



Skywriter



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"THE SKYWRITER"

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STATEMENT OF PUBLICATION

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COVER

This month marks the retirement of our Commanding Officer, and this month's cover shows him against a background depicting the work with which he has been associated in the closing years of his service. S/L McGibbon's farewell message appears on page 1.

The cover is the work of F/O "Al" Brunsdon who joined our staff at Christmas and was introduced in the last issue.

MESSAGE FROM SQUADRON LEADER JAMES CAMERON MCGIBBON, CD, ON HIS DEPARTURE
AS COMMANDING OFFICER, #1 GROUND OBSERVER CORPS UNIT

Upon looking back over my 25 years of service in the RCAF I can, in all honesty, say that the last year and a half with the Ground Observer Corps has been most rewarding.

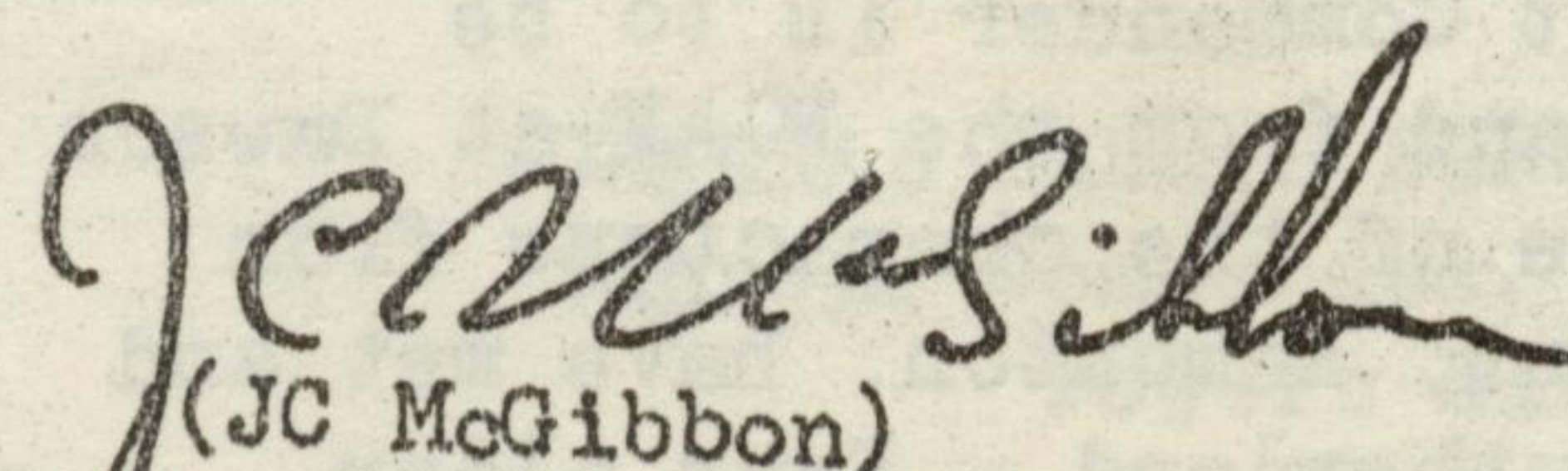
Good airmen always prefer to work with or close to aeroplanes, therefore, when I first learned of my transfer to the GOBC, it was with mixed feelings. However, any misgivings which I may have had concerning my new post were dispelled as soon as I met the service personnel with whom I would work. My meeting with the volunteers at a later date only confirmed that I was entering a most interesting and pleasant period in my service career.

From the initial meeting, I have continually been impressed by the personal self-sacrifice and high spirited good citizenship displayed by each and everyone of the thousands of volunteers in the #1 GOBC Unit area. Your enthusiasm and your loyalty in furthering the cause of National Defence has contributed, in no small measure, to the peace which we and our families are privileged to enjoy today. Your devotion, individually, and as a whole, to the fulfillment of your duties as members of the GOBC has set an example in good citizenship, not only to members of the Corps in other areas, but also to Canadians everywhere.

To each one of you personally, may I say that it has been a great source of pride and personal satisfaction to have been associated with you, even for the short period in which I have served as Commanding Officer of #1 GOBC Unit. I only wish that it could have been longer.

Saying "Goodbye" is always a sad occasion, however, I would like you to know that I carry many pleasant memories upon which to look back in my retirement. To all the service personnel and the civilian volunteers with whom I have been privileged to work in the GOBC I say, "a sincere and heartfelt thank you", for your loyal and continuous support during my term of office.

I return to civilian life with the knowledge that I leave you, and the affairs of the Corps, in the capable hands of Squadron Leader V.A. Sutherland, who will be the new Commanding Officer. He brings with him a wide experience in the RCAF which will be of benefit to the aims and ideals of the GOBC. I am confident that you will give him the same outstanding and loyal support which you have given to me, so that the Corps can continue to add to its stature in the future.



(JC McGibbon)
Squadron Leader,
Commanding Officer
Number 1 RCAF

Ground Observer Corps Unit

EDITORIAL.....

A full month of the New Year has come upon us, and is written in the pages of the past. Giving comment to little else but a resumption of routine matters, owing to the restrictions placed upon our travelling, January has been a month in which we have caught up in the "paper" and "planning" warfare which is ever a threat to the normality of our daily existance. Our field trips of the future have been tentatively sketched, our ever continuous "returns" have been compiled--advertising, publicity and area releases completed. We now look to ourselves.

This month we are running a feature on the Posts of the Year for 1959 and this is based upon the actual number of times that the post in question has been on the "Post of the Month" list for the whole of 1959. If you have been 1st, 2nd or 3rd, in your area list All Year then you are sure to be a "Post of the Year". Well done to the winners.

This month also, we see the departure of S/L Jim McGibbon, our Unit Commander, who many of you have already met. Since taking over this arduous task he has endeared himself not only to the volunteers, but also is held in very high esteem by everyone of his officers and men. It is always a sorry day for the Corps and also the Air Force when an officer of this calibre retires, for many many reach his status, but few achieve his example. Good Luck in your retirement Sir, and please don't forget us.

We hear from various sources that our new Unit Commander is to be S/L Sutherland from the RCAF at Dawson Creek. Some of the characters from 20 Detachment, Edmonton, have met and known S/L Sutherland. Even older hands know him as head of the Recruiting Unit in Vancouver in the "old days".

In passing we would like to send 1960 greetings to our sister bulletins in the West, "The Sentinel" of Prince George, and "The Artic Spotter", of Edmonton. We read them most carefully every month and find them informative, instructive and always interesting. Each one is a credit to the Detachment they represent. We feel honoured to belong to such a family. Editors -- keep up your excellent work, and please feel free to use our material at any time, just as we would like to use yours. Such an exchange could only result in mutual betterment.

Thank you for the numerous encouraging letters we have received at "Skywriter", they inspire us more than you may realize.

Your AIR FORCE needs

note

Civilian Plane Spotters

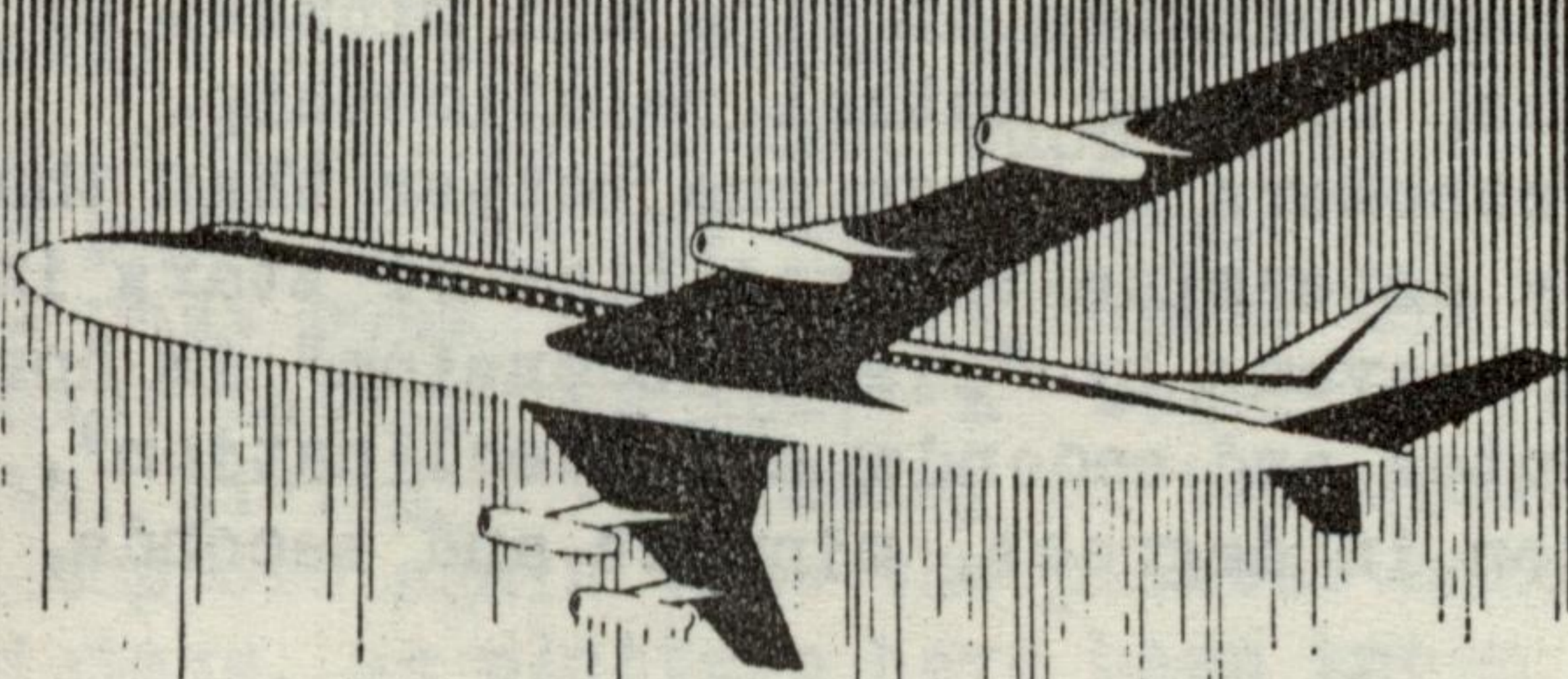
KEEP YOUR EYE ON THE SKY!

Join the

Ground Observer Corps

CIVILIAN ARM OF THE RCAF

One of the great mysteries of life is how the boy who wasn't good enough to marry the daughter can be the father of the smartest grandchild in the world.



Operations by

F/L AK Shepherd

There is very little to report in the way of operations this month as very little out of the ordinary took place. There was a slight increase in the number of observation posts reporting, which helped tracks to move a greater distance, however, the total number of flash calls was less than that for the previous month.

To those Observation Posts which appeared on the Post of the Month Totem in the Skywriter during the past twelve months, "Post of the Year" certificates will be forwarded in the near future.

To the observers of Observation Posts who faithfully report all the threat type aircraft, few as they may be in some areas, your efforts do not go unnoticed.

It is only by the continued co-operation of all observers that the Corps can fulfil its present role.

Post of the Year Certificates have been awarded to:

Mike Echo Zero Two Black - Merry Island Light (Southern DOT)

Hotel Golf Zero Three Black - Addenbroke Light (Northern DOT)

November Echo Two One Red - Maple Ridge (Valley)

November Echo One Zero Red - White Rock (Valley)

Lima Echo Four One Black - Parksville (Straits)

Mike Echo Zero Zero Black - Nanaimo (Straits)

Alfa Echo One Three Black - Summerland (South Okanagan)

Alfa Echo Two Three Black - Naramata (South Okanagan)

Papa Golf Zero One Black - Jesmond (Interior)

CONGRATULATIONS!! and keep up the good work.

OUR COMMON QUEST

There is something about working for peace and the preservation of liberty that cannot but imbue the worker with both pride and confidence.

Such a quest, you might say, is for the statesmen--and indeed as the destructiveness of weapons increases, the search for peace becomes a more and more pressing responsibility of our civilian leaders. We, too, share in the search and the deep wish for a safeguarded peace. But in this quest we must show honesty as well as flexibility. We must see clearly and weigh well the central problem of the West: how to reduce the risk of war without endangering our priceless liberty.

Citizen and soldier must together continue the search for a peace which will give us a basis for confidence, a real hope of security. In the meantime we must continue to build the common defence which under NATO will keep us free.

-GENERAL LAURIS NORSTAD,
Supreme Commander, Allied
Powers Europe

(Excerpt from speech to RCAF Ass'n Convention, 15 May 1959)

(Taken from December 1959 issue of Roundel)

T I M E

by P.A.T. Ellis.

Part I.

In the earlier issues of Skywriter we have presented several articles dealing with the subject of "Time". For instance, we have discussed the Equation of Time, and the meaning of Greenwich Mean Time; the International Date Line; and so on. These articles were offered rather haphazardly, without forming any special sequence. We now propose to deal with this same subject, in two or three articles; but this time in a more systematic way.

Time has no beginning and no end. It is, we are told, tied in completely with the time-space continuum of Eternity.

Nevertheless, we poor mortals require some way in which we can record the interval or intervals between two or more events. And so we have invented a system of arbitrary units. For this purpose we have taken as a standard the Terrestrial Day, which we define as the average interval between successive transits of the Sun over a given meridian. This day our forefathers divided into 24 hours a round dozen hours each side of noon. They divided the hour into sixty "minute hours", which we now call "minutes", and pronounce as "minits". But even minutes were too large for precise time measurements; and so they divided the minute into sixty "second minutes", i.e., minutes of the "second order of magnitude". It might be as well to mention here that mathematicians speak of an order of "magnitude", when what they really mean is an order of "smallness". These second order minutes we call "seconds". And in the scientific world a second is used as the unit of time.

Unfortunately, either through a lack of imagination or a misplaced sense of humour, the early mathematicians

decided to use minutes and seconds as divisions of the angular degree. Thus we have minutes of time and minutes of angle, with no mutual relationship. Astronomers go even one better than that: they determine the position of stars in the heavens by "right ascension" in hours, minutes and seconds; and "declination", given in degrees, minutes and seconds.

Let us return to the unit of time, the second. Audio-telephone engineers find the unit too large, and prefer to work in milliseconds, or thousandths of a second. Radio engineers, on the other hand, find even milliseconds too large; and so they use the microsecond, or millionth of a second. Astronomers use anything from a microsecond to millions of years.

But to us in the GObC, minutes are of the most interest; although we should not lose sight of the second. And it would be a good idea to gauge minutes and seconds, by seeing how far an aircraft will travel at different ground speeds. And we can do this conveniently by tabulating a few ground speeds with their appropriate travel data, as below:

Ground Speed m.p.h.	Miles per min.	Feet per sec.
150	2½	220
300	5	440
600	10	880
750	12.5	1100
1200	20	1760

When one realizes that, for example an aircraft flying with a ground speed of 300 miles per hour covers 5 miles in one minute, equivalent to a mile in each 12 second interval, even one minute has an appreciable significance. And a one-minute period has an even more striking significance if we examine the effects produced by one-minute errors when reporting and plotting aircraft flashes.

This can easily be illustrated. Let us suppose there are two observers posts, "A" and "B", exactly thirty miles apart, and in the direct course of an aircraft having a ground speed of 300 m. p.h.; and let us further suppose it to pass post "A" at say 1615 hours. It will pass post "B" at 1621 hours, six minutes later. At 1617 "A" observer reports, giving a time delay of two minutes. But suppose again that the plotter makes a mistake, as plotters have been known to do, and sets his pip at "16" instead of "15". At 1623 the observer at "B" reports but gives a three-minute delay instead of a two-minute one. The plotter accordingly puts "20" on his pip.

The time of flight of the aircraft between the posts will thus appear to be four minutes instead of six: an error of 50%.

This is bad enough, but let us see that would happen if the same mistakes were made with an aircraft flying with a ground speed of 600 m.p.h. If the aircraft passed "A" at 1615, it would pass "B" at 1618, three minutes later. Then if the same mistakes were made, the first plot would be at 1616, and the second at 1617: a one minute interval representing a ground speed of 1800 m.p.h.! A filterer has yet to be born who would recognize these plots as being parts of the same track.

It must be admitted that this is an extreme case. But even if we limit the error to one of the plots, there will be still an appreciable error. Let us suppose the first plot to be made correctly at 1615 hours, but the second at 1617, instead of 1618. The apparent time interval would be 2 minutes, equivalent to a ground speed of 900 m.p.h.; an error of 50%; sufficient to cause trouble to any filterer.

The above paragraphs serve to emphasize the importance of getting time right; both in reporting time delays and in setting the time on the pip.

We wonder how many of our readers can recall the days before the GOBC assumed its operational duties? In those days, the hour was divided into 6-minute intervals; and each of these intervals again divided into three 2-minute periods; the 2-minute periods being indicated by the use of colours - red, orange and green. These colours were used in turn, in the above sequence, to illuminate the ground glass disc in the centre of the plotting table. The same colours marked each two minutes around the Ops Room clock.

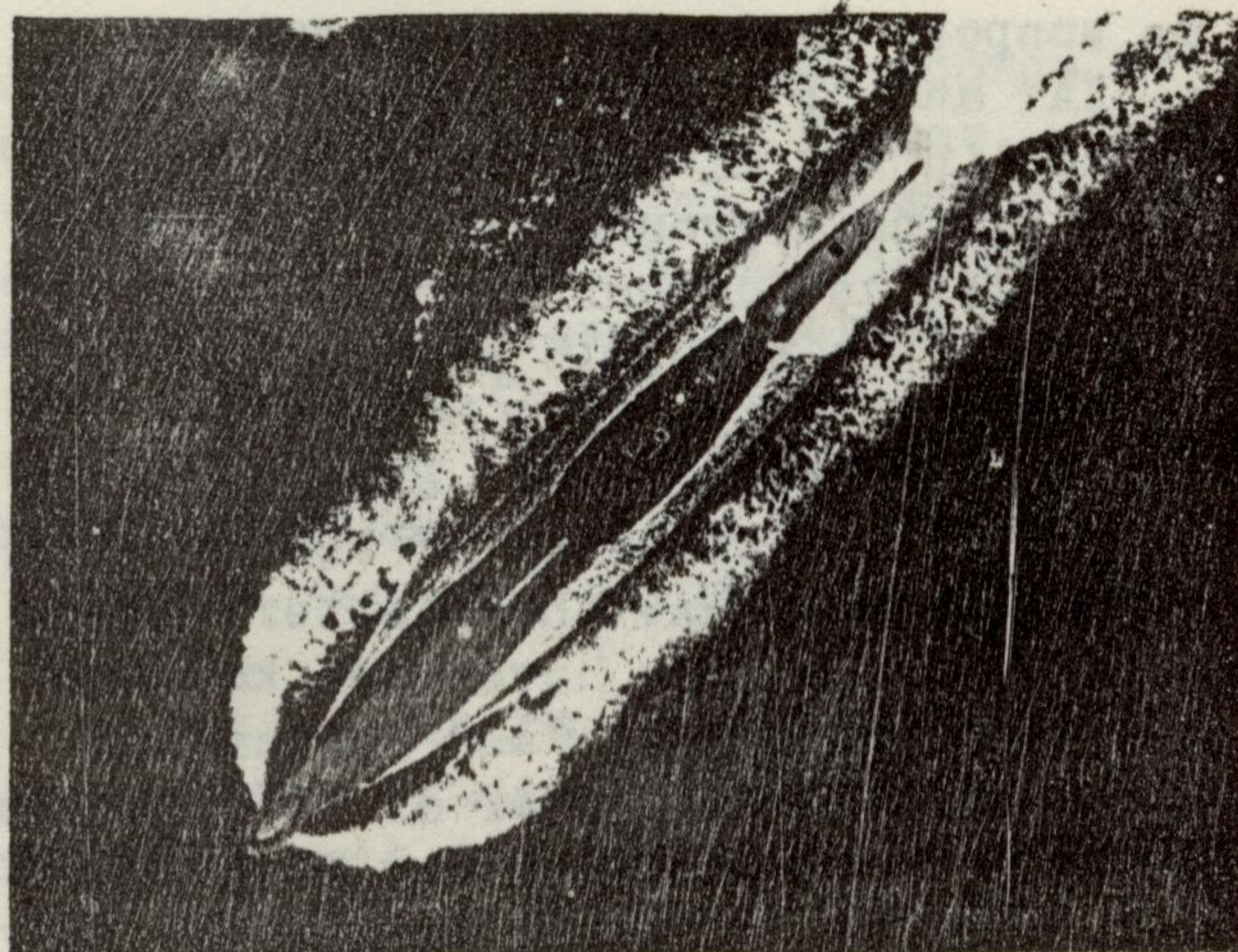
The pip had, instead of the present "time" sections, a three-sided pointed top, its three sides coloured red, orange and green. To show time on the pip, the plotter looked at the colour displayed on the plotting table. He did not worry about the clock; that was for the filterer. If there was "no delay" he set the top of the pip to display the same colour as that shown on the table. If the delay was "2-minutes", he would set the pip at the colour of the previous two minutes. For a 4-minute delay, he set the top of the pip back two colours.

Such was the limit of accuracy in setting the pip; to the nearest two minutes. And the filterer had to be on his toes to catch all the pips in his area within a six-minute interval, as otherwise the colours displayed on them might have little meaning, once a new 6-minute period was entered.

How wise the big chiefs were in changing the pip to its present form, we can now see. For the new pip we are indebted in part to F/L A Jagoe, then of 1 Unit, GOBC, now at North Bay, Ontario. It is feared that we did not appreciate our indebtedness to F/L Jagoe at the time, as, weighed down with the cares of our new responsibilities as an operational unit, we looked upon any further innovations as but the piling of Pelion on Ossa. Furthermore, knowing this officer to possess a strong sense

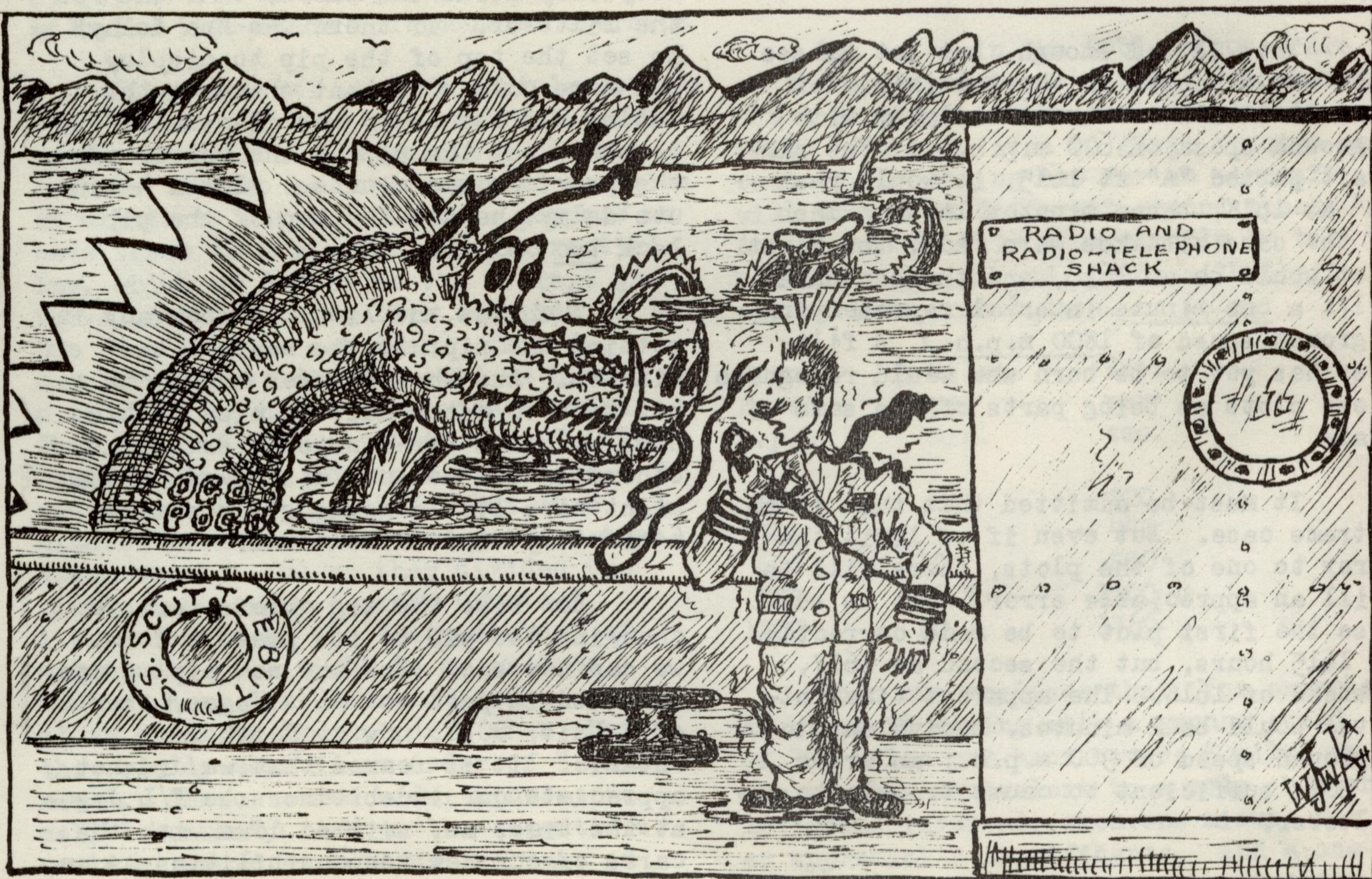
of humour, we suspected this new-fangled pip as one of his practical jokes. The only mitigation of our discomfort was the knowledge that the professional staff of the Filter Centre was just about as awkward with the darned things as we were.

Ah, those were the days! If he is not too busy, ask F/L Pulham about them. He was our O.C. at the time. He knows all about it. (And about F/L Jagoe, we think).

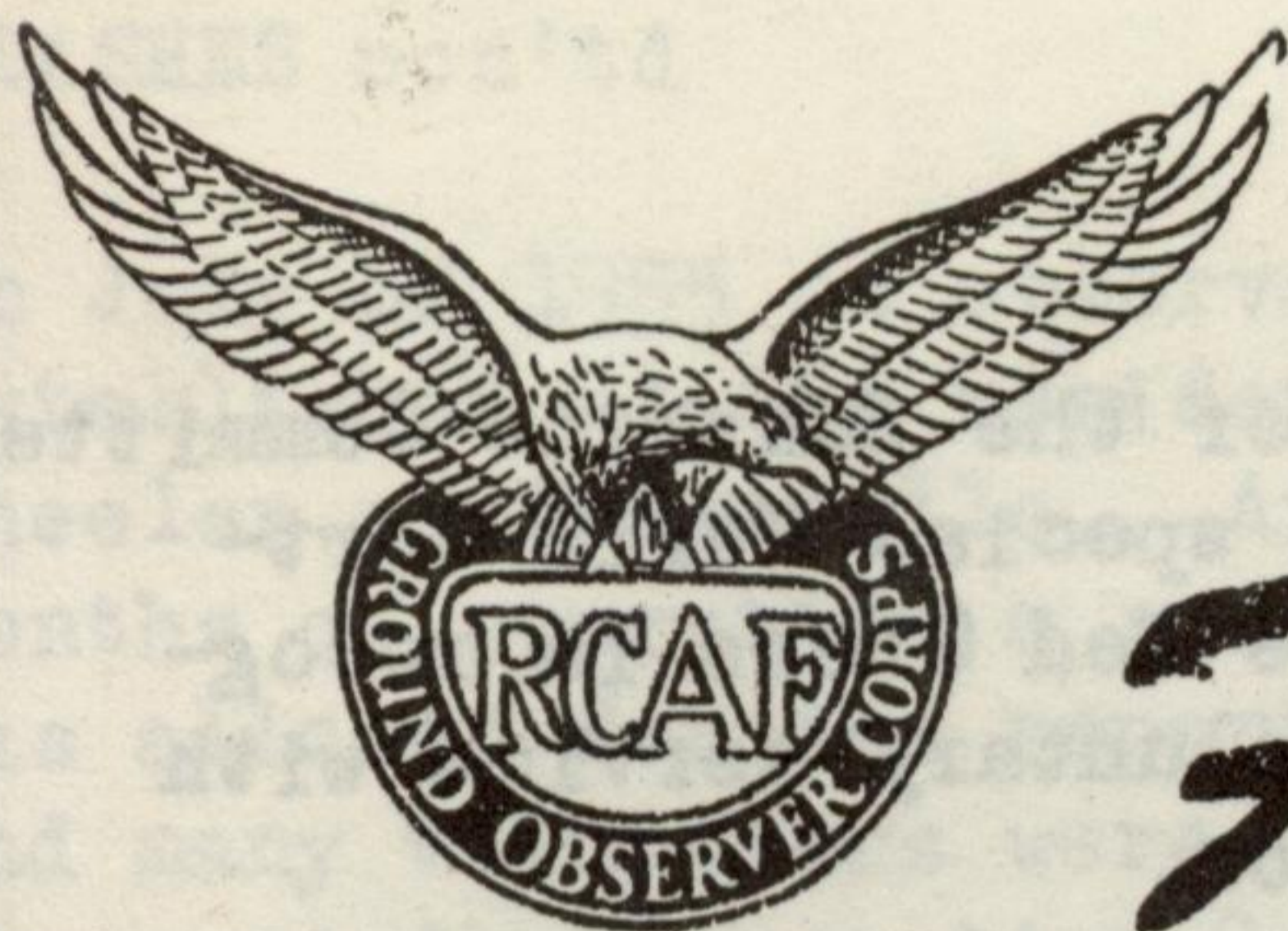


H.M. Submarine *Grampus*, one of the Royal Navy's new "Porpoise" class of operational submarines, was commissioned last December. The diesel-driven "Porpoise" class are 290 feet long, with a 26½ feet beam. They have air and surface warning radar that can be operated from periscope depth as well as when surfaced.

Experience is the difference between keeping your chin up and sticking it out.



AIRCRAFT FLASH! AIRCRAFT FLASH! You'll Never Believe this -- but I want to Report -----!!!



Flashes

GLAD TO HEAR

Regional Supervisor Ernie Woodward has returned home after his operation-- we hope you will on your feet soon, Ernie.

Mrs. Majorie Drew, wife of Asst. Regional Supervisor Ron Drew, has produced a 7-lb 3 Oz future Ground Observer. It's a boy, "Ronald David".

CHALK TALK

Advanced training classes for volunteers has started at the Filter Centre and something new has been added "Examinations Yet".

FLASHES!

By the Centre - The paper war is going full blast -- planning has been almost completed for the Spring Field Offensive. F/L Art Shepherd is on leave F/O Pat Ribbins has had 14 days leave F/L Hal Meston is walking around muttering to himself preparatory to his qualifying exams.

F/L Walter Kucharski has a stiff neck resulting from an auto accident

S/L McGibbon is counting days on his fingers - Mexico, Hawaii, S. America, or Podunk, B.C.? Where to retire.

No promotions this Jan! Cpl Dale Stromquist is smiling again, transfer cancelled, Hey Ho What Luck. Staff Volley Ball team slipping down league. Xmas Turkey Bowling results showed that the GOBC team all won something, except F/L Shepherd who was the high scorer for the evening, oh how tough!



The above picture shows two new Observers who have recently joined the Observation Post at Deroche. Chief Observer Mae Atkinson informs us that although these boys have not as yet earned their wings they are a credit to her post. The picture shows on the left Wulf Pirang and on the right Werner Pirang.

NUPTIAL

Acting Friday Day Supervisor Colin McCormick and Miss Carol Amundsen, two Vancouver Filter Centre volunteers were recently married and have now moved to Fort St John to take up residence. CONGRATULATIONS!

GET WELL

It is understood that Mrs. Pat Ellis, White Rock, wife of our Technical writer, is taking things very quietly at home due to illness. All volunteers and staff of 10 GOBC Detachment wish you a speedy recovery.



Pictured above are Mr. and Mrs. Edward Carson of Calvert Island. Ed Carson is Regional Supervisor for sub region V.25 (Rivers Inlet - Fitzhugh Sound). Ed is in charge of the N.W.T. Relay Station and is an ardent amateur photographer. His wife, Kathleen, is Chief Observer for Observation Post Golf Golf 53 Black. It is seldom that any threat type aircraft penetrate her area of responsibility without being reported. Knowing Ed (slightly), it is presumed that the above picture is time exposed as they are the only people on the Island.

Forty years ago it took only 100 horsepower to keep a combat airplane in the air. Today it takes 250 horsepower just to carry a 117 pound female to the supermarket.

SUNSHINE

Mrs. Nan Jones of the Sunshine Committee is to receive a special Merit Certificate from the Red Cross in recognition of her voluntary service with that organization.

FILTER CENTRE TRAINING

In conjunction with the item mentioned under Chalk Talk, refresher training will continue each Tuesday evening until all filter centre positions have been covered. At the completion of training on filtering the telephone monitor's position will be discussed, then overlap plotter/teller, radar recorder, radar teller and Supervisor position.

PLOTTERS

The next plotters training class will commence Wednesday evening, 10th Feb. Anyone interested in taking this training is asked to contact F/L Shepherd or Corporal Porter.

DAY CLASSES

Indications are that refresher training in all filter centre positions will begin Tuesday morning, 9th February, at 1000 hours. All interested volunteers are asked to place their name on the list in the Operations Room.

ALERT BOARD

All active Filter Centre volunteers are requested to check the alert board to ensure that there is a tag for them and to check that the tag is listed under the correct time-day period.

FLASHES con'td

In July of 1955 an observation post was established at the residence of Mr. W. Wheeler of Parksville. After a few months of operation a special building was allotted for the reporting of aircraft and many volunteers were trained. During the period of operation Canscan Parksville became one of our busiest posts.

1957 found Bill Wheeler appointed Regional Supervisor for the Parksville sub region and Mrs. Wheeler as Chief Observer for the Parksville Post. Observation Post "Lima Echo Four One Black", was for two years on top of the totem and has received two "Post of the Year" awards.



Mrs. Jean Wheeler



Mr. Bill Wheeler

It is most unfortunate that due to pressure of business and ill health that both Mr. and Mrs. Wheeler had to resign from the Corps after many years of faithful service.

Thank you Bill and Jean for a job well done.

Volunteers in the Centre still await calls from Lima Echo 41 Black and feel disappointed when a post to the south reports without receiving a call from Parksville

It is not till then that the knowledge that LE 41 Black has closed down is finally accepted.

VISITORS

We were very happy to welcome the following visitors to the Centre:

Chief Observer Fred Parkinson of NE 20 Black, Langley and 9 Scout observers

Asst. Reg. Sup. Walter Bashuk, Ashcroft

Reg. Sup Ernie Clease, Nanaimo

Miss Wendy Hagen - KE 53 Black, Cumberland

Keith Harrington - R.R. 1, Abbotsford

Sandra Clow, Moncton, N.B.



PHOTO REVUE

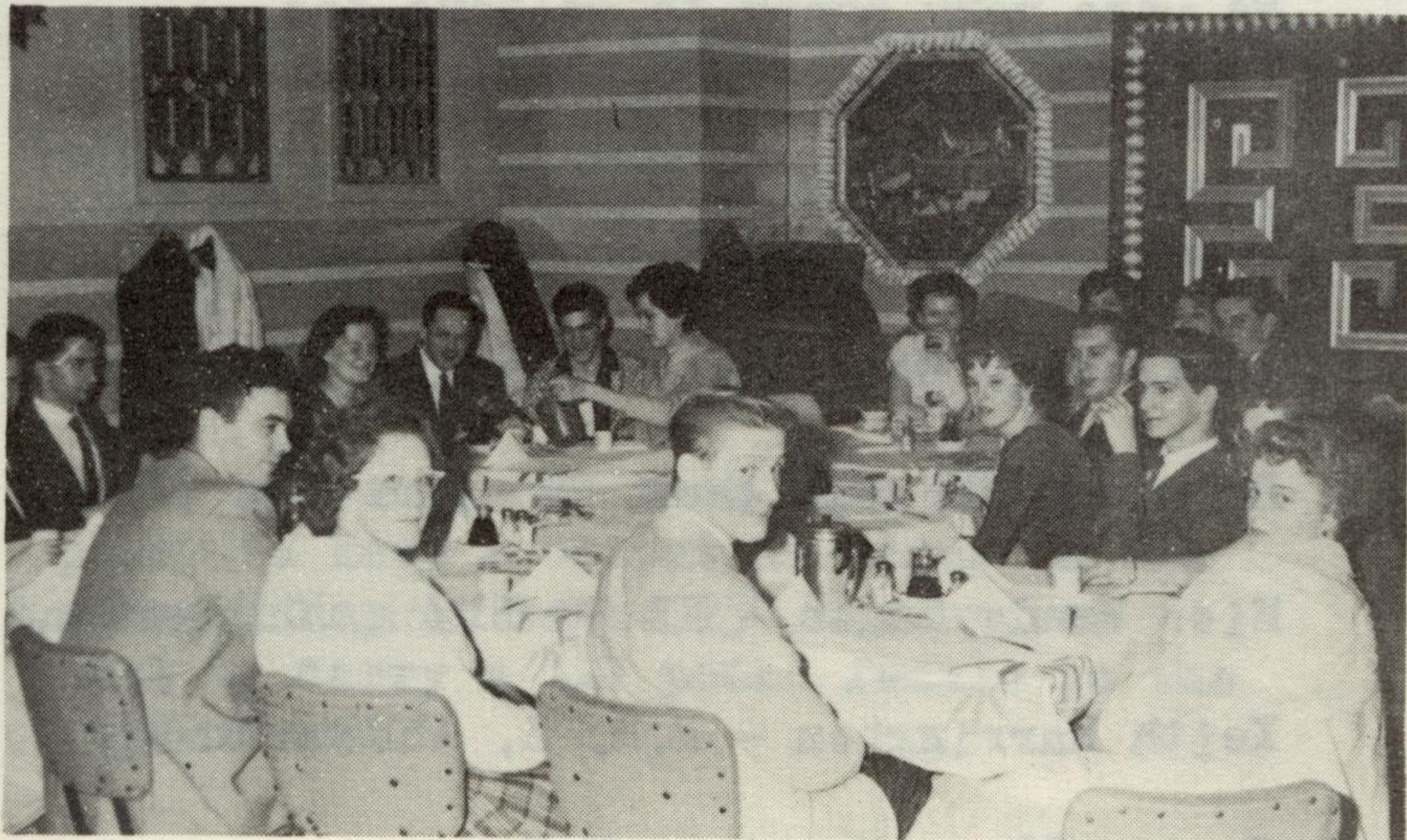
OF THE

CHRISTMAS

DANCE

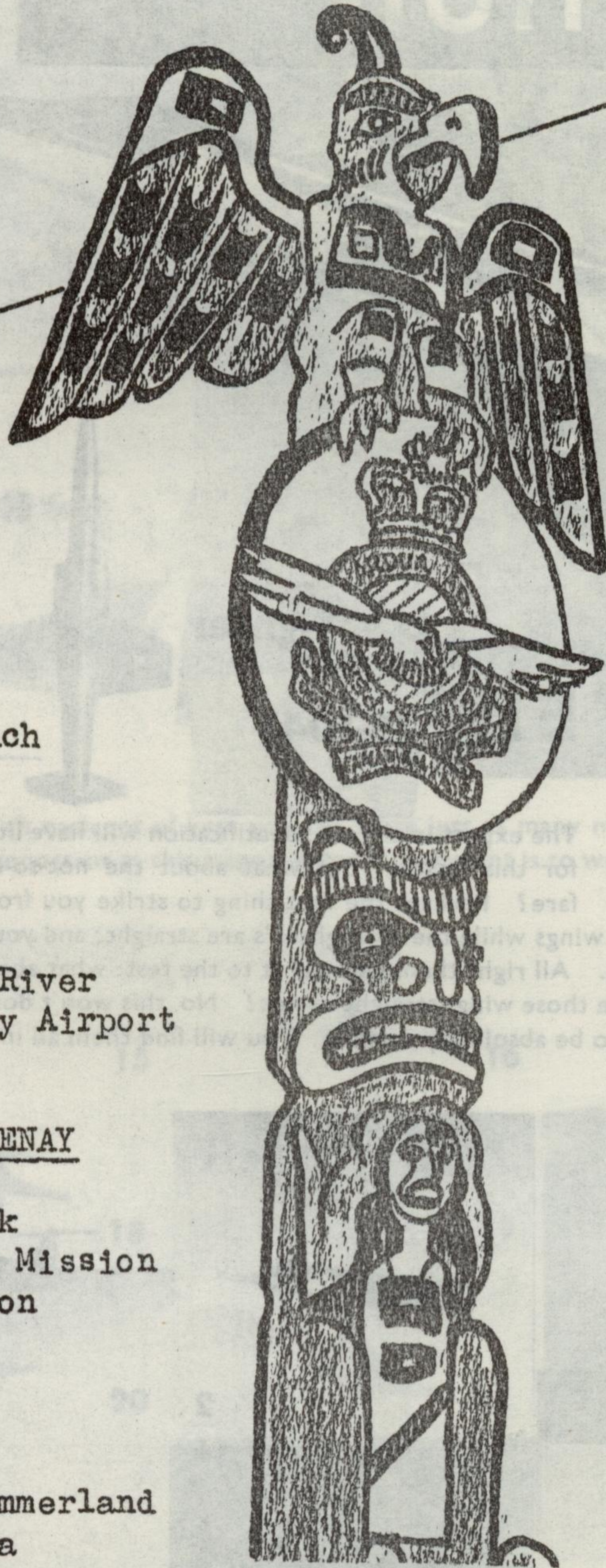
On 18th December the Filter Centre was really jumping with the festivities of the Christmas Dance run by the civilian council. There was an excellent turnout for the affair which included a buffet -- vast quantities of assorted sandwiches, cakes, cookies, and coffee-- prepared by the combined efforts of a number of helpers including Doreen Berry, Arlene Slater, and Mrs. Young.

Carol Wright, and Arlene Slater acting as disc jockeys were kept busy all evening playing music for all tastes from Elvis Presley to Johnny Mathis.



The evening was finally rounded off with a visit to the "Bamboo Terrace" where early Chinese breakfast was enjoyed by all.

POSTS OF THE MONTH



INTERIOR

PT 44 Red - Perry Ranch
PG 01 Black - Jesmond
QF 04 Black - Savona

COAST

KF 40 Red - Campbell River
HF 34 Red - Port Hardy Airport
JE 25 Black - Tahsis

NORTH OKANAGAN & KOOTENAY

AE 24 Black - Westbank
AE 34 Blue - Okanagan Mission
AF 51 Black - Lavington
AF 30 Green - Oyama

SOUTH OKANAGAN

AE 13 Black - West Summerland
AE 23 Black - Naramata
AE 22 Red - Penticton

STRAITS

ME 00 Black - Nanaimo
LF 00 Blue - Cortez
KE 53 Black - Cumberland
ME 10 Red - Gabriola Island

VALLEY

NE 10 Red - White Rock
NE 21 Red - Maple Ridge Park
NE 21 Black - Haney

SOUTH DOT

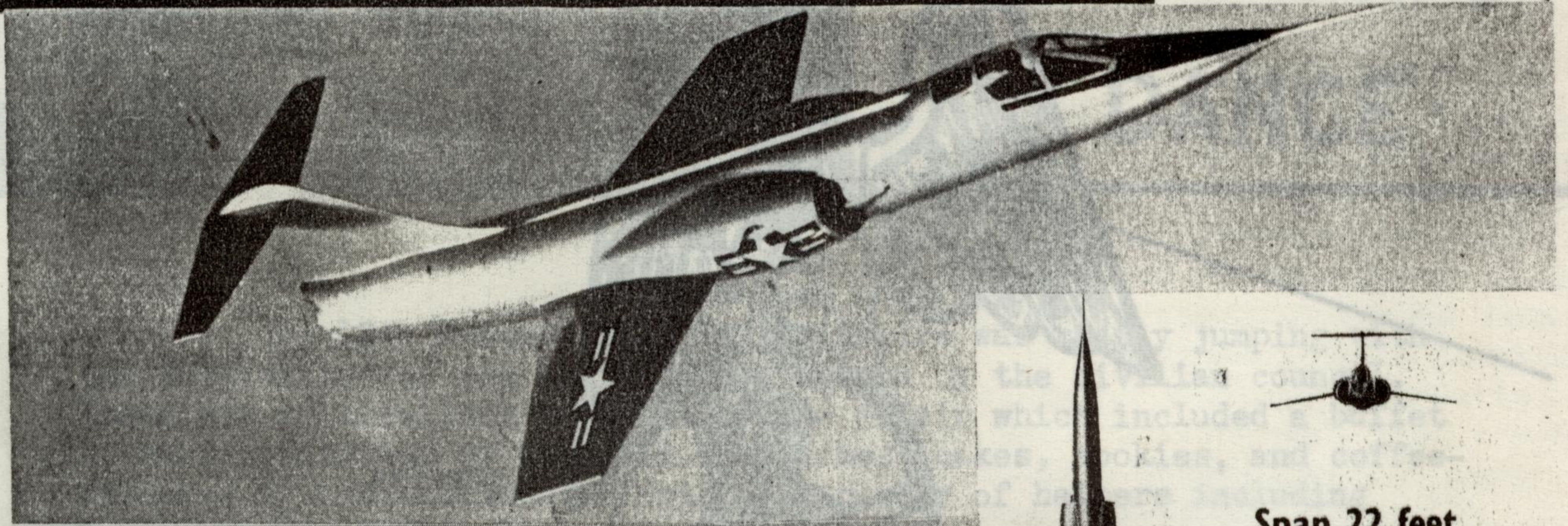
ME 02 Black - Merry Island
MD 02 Black - Sheringham
ME 40 Black - Sandheads

NORTH DOT

HG 03 Black - Addenbroke Pt
KF 32 Red - Chatham

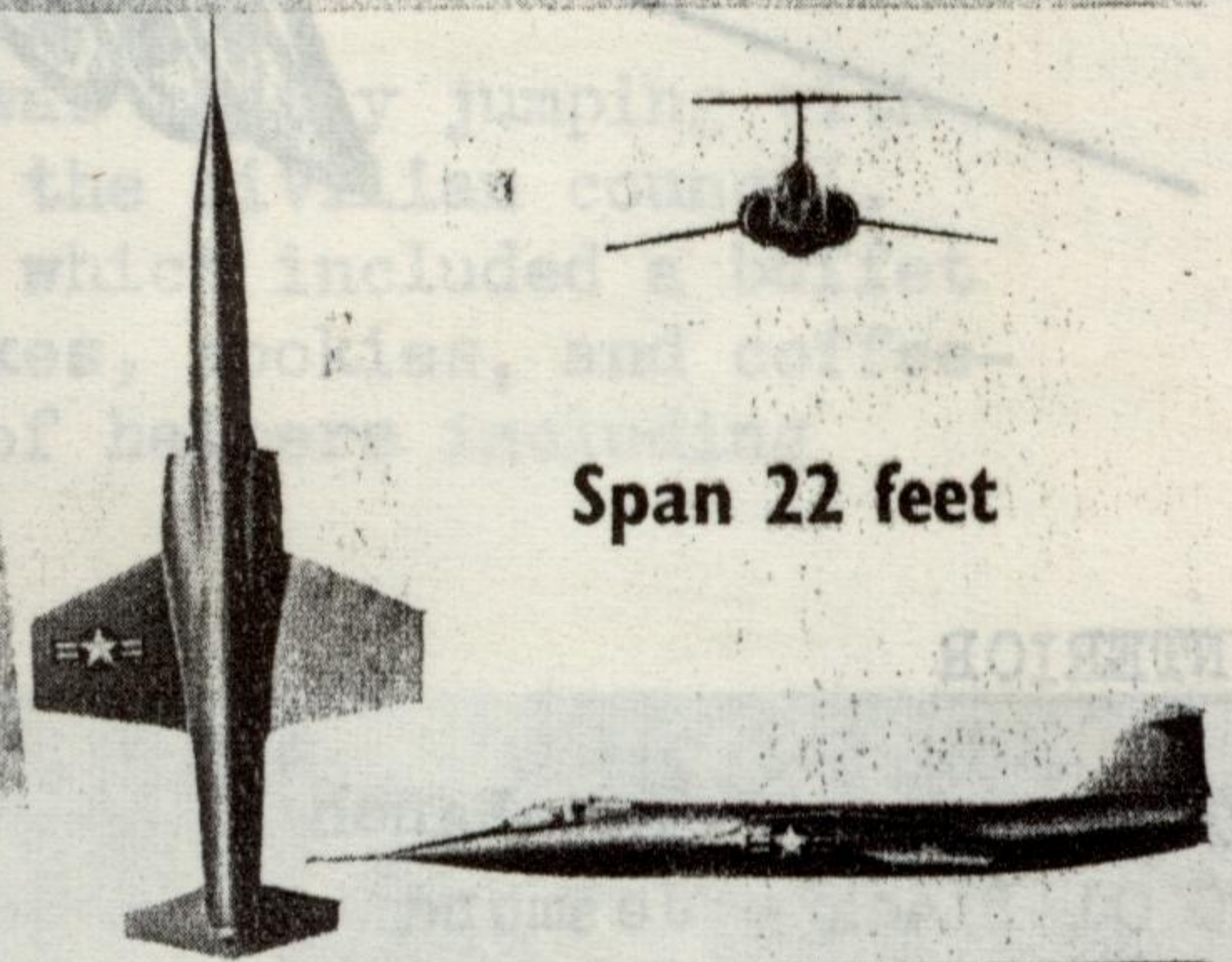
for the month of December

aircraft recognition



U.S. Fighter

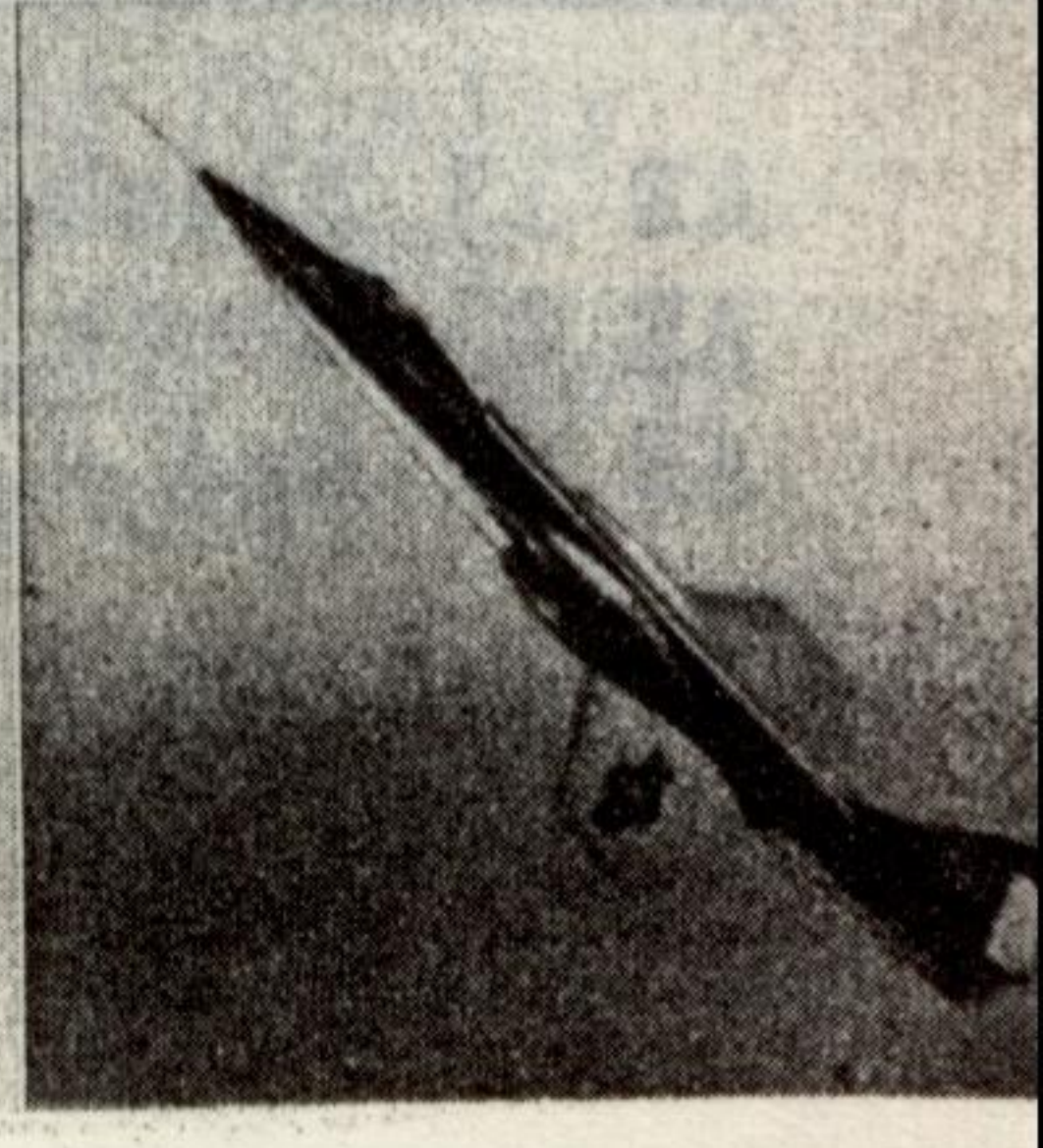
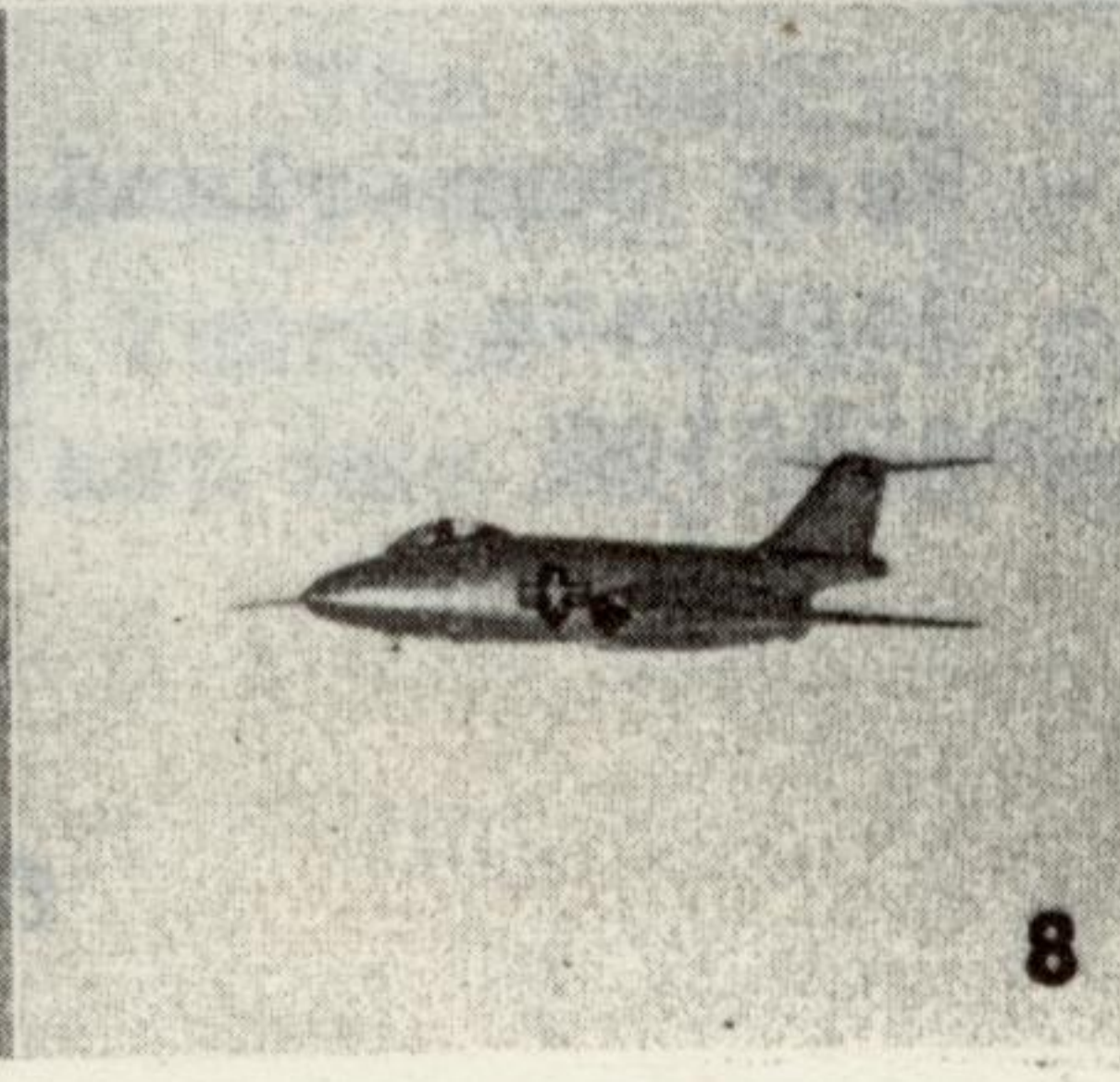
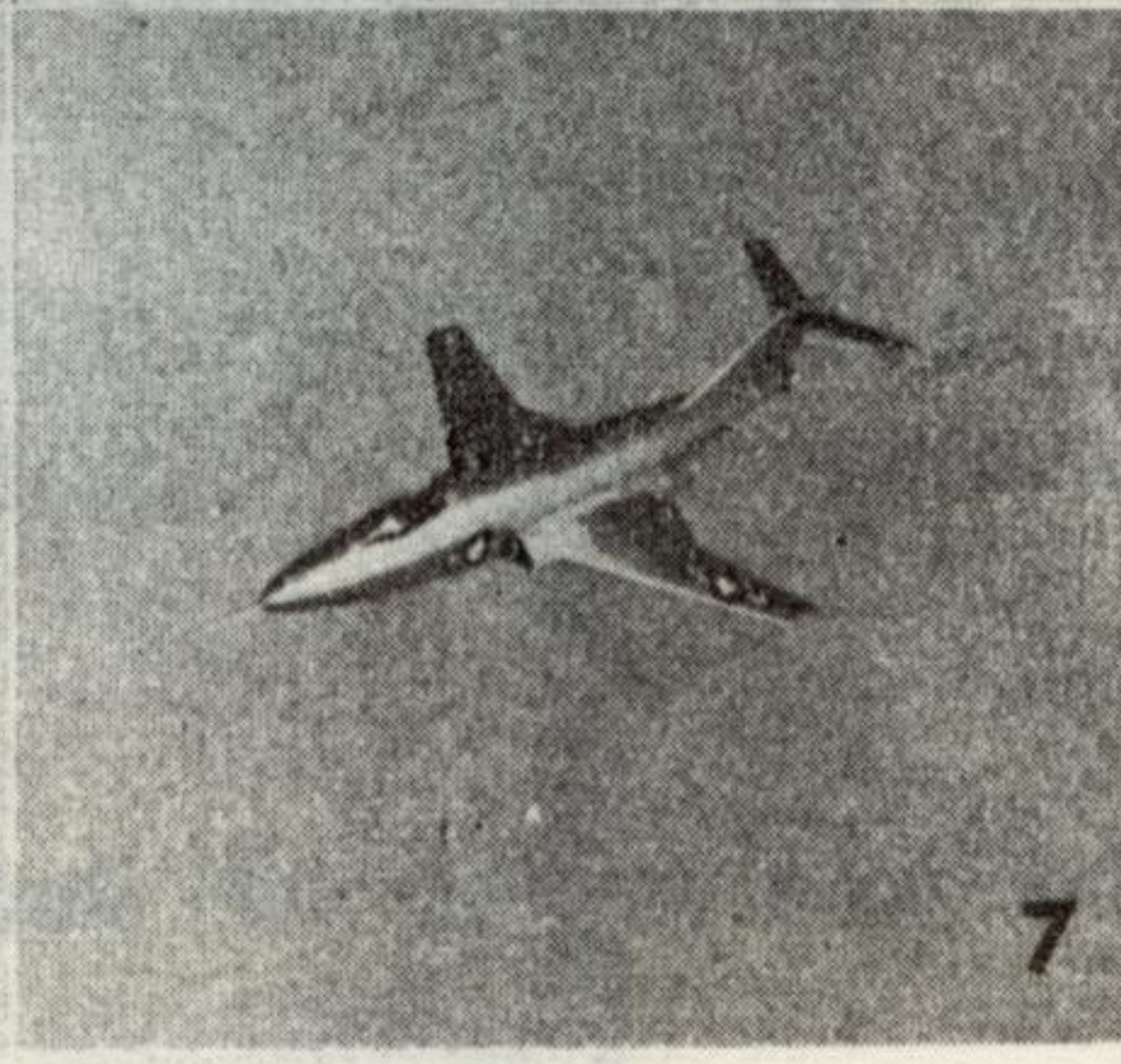
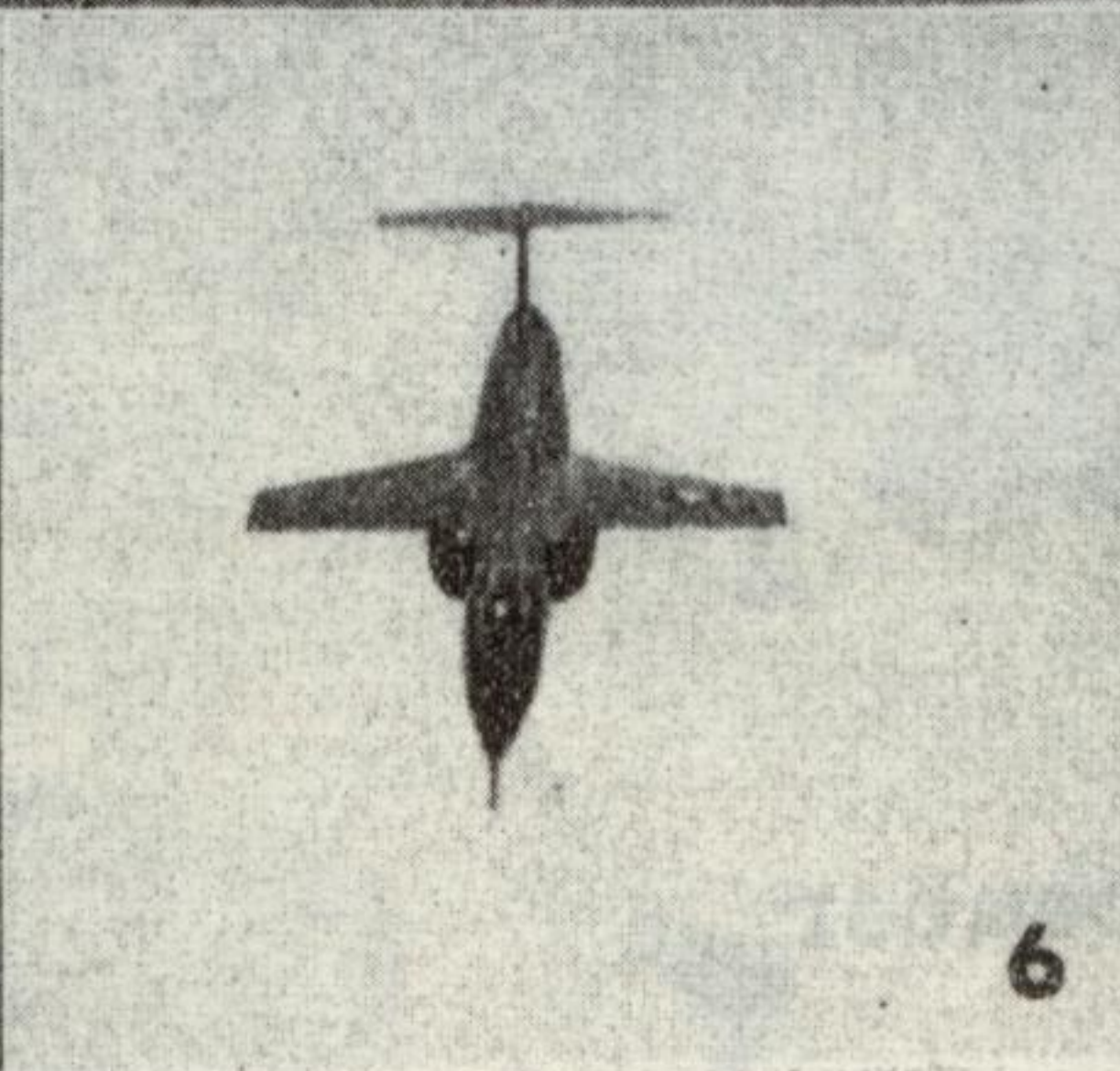
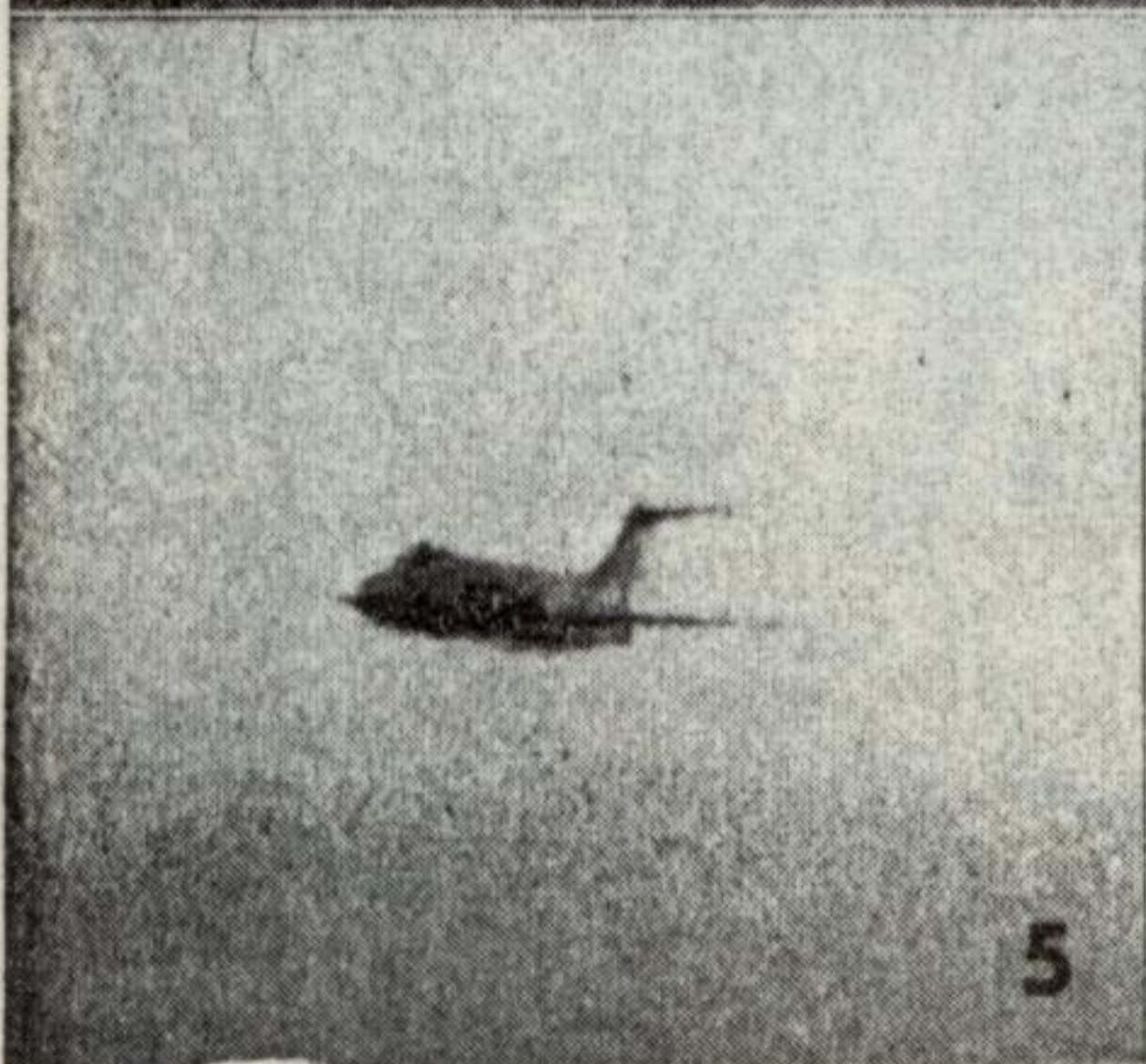
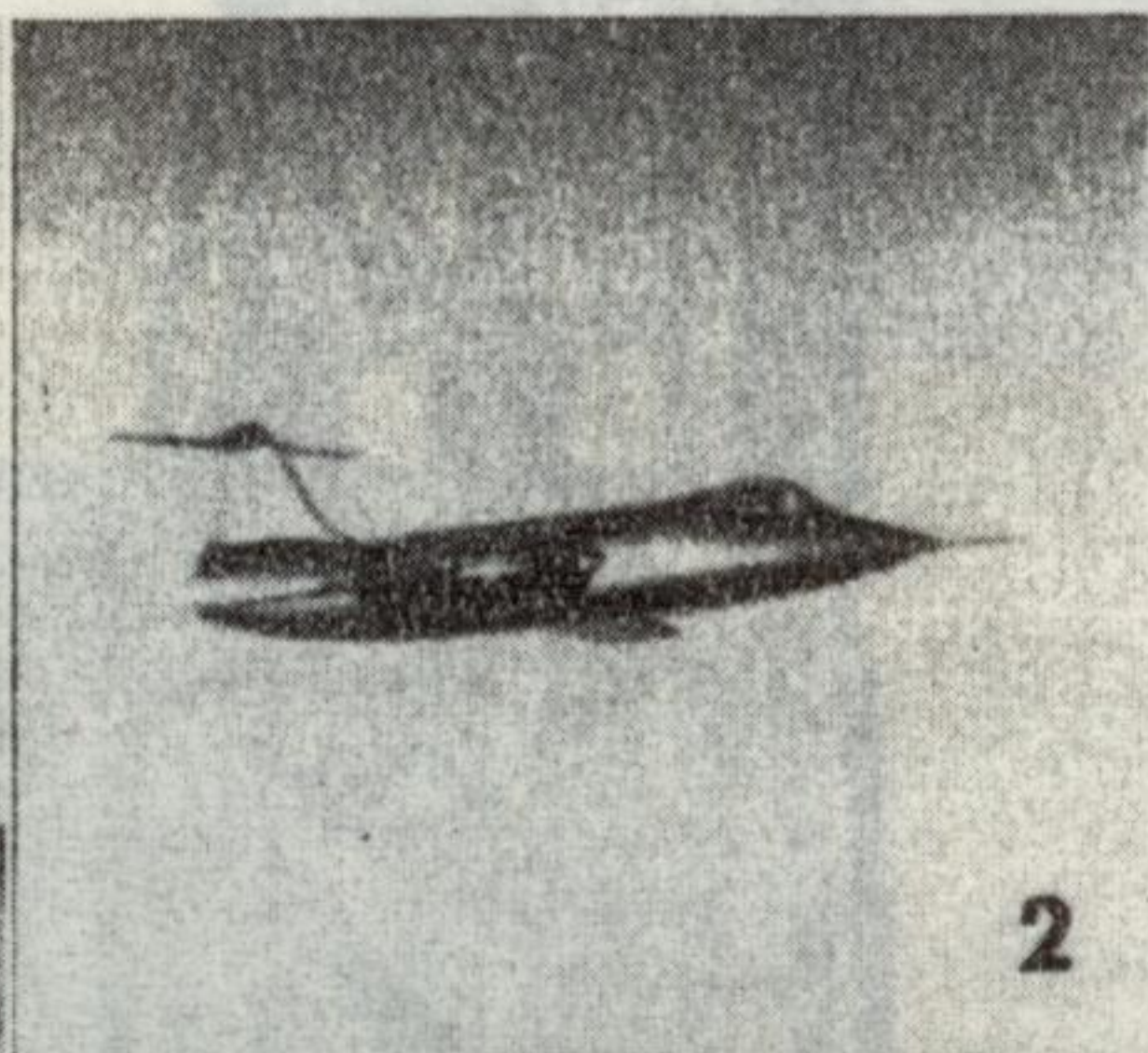
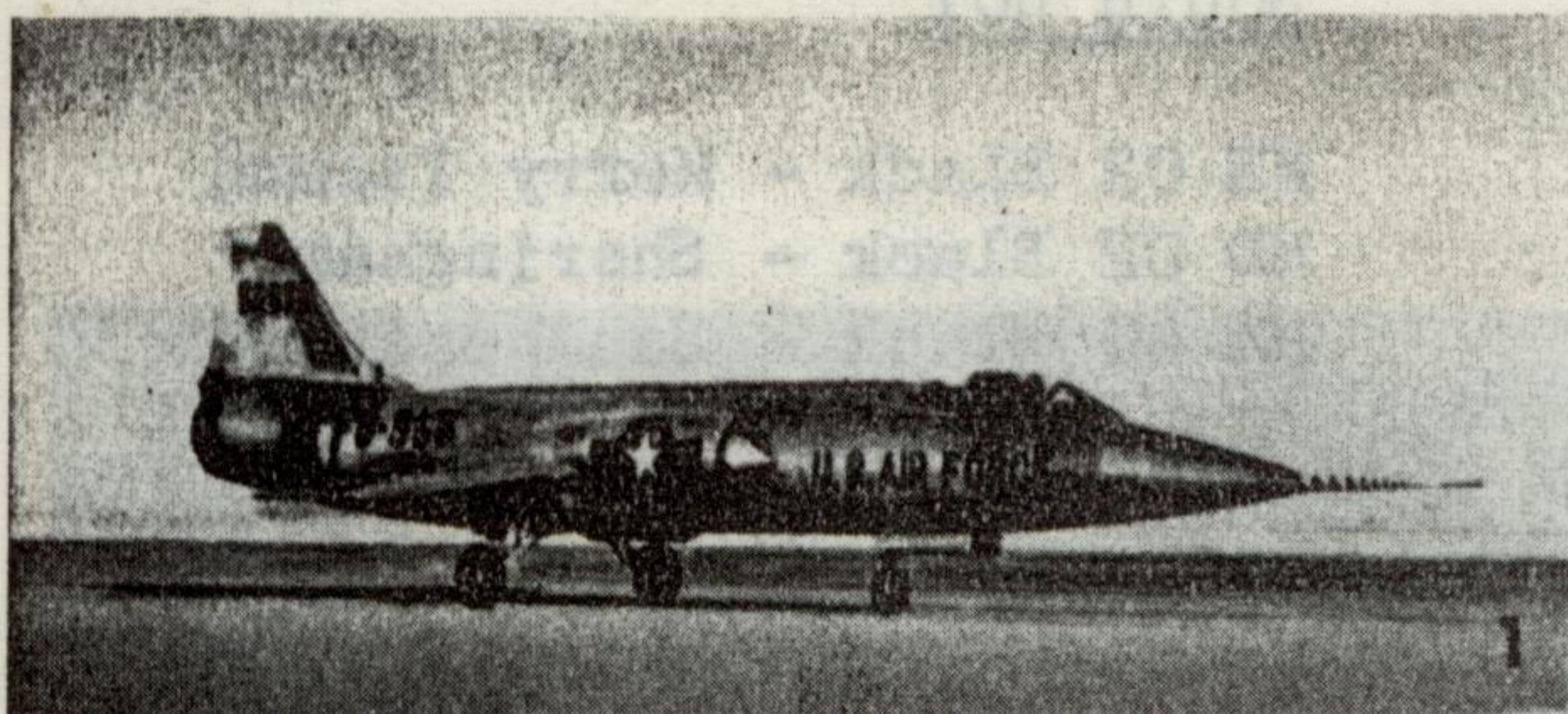
STARFIGHTER (F-104)



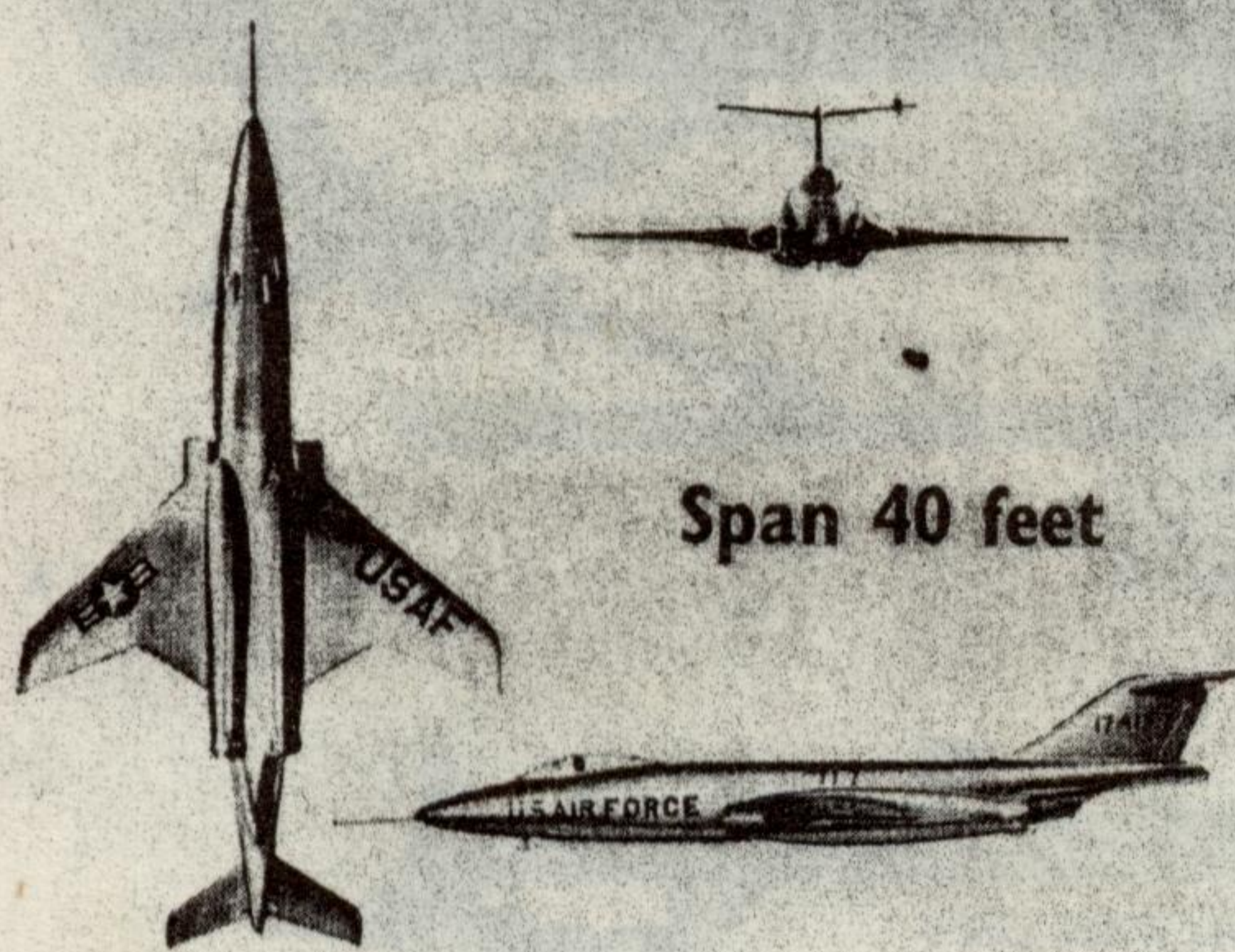
Span 22 feet

A NEEDLE MATCH

The expert in aircraft identification will have little difficulty in scoring high marks for this lesson. But what about the not-so-expert? Yes, you: how will you fare? Perhaps the first thing to strike you from looking at the key illustrations will be that the Voodoo has swept-back wings while the Starfighter's are straight; and you might be tempted to regard that as enough to see you through the lesson. All right then, let's put it to the test: what about No. 5. They might be swept wings, mightn't they? And No. 8 —are those wings straight or not? No, this won't do. You must find something more; in fact several things more if you want to be absolutely certain. You will find them all in the key pictures, and by checking

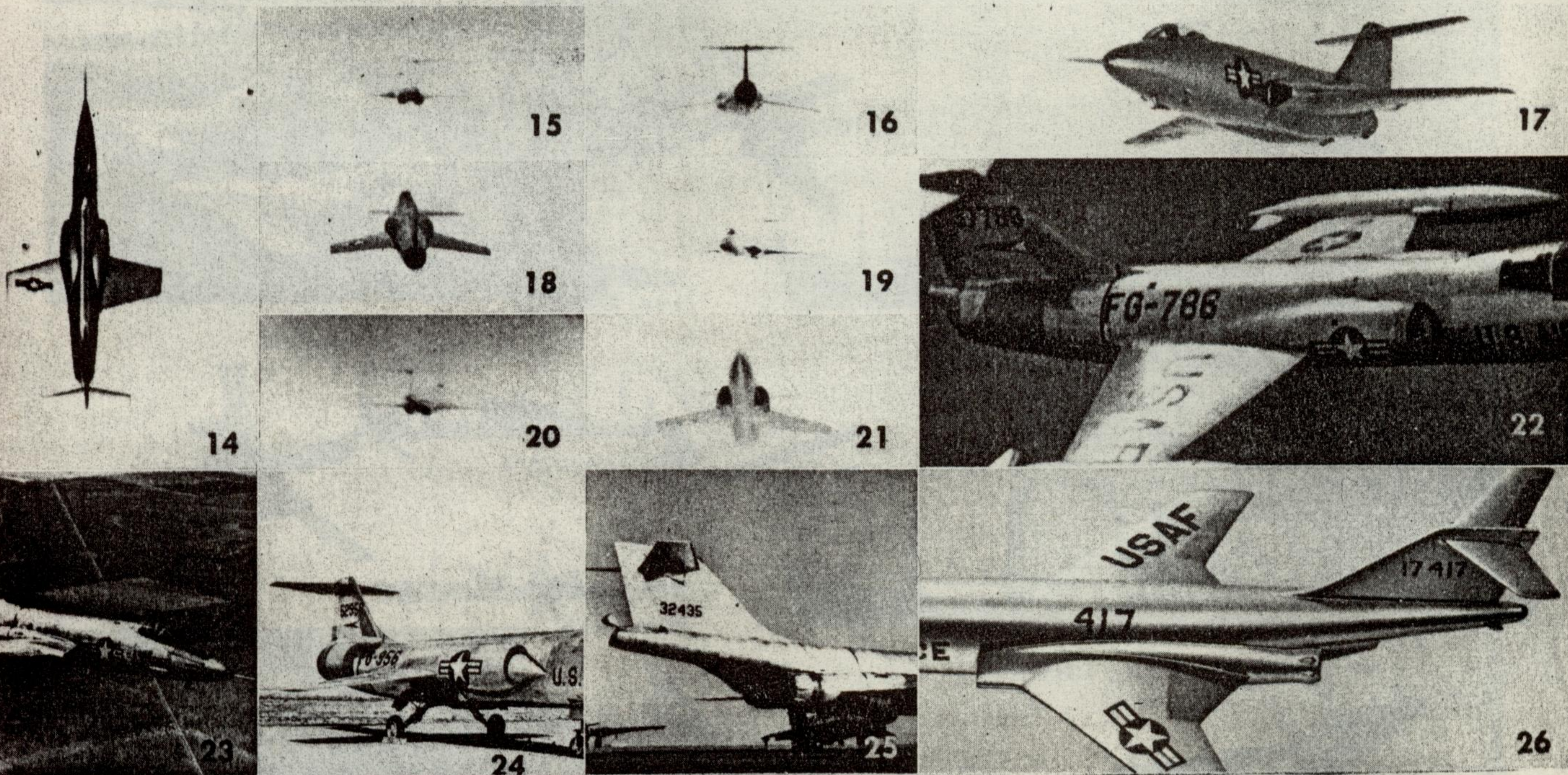


VOODOO



U.S. Fighter-Bomber (F-101)

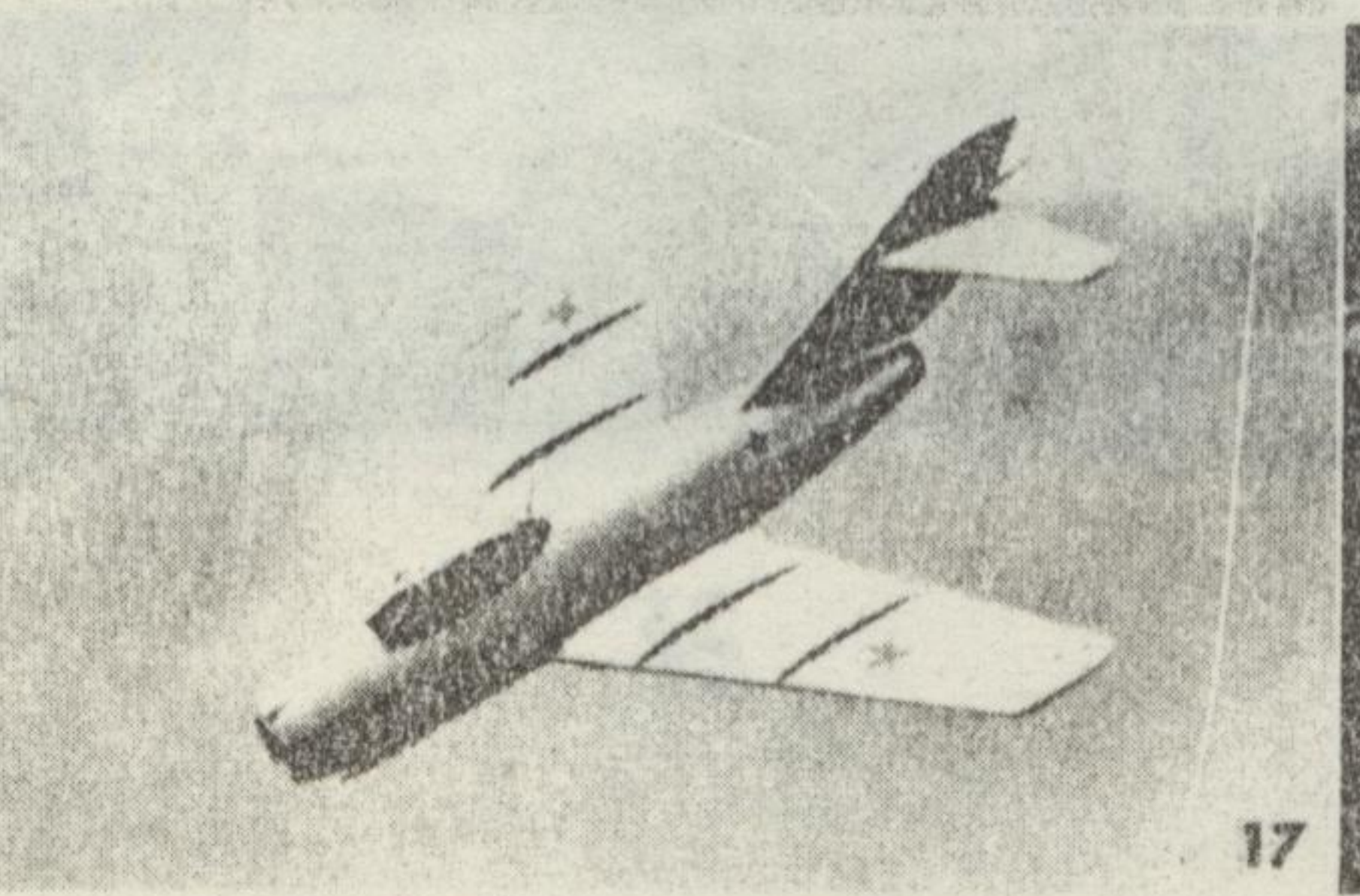
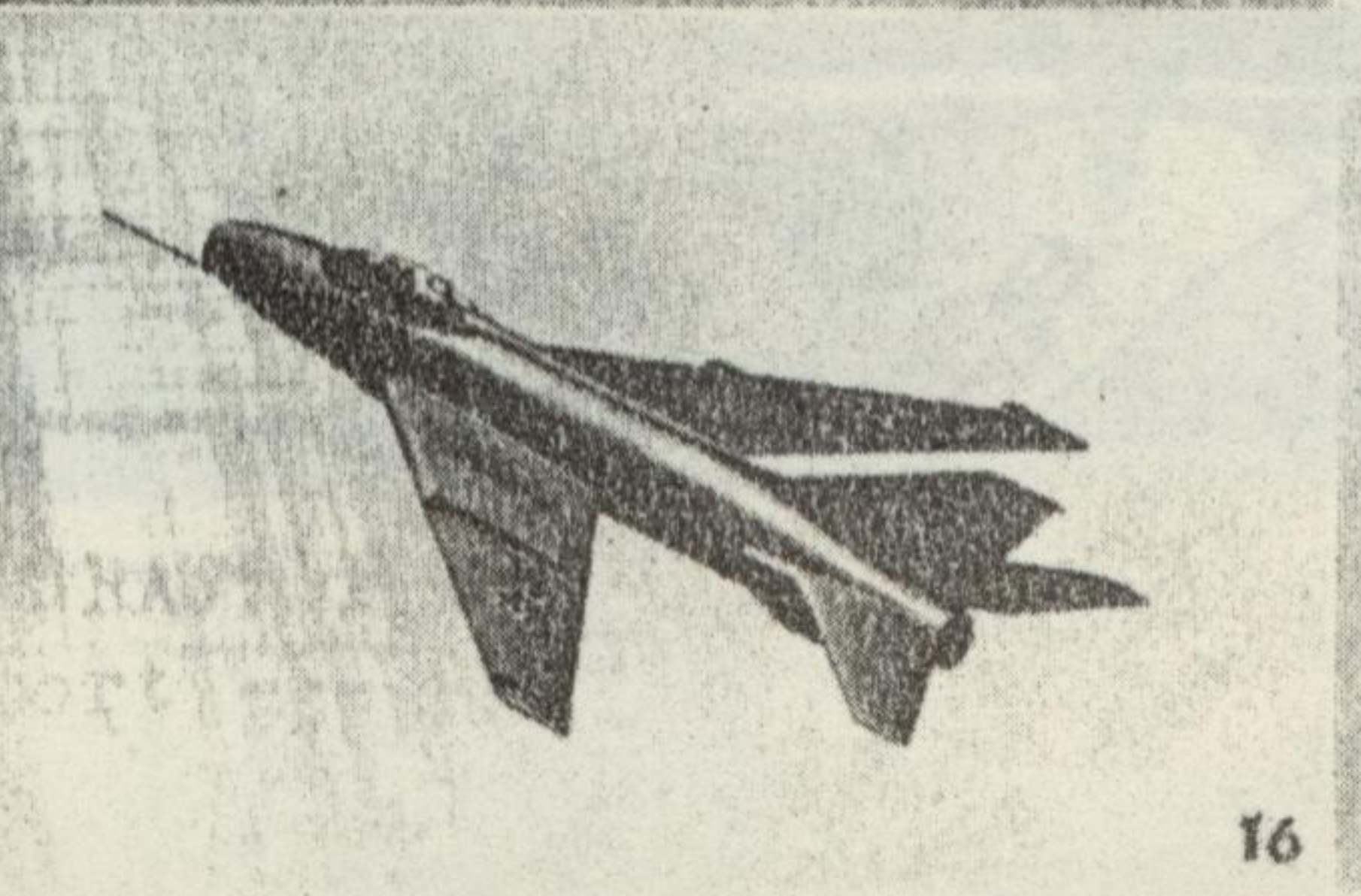
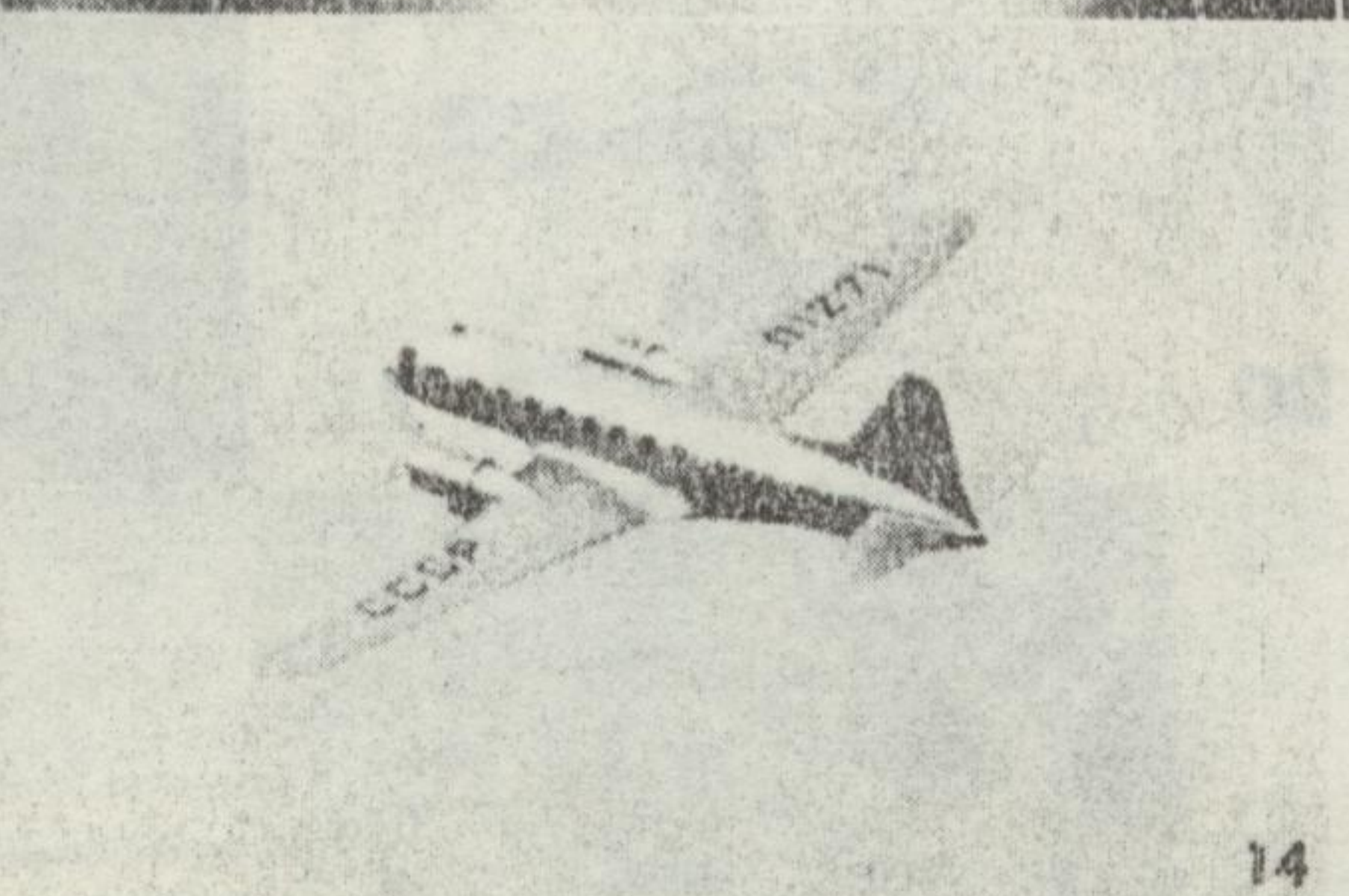
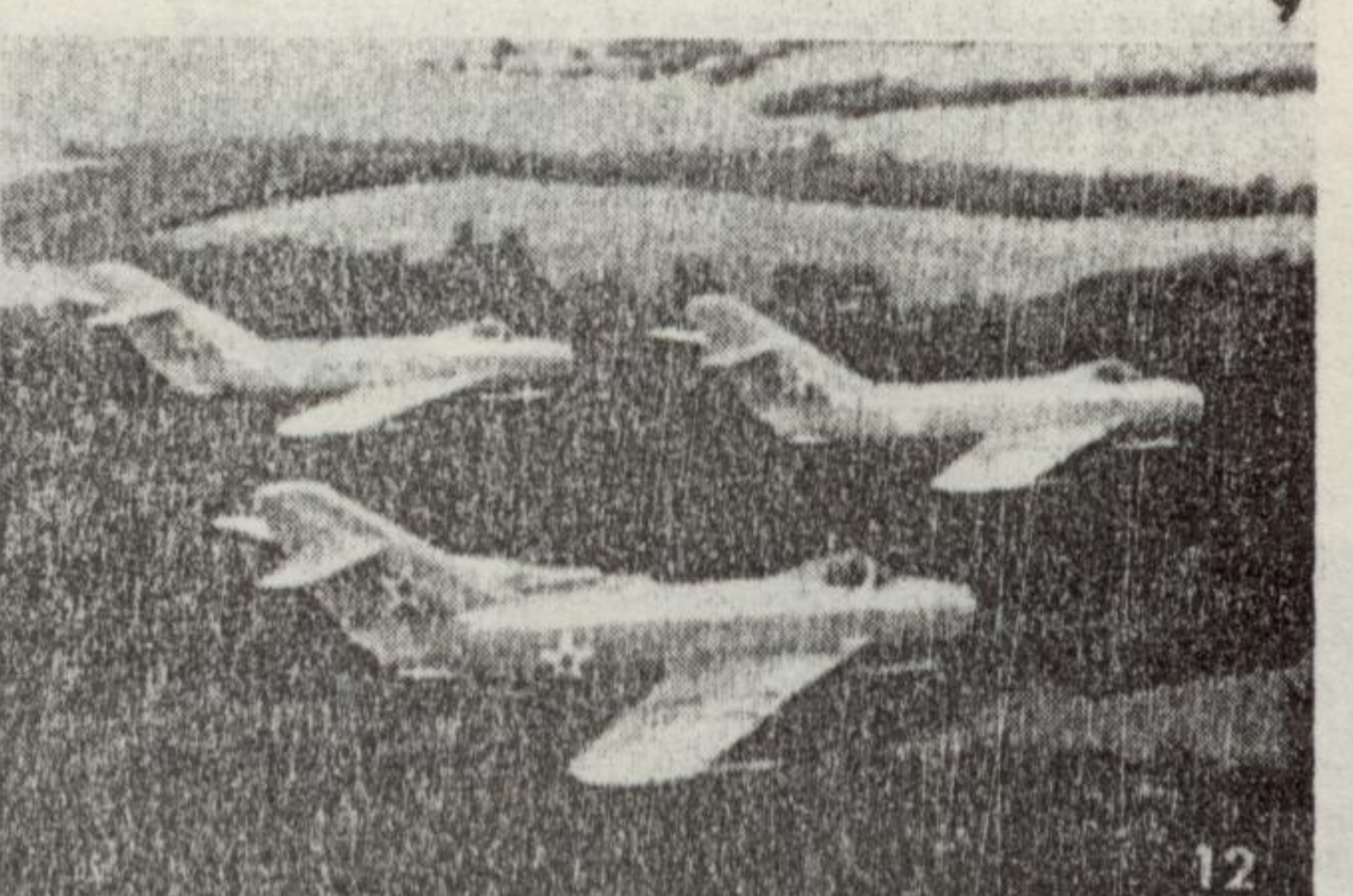
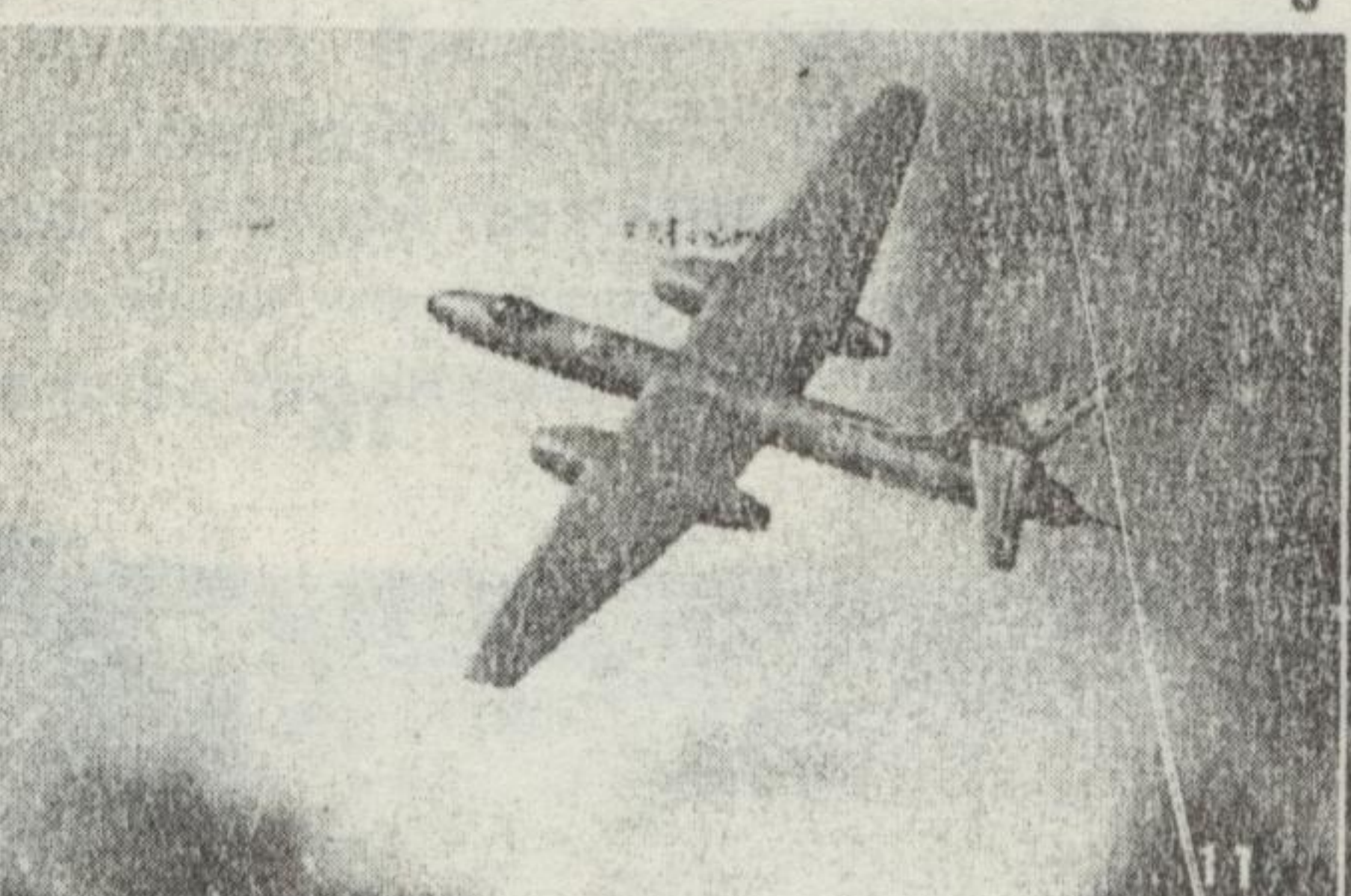
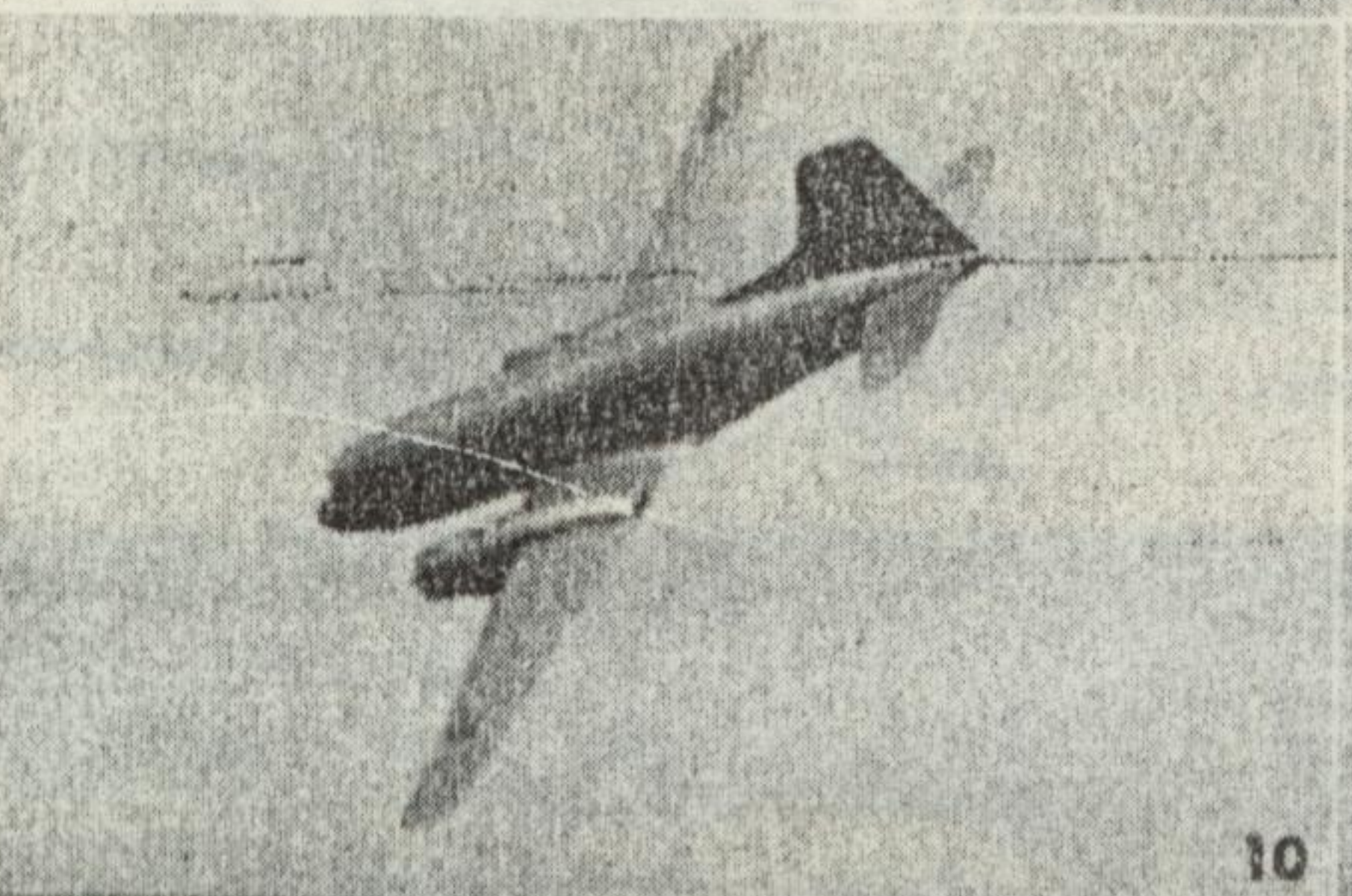
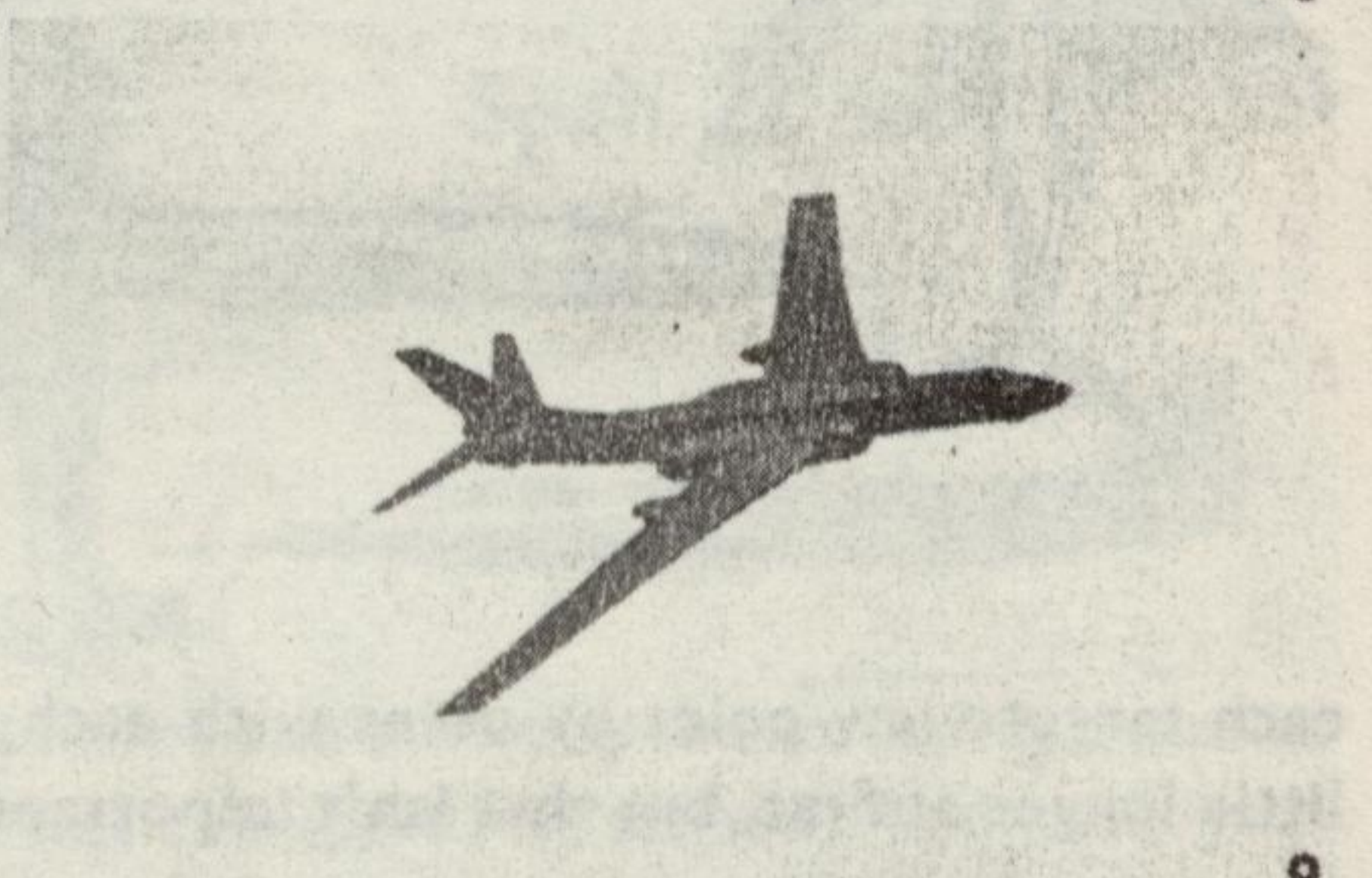
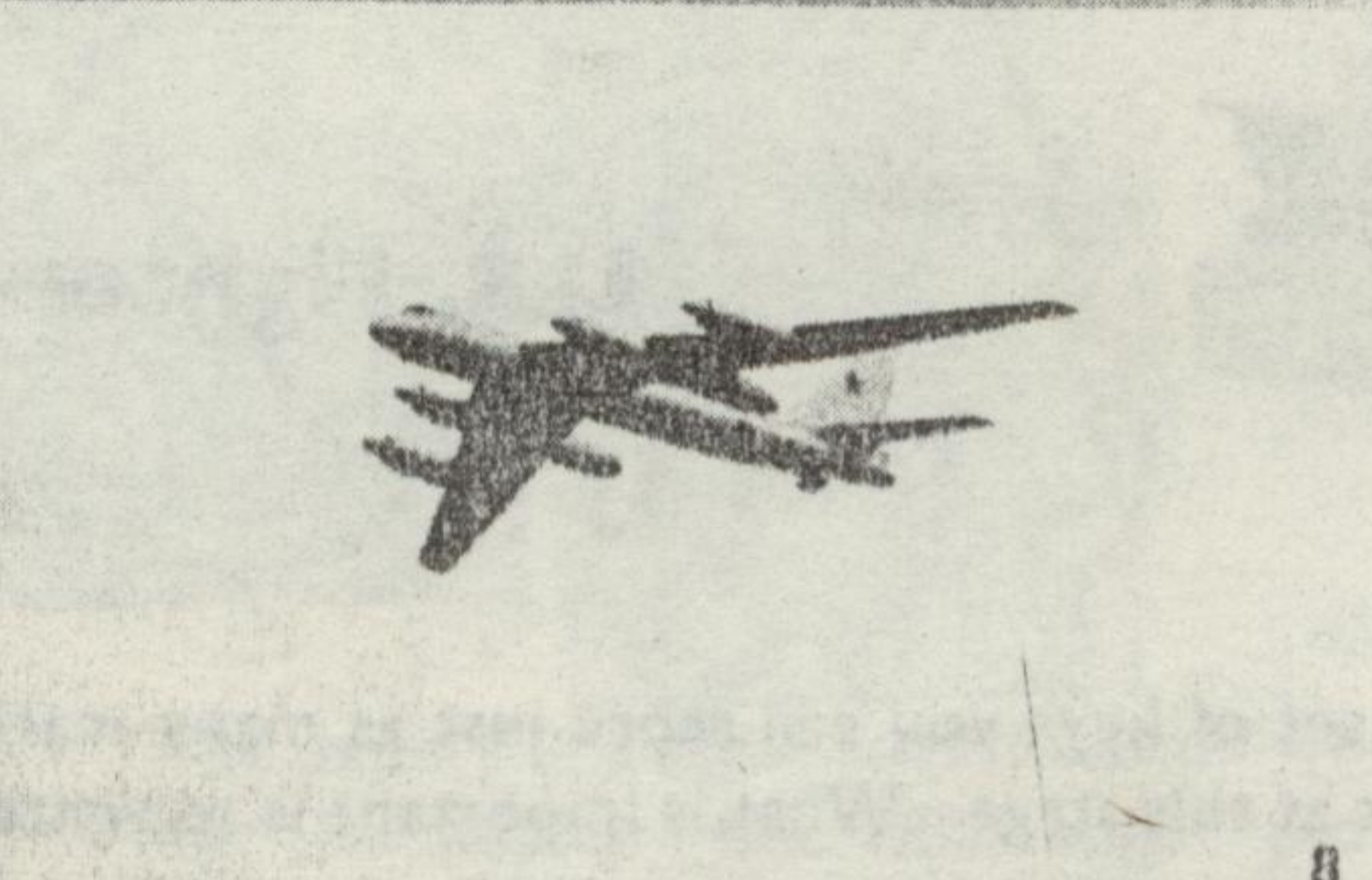
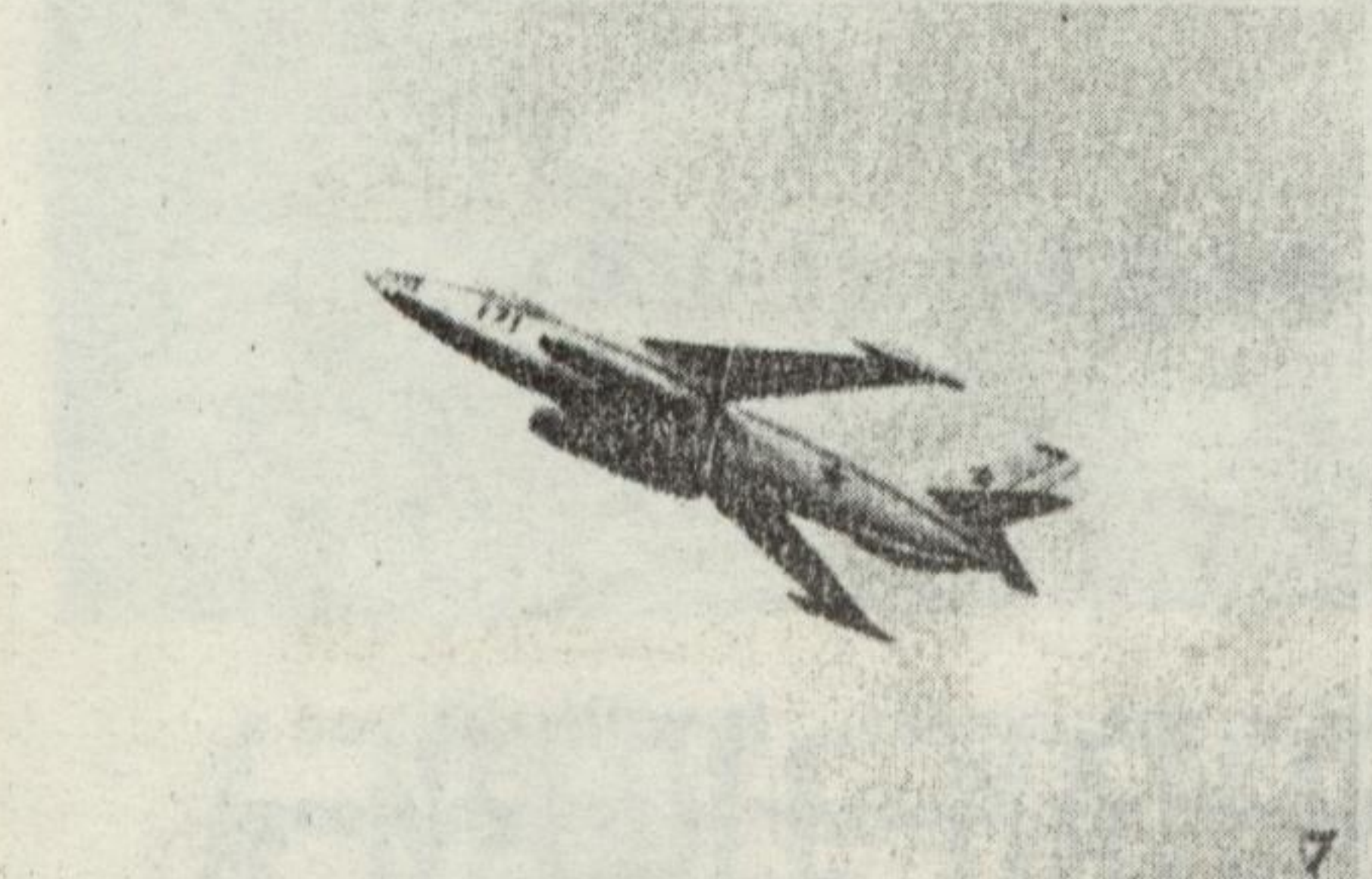
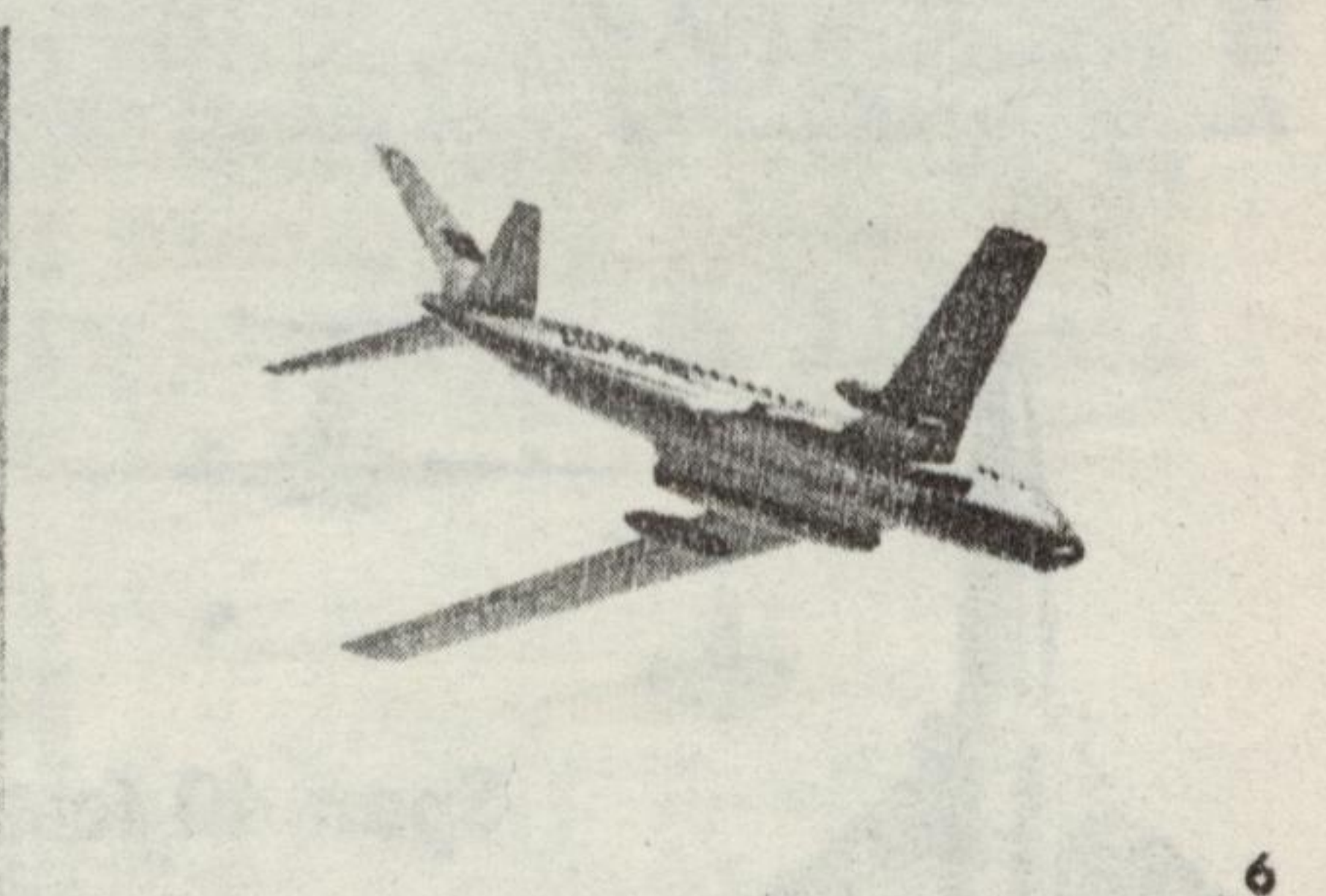
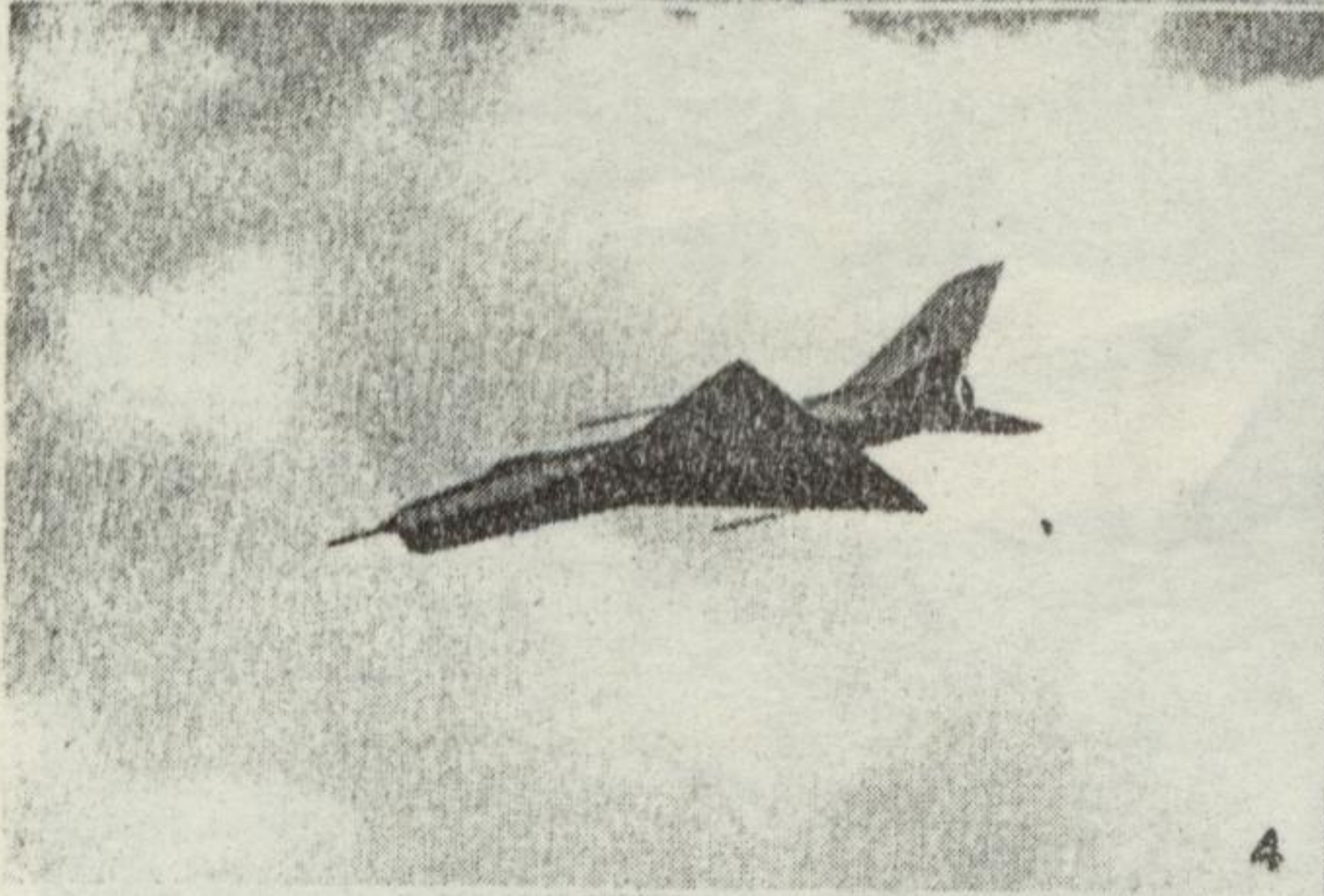
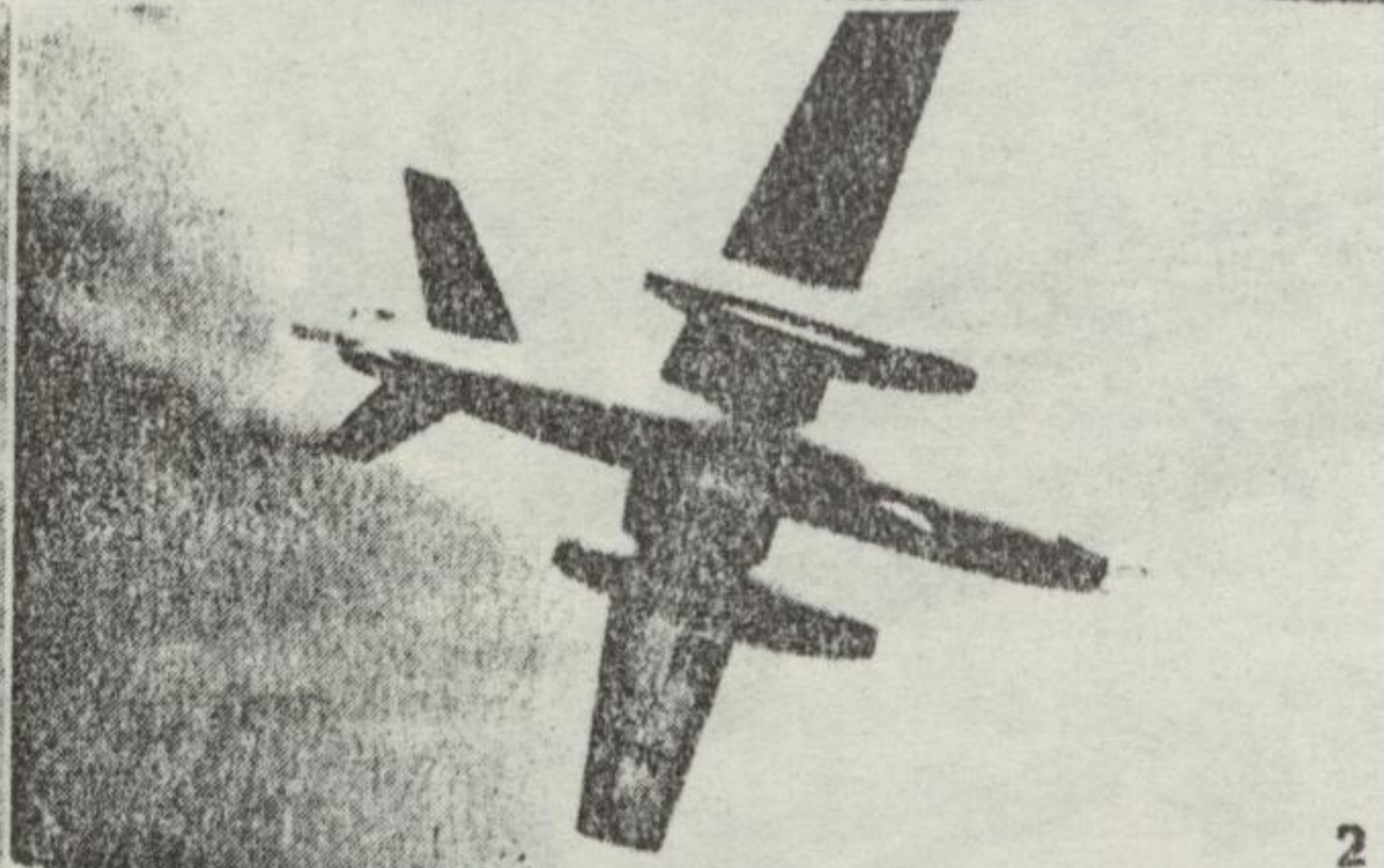
each target view point by point with each set of keys you can score just as many marks as the expert. It will take you a little longer at first, but that isn't important at this stage. What is important is to write down your answer as you go along.



RUSSIAN



ROULETTE



on the Blue Horizon

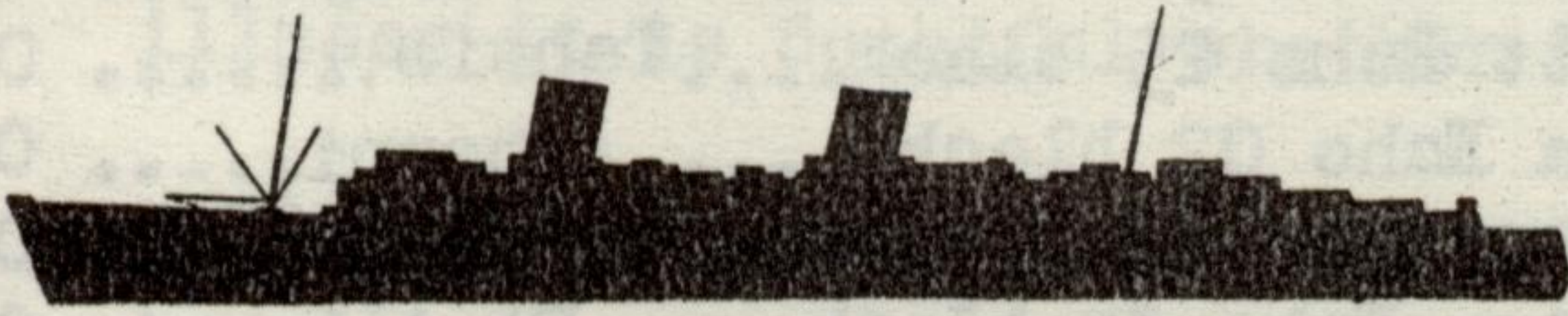
To aid observers of coastal observation posts in the recognition of ships, silhouettes of the main types of merchant ships are provided in this issue. It is suggested that coastal observers keep these silhouettes handy as each month further recognition features and quizzes will be provided.

Main

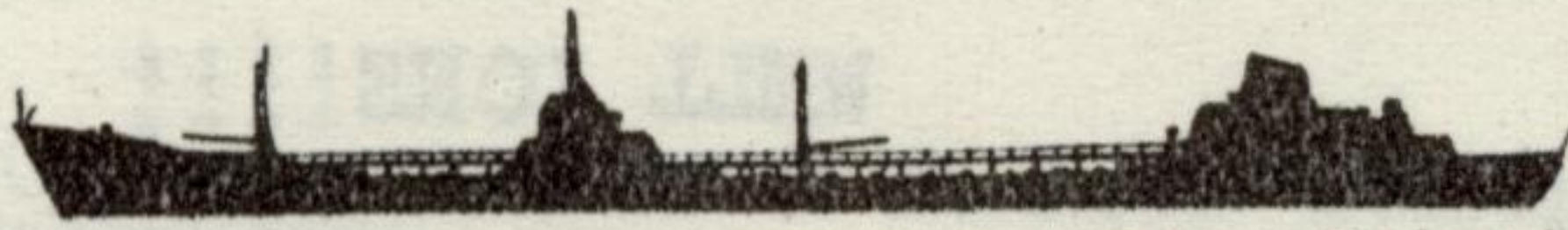
types

of

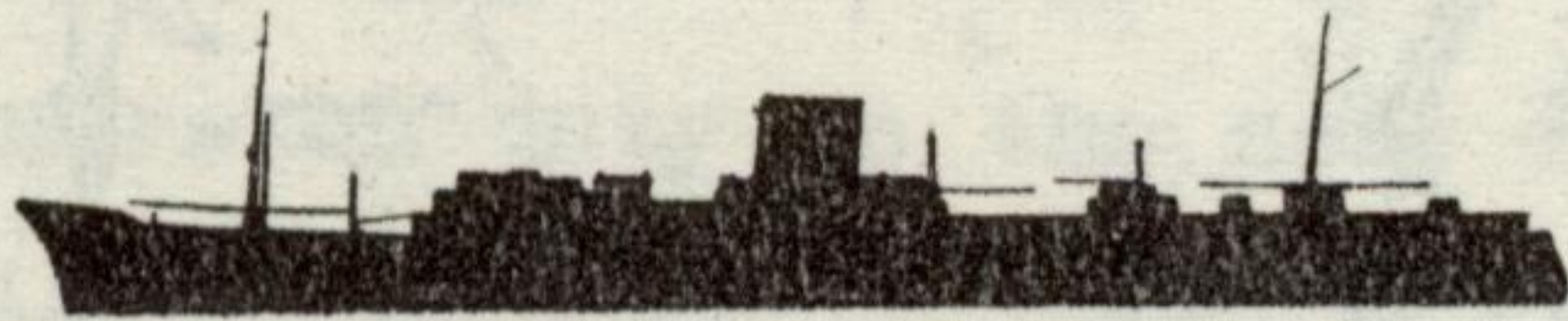
Merchant Ships



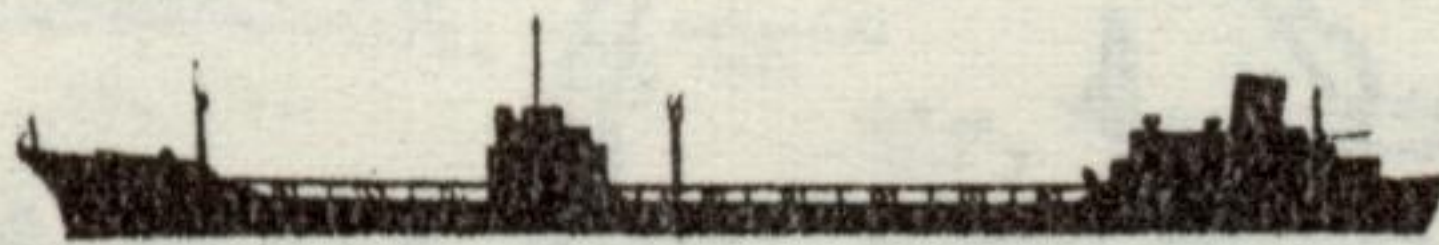
MAMMOTH LINER



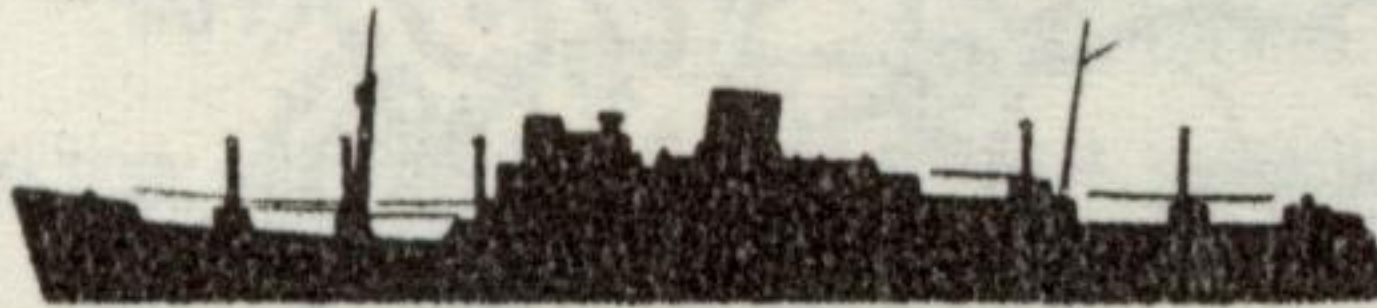
SUPER TANKER



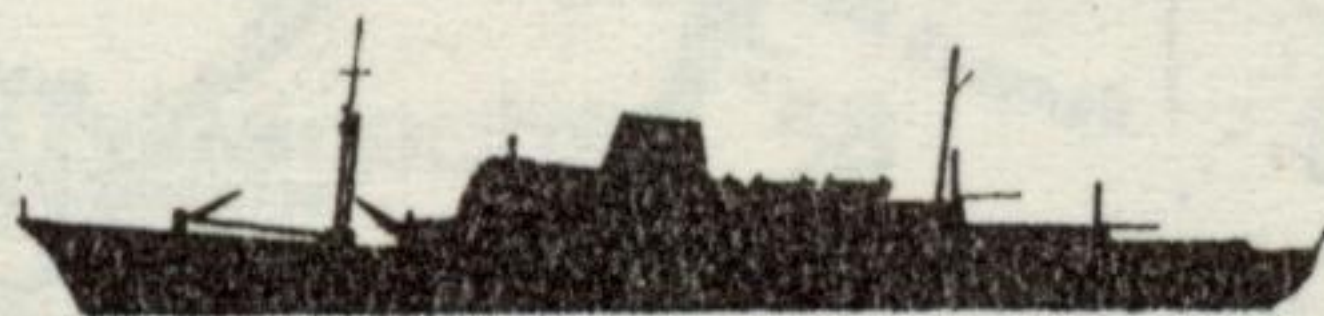
PASSENGER LINER (CAPE)



MEDIUM TANKER



PASSENGER LINER (PANAMA)



PASSENGER LINER



CARGO-PASSENGER



CARGO LINER



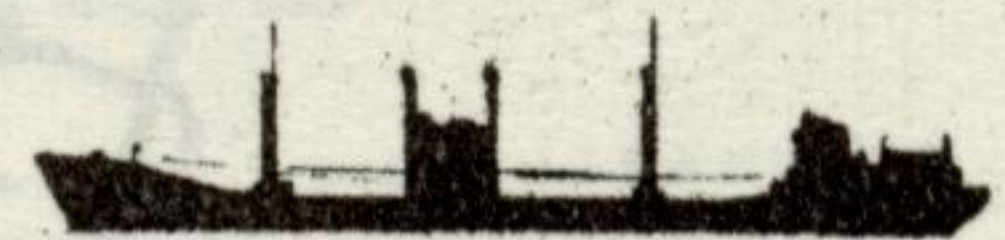
ORE CARRIER



MEAT CARRIER



TRAMP



SHORT SEA TRADER

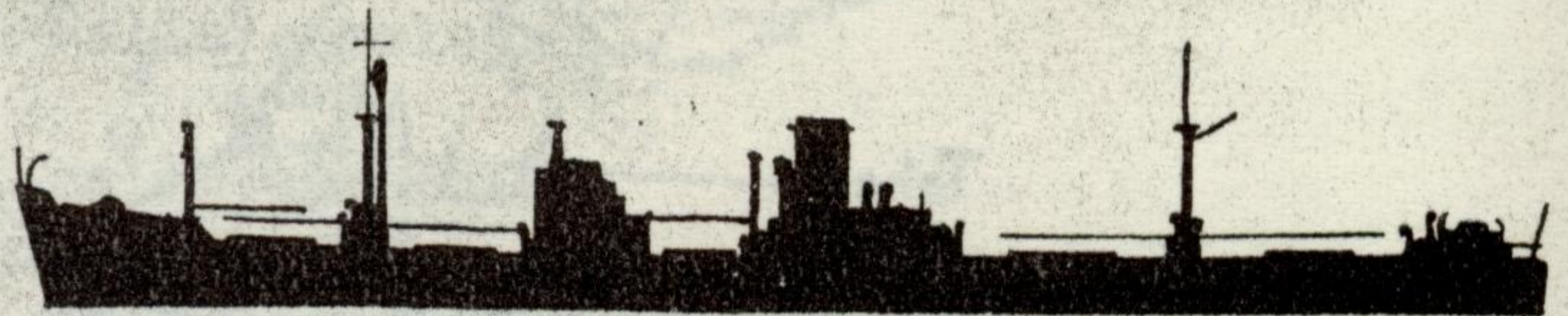


BALTIC TYPE

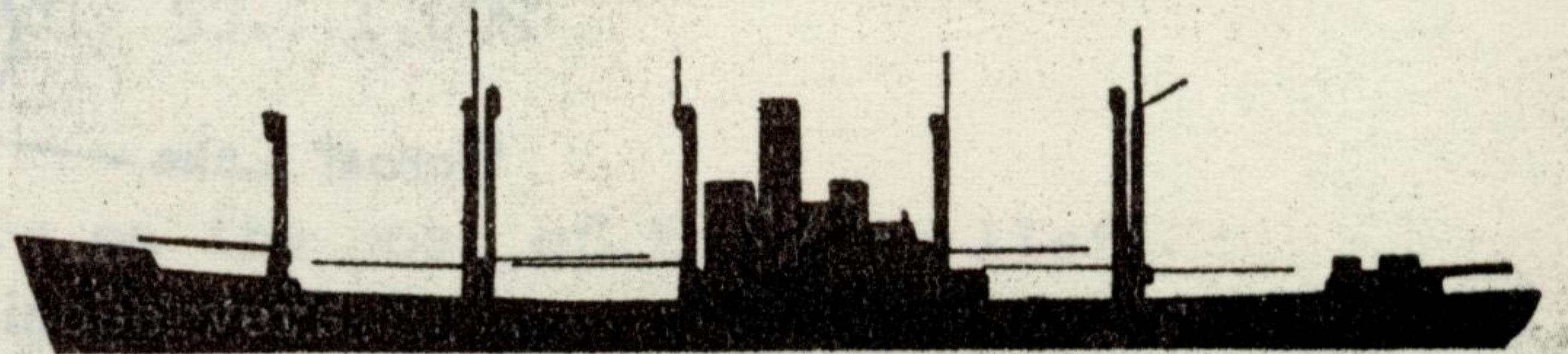


PACKET

Tramps . . .



SPLIT SUPERSTRUCTURE TYPE



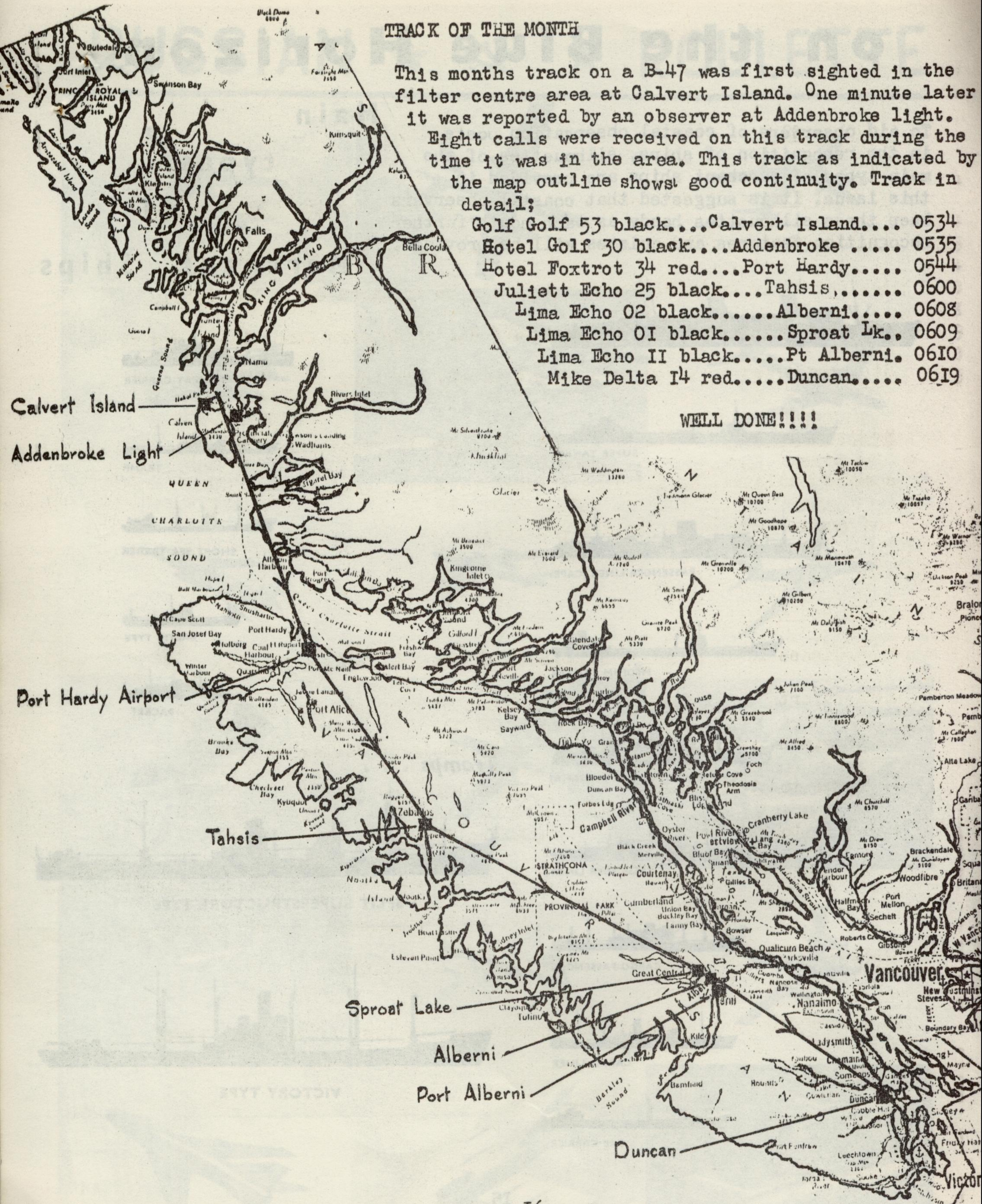
VICTORY TYPE

TRACK OF THE MONTH

This month's track on a B-47 was first sighted in the filter centre area at Calvert Island. One minute later it was reported by an observer at Addenbroke light. Eight calls were received on this track during the time it was in the area. This track as indicated by the map outline shows good continuity. Track in detail;

- Golf Golf 53 black... Calvert Island... 0534
- Hotel Golf 30 black... Addenbroke 0535
- Hotel Foxtrot 34 red... Port Hardy.... 0544
- Juliett Echo 25 black... Tahsis,..... 0600
- Lima Echo 02 black..... Alberni..... 0608
- Lima Echo 01 black..... Sproat Lk.. 0609
- Lima Echo II black..... Pt Alberni. 0610
- Mike Delta I4 red..... Duncan..... 0619

WELL DONE!!!!



STOP PRESS

Mr Bill Bird a filter centre volunteer of long standing (3721½ hours) is recuperating from a recent operation. Due to the nature of his illness it is doubtful whether Bill will be able to carry on in the filter centre and receive his 4000 hour bar. All volunteers send their regards to Bill and trust that you will have a speedy recovery.

Mr O Osborne also a filter centre volunteer is recovering from a recent illness. We all look forward to seeing you back in the centre on duty in the near future.

Facts and Figures

Mr E Cleese newly appointed Regional Supervisor for the Nanaimo area reports that since the reactivation of his post in April 1957 observers have completed the following number of calls:

I2 April to 3I December 57	5,59I Calls completed
I Jan to 3I December 58	6,294 calls completed
I Jan to 3I December 59	3,489 calls completed, 3,I68 non threat logged
Total	I5,374 calls completed 3,I68 non threat logged

Highest number calls in one month....July 57...I,078

No wonder this observation post appears on the post of the year list.

SOLUTIONS TO TESTS AND LESSONS IN THIS EDITION

NEEDLE MATCH

1	STARFIGHTER	8	VOODOO	19	VOODOO
2	STARFIGHTER	9	STARFIGHTER	20	VOODOO
3	STARFIGHTER	14	STARFIGHTER	21	STARFIGHTER
4	VOODOO	15	VOODOO	22	STARFIGHTER
5	VOODOO	16	STARFIGHTER	23	VOODOO
6	STARFIGHTER	17	VOODOO	24	STARFIGHTER
7	VOODOO	18	STARFIGHTER	25	VOODOO
				26	VOODOO

RUSSIAN ROULETTE

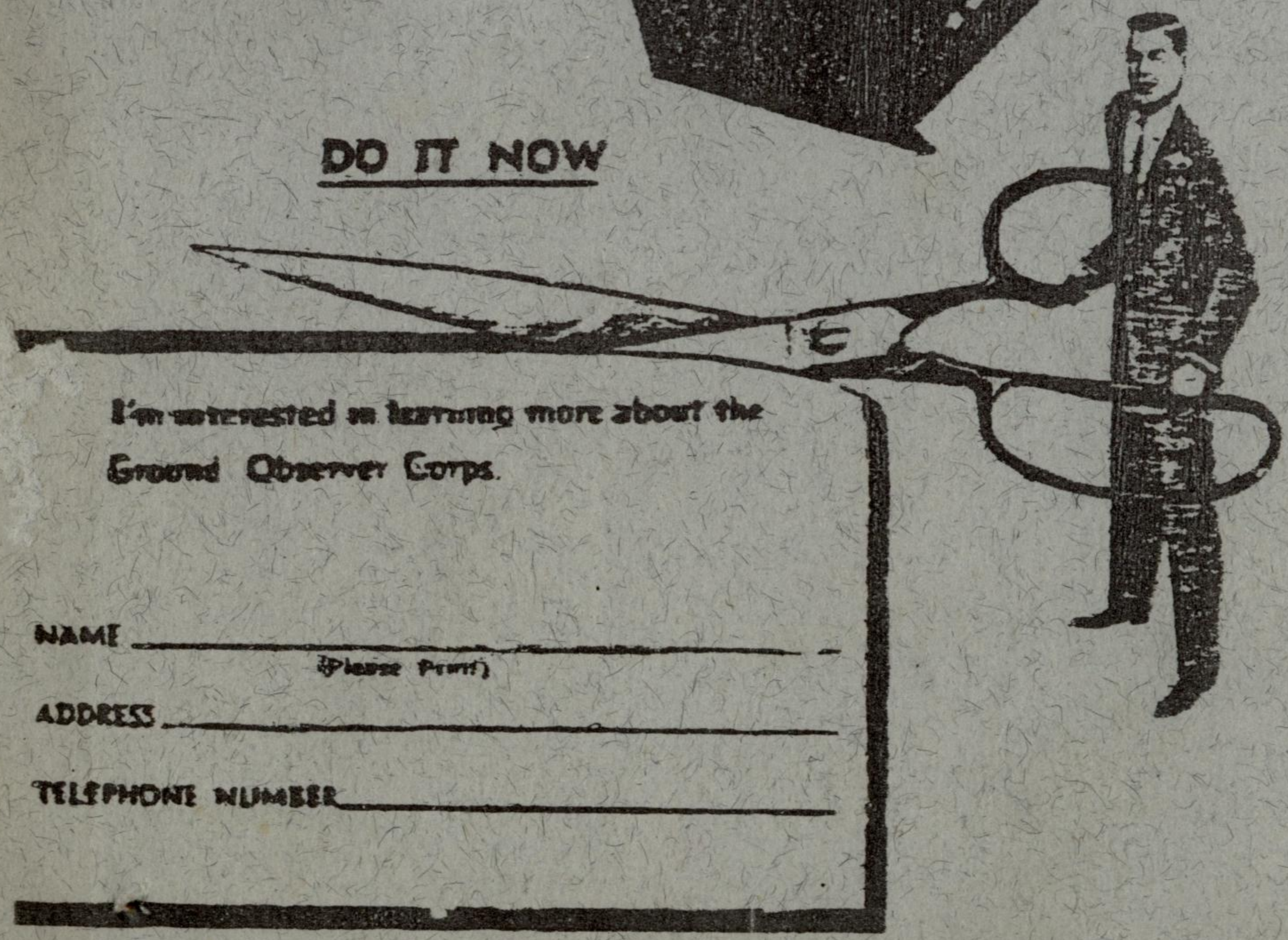
1	COOKER	7	BLOWLAMP	13	CAT
2	BEAGLE	8	BEAR	14	COACH
3	CLEAT	9	BADGER	15	FLASHLIGHT A
4	FISHPOT	10	CRATE	16	FACEPLATE
5	FARMER	11	BOSUN	17	FAGOT
6	CAMEL	12	FRESCO	18	FARMER

GROUND OBSERVER CORPS
THE CIVILIAN ARM OF THE RCAF
10 DETACHMENT
1363 HOWE STREET
VANCOUVER 1, B.C.



WAKE UP!
SIGN UP!
LOOK UP!

DO IT NOW



I'm interested in learning more about the
Ground Observer Corps.

NAME _____
(Please Print)

ADDRESS _____

TELEPHONE NUMBER _____

Mr. Matt Rumberg
3368 East Pender
Vancouver 6 BC

Authorized as Second Class Mail
Post Office Department, Ottawa.