

February 27th, 2014

What happened at Roswell, New Mexico, in July 1947?

What crashed – was it a weather balloon or an Alien UFO?

Presented by Hugh Reekie



In addition to the monthly Friends' lunch-time gatherings in the CRC cafeteria, Hugh also meets regularly in Kanata, with his former colleagues in commercial spacecraft assembly and qualification from Northern Telecom and Spar. One of the ongoing topics discussed is the Roswell mystery: there are three stalwarts who believe the crash there was of an extra-terrestrial spacecraft.

A year ago, Hugh expressed an interest, and was lent books; followed by some internet digging. There is an incredible wealth of information on the subject, although much of it of dubious provenance.

Hugh will present a history of the crash and its consequences, from what he believes to be reliable sources. Most slides will have book or web references listed, so that the curious can investigate further for themselves. After the main body of the presentation, Hugh will mention the “Canadian connections” – including that of former Canadian Defence Minister Paul Hellyer. The talk will conclude with a few slides on the topic “How many habitable planets might be out there?” A few hard-copies of the slides will be available for collection after the talk and a 7 Mb pdf file, one image for each slide, can be sent by email on request - h.reekie@ieee.org.

Whether you attend the presentation, or look at the slides on your computer, you will be taken on a wild ride!

March 27th, 2014

Going With The Flow on Land And Water: Canoeing, Sailing and Hiking Adventures in Canada

Presented by Marlene Medaglia and Edward Gurgurewicz

(All events in the CRC Auditorium at 1300 hrs unless otherwise noted. Friends and spouses, Shirleys Bay staff all welcome.)

Message from the Chair

This month's talk promises to be very entertaining! Let me state up-front that I'm a skeptic. Until I can actually touch an alien spacecraft, or date an (attractive!) alien, I remain unconvinced! But I have to say, that in researching this subject, I found some really interesting material on Wilbert Smith, Project Magnet and his "space people".

Wilbert Smith was a senior engineer with the Department of Transport (DOT). At the time of his death, he was superintendent of Radio Regulations Engineering for DOT.



Wilbert Smith
CRC Image 50-RPL-0099

There is a UFO connection to DRTE, the precursor of CRC in this area of research. Smith's lab was in the 'DOT Building' (Bldg. 67, now demolished), just east of the main entrance to the Shirleys Bay site. Wilbert Smith was researching the possibility of deriving power through the earth's magnetic field. He believed also that such power was the means of propulsion for UFOs.

Some of our older members may recall "Project Magnet", which was reportedly assigned to this research. DRTE funded that research until 1954, after which they allowed Smith an office and equipment, but with no additional funding, to further his ongoing research, which continued until his death in 1962.

There are any number of articles, readily found with a [Google search](#), some more credible than others, but most interesting is an audio recording of a lecture given by Wilbert Smith discussing his "alien" contacts.

<http://www.youtube.com/watch?v=h5WFqg6px4>



Bldg. 67 with unidentified researchers in 1956, CRC
Image 56-RPL-0642

Whether Wilbert's ideas came from his contact with "the space people" or was simply a manifestation of his later confused mental state may be debated. There are even conflicting reports about his cause of death, the general view being that he died as a result of a brain tumour. But other internet researchers insist that he died from bowel cancer.

But both Wilbert Smith and Shirleys Bay have a place in the internet UFO lore that now have a lasting on-line life of their own!

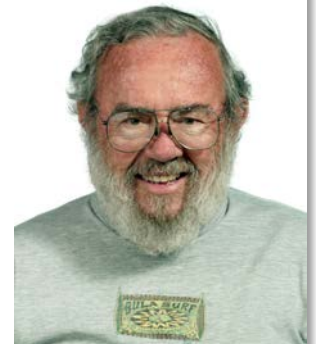
I invite you to join the Friends of CRC on the 27th of February in expectation of Hugh Reekie's highly entertaining and informative presentation!

[John Brebner](#)

Now For Something Different, by Colin Billowes

Traffic Control

North American road traffic control has grown up largely independently of most of the rest of the world and it is fundamentally different from that used in Europe and elsewhere. In particular, in North America, the system does not allow drivers to go through most intersections even if there is no other traffic in sight, without stopping. In Europe and many other parts of the world, the driver is trusted to proceed through an intersection without stopping, provided nothing is coming. In left-side drive countries like the UK, they have to give way to traffic from the right while in places where they drive on the right, they give way to traffic from the left.



Which is the best system? I doubt that accident statistics could yield an answer as they would be so difficult to compare them but there are some arguments in favour of the non-North American system.

There is no question that the KEEP MOVING-GIVE WAY system (KM-GW) system reduces fuel consumption because it reduces the number of starts and stops. It also smooths the flow of traffic and probably reduces the number of rear end collisions, especially in areas where there is snow and ice. This system also reduces unnecessary wear and tear on vehicles.

In North America, “STOP” signs festoon the road system. Even where there is unlimited visibility in all directions, up goes the 4-way stop sign and heaven help you if you violate this command in the sight of the police. This has resulted in the so-called illegal “rolling stop” that the vast majority practice. As the ancient Greek philosophers well knew, any law which is widely disrespected and abused leads to a general disrespect for all law – not a desirable result.

One of the useful inventions in Europe is the mini-roundabout which is no more than a small white circle in the middle of an intersection which is a signal that the “give-way” rule is in force. I find this a particularly effective device and although it could not be used in the same form in our climate because of the snow, I'm sure a suitable pole-mounted sign could perform the same function.

In my opinion, the excessive and unnecessary use of STOP signs in North America is an insult to our intelligence as an inferior system and it is time it was modernized in the direction of the rest of the world. However, given the widely decentralized governance of traffic rules, I'm not holding my breath.

So keep on rolling through those unnecessary STOP signs when it is clearly safe but watch for the cop hiding up the side road!

[Colin Billowes](#)

Colin welcomes your comments!



How Can You Help the Friends?

Preserving the history of DRB/DRTE/CRC and CSA during the 20th century is one of the Friends' mandates. To that end, we are always looking for documents and photographs relating to early projects.

If you have old photographs that are not identified as being DRTE or CRC images, we'd be glad to scan and add them to our collection. Any old slides/films would also be great candidates for digitization.

Our video project in conjunction with Andrew Huddleston and Algonquin College is still seeking volunteers. If you have a story about the early days, in any project, we'd be grateful for your participation. The video interviews will be arranged at a time and place of your choice. Please [contact John Brebner](#) directly for more details.

While much of the analog text and video material is still at risk of being lost, recording the personal reminiscences of former staffers are an imminent priority, as many of our members are past their "salad days"!

We welcome contributions to the newsletter: these can be short (300-600 word) recollections of your time at Shirleys Bay, updates on your current activities since retirement, or just about any topic that you think may interest our members. Don't be shy, most of our members will enjoy your memories of Shirleys Bay!

Don't forget [our website](#) that already preserves many of the Friends' stories!

Please contact any of the Friends, listed below, if you have suggestions or contributions for our organization.

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