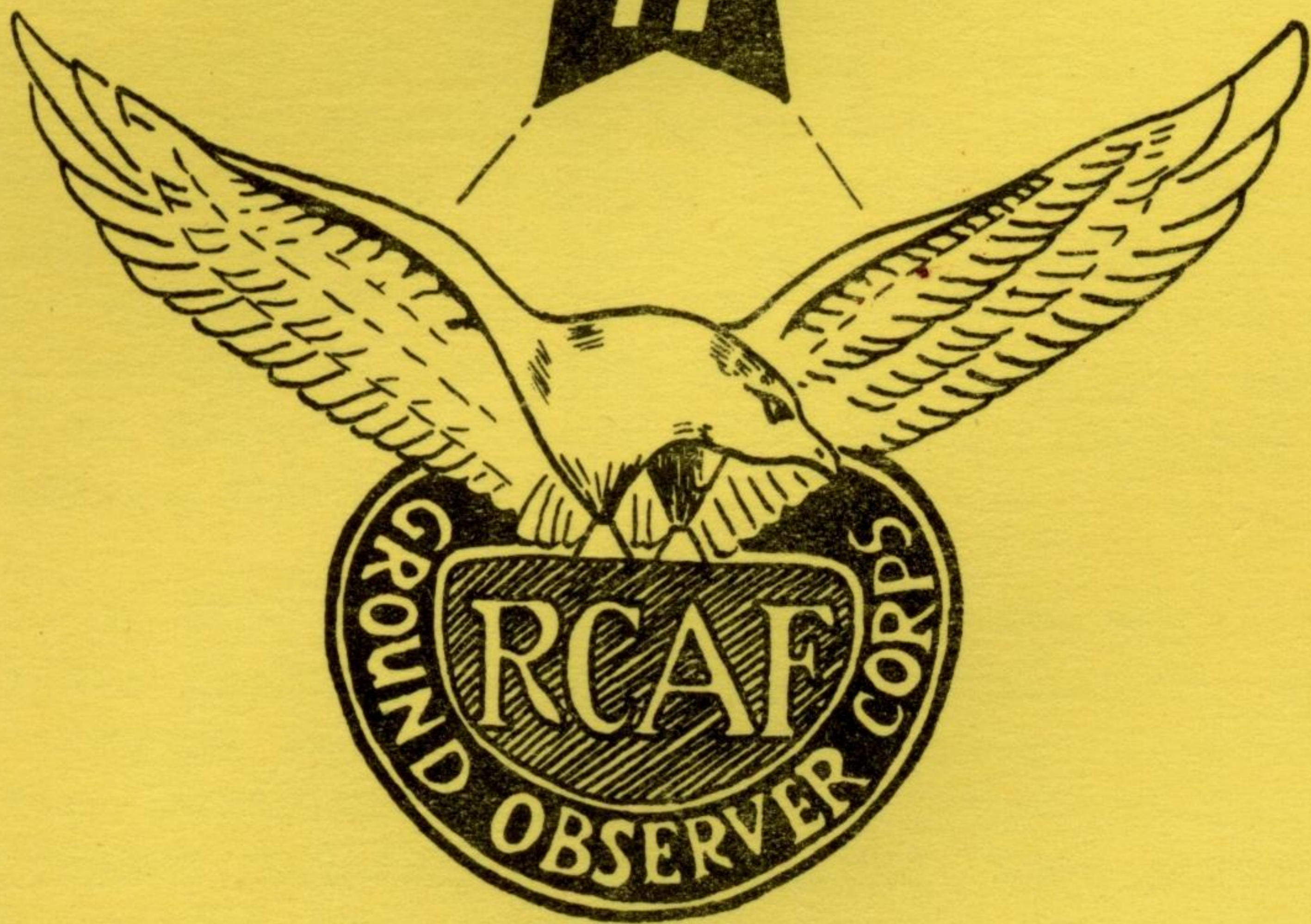


*P. J. Wiles*

# The Sky Sentinel



Volume 2 - Issue 3

1 September 55

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**NO. 7 RCAF GOBC UNIT**

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## THE SKY SENTINEL

Royal Canadian Air Force  
7 Ground Observer Corps Unit

### Exercise "June Bug"

Our last issue of the Sky Sentinel was distributed at just about the time Exercise "June Bug" took place. How did we make out? Was Exercise "June Bug" a success? Well, it was and it wasn't. The weather was generally very good although there were a few areas troubled by fog, particularly during the early part of the exercise and there were a few localities where showers occurred later in the day. Generally, however, there wasn't too much to complain about in regard to what the weatherman dished out.

The great majority of our Observation Posts did a fine job. They reported on watch in the proper manner, handled their Aircraft Flash Messages properly, gave their off watch operational report in the proper manner and forwarded their Aircraft Flash Message forms promptly to their Filter Centre. That was the majority of the Posts. There were far too many, however, that were not on watch, others which were on watch but did not follow proper procedures to report their Posts on watch and others which did not send their operational report at the termination of the Exercise. These on watch and off watch operational report procedures are simple. They're described in detail in the field training lecture and to be sure all Observers are fully aware of these procedures everything to be done is given in detail on the form GOC 54 (55), the familiar "Pink Card" which was forwarded to all Chief Observers with a copy of the new field training lecture. Any Chief Observer who has not got the new field training lecture or the pink card for mounting near their Observation Post telephone should contact his Regional Supervisor or Filter Centre immediately.

In Nova Scotia and P.E.I., Posts which report to the Truro Filter Centre, not counting the isolated island lighthouses and the coastal ships organized as Mobile Observation Posts, 300 Observation Posts were activated and supposed to be on watch. Of this number 263 reported on watch. What happened to the other 37? Why weren't they on watch? In New Brunswick and the Gaspe Peninsula of P.Q., Posts which report to the Moncton Filter Centre, a total of 320 Posts were activated. Of this number, 237 reported on watch. What happened to the other 83?

The majority of the Observers who were on watch during "June Bug" followed proper procedures and gave their Aircraft Flash Messages quickly and correctly. Too many, however, showed a complete lack of understanding of the proper procedures. These procedures have been explained carefully by our officers during

field training lectures and they are all written down in the printed copy of the lecture which has been sent to each Chief Observer. All Posts should, therefore, be able to give their messages properly. If they didn't, why not? Do you know if you are one of the offenders? If you are a Chief Observer whose Post was not on watch or if you were one of the Posts which we found out were on watch but did not call in giving your on watch report, do you know why this happened?

Please excuse the criticism. If the shoe fits, wear it. However, generally the vast majority of our Chief Observers and Observers did a wonderful job. Most of the Posts were on watch throughout the entire exercise period. Most of the Observers did follow proper procedures. Our sincere thanks to such individuals. We know that many of those who were not on watch had the very best reasons and would have been on watch if humanly possible. We have no criticism for such.

During the exercise period the Truro Filter Centre received a total of 2,325 Aircraft Flash Messages and the Moncton Filter Centre received 1,641, a total of 3,966 messages. From these calls the Truro Filter Centre established a total of 163 tracks and the Moncton Centre a total of 177 for a grand total of 340 tracks. Several of these were followed for considerable distances but many faded out shortly after being established. This was caused mainly by two factors. First, faulty filtering in the Centres and second, by Observation Posts which were not on watch and did not pass information on the flights we were trying to follow. Had we had 100% "on watch" Posts we would have done much better.

A few of the Observation Posts which were on watch faithfully throughout the entire exercise saw no aircraft. For this we are very sorry but it cannot be avoided. The large areas involved and the number of Posts which are isolated combined with the number of aircraft available to us make it impossible to ensure that an aircraft or more than one aircraft will pass over every Post. We do the best we can. Do not become disheartened if you do not see aircraft during exercises. The fact that you are there, that you are on watch means a great deal. It indicates to us that aircraft flying in a certain direction, perhaps towards your Post, must have turned, therefore, we look in a different direction. However, if your Post was not on watch we might have to assume that the aircraft had gone in that direction and we might miss it elsewhere. Fortunately, the number of Posts which would not see any aircraft was very few.

Exercise "June Bug" taught us a great deal. It showed us where more training is required. It showed us where communications difficulties exist, some of which can be corrected. It showed us where we have Observation Posts which cannot be depended on and must be replaced by an active Post. What did it show you, our Chief Observers, Official Observers, our Regional Supervisors? Do you realize the need for more training? Do you realize the need for more Observers? The latter is one of our big requirements, more Observers. If your Post could not maintain watch throughout

the exercise because you did not have enough Observers, how about getting more?

Now a word about some of the tracks we established during the exercise. Because of the greatly concentrated population and fewer blank areas in Nova Scotia and P.E.I. the Truro Filter Centre did better than the Moncton Filter Centre. In Truro a track on a bi-motor aircraft was established by Observation Post Mike Able 30 Black located at Shubenacadie, N.S. and followed for a total distance of 584 miles with reports from 11 Observation Posts in between and faded out after passing Observation Post Mike Queen 44 Black at Head Chezzetcook, N.S. Another track on a multi-motor aircraft was established at Love Queen 53 Black located at Hubbards, N.S. and faded out after passing Love Queen 01 Black at Greenfield, N.S. with 14 Posts reporting the aircraft in between these two locations and the track being followed for 536 miles. In Moncton a track on two Sabre jet fighters flying in formation was established at King Charlie 53 Black located at St Isidore Fire Tower and faded out after passing King Charlie 20 Black at Newcastle, N.B. with 9 reports received in the interval and the track was followed for a total distance of 262 miles. Another track established on a Lancaster 4-engine bomber was picked up by Jig Baker 11 Black at Tay Settlement, N.B. and faded out after passing Jig Dog 20 Black at Oak Bay, P.Q. with 10 Observation Posts in the interval reporting the aircraft for a total distance of 210 miles.

Many tracks flew partly in the Truro Filter Centre area and partly in the Moncton area. When we combined the total distance plotted by the two Filter Centres we did much better. One Lancaster in this category was followed 622 miles with 18 moves. Another Lancaster, when we plotted the actual track flown as against track established, was followed for a total distance of 669 miles with 39 moves but due to faulty filtering in the Truro Filter Centre this was not followed on the table during the exercise as one track but was, rather, given several track numbers.

We had a fine turnout of volunteers in both the Moncton and the Truro Filter Centres during "June Bug", not as many as we could have used but enough to man the majority of the operations room positions throughout the exercise period. We discovered many places where further training of Filter Centre volunteers is required and we discovered a need for more volunteers in the Filter Centres just as in the field. Corrective action is being taken on all counts. Plotters will be given more training where necessary to enable them to handle Aircraft Flash Messages more quickly and more accurately. One of our big weaknesses in the Filter Centres was in filtering. Filterers will be given more training.

All in all we are happy with the results of Exercise "June Bug". It showed us we're not perfect. It showed us where we need to work harder to enable the Ground Observer Corps to adequately fill its role, its place in the Air Defence organization of Canada. We hope that as a result of "June Bug" and what we

have learned, our next exercise, about which more later, will be even better. We can't sit back and relax, we know that. We can't afford to become complacent. We need more volunteers everywhere and better trained volunteers. We are doing the best we can to accomplish this but without the help of all civilian members of the Corps we can't reach our goal. We'll do our part, will you do yours?

### New Regional Supervisors

.In Nova Scotia we have one new Regional Supervisor to welcome to our ranks. He is Mr. Malcolm Sponagle of Sherbrooke in Regional Area T-22. Mr. Sponagle replaces Mr. J.E. Fraser. Pressure of business would not permit Mr. Fraser the necessary time to devote to Regional Supervisor's duties but he did not resign entirely. He is now the Assistant Regional Supervisor in Area T-22.

We have four new Regional Supervisors in the Moncton Filter Centre area to report on but we note that our Detachment in Moncton has mentioned three of these in their news for this issue so we'll let you read the news of three of them there and we'll mention the fourth here. Our new Supervisor is Mr. L.O. Arsenault of Richibucto replacing Mr. P.B. Jardine who becomes the Assistant Regional Supervisor. Mr. Jardine was forced to resign his position as Supervisor and become Assistant Supervisor due to business reasons.

### Statistics

In our last issue we reported the statistics in regard to Post and Filter Centre volunteers as of 31 May 1955. Here are the latest figures available at time of writing and these are for 31 Jul 55:

|        | OPs Located With Ch.Obs. Recruited | OPs Trained | Off.Obs. Who Have Attended 3-Hour Training Lecture | Filter Centre Volunteers Recruited | Filter Centre Volunteers Trained |
|--------|------------------------------------|-------------|--|------------------------------------|----------------------------------|
| 70 Det | 395                                | 387         | 2,545  | 143                                | 113                              |
| 71 Det | 323                                | 295         | 3,112  | 158                                | 99                               |
| 72 Det | 253                                | 210         | 866  | 58                                 | 19                               |
|        |                                    |             |  |                                    |                                  |

Assistance to Radar

7 GOBC Unit has been advised by Air Defence Command Headquarters in St Hubert that Sector Commanders have been authorized to activate Ground Observer Corps Observation Posts and Filter Centres in the appropriate areas when their search radar equipment is inoperative for periods of over 6 hours. As all of our volunteers have been told, radar equipment must shut down from time to time for maintenance or repairs. When radar is shut down the GOBC becomes even more important as it is then the only means of providing information on movements of aircraft. Consequently, it may be necessary for our Filter Centres to request Observation Posts in certain areas to become operational at any time. These periods would normally not be lengthy, possibly in the nature of 10 to 12 hours. We hope that if we are asked to provide a back up to radar when they must shut down our Chief Observers and Observers will be able to give us full co-operation and ensure that all Posts requested to activate are fully manned for the specified periods and that all aircraft flying are reported during such periods.

It will also be necessary, of course, for our Filter Centre volunteers to turn out during such periods and we are sure that all positions in the Filter Centre operations room are manned if required.

was the Line Busy When You Called?

We have been requested by the Maritime Telegraph & Telephone Company Limited with headquarters in Halifax to provide an explanation to Observers as to why it sometimes happens that they are informed that all Filter Centre telephones are busy when they are attempting to put through an Aircraft Flash Message and why they are asked to wait. We note that the Truro Filter Centre mentions this in their news but it is worthy of repeating here. Telephone operators reported that Observers sometimes appeared disbelieving when told that all Filter Centre lines were busy and some became rather annoyed. During a large scale exercise such as "June Bug" it can easily happen that you may experience a slight delay in getting your Aircraft Flash Message through due to busy lines. Our Chief Observers and Observers know that their Post has a quadrant identification which they give to their local operator when placing their call. There are four quadrants on each Filter Centre plotting table and four telephone lines coming in to each quadrant for a total of 16 lines. It may be that when you place your call and it reaches the Filter Centre all four lines to your quadrant are occupied with other calls. It happens frequently that 6 or more calls hit a quadrant at a time particularly when aircraft traffic is heavy. There is nothing which can be done about getting extra calls through until some of the others ahead of you are completed. This is normally a very short period but it is also an indication of the necessity for giving your Aircraft Flash Calls accurately and quickly so that you will leave the way open for other calls. It should not take over 20 seconds for any Observer to complete giving an Aircraft Flash Message. A

few calls where Observers do not know their procedures take several minutes. You can see where this would hold up other calls coming in. Normally, however, if you are told lines are busy do not become impatient. They will open up within a short period. Although this condition was reported to us by Maritime Tel. & Tel. Co., Ltd. it applies equally well to Newfoundland and P.E.I. and New Brunswick.

### Do You Give Your Quadrant Identification?

Another complaint which we have received from the Maritime Telegraph and Telephone Company Limited is that a lot of Observers do not give their operator their quadrant identification. The long distance operators at switchboard in Moncton, Truro and Gander must know the quadrant identification of the Observation Post calling in. If you do not give it to your local operator it is sometimes impossible for her to pass it to the operator at the Filter Centre location. The field training lecture is quite explicit on this point and further instruction is given on the top of every sheet of the Aircraft Flash Message pad. Remember you must give your operator your quadrant, your telephone exchange and your number. Example, "Aircraft Flash - Avon - Yarmouth 241". Please don't forget the quadrant when placing an Aircraft Flash Message. Again we repeat, it is most important.

### Ground Observer Corps Crests

In our last issue of the Sky Sentinel we gave a brief description of crests which would be available for sale to our volunteers and we stated that we would try and include a photograph in this issue. We have a photograph of the cheaper crest and it appears below. We have not been able to get a photograph of the more expensive good quality crest as yet but if we get one we'll include it in a future issue.



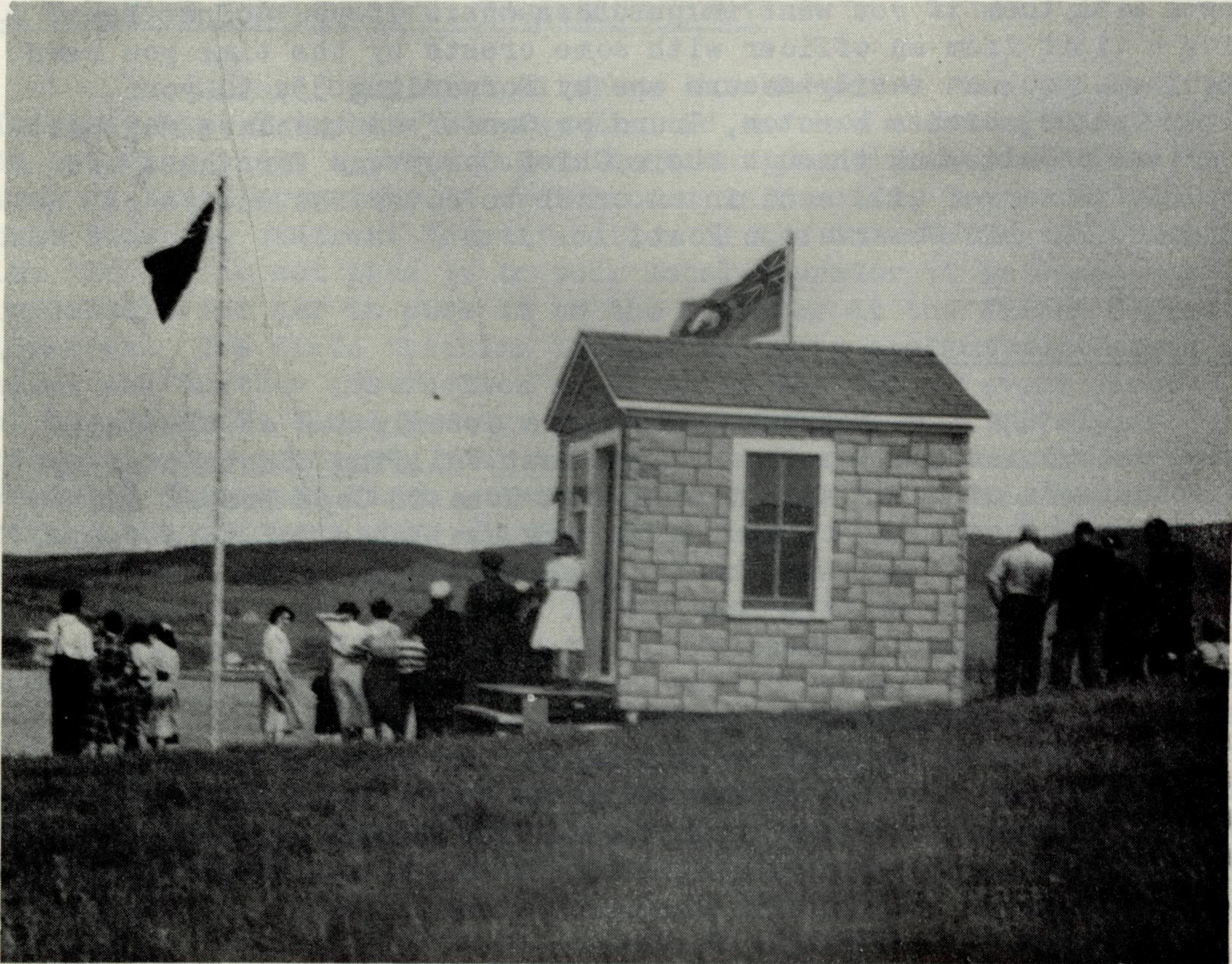
The crest, the picture of which appears on the opposite page, is in 3 colours, red and blue on a golden yellow background. By buying a large quantity we have been able to secure them for less than the 50¢ we mentioned in our last issue of the Sky Sentinel. These crests are available to any volunteer for the price of 35¢ each. Many of you will have purchased yours by the time this issue of the Sky Sentinel reaches you. They are available in the Filter Centres and all of our officers travelling in the field will have crests with them if you want to purchase one. If you do not receive a visit from an officer with some crests by the time you read this issue you can easily secure one by forwarding 35¢ to your Filter Centre, either Moncton, Truro or Gander as the case may be. Observers should work through their Chief Observers for these and the Chief Observer will send in an order to cover the entire requirement for his Observation Post.

### The Iona Dedication

In the last issue we gave you a description of the dedication ceremonies for the Observation Post building constructed by the volunteers of Queen Able 15 Black at Iona in Cape Breton and stated that we expected to have a picture available for this issue. The pictures appear below. The first shows S/L SR Miller CO 7 GOBc Unit congratulating Captain Donald N.W. Campbell, Chief Observer of Queen Able 15 Black, immediately after the official dedication ceremonies and the raising of the flags. A portion of the Observation Post building also appears at the right of the picture. Those appearing in the photograph reading from left to right are: Michael MacNeil, official Observation Post Piper; F/O GM Gillespie, Detachment Commander 70 GOBc Detachment; S/L SR Miller, CO 7 GOBc Unit; Captain Donald Campbell, Chief Observer; F/O DL Giggey, 7 GOBc Unit Headquarters; Captain JM Wilson, Regional Supervisor Area T12 in which Queen Able 15 Black is located; Mr. Jack MacNeil, Assistant to Captain Campbell and Pipe Major MacDonald from Boisdale, C.B.



The photograph below shows the Observation Post building at the time of the aircraft participating in the ceremonies was flying overhead. The two flags, the Canadian Ensign and the Air Force Ensign, had just been run to the top of their poles. A few of the participants in the dedication ceremonies together with spectators and members of Queen Able 15 Black also appear in this photograph.



### Aircraft Recognition

In our last issue of the Sky Sentinel we stated that 71 GOBC Detachment had let us down in providing aircraft recognition material and that to make up for it they would supply material for two aircraft in this issue. This time our Moncton Filter Centre has come through in fine style and given us all the dope on two aircraft. One of these, the Neptune, will be a common sight over the Maritimes and the B36 has also been seen in this area from time to time but normally flying at a very high altitude.

We expect to have aircraft recognition training manuals available soon, but meanwhile, if you have been following the aircraft recognition section in each issue of the Sky Sentinel, you will soon be able to give us some positive identifications of aircraft during exercises. This information is given in column 10 of the Aircraft Flash Message by merely making a statement such as "this aircraft is a Lancaster".

Here are the descriptions of the B36 and the Neptune:

B-36 (USAF)

Ten-engined Heavy Bomber.

In service with USAF. The last production of the B-36 was delivered to the USAF August 14, 1954. Although not now being produced, this aircraft will continue to be a first line aircraft for some time yet.

There is quite a number of versions of the B-36, each successive one incorporating some improvements. It first flew on August 8, 1946. The latest version is a B-36 H converted to carriers to carry a Reconnaissance Fighter.

The following information applies to the B-36 J.

PERFORMANCE: Maximum speed over 435 mph; Service ceiling over 45,000 ft; Range 10,000 miles.

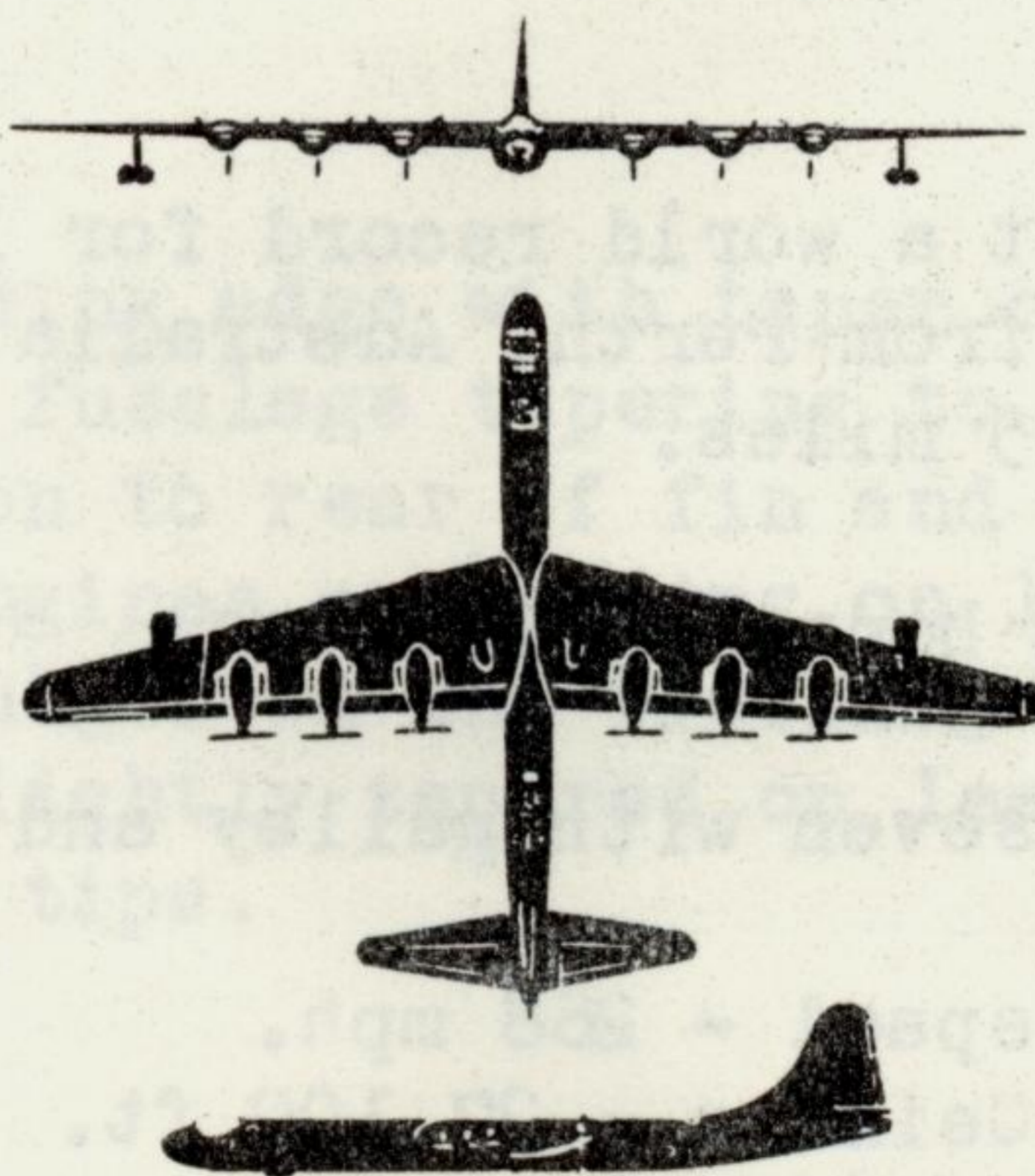
DIMENSIONS: Wing span 230 ft; Length 162 ft. 6 ins.; Height 46 ft. 9 ins.

WEIGHTS: Maximum gross weight over 400,000 lbs.

ACCOMMODATION: Crew of sixteen, including 5 man relief crew. Pressurized crew compartments.

POWER: Six piston engines and 4 turbo jet engines.

B-36



BOMBER

SPAN 230' 0"      LENGTH 162' 6"

DESCRIPTION

Head on View

(a) Shoulder wing monoplane.

- (b) Straight wings.
- (c) Six radial engines in line slightly underslung.
- (d) Single fin and rudder.
- (e) B36J has 1 pod of 2 jets near each wing tip.
- (f) Fuselage quite round.

Plan View

- (a) Very long slip fuselage tapering towards the tail.
- (b) wings mounted approximately mid point of fuselage with leading edge swept back approx. 15 degrees.
- (c) Six pusher type engines mounted on trailing edge of wings and one pod of jets near each wing tip.
- (d) Tail Plane tapered on both leading & trailing edges.

Side View

- (a) Top line of fuselage broken slightly by forward cockpit.
- (b) Slight bulge well forward on bottom of fuselage - fuselage has up-sweep towards tail.
- (c) Very large single fin and rudder nicely faired into top line of fuselage.

LOCKHEED P2V NEPTUNE

Twin engined Naval Patrol Bomber.

Has been in service with the U.S. Navy, Royal Air Force and the Royal Australian Air Force for some time and is now in service with the Royal Canadian Air Force. It is replacing the world war II Lancaster in the Maritime Squadrons.

There are various versions of the Neptune but the one which will be used most in the Maritimes will be the P2V6 equipped for Anti-submarine work.

In 1946, it set a world record for Distance in a Straight Line by flying non-stop from Perth, Australia to Columbus, Ohio, USA, a distance of 11,235 miles.

Flight time 55 hours 17 minutes.

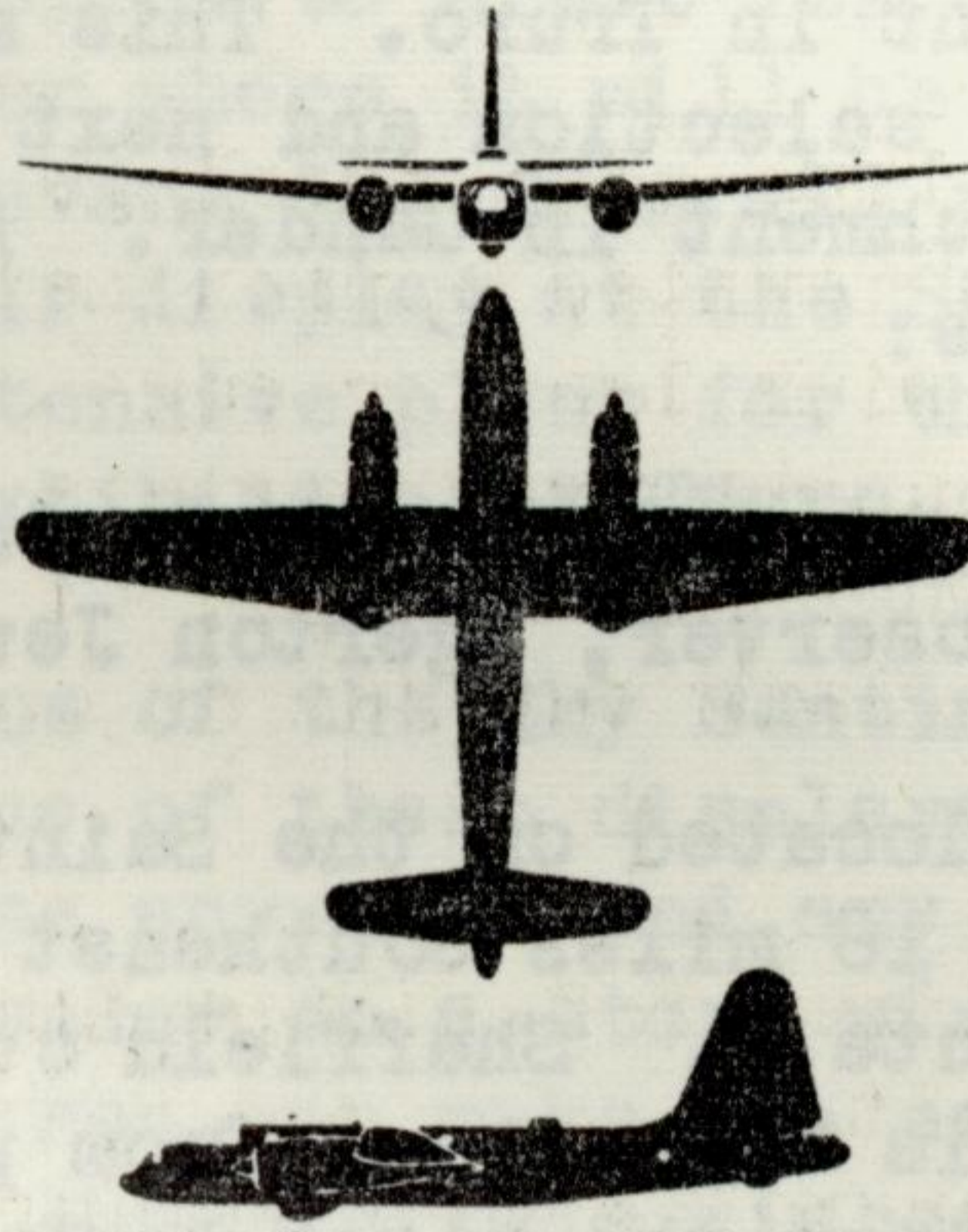
ACCOMMODATION: Crew of seven with galley and sleeping accommodation.

PERFORMANCE: Maximum speed - 288 mph.  
Service Ceiling - 27,100 ft.  
Range - 3,560 miles @ 180 mph.

WEIGHTS: Empty - 34,683 lbs.  
Loaded - 72,000 lbs.

DIMENSIONS: Wing span - 100 ft.  
Height - 28 ft. 1 in.  
Length - 76 ft. 10 ins.

P2V NEPTUNE



PATROL  
SPAN 100' 0"      LENGTH 77' 11"

DESCRIPTION

Head on View

- (a) Straight centre section with dihedral from engines.
- (b) Two underslung radial engines.
- (c) Squarish shaped fuselage with bulge underneath.
- (d) Mid wing monoplane.
- (e) Very high fin and rudder.
- (f) Later versions will show wing tanks.

Plan View

- (a) Straight leading edge with taper on trailing edge.
- (b) Thin rounded fuselage tapering to the rear, with a very long extension to rear of fin and rudder on later versions.
- (c) Two radial engines protruding on leading edge of wings with small bulges on the trailing edge.
- (d) Tail-plane slightly tapered on leading and trailing edges with rounded tips.

Side View

- (a) Upper side of fuselage - slight step up on nose to very straight line of fuselage broken only by upper turret.
- (b) Very large, high fin and rudder. (Most outstanding feature of Neptune)
- (c) Lower side of fuselage - straight line to about half way and then up sweep toward rear.

The aircraft for the next issue will be described by  
72 GOBC Detachment, Gander, Newfoundland.

### Honour Roll Post

Each month one of our better and more active Observation Posts is selected and termed the Honour Roll Post. Our Filter Centres take turns in selecting their candidate for the Honour Roll Post. In the last issue the Honour Roll Post was selected by 70 Detachment in Truro. This month 71 Detachment in Moncton has made the selection and next issue the selection will be made by 72 Detachment in Gander. Here is Moncton's selection for this issue:

" In the spotlight this month is Observation Post JIG ABLE 35 BLACK - Chief Observer, Egerton Jewett.

This post is located on the Saint John River at Sheffield approximately 18 miles southeast of Fredericton on Trans-Canada Highway Route 9. Sheffield concerns itself mainly with agriculture which is a heritage from pre-loyalists days. The stately elms which line the river bank and highway make it truly a beauty spot. Descendants of settlers of pre-loyalists days, together with more recent north European arrivals, have created an Observation Post which has no peer in spirit or knowledge of Ground Observer Corps procedures.

When ex-Regional Supervisor of Area M-23, E.J. MacLean selected Egerton Jewett as Chief Observer at this Observation Post, he made no mistake. Mr. Jewett immediately rounded up the 22 available Official Observers in that area and commenced the organization of an ideal Observation Post. It is truly a community effort. It is unlikely that any further Official Observers will be added because all those who are available have been recruited.

When 7 Ground Observer Corps Unit lays on a Maritime exercise, one of the posts which the Moncton Filter Centre doesn't worry about is JIG ABLE 35 BLACK. They know that one of the first calls will be from that post and they also know that nothing will pass that vicinity without being spotted by the keen eyes of some capable observer. They know too that the aircraft flashes will be submitted accurately and speedily with no errors.

So to Mr. Jewett and all his Official Observers at his Sheffield Post, we raise our hands and salute you as the Honour Roll Post of the month."

### GOBC Window Displays

About 18 months ago we got authority to spend the funds necessary to provide a GOBC display to publicize the way the Ground Observer Corps works and its need for volunteers. We only had the one display and it had to be used by our three Filter Centres. Due to transportation difficulties it never did get to Gander. The display proved so popular and so effective that we secured funds to have three displays built, one for each of our Filter

Centres.

These three displays have now been completed and have been delivered to the three Detachments. They will be used in store windows and at fairs and exhibitions throughout each Detachment area. Gander plans to erect its display in the Airlines terminal at Gander where it will be seen by the many hundreds passing through every day from all parts of the world. Moncton will be using their display at the Shediac Lobster Festival and Truro has extensive plans for theirs including the Central Nova Scotia Exhibition at Truro.

In our last issue of the Sky Sentinel we will try and include a photograph of one of these displays when it is set up. These are available for use anywhere and any Regional Supervisor who wishes to have the display in a store window, theatre lobby or other location in his area can make the arrangements with his Filter Centre. Any Chief Observer who wishes to have the display put up in his area may have the arrangements completed by contacting his Regional Supervisor who will further the request to the Filter Centre.

The displays are quite attractive but we won't try and explain its workings here. We are very proud of them and they do explain exactly how the Ground Observer Corps works by means of flashing lights, miniature model of a Filter Centre, radar sites, etc.

### Exercise "Top Coat"

What we feel is the big news in this issue is Exercise "Top Coat". This will be the largest we have yet attempted and will be a three-day exercise from Friday morning October 21 to Sunday evening October 23.

During Exercise "June Bug" in an attempt to provide aircraft sightings for all Observation Posts we were saturated with calls at the Filter Centres and some of our difficulties in following any particular flight of aircraft were due to the fact that so many aircraft were in the air at one time. During Exercise "Top Coat" we will have approximately the same number of aircraft flying but by spreading them over a longer period we will be able to track them more accurately and it will give us a better chance to assess our capabilities under conditions which would be in effect if it was the real thing.

The last exercise of the approximate duration of "Top Coat" was "Check Point" held in July 1954. It, too, took place from a Friday morning to Sunday evening. During "Check Point" many of our Posts were not able to maintain watch for the required period. We hope that this time all Posts will have enough Observers so that they will be able to maintain uninterrupted watch during the exercise period.

Exercise "Top Coat" will be our last big exercise before Spring of 1956, consequently, we ask all of you to do your utmost to make "Top Coat" a big success. All Chief Observers are asked to recruit as many Observers as they can, make sure all Observers are fully trained. Our Detachment officers are doing everything they can to give training lectures to as many Posts as possible in as short a period as possible. If a training lecture is being given to your Post make sure all your Observers are present and recruit as many additional Observers as possible and have them attend. All Chief Observers have been given a copy of the field training lecture and if it so happens that you don't get a lecture by one of our officers before "Top Coat", Chief Observers should, themselves, train their Official Observers using the printed training lecture as a guide.

Remember the dates for "Top Coat" and do your part. We would like to have 100% activation of all Posts for the whole exercise. We can't do it without your help.

Newfoundland has not been included in Exercise "Top Coat" due to problems which exist in that Province. Plans are underway to hold an exercise in Newfoundland but the date is dependent on when the training and organization both in the field and in the Filter Centre has reached the stage where an exercise can be a success.

### Advertising

One of our big problems in the Ground Observer Corps has always been to get enough volunteers both for our Observation Posts and in our Filter Centres. To help us in getting the required volunteers we have started an advertising campaign and this will be intensified in September when our activity picks up after a seasonal slump during the summer.

One advertising method which was started at the time this is written was display of bumper stickers on automobiles travelling throughout the 7 Unit area including Newfoundland. Most of you will have seen these or will be carrying them on your own automobiles before you read this. If you haven't received a bumper sticker for your car by the time you read this you can get one by contacting your Filter Centre or 7 Unit Headquarters. These stickers are quite attractive and bear the legend "The Ground Observer Corps Needs You" with the GOBC crest in three colours on the lefthand side of the sticker. Although these stickers do not tell prospective volunteers where to apply, they put the name of the GOBC in the public eye and other advertising we will be using will tell prospective volunteers where to write or phone. The automobile bumper stickers may also be used in store windows or can be affixed to rear windows of cars rather than the bumper. Starting in September transparent window stickers will be used intended for display primarily in store windows in cities, towns and villages throughout the area. These will be in colours of red, white and blue and the legend reads "Your Air

Force Needs More Civilian Plane Spotters - Keep Your Eye on the Sky - Join the Ground Observer Corps - Phone: \_\_\_\_\_"  
"Your Air Defence Filter Centre Needs More Civilian Volunteers - Help Protect Your Country From a Surprise Air Attack! - Phone: \_\_\_\_\_ - Join the Ground Observer Corps." The phone number filled in will be different in each area. It can be the Filter Centre phone number, phone number of Regional Supervisor or a Chief Observer.

Television and radio stations will also be carrying Ground Observer Corps advertising and ads will be placed in news throughout our area.

The above description of our advertising plans is necessarily somewhat brief but you should be seeing and hearing more about the Ground Observer Corps through advertising such as described above. The advertising will help our Filter Centre secure more volunteers and will help Regional Supervisors and Chief Observers secure more Observers for our Observation Posts.

#### Newfoundland

Looking back over what we have written for this issue would almost indicate that we have forgotten our Newfoundland area. This is certainly not the case. Due to travel difficulties in the winter the majority of field training and organization must of necessity be carried out during the spring, summer and fall. All of our Newfoundland officers have been very busy travelling throughout the Province visiting Posts, visiting Supervisors, organizing new Posts and carrying out training. Much of the travel has been carried out by boat because of lack of roads, railroads or other methods of travel. Our officers in the Newfoundland Detachment are really getting their sea legs. We hope they don't decide to join the Navy with all the sea time they are getting. We certainly haven't forgotten that our Newfoundland volunteers are part of 7 GOBc Unit. How about some news from some of the Newfoundland Posts or Supervisors for our next issue. Let us know what's going on and some of your experiences and we'll be glad to print it.

#### News From Our Detachments

For each issue of the Sky Sentinel our three Detachments provide news from their own area but generally apply to all areas. Here is the news from the three Detachments:

##### News From 70 GOBc Detachment, Truro, N.S.

During the warm months it is difficult to maintain interest in an organization such as ours and this summer has been no exception. Between vacations and the natural desire of most people to bask in the sun and take advantage of the long bright hours it is too much to expect our members to willingly bury themselves in hot stuffy rooms and listen to lectures. For instance, the attendance at the Filter Centre has dropped considerably

below the high level which was established by all teams during last winter and spring; but compared to a year ago it has been very satisfying to note that in July there has been more than enough interest to make it well worth while to keep the Operations Room open every night. It is true that a combination of night ball games, night horse races, and a plain desire to get to the beach has put a crimp in operational training but the faithful have carried on as usual.

Exercise "June Bug" was not the huge success we had hoped to see. This was caused partly by adverse weather, such as fog and some rather severe electrical storms which happened to be in the area, and partly the fact that two past postponements upset the original Filter Centre teams to the point where last-minute substitutions spoiled some carefully laid plans. The weather, as many Observers will verify, caused a rash of "Unknowns" to be reported -- even direction the aircraft were flying -- and this made the formation of tracks on the plotting table very confusing. To the Observers we would like to say that when no specific information can be passed, "Unknown" is very definitely the proper term to use. Do not guess. But a long string of "Unknowns" can be discouraging at the Filter Centre. Even more so when we think that many of the Filterers who were ready to go if "June Bug" had been carried on as originally scheduled were away on holidays -- hence the substitutions.

But more than ever we were impressed by the fact that nearly every position in the Filter Centre should be filled by a SPECIALIST. By that we mean that all plotters should strive to do that one job of plotting and do it well. Filterers should know all the things they are expected to and should be capable of making quick and accurate decisions from plots which may not be correctly reported or plotted. After all, filtering is primarily using common sense and thinging out the problems as they appear.

So much for "June Bug". It is now past history. Let us hope that the next exercise will turn out to be more successful in every way. All of you who took part did your best and we are very grateful for your help. Many weaknesses which should be corrected showed up and it is hoped that all these will be eliminated before the next time.

One more item which we would like to mention and which will be explained in future field trips is the time delay experienced by some Observers after their call had reached Truro. There are four lines available to each Quadrant and during "June Bug" there were times that all four lines were working continually. As a result the telephone office reported that on some occasions from six to ten Aircraft Flash Calls were being held until a line was available. These were then connected to our plotting table on a priority basis. This meant that some calls were delayed for some time after they had reached Truro. Such delays are regretted and will be avoided if possible but when traffic is heavy we ask the Observers to understand what can happen.

Another point which has been brought up is the importance of having the Observer give his Quadrant to the operator when placing the call. Some exchanges handle calls from two quadrants and if the operator does not know definitely in which quadrant the post is located, she may guess wrong and the call comes in to the wrong part of the table, making it very inconvenient for the plotter taking the call. While not too common, this happens often enough to cause confusion. Please make sure of this in future.

#### FILTER CENTRE NOTES

The biggest Wings Parade ever planned by the Truro Filter Centre was held on 6 July when forty-eight members who had worked hard and faithfully to qualify were presented with their badges by w/C D.B. Babineau, Commanding Officer of RCAF Station Beaver Bank. Before the presentation, addresses were made by F/O G.M. Gillespie, Officer Commanding the Truro Detachment; S/L S.R. Miller, Commanding Officer of 7 GOBc Unit, Halifax; W/C Babineau; F/O D.L. Giggey, 7 GOBc Unit and F/O J.M. Lutes, Officer Commanding 71 GOBc Detachment, Moncton. Reverend Harold Graven, guest speaker of the evening, and a navy veteran, presented a very interesting address in which he pointed out that GOBc volunteers were doing something of which they could be proud and said that they were helping not only their own community but all of Canada in giving their time unselfishly to this defence work. All speakers congratulated the recipients and thanked them for their faithfulness in making the GOBc the organization it is today, taking its place in Canada's air defences.

Following presentation of Wings there was another ceremony in which nine members were added to the "250 Hour Honour Roll Club"; after which a buffet lunch was served by the members of the entertainment committee.

#### MEETING TAKES ON SCHOLASTIC AIR

A meeting was held at Tusket, Yarmouth County, on 7 July in a classroom of the Tusket school. The day had been very hot and in spite of the fact the Chief Observer, Mr. A.B. Wathen, had the window shades down all day and the windows open at 2000 hours the classroom was still too warm for comfort.

After a talk had been given by F/O Waugh and the film "The Sky Is Your Target" screened, everyone was on the verge of wilting. So it was decided to "Let the class out for a fifteen minute recess." While "pupils" were standing outside enjoying the beautiful evening air, Regional Supervisor Jack Baker, spied a rope hanging inside one of the windows and when pulled the old familiar sound was heard - "Ding Dong, Ding Dong" - All the "pupils" trotted back to their seats and the teacher took up his position behind his desk and informed the class, "The subject for this period will be the proper method of using the Aircraft Flash Message Record." The Teacher: LAC Arsenault.

#### MLA Receives Wings

Mr. Raymond Bourque, MLA, was presented with GOBc Wings

at Tusket on 7 July. Mr. Bourque is the first MLA in Nova Scotia to receive GOBc Wings. Congratulations Mr. Bourque. We are very pleased to have you as an active member of the GOBc. And that is not all -- Paul, Randolph and Raymond Jr. also received their Wings at this meeting.

"I see by the papers" where Mr. Bourque is heading up to Pugwash to the "Thinkers" Rest. Could it be that the Wings test was too much of a strain?

#### CAN ANY AREA MATCH THIS?

Col. R.S. Hallett has something to be proud of. Statistics from Exercises "Surprise" and "June Bug" show that GOBc Area T-1 was the only area with all Posts reporting "On Watch" ( GOC 54 (55) Pink Card). Congratulations Colonel Hallett.

#### ANY DAY IS AIRCRAFT FLASH DAY

An attempt was made to put through an Aircraft Flash call one day when an Exercise was not in progress. The Telephone Operator was reluctant to put the call through as this is not, quote: "Aircraft Flash Day". Chief Observers should mention to their local operators that any time is Aircraft Flash time. (Day or night.)

#### News From 71 GOBc Detachment, Moncton, N.B.

The story of Exercise "June Bug" has now been written into the history of 7 GOBc Unit. General particulars concerning this exercise have already been placed in your hands. From a field standpoint, we in New Brunswick and the Gaspé have found an improvement in the field reporting. However, we are still faced with the problem of those posts which were not on duty. Many many times, Observation Posts would give us an accurate sighting on aircraft and other posts would follow up with supporting information, then these aircraft would pass over posts which were inactive and eventually the nice track which those of you at good Observation Posts worked so hard to establish, petered out and was lost. It is fortunate these were friendly aircraft.

There are posts, however, which are excellent, but for very valid reasons, were unable to maintain watch on that particular day. It is not of such posts that we speak.

All in all, you in the field have done a fine job. We thank you for it.

With summer temperatures continuing to soar, it seems a little unfair to have to speak of coming October Exercise "Top Coat". This three-day exercise is planned for 21-23 October. It is hoped you'll look forward to these dates and be well prepared to have an efficiently manned post over that 3-day period.

Most of our news this month deals with Regional Supervisors. In Area M-25 Mac Halladay, an ex-RCAF Officer, couldn't resist re-joining the RCAF Ground Observer Corps. He is now taking officer training and should be with us sometime in October. The loss of a good supervisor resulted in an Air Force gain. Congratulations to you Mac in your new job.

Congratulations, too, to Mr. "Sandy" Rideough of St. Stephen, who has replaced Mr. Halladay as Regional Supervisor. We feel sure he will do a good job in an excellent area.

Capt. Reg Burbridge, the Regional Supervisor of Area M9, has been transferred to Winnipeg. Reg has been with us since the GOBC was formed in these parts. We'll miss Reg, but our good wishes go to he and his family on their transfer.

Replacing Reg Burbridge is Albany Morais of Lower Caraqueet.

Another original with the GOBC has been Mr. E.J. MacLean of Gagetown. Mr. MacLean was the Regional Supervisor of Area M23. Unfortunately pressure of work forced his resignation and we sure hate to lose him. His area is in excellent shape. Thank you Mr. MacLean for what you have done for us. We are more than grateful. Mr. Clarence B. Smith of Hoyt is replacing Mr. MacLean as Regional Supervisor.

We would like to remind all Regional Supervisors to write to the Detachment whenever they desire lectures. Give us at least two weeks notice if possible and we'll endeavour to meet all of your requests.

#### News From 72 GOBC Detachment, Gander, Nfld.

Since the Gander Detachment became part of 7. GOBC Unit in January of this year, a great number of changes have taken place. Although many of the procedures previously used were the same, there were many new ones instituted, all of them for the better. When a Detachment becomes part of a larger Unit, there are more exchanges of ideas, and a much better organization results. We here at Gander feel that we have a better Detachment than ever before, and find ourselves improving.

As we are mainly a coastal area, we find that most of our summer's field work is concentrated along the extensive coastline of Newfoundland. The northern portion of the island is very isolated during the winter months, and travel is virtually impossible. Travel along the south coast during the winter is also difficult. If any of our Observers from the more accessible Posts wonder why visits from GOBC officers are few and far between during the summer, then you may no longer be in doubt in this respect. All of our training teams are at "sea" along the more remote parts of the island.

For the benefit of civilian volunteers in the Maritimes and for those in Newfoundland who do not know how we travel in coastal areas, here is how it is done. A boat, usually about fifty feet long and of twenty tons burden, is chartered and the GOBC officer literally becomes an "Admiral". The crew of the boat consists of a Captain who usually doubles as Engineer and a Cook who is also a deckhand. The GOBC officer lives aboard the boat and as any of the personnel who have made these trips can vouch, the food is good. The trips are usually of about three weeks duration with stops of between three hours to a day being made at each Post location. Sometimes the GOBC training is carried out in the cabin of the boat.

We at Gander have made good sailors out of personnel who have had little or no experience with boats or ships, least of all in small boats of the type mentioned above. Sometimes the weather is a little rough, but the crew of the boats are very experienced and only a very rare case of "mal d'mere" occurs.

#### WE NEED MORE OBSERVERS

We again stress the importance of having as large a number of Observers as is possible for each Post. We realize the difficulty that some Chief Observers in small communities have in signing up more than a few Observers, but if each member of the Corps puts his or her shoulder to the wheel and talks Ground Observer Corps to enough people, then we feel that a good Post will be the result. After all, the reason there is a Corps today is mainly so that we can make preparations and be ready to man all of our Posts on a full time basis if the occasion demands.

#### FILTER CENTRE

As all of you Filter Centre volunteers now know it was decided to suspend training classes at the Centre during the summer months. This was necessary because of the small numbers of volunteers who were attending classes at the beginning of the summer, mainly because of vacations. Then, again, most people like to spend the longer warmer evenings outside.

When September rolls around we are embarking on a concentrated recruiting programme for more and more Filter Centre volunteers and we hope to get several additional Teams. We ask each and every Filter Centre volunteer to bring along at least one additional member so that we can try to double our numbers.

#### REGIONAL SUPERVISORS CONFERENCE

72 Detachment hopes to have a Regional Supervisors conference at Gander sometime in October. We will be contacting each Supervisor in the near future and finding out how many can attend. The conference would be of two days duration and if possible, would be held on a week-end, i.e. Saturday and Sunday. We feel sure that this conference would prove to be extremely helpful to each Supervisor. F/L G.W. Hynes, the Detachment

Commander from Gander, attended a Regional Supervisors conference at Moncton, N.B. in May and was very impressed with the interest shown by the Supervisors and the result achieved.

F/L HYNES and F/O HUSSEY HAVE UNUSUAL TRIP

F/L Hynes and F/O Hussey were visiting Halifax on 8 June to attend Exercise "June Bug" as observers from the Gander Filter Centre. As is now well known, due to bad weather in the Maritimes, "June Bug" was cancelled at that time and planned for 29 June. F/L Hynes and F/O Hussey left Halifax by TCA on Friday, 10 June, on their return to Gander. They were both very anxious to arrive at Gander before Friday evening as they were planning to attend a going-away party for several of their fellow Mess members who had been transferred overseas. However, the Fates, in the person of bad Gander weather (a real rarity, as most of us know) intervened and TCA cancelled its flight when the aircraft reached Stephenville. Nothing daunted, the two officers boarded the CNR train, familiarly known as "THE NEWFIE BULLETT" at 1:30 p.m. and were due at Gander at 1:30 a.m. Both were pleased that they would at least arrive in time to celebrate a little, even though it was late. Again the fates, this time in the form of a sleepy CNR porter, intervened and both officers were carried past their destination. When the porter finally awakened he realized that the train was several miles past Gander and that he had not called the Gander passengers who were asleep. All sorts of inducements and also threats were offered the Conductor but he refused to stop and back the train to Gander. To make a long tale a little shorter, both F/L Hynes and F/O Hussey were carried to St. John's, a rail distance of over two hundred miles and returned to Gander the following evening. On this return trip F/O Hussey stayed up all night in order not to be overcarried again.

CHANGES IN FILTER CENTRE STAFF

At the end of July the personnel of the Gander Filter Centre regrettably said "Good-bye" to F/O Bob Hussey who was transferred to the Moncton Filter Centre. We will all miss Bob very much around the Detachment and we will also miss his wife, Joy, who was one of the Filter Centre volunteers. Bob is also sorry that he is leaving Gander and we who knew him best feel that his greatest regret is that he will miss the good Newfoundland fishing, especially the Salmon. From what we can find out about fishing in New Brunswick, it is not nearly comparable with Newfoundland.

Good luck to you both in the future.

7 RCAF Ground Observer Corps Unit  
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