

Skywriter



THE MONTHLY
INFORMATION BULLETIN

10 RCAF GROUND OBSERVER CORPS DETACHMENT
1363 HOWE STREET, VANCOUVER 1, B.C.

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AUGUST 1956

"SKYWRITER"

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FROM THE
OC's DESK

By
F/L NC JOHNSON

This month we salute our American Ground Observer Corps neighbours who held their 4th Anniversary of Operation "Skywatch" on Saturday 14 July 1956.

This special occasion marking four years of continuous watch was proudly celebrated by our allied Filter Centres throughout the United States. Also on this particular day our now closest neighbour, the Portland Filter Centre, celebrated the official opening of their new vertical Plotting Operations Room combining both Seattle and Portland areas of responsibility.

Having accepted a kind invitation to attend these auspicious occasions in the Portland Filter Centre, S/L Hoseason F/L Riley and myself have just returned from Portland with happy remembrances of the friendly and hospitable reception given us and also with deep impressions of the loyal and enthusiastic support the American civilian volunteers are giving to the Air Defence System of this continent.

S/L Hoseason a guest speaker representing the R C A F paid tribute to their great efforts in the past four years and left no doubt in the minds of our partners in Air Defence that we here in Western Canada are also standing watch 24 hours a day.

Among the distinguished guest speakers officiating at the ceremonies was Brigadier General Puryear, Commander 25th Air Division, U S A F, who cited the Canadian Ground Observers for their part played in the Continent Wide Exercise "Crackerjack" held December 1955. He stated that our Observers in the far north had provided nearly three hours Early Warning of the Bomber force (undetected by Radar) simulating an enemy attack on our vital targets in North America.

Our Official visit also gave us the opportunity to evaluate and see at first hand Portland's new GOBC vertical plotting system now in operation. This new plotting system successfully in use in a few of the Filter Centres in United States differs from our present method of plotting in that their aircraft flashes are first recorded on slips of paper and then relayed by a Filterer to a Plotter standing behind a large transparent vertical plotting board. The Plotter uses a special pencil and is trained to write the plot information backwards so that those in front of the plotting board can see the tracks and displayed information in readable form.

Among the enthusiastic and interesting volunteers I met, was Mr. Louis A. Borde formerly from Victoria, B.C., who has a 24,000 hour bar and was awarded an American Distinguished Achievement Award during the ceremonies.

He is the Post Supervisor at Eugene, Oregon, and has four of his own private telephones working 24 hours a day for the Ground Observer Corps.

Our visit to the Portland Filter Centre, left me with the realization that our neighbours to the south of us are effectively and earnestly providing Air Defence Early Warning most worthy of teaming up with.

Flashes - -

Then we did receive this wee card from Filter Centre Volunteer Sally Whyte -

You will perhaps recall in last month's flashes, a note about a new type OTTER aircraft with two engines. That was before we went down east on vacation.

While lazing about, we did hear of yet another oddity which we thought most intriguing. Concerns a flying ghost and the story begins like this.

"When Charles A Lindbergh was an obscure air mail pilot some thirty years ago, Canadians craned their necks to gaze at the old Ford 3 engine plane that raced through the skies at 125 mph.

Now the old Tri-Motor is coming back. An aircraft company in California is going to build 100 of this old craft, identical with the old Ford plane except for more efficient engines.

The aircraft's chief advantage is its slow speed - it will now be 145 mph - and ability to take off from a short runway.

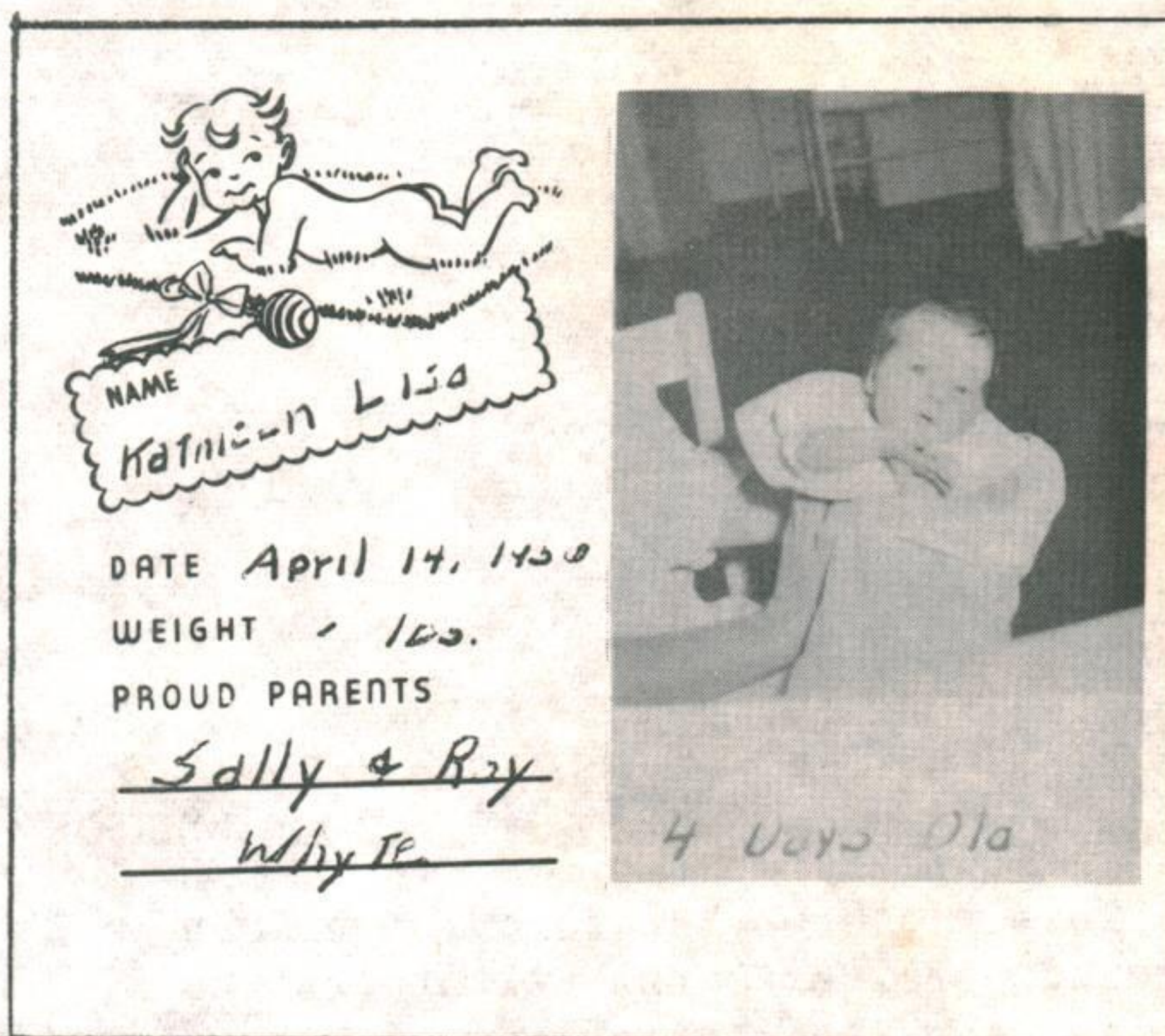
It will be renamed the Bushmaster in recognition of its role in the frontier areas of the world. It will take off in 200 feet empty, and 900 feet loaded. When flaps are added, it will take off empty in 100 feet.

The plane is designed for many of the world's airports which have short runways. At least one firm in Canada has ordered one of these flying ghosts and will probaby use it for crop dusting."

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Whilist casting about for a fine big trout down east, we did also learn a very important thing. Patience is indeed a virtue. And so, even at the risk of rushing the season, we do intend to resolve come New Years to make like a true fisherman and be patient. (Do they really catch fish that way?)

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Isn't that nice. A brand new recruit. She's signed up for the Monday afternoon class starting April 14, 1968. In a note attached Mrs Whyte reported a move from Vancouver to Selma Park BC. Now Selma Park is located on the Sechelt Peninsula, and would seem a lilely place for a new Post. We wouldn't be at all surprised if the next field trip into that area would see our good friend Sally Whyte become Chief Observer Sally Whyte.

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Then your Editor got a breezy report from that man about Kamloops Tommy Young. SKYWRITER will have a column by Tommy starting next month for sure. The Kamloops area, as you know, is one of the younger regions, but age is certainly no problem there. The aircraft flash calls are booming right in showing the results of Mr Young's fine work as Regional Supervisor of the Kamloops Area. Welcome to SKYWRITER Tommy, and keep that air cooled typing machine of yours hopping.

Editor

PROJECT X-RAY

Prepared by Lac Armstrong

Ref: The Animal Kingdom
(Frederick Drimmer)

During World War II, the United States inducted thousands of men and women into the Armed Services. This, of course, is a well known fact. But did you know that thousands of bats were also "conscripted" into the services of the U.S.A.? They were enlisted in a most dangerous branch of warfare all their own, the bat suicide squad, designed to carry incendiary bombs into enemy territory for the purpose of setting fire to industrial centres and ammunition dumps. The project was carried on with great secrecy and President Roosevelt and top military officials in Washington gave their full approval.

This was not the first time that bats were used as a purpose for warfare. The free-tailed bats are also known as the guano bats. Where caves have been used by these bats for centuries, vast quantities of guano have been accumulated. It is in great demand by agriculturists for fertilizer and many tons have been removed. Earlier, during the American Civil War, bat guano was utilized by the Confederates in making niter for gunpowder. The best deposits known were in Texas, and were guarded by a regiment of soldiers.

For the World War II project, free-tailed bats proved ideal. There were and still are eight million of them in the Carlsbad Caverns of New Mexico. Each bat proved capable of carrying a bomb load three times its own weight. A one-ounce time-bomb was strapped on the bat's chest and was actually larger than the animal itself. When exploded, the bomb produced a twenty-two inch flame that

burned for eight minutes.

In tests the bats were packed individually with their bombs into crates, very similar to the way eggs are packed. As long as the crates were kept under refrigeration at 40 degrees, the bats remained dormant and required no food.

These crates were carried in aircraft and dropped by parachute, which gave the bats time to warm up and be ready to fly at one thousand feet. When a crate opened (an automatic mechanism took care of this), it spread from one thousand to five thousand bat-bombs over an area of twenty miles in all directions.

Usually, when released, the artful little bats crawled into a narrow crevice of some building, chewed off their harness, and continued on their way, leaving the bomb to do its deadly work as planned.

In preliminary tests, a village was burned to the ground and a couple of bomb-equipped incendiary bats which escaped burned up the auxiliary air base at Carlsbad, New Mexico. At about this time, the Navy took over the bat brigade and dubbed it, "Project X-ray".

When the atom bomb was nearing completion in 1944, Project X-ray costing two million dollars, was suddenly dropped, either before or soon after it was put into practise in Japan. Silence has now shrouded it's end.

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GROUND OBSERVER CORPS
NEEDS
SPARETIME WORKERS

SPOTTING ON OPERATIONS

by F/O L.P. MacKinnon

Normally we think of "Aircraft Flash" as a means of transmitting messages from Observers to the Filter Centre on movements of aircraft passing through their Areas of Observation. This month we would like to take a little time out to explain another aspect which is the reporting of other unusual movements such as, Naval vessels, dropping paratroops, and the landing of troops on the coast. To give you a concrete example of how these movements can be reported by Observers we will go back to Sunday, July 22nd.

At approximately 4.10 PM DST we received a call from the Observation Post KE 55 Red at Oyster Bay, reporting four naval craft heading Northwest up the Strait of Georgia. This information was quickly passed by the Radar Teller in the Filter Centre to the GCI Controller. A few minutes later the Radar Teller was informed by the Controller that these were friendly vessels headed for Prince Rupert.

At 5.17 pm another report was received, this time from KF 40 Red at Campbell River. This report stated that three naval craft were headed northwest up Discovery Passage while a fourth naval vessel was anchored off Campbell River and discharging Army Personnel. On relaying this information from the Filter Centre to the Controller the Radar Teller was informed by the Controller that the personnel being discharged from the naval vessel were navy personnel in summer dress, which is similar to the army summer dress.

At 6.20 pm a third report this time from KF 30 Black at Brown's Bay said that three naval craft had appeared off

Brown's Bay; two of them dropped anchor and the third vessel continued north up Discovery passage.

Not only did the last two Observation Posts report the number of vessels, but they also reported the numbers printed on the side of the vessels, helping to give a positive identification, as to which vessels anchored and which ones continued North.

The keen interest shown by the Observers from these three posts is to be commended upon and congratulations for this fine reporting on the unusual movements of naval vessels in their Area.

While these were only friendly naval craft heading northward on a normal summer exercise the importance of reporting them is what we wish to stress. As much information as possible should be given by an Observer about an unusual movement, as the more detail given the easier it becomes to have the report identified. So if you see anything unusual happening in your Observation Post Area of responsibility in regards to aircraft apparently in trouble, naval vessels, blimps, dropping of paratroopers, or large concentrations of troops, please report it immediately to your Filter Centre.

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SEARCH and RESCUE

A Peace Time Role

of the

Ground Observer Corps

PERSONALITY OF THE MONTH

by F/O R.E. Woods



This month our personality and latest addition, LAC W.R. MacDonnell hails from the fair city of Revelstoke, cradled between the Monashee mountains and the Selkirk range, torn asunder by the mighty Columbia river. Revelstoke is one of the most pictureque cities of B.C.

Bill or "Mac" as he is known to his friends was born in 1935 and received his public school and high school education in Revelstoke where he resided for 18 years.

Mac naturally skies in the winter, with the world's largest ski jump visible from his living room window. Other sports engaged in by our intrepid airman are swimming (incidentally Mac went down 40 feet into the Columbia in the brisk September air one night. No, not an evening dip, inside a car!)

With some of Canada's best fishing a few miles from his home, Mac is quite an angler and if you are ever going into the Revelstoke area Mac can give you the low down on where the big ones are.

Whilst going to high school, Mac had

his first insight into the R C A F as a cadet being an active member of the Revelstoke Cadet Squadron.

Probably this had some bearing on our personality packing his bag in 1953, bidding his mother, father, brother and sister goodbye and joining the R C A F

Mac with his ability to absorb knowledge quickly and easily soon qualified as a Radar Fighter Control Operator and his first tour of duty was spent at Parent, then from one paradise to another. He spent over a year at Tofino.

In the spring of 1956 10 GOBC Detachments were fortunate in securing the services of LAC MacDonnell who with his quiet unassuming manner soon made himself a valuable member of the staff.

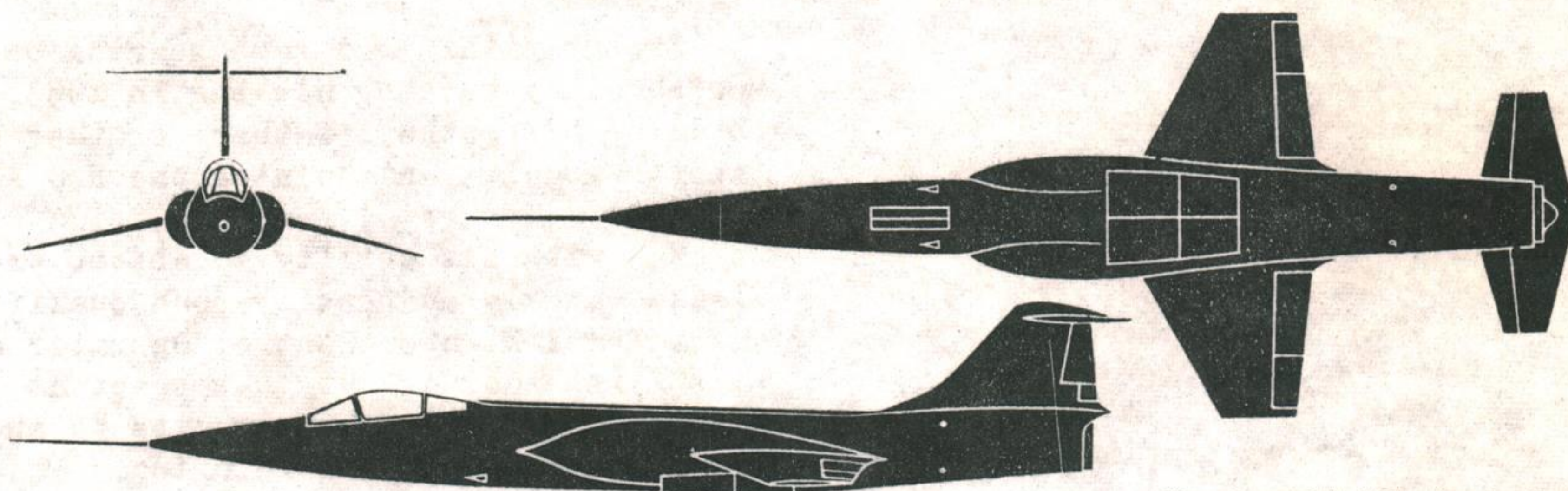
Mac's many friends in the Ground Observer Corps wish him every success and happiness in the R C A F

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Win Your
Civilian
Wings



AIRCRAFT OF THE MONTH



Silhouette copyright "The Aeroplane"

In this silhouette of the Lockheed F-104A Starfighter the intake covers which hide the true shape of the fuselage side air intakes are shown in position. They are, of course, removed before flight.

LOCKHEED'S F-104A STARFIGHTER

Prepared by Filter Centre Volunteer
Larry Wong

On April 17th Lockheed Aircraft Corporation and General Electric unveiled the latest American jet fighter. Though this aircraft flew for the past year no photographs were shown to the public during that period. The prototype XF-104 piloted by test pilot Tony LeVier, slipped through the sound barrier on its first flight. So fast is this aircraft it has gone supersonic in a climb. The service ceiling for the F-104 is probably about 70,000 feet. No doubt the rate of descent of this speedy plane is around 65,000 feet per minute. The XF-104, powered by a Wright J65 with afterburner has reportedly flown at Mach 1.8 (1,192 mph.) The official world's speed record is 1,132 mph by Peter Twiss in a British Fairey Delta 2. The production F-104A will be powered by the much more powerful GE J79 with afterburner. With this sort of powerplant the F-104A is obviously capable of higher speed, reported to be better than Mach 2 (1,324 mph.)

Lockheed has also developed a two-

seat version, the F-104B, which has been ordered by the USAF. Australian aircraft manufacturers are interested in the F-104, which they may use to succeed the Avon F-86.

The gross weight of the F-104A is about 15,000 lbs. Span is 21 feet 6 inches; length is 54 feet 9 inches and height is 13 feet 6 inches. The J79 engine is said to develop a 15,000 lb thrust. With additional underwing pylon tanks, the plane is estimated to have a 2,200 mile range.

Unusual feature of F-104A is the very small, thin straight wing, having a 10-degree negative dihedral. The wing panel measures 7 feet 6 inches from wing-root to tip. The root chord is around 10 feet 6 inches, tip chord about 4 feet 10 inches. Thickness of the wing at centre chord panel of tip is about $1\frac{3}{4}$ inches. The radius of the leading edge of the wing (and the tail surface) is .016in. ($1/64$ in.) Truly no other aircraft in the world, even the research craft, has a wing as thin as the F-104's. When on the ground, the leading edge of the plane is padded with felt. Because it is nearly as sharp as a knife, it is covered to protect groundcrews, and for the less colourful reason that of

protecting the wing against possible damage by ground equipment which could distort the aerodynamic shape of the airfoil.

Though not featured on the prototype the production models are said to have an external ramp or wedges mounted on the fuselage on the engine inlets which cause a shock wave to form. This is an efficient method of obtaining air into the inlet at speeds above Mach 1.4. Photographs of ground shots shows the air intake ports covered with shields for security reasons.

The canopy of the F-104 does not slide back or open up like a clam but rather the left side of the canopy is hinged to the fuselage. It is similar to half the hood of an old-time car. Ejection is downwards. The Douglas F3D Skyknight the research craft X-3 and the B-47 jet bomber are the only other ones with downward ejection seats. This is to avoid hitting part of the plane at high speeds.

Other design features of F-104A include the use of boundary layer control. That is, a method of creating more airflow over flaps by bleeding the engine at the compressor and directing it over the wings during take-off and landing.

Take-off speed is 200 mph and landing speed is 149.5 mph. Dive brakes are located on side of fuselage, just aft of wing trailing edge. A tail chute is used for landing. Forward of and below air intake on right side of fuselage, there is a ram air turbine which may be dropped into the airstream to produce drive for emergency hydraulic and electrical services.

Armament is a 20 mm cannon but the aircraft can carry missiles or an atomic bomb. Main landing gears as well as nose gear retracts forward into the fuselage.

We can well expect for the F-104A to take a crack at the world's speed record very soon.

Larry Wong

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Portrait

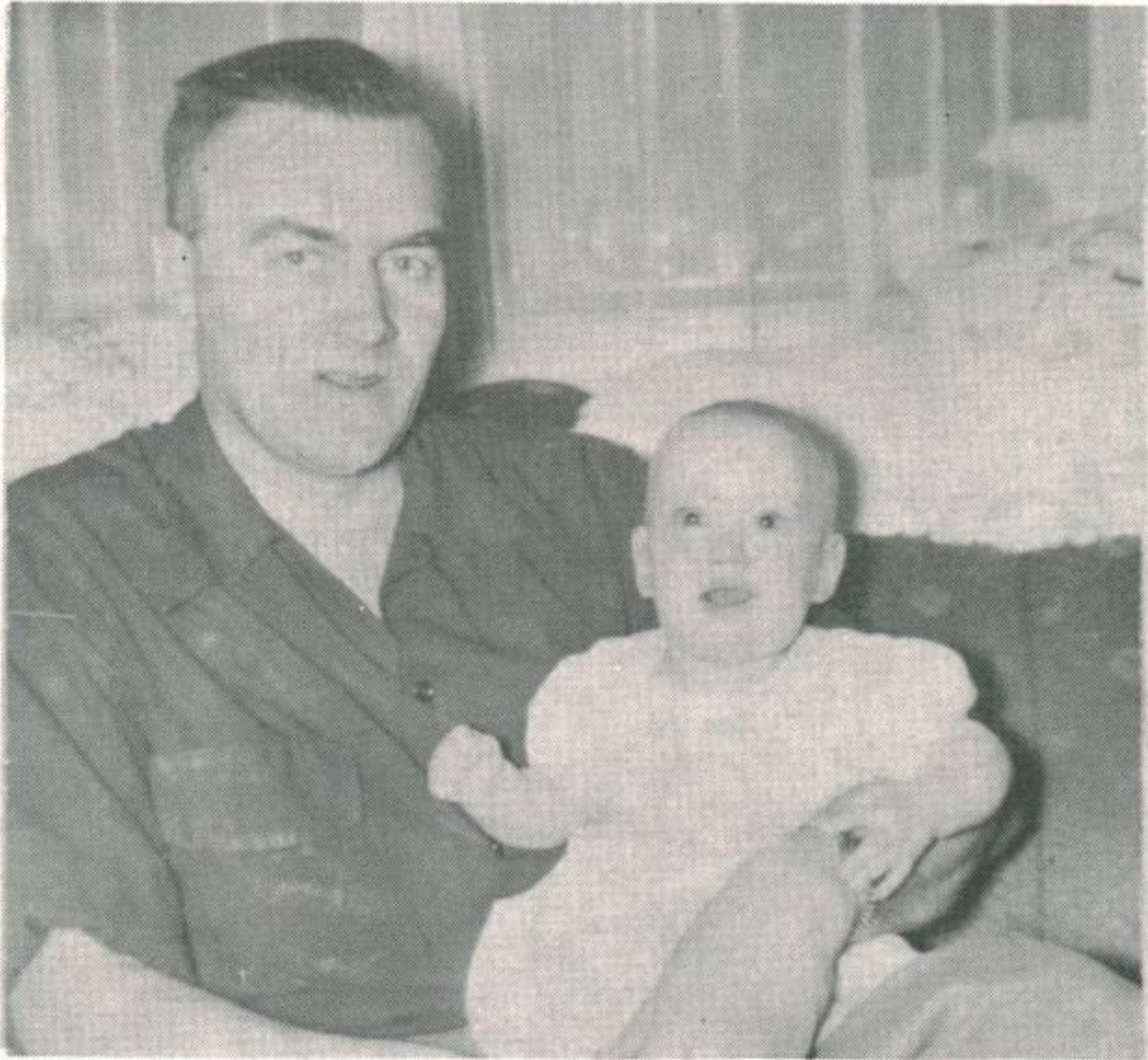
DONALD R ROSS



Day Supervisor Don Ross, 1955 Award of Merit Winner, is the newly appointed Chairman of 10 Detachment's Filter Centre Civilian Committee. In addition to his normal duties as a Filter Centre Volunteer, his supervising and traing work, Don has now taken on the big job of shepherding our Civilian Committee. This is the group of Filter Centre Volunteers who act as a Council or advisory board to the OC on matters concerning the Volunteers. They arrange Social activities, assist with training, recruiting, public relations and a hundred and one other details.

Congratulations on your appointment Don, and we echo your remarks of appreciation to your former chairman Jerry Rabnet who worked very hard at welding the Committee into its present efficient state.

A N I N T R O D U C T I O N T O O U R K E Y
R E G I O N N E W E S T A D D I T I O N



Regional Supervisor Arnold Abramson
and child

-0-



Assistant Regional Supervisor Art Dabell

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Another link was forged in the Air Defence chain with the organization of the GOBC in the Revelstoke Region, and the establishment of three new Observation Posts, Revelstoke Arrowhead and Malakwa.

Arnold Abramson, a well known resident, ex-president of the legion and employee of the C.P.R. is the Regional Supervisor. Aably assisted by Art Dabell. Arnold and Art have in their charge one of our most important regions due to the rugged terrain. This region is on the N.E. boundary of the Vancouver Area and as such gives the Vancouver Filter Centre the first report on aircraft approaching from the east.

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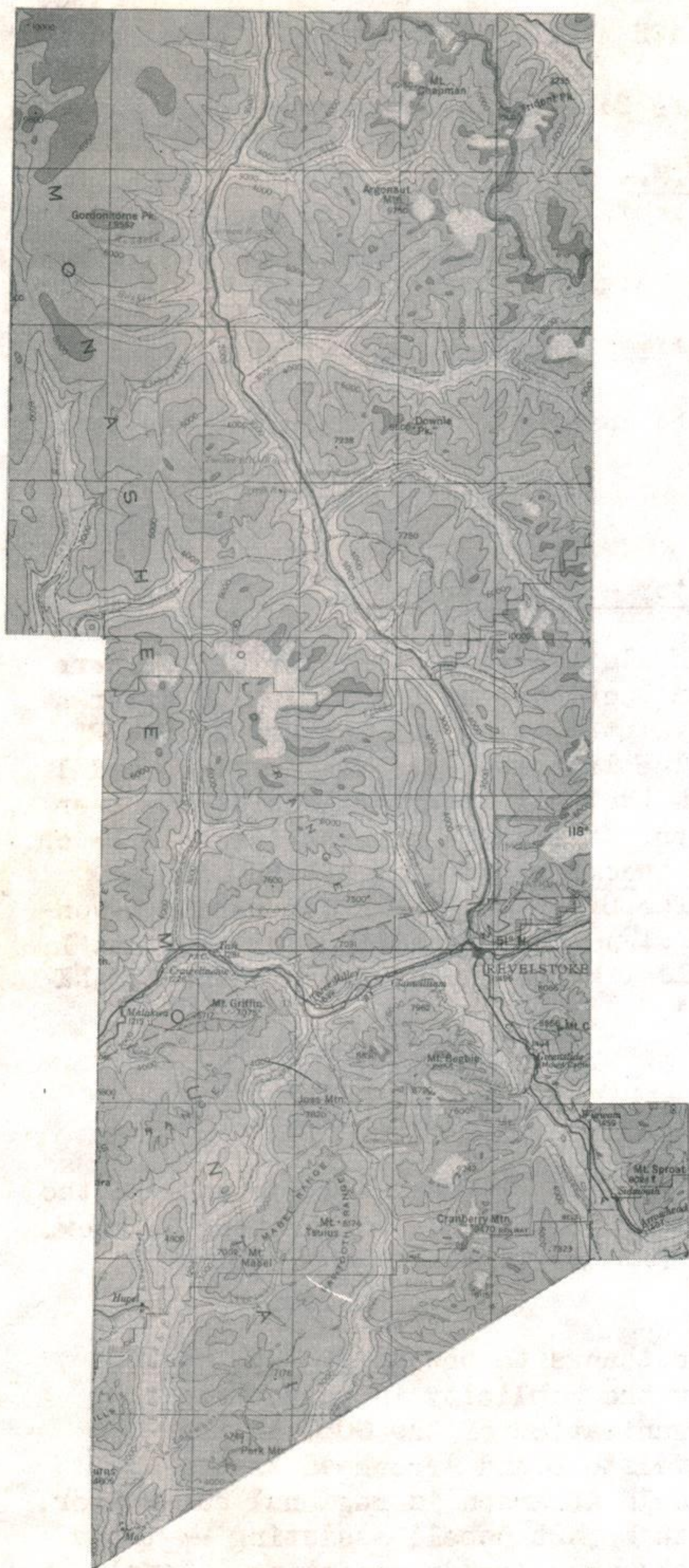
Chief Observer Gordon Calam

MALAKWA
Bravo Foxtrot 15 Black

One of the three posts in this region, located midway between Sicamous and Revelstoke. The Chief Observer, Gordon Calam is an ex navy man and is employed as a mill engineer. Gordon approximately 12 Malakwa citizens, makes this a very active post.



P E R S O N N E L O F T H E R E V E L S T O K E
T O T H E V A N C O U V E R G O B C



REVELSTOKE
Bravo Foxtrot 45 Black

Chief Observer Frank Gregory, an ex RAF man, and the writer, who was in the field organizing the Revelstoke region had a great time reminising over some of the old stations in Iraq and Iran, familiar to both of them. Frank is a local business man and active in community affairs and still holds a commission as a cadet officer. This post is in good hands and reports frequently to the Filter Centre.

P.S. Frank, where is that picture you promised us.

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ARROWHEAD
Charlie Foxtrot 04 Black

Has the distinction of being the most easterly post in the Vancouver area. Chief Observer Jim Crawford, Nora his wife, and approximately 15 residents are all active members at this post. Reporting by Radio-Telephone to Revelstoke then via landlines to Vancouver. Arrowhead Observation post reports the movements of all aircraft in this vicinity. Jim, a local businessman and active in the community had the post organized and operating a few hours after his appointment.

Chief Observer Jim Crawford



SOCIAL

Our thanks to Mrs. Jackie Langdon (Kilo Echo Five Five Red) Oyster Bay for the following excellent contribution. (By way of explanation of "Our Pilot" -- Mr. Langdon is pilot for a Charter Airline.)

AROUND THE CLOCK WITH KILO ECHO 5 5 RED

7 A.M. and the family's awake,
Babies to dress, and breakfast to make,
When faintly I hear as I crawl out of
bed,

A bi-motor cargo, high overhead.
Bob, babies, breakfast -- all must wait
For the aircraft flash that mustn't be
late.

9 A.M.
I can tell without stepping outside the
door,
That above is a "Lanc.", with its
mighty roar,
But oh, how I pity the plotter who's
trying,
To hear me report, above Pat and Sue
crying!

12:00 noon
For over an hour with household serene,
Not one single aircraft has appeared on
the scene,
But with lunch underway -- it hasn't
failed yet,
Along comes a low flying, whistling JET.

2 P.M.
"There's Daddy!" cries Pat, and outside
we fly
To see a bright Beaver go barreling by,
"FLASH, ONE SINGLE SEAPLANE", and it gives
me a glow,
To report on "OUR PILOT", tho' "Defense"
doesn't know!

4 P.M.
Out planting and weeding and scanning
the skies,
Two multi's, three jets, how the after-
noon flies,
The kids and the pup all think it's
great fun,
When an aircraft goes over, to see MOMMY
RUNNNNNNNNN.

6 P.M.
Supper's a-sizzling, when out of the blue,
Comes the sound of aircraft, not one, but
TWO,
"FLASH MULTI/MOTOR CARGOES", on a south-
east return,
While Bob and the pork chops do a slow
BURN.

8 P.M.
My babies are kissed, and each tucked in
bed,
When high in the night a jet sails over-
head.
"He'll keep them safe", I think, and am
glad,
To be doing my bit to help out the lad.

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To
Editor - Skywriter

Hello everyone at Filter Centre. Here I am back home at L.E. 0 1 Blue after a very interesting session at "Course F". The lectures were really fine, and I wish that all Observers could have been there. It's quite an experience to be on the incoming end of a "FLASH CALL". The Staff at Filter Centre did a wonderful job of organizing our time and I would like to say a very sincere "THANK YOU".

Mrs. Jean Kirby
L.E. 0 1 Blue
Great Central, B.C.

(Ed's. Note -- Very glad you enjoyed the Course, and thanks for letting us know. Do come again.)

Our thanks to the REVELSTOKE REVIEW for the publicity in respect to the organization of the GOBC in the Revelstoke and Arrowhead Areas. Mr. Arnold Abramson is regional supervisor, with Mr. Art Dabell assisting -- three Posts are already reporting -- Revelstoke, Malakwa and Arrowhead. Welcome Folks, we are glad to have you join us.

A SMILE

A smile costs nothing, but gives much...
... It enriches those who receive it
without making poorer those who give
it..... It takes but a moment, but the
memory of it sometimes lasts forever....
.. No one is so rich or mighty that he
can get along without it, and no one is
so poor but what he can be made richer
by it..... A smile creates happiness
in the home, fosters goodwill in business,
and is the countersign of friendship....
.. It brings rest to the weary, cheer to
the discouraged, sunshine to the sad, and
it is nature's best antidote for trouble.
.... Yet, it cannot be bought, borrowed,
begged or stolen, for it is something
that is of no value to anyone until it
is given away..... Some people are too
tired to give you a smile..... Give
them one of YOURS, as no one needs a
smile so much as he who has no smile to
give.

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SORRY TO HEAR: Brian Griffiths is under
the weather -- what's the
matter Brian? -- too much holiday?

SORRY TO HEAR: F/L Riley's wife is in
hospital --

GLAD TO HEAR : the operation was succes-
sful -- our best for a
speedy recovery Mrs.Riley.

SORRY TO HEAR: Thelma Ross has been
hospitalized again --

GLAD TO HEAR : you are on the mend
again, Thelma -- hope
you'll be back at your usual spot again
soon.

GLAD TO WELCOME BACK -- BILL BYRNE, one
of our "originals" of
away back -- Bill strayed from the fold
two years ago when his teaching job did
not permit evening shift work -- We are
pleased to "re-enlist" you Bill and are
looking forward to seeing you on the
Friday night shift.

WELCOME HOME -- Lloyd Miles -- after your
travels to Banff, Jasper
Lake Louise and Calgary. Understand you
had a wonderful holiday.

ANOTHER WELCOME HOME -- to F/O DICK
MUNGHAM, who has been
mixing business with pleasure in a trip
down East to Ontario.

HAPPY HOLIDAYS to F/L NORMAN JOHNSON
our popular O.C. -- under-
stand he and his family are wanding their
way Penticton-wards for a well-earned
REST. Have fun folks!

MORE HAPPY HOLIDAYS: to KATHY TIERNEY
our jovial Assistant-
Supervisor for Friday -- destination
unknown, says Kathy ??? Happy landings,
anyway -- and hurry home, we'll miss you.

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DEFINITION: "A committee" is a gathering
of important people, who, SINGLY, can do
nothing, but TOGETHER can decide that
nothing can be done.

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MANNING AN OBSERVATION POST IN A REMOTE
AREA IN MAINE

By Sarah Bridge Graves

Busy now with baking bread
She nonetheless pokes out her head
At that first distant wavering drone
That cuts her thoughts in half. Alone
She ponders on the sound-in-space
Pulsating through this lonely place,
Silent except for cows and dogs
And pulpwood cutters sawing logs.
These silver spindles in the sky
Must be reported when they fly,
And country wives on scattered farms
Daisy-chain their plane alarms,
Glad to have a pioneer's share
In guarding hearth fires everywhere.

Janet

NEW APPOINTMENTS

Heading our list of civilian executives newly appointed to the Vancouver Filter Centre Detachment is Technical Adviser Capt. P.A.T. Ellis. Pat, as we call him, has contributed many technical services during the past two years which have been of great value to our operations and training facilities. We are indeed fortunate to have his skilled engineering services available to us at all times. Among his most recent contributions are the excellent feature articles now appearing each month in "SKYWRITER"

Other Filter Centre appointments include Mrs. Nell Ellis, Day Supervisor for Monday. (Nell succeeds her husband Pat who now takes over as her assistant)

Mrs Thelma Ross, Day Supervisor for Tuesday

Mrs. Mabel McKenzie, Assistant Day Supervisor for Tuesday.

Mrs. Nan Kitchen, Assistant Day Supervisor for Wednesday.

Miss Joyce Blackburn, Assistant Day Supervisor for Saturday.

Our list of newly appointed executives for our field organization include the following appointments:

Mr. Kenneth W. Courtney - Reg. Supervisor
Ashcroft Area.

Mr. James Oliver - Asst. Reg. Supervisor
Ashcroft Area.

Mr. J.T. Fowle - Reg. Supervisor
Vernon Area.

Miss R.K.G. Hodgson - Asst. Reg. Supervisor
Vernon Area

Mr. Arnold Abramson - Reg. Supervisor
Revelstoke Area.

Mr. Arthur H. Dabell - Asst. Reg. Supervisor
Revelstoke Area

Mr. Gary Richardson - Asst. Reg. Supervisor
Campbell River Area

Mr. John S. Young - Asst. Reg. Supervisor
Campbell River Area

Mr. Jack Potheary - Reg. Supervisor
Salmon Arm Area

Mr. Claude Hart - Asst. Reg. Supervisor
Salmon Arm Area

Mr. D.B. Taylor - Reg. Supervisor, B.C.
Forest Services,
Vancouver Area

Mr. L.B.B. Boulton - Asst. Reg. Supervisor
B.C. Forest Services
Vancouver Area

Mr. L.F. Swannell - Reg. Supervisor
B.C. Forest Services
Kamloops Area

Mr. J.R. Johnson - Asst. Reg. Supervisor
B.C. Forest Services
Kamloops Area

Mr. J.R. Winslow - Reg. Supervisor
Lund Area

Mr. W. Malcom - Reg. Supervisor
Butedale Area

Group Captain E.C. Tennant - Chief Observer
Naramata Observation
Post

Mr. J.E. Duncanson - Chief Observer
Douglas Lake

Mr. Everett Greenlee - Chief Observer
Canim Lake

Mrs. B. Howes - Chief Observer
Haney

Mrs. Veronica Dowling - Chief Observer
Cortez Island Post

Mrs. Mac Negrean - Chief Observer
Kamloops Post

Mr. Eric Lurkins - Chief Observer
Tranquille Post

Mrs. Vivien Zernheldt - Chief Observer
Cherry Creek Post

Mr. George Baker - Chief Observer
Savona Post

Mr. Jack Gillett - Chief Observer
Heffley Creek Post

Mrs. W.S. Peake - Chief Observer
Barnhartvale Post

Mr. Norman MacDonald - Chief Observer
Westwold Post

Mr. H.J. Connett - Chief Observer
Chase Post

Mr. William Tower - Chief Observer
Towers Ranch, Hope
Princeton Highway Post

New Appointments continued

Mr. Donald Beresford - Chief Observer
Penticton Post

Mr. David Mossy - Chief Observer
Enderby Post

Mr. Roy V. Williams - Chief Observer
Merritt Post

Mr. W. Laseur - Chief Observer
Pitt Meadows

Mrs. C.M. Bell - Chief Observer
Retreat Cove, North
Galiano Post

Mr. R. Ferster - Chief Observer
Armstrong

Mr. Frank V. Gregory - Chief Observer
Revelstoke Post

Mr. Gordon Calam - Chief Observer
Malakwa Post

Mr. D.J. Crawford Jr. - Chief Observer
Arrowhead Post

Mr. Glen W. Rockel - Chief Observer
Cattermole Logging
Company Post

Mr. Stephen Harrison - Chief Observer
Langley Prairie Post

Mr. Russell Turnbull - Chief Observer
Merritt Post

Mr. Darwin Douglas - Chief Observer
Redonda Bay Post

Mr. Jens Sorenson - Chief Observer
Lund Post

Mr. Torolf Bachen - Chief Observer
Dawsons Landing Post

Mr. Loyal Young - Chief Observer
Bliss Landing Post

Mr. Garth Dougan - Chief Observer
Irving's Landing Post

Mrs. Elsie Schneider - Chief Observer
Upper Hat Creek Post

Mr. K.R. Finlayson - Chief Observer
Sicamous

TEEN AGE COLUMN

by Marie Torrington

The important thing to report this month is the formation of the Teen Age Sub-Committee, a part of the main Civillian Committee. We will be arranging the social activities for the Teen Agers in the Filter Centre and generally assist the larger group in all Filter Centre activities.

Members of the committee are as follows.

Dolores Schmidt
Colin McCormick
Ed Campbell
Marie Torrington (Chairman)
LAC Jack Pearen (RCAF Representative)

The five of us have no intention of deciding what the Teen Agers will do and when, rather we will serve as your representatives and act on your suggestions and ideas. So if you think a beach party, or a corn roast, or a roller skating party would be fun, let us know, and we'll attempt to get it organized.

Minutes of our meetings will be prepared and turned in to the big committee so everyone will know how we are progressing.

To date we have no suggestions and only our own ideas, so how about some help.

More next month,

Marie.

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Ground Observer Corps

THE EYES AND EARS OF THE R.C.A.F.

ALTITUDE

REPORTING "HEIGHT" IN AN
"AIRCRAFT FLASH" MESSAGE.

by P.A.T.Ellis.

HOW HIGH IS HIGH? This question of altitude has a worth of more than \$64 to us engaged in G.Ob.C. and other work in Air Defence.

For one thing, intercepting an aircraft is easier when some idea of its altitude can be supplied to G.C.I. But Item 4 in an "Aircraft Flash" message has special value in a Filter Centre: it can assist the filterer, faced with a heavy congestion of plots, to decide on which plot belongs to what track: by associating plots that agree in regard to height; or on the other hand, by eliminating those that do not. But this is only true if the height given as Item 4 is correct.

This nicely plants the onus of responsibility on the observer, and his skill in judging height.

For judging height, some form of yardstick - with which heights can be judged by comparison - is needed. The question now becomes, what can we use for a yardstick?

To some, a soaring kite is the criterion of height: they even use it as a measure for inebriation! Others, more fastidious, perhaps, use the top of the Eiffel Tower, the dome of St. Paul's Cathedral, or the summit of Mount Everest, as personal yardsticks for height.

But as the above-mentioned are not very portable (other than the

kite: and how high is it anyhow?), we still do not know how high high is.

The Wise Men of the East have attempted to supply the answer by dividing the navigable atmosphere into four "Heights", denominated as below:-

VERY LOW: 1000 feet and under.

LOW: 1000 ft. to 5000 ft.

HIGH: 5000 ft. to 15000 ft.

VERY HIGH: over 15000 ft.

Then the W.M.O.T.E. distinguish these heights by the amount of detail visible on an aircraft. The results of their cogitations are summarized in Figure 1 on the next page, with the addition of illustrations of a C.P.A. Convair, as it would appear at 1000, 5000 and 15000 feet, with a measuring scale held 24 inches from the eye.

Weather and visibility conditions will usually combine to make the foregoing method of determining altitude a matter of personal decision (or, to be blunt about it, guesswork). Even the plastic height and distance aids demand a foreknowledge of detail in the aircraft under observation.

If it does nothing else, this Figure serves to show the very striking difference in size of an aircraft's appearance at 1000 feet and 15000 feet. It is one of the few cases where distance fails to lend enchantment. Indeed, a great deal of difficulty was experienced even in getting the 15000 foot illustration into print! Although the wing-span at 15000 feet is one fifteenth of that at 1000 feet, the apparent area is only 1/225th of that at 1000 feet. At 25000

HEIGHT & RECOGNITION DATA
(From Training Manual)

COMPARATIVE APPEARANCE, AT
VARIOUS ALTITUDES.

AIRCRAFT VERY LOW.

Altitude, 1000 feet or under.

Markings on aircraft are clearly discernable.

AIRCRAFT LOW.

Altitude, 1000 feet to 5000 feet.

Aircraft is considerably above high buildings. Details such as windows and identification markings can be seen.

AIRCRAFT HIGH.

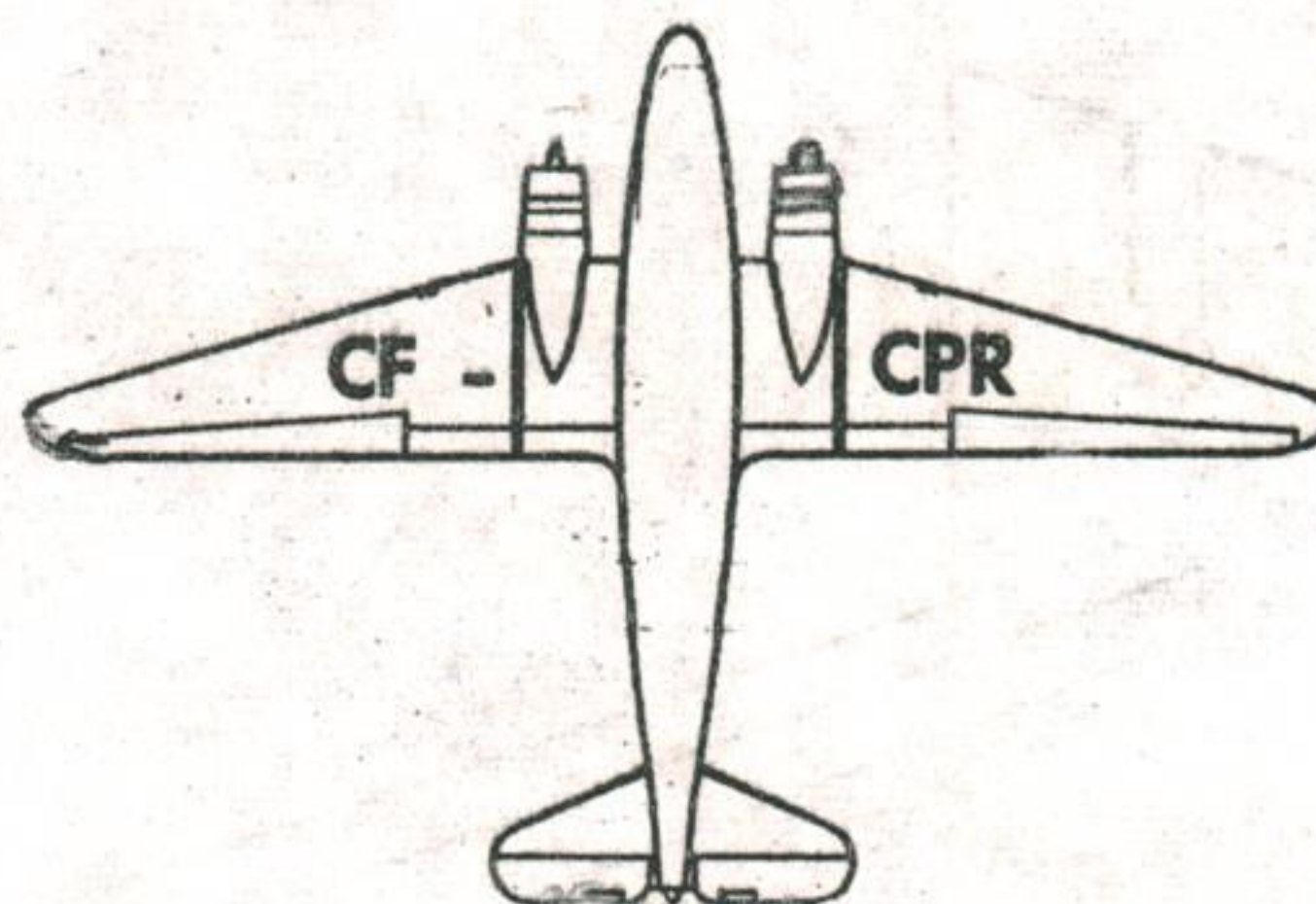
Altitude, 5000 feet to 15000 feet.

Details such as windows cannot be discerned.

AIRCRAFT VERY HIGH.

Altitude, over 15000 feet.

Aircraft barely visible, or may not be seen at all, but merely heard, or produce vapour trails.



Convair at 1000 feet.



Convair at 5000 feet.



Convair at 15000 feet.

Figure 1.

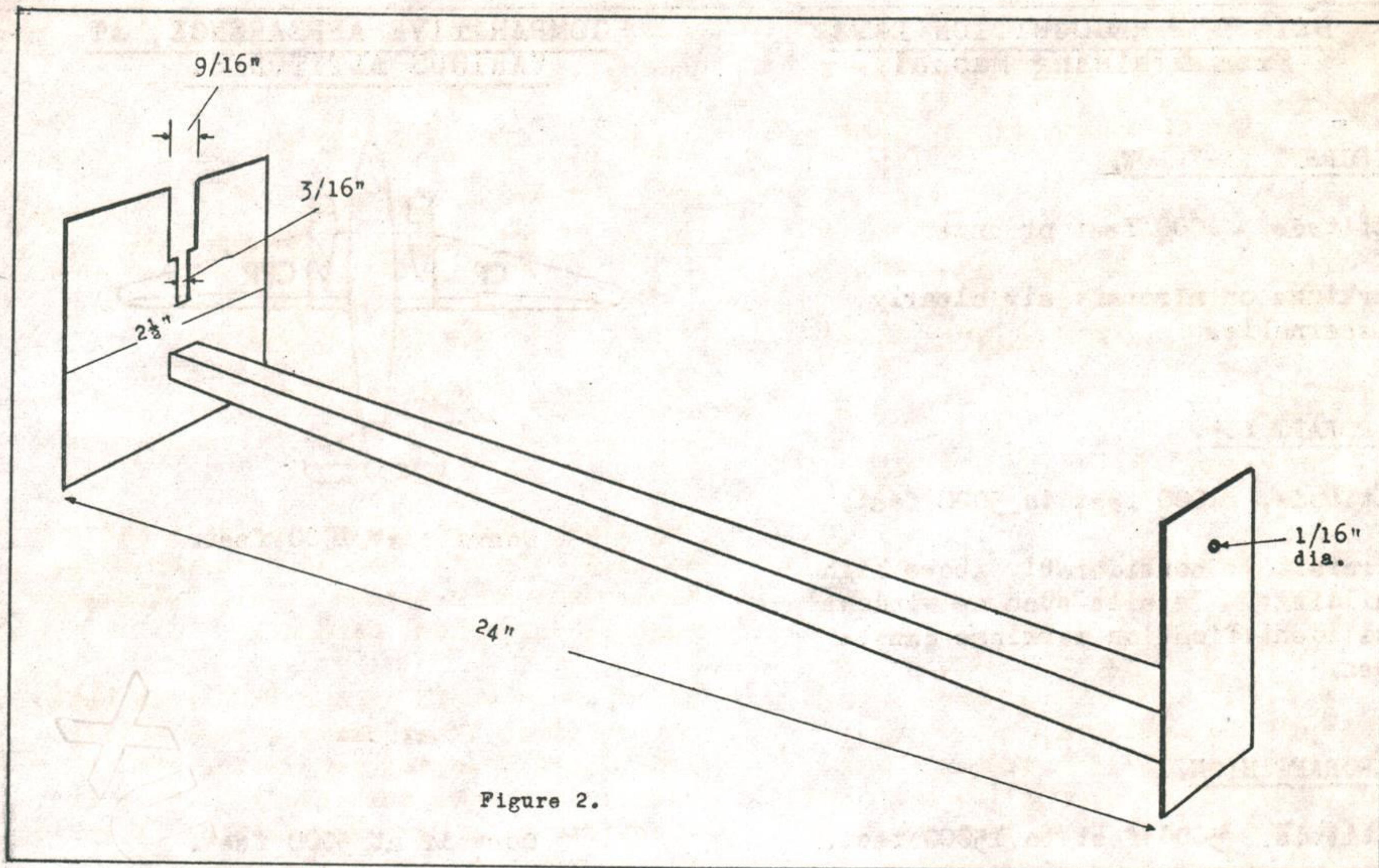
feet our Convair would look about three-times smaller again: about so big:-

A SUGGESTED METHOD FOR
HEIGHT DETERMINATIONS.

It is reasonable to assume that what is required in the Filter Centre is consistency, rather than accuracy. It does not matter if observers make an error in Item 4

of their message, provided that all the observers make the same error. let them all report "High", or all report "Low". This does not so much matter as the "High - Low - Very High - Very Low" variety of successive reports on the same aircraft; that provide so many headaches for the filterer.

In order to assist observers to obtain this highly desirable consistency, use is suggested of



a very simple device, which is illustrated in Figure 2 above.

The device consists of a wooden stick; 24 inches long, at the near end of which is placed a sighting aperture; and at the far end, a target-gauge. These two latter can be made of cardboard or tinfoil, the last-mentioned being the best material.

The target-gauge is $2\frac{1}{2}$ inches in width, and has two slots cut vertically down it; the upper slot being $\frac{9}{16}$ ths of an inch wide, and the lower slot $\frac{3}{16}$ ths of an inch.

The sighting aperture should be not more than $\frac{1}{8}$ th inch in diameter, as a small aperture helps to improve the definition of the slot edges of the target

gauge, as well as cutting down glare.

Further reduction of glare can be effected by using a dark dull-drying paint on both gauge and aperture assemblies.

TO DETERMINE HEIGHT

As well as being easy to make, the device is very easy to use. It is just sighted on the aircraft like using a gun. The aperture is held close to the eye, and the top edge of the target-gauge brought parallel to the spread of its wings. Height determinations will then be as follows:-

VERY LOW

Wing-span of aircraft is greater than full width of target-gauge.

LOW

Wing-span same as, or less than, width of gauge, but larger than upper slot.

HIGH

Wing-span is same as, or less than, upper slot, but larger than lower slot.

VERY HIGH

Wing-span just fits lower slot, or is smaller.

This device is quite accurate for most bi - and multi-motored aircraft, with a wing - span of from 90 to 130 feet. But for monsters like Globemasters and multi-jet creations, of wing-spans of 200 ft. or more, the results will be far from accurate as they will also in the case of aircraft with small wing-spans, such as jet fighters, with a span of about 55 feet; and single engine, small twin-engine types, puddle-jumpers, egg-beaters, sea-gulls, and the like.

However, the greater bulk of air traffic reported, except for a few areas, consists of aircraft which fit the accuracy limits of the device. And, as mentioned before, consistency should be of more value to us than high accuracy.

What say those in the field?

-o-

EDITOR'S NOTE

Comments or questions on any of Capt Ellis' articles should be sent to the Captain, 10 GOB Detachment, 1363 Howe Street Vancouver 1, BC.

-o-

IDENTIFICATION DATA

FULL NAME John Q Smith
 ADDRESS 4000 East 49th Street
 CITY Mytown Bell
 Male 6'9" 110 green red
 SEX HEIGHT WEIGHT COLOR EYES COLOR HAIR

This Card May be Controlled at Any Time and Repossessed by Authority of the Chief Observer Staff

MEMBER'S SIGNATURE _____ CARD NUMBER 67-73-4

RCAF FORM No. R 365

FOR IDENTIFICATION ONLY

The above Identification Card is the R.C.A.F. Official Ground Observer Corps membership card issued to all volunteer members throughout Canada.

If any volunteers in our B.C. area have not received their cards please notify your Chief Observer requesting him to submit your name and description on an Identification Card Requisition "Form 15" to the Officer Commanding Number 10 Detachment and your card will be mailed to you promptly.

Possession of these cards is most essential to all Active members of the Ground Observer Corps.

-o-

**GROUND
OBSERVER
CORPS**

CIVILIAN ARM

OF THE RCAF

Wandering Abroad

by F/O FJ Roder
1 GOBC Unit.

Sur les toits de Paris - over the roofs of Paris. The first stage in our return to Canada via Paris and London was drawing to a close. As the Swiss Airlines Convair aircraft completed a low, lazy circuit of Orly airport, we could glimpse in the distance the long, slender column of the Eiffel Tower, almost meeting the low, grey clouds overhead. Having landed and progressed as usual through the Customs, fighting our way through the excitable hoard of French "Red-Caps", we were met by our host, Tommy Hicks.

Tommy is quite a man. The son of an Englishman and a Frenchwoman, he had spent all his years before the war in France, and in spite of his English name, is a French citizen, speaking, thinking and acting in exactly the same manner as his compatriots. Tommy had been interned with his family, by the Germans in 1940 because of his English background. He later escaped and became a member of the Maquis underground movement. Details cannot be revealed even now, but it is sufficient to say that our host, under many different guises and at many different times, had completed important and dangerous missions, for which he was duly decorated by the French government. Eventually, fate took a hand and Tommy was once again behind the bars of a concentration camp, where he remained until the end of the war.

We all climbed into his little French car and departed in typically French style at roughly 80 miles an hour, for his home in a small village on the outskirts of Paris. We were met by our hostess, Gay a charming English girl - and their three delightful daughters and brand new son, who incidently is never addressed by his proper name, but always called by all and sundry "le bon homme". The house was a two-story grey-stone building and

the small property around it sustained some cattle, geese, chickens and one pony, the last of which had been purchased by Tommy for the use of the children. The pony had been bought in Spain, and was a shaggy, black little brute, completely wild and undisciplined - so much so that to date nobody had been able to even saddle him. Every morning, we were treated to the sight of huge Tommy wrestling with the little pony trying to get him out of the barn into the paddock. Quite frankly, we still have no knowledge as to whether the pony has yet been ridden.

Our first lunch was, to say the least, staggering. We dined on oysters especially sent from Portugal, and champagne this as a celebration for the meeting of old friends. The rest of the day was spent driving round the countryside visiting friends of our host and hostess. In the evening, a glass of wine was taken at a very old-world French inn, located in an adjacent village.

As we were only staying for 2 or 3 days, we had decided that the next day must be used for sightseeing in Paris, as altho my wife and I had spent many happy hours there before, we wished to show the sights to Mike. Therefore, we left Carol happily playing with "le bon homme", and departed in Tommy's car, in pouring rain, for the little railway station, where we intended to catch the train for Paris (Tommy unfortunately having a business engagement which prevented him from accompanying us). We arrived in the near vicinity of the station, only to find that the bridge across the railway was under repair. Therefore, we must leave the car and walk through the woods, down the hill to the station. The walk was muddy, and it was still pouring with rain. We slipped and slithered along the track and finally arrived just in time to see the tail end of the train disappearing round the bend. We were told that the next train would leave in 30 minutes, so Tommy suggested driving us quickly across country and catching the train we had

missed, further down the line. We slipped and slithered up the hill and back to the car, and away we went. After about 10 minutes we found - much to his embarrassment - that Tommy had lost his way. After wasting another 10 minutes he decided it would be best to go back to the station and catch the next train. Back we went, this time fighting against the clock, down the slippery hill again through the woods, ran madly down the platform, and just caught the train!

We arrived at the Gare de St. Lazare, and made our plans for a lightening tour of Paris. As it was mid-day on Saturday, there were thousands of people catching trains, returning home from business. The hectic scene that greeted us on leaving the train was to say the least, shattering. However, we found a quiet corner and prepared our plan of attack. We wanted to show Mike the more famous features, and we knew we could afford to miss certain places. I tried to convince my wife that Mike should be taken - by myself - to the afternoon showing of the Folies Bergere, but she remained unconvinced, and it was decided that we must first visit the offices of the BOAC to confirm our reservations for the return to London.

From there, we walked down the Champs d'Elysee, stopping at a cafe where we had a delightful lunch served in true French style! We then visited the Arc de Triomphe, where Mike was a solemn little boy as we stood bareheaded in the rain whilst I explained to him the significance of the Eternal Flame in the tomb of the Unknown Warrior. We saw the man beautiful carvings on the Arch, depicting the epic features of the Napoleonic campaigns. We then all squeezed into a taxi and drove down the Rue de la Paix, and also - like all other millionaires - drove round the Bois de Boulogne, thoroughly enjoying the voluble guide who was our taxi driver.

Eventually we came to the Eiffel Tower. There we took an elevator as far as the

second platform, which is approximately 350 ft above the pavement. Betty and Mike both have a good head for heights, but I, having never cared much for that sort of thing, practically squeezed the iron rail flat, hanging on so tightly! However, having bought the usual souvenirs we got safely back down to the ground. We particularly noticed here that in the elevator and on the platform, there were many Canadian and American servicemen sightseeing whilst on leave with their families.

Another short journey brought us to Les Invalides - the huge building in which are situated the tombs of the great warriors of France. We were particularly impressed with the bronze statues of French soldiers over the tomb of Marshall Foch. Centrally placed amidst this imposing array was the solid black marble tomb of Napoleon Bonaparte. We visited the Cathedral of Notre Dame, and saw the fabulous collection of jewels, symbols and clothing of past church dignitaries.

A short walk, as Mike was becoming a tired little boy, took us along the left bank of the Seine, and as it was not raining, the artists were exhibiting their works of art.

After having seen all these wonders, we walked past the Louvre, along the Rue Rivoli, on which are most of the big departmental stores. All these shops were holding their January sales!

Having completed our tour of Paris, in a little over 5 hrs, we boarded the evening train and wended our weary way back home. The next day, we departed from Paris, and before going to Le Bourget airport, we had another quick drive through Paris, as - wonder of wonders - the sun was shining! An amusing little thing happened. I was attempting to photograph various items of local interest with my movie camera, as we went along in the car, and I particularly wanted to get a photograph of a two horse-power car of French make. I

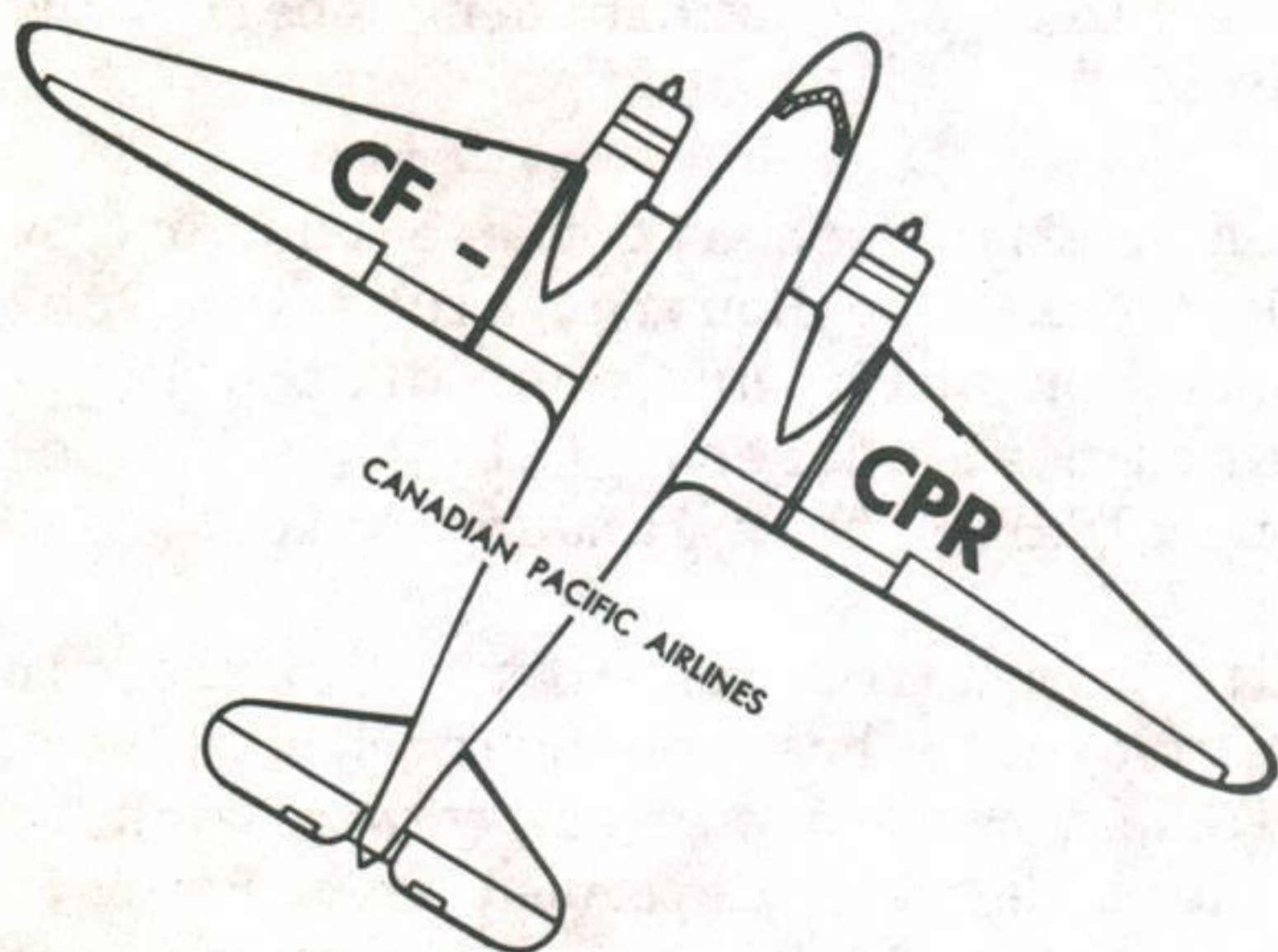
was not having much success in my search when Tommy said "Don't bother about finding a two horse-power car - here's one that is 1 horse-power!"- and he was quite right! As gasoline is now roughly \$1. per gallon one can certainly understand the desire for smaller and smaller engines.

Finally, for those of you who have visited Paris, there are unfortunately no more squeaky taxi horns. Their use has now been forbidden.

Our visit to the Continent was now ended, and after bidding a fond farewell to Tommy and his family, and assuring them that we would return, we took off in a luxurious twin-engined high-wing Elizabethan aircraft of the BOAC, and after a short uneventful flight, we were once again on that long, long runway at London Airport.

continued next month

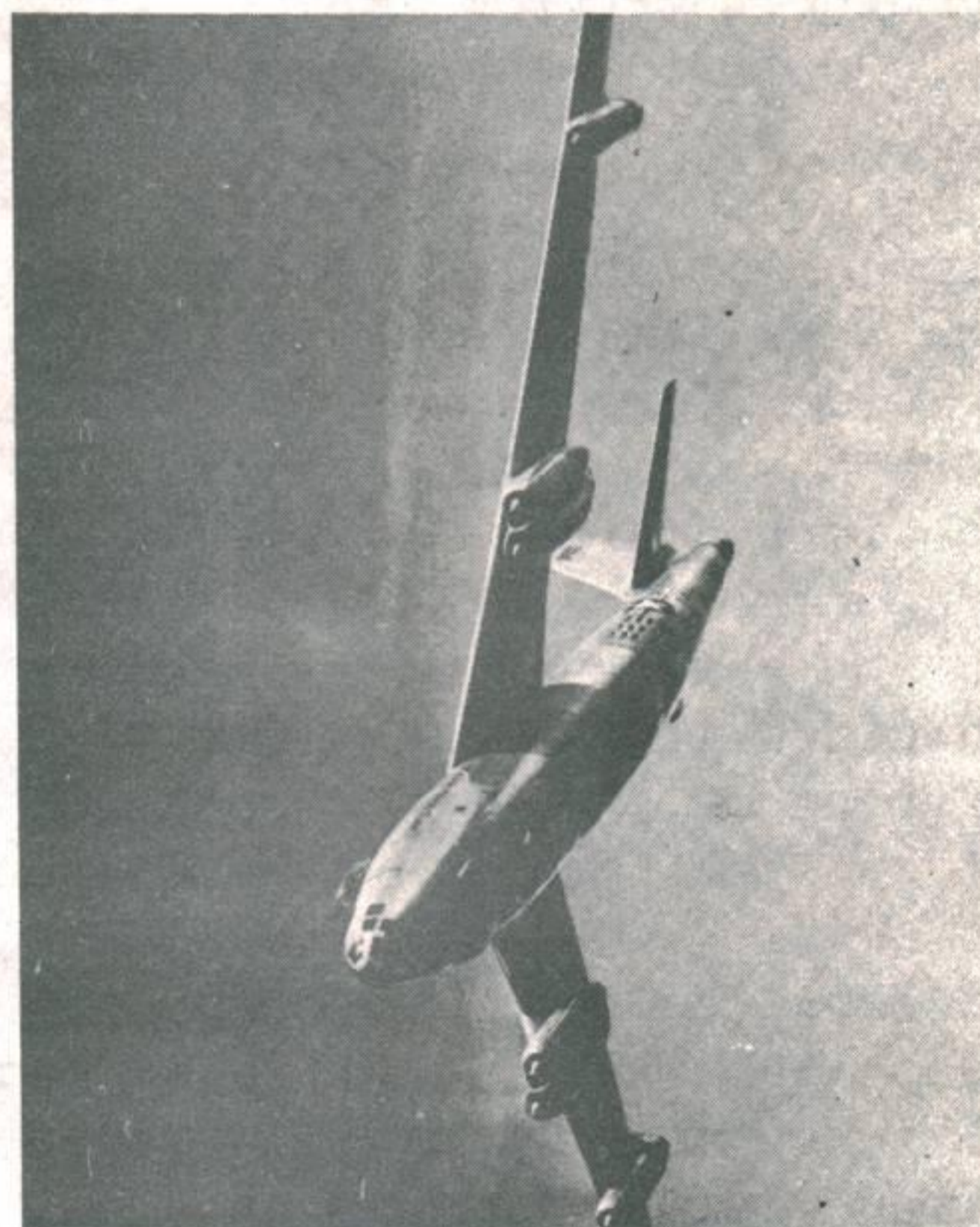
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Seen one of these lately?



Low view



Low front quarter

B-47

USAF MULTI-JET BOMBER

FEATURES:

- Six turbojet engines.
- Auxiliary takeoff rockets.
- Flight refueling equipment.
- Tail guns only.

INTEREST:

- Squarer rudder top on late models. Speed over 600 mph. Crossed US in 3 hr 46 min. Reconnaissance version is RB-47C.



Ground Observer Corps

AWARD OF MERIT

Captain V. C. Best

Regional Supervisor Best has obtained increased support for the Ground Observer Corps in his sub-region by his energetic organizing and training. In addition, Captain Best has organized an alert and well trained and well equipped ground search and rescue team composed of observers and local agencies. His efforts and devotion are worthy of the highest praise.


L. E. WRAY
Air Vice Marshal
Air Officer Commanding
Air Defense Command RCAF

AWARD OF MERIT CITATION

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