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Environment
Canada

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Atmospheric
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atmosphérique

GATE STILL GOING STRONG

Although the GATE data collection phase has now been over for about a year an equally important phase is still underway. This is the processing of the data collected during the four month long observation phase. Each observation, by man or machine, was recorded and the result was over 300 miles of magnetic tape, thousands of cloud photographs and bales of written records. When the Quadra arrived home in Victoria last October she brought back a wealth of valuable information. The task of the scientists has since been to process these data in order to facilitate its use by the international scientific community. As the Minister of the Environment, Madame Sauvé, said, upon welcoming home the Quadra:

“the knowledge brought back by the Quadra will be common international property just as the High Seas have been called the common heritage of mankind”

How is the data to be made available to the international scientific community? Elaborate data processing organizations and schedules have been set up by the GATE offices of the World Meteorological Organization. Within each country a National Processing Centre (NPC) was designated. In Canada the NPC is the Climatic Data Processing Division of the Central Services Directorate. The data processing is being done within the NPC, the Boundary Layer Research Division and Network Standards Division of AES, at the Bedford Institute of Oceanography and at the Universities of British Columbia, McGill and Toronto. Coordination of these activities is done by the NPC and the GATE Scientific Coordinator, Dr. R.J. Polavarapu.

Each phase of GATE was planned as a coordinated effort of five subprogrammes: synoptic scale, radiation, boundary layer, convection and oceanographic. For each, a subprogramme data centre has been designated: Bracknell (U.K.), Leningrad, Hamburg, Washington, Brest (France), respectively. These subprogramme data centres are responsible for analysing intercomparison data and verifying and assembling into useful data sets the information received from the NPC's. These data sets are, in turn, passed to the World Data Centres (WDC) in Washington and Moscow. The WDC's will act as the international archives for the GATE data and will also distribute, upon request, data to interested scientific groups throughout the world. For example, if a scientist at Lower South-East Slobovia Polytechnical College wanted to study the relationships between atmospheric radiation and clouds he could obtain from a WDC the appropriate data for his study. This approach will, hopefully, maximize the utilization and hence scientific return of the GATE.

When will all the data be available? By international agreement all data will be processed and forwarded to the WDC's by March, 1976. Higher priority data have earlier deadlines. For example, the intercomparison data deadline of March 31, 1975 has long since passed. The time schedules are extremely tight in view of the volume of data to be processed and every effort is required to keep on schedule.

How well is the processing going? To date the Canadian data processing is generally proceeding well and on schedule. Present indications are that most data sets will be completed and forwarded to the WDC ahead of schedule. The first two data sets received by the WDC's were from Canada. At the June Radiation Subprogramme Meeting, Canada was congratulated as being the only country to have submitted radiation data although it was not due until October. Unfortunately, these congratulations could not be accepted as no radiation data have been submitted. Apparently the WDC had not had time to read all the data received from Canada and thought some of it was radiation data.



Welcoming Home the Quadra. (Left to Right) Dr. A.E. Collin, ADM OAA; Dr. R.W. Stewart, Director-General, Pacific Region, OAA; Mr. D.H. Baylis, Telecommunications Area Manager, MOT; Mr. R.F. Shaw, Deputy Minister, Environment Canada; Mme. Jeanne Sauvé, Minister, Environment Canada; Cpt. A.R. Dykes, MOT; Mr. M. Bolton, Chief Scientist, Phase-1, OAA; Dr. W.N. English, Chief Scientist, Phase-3, OAA; Dr. R.J. Polavarapu, Scientific coordinator, AES, and Mr. J.L. Knox, Regional-Director, Pacific Region, AES.

À son retour, le Quadra est accueilli par: (de gauche à droite) M. A.E. Collin, ADM AOA; M. R.W. Stewart, directeur général de la Région du Pacifique, AOA; M. D.H. Baylis, directeur régional des Télécommunications, MDT; M. R.F. Shaw, sous-ministre, Environnement Canada; Mme Jeanne Sauvé, ministre, Environnement Canada; le Capitaine A.R. Dykes, MDT; M. M. Bolton, chercheur principal, phase 1, AOA; M. W.N. English, chercheur principal, phase 3, AOA; M. R.J. Polavarapu, coordonnateur scientifique, SEA, et M. J.L. Knox directeur régional de la Région du Pacifique, SEA.

The major outstanding problem for the processing of the Canadian data is to produce upper air data at 5 mb intervals from the Buekers system. This system was used by several nations and the U.S. provided computer program has unfortunately not proved adequate to handle the problems in the data. An alternate processing procedure has been developed and the data processing is continuing.

In summary, GATE activities are still continuing at a very high level. The work is not quite as exotic as working in the subtropical Atlantic Ocean regions but it is essential to making the program a total success. Canada is again performing well in this data processing phase, as in the observation phase. The scientific interpretation of the results, the next phase, has already begun and exciting and important new findings are beginning to emerge.

LE PROGRAMME ETGA MARCHE TOUJOURS BIEN

La phase de rassemblement des données ETGA est maintenant terminée depuis environ un an; toutefois, une phase tout aussi importante se poursuit. Il s'agit du traitement des données rassemblées au cours de la phase d'observation de 4 mois. Toutes les observations, qu'elles aient été effectuées par des personnes ou par des machines, ont été consignées et le résultat est une somme de plus de 300 milles de bandes magnétiques, de milliers de photographies de nuages et d'énormes piles de relevés. À son retour à Victoria en octobre dernier, le Quadra a ramené une mine de renseignements précieux. Depuis, la tâche des savants consiste à traiter ces données afin de faciliter leur emploi par les savants du monde entier. Le ministre de l'Environnement, Mme Sauvé, a déclaré en accueillant le Quadra:

“les connaissances fournies par le Quadra seront du domaine public international tout comme les hautes mers sont, dit-on, l'héritage commun de l'humanité”.

Comment va-t-on mettre les données à la disposition des savants du monde entier? Les bureaux ETGA de l'Organisation Météorologique Mondiale ont mis sur pied des organismes de traitement des données et des calendriers très compliqués. On a désigné au sein de chaque pays un centre de traitement national (CTN). Au Canada, le CTN est la division du traitement des données climatiques de la direction générale des services centraux. Le traitement des données s'effectue au CTN, à la division de la recherche sur la couche limite et à la division des normes du réseau du SEA, à l'Institut océanographique de Bedford, à l'Université de Colombie-Britannique, à l'Université McGill et à l'Université de Toronto. La coordination de ces activités revient au CTN et au coordonnateur scientifique ETGA, M. R.J. Polavarapu.

On a planifié chaque phase d'ETGA par la coordination des cinq sous-programmes suivants: échelle synoptique, rayonnement, couche limite, convection et océanographie. On a désigné un centre de données pour chaque sous-programme, soit respectivement: Bracknell (Royaume-Uni), Leningrad, Hambourg, Washington, Brest (France). Il incombe à ces centres de données de sous-programmes d'analyser les données d'intercomparaison, de vérifier les renseignements reçus des CTN et de les rassembler en jeux de données utiles. Ces jeux de données sont à leur tour transmis aux Centres mondiaux

de données (CMD) à Washington et à Moscou. Les CMD feront office d'archives internationales pour les données ETGA et distribueront aussi, sur demande, les données aux groupes de chercheurs intéressés dans le monde entier. Par exemple, si un chercheur de l'Institut Machin Chouette veut étudier les rapports entre le rayonnement atmosphérique et les nuages, il peut obtenir auprès du CMD les données pertinentes. On espère que cette méthode permettra la meilleure utilisation possible d'ETGA et, par conséquent, les meilleurs résultats scientifiques.

Quand toutes les données seront-elles disponibles? Selon l'accord international, toutes les données doivent être traitées et adressées aux CMD d'ici mars 1976. On a fixé des échéances plus brèves pour les données prioritaires. Par exemple, l'échéance du 31 mars 1975 fixée pour les données d'intercomparaison est passée depuis longtemps. Etant donné le volume des données à traiter, on a établi un calendrier très rigoureux et il faut s'efforcer de le respecter.

Comment se déroule le traitement? Jusqu'à présent, le traitement des données au Canada se déroule généralement bien et respecte le calendrier. Tout indique à présent que la plupart des jeux de données seront terminés et envoyés au CMD en avance sur le calendrier. Les deux premiers jeux de données reçus par les CMD provenaient du Canada. En juin, à la réunion du sous-programme sur le rayonnement, on a félicité le Canada, seul pays à avoir soumis les données sur le rayonnement dont l'échéance n'arrive qu'en octobre. Malheureusement, il n'a pas été possible d'accepter ces félicitations car aucune donnée sur le rayonnement n'a été envoyée. Apparemment, on n'a pas eu le temps au CMD de lire toutes les données en provenance du Canada et on a cru qu'une partie traitait de rayonnement.

Le plus grave problème pour le traitement des données canadiennes consiste à fournir des données aérologiques à des intervalles de 5 millibars à partir du système Beukers. Plusieurs nations ont utilisé ce système et le programme d'ordinateur fourni par les Etats-Unis n'a malheureusement pas donné les résultats escomptés pour résoudre les problèmes posés par les données. On a mis au point un mode de traitement de rechange et le traitement des données se poursuit.

En résumé, les activités ETGA se poursuivent à un rythme accéléré. Le travail n'est plus tout-à-fait aussi exotique que dans les régions de l'océan Atlantique subtropical, mais il est essentiel pour faire du programme une réussite totale. Tout comme dans la phase d'observation, dans cette phase de traitement des données le Canada obtient de bons résultats. La phase suivante, celle de l'interprétation scientifique des résultats, a déjà commencé et des découvertes passionnantes et importantes commencent à se faire jour.

IN MEMORIAM

*M.F. Matt Dolan*

Photo Courtesy of A.W. Smith

M.F. "Matt" Dolan, who died on July 29, 1975, was known to his many friends as a man of boundless energy with a passionate interest in meteorology. His continuous drive to foster the recognition and development of the meteorological technician's potential was a reflection of his own dynamic character.

Matt was born in Dublin, Eire on May 12, 1921, and enlisted in the R.A.F. on September 5, 1938. It was in his latter years of service that he was introduced to meteorology when he became a Meteorological Assistant. Then, while stationed in Canada, he met and married Gladys Sutherland Elliott of Springhill, N.S. After a tour in Bermuda he obtained his discharge, returned to Canada, and gained Temporary Employment with Met. Branch at Dartmouth, N.S. Three years later found him in a Senior Observer position in Halifax responsible for observer training and climatological records. His flair for instructing was soon recognized and his career in technical training, although not identified at the time, had begun. Not one to mark time, he began taking courses, on his own time, at Dalhousie University. While maintaining an extremely high proficiency at his job, he persevered through his studies and obtained his baccalaureate from that University in 1958. Subsequently, he successfully completed the Meteorological Officer Course, Course No. 15, and was assigned to the Research and Training Division in Toronto. His involvement with training continued and grew, particularly in the field of training technicians for more active and responsible positions within the service and was recognized ultimately by his promotion to Chief, Technical Training Division in 1973.

Never inactive, Matt found time to be actively involved with the Air Cadet movement, 292 Squadron in Halifax and 172 Squadron in Toronto, and to give lectures to flying clubs, community colleges, schools and any group that showed an interest in meteorology. Internationally, he arranged technical training programmes for foreign students



TO ALL MATT'S FRIENDS;

Your response of sympathy
to us, Matt's family, has been
overwhelming, and we wish
to thank all of you personally.

Many of your responses have
recalled many happy memories
for which we are all grateful
To all of you then we send
our Thanks.

Gladys

James, Peter &
Michael



sponsored by C.I.D.A. and the WMO and in 1972 did an excellent job as Director of the Regional Seminar on Training in Santiago, Chile.

A fitting tribute to him is contained in a letter of thanks received for his assistance in Centennial College projects "Weather Week" and "Weather Night" in 1969. In part it said: "Men like Mr. Dolan are a credit to the Public Service of Canada, particularly in that they give the sceptical student a very different image of men in the public service. So often students feel that Civil Servants are indifferent bureaucrats. While this may be wrong, the work of men like Mr. Dolan does far more to correct this than hundreds of pieces of literature."

VISIT OF H.R.H. PRINCE CHARLES TO GRISE FIORD, N.W.T.

By W.G. Ballantyne

The Prince of Wales visited the Canadian Arctic during the latter part of April, 1975. A visit to Grise Fiord, a settlement on southern Ellesmere Island, was planned for Friday April 25, 1975, arriving Grise Fiord 11:55 E.S.T. and departing at 16:50 E.S.T. for Resolute Bay.

The settlement of Grise Fiord is located on the shore near the mouth of the fiord. Mountains and hills rise immediately behind the settlement to 2,500 feet. A very picturesque place.

The sea ice is very rough near the shore due to the action of the tides on large boulders in the water. Beyond this rough ice, a runway of smooth ice, marked with fuel drums and flags, is kept plowed. A taxi strip leading as close to the shore as possible, ended at an igloo with two dog teams tied nearby. The Prince was to go by dogs some ten miles along the coast on the sea ice to a very large igloo where tea and bannock would be served.

Early Friday morning, the weather at Grise Fiord was scattered stratus fractus with higher broken cirrus. Resolute Bay was not a good alternate as strong winds and snow were giving poor conditions. The Royal flight at Frobisher Bay decided against a flight to Grise and planned instead a flight to the Norman Wells, Yellowknife area for the day. During the day, the weather at Resolute continued to improve while at Grise it began to snow, large soft flakes like one sees over southern Canada, and a very rare sight at Grise. Friday evening, the Royal flight landed at Resolute Bay with the plan of visiting Grise on the Saturday. By early Saturday morning, the weather at Grise was bright and clear. The snow of Friday left nearly six inches of fresh snow on the ground so the dozer was immediately put to the task of clearing the runway and taxi strip. The runway was very nearly cleared by the time the people of Grise Fiord began to move about.

The Gulfstream aircraft bearing the Prince arrived just before midday, the entire settlement was on the ice to greet the Prince. There were a considerable number of hand flags in the hands of adults as well as children. The Prince met and spoke to the local administration (nurse, teacher, R.C.M.P. and the maintenance supervisor). He then met and spoke to the Inuit people of the settlement through an interpreter from the

ROYAL VISIT, GRISE FIORD, APRIL 26, 1975



Minutes after arrival, the Prince meets the settlement nurse.



After meeting the nurse, the Prince speaking with Mr. George Demeule (at left) the school principal, who with Mrs. Demeule supervise our Climat program at Grise Fiord.



The Prince and his interpreter (at right) who is a professor from the University of Saskatchewan.



Mr. George Demeule introducing an Inuit hunter.



The Prince and interpreter speaking with an Inuit couple.



Photos Courtesy of W.G. Ballantyne

University of Saskatchewan. The interpreter later told me that the Prince did try the Inuit language and that he was a very quick student.

After meeting all in the settlement, the Prince retired to a house decked in flags to change into caribou clothing for the dog sled ride to the large igloo. With the fresh snowfall on the ice, the dogs had much slower going. Taking longer than planned to go by dogs, the Royal party returned by skidoo. The Prince driving one machine with his security officer as a passenger. He was the first one back to the settlement, driving at quite a speed. The British Press became quite excited when they became aware of who was driving the fast machine. The security officer, hanging on to the machine, seemed to be quite used to this type of speed.

After changing from his caribou clothing, the Prince was then presented with various gifts from the local people.

A Twin Otter aircraft equipped with skis was then boarded by the Prince with the plan of visiting Beechy Island on the way to Resolute Bay.

Ice thickness measurements were taken of the runway and taxi strip. Hourly weather observations were taken from early morning until the Prince left Grise Fiord. Using the R.C.M.P. radio, these reports were passed to R.C.M.P. Frobisher Bay or R.C.M.P. Resolute Bay. We were unable to get any response from Aeradio Resolute.

I received the utmost in co-operation and manners from all members of the R.C.M.P. and in particular, Cpl. Frank Allison of Grise Fiord.

A point that surprised all was the flexibility of the tour organizers, when bad weather upset the schedule, changes were made very quickly and all moved along smoothly. I was never left in the dark as to what was expected of me. My thanks to the organizers of this tour.

In my opinion, the visit of the Prince of Wales to the Canadian Arctic was a great success. Everyone I spoke to at Grise Fiord and later at Resolute Bay were very impressed with the Prince, including myself.

ROYAL TOUR BEECHY ISLAND REPORT

By Bob Barrett

Having arrived Resolute Bay on Wednesday April 23rd approximately 1800 hours, I reported to the Officer-in-Charge of the Resolute Bay Weather Office, Mr. Gerry Machnee, my responsibility manager for this project.

The visit by HRH — Prince of Wales was planned for Saturday, April 25th with the advance party scheduled to arrive in approximately four to five hours. Thursday and Friday were spent working with Mr. Machnee at the Resolute Bay Weather Office as well as receiving special instructions on our Beechy trip by the Tower Foundation airport



◀ Cairn — left by
Labrador Crew 1956.

East side of Island. ▶



"IN THOSE NORTHWEST VOYAGES
WHERE NAVIGATION MUST BE
EXECUTED IN MOST EXQUISITE SORT."

JOHN DAVIS 1594
THE SEAMAN'S SECRETS

COMMEMORATING THE HEROIC ACHIEVEMENTS
OF THE MANY GALLANT MEN WHOSE VOYAGES
OF DISCOVERY IN THE HIGH ARCTIC TO FIND
THE NORTH WEST PASSAGES, CONTRIBUTED SO
MUCH TO THE KNOWLEDGE OF AND CHARTING
OF THE UNKNOWN PARTS OF NORTH AMERICA.

THIS SCROLL IS DEDICATED HERE
BY
HIS ROYAL HIGHNESS PRINCE OF WALES, KG, GCB,

◀ Cairn — dedicated by
HRH — PRINCE OF WALES.

Beechy Island looking
towards Devon Mainland. ▶

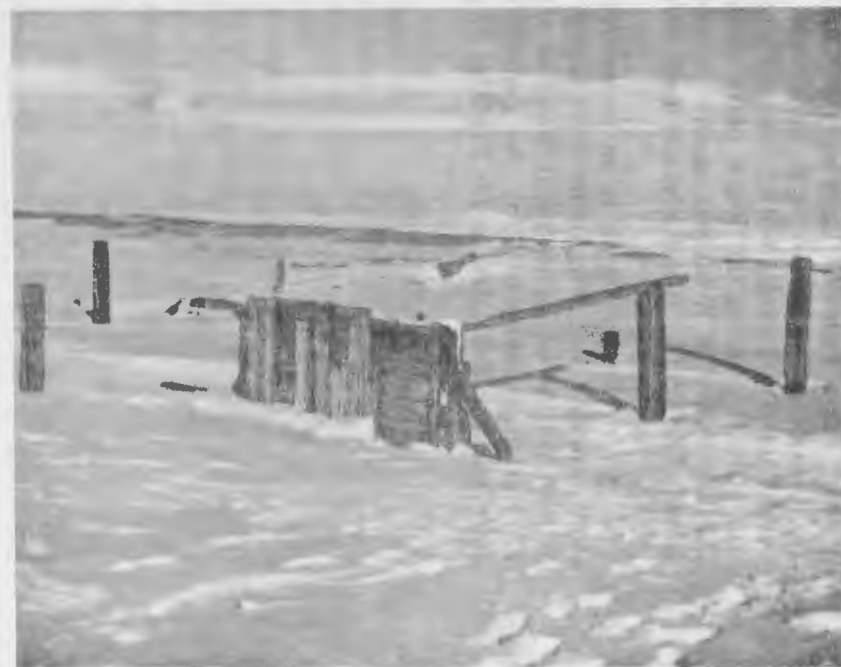




SE side looking towards Lancaster Sound.



Main Cairn



Remains of winter dwelling.



NE side — and main grave site.

Photos Courtesy of Bob Barrett

manager. Resolute Bay settlement was a hive of activity culminating what appeared to be weeks of preparation.

At approximately noon on April 25th, the Royal Tour schedule was changed because of deteriorating weather conditions at Resolute Bay and throughout the eastern portions of the Arctic. The revised schedule diverted the tour to Norman Wells and as a result the Prince did not arrive at Resolute Bay until 2300 hours instead of scheduled time of 1600 of April 25th. At approximately 0100 hour on April the 26th, it was decided to carry on with as scheduled with a visit to Grise Fiord and a stop over at Beechy Island on the return trip to Resolute Bay. Our advance party was briefed accordingly and departed for Beechy Island at 0800 hours on April 26th. The advance party consisted of myself as weather observer, one Department of National Defence fire fighter and one Eskimo. Transportation was provided by a DTO chartered from Bradley Air Services.

The weather at Beechy Island was good and final preparations were completed for the visit of the Prince by the arrival of the Department of National Defence Search and Rescue team. The weather conditions soon changed as a south flow brought in low cloud from the open leads of water off Lancaster Sound. Unfortunately, Resolute Bay weather was also affected by this same flow and their terminal conditions deteriorated to the point where the Royal Tour was redirected from Grise Fiord to Resolute Bay. With our arrival back at Resolute Bay, we were again briefed, and a decision was made to wait until the early hours of April 27th. before final plans could be made for the following day.

Our early morning briefing on the morning of April 27th presented grave doubts as to whether or not the Royal Tour would be able to reach Beechy Island. The weather conditions at Resolute Bay had improved but the continuing southerly flow presented some problems to the Beechy Island weather. Again the advance party departed Resolute Bay this time having to fly under extensive low cloud cover. The Search and Rescue Team followed carrying the Commissioner of the Northwest Territories, Mr. Hodgson. Our suspicions were confirmed upon our arrival at Beechy as the weather conditions had become worse from the previous day with the continuing southerly flow. The aircraft carrying the Royal party attempted to land at Beechy, however, the visit by HRH — Prince of Wales was again cancelled and rescheduled to depart for King Christen Island. The Beechy Island advance party was ordered back to Resolute Bay.

Beechy Island is an impressive site, rising straight out of the sea seven to eight hundred feet. The island itself stands like a monument in memory to the Franklin Expedition. Along its northeast shoreline are various graves, several cairns and the remains of a crude building used by the expedition to wait out the winter months. The main cairn which is dedicated to the Franklin Expedition is inscribed as follows:

**To the Memory of
FRANKLIN
GROZIER, FITZ JAMES,
and**

all their gallant brother
officers and faithful companions
who have suffered and perished
in the cause of science and
the service of their country.

THIS TABLET

is erected near the spot where
they passed their first arctic
winter, and whence they issued
forth to conquer difficulties or

to die.

It commemorates the grief of their
admiring country and friends,
and the anguish subdued by faith
of her who lost in the heroic
leader of the expedition, the most
devoted and affectionate of

HUSBANDS.

*And so He bringeth them unto the haven
where they would be.*

1855.

This stone has been entrusted to
and is affixed in its place by the
officers and crew; of the American
Expedition, commanded by,
Lt. H.J. Hartstone. In search of
Dr. Kane and his companions.

This tablet having been left
at Disco by the American
Expedition which was unable to
reach Beechy Island in 1855, was
put on board the Discovery Yacht,
and is now set up here by
Captain McClintock,
R.N. Commanding the final expedition
of search for ascertaining the fate
of Sir John Franklin and his
companions 1858.

WEATHER OBSERVATIONS: Beechy Island N.W.T.
 Lat. 74 43 Long. 91 55
 April 26 - 27, 1975.

April 26th.

261930Z 200SCTD15 -14/-17/0000/CI1 LOW CLD BNK DST S HRZN
 262100Z 25THIN SCTD15-13/-18/2005/ST4 ICE THICKNESS 6 1/2 FEET
 262140Z B160VC12-13/-17/1802/ST9
 262200Z B160VC12-13/-17/1802/ST9 CIG LWRG S
 262230Z B16BKN700VC15-10/-14/1206/ST9AS1

April 27th.

271230Z-XA80VC3/4S-BS-7/M/1618/BS5ST5
 271245Z-XB6BKN1500VC3/4IF-7/M/1618/F4ST5STI DRFTG SNW
 271300Z-XB70VC3/4IF-7/-8/1617/F4ST6DRFTG SNW CREST OF HILLS ON
 DEVON ISLAND OBSCURED
 271330Z-XB70VC3/4IF-7/-8/1520/F5ST5DRFTG SNW DEVON MAINLAND
 COMPLETELY OBSCURED
 271400Z W7X3/4IF-7/-8/1520/F10 DEVON COASTLINE OBSCURED

VOL DE FAMILIARISATION

par Michel Mondou

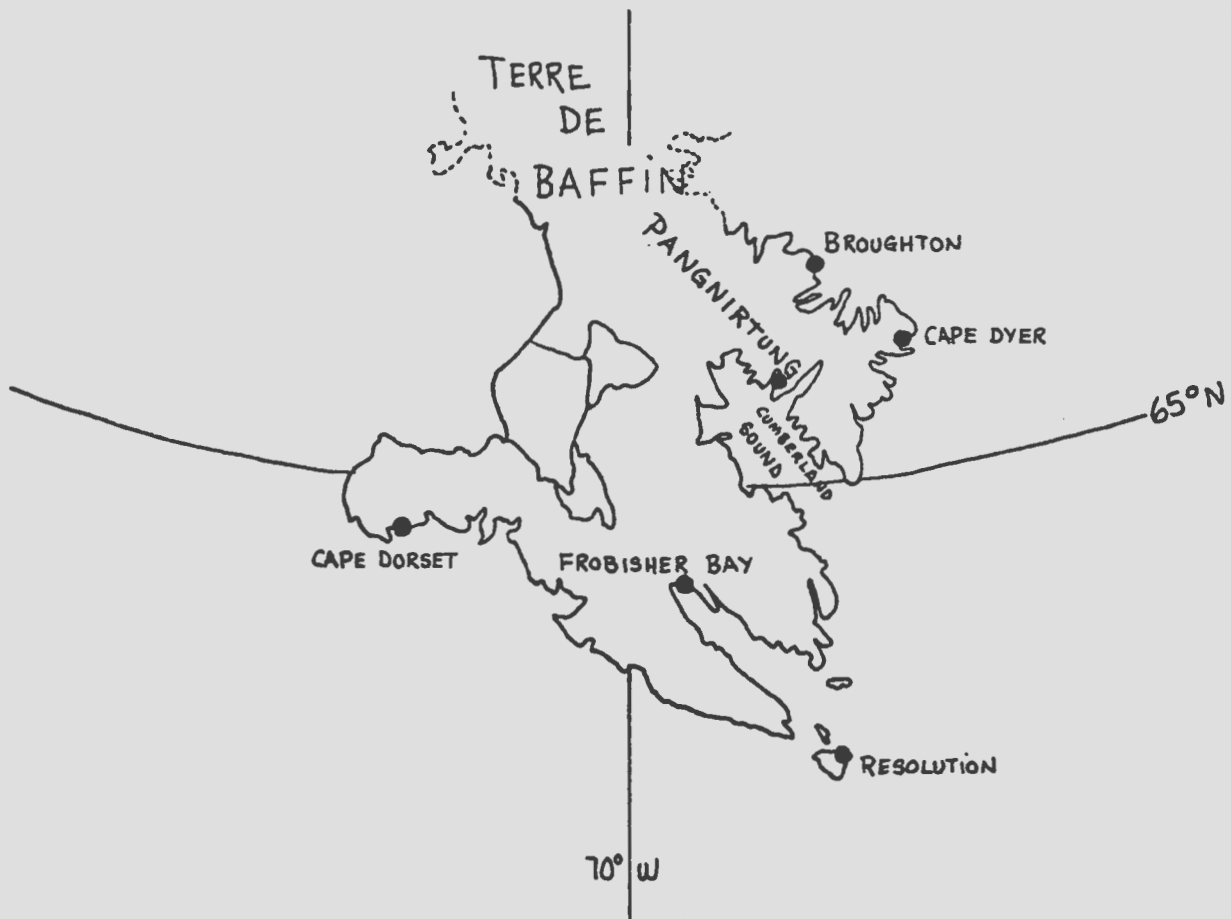
Frobisher Bay, le 22 avril 1975,

Il est 2h30. Nous sommes trois autour du Twin Otter de Nordair: Robert Corbeil, pompier du MOT de Sept-Iles, en route pour Pangnirtung en "mission" de sécurité préventive avant l'arrivée du Prince Charles. Louis Allard, technicien observation-présentation à Frobisher Bay, dépêché à Pang. pour assurer les observations météorologiques et prendre des mesures de l'épaisseur de la piste de glace sur laquelle le Prince doit se poser le 24 avril. Je fais aussi partie de l'expédition, dans mon cas ce sera un aller-retour la même journée, ce qui constituera mon premier vol de familiarisation de l'Arctique.

Les préposés aux bagages finissent de charger l'équipement à bord du bimoteur et préparent quelques sièges pliants pour les trois passagers. Un au revoir à Ed Guimond, CDS Frobisher, qui nous a conduit à l'aéroport et nous sommes à bord.

Les pilotes font tourner les moteurs quelques minutes et bientôt nous décollons vers le nord sur la piste d'asphalte longue de 9,000 pieds. Les prévisions du midi avaient annoncé 80SCT/SCT 3212. Il est 3h10 et il fait un temps splendide, l'actuel de 20z: 230-SCT 3119 -16C.

PANGNIRTUNG, T.N.O.



Le Twin Otter bifurque lentement vers le nord-est, cela me permet de tirer quelques photos de notre village. Nous atteignons le niveau de vol: 9,000 pieds; au distant nord-ouest, une mince bande d'altocumulus à notre hauteur. Pendant que Robert se remet de son voyage Montréal-Frobisher en sommeillant un peu (le bruit des moteurs couvre presque son ronflement) et que Louis semble perdu dans ses pensées, je me dirige vers la cabine du pilote. Celui-ci m'indique que nous volons à 130 noeuds avec une composante de ralentissement de 5 noeuds. Les vents sont 3120, c'est ce que donnait la prévision.

Nous survolons maintenant le Cumberland Sound, je remarque une ouverture d'eau assez mince dans la glace, c'est la seule que je verrai de tout le voyage.

Je reviens lentement à mon siège. On voit se dessiner vers l'avant, de l'autre côté du Cumberland Sound, des sommets rocheux à moitié enneigés dont certains atteignent 7,000 pieds. Ils paraissent assez près, j'aurais dit à quinze milles de distance si on me l'avait demandé: ils sont à plus de cent milles! C'est une des caractéristiques de l'Arctique de vous leurrer sur les distances: l'absence à toutes fins pratiques de végétation (donc de contraste) et de pollution (qui réfracte la lumière) a pour effet de diminuer les distances à nos yeux de "sudistes".

Robert est réveillé, Louis prend quelques photos. Nous pénétrons dans la baie de Pangnirtung: les ailes du Twin semblent râcler le côté des falaises, paysage fantastique!

Nous survolons la piste de glace et nous nous dirigeons vers celle de terre durcie. Le pilote effectue graduellement un 180 degrés pour prendre le vent de face sur la piste orientée 220-040 (SO-NE). Les vents sont légers: 2905. Il est 2120z (4h20) quand nous touchons le sol.

Un détachement de la GRC attend Louis et Robert pour les aider à transporter leurs effets et leurs outils de travail (équipement anti-incendie, cylindre d'hélium, instruments météorologiques).

Nous ne resterons pas longtemps. Les pilotes veulent toutefois se procurer de ce délicieux poisson qu'est l'omble de l'arctique avant de repartir. Bonne idée, j'en veux aussi. Après avoir salué Louis et Robert qui vont s'inscrire à l'hôtel, je pars avec eux.

Nous chargeons nos poissons gelés dans le nez de l'avion et nous remontons à bord. Le pilote pointe le fiord et m'indique, au milieu du bruit des moteurs, que lorsqu'ils volent vers Broughton Island (YVM), la plupart des avions s'engagent dans le fiord entre les falaises sur une distance d'une centaine de milles avant d'en sortir. Ils évitent ainsi de survoler des sommets qui atteignent 7,000 pieds à certains endroits.

A travers la discussion, j'apprend qu'il est dangereux d'atterrir à Pangnirtung avec des vents de l'est de plus de 10 noeuds; et à 15 noeuds on ressent de la turbulence d'intensité modérée à forte.

L'explication de ce phénomène réside dans le fait qu'il existe à 1/2 mille à l'est de la piste une première rangée de montagnes dont les sommets sont d'en moyenne 1,000 pieds. A l'arrière, il y a une deuxième chaîne de sommets de 4,000 pieds. Les deux chaînes de montagnes sont parallèles à la piste et il y a une vallée qui descend entre les montagnes et débouche sur la piste. Les vents katabatiques ou autres déboulent à l'occasion dans la vallée et sont canalisés à travers la piste, créant alors de la turbulence.

Où les agents de Nordair qui font des rapports sommaires de météo à leur "dispatcher" de Frobisher prennent-ils leurs vents de surface, puisqu'ils ne possèdent pas d'équipement météorologique? Le pilote me dit que l'agent se place sur la piste et mesure le vent à l'oeil (et au doigt); hum! un anémomètre à bras serait sûrement bienvenu chez eux, j'en parlerai à Ed.

Il est 5h20, c'est le départ: direction 220 degrés, cette fois nous survolons des sommets qui ne dépassent pas 2,500 pieds à quelques milles de la fin de la piste.

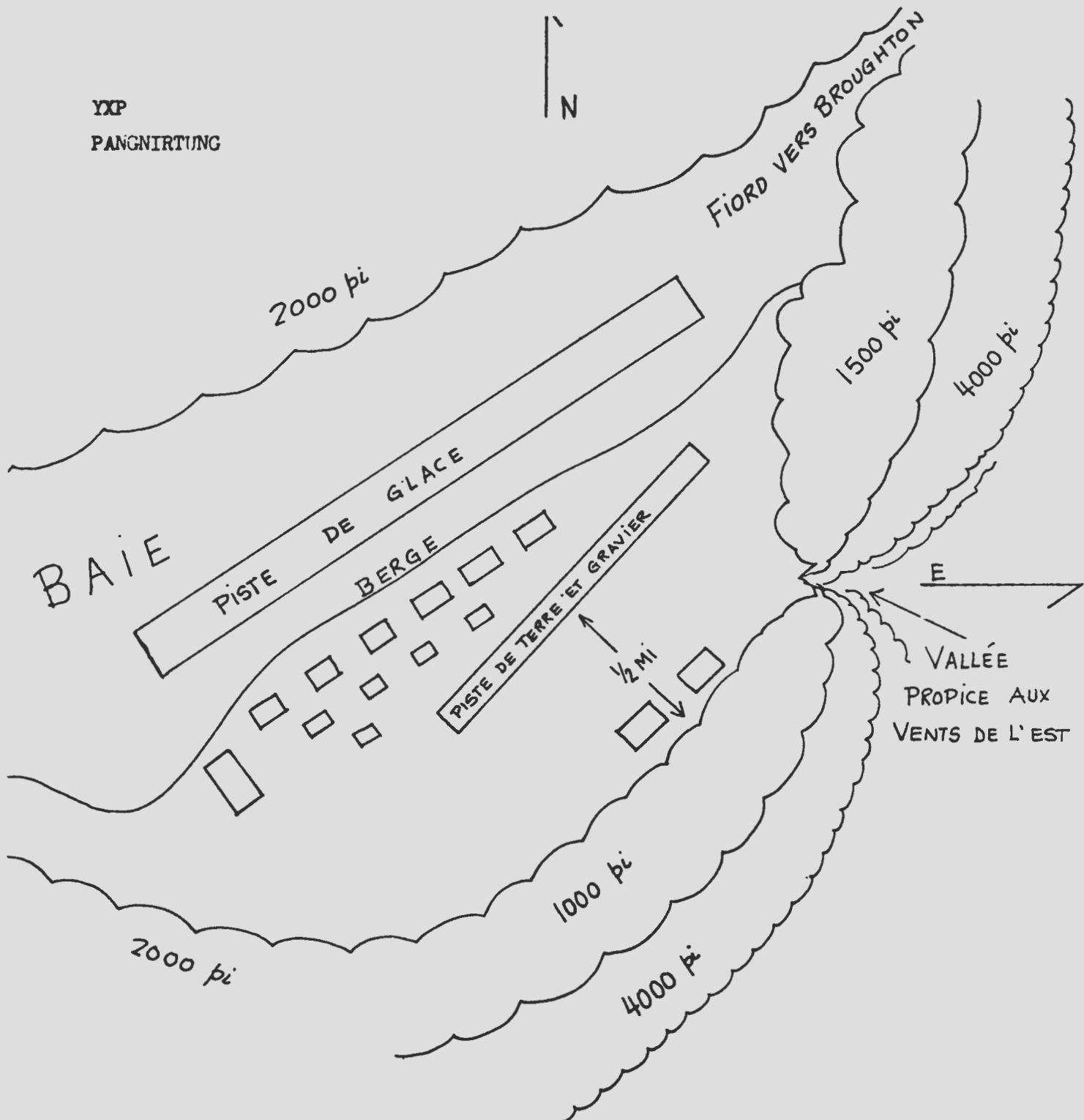
C'est/SCT, notre niveau de vol sera 10,000 pieds et nous bénéficierons d'un vent de derrière de 5 à 7 noeuds. Notre vitesse de croisière est 143 noeuds.

Quelques milles avant d'arriver à Frobisher, un message radio avertit les pilotes qu'ils devront faire le plein et repartir pour Clyde River: un malade à ramener à l'hôpital de Frobisher. On ne peut se servir de l'autre Twin Otter que possède la compagnie à cause de défauts mécaniques.

Il est 6h22 quand nous atterrissons. Le nez du Twin me rend mes poissons. Je salue les gars et retourne chez moi, satisfait d'avoir vu un deuxième village de l'Arctique.

YXP

PANGNIRTUNG



BÂTISSE ou HABITATION



LIMITES DES MONTAGNES

EX 2000 pi

HAUTEUR D'UNE CHAÎNE DE MONTAGNES

Pangnirtung, T.N.O.

Population: 500

Industrie: — chasse et pêche
 — Co-op et ce qui s'y rattache: — sculpture
 — Fabrique de vêtements du pays

Aéroport:

— hangars entretenus par MOT
 — desservi et utilisé surtout par Nordair qui y entretient un agent.

Piste: terre durcie et gravier. (220-040 degrés)

— longueur: 2,600 pieds
 — largeur: 80 pieds

— Limites:	Jour	Nuit
décollage	2,500pi—5mi	Clair visibilité non réduite montagnes visibles
approche	3,500pi—5mi	Clair visibilité non réduite montagnes visibles

Piste additionnelle (hiver)

— située sur la baie
 — longueur habituelle: 7,000 pieds.

AES PROFESSIONAL DEVELOPMENT PROGRAMS

As the role of our Service broadens, so do the roles of our meteorologists who must develop and provide these services. An increasing requirement for both innovative and effective professional training/developmental programs has followed as a corollary to these ever present changes.

Although the meteorologist must be first and foremost a professional scientist, highly knowledgeable in the science of atmospheric motion and weather, the tools of his practice and the realms of application continue to undergo rather rapid advance. Clearly it has been a challenge in Training and Development to meet and, of necessity, to anticipate the requirements for basic developmental programs to review, update and advance the knowledge and the skills of all meteorologists, at the same time providing information on widening areas of applications and research, in pace with accelerating change. Even the rather comprehensive basic program which has been developed to date must continue to evolve and adapt to the real needs of both individuals and offices in meeting the challenge of the years ahead.

The following summary indicates both the changes which have occurred since 1970-71 and the status of current and planned programs of the Professional Development Division of Training Branch:

1970-71

Month	Program	Location	Duration	Participants
May – June 1970	Malton Workshop	Malton	2 weeks	28 MT's
Oct. – Nov. 1970	Lecture Tour re: Boundary Layer	Major Weather Offices	1-2 days each location	~ 200 MT's
Jan. 1971	Montreal Refresher Course	Montreal	2 weeks	26 MT's
Feb. 1971	Orientation Seminar for SSS Officers	H.Q.	1 week	~ 20 MT's
1975-76				
Jan. – May	Maritimes Wx Office Implementation Workshop	Halifax	2 weeks (dvlpd over 6 months)	~ 30 MT's 5 EG's
++ March	Wind Wave and Ice Forecasting Workshops	Edmonton	1 week	26 MT's
April	Computer Applications to Forecasting Course	H.Q.	2 weeks	17 MT's 1 EG
June	Computer Methods in ODIT and Met. Applications	H.Q.	2 weeks	16 MT's
June	Computer Applications for Technicians (Co-ordinated by ACGC)	H.Q.	1 week	10 EG's
July	Computer Applications for Technicians (Co-ordinated by ACGC)	H.Q.	1 week	8 EG's
+ Nov. – Dec. 1975	Arctic Wx Central Forecasting and Satellite Imagery Refresher Course and Workshop	Edmonton	1 mo.	32 MT's 5-10 EG's
+ Jan. 1976	Refresher Course and Local Weather Forecasting Workshop	H.Q.	2 weeks	15-20 MT's (smaller offices, DND)
+ Feb.	Travelling Seminar	Regional Weather Offices	1 day each location	~ 200 MT's
++ TBA	Technological Transfer Workshop – Arctic Beaufort Project	Edmonton	TBA	TBA
Dec. – Sept.	Winnipeg WC/WO Implementation Workshop	Winnipeg	1-3 weeks (over 6-8 months)	~ 30 MT's 6-10 EG's

1975-76 (Cont'd)

Month	Program	Location	Duration	Participants
April	Computer Applications to Forecasting Course	H.Q.	2 weeks	15-20 MT's or EG's
++ Feb.	Seminars in Met. Applications (ACAD)	H.Q.	1-2 weeks	?

+ Currently under active development

++ Expertise Provided by other AES branches. Co-ordinated by ACEC

ÉTUDE DE L'OZONE DE LA STRATOSPHERE PAR ENVIRONNEMENT CANADA

Une équipe de 25 chercheurs canadiens en poste près de Yorkton, Saskatchewan, est sur le point de commencer le sondage le plus détaillé jamais entrepris dans la stratosphère.

A cet effet, quatre ballons-sondes, chacun propulsé par 15 millions de pieds cubes d'hélium et portant 3,500 livres de matériel scientifique, seront lâchés (à une altitude) de plus de 20 milles pour analyser les effets des fréons, gaz vecteurs pour aérosols, et les effets des gaz d'échappement des appareils supersoniques sur la destruction de la couche d'ozone qui filtre partiellement le rayonnement ultraviolet du soleil.

Ce sondage sera exécuté par le Service de l'environnement atmosphérique d'Environnement Canada, en collaboration avec l'Université York, les Universités de Calgary et de la Saskatchewan, ainsi qu'avec un organisme du Gouvernement américain, le National Center for Atmospheric Research, de Boulder, Colorado.

Les données obtenues grâce aux 12 expériences qu'on fera à bord de chacun des ballons seront transmises au sol et serviront à renseigner sur les rapports complexes qui existent entre les différents gaz de la stratosphère et le rayonnement solaire. Jusqu'ici, les chercheurs devaient se contenter de modèles théoriques pour évaluer de façon estimative la réaction de l'ozone avec les polluants chimiques.

La couche d'ozone constitue une protection contre les effets de la radiation des rayons solaires et des rapports récents ont soulevé des inquiétudes quant à ces effets. Les estimations théoriques paraissent indiquer que la disparition de 5% de l'ozone entraînerait une augmentation de 10% du rayonnement ultra-violet à la surface du globe, ce qui pourrait causer une augmentation des cas de cancer de la peau.

C'est la SED Systems Limited, une société appartenant à l'Université de la Saskatchewan, qui a conçu et fabriqué les appareils du sondage et qui les fera fonctionner.

D'une hauteur équivalente à celle d'un édifice de 50 étages, chaque ballon sera observé, dans son vol d'environ 24 heures, par quatre stations de la ligne Pinetree des Forces armées canadiennes. On prévoit que chacun sera entraîné à quelque 600 milles vers l'ouest, dans le sens opposé aux vents prédominants de surface.

La nacelle portant l'appareillage sera récupérée et réaménagée à la fin de chaque expérience pour être utilisée de nouveau dans le vol suivant.

Ce programme fait partie d'une étude de longue haleine, entreprise il y a cinq ans. L'an prochain, on prévoit lâcher d'autres ballons afin de vérifier l'exactitude des données de cette année, et aussi pour avoir une idée des variations qui se seront produites entretemps.

ENVIRONMENT CANADA SPONSORS STRATOSPHERE OZONE PROBE

The most comprehensive probe ever launched into the stratosphere is about to be carried out by a team of 25 Canadian scientists stationed near Yorkton, Saskatchewan.

Four giant balloons, each one lifted by 15 million cubic feet of helium and carrying 3,500 lbs of scientific equipment to a height of over 20 miles, will analyse the effects of aerosol propellants, known as freons, and exhaust gases from supersonic aircraft, on the destruction of ozone, the protective layer of gas which partly filters out ultraviolet radiation from the sun.

The probe is being conducted by the Atmospheric Environment Service of Environment Canada in cooperation with York University, the Universities of Calgary and Saskatchewan and a U.S. Government agency, the National Center for Atmospheric Research, of Boulder, Colorado.

Data from the 12 separate experiments on board each balloon will be telemetered to ground receivers and will be used to try to unravel the complex relationships between the various gases in the stratosphere and the incoming solar radiation. Until now, scientists have had to rely on theoretical models to estimate the reaction of ozone to man-made contaminants.

The ozone layer gives protection against certain effects of solar radiations and recent reports have raised concerns about such effects. Theoretical estimates suggest that a 5% reduction in ozone would result in an increase of 10% in ultraviolet radiation at the surface which, in turn, might increase the incidence of skin cancer.

The support system for the experiment is designed, manufactured and operated by SED Systems Ltd., a corporation owned by the University of Saskatchewan.

Each of the 50-storey high balloons will be tracked in its 24 hour flight by four Canadian Armed Forces Pinetree Line stations. Each balloon is expected to travel about 600 miles westwards, opposite the direction of prevailing earth-surface winds.

After each flight the instrument-carrying gondola will be recovered and re-instrumented for use in the next flight.

This new measurement program is part of a long-range study which has been in progress for the last five years. Additional flights planned for next summer will check the precision of the present data and also provide a measure of changes that will have occurred over the one-year period.

REGIONAL SUPERINTENDENT OBSERVATIONAL SERVICES CONFERENCE

Over the period July 15-16-17, representatives from all FSD Regions, DMetOc as well as Headquarters Directorates and Branches were in attendance at the first Regional Superintendents of Observing Services Conference held since the late 1960's.

An extensive agenda, organized by Observational Systems Division, was covered with main topics of discussion being Hydrogen generation, Raytheon Radar, Private Aviation Weather Reporting Stations, as well as Arctic Community Airports.

A unique feature was the combining of the conference with the 49th AES/MOT maintenance meeting during a morning session at which Telecommunications people from MOT HQ and Regional level were in attendance.

This conference, really the first of a new generation, proved to be a useful platform for exchange of ideas, information and guidelines between HQ and Regions.

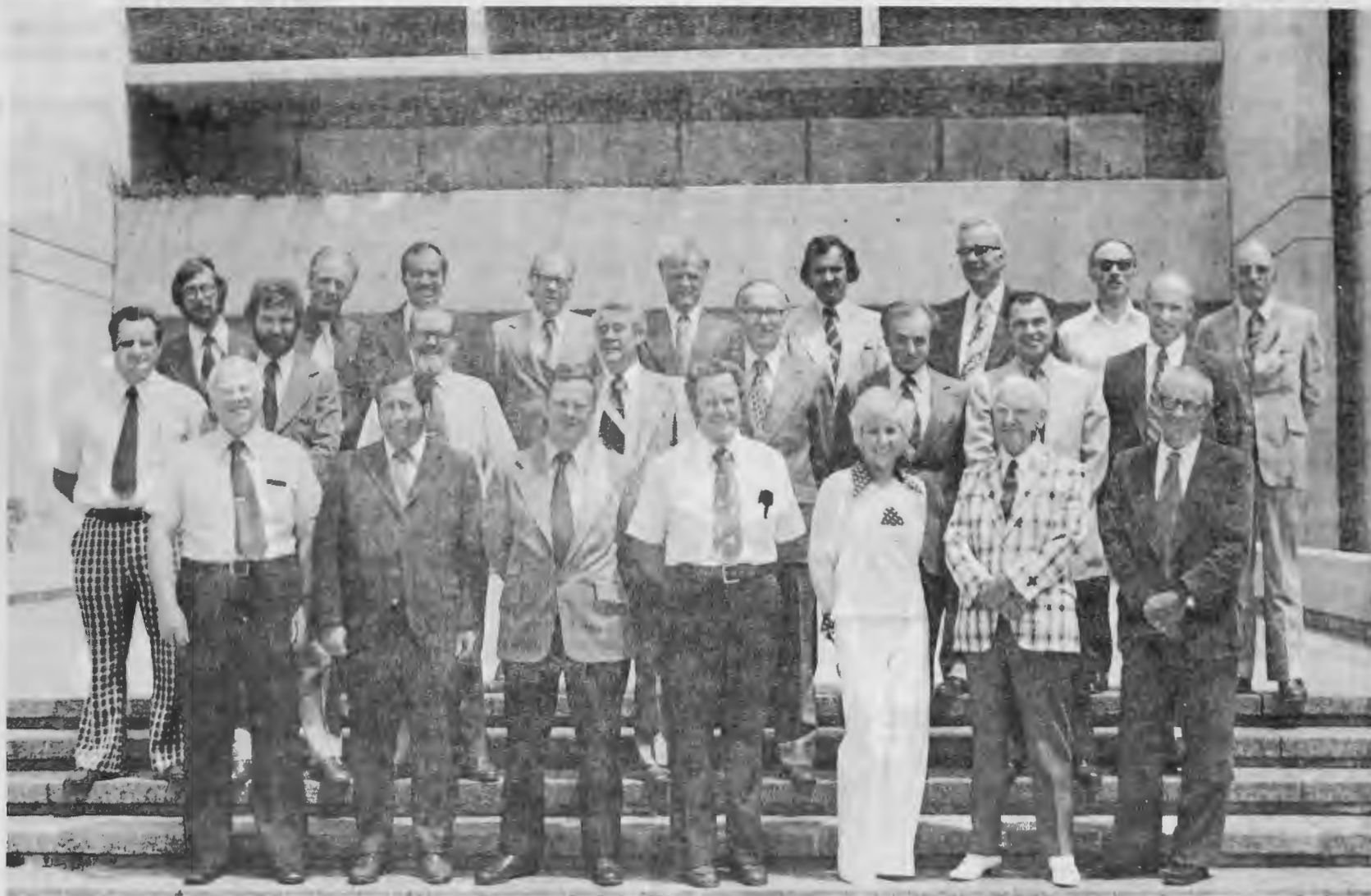
CONFÉRENCE DES SURINTENDANTS RÉGIONAUX DES SERVICES D'OBSERVATION

Des représentants de la direction générale des services extérieurs de toutes les Régions, de la DMetOc, ainsi que des directions générales et directions de l'Administration centrale ont assisté, du 15 au 17 juillet, à la première conférence des surintendants régionaux des services d'observation qui ait eu lieu depuis la fin des années 60.

La division des systèmes d'observation avait établi un ordre du jour comprenant de nombreux sujets, notamment la production d'hydrogène, les radars Raytheon, les stations privées d'observation météorologique pour l'aéronautique et les aéroports communautaires de l'Arctique.

Particularité unique en son genre: la 49e réunion du SEA et du MDT sur l'entretien a eu lieu en même temps que la conférence, pendant la session du matin du 17 juillet, et des membres de la DTE, de l'Administration centrale et des Régions du MDT y ont assisté.

Cette conférence, la première d'une nouvelle série, a fourni à l'Administration centrale et aux Régions, l'occasion d'échanger des idées, des renseignements et des directives.



RSOS Conference

Left to right:

Front row: F.J. Brunning, J.H. McBride, R.A. Strachan, D.G. Maxwell, S.F. Smith, F.T. Upton, W.W. Stewart.

Second row: R.S. Bourke, L. Berntsen, C. Brown, S.W. Dewar, R.R. Dodds, A.S. Mann, A. Missio, D.W. Challis.

Back row: W.L. Wiggins, I.R. Cotterill, R. Miller, A.D. Dow, J. Henderson, J. Vanier, J.M. Gleason, V. Jelinek, H.B. Kruger.

De gauche à droite:

au premier rang: F.J. Brunning, J.H. McBride, R.A. Strachan, D.G. Maxwell, S.F. Smith, F.T. Upton, W.W. Stewart.

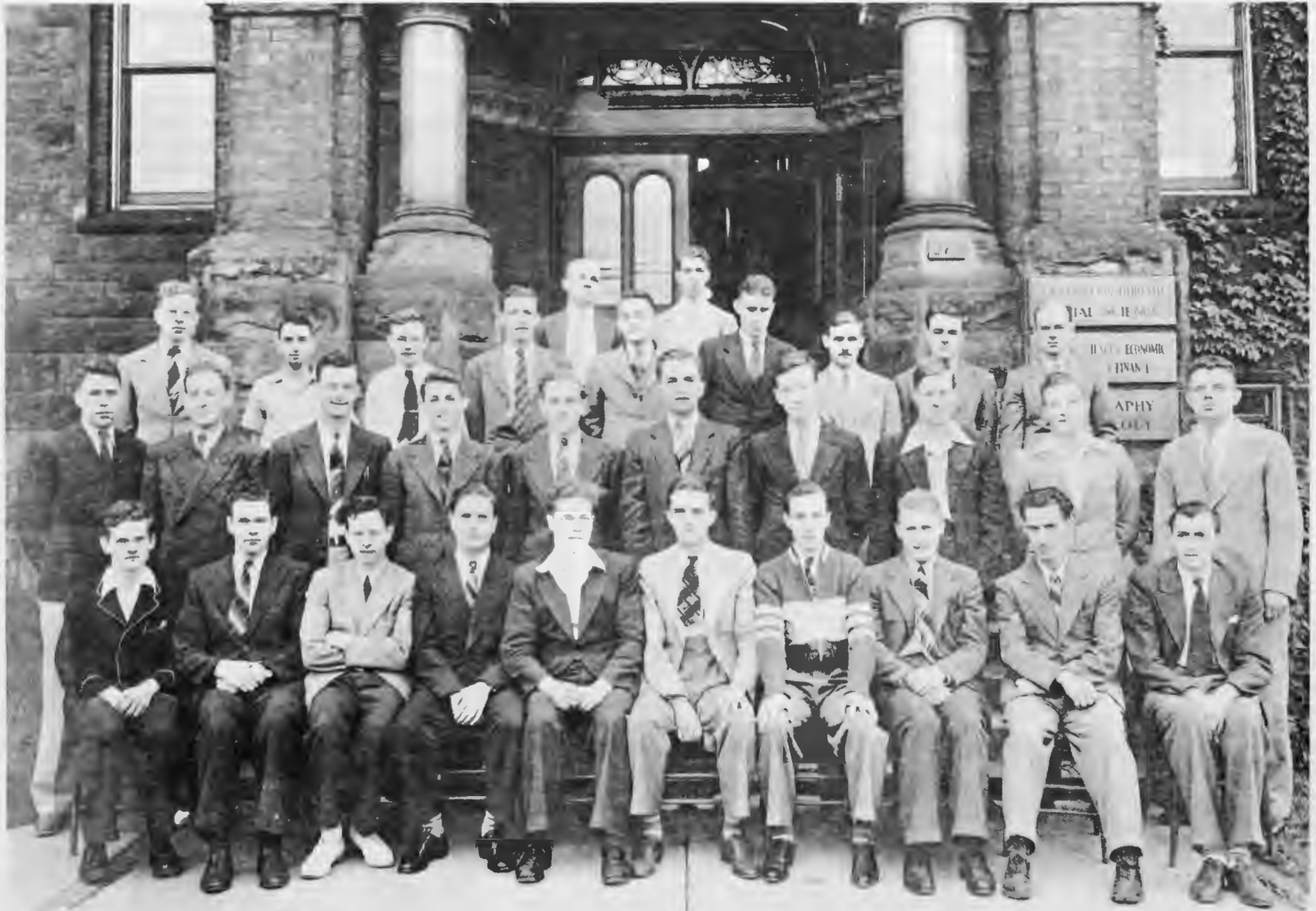
au deuxième rang: R.S. Bourke, L. Berntsen, C. Brown, S.W. Dewar, R.R. Dodds, A.S. Mann, A. Missio, D.W. Challis.

au dernier rang: W.L. Wiggins, I.R. Cotterill, R. Miller, A.D. Dow, J. Henderson, J. Vanier, J.M. Gleason, V. Jelinek, H.B. Kruger.

Conférence des SRSO

"THOSE WERE THE DAYS"

Short Course #3 in Meteorology – Dept. of Transport, Air Services Toronto, Ont., 1941



Left to Right – Front Row: Ross Armstrong, Rod McKenzie, Ted Munn, Harold Hutchon, Stu Dewar, Gordon Graham, Harold Baynton, Don Ross, Harry Greb, John Ferris.

Second Row: Art Vogt, C.M. Thompson, Al McQuarrie, Dick Douglas, George Legg, Al Loomer, Doug Holland, Doug Chapman, Gordon Munn, W.W. Fraser

Third Row: Paul Johns, George Chapman, Karl Buckthought, John Knox, R.B. Munro (?), J.D. O'Reilly, Ted Hamilton, Bill Stewart, Graham Potter

Back Row: Des Kennedy, Jim Leaver

Photo Courtesy of Doug Holland

ASSIGNMENT OF GRADUATES SHORT COURSE #3

Courtesy of S.W. Dewar

NAME	ASSIGNMENT
Baynton, H.W. (Harold)	#6 A.O.S. Prince Albert—Will remain 10 days Winnipeg district forecast office.
Buckthought, K. (Karl)	Unassigned—will remain at Toronto temporarily.
Butterill, R.D.	#6 S.F.T.S. Dunnville—will remain 3 days Malton district forecast office.
Chapman, D.G. (Doug)	Will remain at Toronto temporarily—probably take advanced course.
Chapman, G.M. (George)	Radiosonde program—will remain at Toronto for month or longer.
Dewar, S.W. (Stu)	#35 S.F.T.S. North Battleford—will remain Winnipeg district forecast office until further notice.
Douglas, R.H. (Dick)	Unassigned—will remain at Toronto temporarily.
Ferris, J.A.	Unassigned.
Fraser, W.W.	#31 O.T.U. Debert—will remain 3 weeks Halifax district forecast office.
Greb, H.M. (Harry)	#5 A.O.S. Winnipeg.
Hamilton, E.J.A. (Ted)	#34 S.F.T.S. Medicine Hat—will remain Malton 3 days.
Holland, J.D. (Doug)	Dartmouth—will remain Halifax district forecast office as recommended by Messrs. Lowe & Hornstein.
Hutchon, H.M. (Harold)	will remain Toronto temporarily—will probably take advanced course.
Johns, P. (Paul)	will remain Toronto temporarily—will probably take advanced course.
Knox, J.L. (John)	Unassigned—will remain at Toronto temporarily.
Legg, G.H. (George)	#16 S.F.T.S. Hagersville—will remain week Malton district forecast office.
Loomer, A.P. (Al ?)	#10 A.O.S. Chatham, N.B.—will remain 3 days Halifax district forecast office.
McQuarrie, A.F. (Al)	#4 S.F.T.S. Saskatoon—will remain 10 days Winnipeg district forecast office.
Munn, G.T. (Gordon)	#8 A.O.S. Quebec—will remain 2 weeks Dorval district forecast office.
Munn, R.E. (Ted)	#6 S.F.T.S. Dunnville—will remain 10 days Malton district forecast office.

Munro, R.B.	#1 S.F.T.S. Camp Borden—will remain 10 days Malton district forecast office.
McKenzie, R.C. (Rod)	#12 S.F.T.S. Brandon—will remain 3 days Winnipeg district forecast office.
O'Reilly, J.D. (John)	#10 A.O.S. Chatham, N.B.—will remain 2 weeks Halifax district forecast office.
Potter, J.G. (Graham)	#5 S.F.T.S. Brantford—will remain 10 days Malton district forecast office.
Ross, R.D. (Don)	#2 A.O.S. Edmonton—will remain 10 days Lethbridge district forecast office.
Stewart, W.W. (Bill)	#10 S.F.T.S. Dauphin, Man.—will remain 10 days Winnipeg district forecast office.
Thompson, C.M.	#7 A.O.S. Portage la Prairie—will remain 10 days Winnipeg district forecast office.
Vogt, A.F. (Art)	#9 A.O.S. St. Johns, Que.—will remain 3 days Dorval district forecast office.

WMO/METRIC DISPLAY — MARCH 21-22, 1975.

The dual purpose display was located in a high traffic area of Saskatoon's Midtown Mall. It was in the centre of the isle so that traffic on one side viewed WMO material while the Metric message was presented on the other side. The accompanying photo shows the Metric display.

As usual, material for the WMO portion was at a premium. The Prince Albert Satellite Tracking Station provided several colourful, interesting photos.

Two thousand "Weather Goes Metric" pamphlets were distributed during the two days. It is estimated that $\frac{1}{2}$ - $\frac{3}{4}$ of these people took time to read the posters while about $\frac{1}{4}$ asked questions, lodged complaints, etc.

On the 21st a "Celsius Day" was attempted. On this day the weather office would provide only Celsius temperatures in weather roundups to the media. Both television stations and two radio stations cooperated. One radio station balked. This seriously affected the project since it commands a majority of the audience. CBKST filmed a five minute interview, using the display as background, for playback during their early evening news broadcast. They also filmed a series of four 1-2 minute talks on different phases of weather conversion for playback during news broadcasts the following week.

The Metric display was relocated at the main branch of the public library on the evening of March 22 and remained there until April 7. Another 1000 copies of "Weather Goes Metric" were distributed along with 1-2000 copies of other metric material.



The two day project required many hours of preparation and of direct participation. The results, however, were most encouraging. The public showed a keen interest in the metric material and the personal contact helped some people to make the transition to Celsius.

The support provided by Regional Office was particularly welcome. Much of the success of this project must be attributed to their efforts.

HEADQUARTERS ART DISPLAY



For three weeks during July and August the ISO arranged an exhibit of paintings and photographs in the Headquarters lobby. Six people from the AES were asked to contribute some of their work. The pictures were changed once during the exhibit and considerable interest was shown by many staff members and the lobby was given a fresh appearance. It was felt that this sort of activity lends a personal touch to a fairly stiff building and makes staff members more aware of the interests and talents of their fellows.

PERSONNEL

The following have accepted positions as a result of competitions:

75-DOE-WPWA-CC-003	Western Region Whitehorse, Y.T. Shift Forecaster MT 4 W.G. Lumsden
75-DOE-TOR-CC-17	Field Services Directorate AES HQ Chief, User Requirements Division MT 10 P.G. Aber
75-DOE-WPWA-CC-003	Western Region Whitehorse, Y.T. Shift Forecaster MT 4 W.H. Hartman
75-DOE-TOR-CC-22	Field Services Directorate Office of the Director General AES HQ Specialized Resources AS 2 S.A. Lupack
74-DOE-TOR-CC-393	Meteorological Services Research Branch AES HQ MT 7 L.M.D. Burns
74-DOE-TOR-CC-275	METOC Centre Halifax F.S. Porter
75-DOE-WIN-CC-512	Central Region Observation Presentation Technician EG-ESS 5 C.D. Johnston
75-DOE-WIN-CC-515	Central Region Administrative Officer AS1 N.E. Arvidson
75-DOE-WIN-CC-516	Central Region OIC Churchill Weather Office EG-ESS 6 E.A.D. Favelle
75-DOE-WIN-CC-500	Central Region Supervising Forecaster MT 5 C.J. Baker

75-DOE-WIN-CC-511	Central Region Shift Supervisor MT 7 C. Brosch
75-DOE-WPNA-CC-001	Western Region Senior Meteorologist MT 5 Arctic Weather Central G.R. Schram
75-DOE-WPNA-CC-001	Western Region Senior Meteorologist MT 5 Arctic Weather Central A.R. Fisher
75-DOE-WPNA-CC-001	Western Region Senior Meteorologist MT 5 Arctic Weather Central A. Leganchuk
75-DOE-WPNA-CC-001	Western Region Senior Meteorologist MT 5 Arctic Weather Central O. Brown
75-DOE-WPNA-CC-001	Western Region Senior Meteorologist MT 5 Arctic Weather Central A. Serna
75-DOE-WPNA-CC-042	Western Region Meteorological Field Manager (OSERP) MT 9 A.S. Mann
75-DOE-WPNA-CC-009	Western Region Presentation Technician EG-ESS 6 Calgary Weather Office T. Fisher
75-DOE-WPNA-CC-031	Western Region Officer-in-Charge EG-ESS 6 Norman Wells Aerological Station C. Hunchak
73-DOE-ONT-CC-35	National Capital Region Chief Meteorologist MT 9 W.G. Lewis

The following transfers took place:

A. Jolicoeur	From: MOTTI Ottawa To: CFB Ottawa
R.R. Cooper	From: CFWO Lahr, Germany To: CFB Comox
E.F. Wilson	From: Toronto To: Arctic Weather Central – Edmonton
W.F. Hill	From: Cambridge Bay To: Fort Nelson – Aerological Station
J.F. Trane	From: Churchill To: Thunder Bay
R.A. Cooke	From: Churchill To: Saskatoon
B. Boughton	From: Churchill To: Toronto
N. Kulbaski	From: Winnipeg To: Toronto
T.R. Nichols	From: CFB Cold Lake To: CFB Edmonton
A.M. Donnelly	From: Montreal Weather Office To: Head, Systems Development Unit AES HQ
E.J.A. Hamilton	From: Canadian Forces Base Trenton To: National Defence Headquarters, Ottawa
G.J.C. Castonguay	From: CFB Edmonton To: 22nrwc, North Bay

The following are on temporary duty or special assignment:

R. Nelis	From: CSD, Head Customer Services To: Information Services Office
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Postings AOTC Graduates 7502

G.P. Hall	Central Region Isachsen, N.W.T.
S.V. Millard (Miss)	Central Region Resolute, N.W.T.

J.M. Sawchuk	Central Region Trout Lake
G.P. Burke	Western Region Sachs Harbour, N.W.T.
M.J. Haverstock (Miss)	Western Region Norman Wells, N.W.T.
A.J. Black	Western Region Cambridge Bay, N.W.T.
R.J. Bowering	Ontario Region Moosonee, Ontario
B.C. Heslip	Ontario Region Moosonee, Ontario
M.H.J.F. Richling	Atlantic Region Sable Island, N.S.
G.L. Forbes	Atlantic Region Goose Bay, Lbdr.
M. Skarpathiotakis	Quebec Region Frobisher Bay, N.W.T.
P.B. Fichaud	Quebec Region Hall Beach, N.W.T.
P.O. Bunst	Quebec Region Nitchequon, Quebec

Separations:

M.S. Janssens	EG-ESS 1 (CAED)	resigned
M.G. Moronda	EG-ESS 3 (CAED)	resigned
D.L. Jackson	EG-ESS 2 (CAED)	resigned
L.O. LeClair	EG-ESS 4 (CAED)	resigned
G. Innes	EG-ESS 2 (CAED)	resigned
J. Martin	(WAED)	resigned
G. Key	(WAED)	resigned
F. Olsen	(WAED)	resigned
G.J. McIlmoyle	(WAED)	resigned
C.D.W. Getz	(WAED)	resigned

Paul W. Ward Leaving Library Services as Head of Technical
Services July 14, 1975

Carol Dowden (Miss) Returning to University to further her education.
July 30, 1975

Graydon Lally

resigned Maritimes Weather Office
August 15, 1975**Deceased**

M.F. Dolan

Training Branch, AES HQ
July 29, 1975**The following have graduated from the MOTTI Course 75-3**

N.E. Hill	EG-ESS 1	to Island Lake, Manitoba
S.K. Forzley	EG-ESS 1	to Island Lake, Manitoba
R.A. Normandeau	EG-ESS 1	to Atikokan, Ontario
R.R. Pilotte	EG-ESS 1	to Armstrong, Ontario

TRIVIA**Les dictons météorologiques**

Descartes en 1637 dans ses "Météores", disait: "Enfin, ce n'est pas sans raison qu'on tient que le grand bruit, comme des cloches ou des canons, peut diminuer l'effet de la foudre; car il y ayde à dissiper et faire tomber la nue inférieure, en esbranlant la neige dont elle est composée. Ainsi se sçavent assés ceux qu'ont coustume de voyager dans les vallées où les avalanches sont à craindre; car ils s'abstiennent mesme de parler et de tousser en y passant, de peur que le bruit de leur voix n'esmeuve la neige".

* * * *

La pluie, le vent et les parents
Après trois jours sont embêtants.

* * * *

Orage de nuit,
Peu de mal, mais bien du bruit.

* * * *

Just whose side are they on?

Government estimates 1975-76 – “The Blue Book” includes the following gem of information under – Royal Canadian Mounted Police. En français – “Cette augmentation vise surtout les services de lutte contre le crime organisé”.

In English – “The increase is mainly for organized crime.”

* * * *

Peace River (A) Alta.

“Several calls logged under TOURISM/RECREATION are for a local pilot who visits his girlfriend/fiancée up in a forestry tower. His concern is for PCPN which will wash out the road to the tower. He has been stuck there at least once, at the beginning. Now he checks constantly for good weather, and credits the weather office in keeping his romance alive.”

Ed. Note – No Comment.

Churchill “A” Weather Service Requests

July 27 – A doctor from a German Zoo, requested weather for capturing Beluga Whales
 July 23 – Weather and Ice outlook Spence Bay to Resolute Bay to a Captain of a small sailing ship “The Endeavour,” attempting to sail the North West Passage.
 July 25 – Charter flight Churchill to New York to transport 3 captured Beluga Whales.
 July 26 – Five day outlook for Bird Banding (Geese).

* * * *

Weather Poem

This poem was written by Vivian E. Bennett, 41 Tomlin St., Waltham, Mass. on a day when the thermometer on the cool side of her house registered 43°C.

CANADA OH CANADA

Send down some crisp, cool air.
 From a week of humid sizzling stuff
 We're all in deep despair.
 “Taxachusetts” has so squeezed us
 We've no “bread” a trip to take,
 Blow down some COOL, good neighbours
 And a swap we'll gladly make.
 An hour later as if in answer to my plea,
 My door I opened to Canadian cool,
 Merci, Canadian Neighbours
 For your timely E.S.P.

EXPRESSIONS DIVERSES

Expression	Signification ou équivalent
C'est un maudit tannant	Il me fatigue
C'est un coq l'oeil	Il voit mal
Il a passé la nuit sur la corde à linge	Il n'a pas dormi de la nuit
Il n'y a pas un chat	Il n'y a personne
Je suis au bout de ma corde	Je suis complètement épuisé
Espèce de branleux!	Personne indécise
C'est simple comme bonjour	C'est très simple
C'est bien de valeur	C'est fort regrettable
Rester bouche bée	Ne pas savoir quoi répondre
Reste à savoir	Incertitude, inquiétude
Crier sur les toits	Le dire à tout le monde
Faire le sourd	Faire semblant de ne pas comprendre

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The office memo ended: This is just a suggestion, you don't have to follow it unless you want to keep your job.

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Education is what you have left over when you subtract what you've forgotten from what you learned.

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Sooner or later they seem to prove that everything that's good for you is bad for you, too.

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