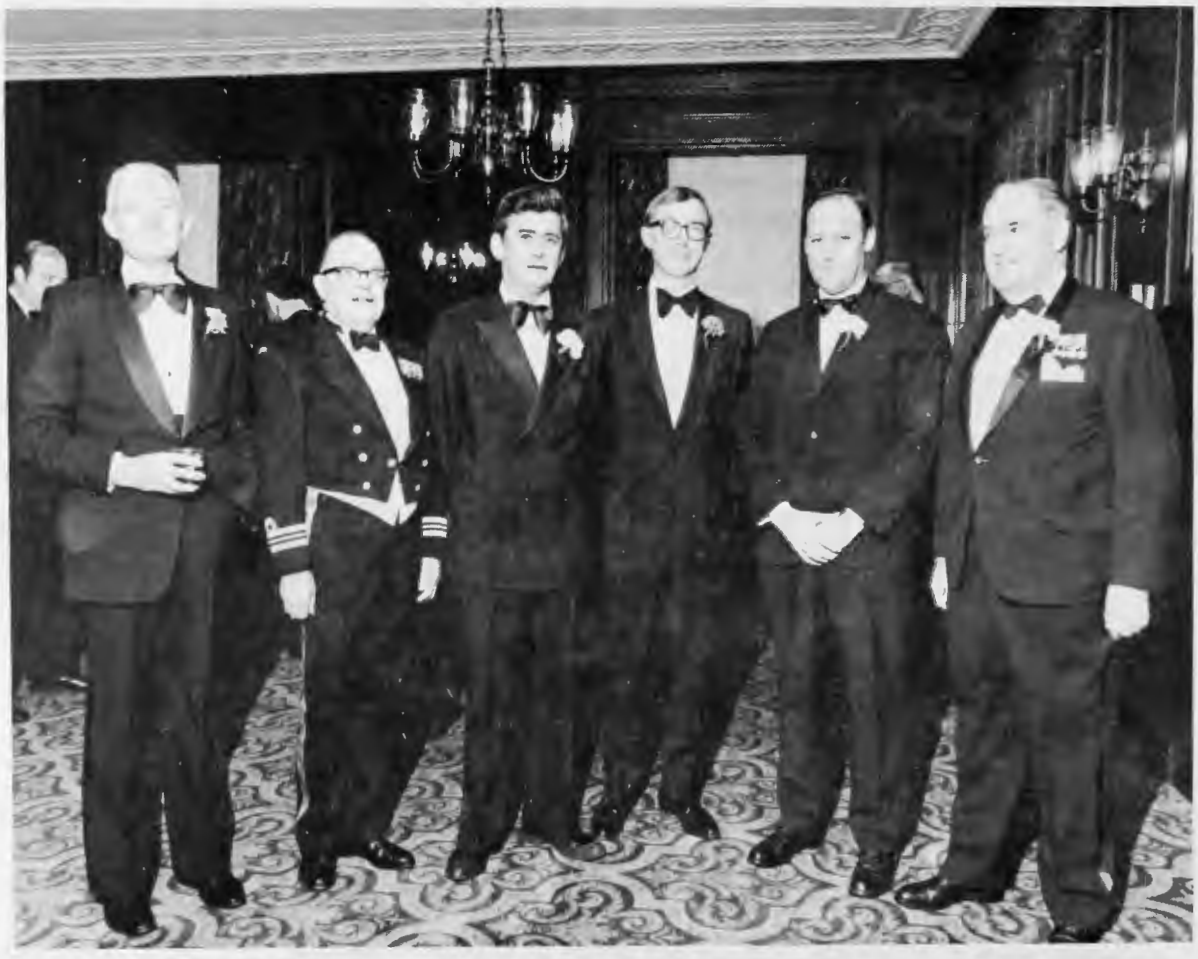
THE ONTARIO MARINE CLUB

The Annual Dinner of the Ontario Marine Club was held at the Royal York in January.

1100 members and guests of Marine Industry Agencies attended this installation of the New President for 1976.

G.T. Meek, PMO Ontario Region, Atmospheric Environment Service, who has had a long association with ships masters on the Great Lakes, was the President inducted on this occasion.

Among the guests were the OIC of the Toronto Weather Centre and several senior Directors of CCIW in Burlington.



Officers of Ontario Marine Club
Comité de direction de l'Ontario Marine Club

L-R. de g. à d.:
Capt. G.G. Leask, Canadian Coast Guard, L/CDR J.F. Jefferies, V/P G.T. Meek (President Elect), President C. Shore, 2nd Vice-President A.J. Stone QC, Past President T. Croston.

SELECTED LIST OF ACRONYMS AND ABBREVIATIONS
EXTRACTS FROM OSD QUARTERLY REPORT NO. 9

A.

AAM – Material Management Division, AES
AAWRS – Arctic Aviation Weather Reporting Station
ADMA – Assistant Deputy Minister Atmospheric
ADRES – Aerological Data Reduction System
AECL – Atomic Energy of Canada Limited
AES – Atmospheric Environment Service
AIB – Instruments Branch, AES
ALAN – Automatic Lighthouse Alarm Network
AMC – Management Committee, AES
AOTC – Aerological Observers Training Centre
APT – Automatic Picture Transmission
ARD – Research Directorate, AES
ATC – Air Traffic Control

B.

BIO – Bedford Institute of Oceanography

C.

CARS – Climatological Automatic Recording Station
CAS – Commission for Atmospheric Sciences
CATA – Canadian Air Transport Administration
CCG (S) – Canadian Coast Guard (Ship)
CCIW – Canada Centre for Inland Waters
CCMIS – Coordinating Committee on Meteorological Instruments
CDA – Canada Department of Agriculture
CDDR – Climat Data Digitizer and Recorder (see MATER)
CFB – Canadian Forces Base
CIMO – Commission on Instruments and Methods of Observation
CMC – Canadian Meteorological Centre
CMTA – Canadian Marine Transport Administration
CODS – Canadian Ocean Data System
CSD – Central Services Directorate, AES
CSS – Canada Steam Ship
CW – Curtiss-Wright Corporation

D.

DADS – Digital Altimeter Display System
DCP – Data Collection Platform
DEW – Distant Early Warning
DINA – Department of Indian and Northern Affairs
DMETOC – Director, Meteorology and Oceanography
DND – Department of National Defense
DOC – Department of Communications
DOE – Department of Environment
DSS – Department of Supply and Services

E.

EDV	– Estimated Daylight Visibility
EL (–TECH)	– Electronics (–Technician)
EMR	– Energy, Mines and Resources (Department of)
EOS	– Earth Observational Satellite
ERB	– Earth Radiation Budget

F.

FAA	– Federal Aviation Administration (U.S.)
FMSB	– Field Meteorological Systems Branch
FSD	– Field Services Directorate
FTC	– Fast Time Constant
FY	– Fiscal Year

G.

GARP	– Global Atmospheric Research Program
GATE	– GARP Atlantic Tropical Experiment
GENOT	– General Notice
g	– Gram
GMD	– Ground Meteorological Device
GMT	– Greenwich Mean Time
GOES	– Geostationary Observational Environmental Satellite

H.

HRH	– Her/His Royal Highness
HRPT	– High Resolution Picture Transmission

I.

IFYGL	– International Field Year for the Great Lakes
IJC	– International Joint Commission
INSCO	– Instrument Services Coordinating System
IOC	– Intergovernmental Oceanographic Commission
ITC	– Industry, Trade and Commerce (Department of)

J.

JETS	– Joint Enroute/Terminal System

K.

K	– One Thousand (1,000's)
km	– Kilometre(s)

L.

LAWRS	– Limited Aviation Weather Reporting Station
LORAN	– Long-Range Aid to Navigation

M.

MANOBS	– Manual of Standard Procedures for Surface Weather Observing and Reporting
MANUPP	– Manual of Upper Air Observations

MARS – Meteorological Automatic Reporting Station
MATER – Magnetic Tape Event Recorder
Mb – Millibar
MCCC – Metric Conversion Coordinating Committee
METNET – AES Data Acquisition Reference Manual
METOC – Meteorological and Oceanographic Centre
METSCAL – AES Scale of Issue Manual
METSTAT – Meteorological Stations in Canada (Manual of)
MHZ – Megahertz (Megacycles per Second)
MOSST – Ministry of State, Sciences and Technology
MOT – Ministry of Transport
MOTTI – Ministry of Transport Training Institute
MOU – Memorandum of Understanding
MPH – Miles per Hour
MR – Marconi Radio (Radar type – MR 75)
MRS – Meteorological Research Station (Woodbridge, Ontario)
MSD – Marine Sciences Directorate, DOE
MSRB – Meteorological Services Research Branch
MY – Man-Years

N.

NAVAID – Navigation Aid
NCR – National Capitol Region
NLC – Noctilucent Cloud
NOAA – National Oceanic and Atmospheric Administration
NRC – National Research Council

O.

OAA – Oceanic and Aquatic Affairs
OIC – Officer-In-Charge
OIDS – Operational Information Display Systems
OME – Ontario Ministry of Environment
OMS – Operational Maintenance Service, Inc.
ONTES – Observational Network Test System
ORMP – Ocean Resources Management Program
OSCC – Observational Systems Coordinating Committee
OSD – Observational Systems Division
OSIS – Observational Systems Information Service
OWS – Ocean Weather Station

P.

PAPS – Project Analysis and Planning System
PAWRS – Private Aviation Weather Reporting Station
PIBAL – Pilot Balloon
PIREP – Pilot Report
PLUARG – Pollution from Land Use Activities Reference Group (IJC)
PMO – Port Meteorological Officer
PPS – Project Planning System
PSC – Public Service Commission

Q.

QMS – Quebec Meteorological Service

R.

RAREP	– Radar Report
RBC	– Rotating Beam Ceilometer
RCMP	– Royal Canadian Mounted Police
RF	– Radio Frequency
RF	– Signifies "Radiation Field" in the following WMO definitions: RF1 – Global Solar Radiation RF2 – Sky Radiation RF3 – Reflected Solar Radiation RF4 – Net Radiation RF5 – Downward Radiation RF6 – Upward Radiation RF7 – Quantity of total (sun + sky) daylight illumination on a horizontal surface
RHI	– Range-Height Indicator
ROCC	– Radiation and Ozone Coordinating Committee
ROM	– Royal Ontario Museum
RRG	– Recording Rain Gauge
RROMS	– Radar Remote Output Monitoring System
RSB	– Regional Standard Barometer
RVR	– Runway Visual Range

S.

SBP	– Stratospheric Balloon Program
SCEPTRE	– System for Constant Elevation Precipitation Transmission and Recording
SHARP	– Short-Range Automated Radar Prediction
SI	– International System of Units (Fre.)
SMS	– Stationary Meteorological Satellite
SOMET	– Staff Officer, Meteorology
SP	– Supporting Paper
SR	– Scanning Radiometer
SRI	– Soils Research Institute
SS	– Solid State
SSC	– Sub-Systems Control
SSR	– Secondary Surveillance Radar
STRATWARM	– Stratospheric Warming

T.

TB	– Treasury Board
TECAMS	– Technical Conference on Automated Meteorological Systems
TELDIS	– Meteorological Teletype Traffic Distribution (Manual of)
T&E	– Telecommunication and Electronics
TV	– Television

U.

UACG	– Upper Air Coordinating Group
U/A	– Upper Air
USAF	– United States Air Force

USNWS – United States National Weather Service
UQAM – University of Quebec, Montreal

V.

VHRR – Very High Resolution Radiometer
VISSR – Visible Infrared Spin Scan Radiometer
VLF – Very Low Frequency
VRG – Volumetric Rain Gauge

W.

WMO – World Meteorological Organization
WO – Weather Office
WSC – Water Survey of Canada
WSR – Weather Surveillance Radar

X.

Y.

Z.

Z – Zulu (Ref. GMT)

LISTE D'ACRONYMES ET D'ABRÉVIATIONS TIRÉ DU RAPPORT TRIMESTRIEL nº 9 DE LA DSO

A.

A – Aérologie
AAM – Division de la gestion du matériel SEA
ACTA – Administration canadienne des transports aériens
ADMA – Sous-ministre adjoint – Atmosphère
ADRES – Système de réduction des données aérologiques
AF – Année financière
AH – Années – homme
ALAN – Réseau d'alarme automatique des phares
AMC – Comité de gestion du SEA
AMP – Agent météorologique portuaire
AOA – Affaires océaniques et aquatiques
APT – Transmission automatique d'images
ATMC – Administration du transport maritime du Canada

B.

BER – Baromètre étalon régional
BFC – Base des Forces canadiennes
BM – Bureau météorologique
BRT – Bilan radiatif de la terre

C.

CARS – Station climatologique automatique
CCA – Contrôle de la circulation aérienne

CCCSM	– Comité de coordination de la conversion au système métrique
CCIM	– Comité de coordination des instruments météorologiques
CCRO	– Comité de coordination du rayonnement et de l'ozone
CCSO	– Comité de coordination des systèmes d'observation
CEIC	– Centre des eaux intérieures du Canada
CFOA	– Centre de formation d'observateurs aérologiques
CFP	– Commission de la fonction publique
CFT	– Célomètre à faisceau tournant
CIMO	– Commission des instruments et des méthodes d'observation
CMC	– Centre météorologique canadien
CMI	– Commission mixte internationale
CNR	– Conseil national de recherches du Canada
COI	– Commission océanographique intergouvernementale
CSA	– Commission des sciences de l'atmosphère
CSS	– Contrôle des sous-systèmes
CT	– Conseil du Trésor
CW	– Corporation Curtiss-Wright

D.

DA	– Documents à l'appui
DADS	– Affichage numérique des indications altimétriques
DEW	– Alerte avancée
DGRA	– Direction générale de la recherche atmosphérique
DGSC	– Direction générale des services centraux
DGSE	– Direction générale des services extérieurs
DIA	– Direction des instruments atmosphériques
DMETOC	– Directeur, Météorologie et océanographie
DRHC	– Division des relevés hydrologiques
DRSM	– Direction de la recherche sur les services météorologiques
DSME	– Direction des systèmes météorologiques extérieurs
DSO	– Division des services d'observation
DTE	– Direction des Télécommunications et de l'électronique

E.

EACL	– Energie atomique du Canada limitée
ECANDC	– Enregistreur-convertisseur analogique-numérique de données climatiques (voir MATER)
EDV	– Valeur estimative de la visibilité diurne
EL (TECH)	– Electronique (Technicien)
EMR	– Ministère de l'Energie, des Mines et des Ressources
EOS	– Satellite d'observation de la terre
ETGA	– Expérience tropicale du GARP dans l'Atlantique

F.

FAA	– Federal Aviation Administration (Etats-Unis)
FR	– Fréquences radioélectriques
FTC	– Couplage à faible constante de temps

G.

g	– gramme
GARP	– Programme de recherches sur l'atmosphère globale

GCA – Groupe de coordination en aérologie
GCC – Garde côtière du Canada (navire)
GENOT – Avis général
GMD – Dispositif météorologique au sol
GOES – Satellite géostationnaire opérationnel pour l'étude du milieu
GRS – Gendarmerie royale du Canada
GRPUT – Groupe de réference sur la pollution due à l'utilisation des terres

H.

I.

IFMDT – Institut de formation du ministère des Transports
IFYGL – Année internationale d'étude des Grands lacs
INSCO – Système de coordination des services d'instruments
IOB – Institut d'océanographie de Bedford
IRP – Institut de recherche pédologique

J.

JETS – Relais de visualisation radar des phases en route et terminale

K.

K – Mille (1 000)

L.

LORAN – Aide à la navigation à grande distance

M.

MAIN – Ministère des Affaires indiennes et du Nord
MANOBS – Manuel de procédures normalisées pour l'observation et l'inscription des conditions météorologiques de surface
MANUPP – Manuel d'observation en altitude
MARS – Station météorologique automatique
MAS – Ministère des Approvisionnements et Services
MATER – Enregistreur de phénomènes atmosphériques sur bandes magnétiques
mb – Millibar
MDA – Ministère de l'Agriculture
MDC – Ministère des Communications
MDE – Ministère de l'Environnement
MDN – Ministère de la Défense nationale
MDT – Ministère des Transports
MEO – Ministère de l'Environnement de l'Ontario
MEST – Ministère d'Etat aux Sciences et à la Technologie
METOC – Centre météorologique et océanographique
METSCAL – AES Scale of Issue Manual
METSTAT – Manuel des stations météorologiques au Canada
MHz – Megahertz
MIC – Ministère de l'Industrie et du Commerce
mi/h – Milles par heure

MR – Marconi Radio (Radar de type MR75)
MSD – Direction générale des Sciences de la mer

N.

NAVAID – Aide à la navigation
NNL – Nuage noctilumineux
NOAA – National Oceanic et Atmospheric Administration
NVC – Navire à vapeur du Canada

O.

OMM – Organisation météorologique mondiale
OMS – Operational Maintenance Service, Inc.

P.

PA – Protocole d'accord
PBS – Programme de ballons stratosphériques (PBS)
PCD – Plate-forme de collecte de données
PE – Pluviomètre enregistreur
PGRO – Programme de gestion des ressources océaniques
PHPR – Phototélégraphie à haut pouvoir de résolution
PIBAL – Ballon-pilote
PIREP – Message PILOT
PRACE – Prévision radar automatique à courte échéance
PV – Pluviomètre volumétrique
PVP – Portée visuelle de piste

R.

R – Responsable
RAREP – Message d'observation météorologique par radar
RB – Radiomètre à balayage
RCN – Région de la capitale nationale
RESNET – Guide de références d'acquisition de données (SEA)
RF – Désigne le "champ de rayonnement"
RF1 – Rayonnement solaire global
RF2 – Rayonnement du ciel
RF3 – Rayonnement solaire réfléchi
RF4 – Bilan du rayonnement
RF5 – Rayonnement descendant
RF6 – Rayonnement ascendant
RF7 – Qualité de l'éclairement diurne total (soleil – ciel) sur une surface horizontale
RHI – Indicateur de hauteur radar
ROM – Musée royal de l'Ontario
RROMS – Relais d'images radar
RSM – Radar de surveillance météorologique
RSS – Radar secondaire de surveillance

S.

SAPP – Système d'analyse et de planification des projets

SAR	– Son Altesse royale
SARE	– Systèmes d'affichage de renseignements d'exploitation
SC	– Semi-conducteur
SCDO	– Système canadien de données océanographiques
SCEPTRE	– Système de transmission et d'enregistrement de précipitations à altitude constante
SEA	– Service de l'Environnement atmosphérique
SERO	– Système d'essai du réseau d'observation
SI	– Système international d'unités
SISO	– Service informatique des systèmes d'observation
SMO	– Station météorologique océanique
SMQ	– Service météorologique du Québec
SMR	– Station météorologique de recherche (Woodbridge, Ontario)
SMS	– Satellite météorologique géostationnaire
SOMAA	– Station d'observation météorologique pour l'aviation dans l'Arctique
SOMET	– Officier d'état-major, météorologie
SOMLA	– Stations d'observation météorologique limitée pour l'aviation
SPOMA	– Stations privées d'observation météorologique pour l'aviation
SPP	– Système de planification des projets
STRATWARM	– Réchauffement stratosphérique
T.	
TECAMS	– Conférence technique sur les systèmes météorologiques automatiques
TELDIS	– Manuel de diffusion du trafic météorologique par téléimprimeur
TV	– Télévision
U.	
UQAM	– Université du Québec à Montréal
USAF	– United States Air Force
USNWS	– National Weather Service des Etats-Unis
V.	
VHRR	– Radiomètre à très grand pouvoir de résolution
VISSR	– Radiomètre à balayage rotatif en radiations visibles et infrarouges
VLF	– Très basse fréquence
W.	
Y.	
TMG	– Temps moyen de Greenwich
Z.	
z	– Zulu (cf. TMG)

PERSONNEL

The following have accepted positions as a result of competitions:
Les personnes suivantes ont accepté ces postes après concours:

75-DOE-WPAWR-CC-085	WESTERN REGION Dew Line Inspector EG-ESS 6
	D. Berg
Data Stream	WESTERN REGION Regional Financial Officer FI 2
	W.V. Martiniuk

The Following transfers took place:
Les transferts suivants ont été effectués:

E.K. Hawthorne	From: De Alberta Weather Office To: A Climat – Regional Office WAED

Separations
Démissions
G.C. Lamb

Resigned

INCENTIVE AWARD PROGRAM

The program provides a formal means through which an employee may receive recognition for proposals contributing to increased economy and efficiency or improved services to the public, for exceptional performance, for long service and for outstanding achievement.

The Outstanding Achievement Award has been declared by regulation to be the "highest award in the Public Service". Its purpose is to enable the Government of Canada to honour career employees of the Public Service for outstanding accomplishment and distinguished service of national or international significance. This award consists of an illuminated citation, signed by the Governor General and the Prime Minister, and a cash honorarium of $5,000.

The Long Service Award Program provides recognition for employees with 25 years' service with the Public Service. This award consists of a Certificate of Service signed by the Prime Minister and the Deputy Head and a token in recognition of service.

The Suggestion Award Program is aimed at providing a formal structure whereby management may solicit, evaluate, and implement suggestions which increase efficiency or effect economies in the Public Service, and in accordance with the eligibility regulations applicable to the program, reward those whose suggestions are adopted. In brief, the program provides a vehicle for (a) reducing costs, (b) increasing efficiency and (c) improving employee relations and staff development.

The Merit Award Program is a plan to provide management with a means of recognizing exceptional and outstanding performance. A DOE Merit Award Committee has been formed and Roy Lee is the AES member.

The goals of these programs are recognition of deserving employees, achievement of significant economies, increased efficiency, improved service and the raising of employee morale. We hope that through the publicity of these programs, we will have increased AES participation.

A.E.S. SUGGESTION AWARDS

Ella J. Raas, Grande Prairie, Alberta, $30.00.

Her suggestion concerned an amendment of A.E.S. Manual, MANOBS 7.1.3.3.1 "A wind shift shall be recorded when wind velocity changes such that there is both: (A) a change in wind direction of 45° or more in less than 15 minutes; and (B) speed of the wind after the wind shift is 10 knots or more. A calm condition reported immediately preceding the occurrence of (A) and (B) shall not be recorded as a wind shift. The time of a wind shift shall be at the time at which the wind begins to shift."

This suggestion will make the present definition somewhat easier to understand and remove any ambiguity which may currently exist.

W. Reginald Allen, North Bay, $50.00.

Mr. Allen's suggestion proposed the construction of a simple washer for A.E.S. Dewcell equipment. Since Dewcell cleanliness is a must for efficient operation, this new device efficiently fulfills a need and relieves station personnel of a tedious and time consuming task.

Darryl D. Lynch, Moosonee, $30.00.

The replacement of jute twine which is used as a train for A.E.S. radiosonde instruments with nylon or vinyl twine.

F.G. Hunter, Winnipeg, $40.00.

He proposed that noise elimination headgear (ear-muffs) be supplied at each weather station located within one mile of airport runways or taxi ways upon which jet or turbo-jet aircraft are operated in significant numbers. The intention is to protect the weather observer from the very high noise level of such aircraft when he is outdoors making observations.

Bruce A. Barrett, Saskatchewan, $30.00.

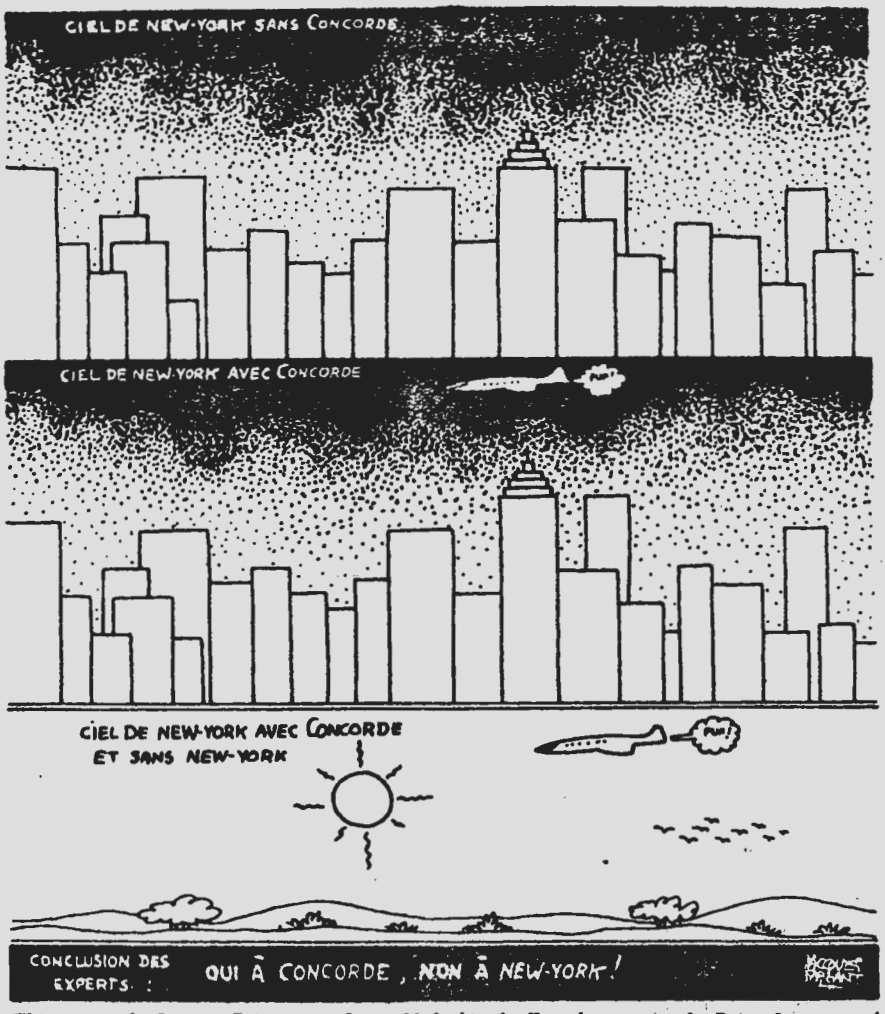
Mr. Barrett suggested that at the end of each month, a copy of the proposed work schedule for the immediate month following be submitted to the A.E.S. Regional Office from all field weather stations where the OIC is required to work a 24 hour shift cycle. This allows the Regional Office to plan field trips on the workdays of the OIC and avoids unnecessary long distance telephone calls.

TRIVIA

Expressions	Signification ou équivalent
Etre un as	Etre un champion
Se faufiler dans la foule	Passer entre les gens
Y'avait en belle de pas y aller	Il est allé à ses risques
Ton histoire est pas mal floue	Tu n'es pas assez précis
Lui, il connaît la gamique (gemmic)	Lui, il connaît les trucs du métier
Il est un peu fantasse	Il est prétentieux et suffisant
Agile – vif comme un chat	Agile – parfois nerveux
Maigre comme un squelette	Très maigre
Avoir une faim de loup	Avoir grand faim
Trembler comme une feuille	Avoir froid, avoir peur
Le temps se chagrine	Le ciel se couvre, il va pleuvoir
Il a la babine fendue	Il a la lèvre fendue.

Keeping the Faith Department (Gleaned from a Shift Supervisor's Report)

A man recently phoned the Regina Weather Office wanting to know when the next heavy snowfall was expected. Said he wanted to advertise his snowblower for sale in the newspaper a couple of days ahead of it.



This cartoon by Jacques Faizant was first published in the French magazine Le Point. It was sent by a reader in Toulouse/Blagnac, France.–Ed.

Qualification of an observer in the Toronto Observatory 1842

". . . A man who in addition to the quality of steadiness, can read, write a good hand, understands simple arithmetic, and is intelligent and able to master the duties he will be called on to perform here. He must be an unmarried man, there being no accomodation for a family."

From a letter of the Director, Lieut. J.H. Lefroy. Dec. 11, 1842.

Reported in Journal of The Royal Astronomical Society of Canada, Vol. 35, No. 5, May-June, 1941. p 217.

At the symposium on Anemometry at Cambridge Meeting of the American Meteorological Society, December 29, 1922, Prof. C.F. Marvin stated:

> "I would like very much to see the anemometer made down to two-cup patterns, because two cups are easy to ship", (BAMS, Vol. 4, No. 3, March, 1923. p 42)

We in Canada have not had this problem since the three-front model was introduced!

ROMANCE IN THE TORONTO OBSERVATORY

Lieutenant (later General Sir John Henry) Lefroy became the second Director of the Toronto Observatory, after serving in the same capacity at a similar observatory at St. Helena, (where he witnessed the removal of Napoleon's body from its air-tight sarcophagous to be triumphantly borne to les Invalides in Paris – most interestingly described in a letter to his sister; see The Journal of the Royal Astronomical Society of Canada Vol 31, No. 2, February 1942, pp 68-73).

Lefroy, soon after he became Director at Toronto, undertook a 20-month trip using Hudson's Bay Company canoe conveyance and quarters to carry out magnetic observations as far northwest as Fort Good Hope. In preparation for his journey, he had no time, even for falling in love, although at the home of Chief Justice Robinson he sat at dinner with "the lovely eldest daughter of the house, then in her twenty-second year". He "thought her, as indeed she was, the most beautiful girl... who had ever met my eyes". He added, however, with characteristic honesty and scientific accuracy, "with perhaps, two exceptions".

When he returned from his northwest survey, on December 5, 1845, it was not long before he renewed his acquaintance with the family in Beverley House. On April 16, "amid public rejoicings not very often elicited by merely domestic happiness" (Lefroy wrote in his autobiography) Emily Robinson and Henry Lefroy were married.

[from A.D. Thresson *Her Majesty's Magnetical and Meteorological Observatory Toronto* Journal of the Royal Astronomical Society of Canada, vol 35, No. 4, April, 1941. p 144; vol 36, No. 10, December, 1942. p 457.]

Joseph Tasillo
45 Jellicot Ave.
Toronto 14, Ont.
M8W-1W3

Dear Sir,

How are you? I hope you are feeling fine, and I hope I didn't disturb you. I would like alot of information on the metric system. (I would like alot of information on it). My name is Joseph Tasillo I am in grade 4 and I am 9 years old. My birthday is September the 11. My address is on the top of the page and on the envelop to.

P.S. *Try to send it back as fast as you can.*

P.S.S. *Answer this riddle. Why do birds fly south in the winter.*

Answer

(Because it's to far to walk)

Yours truly

Joseph Tasillo

PROVERBES QUÉBÉCOIS

"Soignez un rhume, il dure trente jours,
Ne le soignez pas, il dure un mois."
Rien ne sert de s'agiter inutilement, il faut laisser agir le temps dans tout.

"Crache en l'air, tombe sur le nez."
On subit toujours les conséquences de ses actes.

"Tous les chemins mènent à Rome."
Il y a plusieurs façons d'arriver à un même résultat.

"Qui terre a, guerre a."
Une propriété est une source de débats, de procès et d'inquiétudes.

"Pas de pire eau que l'eau qui dort."
Les personnes d'apparence calme sont souvent fort à craindre.

"Quand le vin est tiré il faut le boire."
Il faut subir les conséquences de ses actes.

I'M FINE, HOW ABOUT YOU?

There's nothing whatever the matter with me,
I'm just as healthy as I can be.
I have arthritis in both my knees
And when I talk, I talk with a wheeze.
My pulse is weak and my blood is thin,
But I'm awfully well for the shape I'm in.

My teeth will eventually have to come out,
And my diet I hate to think about,
I'm overweight and I can't get thin,
My appetite's such that it's sure to win.
But I'm awfully well for the shape I'm in.

Arch supports I have for my feet,
Or I wouldn't be able to walk on the street.
My memory's failing
My head's in a spin –
I'm practically living on aspirin.
But I'm awfully well for the shape I'm in.

Old age is golden, I've heard it said,
But I sometimes wonder as I go to bed.
My ears in a dresser, my teeth in a cup,
My eyes on the shelf until I get up.
When sleep dims my eyes I say to myself
Is there anything else I should lay on the shelf?

When I was young my slippers were red
I could kick my heels right over my head,
When I was older my slippers were blue
But I still could dance the whole night through.
Now I am old my slippers are black,
I walk to the corner and puff my way back.

The reason I know that my youth has been spent –
My get-up-and-go just got up and went.
But I really don't mind when I think with a grin
Of all the places my get-up has been.

I get up each morning and dust off my wits,
Pick up the papers and read the obits.
If my name is missing, I know I'm not dead,
So I eat a good breakfast and go back to bed.

The moral is this, as the tale we unfold,
That for you and me who are growing old,
It's better to say "I'm fine", with a grin
Than to let them know the shape we are in.