

Skywriter



THE MONTHLY

INFORMATION BULLETIN

10 RCAF GROUND OBSERVER CORPS DETACHMENT

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"SKYWRITER"

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OBSERVATION POST SIGNS



A number of these signs have been constructed for the top posts in 10 Detachment's area. They measure approximately three feet by two feet, are very colorful in four or five different colors of paint, on a white background with a blue border.

These signs will be presented to the Posts concerned shortly at special occasions with the Regional Supervisors and Municipal Officials if applicable.

Additional signs will be available soon for the Posts which have been added to the list of Top Posts. These, of course, are the ones who supply twenty four hour service, seven days a week, every week every month.

If your post was not included in the first group, we'd like to see it at the top of the second group. The more, the merrier.

FROM THE OC's DESK

by F/L N.C. Johnson

In reviewing our summer months' operations it is apparent that during this holiday season there has been no weakening of our GOBC reporting vigilance.

In fact during last month at the height of the holiday season 10 Detachment Filter Centre received more aircraft flash message reports than during any previous month.

A closer examination of last month's statistics also reveals that these aircraft flashcalls were received with a record for improved efficiency in reporting procedure and time delay.

In addition our volunteers in the Filter Centre have been faithfully manning the busy shifts with good attendance in a successful effort to meet our ever increasing traffic.

Last month proved that our Observers and Filter Centre Volunteers in the B.C. area did indeed serve Canada's Air Defence system in a manner worthy of recognition. However, Air Defence is a serious, continuous business, and we cannot afford to take time out to rest on past performances. Like any other big organization today, the GOBC, to be successful, must have a planned programme to meet the future.

10 Detachment's plans for the next few months have now taken shape and will include the following schedules and events.

"Operation Caravan" -- a Tour of Fall Fairs throughout the Fraser Valley, Okanagan and Vancouver Island to exhibit our various GOBC recruiting displays commencing the latter part of August and continuing throughout Sept. to stimulate recruiting in the field.

"Filter Centre Volunteer" Recruiting Drive -- supplemented by GOBC Exhibit at P.N.E.

"Special Wings Presentation" at Kamloops to include Observers from surrounding area, with S/L C.H.C. Hoseason and S/L Harris officiating.

Commencement of new Filter Centre training classes scheduled for both evenings and afternoons.

Advanced training class to commence October 1st, 1956.

Continuation of Radio GOBC spot announcements and monthly "News Releases".

Filter Centre "Wings Parade", Friday, Sept. 28th.

Regional Supervisor's Conference to commence early in November.

Formal opening of new Observation Post Tower at Naramata, and official Wings Presentation.

A three months extensive field training schedule including aircraft recognition training. All Observation Posts to be visited with exception of those located in the northern coastal area.

My own field training visits, which I am looking forward to, will include a trip by RCAF aircraft to the West Coast of Vancouver Island immediately following the P.N.E.

Until next month, congratulations to all our Field and Filter Centre volunteers for a job well done, and remember you will add further to your Air Defence contribution by practicing our GOBC slogan --

"EVERY MEMBER BRING IN A NEW MEMBER"

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Flashes - -

And so "OUR THANKS" to the "behind the scenes" Volunteers who have helped and are still helping to BUILD our GOBC.

- Editor

GREETINGS from your Editor:

There is a saying that:

"There is no verbal vitamin more potent than PRAISE"

and I think at this time appropriate recognition should be given to the Members of the GOBC who STEADILY and CONSCIENTIOUSLY turn out for their "shifts" -- in summer -- in winter -- in heat -- in cold -- morning -- noon -- or night -- in the country as Observers or the City as "Filter Centre Civilian Volunteers". Most of them have other jobs to do, but they still have time to do "their bit" to "Scan the Skies".

This editorial is meant especially for the "old originals" -- not old in years maybe, but old in the length of time they have served -- others have come and gone, but these few have been with us since our first organization meeting.

These are the folks who are called upon when something special has to be done -- AND DO IT.

These are the folks who have received no awards -- AND EXPECT NONE -- but they are the Backbone of our GOBC.

Let us not take them for granted -- the next time something has to be done -- Let us NOT say "Let George do it" or "Let Anne do it" -- instead let us hear "I'll do it".

Day by day we are growing better and better, but let us not bask in all this glory and forget the "plodders". I could name them, but YOU and I know who they are.

WANDERING AFIELD

by W.E. Snyder (Cpl.)

In the past 1½ years I have been with 10 GOBC Detachment I have had the opportunity of meeting many of you volunteers on field trips to your areas.

I now take this opportunity to tell you of a recent trip to the Brookmere Area V-8, northeast of Princeton about 50 miles.

After getting all my supplies and equipment gathered together I left Vancouver for the W I D E O P E N country, Arriving in Princeton late in the afternoon. After speaking with the Regional Supervisor, Mr. R. Regan, on the phone (at that time working in Merritt on some line trouble), and finding that he would not be able to travel the area with me for a few days, I made preparation to visit a few Posts the next day on my own. The following two days were spent visiting Posts in the area -- Coalmont, Mr. W. Smart; Brookmere, a new Chief Observer, Mr. E. Kreig.

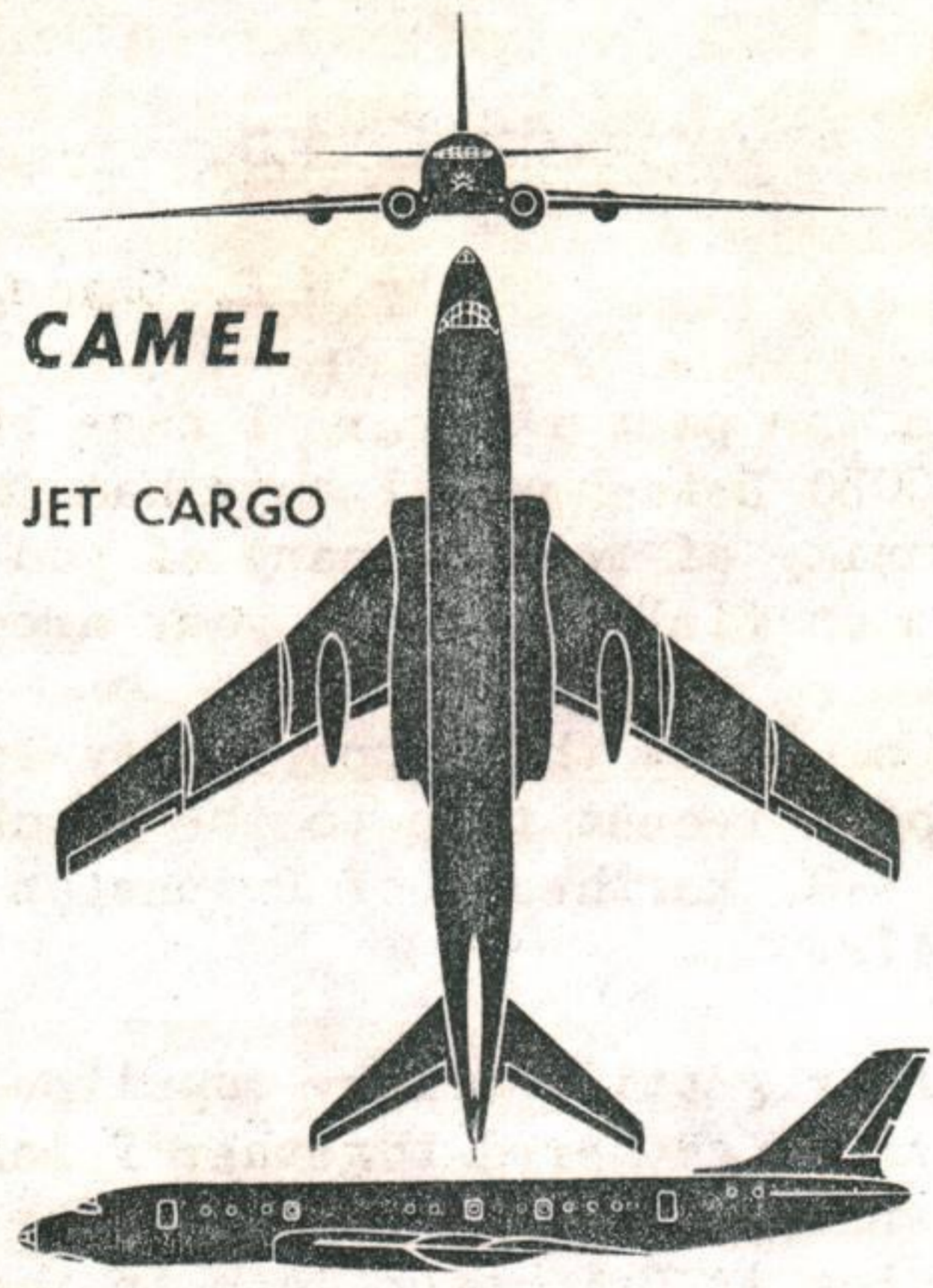
The third day I met Mr. Regan, and we travelled south towards Hope by C.P.R. "motor-car", and visited Juliet and Coquihalla.

In all, the trip was excellent, and I will never forget my first C.P.R. "motor-car" ride.

After finishing off some business at the B.C. Telephone Office in Princeton I returned to Vancouver.

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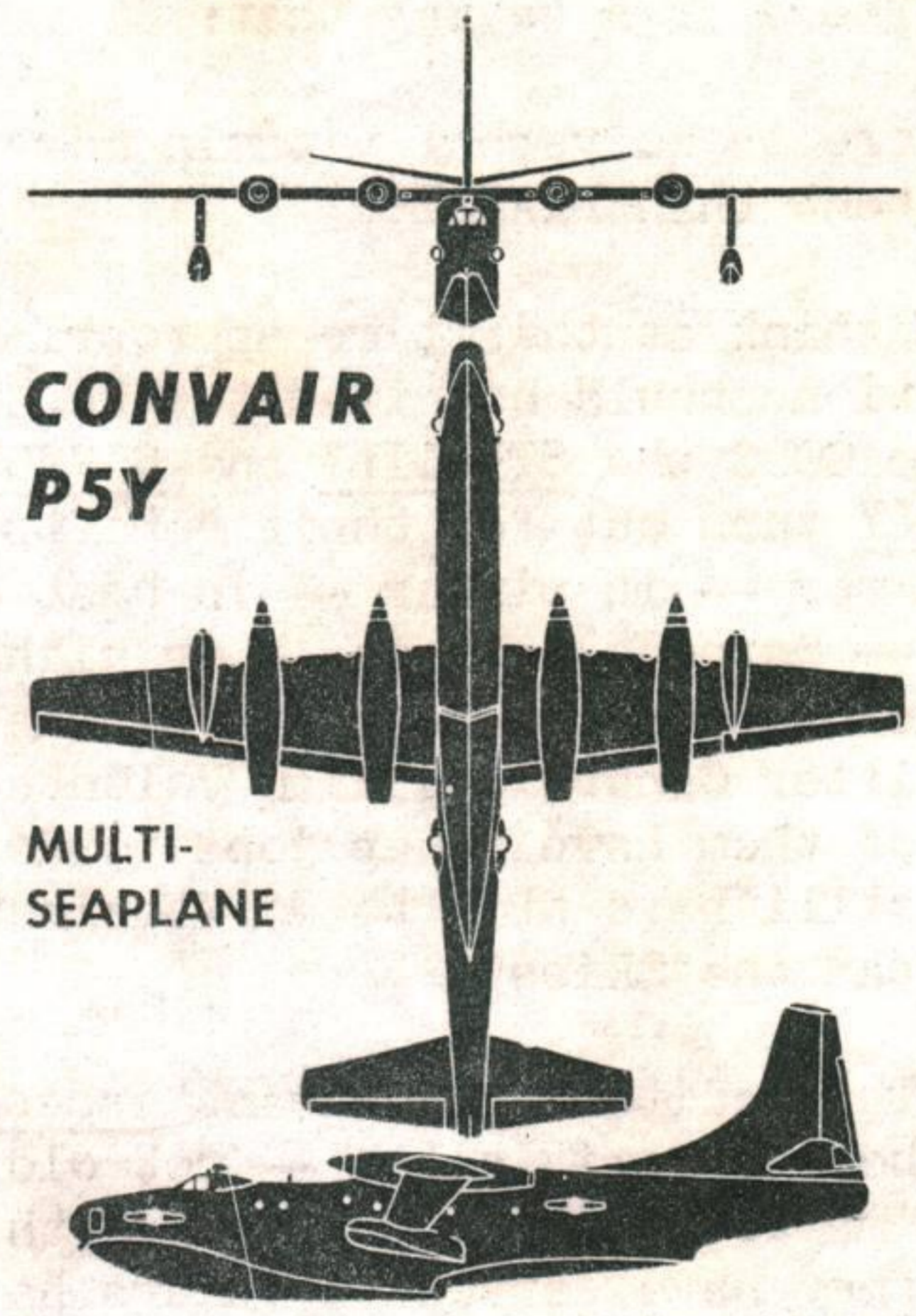
KNOW THESE PLANES



CAMEL

JET CARGO

The Western world got its first close look at this sleek new Soviet twin-jet transport when it arrived in London carrying Soviet Police Chief General Ivan Serov. The aircraft — which is designated in the West as the CAMEL — was lauded in the British press as being comparable to U. S. and British jet airliners, not yet in production. The CAMEL is similar in appearance to the Soviet BADGER medium jet bomber (see Sept., '55 FLASH, page 12), although its fuselage seems to be somewhat fatter. Its outstanding visual characteristics include the large engine nacelles mounted in the wings, tight against the fuselage; the swept-back wings, punctuated along the trailing edge by protruding, streamlined wing pods; and the smoothly tapered nose which, unlike any Western transport design, is glass-enclosed, as is the nose on a bomber.



**CONVAIR
P5Y**

**MULTI-
SEAPLANE**

Another new aircraft which takes advantage of the great power and small size and weight of turboprop powerplants is the P5Y, being made for the Navy by Convair. Prominent features of this long-range patrol seaplane include its long, slim fuselage, the extra-long nose forward of the wing, and the small pilot's enclosure bulging from the top of the fuselage. Also note the jet exhausts of the engine nacelles projecting aft of the wing trailing edge.

RADIO RANGE

by P.A.T.Ellis.

Those who have been privileged to hear S/I Hoseason's lectures, in advanced training courses, will remember that he referred to the Radio Range, when dealing with filtering problems introduced by flight procedure.

As the Radio Range represents the most important of all aids to air navigation, it has been suggested that a description of radio range stations and their function might provide useful - and to some even interesting - information.

OBJECT.

Commercial air-routes - unlike their Earthbound companions, the road highways, have neither visible boundaries nor visible direction. Air pilots, therefore, must depend on what information the Earth below them can supply, in the way of landmarks, towns, etc. But these are insufficient in themselves, and often quite useless at high altitudes, or in inclement weather; or at night, except when flashing light beacons can be used. And too many of the latter might prove a hindrance rather than an asset.

For all-time usefulness, some radio device is needed: one that will supply information as to its own position on the map; and at the same time lay down a guiding radio beam that will provide a course on the airway to the pilot.

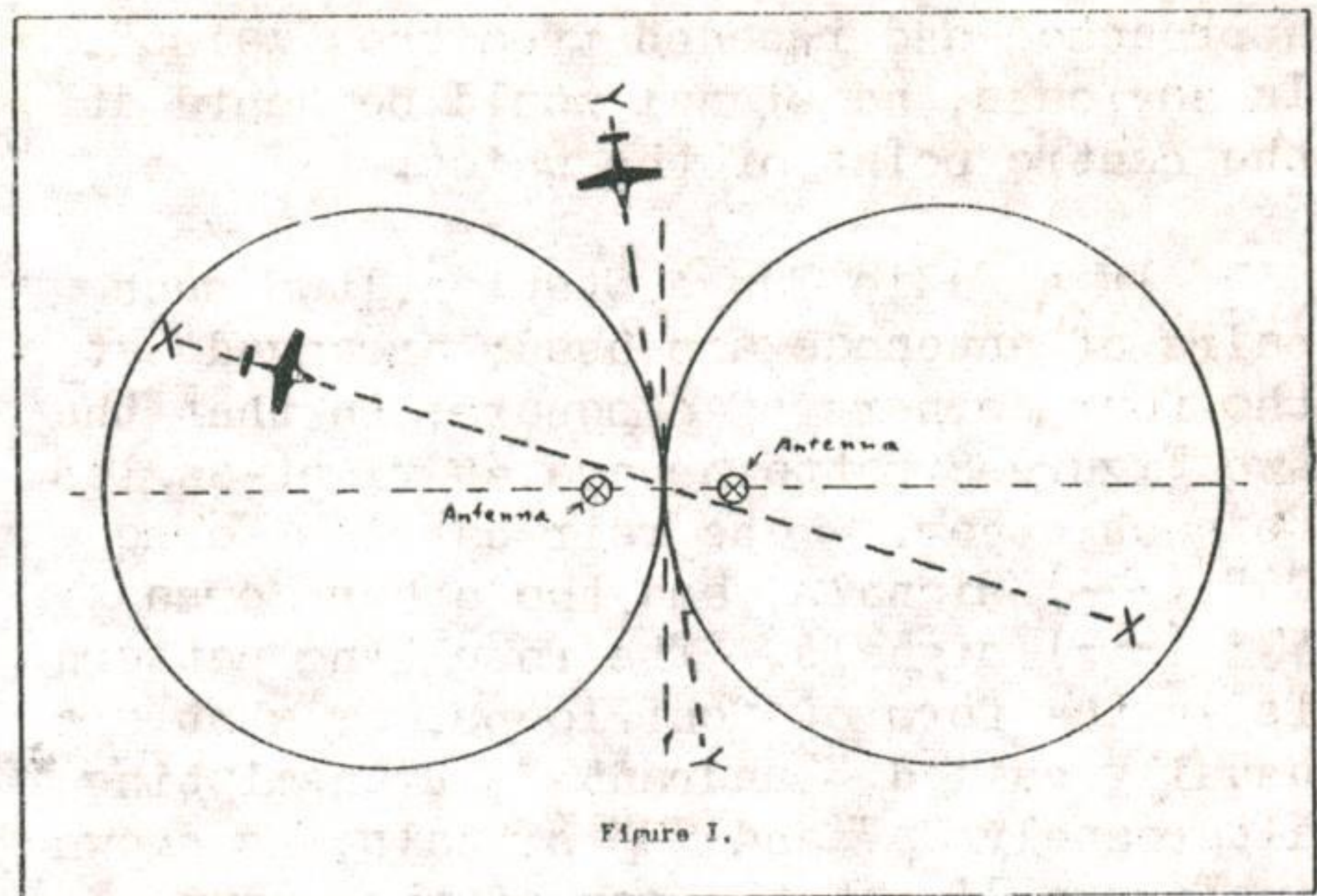
Such a device is the Radio Range Station. It is the signpost of the air. And it is more: it has a tongue, and can supply time and weather information at

regular intervals, as well as giving its exact position and identification. It can also hear, and can ask or answer questions, should such occasions arise.

BASIC THEORY.

The radio range beacon is founded on the principle that, when two vertical antennae are set up, and both of them are transmitting on the same wave length, a phenomenon known as "interference" occurs between the energy radiations of the two antennae; in such a way that, instead of the energy being radiated equally in all directions by each of the antennae, a combined energy field, or "pattern", is produced, whereby radiation is enhanced in some directions, while it is reduced or altogether nullified in others.

Thus, if two antennae are sited the correct distance apart, this radiation pattern will take the form of a Figure-8, with the axis of the "8" lying in the plane of the antennae as in Figure I.



Along this axis there will be maximum radiation. Where the boundaries of the pattern intersect, midway between the two antennae, there will be zero radiation, as will theoretically be the case along the plane at right-angles to the plane of the antennae intersecting the latter at the point of zero radiation. It will, however, be appreciated that the Figure-8

pattern is only figurative, (may we say here that any resemblance between this statement and a pun is coincidental?). There is no sudden and complete cessation of radiation at the boundaries; but outside the latter, radiation will be much reduced in strength.

Now if the radiation from each of the antennae carries a Morse signal, say a continuous repetition of the letter "A", (- - in Morse), the pilot of an aircraft flying on the course indicated by the dotted line "XX", would hear a succession of "A's"; which would get louder and louder as he approached the "waist" formed by the intersection of the pattern boundaries. At this latter point the signals would black out entirely; and recommence as loud signals after the waist had been passed; but becoming fainter and fainter as the aircraft continued on its course.

On the other hand, if the aircraft took the course "YY", i.e., outside the pattern, no signals would be received, or possibly very faint ones as the course approached and receded from the "waist". In any case, no signal would be heard at the centre point of the waist.

In a Radio Range Station, two such pairs of antennae are used; arranged at the four corners of a square; so that the two Figure-8 patterns are at right-angles to each other. One pair carries Morse "A" (- -) signals, and the other Morse "N" (- .) signals. The resulting pattern is in the form of four loops, or what are usually called "Quadrants", transmitting alternately "A" and "N" signals, as shown in Figure II, at the top of the next column.

It will be seen that the patterns overlap considerably. In the overlapping areas (shown shaded), both "A" and "N" signals will be heard, with the signal of the quadrant being overlapped, loudest. But down the centre of the overlapping areas there will be a narrow "beam", about 3° wide, where the signals will be

equal in intensity. This beam is known as the "Equisignal Zone".

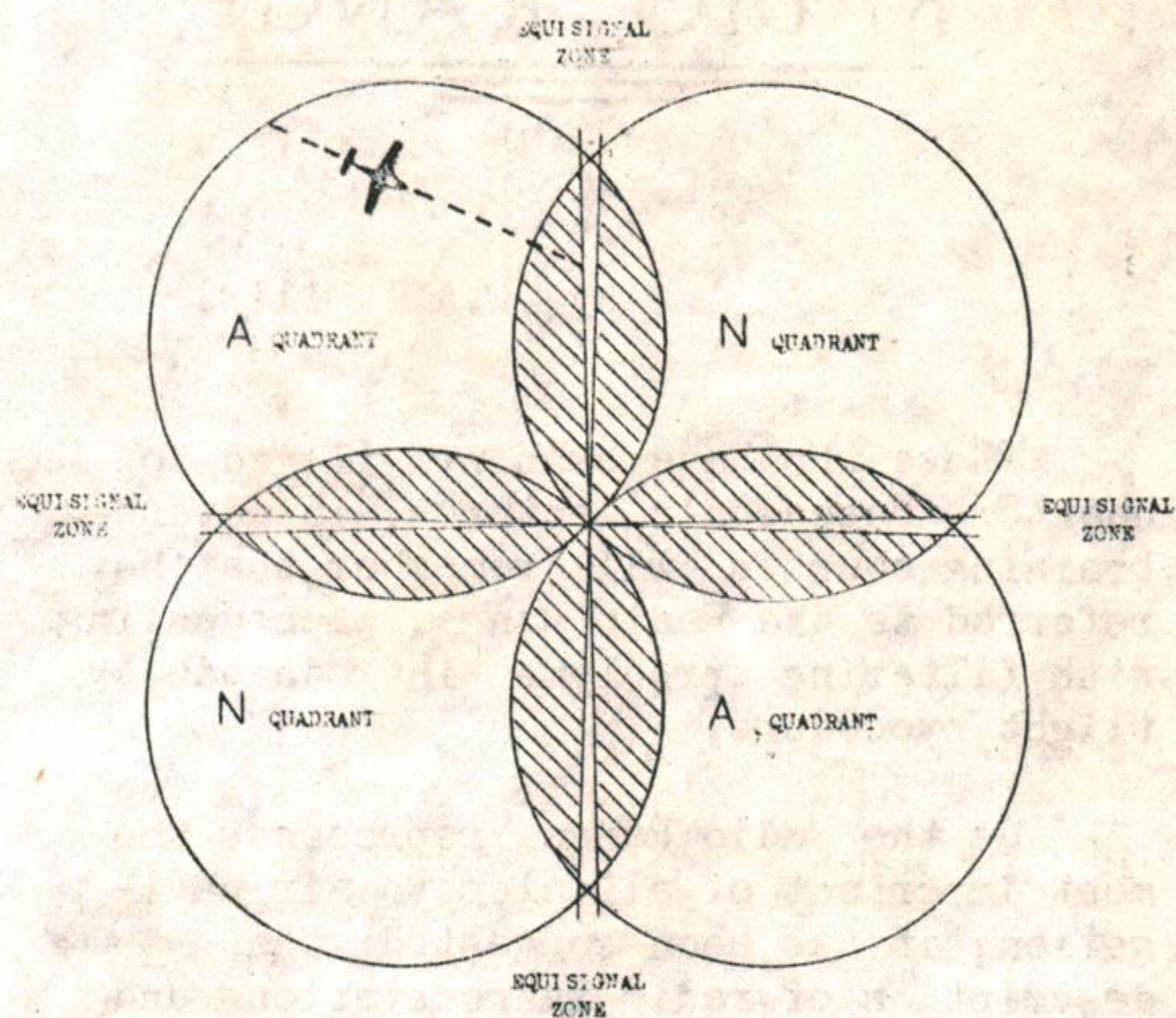


Figure II

Now the "A" () and "N" () signals are timed to dovetail exactly: so that, for instance, the pause between two "A" signals, in one pair of quadrants, synchronizes with the "dash" of the "N" in the other two quadrants; and the interval between the "dot" and the "dash" of the same "A" signal synchronizes with the "dot" of the "N". So that, in the Equisignal Zone, the "A" and "N" signals will blend together, to form a continuous tone, as shown diagrammatically in Figure III below.

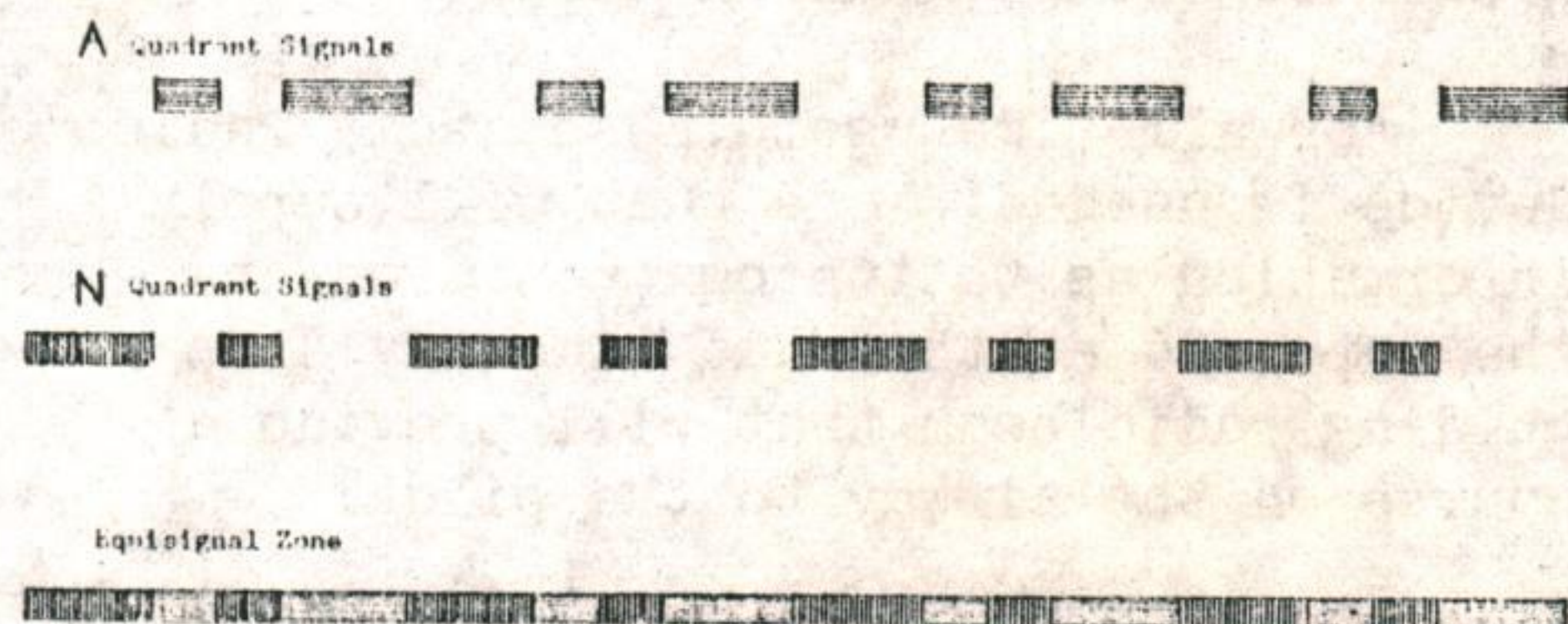


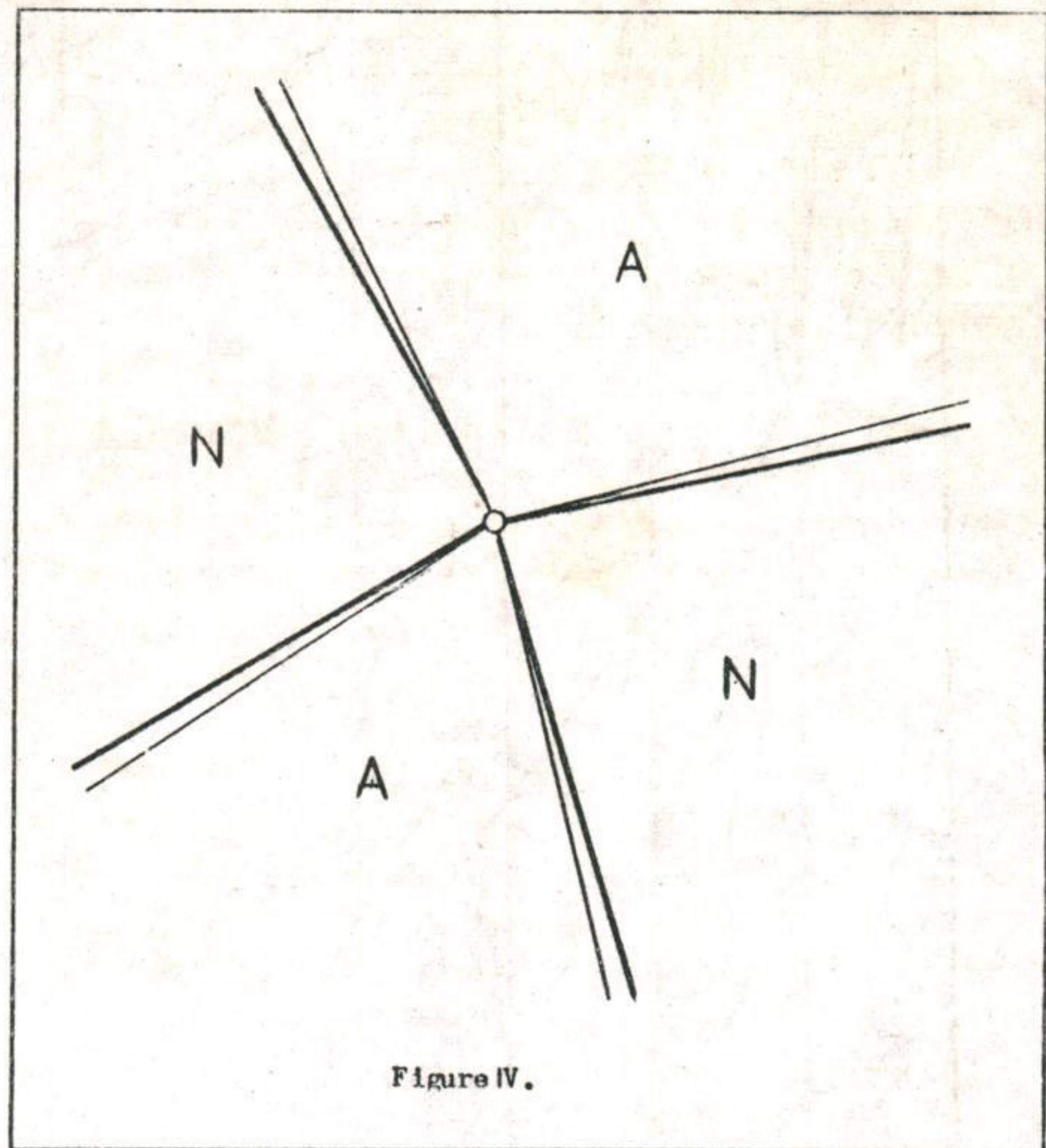
Figure III.

Then, returning to Figure II; it can be seen that the pilot of an aircraft taking the course shown, would at first hear only the "A" signals. As the aircraft approached the equisignal zone, he would hear also a background of "N" signals as well; and these would increase in volume until the equisignal zone was reached, when he would hear a continuous tone.

If the pilot now turned his aircraft into the beam, and followed the latter in towards the range station, this tone would increase in intensity; until the aircraft was right over the station, when the tone would cease altogether; but would be picked up again after the aircraft had passed over the station. This "Cone of Silence", as it is called, would be encountered, at no matter what angle of approach to the station was made. It is an indication to the pilot that his aircraft is in fact directly over the range station.

To remove all doubt that an aircraft is in the "Cone of Silence", the radio range station possesses a special type of beacon called the "Cone of Silence Marker Beacon". This is a radio beacon that projects a high-frequency conical "beam" upwards into the Cone of Silence of the range station; and indicates its presence by operating a special radio receiver; which in turn lights a lamp on the instrument panel of any aircraft equipped to receive such signals.

It will of course be realized that the arrangement of quadrants and equisignal zones shown in Figure II illustrates only the general principle. In practice, the range courses (equisignal zones) are very seldom, if ever, at right angles to each other, or 180° apart, as in this figure. The direction of the air routes, along which the range stations are situated, or topographical conditions, require in some cases a considerable departure from this ideal layout: and appreciable "bending" from the "four-square" alignment, into something of the form suggested in the next Figure. (Figure IV in next column.)



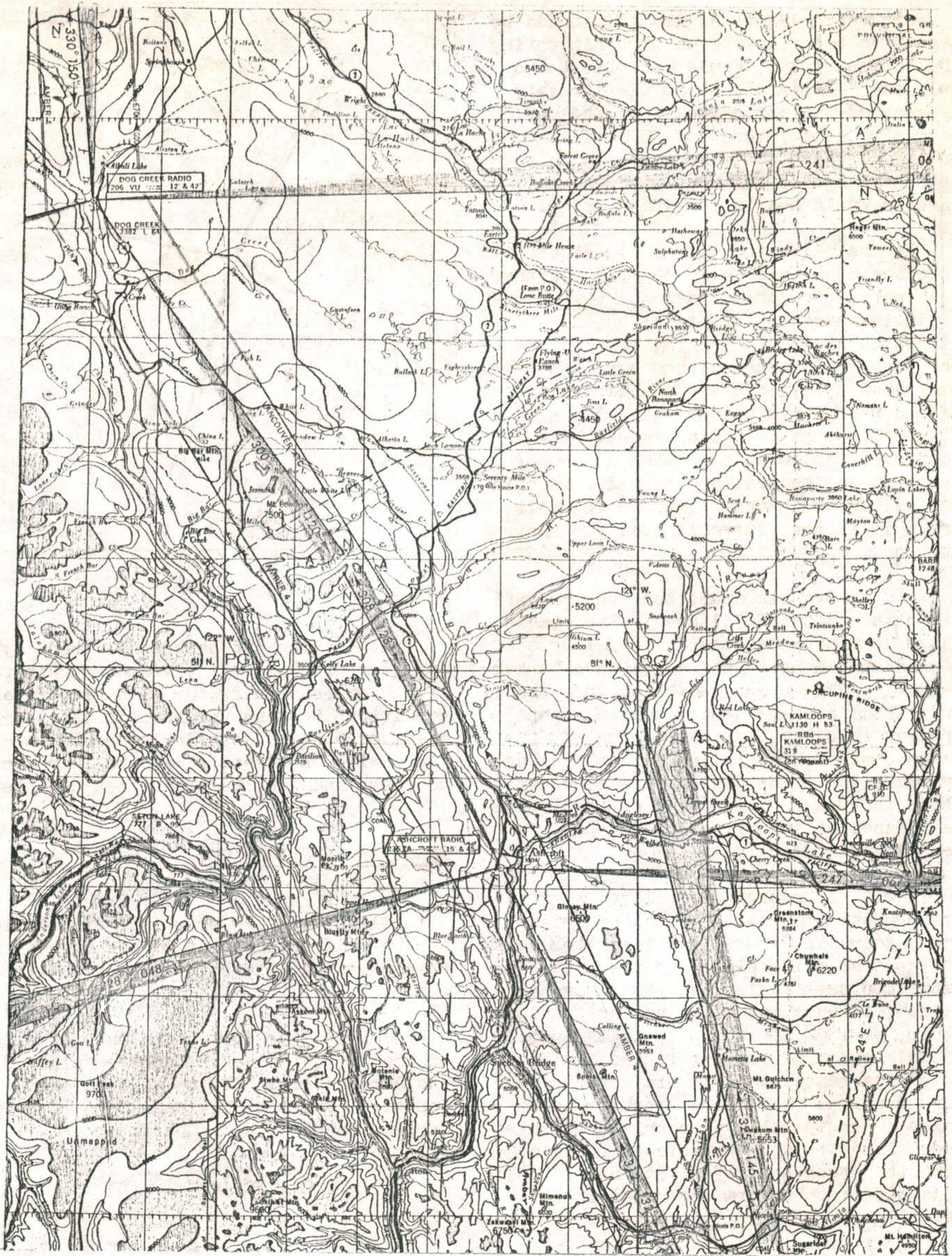
This bending can be accomplished by juggling with the relative power outputs of the antenna pairs, or with electrical conditions between antennae in the same pair, or by both methods in use together. There will, however, always be four range courses, and four quadrants between them.

PRACTICAL APPLICATION.

To illustrate the practical application of the Radio Range, one cannot do better than make use of a standard aeronautical chart.

Use has accordingly been made of a part of the Merritt- Lac La Hache section of the Aeronautical Edition, Mines and Technical Surveys, National Topographical Series, Sheet 92 N.E. Chart.

(See Overleaf.)



Let us start the perusal of our chart with the Range Station at Dog Creek, in the North West at GeoRef NG4052. We note a description of the station in an oblong enclosure. This reads:-

DOG CREEK RADIO
206 VU ::= 12' & 42'

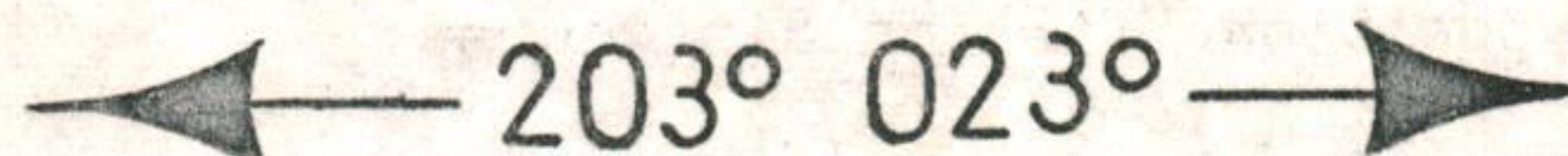
The first item under the range station name is "206", which is the frequency in kilocycles of the transmission. This is followed by the station identification letters, "VU". The quadrant "A" and "N" signals are interrupted every 25 seconds, to allow for the transmission in Morse, of these identification letters. And the last item, "12' & 42'" means that time and weather information is given verbally 12 and 42 minutes after each hour starts. Each range station has its own frequency of transmission, identification, and time and weather broadcast times; the latter being at half-hour intervals.

The Southerly beam from Dog Creek Radio fades out just where the Northerly beam from Ashcroft Radio begins; the two beams acting as guides along "Amber Four" Air Route. Let us follow this beam along to Ashcroft Radio (where the range beams, or courses, are in clearer view than at Dog Creek), and examine them in detail.

We find that the A and N quadrants are distinctly marked on either side of the beams; also that the boundary of any beam at an "N" quadrant is marked by a heavy line; while the boundary at "A" quadrants is just the edge of the shading by which a beam is indicated on the chart.

To be precise, the actual course marked by a beam lies on a line passing through the range station, along the centre of the beam. As this course can be used in two directions, towards and away from the

station, these directions are shown on each beam by two arrows, situated on its center line. The outermost arrow points away from the station, and behind it is shown the bearing, in degrees, of this course; while the innermost arrow points towards the station, and carries behind it the bearing in that direction. In all cases, the bearings are magnetic.



A pilot does not usually fly right in the beam. If he did so, he could be as much as $1\frac{1}{2}$ degrees off course, and still get the equisignal tone; blundering along in a lubberly fashion from side to side of the beam like a drunk staggering along a gradually converging tunnel. The pilot prefers to keep the equisignal zone just to one side - on his left, in accordance with the "keep to the right" rule of the airways. He then can hear the quadrant signal as a background to the equisignal tone. This

This procedure reveals an important point. As the pilot leaves the beam of one range station, and picks up the beam of the next station on the route, he will also receive a change in quadrant signal.

Thus a pilot, flying from Dog Creek to Ashcroft, would be in an "A" quadrant of Dog Creek range station; and in an "N" quadrant of Ashcroft range station. If on the other hand, the pilot still picked up an "A" background signal, after tuning in and picking up Ashcroft range station, he would know that he had drifted off course in an Easterly direction.

To complete the picture of the pilot's flight from Dog Creek, let us assume that he is proceeding to Princeton. After he passes Ashcroft range station, he changes beams again; and keeping to the right of the new beam, will also change quadrants, and will once more get the "A" quadrant signals as a background.

There are two other radio devices used

in association with the Radio Range. The first and most important is known as the "Fan Marker Beacon". This beacon sends up a narrow, fan-shaped, high-frequency beam (75 Megacycles, the same frequency as the Cone of Silence Beacon), in the path of a range beam, but at right angles to it, at a definite distance from the range station. The pilot is thus enabled to get a position "fix" on his course.

The other device is called simply the "Radio Beacon". One of these may be seen on the chart, at Kamloops Airport. This broadcasts its station call letters in all directions. Thus a pilot, flying on a range course, or intersecting one, can take a back-bearing, or "reciprocal", on the radio beacon, and so obtain a "fix".

One more thing remains to be said: that concerns the identification of quadrants. As an example, the pilot of an aircraft flying into, say, an "N" quadrant, as in Figure V, may be either on Course "X" or Course "Y". He may decide to fly into an

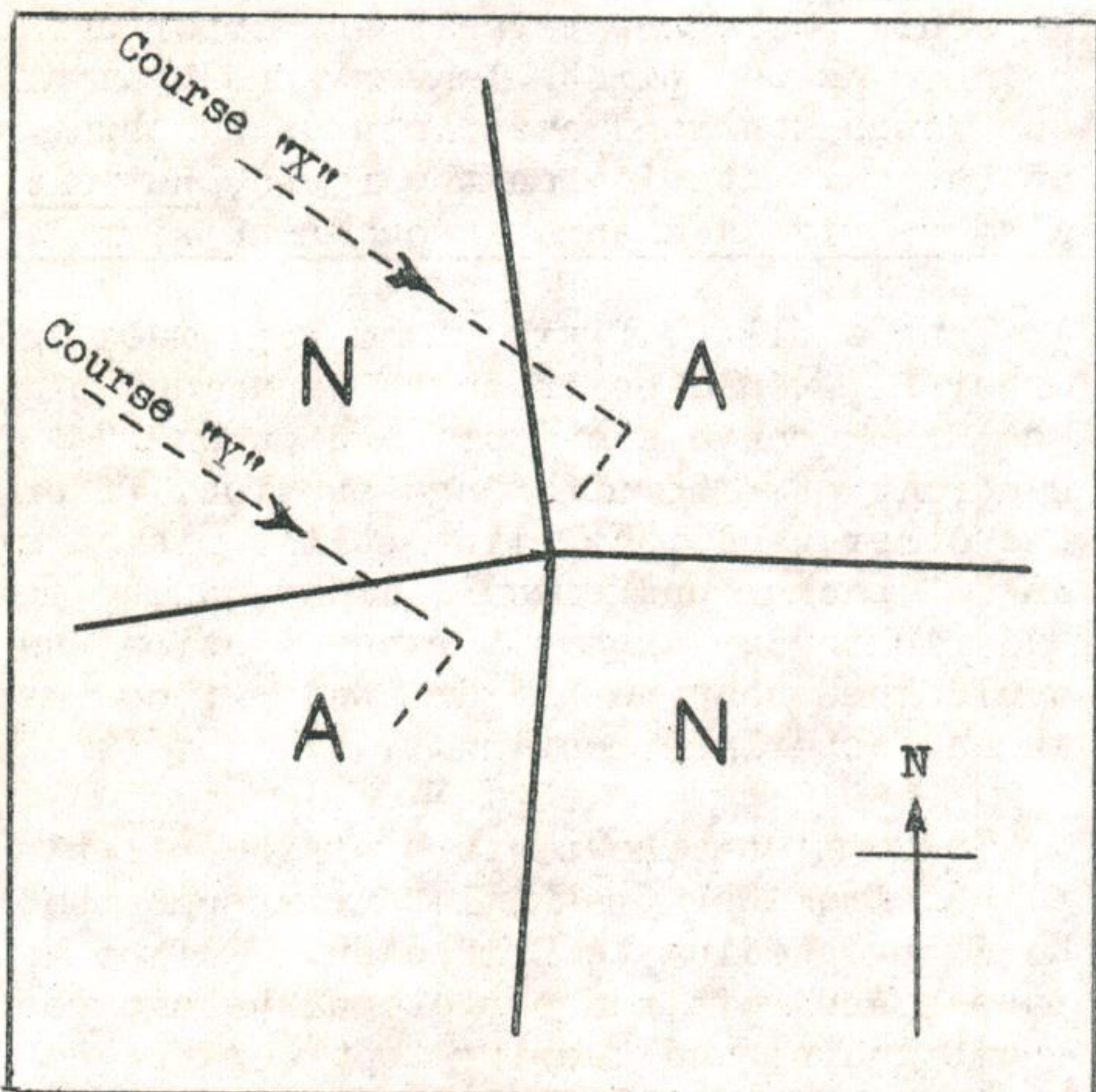


Figure V.

"A" quadrant, then turn 90° to starboard. If after doing this the "A" signals increase in strength, the pilot knows that he must be on a course North of the range station, such as Course "X".

If, however, the "A" signals decrease in strength, it is clear to the pilot that he is in an "A" quadrant South of the range station.

There are set rules of procedure for identifying quadrants. These involve the use of 90° turns, and the increase or decrease of quadrant signal strength.

This, as S/L Hoseason points out, is the reason for much of the apparent "circling" or abrupt changes in course, that have so often been noticed by observers.

DELTA WING JET

The Delta Winged AVRO VULCAN, second of the Royal Air Force's four-jet V-bombers capable of carrying atom bombs, has entered service with the RAF.

Details of the performance of the Vulcan which is powered by four British Olympus jet engines, are still secret. But it is reported to be faster than the Vickers Valliant, Britain's first four-jet V Bomber

-o-

ANSWER to QUIZ on Page 16:

There is greater buoyancy in the stern and therefore the ship becomes water-borne more quickly than if launched bow first.

-o-

CONGRATULATIONS

Our best wishes to Cpl W A Plumridge formerly of RCAF Station Sea Island on the occasion of his receipt of a letter of thanks from the Chief Of the Air Staff for an original suggestion adopted by the RCAF. The device was designed for use in 10 Detachment's Filter Centre to simplify the work of a raid clerk. Cpl Plumridge is now stationed at RCAF station Cold Lake.

-o-

Portrait

CAPTAIN P A T ELLIS



Introducing----the new Technical Adviser to 10 Detachment. Recently appointed by the Air Officer Commanding Air Defence Command at the request of the Officer Commanding 10 Detachment, Captain Ellis has long been a valuable member of our Ground Observer Corps. His services to the organization are many and varied. As you will recall, the Captain received the Award of Merit from the RCAF last year for his outstanding contributions to the Operational work in the Filter Centre.

One of the most active of our Filter Centre Volunteers, Captain Ellis and his wife are both members of the Civilian Committee and have taken over the Supervising work on Mondays. The Captain is a regular contributor to SKYWRITER with his articles that prove both stimulating and interesting.

They have a daughter, two sturdy grandchildren and a son in law who is a Padre in the RCAF.

They recently purchased a new home in Vancouver which they have papered and painted and coaxed into a most attractive and restful oasis. Even the gold fish are comfortable.

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NAVY EXPERIMENTS WITH HELICOPTERS

(Hopes to use them as Outriders to spot Subs for slow freighters)

The Canadian navy this month starts experiments which may extend its striking power by hundreds of miles. It will find out whether it is feasible to carry helicopters on escort vessels.

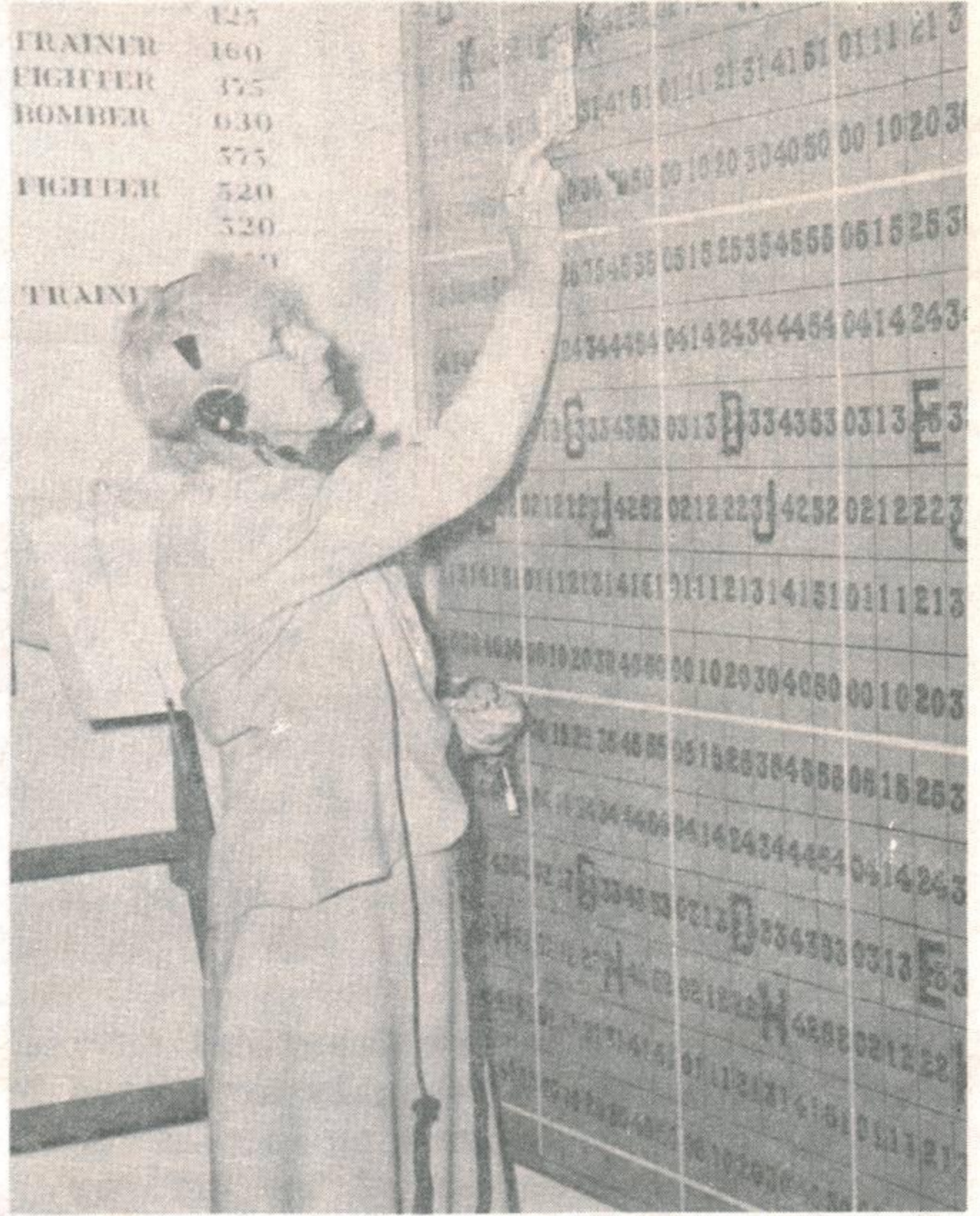
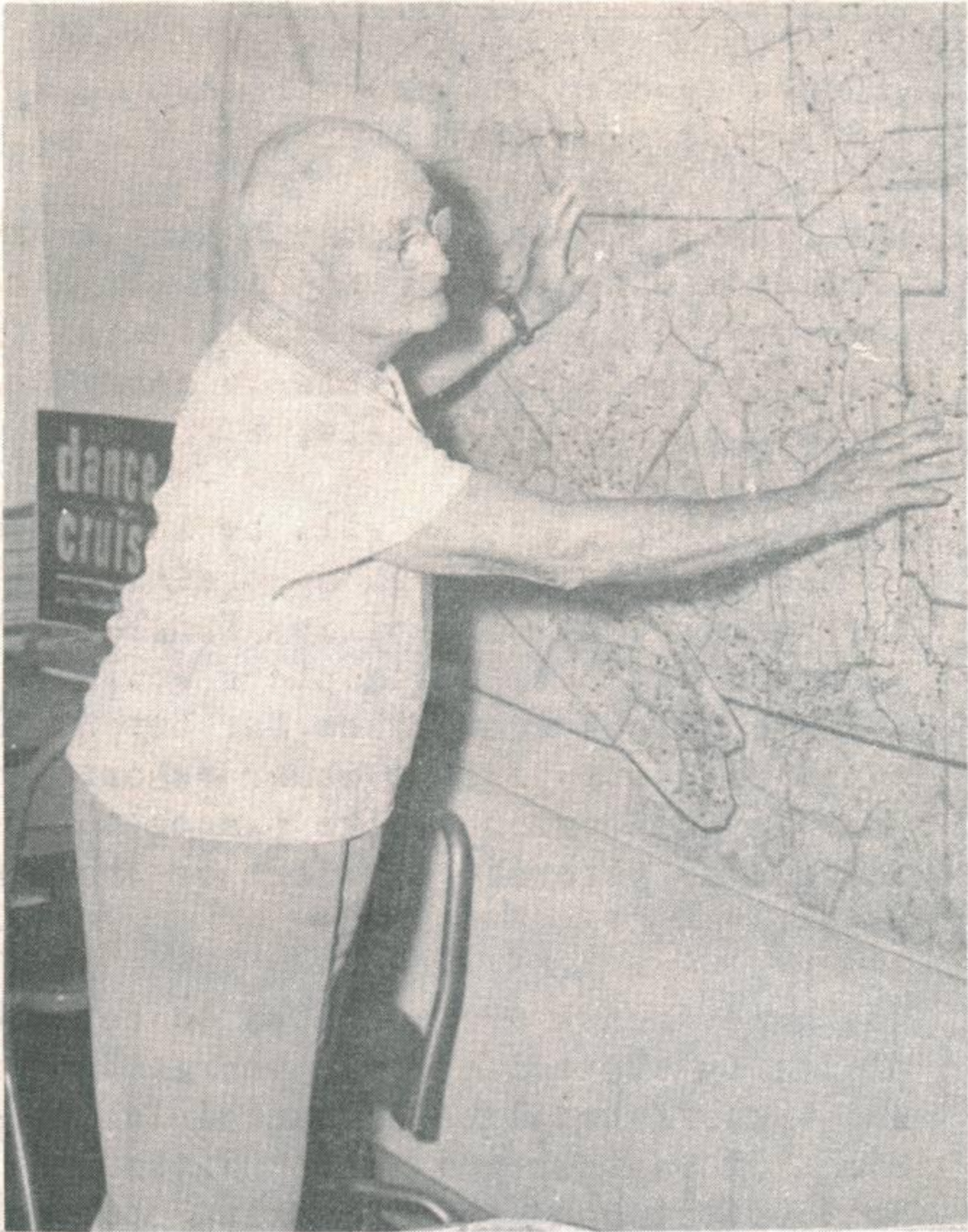
A helicopter platform will be installed on the frigate Buckingham, training ship for recruits at Cornwallis, N.S. If the scheme works out, helicopters would be able to detect submarines far beyond the range of destroyers or other escort vessels and summon strike planes to the scene from aircraft carriers or shore bases.

The experiments are expected to be completed by the end of this year. Landings and takeoffs will be conducted in all kinds of weather and sea conditions. Helicopters can carry "dunking" sonar, a device similar to the sonar carried in all naval warships. Sonar is a sort of underwater radar. A helicopter can hover over a patch of ocean, lower its sonar into the water and listen for submarines.

A force of escort vessels equipped with such aircraft would thus have a far wider listening range than now is possible. Sonar is more limited in its range than radar.

Equipping the navy's 10 Prestonian class frigates -- modernized in recent years at a total cost of some \$35,000,000. -- might also add to their life expectancy. Defence Minister Campney told the Commons last month that the frigates can't overtake the latest Russian submarines. With helicopters as "outriders", however, the frigates might be able to intercept these submarines even if unable to catch them in a straightaway chase.

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PERSONALITIES

Across the page you'll see pictures of four Filter Centre Volunteers. These are people from Vancouver who give of their time to receive the incoming aircraft flash calls, record them, plot them and then pass them on.

Here you see them hard at work in the Filter Centre Operations Room.

In the upper left you'll see TP Fairbairn, Asst Day Supervisor for Saturdays, a 1500 hour volunteer nearing his 2,000 hr mark, as he checks an area during an air search. Mr Fairbairn was involved in the search a short time ago when an aircraft got into difficulties in the Revelstoke area. He worked with Vancouver's Search and Rescue, Observers in the area, and was instrumental in guiding the RCAF Helicopter to the scene of the crash.

In the upper right picture you see Janet Jesson recording a move on a track up in the Queen Charlotte area. Mrs Jesson is another of our old timers, most co-operative and extremely interested in her Ground Observer Corps duties.

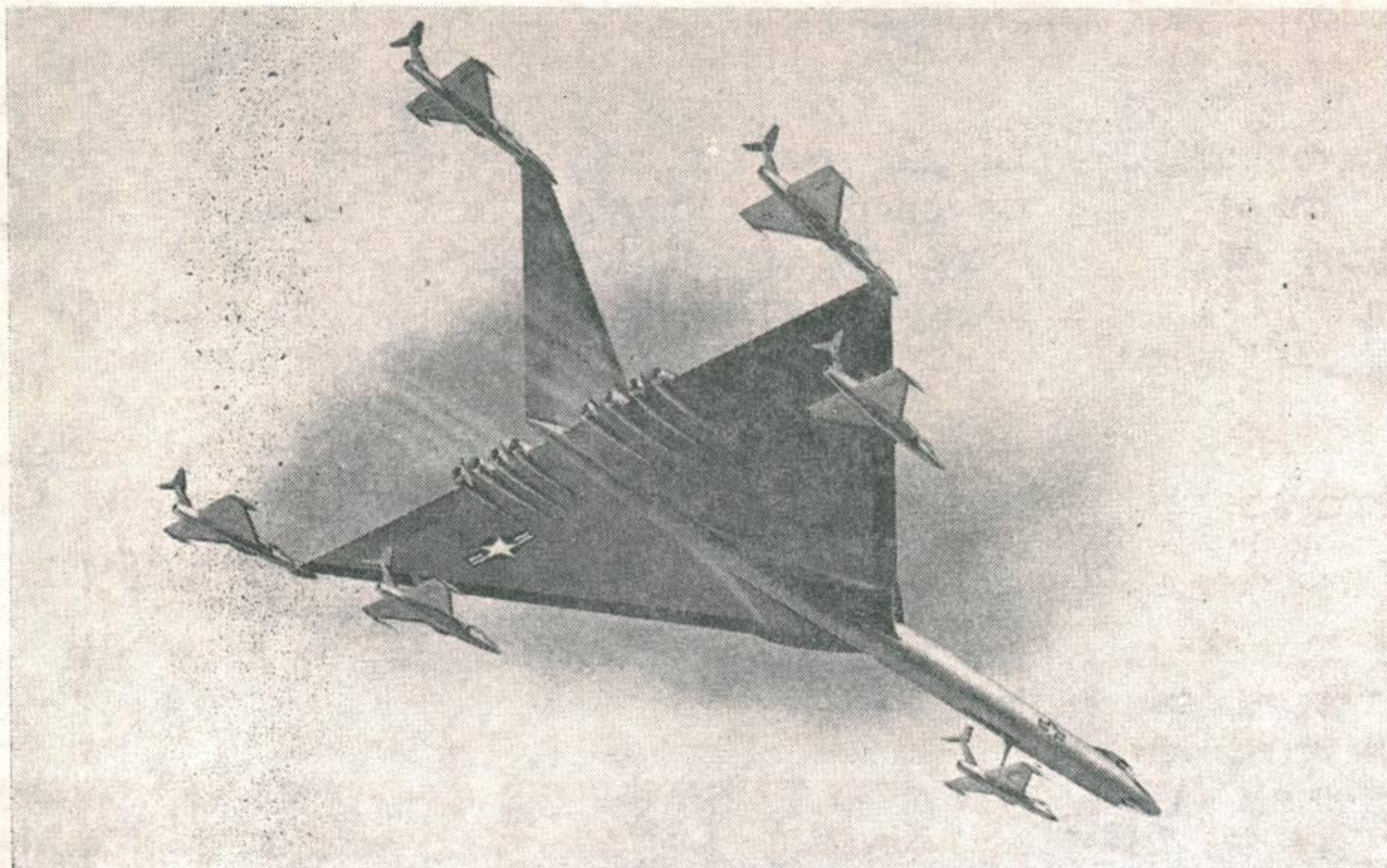
In the lower left picture, our very charming and always impeccably dressed Asst Day Supervisor for Wednesdays, is plotting a Single Cargo reported from the Vernon Area. Its Nan Kitchen and there she is, hard at work as usual. When she's not plotting, or filtering, or radar telling, monitoring or recording, Mrs K does things to her flower garden. You've never seen such sweet peas or dahlias. She has the green thumb. The flowers that decorate our Filter Centre Lounge and Dining Room come from Mrs K's garden, and many of the flowers that end up in sick rooms come from the same spot. And how she loves a busy day in the Filter Centre. When the calls are coming in at the rate of two a minute she's in her glory. The faster they come, the better she likes it.

In the lower right hand corner, smiling as usual, is Dragnet Jack himself, Bill Bird. When Mr Bird takes a day off, or is sick, or misses a bus and is a minute or two late, well, you'd think the world had come to an end. One of the most popular Volunteers in the Centre, Mr Bird is as keen as mustard. He too likes a busy day with lots of calls. He's in the Ops Room every afternoon Monday to Friday from two o'clock on, so keep him busy.



Then there's this young man. This one you have never met. He's the plotter at the Radar Station taking the track from our Radar Teller that originated at an Observation Post was received, plotted and recorded by Filter Centre Volunteers.

These are the Personalities this month.

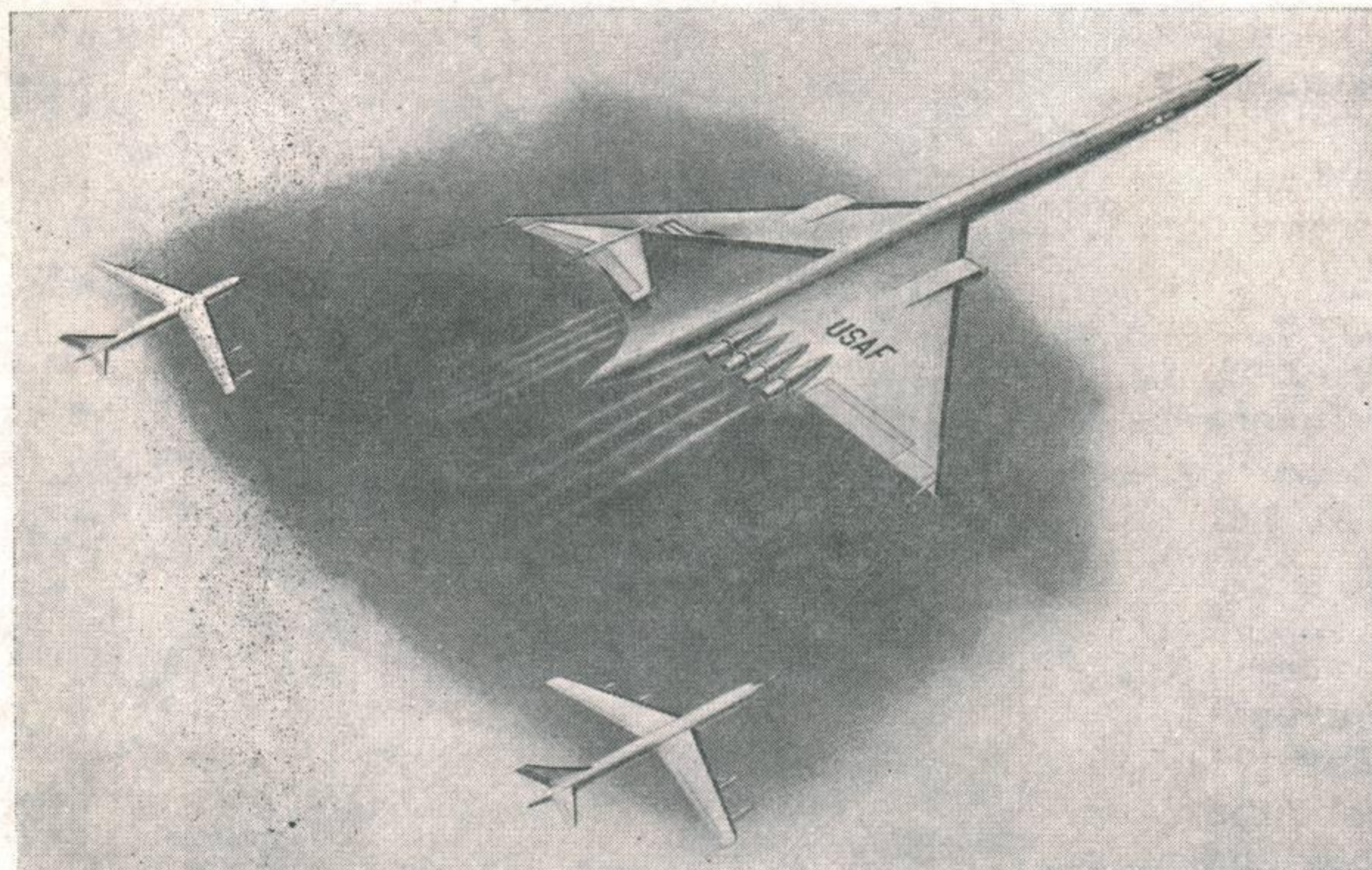


Atomic Powered Airplanes

■ A military concept of an atom-powered bomber capable of carrying along its own fighter escort is pictured in an artist's conception. Called "Project Opossum," because of the resemblance to the manner in which opossums carry their young, the airplane was described at the Society of Automotive Engineers' meeting in New York City, by Lee A. Ohlinger, atomic specialist and head of the Northrop Aircraft computer center.

The bomber would carry its fighters at high sub-sonic speeds unless alerted by its own radar of imminent attack. It would then "shift into high," cutting loose its escort. The supersonic fighters would then set up a fighter screen to take the mother ship through heavily defended areas.

Also described were atomic-powered airplanes shuttling back and forth on the world's airlines towing airliners to their destinations. The atomic craft would be limited in flight only by the endurance of their crews. Airliners would need only enough fuel to fly to the tow plane's altitude and hook on, and fuel for circling and landing at their destination. Others would then attach themselves to the tow plane for the return journey.



OPERATION AIR CADETS

During the summer, some 2,500 teen age boys attended Air Cadet Summer Camp at RCAF Station Abbotsford. Among their many activities, they all attended a lecture, film and tour of the Vancouver Air Defence Filter Centre.

These Air Cadets were from all over Western Canada, and Northern Ontario. Each one of them is now a Ground Observer Corps Booster. If nothing else, they

know what the GOBC is up to, and can appreciate the magnitude of the job we are doing.

It is to be expected that a great number of these boys will become Volunteers. In many cases whole Squadrons will take over the operation of a Post, or take over a shift in the Filter Centre. Some have already begun their work.

Letters to the Editor CF's to REPLACE SABRES

From "Wickaninnish Lodge", Long Beach, Ucluelet, V.I. comes a letter from Mr. E.F. Stephenson, Regional Supervisor of Victoria area; who is presently building himself a summer cottage in "them thar parts" -- Mr. S's letter reads in part as follows:

"A few weeks ago I was up in Tofino, and while in the Telephone Office there, the Operator received a Radio-Tel. Aircraft Flash call, which she promptly relayed to the Filter Centre. I was surprised at the speed and efficiency with which the call was handled -- also got a GOBC thrill to be in there when the call went through."

ED'S. NOTE

Thanks Mr. Stephenson -- we all like to know when we are doing a good job -- so TAKE A BOW, those folks concerned.

#####

Sorry Mrs. West (Chief Observer LE 01 Blue) all your copies of the Skywriter did not arrive -- matter has been attended to so hope this month's issues will arrive "SHIP-SHAPE".

#####

Notice how "loaded" these "Posties" are??? -- Well, they are not loaded with mail for the "Editor of Skywriter" and that's why we have a nice big blank on this page. How about YOU -- where is your letter???



Defence Minister Campney has announced that by autumn, 30 per cent of the Sabre aircraft in use at the RCAF installations in Europe, will be replaced by CF-100 jet interceptors.

He told a press conference that the first of the "all Canadian" twin engined, double seated all weather planes will be delivered to Marville airfield in November. The other three Canadian airfields will be equipped with their new Jets by next Spring.

Canada is not a war like nation, Mr Campney is quoted as saying, but we have made promises which we will keep and we will fill the role NATO has asked of us.

-o-

CANADA MAY TRAIN GERMAN PILOTS

The Canadian Government is reported to be giving consideration to the possibility of training German pilots in Canada. Defence Minister Campney made the announcement in Europe

The United States Air Force already is training German aircrew and it is understood Germany's pilots may come to Canada at the request of NATO

Mr Campney also announced that the replaced Sabre jets in Germany will be turned over to the German Air Force. The 15 jets involved are reported to be worth a million dollars each.

-o-

MISSILE DEVELOPMENT - DISTANT

General Maxwell D Taylor, chief of staff of the United States Army has said he thinks the development of the inter-continental guided missile is rather distant. All services in the United States, said the General, are vitally interested in developing the missile but he could not speculate when this goal would be achieved

-o-

SOCIAL

Hello Folks -- Guess most of you have had your holidays and are now settling down to a busy Winter with the GOBC -- if not, you had better make up your mind to do it RIGHT NOW.

A hint of autumn in the wind,
When flames the sunset sky;
A whispering among the trees
That summer's passing by.

But we'll not fear what winter brings--
On dreary nights we'll laze
Around the friendly hearth, and think
of sunny summer days.

But don't be too lazy folks -- just get yourselves down to the Filter Centre or your Observation Post REGULARLY -- we're counting on YOU.

#####

Quote from the "Edmonton Spotter" of interest to one of our fair Members:

"F/O Al Grant made tracks for the "East on leave. It appears that Al "started out by heading West for the "East.

---Not again, Al? Maybe that accounts for the fact the certain "fair Member" was missing from duty t'other Friday evening?????

#####

WE UNDERSTAND Mrs. Riley is now on the mend -- Glad to hear it Mrs. R. --- hope you'll soon be feeling "tops".

ALSO having her share of trouble is THELMA ROSS -- We are all pulling for you Thelma and hope the "Doc's" do the trick this time -- GOOD LUCK.

HEAR F/o Norm Dick and F/L Ken Pulham and families having been holidaying in Salmon Arm and Kelowna respectively -- You Edmonton chaps certainly seem to LOVE our WILD WEST -- hope you had a grand time.

HEAR a certain young Airman just put the RING on third finger left hand of a certain young Miss -- Wedding Bells in the offing?????

#####

Feel in a QUIZ mood? O.K. here's one for you --



Why launch a ship stern first?

(Answer on Page 10)

#####

EVER WASH A BEE'S KNEES?

The other day Mrs. R. Brown visited her sister-in-law, who has several beehives and was given a section of honey. When she returned home and unwrapped the section, she saw three bees embedded deep in the honey so prodded them out with a match-stick. Two of the bees were alive, but the third was obviously dead.

Gingerly she carried the two bees to the kitchen sink -- and there she WASHED them! It was a ticklish job, too -- with honey clinging to their bodies -- and -- what would happen if they

suddenly woke up in a temper? After the washing was finished, she laid them on the windowsill on a piece of paper and left them to dry.



A few hours later the bees began to stir, slowly flapped their wings, and flew off. And Mrs. Brown went back to her honey with a clear conscience.

One thing she can boast of --- she has actually washed a bee's knees!

A Bee man explains this often happens in combs when a bee becomes entangled in the honey. Normally other bees come to the rescue and wipe the honey off.

#####

THOUGHTS ON OBSERVATION POST CONFUSION

The alert has sounded,
Observers rally round,
To call in to the Filter Centre
What they see from the ground.

One boy is on duty,
A crowd comes to help,
A "low" plane goes "West",
The gang howl and yelp.

To the 'phone, a "Cousin" call
The observer, somewhat rash,
Did not repeat his call complete:
"This is an AIRCRAFT FLASH"

Now we hear another noise ---
Is it a single --- flying low?
No --- we are really off today
It's a "Ferguson" --- coming slow.

So, with planes buzzing in the air
--- Add trucks, and tractors on the
ground,
All making like a big parade,
It's hard to separate the sound.

All through the daytime --- every noise
Is named --- from ground or sky;
Late evening comes --- alas! we find
Observers sadly shy.

Mrs. Hilda Drummond
Toledo.

#####

Do hope you visited our Display at
the P. N. E. --- it was really
worth the effort. And, thanks to
all our Volunteers who helped man
the "Post".

#####

Climbing up the sunny hills,
Bathing in the sea,
Doing NOTHING on the beach ---
That's the life for me.

Sure, there's fun on holiday,
Hill, or sea or lane,
But the biggest thrill of all,
of course ---
Is --- COMING HOME AGAIN!

(author unknown)

Well, folks, that seems to be
about all for this time --- so long
for now ---

Janet

Criterion of efficiency



Wings

Wings were presented to the following Observers-

Miss MB Adams	Tunstall Bay
Miss LB Adams	"
John G Barton	Pitt River Bridge
Harry Ulatts	"
Muriel Van Laar	Lynn Valley
Harvey Pletsch	Seymour Park Lodge
Mrs Harvey Pletsch	"
David Main	Dog Mountain

Wings were also presented to an Official Observer in the Chilliwack Area by F/O Mungham.

Buddy McFarland	Cultus Lake
-----------------	-------------

YOUR EYES AND EARS ARE NEEDED TOO

JOIN US IN OPERATION CANSCAN NOW, 'ROUND
THE CLOCK ACROSS CANADA

YOU REPORT ALL AIRCRAFT—
CANADIAN OR OTHERWISE

DO IT NOW

YOUNG STUFF

by Tom Young
Regional Supervisor
Kamloops Area

As mentioned in an earlier SKYWRITER, we have 8 Observation Posts operating in Area 41, Kamloops. By way of introduction, here's a list of Posts and Chief Observers.

Kamloops	Mrs Mae Negrean
Tranquille	Eric Lurkins
Cherry Creek	Vivien Zirnhelt
Savona	George Baker
Heffley Creek	Jack Gillitt
Barnhartvale	Mrs W S Peake
Westwold	Norman MacDonald
Chase	Howard J Connett

We are hoping to establish several additional posts in the Kamloops area.

When approached regarding space for our GOBc window display, AJ Walker, manager of the Kamloops Hudson's Bay Co store, placed his largest window at our disposal. Our sincerest thanks to Mr Walker and his staff for their assistance.

And say, our GOBc crest has aroused no little curiosity, and we hope enthusiasm in this area. Several people have stopped me on the street and in public places to inspect the crest and ask questions. I'm looking forward to a larger crest to be worn on the back of a jacket and also a larger decal for the outside of my car door. All thoughts of having this crest painted on my door vanished when a charge of \$25.00 each was suggested as a fair price.

Does it not seem strange that so many people are entirely in the dark regarding GOBc and what it really accomplishes. I have lost count of the men and women who appear to be completely ignorant of our aims and ideals. But ask any of the

#small fry" what Ground Observer Corps means, and the majority of them have the answer. We have one young fellow, 12 years of age, who is ready to establish an Observation Post in his neighborhood any time we give him the green light. And you can bet your bottom dollar he'll have his Post reporting regularly.

Just recently we in Kamloops suffered through the "Days of the Big Hoax". A great fly in was due when 300 aircraft were expected to visit us for a meeting of various organizations connected with flying.

Well, I alerted all my Observers at the Kamloops Post for a busy day of reporting. Apart from pigeons, sparrows, and other birds, we saw only six objects in the sky. Added to this was the information later received that only 50 aircraft had touched down at Kamloops. Such is the life of a Ground Observer, and darned if it isn't a good life too. So that's that!

To QF 44 Black falls the distinction of being one of the few Man and Wife teams of "Flying Ground Observers" in Canada. We refer to Observers Mel Kerr and his charming wife Betty. Betty has only recently joined us and is already doing a grand job. They have, incidentally, a young son and we are waiting for the day his "I" card may be issued.

Jack Gillitt of Heffley Creek is a going concern - apparently GOBC comes before business during his busy day. Recently Jack was pumping gasoline into some gravel truck tanks when an aircraft flew over. Following is a vague description of what happened. Said Jack to the truck driver, "Here grab this hose" and then he dashed madly into his store leaving the driver to fill his own tank. Jack made his Air Craft Flash Call and returned to the pump. When the driver asked Jack what he thought he was doing, Jack replied simply, "BIRDWATCHIN", and there the incident closed. Friend Jack apparently thinks nothing of leaving customers in the middle of an order to report an aircraft. We could use a lot more Jack

Gillitts in the GOBC.

Recently the Kamloops Area held a short instructional session and social get-together in the Legion Hall. Represented were Posts from Savona, Cherry Creek, and Heffley Creek. After the "skull" session we had sandwiches, cake, cookies, and coffee. The Coffee was made by Chief Observer Mae Negrean of the Kamloops Post and it was really coffee. Whether my spoon was snatched or dissolved is still a mystery - at any rate it disappeared for sure. It was good coffee though Mae, couldn't make it better myself.

As we mentioned earlier, we have a Post at Savona BC. Chief Observer George Baker and his wife Elsie and family operate a resort known as Windmill Lodge. This is a real spot for a quiet restful holiday complete with some of the best fishing in the world.

Well, that does it for this month....

so long for now.

-30-

STAFF OFFICER'S VISIT

S/L CE Harris DFC, Staff Officer Ground Observer Corps at Air Defence Command Headquarters in Montreal, will be visiting 10 Detachment, Vancouver; 11 Detachment Prince George and 20 Detachment Edmonton this month. His visit to Vancouver was highlighted by a trip to the PNE to see the big GOBC Exhibit. On his way to Prince George, S/L Harris accompanied by our own Commanding Officer S/L CHC Hoseason and Flight Lieutenant Riley made a side trip into Kamloops to call on Supervisor Young and officiate at a Wings Presentation. We'll have more news for you on the Staff Officer's visit to Kamloops in next month's SKYWRITER.

-0-

OPERATION CARAVAN

10 Detachment's most concentrated Publicity drive got under way on the 14th of August. On that day, "OPERATION CARAVAN" put in its first Fall Fair appearance. The place was Chilliwack, the scene of the first Arabian Horse Show in Canada, and one of BC's larger Fairs. There the new "WIN YOUR WINGS" display was set up and the show was under way.

Then came Coombs, near Parksville on the Island and at the same time the PNE with its GOBC display.

Next on the list Courtenay from the 30th of August until the 1st of September. Port Alberni on the 6th, 7th and 8th, Nanaimo from the 13th to the 15th, and Ladysmith completed the Island tour on September 19th and 20th.

While the Island Tour was in full swing, and the PNE going too, another tour began in the Interior of BC with a stop at Merritt on the 3rd of September, up to Kamloops and across to Westbank near Kelowna for the 7th of September. Then the fairs at Lillooet and Salmon Arm follow on the 13th and 14th and in Salmon Arm on the 20th and 21st.

Then the Fraser Valley Tour was also under way. Abbotsford for the 4th, 5th, and 6th of September, Mission on the 12th and 13th, Agassiz on the 14th and Hope on the 15th.

With all these going full blast there remains one more the big fair at Powell River, the Newsprint Capital of the World and sure enough "OPERATION CARAVAN" is scheduled there for the 20th to the 21st of September.

That's a total of 16 Fall Fairs and the PNE. The Caravan trucks will roll nearly 2,000 miles take a total of some six weeks with about 3,000 man hours

contributed by RCAF Personnel alone.

The Civilian Volunteers' contributions of time in helping to erect and dismantle the shows, man the displays, arranging for space, publicity and the thousand and one details adds up to astronomical figures.

It is estimated that some ten to 15 thousand people will actually visit our show at the PNE with interest, and that figure will be easily doubled at the smaller Fairs where people have more time to look and to visit.

It was our plan to contact this staggering number of BC folks, either residents or vacationists, to spread the Ground Observer Corps story. Actual recruiting of new Observers and Filter Centre Volunteers also took place, but the accent was on Publicity. There's nothing more frustrating to the Ground Observer Corps than to have people look blank when they hear of us. When "OPERATION CARAVAN" is over, there should be fewer blank looks and if nothing else, a bit of sympathy for the difficulties our Volunteers encounter. Your Detachment Staff also run into these blank looks every day and are working towards this Public Information.

And so... "OPERATION CARAVAN" is under way. If the first fairs are a criterion the venture is a huge success. The fairs visited so far have been eager to have the GOBC Show on the grounds, have been amply staffed with Volunteers, and well covered by Press and Radio.

Next month in SKYWRITER, we'll bring you a report on how everything went. Remember too, if "OPERATION CARAVAN" is coming to your area, visit the Fair, and say hello.

-o-

Ground Observer Corps

AWARD OF MERIT

Donald A. Ross

Mr. Ross has devoted many hours to Filter Centre operations where he acts as both Day Supervisor and Civilian Instructor. In addition, his efforts as a member of the Public Relations Committee have been particularly effective in promoting interest in the Ground Observer Corps. Mr. Ross is a fine example of the contribution an individual can make towards Canada's Air Defence.



L.E. WRAY

Air Vice Marshal
Air Officer Commanding
Air Defence Command - R.C.A.F.

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THE CIVILIAN ARM OF THE RCAF
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