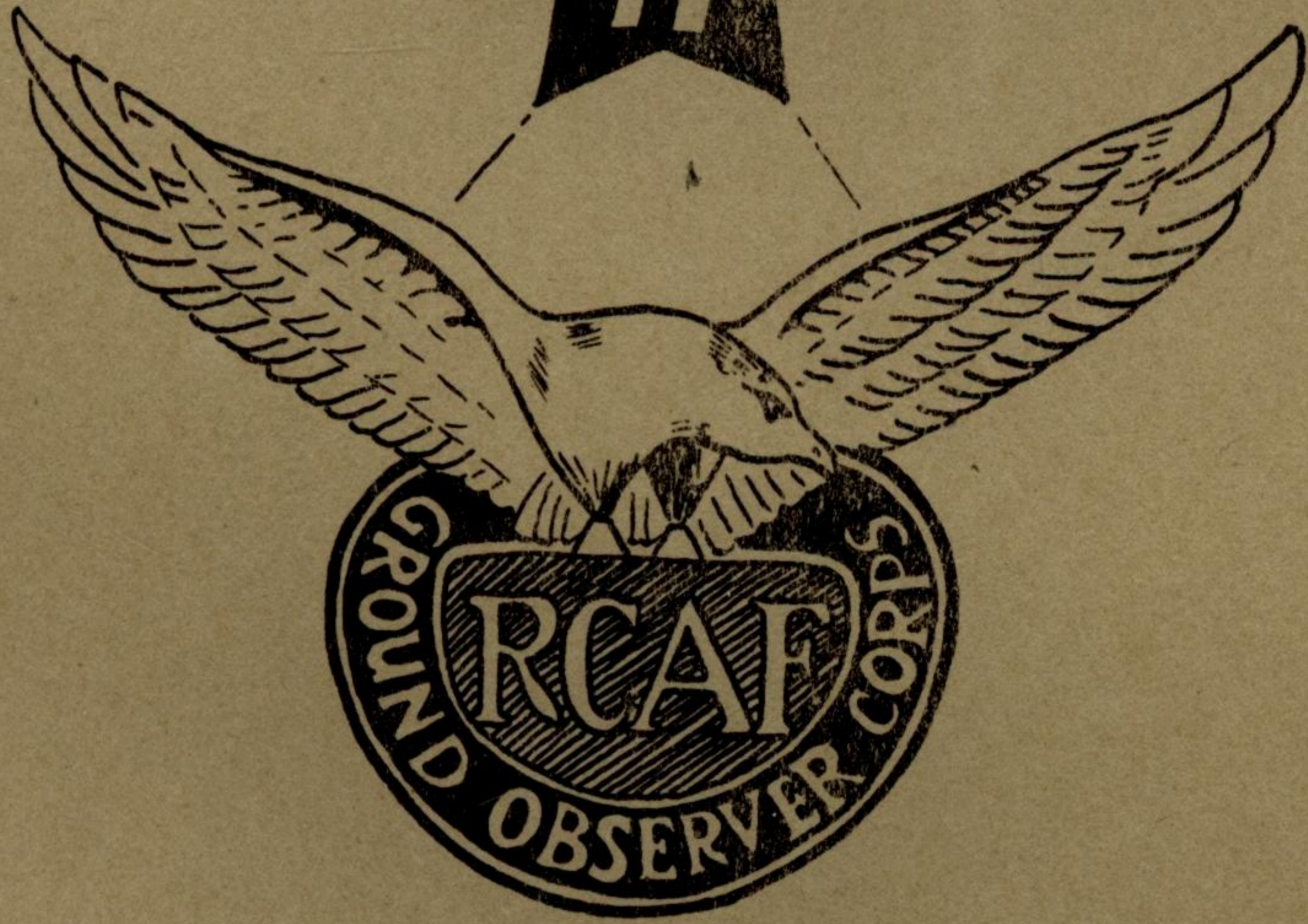


Pauline J. Miles

The Sky Sentinel



Volume 2 - Issue 4

15 Nov 55

NO. 7 RCAF GOBC UNIT

THE SKY SENTINEL

Royal Canadian Air Force
7 Ground Observer Corps Unit

A Little Late This Time

We had planned to commence writing of this issue the first of October and had hoped to have it in the mail by the first of November so that we could get another issue out to you about Christmas time. We felt, however, that you would be interested enough in Exercise "Topcoat" results to warrant delaying completion of this issue until after "Topcoat" was over. You will find all the news of what went on during "Topcoat" later on in this issue and we plan to speed up the writing of the next issue in time to have it in your hands around Christmas time.

Decrease in Number of Copies of Sky Sentinel Available

Ever since we started to send out a periodic newsletter to all our civilian volunteers we have tried to supply enough copies so that each volunteer or each family where more than one member of the family were volunteers would receive their own copy. We started by having printed less than 1000 copies of our Newsletter #1 which was distributed in December, 1952. This figure has gradually increased since that time as we recruited more volunteers and as our area increased with the addition of P.E.I., N.B., the Gaspé Peninsula and finally of Newfoundland 1 January 1955. The last two issues of the Sky Sentinel were printed in 6500 copies but each of our three Filter Centres asked for more than the number allotted to them. At a Detachment Commander's conference held at Unit Headquarters in Halifax 11-12 October Detachment Commanders were asked how many copies they would need for this issue. The total reached the somewhat staggering figure of 8,000 with a forecast that this would be increased to 10,000 by the first part of 1956 and that the figure would keep rising steadily.

Producing the Sky Sentinel in 6500 copies as we have done for the last two issues has been a severe strain on our capabilities and the increase necessary to continue to make one copy available

to all for their own use or for a family use is beyond our resources. After considerable discussion the conference agreed that we had no alternative but to cut down the number of copies of the Sky Sentinel produced. We arrived at the figure of 3,250 copies for this issue and for at least the next two issues we will be distributing. This number of copies will enable us to forward a minimum of two to each Chief Observer with the exception of Chief Observers of Observation Posts where there are less than four Observers or all Observers are members of the Chief Observer's family in which case the Chief Observer will receive one copy. Additional copies will be forwarded to Chief Observers in quantities of approximately one Sky Sentinel to each four Observers. This means, for example, that an Observation Post with twenty Observers would receive six copies of the Sky Sentinel, one for the Chief Observer and one for each four volunteers. We would very much like to forward such a Post twenty-one copies of the Sky Sentinel but, as stated above, the total number of copies involved would be such that we could not cope with it.

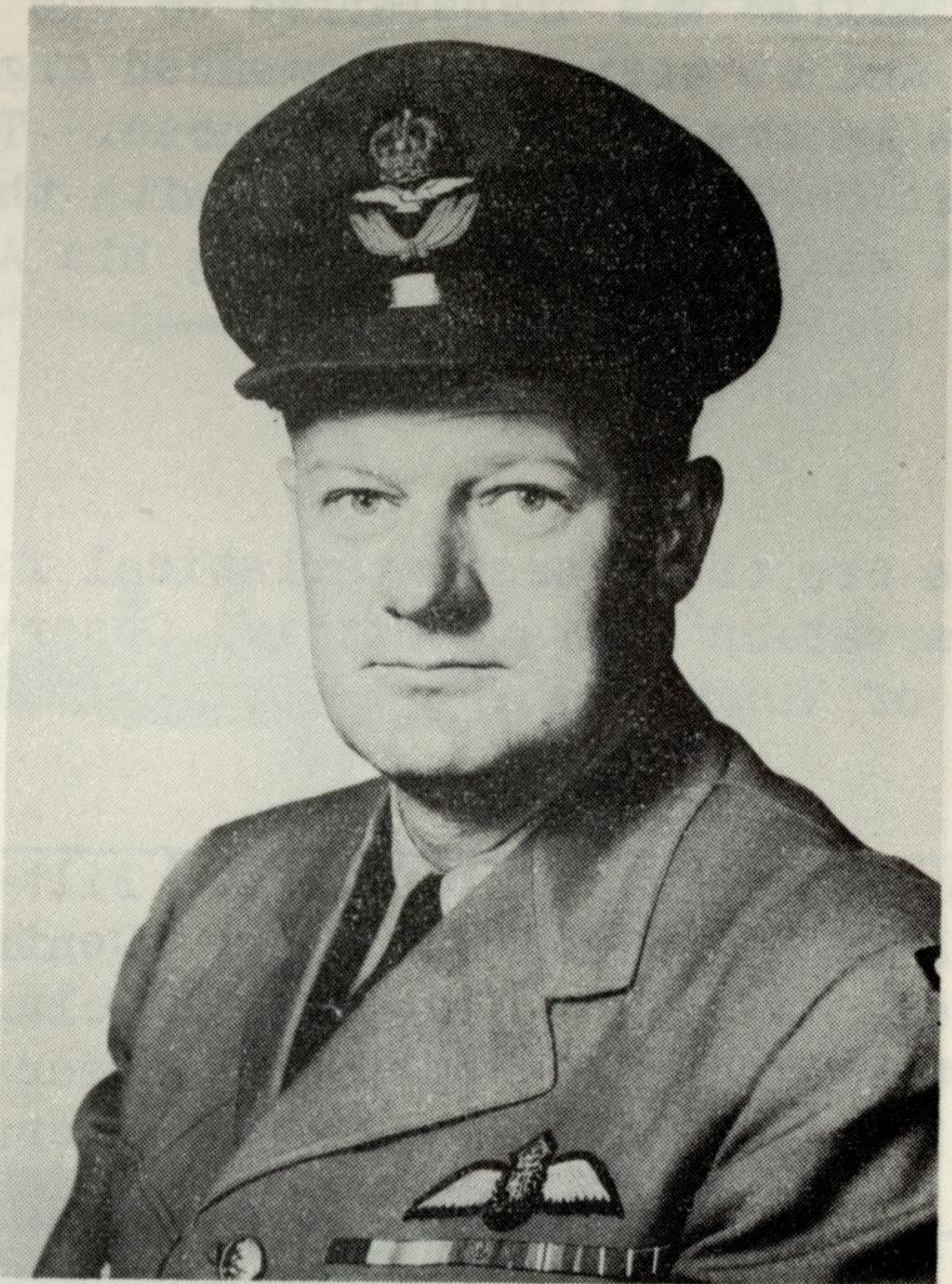
We are sure that making one copy available to each group of four volunteers will still enable everyone to see the Sky Sentinel without any trouble by having one person read it and then pass it on to another. We suggest that each Chief Observer draw up a list of his Observers, divide them into groups of four and write the names of the four Observers who should read each copy on the inside of the front cover or on a slip of paper attached to the cover with a paper clip. It will then be up to the first person receiving the copy to pass it on to the next on the list and so on until all have read it. We earnestly ask the co-operation of all in this, particularly our Chief Observers, so that every civilian volunteer of 7 Ground Observer Corps Unit will have an opportunity to read the Sky Sentinel within a short time after it is mailed out. We know you will all understand the reason why we have been forced to cut down on the number of copies printed rather than increase it.

Personality Sketches

At a recent 7 Ground Observer Corps Unit Detachment Commanders conference held at Unit Headquarters in Halifax one of the agenda items dealt with the Sky Sentinel and suggestions for improvement or for new items of interest. One item which the conference approved for inclusion in all future issues of the Sky Sentinel was a series of personality sketches in each issue dealing not only with the RCAF members of 7 Ground Observer Corps Unit but also with some of our prominent civilian volunteers. Another suggestion which the conference adopted was the inclusion in each issue of a "Training Reminder". You will find the first of these in this copy.

For the first personality sketch we have decided to introduce you to the Commanding Officer of 7 RCAF Ground Observer Corps Unit. Next issue we will introduce you to our three Detachment Commanders and for the issue after that we will introduce you to three Regional Supervisors.

7 RCAF GOB Unit Commanding Officer S/L S.R. Miller CD



S/L S.R. Miller CD, Commanding Officer of 7 Ground Observer Corps Unit with Headquarters in Halifax, hails from the West, Edmonton, Alberta to be exact. He was born there, grew up there and attended school and university there. He graduated from the University of Alberta in 1938 with the degree of Bachelor of Science. Immediately following his graduation he joined the RCAF and reported to RCAF Station Trenton, Ontario, 4 July 1938, his 23rd birthday, for training as a pilot in the RCAF. He received his pilot's Wings in June of 1939 and with war clouds darkening on the horizon received a sudden transfer to Nova Scotia in the latter part of August 1939 where he joined #5 Bomber Reconnaissance Squadron flying Stranraer Flying Boats from RCAF Marine Air Station at Eastern Passage, N.S.

Although a westerner, S/L Miller has spent the majority of his RCAF career since in the East. During the war years with the exception of a two-year period in the west as an instructor in the wartime air training plan, S/L Miller spent the majority of his time at various bases on the east coast, Newfoundland and Labrador flying operationally on anti-submarine patrols.

In 1944 he attended the RCAF Staff College at Toronto, Ontario. After the war S/L Miller organized the RCAF Search and Rescue Co-ordination Centre in Halifax and was responsible for the operation of this until proceeding to RCAF Headquarters in Ottawa as Search and Rescue Officer for the RCAF. He remained in that position until transferred to his present Ground Observer Corps duties.

S/L Miller was transferred to the Ground Observer Corps July 16, 1951 and at that time commenced organization of the Ground Observer Corps in the Maritime Provinces. The period in excess of four years that he has been involved with the Ground Observer Corps is his longest stay in one spot during his Airforce career.

Statistics

Here are the latest statistical figures available in regard to Observation Posts, Official Observers and Filter Centre volunteers as of 30 September, 1955:

	CPs Located With Chief Observer Recruited	OPs Trained	Off.Obs. Who Have Attended 3-hour Training Lecture	Filter Centre Volunteers Recruited	Filter Centre Volunteers Trained
70 Det	393	385	2,582	132	107
71 Det	314	287	3,245	132	87
72 Det	251	208	958	71	30

Aircraft Recognition

This issue's aircraft recognition material has been supplied by our Gander Detachment, #72. They have selected the Boeing Stratocruiser. Here is the description, etc.:

Multi Engine Cargo Aircraft

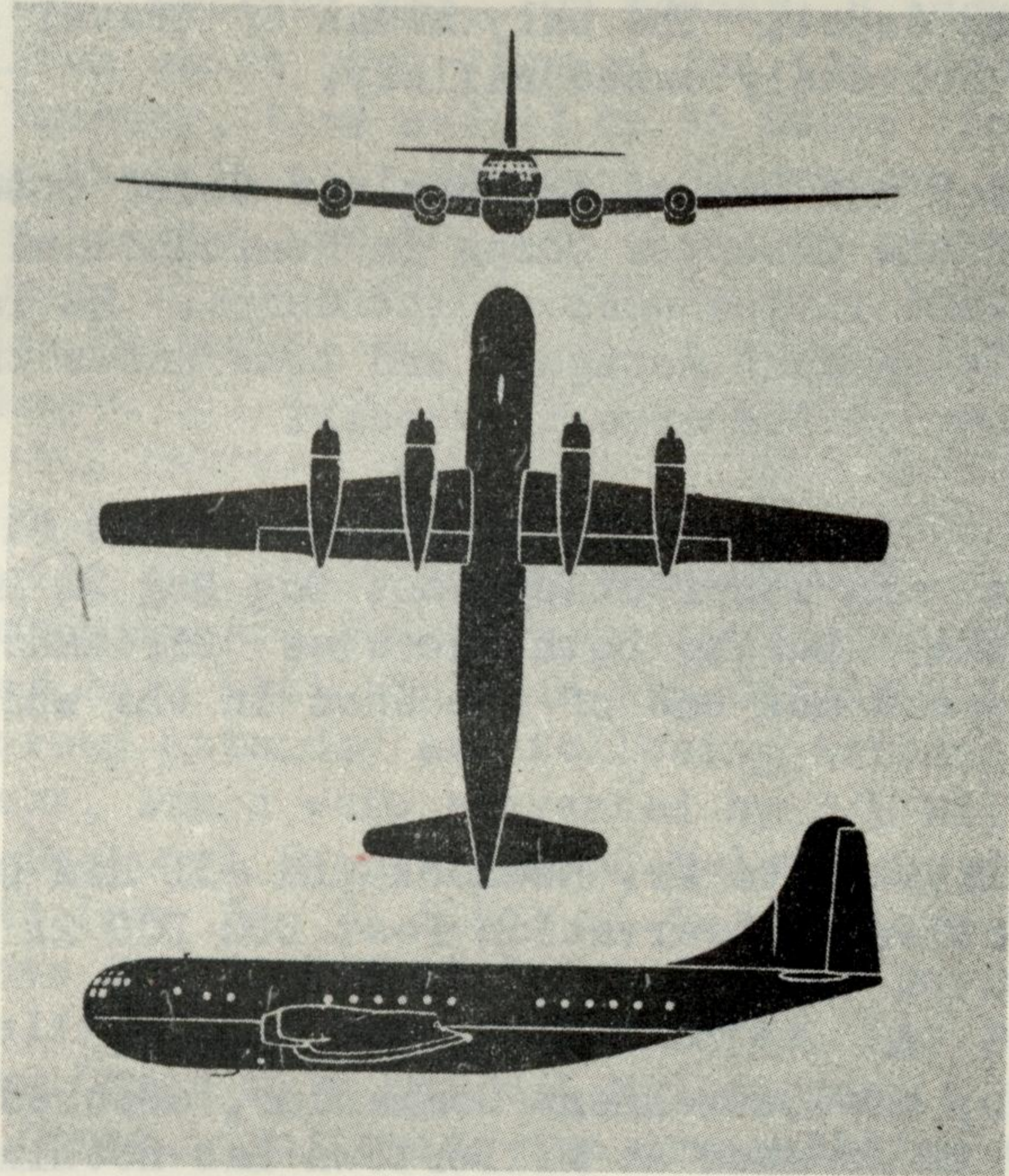
The Boeing Stratocruiser should be well known to all Observers in the Atlantic Provinces. It is a double decked passenger and cargo aircraft, used by many major airlines, and normally has a capacity of 81 passengers. It is in use by the United States Air Force as a military transport under the designation C97, with a cargo capacity of over 50,000 lbs. The USAF also uses this aircraft as a refuelling tanker, and it is then known as the KC 97.

PERFORMANCE: Maximum speed 375 mph. Cruising speed 340 mph.
Service ceiling over 32,000 ft. Range 4600 miles.

DIMENSIONS: Wing span 141 ft. 4 inches. Length 110 ft. 4 inches.
Height 28 ft. 3 inches.

WEIGHT: Maximum gross weight 145,800 lbs.

POWER: Four Pratt and Whitney R 4360 Wasp Engines.



DESCRIPTION:

Head-on View: (a) Low wing monoplane.
(b) Most noticeable features are the large fuselage & very high tail section.

Plan View: (a) Large cigar shaped fuselage.
(b) Wings have tapered leading edge and straight trailing edge. Engine nacelles protrude slightly from trailing edge of wings.
(c) Rounded wing tips.

Side View: (a) Very bulky fuselage.
(b) Straight lines both on top and bottom, curving up to very high tail assembly.

Honour Roll Post

The Honour Roll Post for this issue of the Sky Sentinel has been selected by 72 Detachment in Gander. Here is their selection:

DOG DOG 24 BLACK

It is the pleasure of 72 Detachment at Gander to make the selection for the Honour Roll Post for this issue of the Sky Sentinel. After a considerable amount of discussion among the staff, we have chosen a post which in our estimation is exceptional. This Honour Roll Post is Dog Dog 24 Black - with Mr. Harleith V. Newhook the Chief Observer.

Millertown is located in the interior of Newfoundland and is a small lumbering depot. The only means of travel outside Millertown is by a small privately owned railway.

Mr. Newhook was one of the earlier Chief Observers appointed by the Ground Observer Corps in Newfoundland and has taken a great interest in the work of the Corps. He is the local Canadian National Telegraphs manager, and thus knows the complex communications system of the area very well.

Mr. Newhook has kept the standards of his five observers at a very high level and Observation Post Dog Dog 24 Black can be relied on at any time. During both exercise "Birdwatch 54" and "Birdwatch 55" this post was one of the best in the whole 72 Detachment area.

Congratulations to Mr. Newhook and all his Official Observers at Millertown - Observation Post DOG DOG 24 BLACK. "

F/L Hynes, the Detachment Commander, assures us that the fact that the Post is located at Millertown has nothing to do with the fact that the Unit Commanding Officer is S/L Miller.

New Regional Supervisors

This issue all of the new Regional Supervisors we welcome to our ranks are from Newfoundland with five new Supervisors having been recently appointed in that province. These are as follows:

N-9	Mr. Ralph Sturge of Bonavista Bay
N-11	Mr. Milton Moores, Clarendville
N-13	Mr. Edward Bennett, St. John's
N-15	Magistrate Eric Jones, Grand Bank
N-20	Mr. George Saunders, Grand Falls

Welcome, all of you to 7 Ground Observer Corps Unit and may your stay with us be long and pleasant, profitable to you and to us.

A Visit to the Gaspé Peninsula

During the week of August 8 S/L S.R. Miller, Commanding Officer 7 GOBC Unit accompanied by F/O J.M. Lutes, Detachment Commander 71 GOBC Detachment, Moncton and with LAC D.T. Ferlotte of the Moncton Detachment along as interpreter visited Regional Areas M-1 to M-5 in the Gaspé Peninsula.

One of the main purposes of the visit was to give S/L Miller an opportunity to present GOBC Wings to the Regional Supervisors of M-1, M-2, M-4 and M-5. On Monday, 8 August, our trio reached Campbellton where they stopped for the night and on the following day, Tuesday, they pushed on to Gaspé itself stopping briefly on route to talk with Regional Supervisor Mr. Robert Kearney at Nouvelle West and Mr. Leo Langlois at Port Daniel. An attempt was made to contact Mr. P.E.B. Cyr, Regional Supervisor M-3, at New Richmond, but he was unfortunately out of town. On arrival at Gaspé, S/L Miller, F/O Lutes and LAC Ferlotte checked in at the beautiful Battery Park Hotel. This lovely summer resort brought back many memories to S/L Miller who lived there for a few months early in the war while flying out of Gaspé with a Detachment of 5 Bomber Reconnaissance Squadron on anti-submarine patrols. The first meeting was held that night in the Canadian Legion hall in Gaspé. A good crowd attended and following writing of the Observer's Qualification Test, Wings were presented by S/L Miller to Mr. Frederick Sams, Regional Supervisor of M-1 and to volunteers of Observation Posts Love Dog 34 Black at Gaspé, Love Dog 24 Black at Sunnybank and Love Dog 34 Red at Douglastown. During the marking of the Wings Qualification Test by F/O Lutes, LAC Ferlotte showed a Ground Observer Corps film and S/L Miller gave a talk on the Ground Observer Corps. Following the presentation of Wings a most enjoyable lunch was served by Mrs. Sams, wife of the Regional Supervisor.

The next day, Wednesday the 10th, the party proceeded to Chandler where a program had been arranged for that evening. There was time on route between Gaspé and Chandler for a stop at the village of Perce. The three travellers enjoyed the beautiful scenery and acted like confirmed tourists even taking the boat trip out around Perce Rock and the bird sanctuary on Bonaventure Island. A large crowd attended the lecture, film and Wings Presentation that evening in Chandler at the Canadian Legion Hall and Mr. Raymond Degarie, Regional Supervisor of M-5 was included in those receiving their Wings. Qualified volunteers of Observation Posts Love Dog 32 Black at Grand Riviere, Love Dog 12 Black at Chandler and Love Dog 01 Red at Gascons also were presented with Wings by S/L Miller. After the Wings Presentation S/L Miller, F/O Lutes and LAC Ferlotte had a most enjoyable session with Mr. Degarie and his Assistant Regional Supervisor, Mr. Raymond Smith talking Ground Observer Corps and other subjects. LAC Ferlotte distinguished himself by proving himself equipped with abilities other than the knowledge of Ground Observer Corps procedures. He did us proud --- enough said !

Thursday afternoon August 11th, our travellers reached

Port Daniel in Regional Area M-4 and after ascertaining that the evening's meeting was scheduled again for the Canadian Legion Hall they retired to their motel while F/O Lutes caught up on his sleep -- he needs a lot you know - guess he's still just a growing boy. Having seen Mr. Langlois on the way up to Gaspé and confirmed that all arrangements for the ceremonies had been made at the Canadian Legion Hall our party was not worried. They proceeded to the Canadian Legion Hall about an hour before the appointed time in order to ensure that all was in readiness and were much impressed by the large crowd which was gathering. It looked like they would have several hundred there. A few inquiries, however, discovered that something was drastically wrong. It appeared that those collecting were there not to attend a Wings Presentation or lecture about Ground Observer Corps procedures but rather to listen to "Kid Baker" and his western troupe and take part in a mammoth square dance. Our heroes were somewhat perturbed but undaunted they started out to search for the Regional Supervisor, Mr. Langlois, who is also the Quebec Provincial Police Officer for this area. Fortunately Mr. Langlois was located without too much trouble and he was searching for our Air Force party to pass along the information that Kid Baker had moved in on the hall previously reserved for the Ground Observer Corps and that the GOBC meeting had been moved to a motion picture theatre in Port Daniel. The facilities there were excellent for the purpose of the meeting especially for showing of the Ground Observer Corps film which was projected in the regular projection booth of the theatre screen. It was discovered here that the volunteers present were not qualified for Wings presentation as the majority had not as yet had their initial training lecture. This posed a bit of a problem for S/L Miller and F/O Lutes as neither of them could speak any French and most of those present could not understand enough English to absorb a training lecture in that language. LAC Ferlotte stepped into the breach admirably, however, and again demonstrated his diverse qualifications by giving the initial training lecture in French. S/L Miller and F/O Lutes couldn't understand what he was saying but he kept talking for the required period so they figured he got the point across. Following the lecture and showing of the film Mr. Langlois was presented with his GOBC Wings by S/L Miller.

The final meeting of the Gaspé tour was held at the school in Escuminac. It was back to school for all the volunteers of Observation Posts Jig Dog 30 Black of Nouvelle West, Jig Queen 20 Black of Oak Bay and Jig Dog 30 Black of Escuminac Flats as they wrote their wings Qualification Test. The successful volunteers and Regional Super, Mr. R. Kearney, were presented with the GOBC Wing by S/L Miller. On Saturday 13 August the party returned to Moncton and Halifax after a most pleasant week, especially for S/L Miller whose Unit duties do not permit him to get out and visit with Regional Supervisors, Chief Observers and Official Observers as nearly as often as he would like. The Gaspé scenery is beautiful and our party of three acted just like the many tourists who were travelling throughout the area at the time, visiting souvenir shops, gawking at the sites, taking pictures and so on.

There are a couple of humorous highlights of the trip which we feel bear repeating here. On one occasion in the district between Port Daniel and Chandler S/L Miller was quite taken by the number of large dogs hauling two-wheeled carts and shepherded by residents of the district. One such cart, dog and dog's master were exceptionally picturesque so S/L Miller decided it would make a good photograph, a grizzled unshaven old man leading the dog, an extremely shaggy old dog and a cart piled high with brushwood. He stopped the car and asked LAC Ferlotte to approach the gentleman with a question whether he minded having his picture taken. The old man replied in French that his picture couldn't be taken unless he was given twenty-five cents beforehand. This caused a sudden termination of the negotiations.

On another occasion during one of the Wings Presentation Ceremonies F/O Lutes was calling out the names of the recipients while S/L Miller presented the Wings. One of the names called was that of a lady and as she came to the front of the hall to receive her Wings F/O Lutes said, "I'm sorry I don't know whether it is Miss or Mrs." This caused a great deal of merriment among those present as the lady in question obviously was a "Mrs". This fact was ascertained by noting that she was going to have an addition to her family in the not too distant future. Some day we must tell F/O Lutes the facts of life.

S/L Miller, F/O Lutes and LAC Ferlotte enjoyed themselves immensely throughout their Gaspe trip and all wish to extend the very best wishes to everyone they met with a sincere thanks for the hospitality and warm welcome extended.

Newfoundland Exercise

On September 28, 29 and 30 our Gander Filter Centre conducted exercise "Birdwatch 55". We won't attempt to give you the details of it here as the news from 72 Detachment provides the story.

Training Reminder

Each Chief Observer has been given a printed copy of the 7 GOBC Unit field training lecture. An understanding of the contents of this printed copy of the lecture will enable any Observer to follow the proper procedures and pass an Aircraft Flash Message quickly and accurately. In the past we have urged all Chief Observers to gather their Observers together periodically and give them instruction in proper procedures; how to originate an Aircraft Flash call, how to report Post on and off watch, how to pass Aircraft Flash Messages and so on. With Chief Observers who follow this procedure or make their copy of the field training lecture available for study by their Observers we find that reports from such Posts are usually given quickly and accurately. There are a few Posts, however, or a few Observers from otherwise

good Posts where mistakes are made during exercises. Commencing with this issue of the Sky Sentinel we are going to remind you of various things Observers should know and should do to follow proper procedures. We urge all of you to study these items and remember them and we hope to see, as a result, a marked increase in efficiency and accuracy with every Post reporting properly and following proper sequence. For this issue we have selected the on and off watch procedures and operational report procedure.

Operational procedures for reporting your Post on and off watch during exercises and for passing an operational report at the conclusion of an exercise are given in detail in the field training lecture and on the Air Operations Procedures Card, form GOC 54 (55). This is a pink coloured card and is often referred to as "The Pink Card". It should be displayed prominently near the Observation Post telephone.

If your Observation Post has not got a pink card the Chief Observer should request one from your Filter Centre either in Truro, Moncton or Gander as the case may be. The explanation of how you should report on watch and so on is all given on the pink card so we won't repeat it again here. Let us stress, however, the importance of passing on watch and off watch reports. The location of each Observation Post is marked on the plotting table in the appropriate Filter Centre by a small coloured dot about $\frac{1}{4}$ " in diameter. Prior to an exercise this small coloured dot is covered with a piece of white gummed material. This gummed material over the Post location shows the operations room personnel in the Filter Centre that such Posts are not on watch. When an Observer calls in his on watch report the plotter receiving the report writes the information down on a slip of paper provided for the purpose and lifts the gummed material from the Post location. The slip of paper with the Post code name and weather conditions indicated thereon then goes to a large status board where each Post has a card giving code name, name of Chief Observer, location, etc. A small circular disc at the side of each card and white in colour is removed and replaced by a black coloured disc. The weather report as given by the Observer in his on watch is used to plot weather conditions on a large weather map. As long as an off watch report is not received the black disc remains on the status board opposite the Observation Post card and the Post location on the plotting table remains exposed. When an off watch report is received the black disc is again replaced by a white disc on the status board and the Post location on the plotting table is covered by a coloured piece of gummed material indicating that although the Post had been on watch earlier it had gone off watch.

The success of any exercise is very dependent on the operations room staff in the Filter Centre knowing which Posts are on watch and which are not. Let us stress the importance then of these on watch and off watch procedures. If you are on watch be sure and send a "on watch" report. If you find it necessary to go off watch at any time be sure to send your "off watch" message. If you don't we must, of course, assume your Post is on watch and if we are tracking an aircraft heading toward

your Post and don't receive a report from you we must assume the aircraft has turned and is heading in another direction or has landed. However, if we know your Post is not on watch then we will not expect a call and we may be able to follow an aircraft on to the next Post which may be on watch.

At the conclusion of each exercise we have to prepare extensive statistics on what went on during the exercise. Consequently, we must know what each Post did during the exercise. That is the purpose of the operational report and we would like to stress the necessity of accuracy in this report and the importance of ensuring that the operational report is forwarded as soon as possible after the exercise terminates.

We have found that some Posts will report on watch but neglect to report off watch when they are in fact off watch. We have found other Posts which have not forwarded an on watch report but have passed an Aircraft Flash Message when an aircraft appeared over their Post.

Well, that's your training reminder for this issue. Please follow the procedures on the pink card and when your Post starts watch, pass the report. When you go off watch, pass the report. If you report off watch and then come back on watch again pass another on watch report and at the end of the exercise be sure to forward your operational report. Procedures are not difficult but must be followed by all Posts in order to give the Filter Centre operations room staff an accurate and up to date picture at all times. We cannot overstress the importance of these procedures.

Annual Visit to Island Lighthouses Organized as Observation Posts

Off the coasts of Nova Scotia, New Brunswick and P.E.I. all lighthouses located on islands and equipped with radio telephones have been organized as Ground Observer Corps Observation Posts. Travel to these Observation Posts is considerably more complicated than travel to our Posts located on the mainland and accessible by road. It necessitates a sea voyage by our officers and such trips are carried out once yearly.

We have a total of 40 island lighthouses equipped with radio telephones organized as Observation Posts. To visit these the Navy supplies us with a vessel each year to transport one of our officers. During visits to the lighthouses the training lecture is given, Wings are presented and everything possible to make the Post efficient is carried out. This year the lighthouse visits started on 7 September when F/O Lutes, Detachment Commander of the Moncton Filter Centre, sailed from Halifax aboard the Canadian Navy Auxiliary vessel Riverton. F/O Lutes visited a number of islands in the Bay of Fundy and around the south west coast of Nova Scotia and the western end of Nova Scotia. A very interesting account of his journies is given by F/O Lutes in the Moncton news.

F/O Lutes wasn't able to visit all of the islands on his itinerary because the Riverton had engine trouble and the trip had to be abruptly terminated.

The Navy stepped into the breach admirably, however, and produced another vessel, the Revelstoke. The second lot of lighthouses along the south eastern coast of Nova Scotia, around Cape Breton, Magdalen Islands and so on were visited by F/O W.R. Gibson of the Truro Detachment. He left Halifax on 26 September and returned on 4 October. When he got back F/O G.M. Gillespie, Detachment Commander of the Truro Filter Centre, left Halifax, also on the Revelstoke, on 5 October and visited the lighthouses off the south west coast and in the vicinity of Yarmouth that F/O Lutes had planned to call at but had missed due to the difficulty with the engines of the Riverton.

Our three mariners all reported that they had a wonderful time and enjoyed their sea voyage immensely. They were most impressed by the friendly attitude and hospitality they met everywhere they called and by the interest in the Ground Observer Corps shown by lightkeepers and their families and staffs. Due to weather conditions it was impossible to get ashore at a couple of lighthouses and we were regretfully forced to pass these up for the time being. So if you are a Chief Observer at one of these two and did not receive a visit you will know why and should you have any queries please drop us a line.

Visit to Sable Island

Did you know we had two Observation Posts located on Sable Island "The Graveyard of the Atlantic"? These two Posts are located at the East and West ends of the island about twelve miles apart and they maintain 24-hour watch, seven days a week reporting aircraft by radio just as any other Post passes an Aircraft Flash Message. Reports are received at their radio control station at Camperdown and passed on by telephone to our Truro Filter Centre. This year on 30 September F/O J.P. Couture, a member of Unit Headquarters in Halifax, paid a visit to Sable Island travelling by a Canso Aircraft of 103 Search and Rescue Squadron, RCAF Station Greenwood. Here is a story as written by F/O Couture about his interesting and instructive trip to Sable:

" The order of the day was "Get me some cranberries!"

I left the office in my car after listening to the last recommendations of the rest of the staff. I glanced back to see the tears in their eyes (they figured I'd never make it) but I couldn't see for the equipment piled up on the back seat blocked the rear window; the trunk was full as well. I drove to the airport thinking of the narrow lagoon upon which our aircraft would pose itself. I didn't relish the idea of being buried in the "Graveyard of the Atlantic". I had heard fantastic stories of heroes who made successful landings on the lagoon and

of other heroes who never made it.

When we spotted the island, from the shape, I figured it was Prince Edward Island but the navigator corrected me on that. Sable Island looked so small on the map I told him, but he wouldn't buy that.

We couldn't see the lagoon, it had vanished. From an altitude of about 2000 feet we could see a few wild ponies horsing around a family of seals doing the mambo on a tiny island near the extreme west tip of Sable, then we spotted the cranberries; we began losing height and the cranberries looked bigger and bigger as we neared the ground.

Apparently "Hurricane Diane" caused a tidal wave to flood the lagoon and change it into a lake which made our landing rather easy. We were met on the beach by 66 2/3 % of the population, one of whom was our Chief Observer, Mr. Charles Faulkner. F/O Gibson who visited the island previously was right about the warm hospitality extended to visiting GOBC officers. I certainly enjoyed my short visit and only wish I could have had time to explore the Island but there was too much to be done. "Work before Pleasure" has always been the motto of the Ground Observer Corps.

The only sad thing about the whole trip is that "Operation Granberry" was a total failure."

The Ground Observer Corps Proves its Peacetime Value Again

On the day before exercise Topcoat started the Ground Observer Corps proved its peacetime value again as it has several times in the past by providing information on an aircraft distress incident. To tell you about this we are quoting below an article which appeared in the Moncton Daily Times of Saturday 22 October:

" S/L S.R. Miller, Halifax, commanding officer of No. 7 Ground Observer Corps Unit, RCAF, has given much praise to the Blackville group of the Ground Observer Corps in the safe recovery of a downed Sabre jet pilot recently.

That the Ground Observer serves more than one purpose was evident on the night of October 19 when Flt.Lt. Herbert M. Lepard bailed out of his flaming Sabre over the Blackville area about 25 miles from the RCAF base at Chatham. At approximately the same moment that the air force radar reported losing the plane on its scope, the Chief Observer at Blackville, Eric Walls reported seeing and hearing an explosion accompanied by

light.

His assistant, Mrs. Eric Walls, immediately relayed the information by phone to the Moncton filter centre where F/O F.B. Little was on duty. The time of the report was 7:59 p.m. The filter centre was also in receipt of a report from an RCAF radar station advising them they had lost the aircraft's track about 15 minutes previously, at approximately the same time Mr. Walls sighted the exploding aircraft.

Other members of the ground observer corps at Blackville filed reports which were all sent to the radar station handling reports from the Moncton filter centre. These reports were expedited to Moncton by Mrs. Bean, telephone operator at Blackville. The reports said there had been a plane crash in the area and F/O Little reported that he had three people on the line at one time including Mr. Pat Brophy who all had information on the incident.

F/O J.M. Lutes, officer commanding the 71 Ground Observer Corps detachment at Moncton, said the aircraft was found within a mile of the area where observer's reports said the aircraft had gone down. The crash scene had been given as one mile east of Howard, N.B.

During the night a Neptune aircraft circled the crash scene. It had been guided to the area by these reports, F/O Lutes said, and the search aircraft was over the crashed Sabre before it had stopped burning.

Assistance given by ground searchers was noted by RCAF officials, with mention going to Cpl. A.M. Hughes and Cst. Carl Wentzell of the RCMP and search party members.

The wood knowledge of the search party and their persistence in carrying out the search and locating both pilot and aircraft was praised by RCAF officials at Chatham."

Exercise "Topcoat"

Exercise "Topcoat", the largest Ground Observer Corps exercise ever held by any Ground Observer Corps Unit anywhere in Canada, is now past history. How did we make out?

Including two exercises which have been held in Newfoundland, Exercise "Topcoat" was the ninth Ground Observer Corps exercise to take place in the 7 GOBc Unit area. It was easily the longest and the biggest and, now that we have had a chance to look at the results, it was certainly the most successful. In previous exercises we have demonstrated the efficiency of the GOBc and our ability to establish tracks on and follow the flight of aircraft

flying over our area. It was, however, rare indeed that we followed aircraft flights throughout their passage over our area. We did in some cases but it was the exception rather than the rule. It was more common for us to pick up a flight, lose it for a period, re-establish it later on its route with a different Filter Centre track number and often lose it again or else fail to pick it up at all. This fault in previous exercises was due not only to Observation Posts not being on watch, poor weather conditions, inexperience on the part of Observers and Filter Centre volunteers but also due to the heavy concentration of air traffic during exercise periods. We had a lot of aircraft flying during exercise "Topcoat" but the concentration in any one area at one time was light and we were able to pick out particular flights and track them accurately.

During Exercise "Topcoat" we had a total of 52 aircraft flying designated tracks and acting as simulated attacking enemy forces. Sixteen of these aircraft were heavy bi-motor or four-motor bombers, Neptunes and Lancasters. The remainder of the aircraft were supplied by the Navy from their base at Shearwater and these consisted of single engine Avenger Torpedo bombers and single engine Harvard training aircraft. All of these flew in pairs, two aircraft in formation per flight. The RCAF Neptunes and Lancasters flew a total of approximately 120 hours while the Navy aircraft flew 96 hours for a total flight time of participating aircraft of 216 hours. During this time these aircraft covered approximately 355,000 miles. This was a lot of flying, more than we have ever had during any of our previous exercises and certainly more than any other exercise any other Unit has had. In spite of this vast amount of flying distributed throughout the exercise day and night as evenly as possible in order to give all of our Observation Posts a chance to see and report aircraft, there were still a few Posts which reported they saw no aircraft. This is hard to understand. We did the best we could and if there were some Posts which did not see any aircraft during Exercise "Topcoat" we regret it. Here is, perhaps an appropriate time to repeat again that although your Post does not see aircraft to report the fact that you are on watch and we don't hear from you tells us that the aircraft previously heading towards your area have headed in some other direction. If you are not on watch we might have to assume they had flown over your Post.

Certainly one of the most important requirements of a successful Ground Observer Corps exercise is weather conditions. We really can't complain as to what the weatherman dished out for "Topcoat". Practically all day Friday, the 21st of October, and a good portion of Friday night the weather was not what we would have liked. It rained for most of this period over our entire area. The rain did not stop the participating aircraft from flying, however, and with a few exceptions most of the scheduled flights were carried out. It was not always possible for these aircraft to remain visible from the ground, however, and in some cases they had to fly through or over clouds and some times at much higher altitudes than they were scheduled to fly. In such cases Observers had to report by sound only and lack of experience in this regard gave us a lot of unknowns and doubtful directions of flight. Other Observers, unless they could see the aircraft, forgot that they

were supposed to report by sound alone in such cases and didn't pass reports. This rain and low clouds on the first day of the exercise made it difficult for us to track our flights continuously that day although the Truro Filter Centre did come through with some exceptionally good results. They did much better than Moncton on Friday, perhaps because the weather wasn't quite as bad over Nova Scotia as it was over New Brunswick, and also because Nova Scotia did have more Observation Posts on watch that day.

Saturday and Sunday, the second and third days of the exercise, the weather was generally good although a little chilly. The sun shone over almost the entire Maritimes and the clouds which did form were not much hindrance. There was a marked improvement in efficiency throughout the area on Saturday and Sunday. Following the flight of the participating aircraft became commonplace rather than unusual. There were still a lot of aircraft taking part which we did not follow throughout their entire flight and some which we followed for only short distances. Reasons for this unfortunate situation were mainly that a lot of our Observation Posts were not on watch. It was as simple as that !

Communications facilities throughout the exercise were mainly most efficient. The average time delay of the 4,041 calls received at the Truro Filter Centre was 1.18 minutes and the average time delay on the 3,900 calls received by the Moncton Filter Centre was 1.4 minutes. With time delays like that we can have the information on our Filter Centre plotting tables and on to the controlling radar units within an average period of less than two minutes.

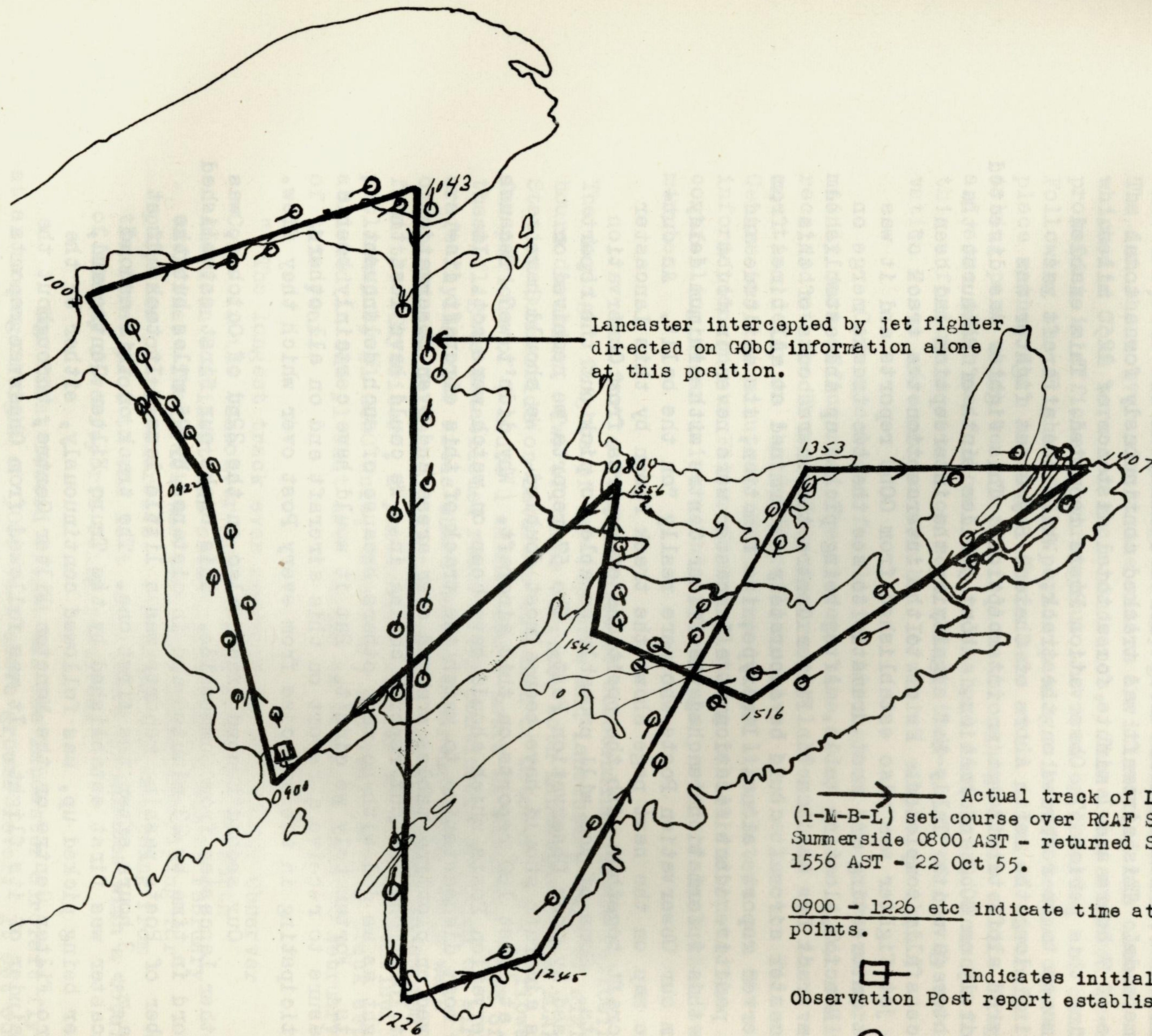
Now for a few examples of outstanding flight following. The daylight flights of our Neptunes and Lancasters were of eight hours duration. Two of these flights, both Lancasters from RCAF Station Summerside on Saturday the 22nd of October, were followed for periods of 7 hours 1 minute and 7 hours 24 minutes. Both of these flights established records for continuous tracking of aircraft flying over areas where Ground Observer Corps Posts were organized and on watch. In this regard the following is quoted from the "Skywriter", a publication similar to our Sky Sentinel published by #1 GOBC Unit, Vancouver, and deals with a track established in the #1 Unit area during an exercise held 20 February of this year:

" The longest track ever recorded by the Ground Observer Corps in the Vancouver Area or any area on the North American Continent was established during the 20 February exercise. The track was that of a Lancaster flying for purposes of the exercise. The total time elapsing from the first plot to the last was 5 hours 25 minutes with a total of twenty five reports being received."

Our first record flight was one Lancaster aircraft flying at an average height of 3000 feet above ground level. It set course over Summerside, P.E.I. at 8 am Saturday 22 Oct 55 and completed its designated track at 3:56 pm the same day for a total flight time of 7 hours 56 minutes. A track on this flight was established by the Moncton Filter Centre and given the number WE 463. It was

positively identified as a Lancaster aircraft by Observers on several occasions. The Moncton Filter Centre using reports from Observers was able to track this aircraft throughout its flight over their area from the time it was picked up until it headed into the Truro area when information on the flight was passed to the Truro Filter Centre on the direct overlap line. The Truro Filter Centre carried the flight continuously throughout its period over their area and when it headed back into the Moncton area passed this information to the Moncton Filter Centre. The Moncton Centre again carried it through until the aircraft left its area to head across the Northumberland Strait for a landing at its base at Summerside. This aircraft was tracked continuously for a total time of 7 hours and 1 minute for a total distance of 1250 miles. During this period 57 Observation Posts reported. This enabled 57 moves to be recorded on the track. While the aircraft was flying along the north shore of Chaleur Bay a jet fighter was ordered aloft to attempt an interception. This fighter was directed entirely on GOBC information. About 5 miles south of Bathurst the fighter gave its "Tally-Ho" signifying the interception had been successfully completed. Prior to the interception the track of the jet fighter was also established from GOBC reports and it was most interesting and most dramatic to see the two tracks merge on our Moncton plotting table. After being picked up and established as a track by the Moncton Filter Centre the whereabouts of this Lancaster aircraft could be accurately determined at all times from Observer reports alone. Its type, its function, its altitude and its positive identification as a Lancaster were never in doubt and this information reached the Filter Centre with minimum delay from our Observation Posts who were really "on the ball". An outline map on the next page shows the track flown by this Lancaster aircraft together with the positions of reports from Observation Posts. Some of you will probably be able to pick out the report passed by your Observation Post. The 57 reports we received on this aircraft should have been almost doubled. We should have had at least 100 reports on this aircraft. Why didn't we? Because Observation Posts which should have been on watch were not. It was most disheartening to watch the track of this aircraft displayed on plotting tables proceed over areas and over Observation Post locations without reports coming in. We could have lost the flight as we did with so many others because of such delinquent Posts. Fortunately we didn't. But it would have certainly been a pleasure to receive a report on this aircraft and on all others participating in the exercise from every Post over which they flew.

Our second record track, also on the 22nd of October, was another Lancaster from Summerside. This broke our first established record in time by 23 minutes and in distance by 95 miles but the number of Posts passing reports was a little less. It took off at 11 a.m., 3 hours after the first one. The track on this second Lancaster was first established by the Truro Filter Centre and, after being picked up, was followed continuously, either by the Truro Filter Centre or the Moncton Filter Centre, throughout the remainder of its flight. It was followed from Observer reports for 7 hours 24 minutes, a distance of 1345 miles with 44 Observation Posts passing reports.



Lancaster intercepted by jet fighter directed on GOBC information alone at this position.

→ Actual track of Lancaster (1-M-B-L) set course over RCAF Station Summerside 0800 AST - returned Summerside 1556 AST - 22 Oct 55.

0900 - 1226 etc indicate time at turning points.

⊞ Indicates initial GOBC Observation Post report establishing track.

⊙ Indicates subsequent GOBC OP reports with reported direction of flight.

In addition to the two record tracks described above we followed several others for considerable distances over either all or the major portion of their route flown. On the 21st of October a Neptune aircraft flying a shortened flight due to bad weather conditions was followed by the Truro Filter Centre for 2 hours 34 minutes for a distance of 440 miles with 13 Observation Posts reporting. A Neptune aircraft on 22nd of October was tracked for a total time of 4 hours 52 minutes for 1,008 miles with 30 Observation Posts reporting. On the 23rd of October another Neptune aircraft was followed for a total time of 5 hours 31 minutes for a total distance of 1130 miles with 42 Observation Posts reporting. Also on the 23rd of October two Harvard aircraft operating out of the Navy base at Shearwater near Dartmouth, N.S. flew in formation a flight of 2 hours 27 minutes duration. This flight was carried practically throughout its entire period by the Truro Filter Centre being followed for 2 hours 17 minutes for 326 miles with 9 Observation Posts reporting. On the same day two Avengers from Shearwater flew 2 hours 57 minutes and were followed by the Truro Filter Centre for 2 hours 32 minutes for a distance of 417 miles with 15 Observation Posts passing reports.

The aircraft flights which we were able to follow as described above show definitely what we can accomplish. There were many others on which we did almost as well. There were some, however, on which we did not show up at all well. An example of these was a Neptune aircraft on 21 October which flew a total distance of 1208 miles. We were able to follow it for only 135 of these miles. This was due to two reasons, first poor weather and secondly far too many Observation Posts not on watch. Another was a night flight of a Neptune aircraft during Saturday night and early Sunday morning, 22-23 October. This aircraft flew a total distance of 1150 miles. We tracked it - none. The weather was good that night so there is only one reason for not following it Observation Posts which should have been on watch but which were not. Suppose a flight of this nature was not a friendly bomber acting the part of an attacking enemy. What would happen then? How would the Observers of Posts which could have reported it had they been on watch feel if a city were destroyed and thousands of lives were lost because they were too busy with other things to bother going on watch.

During Exercise "Topcoat" many of our Observers and our Filter Centre volunteers worked extremely long hours without sleep, without rest, disregarding their personal lives and business activities in favour of the Ground Observer Corps. In the case of Observers, their duties were often carried out outdoors with no shelter from the rain and winds and no protection from the cold. Many Chief Observers carried the night shifts themselves remaining actively on watch outdoors throughout the entire night. Many Filter Centre volunteers went almost without sleep for the entire 58 hours of the exercise. To such people and to all our faithful volunteers who made "Topcoat" a success go the thanks of all of us

and of the entire population of Canada. With such people devoting their time and their energy without remuneration or glory to the air defence of Canada we need never fear for our future. We wish we could thank you all personally and show in some tangible way how much we appreciate all you did. You did a job to be proud of.

At the conclusion of Exercise "Topcoat" Sunday evening 23 October, S/L S.R. Miller, the Commanding Officer of 7 GOB Unit who was at that time at the Truro Filter Centre was asked to issue a statement for press release regarding the exercise. The following is the statement made by S/L Miller after the termination of "Topcoat":

" I consider Exercise "Topcoat" to be the most successful held in the 7 GOB Unit area in the period of over four years I have been in command of the Unit. It demonstrated most conclusively that the GOB as we have organized it is able and ready to assume its place in the air defence team. During Exercise "Topcoat" we proved beyond any possibility of argument that we can follow accurately the flight of any aircraft over our area, that we can display this information and pass it on to other air defence units within an average of two minutes, often within seconds. We have demonstrated that the information we obtain from our Observation Posts can be evaluated, plotted and passed through Ground Control Interception Units to fighter aircraft in such a manner that it can be used to direct interceptor aircraft to attack what could be an enemy aircraft seeking to destroy one of our cities. Other Units in the air defence organization have told us the information we provided from our ground observers through our Filter Centres was received so quickly and with such a degree of accuracy that it is at least approaching the ideal.

I have the greatest admiration for the civilian volunteers who have made the operation of the GOB possible and have made Exercise "Topcoat" a success. Many of these volunteers have worked long hours without sleep, neglecting their normal routine and business activities to participate in this test of an organization which could be a vital factor in protecting our towns and cities from sudden devastation. Many of our observers remained on duty in the open at their Observation Posts throughout the whole exercise including the entire hours of darkness, in weather well below freezing, in rain, high winds and in some cases, snow. Many of these volunteers, together with those who have manned our Filter Centres, got by with three or four hours sleep since the exercise started Friday morning.

Before Exercise "Topcoat" started No. 1 GOB Unit in Vancouver claimed a world record of the longest continuous track ever carried by any GOB Unit anywhere in the world. This track of a Lancaster aircraft was recorded earlier this year and followed for a period of five hours and forty-two minutes with seventeen Observation Posts reporting. On Saturday we beat this record twice by large margins, one

track being carried continuously for a distance of 1250 miles for seven hours one minute with fifty-seven Observation Posts passing reports and the other for a distance of 1320 miles for seven hours eighteen minutes with thirty-six Observation Posts passing reports. One of these flights was intercepted by a Jet fighter and theoretically destroyed with the fighter being directed to the interception on GOBC reports alone.

In addition to the high praise I have for the civilian volunteers I would like to extend our sincere thanks to the pilots and crews of the sixty aircraft from RCAF and RCN Squadrons which took part in the exercise and without whose assistance Exercise "Topcoat" could not have been carried out. These pilots and crews made long, arduous flights; often through bad weather, simulating attacking enemy aircraft and defending fighters. Their flying was of the highest order and carried out with a great degree of accuracy following the tracks we had laid down prior to the exercise.

Successful as Exercise "Topcoat" was we feel that it could have been even more efficient had all our Observation Posts been able to maintain continuous watch. This can only be accomplished by the addition of more volunteers to our ranks. This is our crying need, more volunteers both at our Observation Posts and in our Filter Centres. Although our Filter Centres did operate twenty-four hours daily throughout the Exercise there were periods when we were somewhat short-handed and it was often necessary for the volunteers available to work much longer hours than would have been necessary had we had enough volunteers.

Finally let me again repeat my thanks and that of all my staff and of entire air defence organization to all those who participated in any way in Exercise "Topcoat" and made it the most successful ever carried out in the 7 GOBC Unit Area and, I feel, anywhere in Canada for that matter."

On 24 October, the day following the conclusion of Exercise "Topcoat", the Sector Commander of 2 ADCC sent the following message to 7 Ground Observer Corps Unit, Halifax and to our Truro and Moncton Filter Centres:

"The Sector Commander of 2 Sector wishes to compliment all members of the Ground Observer Corps and Regular Force staff on the excellent results of Exercise "Topcoat". The improvements in reporting, plotting, filtering, and forward telling indicates considerable training progress since the previous exercise. It is gratifying to know that such an excellent organization can be counted on to supplement the radar facilities of the Sector in emergencies. At the first opportunity

will you convey to all members of the Corps within your area my appreciation of a job well done."

Perhaps you would be interested now in a few statistics. Observation Posts set up at forestry fire towers were practically all closed for the winter so they have not been included in these statistics. Our isolated lighthouses, although the majority were on watch, have not been included as many of them had difficulty in passing their reports. Neglecting the lighthouses and fire towers 70 GOBC Detachment in Truro had 301 Observation Posts organized which in most cases should have been on watch. The exceptions were mainly due to the fact that for one reason or another they had no telephone communications during the exercise period. 71 Detachment in Moncton had 273 such Posts which should have been on watch for a total of 574 for the two Filter Centre areas. Of these figures 246 Posts in the Truro area reported on watch for all or a portion of the exercise period for a percentage of 81.1% of organized Posts on watch. In the Moncton area 216 of the 273 organized Posts reported on watch during the exercise for a percentage figure of 79.1%. This gives us an overall total of 462 Posts on watch for all or a portion of the exercise period in the whole exercise area for a percentage of 80% of the Posts which should have been on watch. Of the 462 Posts which reported on watch during the exercise period only 404 forwarded an operational report at the conclusion of the exercise. The average time these Posts spent on watch as determined from their operational reports was 43.81 hours. A grand total of 171 Posts in the two areas reported on watch for a period in excess of 55 hours for an average of 57.83 hours. The total exercise duration was 58 hours. All of these were not on watch for the period they reported but more about that later.

From Thursday afternoon until Sunday morning, before and during the exercise, S/L S.R. Miller, Unit Commanding Officer, was located at the Moncton Filter Centre. He left Moncton Sunday morning and drove to Truro to observe the concluding hours of the exercise there. During his trip between Moncton and Truro he stopped in to visit eight Observation Posts along the way. He visited Posts at Sackville and Dorchester in New Brunswick; Amherst, East Mapleton, Lower Five Islands, Economy, Upper Economy and Great Village in Nova Scotia. S/L Miller was most impressed with the majority of the 8 Observation Posts he visited and with the spirit shown by the Chief Observers and Observers he found on watch at the various Posts. Most of the 8 Posts he visited had been on watch continuously since the exercise started on Friday morning with Chief Observers and Observers remaining outdoors, keeping a keen listening and visual watch through hours of darkness, through the cold and through the bad weather. At Observation Post Mike Able 02 Red at Economy the Post is located in an old RCAF triangulation tower used to spot bombs on an Air Force bombing range during the war. During these visits S/L Miller was accompanied by F/O "Bob" Stewart from our Gander Detachment who had come down as an observer during "Topcoat". S/L Miller and F/O Stewart arrived at Mike Able 02 Red at the opportune time. Mrs. Harry L. MacLellan, the Chief Observer, and her husband were having a lunch and a cup of tea on

the lower floor of the tower when they arrived while other Observers kept watch from the top floor of the tower. S/L Miller and F/O Stewart were invited to a cup of tea and after their trip from Moncton and considering the time of day and the length of time it was since they had had breakfast, the tea, sandwiches and biscuits they had were most welcome. S/L Miller and F/O Stewart would like to extend their sincere thanks to Mrs. MacLellan and her husband for their hospitality and also thank all the others, Chief Observers and Observers, that they visited for the very warm welcome they received.

Prior to Exercise "Topcoat", during the exercise and afterwards, newspapers, radio and television provided excellent news coverage. Practically every radio news broadcast carried word as to how the exercise was going. These broadcasts and articles appearing in newspapers and in television news broadcasts were not confined to the Maritime Provinces. We have heard from many other parts of Canada of the excellent publicity we received. Such publicity certainly does us no harm. Counting as we do on the services of volunteers the more publicity we can get the better.

Certain regional areas in New Brunswick and in Nova Scotia as well, were outstanding in the percentage of their Observation Posts which reported on watch, which reported off watch and which passed operational reports at the termination of Exercise "Topcoat". In the gaspe Peninsula, Regional Area M-4 under Regional Supervisor, Leo Langlois, had all of his Posts report on watch and all report off watch with only two out of nine Posts neglecting to pass their operational report. Regional Area M-7 in northern New Brunswick under Regional Supervisor Mr. Fred T. Murray with nine organized Posts had all report on watch, all report off watch and all pass an operational report for 100% performance. The same 100% performance was turned in by Regional Area M-16 in the Fredericton vicinity on the north side of the Saint John River with nine Posts under Regional Supervisor Walter Wade, M-22 in the south western area of New Brunswick in the McAdam vicinity under Regional Supervisor, Harry C. Thorburn with seven Posts, M-23 on both sides of the Saint John River, north and south of Gagetown under Regional Supervisor, Charles B. Smith with ten Posts and M-24 in the Sussex - Hampton area under Regional Supervisor James H. Kirk with thirteen Posts. Others came very close but a perfect percentage was marred only because the odd Post did either not report on watch, off watch or forgot to pass an operational report. In Nova Scotia there were no areas 100% perfect in regard to on watch, off watch and operational reports but several came very close and a couple would have been perfect except for the fact that telephone communications were out either throughout the exercise or during a period of it. Regional Area T-7 in the New Glasgow area under Regional Area Mr. R.J. MacNeil with eighteen Posts organized would have had a perfect score except that two Posts had no telephone service for the three days of the exercise. Regional Area T-8 in the Antigonish area under Regional Supervisor Mr. M.P. Fraser had all seven of his Posts report on watch but two which did not report off watch or pass

operational report. One of these was because their telephone went out of order. Regional Area T-15 near Liverpool under Regional Supervisor G/C Maynard L. Colp with eight Posts, had all report on watch and all with the exception of one report off watch and pass an operational report. T-16 in the Bridgewater - Lunenburg vicinity under G/C R.S. Grandy had sixteen Posts report on watch and all except one report off watch and pass an operational report. T-20 in the Middle and Upper Musquodoboit area under Regional Supervisor Garth Sanford had all six Posts report on watch and all with the exception of one report off watch and pass an operational report.

The outstanding performance turned in by the areas described in the paragraph above does not mean that other areas did not turn in almost as good a performance. Several others did exceptionally well. A few did rather poorly with less than 50% of their Posts reporting on watch at all.

The number of Aircraft Flash Messages passed by the various Observation Posts during the exercise varied considerably. A larger number does certainly not indicate a more efficient Post or more hours on watch. What it does indicate was that aircraft flew over such Posts because they are located on main air routes with a large amount of commercial traffic. Some Posts reported no sightings and no Aircraft Flash Messages passed. The top number of 138 was passed by King Peter 05 Black at Tusket, N.S. under Chief Observer Arthur B. Wathen. This Post reported an average time delay on these calls of $\frac{1}{2}$ minute. It was on watch for the whole 58 hours of the exercise with 24 Observers taking part. In the Moncton Filter Centre area Observation Post Jig Able 05 Red located at Keswick Ridge under Chief Observer Harvey R. Duplessis passed 134 Aircraft Flash Messages with an average time delay of one minute and the Post reported on watch for 56 hours of the 58 hours of the exercise period with 19 Observers taking part. Observation Post Jig Able 35 Black at Sheffield, N.B. under Chief Observer J. Edgerton Jewett followed closely behind with 120 Aircraft Flash Messages, 58 hours 30 minutes on watch with 22 Observers on duty and an average time delay of .15 seconds.

There were many other Posts which passed almost as many calls as those mentioned above for Nova Scotia and New Brunswick and we would like to mention them all here but space will not permit. Equally worthy of mention are all Posts which were on watch faithfully for 58 hours or close to it but which could not pass as many calls because they are not located on air routes and because they saw only the Air Force and Navy aircraft participating in the exercise. Many of these had a tougher job than those which saw a lot of aircraft and passed a lot of messages. It is boring to watch the skies for hours and see nothing but the birds and the clouds.

S/L Miller reports what he considered a rather humorous incident which took place during the exercise. At one period during his stay at the Moncton Filter Centre he was acting as Telephone Monitor checking on some of the calls coming in on the plotting table. The Observer passing one message said "one-bi-motor-low" and when asked by the plotter to "say again item 3" repeated "low". After another unsuccessful attempt by the plotter to have the Observer give the function as item 3 with the Observer each time saying "low" S/L Miller cut in on the line and asked again for item 3. Again it was "low". At this point S/L Miller asked the Observer to check his Aircraft Flash Message form and told him that item 3 should describe the function of the aircraft. At this point the Observer became most irate and shouted "why don't you people up there wake up!" I'm following the Aircraft Flash Message." S/L Miller patiently pointed out to the Observer that he must be using the old Aircraft Flash Message form which went out of use about a year ago to be replaced by the new form calling for nine items with item 3 "function". The Observer hotly denied this and said he would check. He came back on the line in a few seconds somewhat apologetic to admit he had in fact been using the old message form although he had been issued with a pad of the new message forms. No names mentioned - but we wonder if the Observer or Chief Observer to whom this happened will remember the incident and if he does, we wonder how he feels now that he knows it was the Unit Commanding Officer he told to wake up.

The report on Exercise "Topcoat" so far has been rather lengthy (our steno certainly thinks so anyway) and so far it has been mostly bouquets and pats on the back. By far the greater majority of our Chief Observers and Observers, our Regional Supervisors, our Filter Centre volunteers and all others involved did a wonderful job. Most Observers remained on duty for long hours to report what they saw or heard accurately, to pass the on watch, off watch and operational reports when called for and they reported in the proper procedure as they have been trained to do. Filter Centre volunteers, too, worked long hours, often with little or no sleep. Such long hours by many volunteers should not have been necessary, had we had more volunteers, more volunteers willing to give up a few hours to make "Topcoat" a success.

Too many Observation Posts which have been located and have received one or more training lectures were not on watch at all. Why not? We would like to know. Some may have a good reason. Many others we know were not on watch simply because they couldn't be bothered or to quote the words of one Observer "it's a darn nuisance". Such people obviously are not aware of the importance of the Ground Observer Corps, of its need, of the place it takes in our air defence organization, of the fact that a report from their Post alone could well result in saving a city from destruction. We consider an Observation Post, volunteers of which could not be bothered going on watch and taking part in Exercise "Topcoat" for at least a portion of the exercise, a liability, worse than useless. Such Observation Posts will be deleted at our first opportunity, to be replaced if possible by an active Post. If such Posts cannot be replaced by active ones they will be deleted entirely. Then we would at least know where the holes are rather than thinking we had a gap covered with an Observation Post only to find that when asked to go on watch they "couldn't be bothered".

Another criticism we have to offer as a result of "Topcoat" is regarding Observation Posts which reported on watch, which did not report off watch and which, at the exercise conclusion, advised that they were on watch for the entire 58 hours of the exercise, where in fact they were on watch for only a few hours. When statistics are compiled the true activity of such Posts becomes evident. For example, we had one Observation Post located on a main air route and in an area over which a large percentage of the participating aircraft flights flew. This Post is a few miles from a Post reporting well over 100 Aircraft Flash Messages passed and so located that they would see at least as many aircraft. It reported only four Aircraft Flash Messages passed during the entire exercise. How could this be possible when its neighbour, seeing the same number of aircraft, passed over 100 calls? This was by no means an isolated case. Many Posts reported they were on watch for the entire 58 hours of Exercise "Topcoat" and then told us they had seen no aircraft to report or had seen only a very few when we know that, had they reported every aircraft that passed over their Post, they would have passed us a good many Aircraft Flash Messages. We know where aircraft are flying during an exercise, we know the Posts over which they pass, we know which Posts are giving us false information when they say that they were on watch for the entire exercise and yet saw no aircraft or next to none. Perhaps the volunteers of such Posts think they are doing us a service and making our exercise statistics look good by telling us they were on watch when they weren't. Such a belief is far from the truth. We ask you all, during future exercises, if you are on watch tell us by passing an on watch report. If you find it impossible to stay on watch please let us know by passing an off watch report. Then report on again if you come back on watch and be sure to pass your operational report at the exercise termination and be sure that information given in this report is accurate. It makes it very difficult for us to have our operations room plotting table at the Filter Centre indicate Posts on watch which are not. We would much sooner know that a Post is off watch than have such volunteers try and deceive us. We know from reports from neighbouring Posts and from Post location approximately how many aircraft should pass over or within sighting distance. If you pass no messages or a very small percentage of what you should we know that you have not told us when you went off watch and have given incorrect information when you tell us how many hours you spent on watch.

Ninety-four percent of the aircraft flash calls passed by Observers were passed correctly following proper procedures and proper sequence. How about the remaining 6%? Some were terrible, indicating that Observers had no idea of what they were supposed to do. This may be due to the fact that such Observers have yet to attend a training lecture. All Chief Observers have, however, or should have, a printed copy of the field training lecture. A study of this and one or two practice sessions with Observers should be enough to enable anyone to pass an Aircraft Flash Message properly. We would ask all Chief Observers to ensure that, before another exercise comes along, all of their Observers who will be on watch during the exercise know how to pass an Aircraft Flash Message

quickly and accurately. Tracks of some aircraft we were following were lost because Observers, although they tried to report, did so in such a manner that the Filter Centre plotters were unable to secure the required information. An Observer who knows what he is doing can, unless there is a severe communications problem, pass his message in less than one-half minute, usually within 15 seconds after he hears the Filter Centre plotter say "Air Defence, Go Ahead Please". We wish we had enough RCAF staff to arrange many more training lectures for all Observation Posts so that all Observers could follow proper procedures quickly. The prime requirements of and Aircraft Flash Message are speed and accuracy. We give as many training lectures as we possibly can with the staff we have available. 100% efficiency depends on the Chief Observer who can and should conduct additional training and hold practice sessions with their Observers.

One thing which Exercise "Topcoat" demonstrated most conclusively was the crying need for more volunteers, both at Observation Posts and in our Filter Centres. Those who worked such long hours should not have had to do so. It wouldn't have been necessary had we had enough volunteers. It was a real chore to keep our Filter Centres and most of our Posts going for the exercise period. In most cases this should not have been necessary. Some of our Posts located in larger population centres have very few Observers whereas other Posts located in small communities have sufficient Observers to maintain 24-hour watch indefinitely without severe strain on anyone. If you are a Chief Observer, consider the number of Observers you have. Was this number enough to maintain 24-hour watch during "Topcoat"? Is it enough to maintain 24-hour watch indefinitely should it become necessary? If the answer to either of these questions is "no" then you should do your utmost to recruit more Observers. We realize that for many Posts this is impossible because they are located in areas where the population density is such that all available Observers have already been recruited. In most towns, villages and certainly in cities, Posts should, however, have plenty of Observers. We will be glad to help in any way we can with advertising material, posters, loan of GOBC display, etc. If you need such assistance, ask your Filter Centre.

For most of "Topcoat" our two Filter Centres at Truro and Moncton were adequately staffed but only because many patriotic volunteers worked long, long hours and air traffic was not heavy. Had traffic been heavy and had the exercise gone on for a longer period it would have been impossible to keep the Filter Centres operating at peak efficiency.

To summarize then, Exercise "Topcoat" was a success. It showed us many things. It showed us where more training is required. It showed us where we must replace Observation Posts where Chief Observer and Observers didn't care enough to make an honest effort. It showed us mainly that WE MUST HAVE MORE VOLUNTEERS. We will do all we can to get more volunteers. Will you do your part? Let's make that our byword for the future, MORE VOLUNTEERS. In addition

to the need for more volunteers we must retain and keep up the interest of the volunteers we have and who have been trained. The number of resignations of Chief Observers, Observers and Filter Centre volunteers is far too high. It takes a considerable amount of effort to train a volunteer particularly one in a Filter Centre. That effort and that time on the part of our already over-worked staff is lost unless trained volunteers stay with us. Too many trained volunteers particularly in our Filter Centres, after they have reached what they consider a state of efficiency, lose interest and fall by the wayside, refusing to attend refresher lectures and refusing to take part in exercises. Are you one of these? If you are, examine your motives. Is the safety of your country not worth a couple of hours a week of your time.

Again our sincere thanks and heartfelt appreciation to all who took part in "Topcoat" and who enabled us to demonstrate to all other branches of the air defence organization of Canada the efficiency of the Ground Observer Corps and the important position it occupies in the air defence team.

What of the Future?

We don't plan another full scale 7 GOBC Unit exercise at least until the spring of 1956. We may become involved in overall air defence exercises or we may be asked to go on watch by our Sector Commander in some areas when search radar equipment is inoperative due to necessity for maintenance and repairs. We may ask some Posts to go on watch if aircraft distress incidents are reported. If any of these situations arise we hope we can count on you to do your part so that we can again show all concerned that 7 Ground Observer Corps Unit volunteers stand ready, willing and able to do their part.

News From Our Detachments

News From 70 GOBC Detachment, Truro, N.S.

Now that the lazy days of summer have passed it is logical to expect the normal human being to stir out of the lethargy that many of us get into when the weather is hot and humid. If past performances mean anything, this fall should see a definite upswing in GOBC activity, not only in the Filter Centre but also in the field. Detachment officers who have visited Observation Posts since Labor Day have confirmed this belief and, although such contacts have still been comparatively few when the overall organization is considered, we see no reason to believe that what has been found in some places will not prove to be a general condition.

Field Organization and Training

During the summer is when most people like to take vacations and the RCAF personnel at Truro are no exception. In August nearly all the staff were away at one time or another and consequently field training had to be cut down. Possibly many Chief Observers may have felt neglected during this period although there were very few requests for training lectures at the time. As soon as Labor Day was past, however, field activity picked up tremendously and during September two training teams were on the road almost constantly. It is expected that this pace will be continued throughout the winter, dependent only on the weather.

Observation Post Classification

In order to have a fair idea of how our organization looks from an operational standpoint we have a system of classifying Observation Posts. It is based on many things including ability to maintain 24-hour watch indefinitely, total number of active trained Observers, visibility from the point of observation, communications, etc.

Altogether there are five classifications and, quite frankly, we hardly expect many Posts to achieve the first two. The standards for these two classes are very high and have been set up deliberately to give each Post an incentive to improve. Most of the Posts classified so far are in Classes 3 and 4 with a few slipping to 5, mainly because of a shortage of Observers. Its an old story but one which is very important to the efficiency of the GOBC and one on which it is hoped all Chief Observers will ponder. Unless enough Observers are available, the Post cannot possibly operate on a 24-hour basis. It would be wonderful if each of our Posts had 30 or more Observers and until that goal is reached as a minimum the Chief Observer should not be satisfied. While it is admitted there are some areas where this number seems to be too high, it is possible that a very keen attitude on the part of the present observers might compensate in part for a lack of volume in volunteers. Do the best you can.

Observation Post Towers

It is very gratifying to receive reports that more and more Chief Observers are planning to construct towers from which to keep watch during operational periods. This type of endeavor is, of course, the ultimate in enthusiasm and one which we of the RCAF staff can heartily recommend to all Observation Posts as an indication of genuine interest. May we see more and more towers and lookouts under construction as time goes on.

Filter Centre Notes

Now almost everyone has had his vacation it is hoped that Filter Centre attendance charts will start to climb again. At the time of writing the increase in attendance has not been as great as expected but we're hoping for a big increase in October.

Exercise "Topcoat" is coming up in the near future and all teams are working hard to get that extra polish before the big do comes off.

All of our friends will be pleased to hear that one of the long-time staff members at the Filter Centre, LAC Aubrey Ogden, has received a promotion and is now to be addressed as Cpl Ogden. Congratulations!

Air Vice-Marshal KM Guthrie, CB CBE, the new national president of the Royal Canadian Air Force Association, visited the Centre recently when he was in Truro on RCAFA business.

The entertainment committee organized a cornboil recently and from all reports everyone had a good time. The party was held at the Observation Post at Economy.

An essay contest for Filter Centre volunteers was held during the spring. A local jeweller donated prizes for the best essays for men and women. Some of the results were very good and we are publishing the winning entry for men this month. Further issues will contain some of the other essays. The men's prize was won by Mr. Frank Richardson with the following essay in rhyme.

WHY I JOINED THE FILTER CENTRE

It's wonderful how empty a head can get,
When you sit down to write, - you set and set
Without a word that you can enter
To tell why you joined the Filter Centre.

A notice was read on Sunday in Church
That Mr. Gillespie was on the search
For volunteers, both short and tall,
To prepare themselves should our Country call.

We didn't bother when the first call came,
But they were persistent just the same,
So at last we came, and we liked it too,
And we recommend the same to you.

When we had gathered, "Be seated please,"
Said the Air Force guy, "Flying Officer Lees"
He lectured us loud and he lectured us long,
On making the Ground Observer Corps strong.

He showed us maps all marked and squared,
He showed us pictures that had us scared,
He showed the "pip" and the plotting table
That we use now, since we are able.

"Air Defence, Go Ahead, Please !" "Aircraft Flash"
Are words you hear and off you dash
To plot the position and direction of flight.
There is some team doing that every night.

Just as everything is going fine,
Along come lectures six to nine.
It's filtering now, and raid stands too
Any many other things to do.

Howie and Willis in the balcony,
Sitting up where all can see,
Telling the exercise to the plotters.
Prompting, sometimes. They shouldn't oughter.

We have a Social time as well;
After work the ladies sell
A dandy lunch at moderate fee,
Coffee and sandwiches, two or three.

An "Essay" I was told to write.
I tried and tried with all my might.
For many hours my thoughts have rambled;
Like eggs and fighter planes, they're scrambled.

Perhaps some of our Chief Observers could use the essay idea to create interest among new members of their Posts. We would be pleased to hear the results of any such contest.

Field News

News from the field is light this issue due to most of the staff taking leave at some time or other during August and September.

Observers Tour Station

The Commanding Officer of RCAF Station Summerside permitted Observers of Posts in GOBc Area C-2 to visit the Station on the evening of 29 September. They were conducted on a tour through a hangar, where they inspected a DC3 (Dakota) and a Lancaster bomber; then to the G.I.S. (Ground Instruction School) auditorium where a film was shown and an initial training lecture given.

New Chief - T19

Mr. Ernst Lorenzen is our new Chief at Lantz. Mr. Lorenzen is a ceramist and his fine work is displayed in his attractive showroom at Lantz. The product of his labour can also be found in many of the leading stores throughout the country. Mr. Lorenzen replaces Mr. E.G. Smith of Elmsdale who found it necessary to resign due to pressure of business.

STOP THE PRESS - NEWS FROM TRURO

Mrs. Nellie Perry

On 6 Oct 55, F/O GM Gillespie visited King Peter 33 Black, Cape Negro Island and spent a very pleasant two hours visiting the Chief Observer, Mr. Harry Perry, Mrs. Perry their daughter, son-in-law and grandchildren. F/O Gillespie was treated to a wonderful wild duck dinner and, after briefing Mr. and Mrs. Perry on the latest GOBC procedures, left their company with the feeling that KP 33 Black was in excellent hands and could always be depended upon to produce.

It was a decided shock to read in the Halifax Chronicle-Herald of 17 Oct 55 that Mrs. Nellie Perry of Ingomar, Shelburne Co. had been struck by an outgoing train as she alighted from another train at Armdale, Halifax and died in an ambulance en route to the hospital.

Mrs. Perry had been a member of the Ground Observer Corps since the first island lighthouses were recruited and both she and her husband had displayed keen interest in our operations from the beginning.

To Mr. Perry and his family go the sincere and heartfelt sympathy of all Ground Observer Corps personnel in their tragic bereavement. To those who knew her, the personal loss will be deeply felt.

Devotion to Duty

Mrs. Violet Gates, Chief Observer of Jig Peter 55 Black, Port Maitland, Yarmouth Co., visited the Truro Filter Centre just before noon on 24 Oct 55. She informed the Detachment Commander that she was on her way to Gabarus, Cape Breton, from which place she had departed on Thursday, 20 Oct 55 and travelled to Port Maitland (a distance of some 460 miles) to make sure that her Observation Post was operating throughout "Exercise Topcoat". She reported that her Post had sent in 78 Aircraft Flash calls and she was well satisfied with its performance. So are we and we offer a special salute to Mrs. Gates who would travel 920 miles to be sure her Post was on the job.

Mr. Arthur Wathen Chief Observer of King Peter 05 Black reports that his son, Douglas Wathen, was on duty for the full 58 hours of "Exercise Topcoat" without sleep and placed 138 Aircraft Flash calls to the Filter Centre.

Mr. Leslie L. Roberts, Chief Observer of Mike Able 54 Black, enclosed a note with his Aircraft Flash Message Forms to explain that he could not report the last aircraft he saw because a truck had torn down his telephone line somewhere along the road. To make sure his operational report came into the Filter Centre on time, Mr. Roberts drove to River John, a distance of about 5 miles and called from there.

Probably there are many more such instances of devotion to duty within the Ground Observer Corps about which we have not heard but these are all that have come to light out of "Topcoat" at the moment.

News From 71 GDbC Detachment, Moncton, N.B.

Here at Moncton we have started to notice the leaves turning and become aware of the hunting season - for nature is preparing to take her rest and her children are thinking in terms of "Topcoat". That makes a subject well worth discussing..... let's talk about it for a moment. Exercise "Topcoat" is the biggest all out effort that has ever been attempted for the Ground Observer Corps in Canada. Throughout the past few months, you have probably noticed how our Field Training Officers have been trying to prod you into holding lectures and preparing yourselves up for an all out effort. At the Filter Centre, our volunteers are giving unstintingly of their time and endeavouring to achieve a peak of perfection that will leave nothing to be desired by way of handling your flood of calls and making the most' out of the information which you will pass on to us. Let's hope we can prove to Air Defence Command that this area is ready for any eventuality. When you have read the above - it will be over. I sincerely hope that you will feel that you have done your best to make the exercise a success.

F/O Lutes Reports on his Visit to Island Lighthouses

I love sea-stories - the ones that tell about men going down to the sea in ships. That's me. As a member of the RCAF aboard the ocean-going tug CNAV "Riverton" I was given all the courtesies of the Navy and my voyage around isolated island lighthouses was both a pleasure and an experience. I have met some of the finest people I ever hope to meet. I had but one wish, and that was that I could have spent more time with them. There were wonderful people like Mr. & Mrs. John French and their family at Bliss Island - Mr. & Mrs. Eldridge and their bouncing four-month old son at South West Wolf Island - Carl Johnson at Gannet Rock (and that would be a tough place to keep smiling like Carl does) and of course the pleasant visit with Howard Ingalls and Melvin Galbraith at Lachias Island. All keen Chief Observers and Observers who will show up well on "Topcoat" - I'm sure of that.

And no less welcome was I visiting lights located under the Truro area. People like Mr. & Mrs. Ernest Smith at Green Island - Mr. & Mrs. Surette at Pease Island who are about ready to move into their new home - Mr. & Mrs. Renee LeBlance and daughters Pauline and Shirley and the nice motor-boat ride they gave me back to the ship - they stopped at Big Fish Island. Mr. & Mrs. Flerming at Seal Island along with Benoit D'Entremont, a former Observer at Pubnico Head. At this Island I found that their light is considered the oldest in Canada having been built in 1821. Leonce Huskins and his wife at Spectacle Island - and Mr. & Mrs. (We keep a Light - Desired Heaven) Richardson at

Bon Portage. And if you think Mr. Richardson doesn't stable a huge bull - I can convince you otherwise. Since I had to walk about half a mile thru a narrow path in the woods to reach their light, there was no great need to warn me that if I came across the bull on that path - it would be advisable to step to one side. It took me two hours to walk that half mile, dodging behind trees and trying to convince Ferdinand that he had the right of way and that I would in no way contest it. All my ambitions to be a bullfighter faded so fast that I haven't even the desire anymore to visit Spain. Love bulls - behind big fences! Anyway, it was trip to remember and I hope I can get back and do it all over again next year.

Notes From Our Field Volunteers

In case you have ever wondered just how valuable that Identification Card is that you were issued with, we have this true story from Mr. Booker of Morrisdale, who is an Observer at Jig Able 42 Black. Mr. Booker returning from a vacation in England was held, of course, at the Immigration Department pending disembarkation while Passports were checked, etc. The Immigration Officer noticed his GOBC "I" card and wanted to know all about the Ground Observer Corps. When he found out, Mr. Booker had no more problems - he was given every courtesy and was passed thru in short order. So it is advisable to keep that "I" card in good order and carry it on your person. People recognize that.

Regional Supervisor Arnold Wilson had a thrill that comes once in a lifetime. His son Jim won an air cadet scholarship and graduated with his private pilot's license. One of his first passengers of course was "Dad" and for two hours, Regional Supervisor Wilson had a view of the countryside in and about the city of Saint John. His comment, "I'm proud of that boy - he can really fly". Congratulations to him Arnold on behalf of all of us.

Walter Wade, our Regional Supervisor in Area M-16, held a successful corn-boil for his Chief Observers at his home at Penniac near Fredericton. At least F/Os Thompson and Buckley attested to that fact - even now they are still coming out in yellow kernels.

Congratulations to the Frank Murch Post of Bear Island - they have completed the building of their Observation Post - the first in the Province. I can guarantee that the "Official Opening" will be a humdinger.

More newsy notes from the field requested - see you around Christmas time.

News From 72 GOBC Detachment, Gander, Nfld.

Exercise "Birdwatch 55" - Sept. 28, 29, 30

This Exercise "Birdwatch", the Newfoundland Ground Observer

Corps exercise for 1955, is now history. But before it becomes too much an item of the past let us take stock of ourselves as a Ground Observer Corps by asking ourselves a few questions:

- (1) Did all the Observation Posts report "on watch" and "off watch" in the prescribed manner and did they send their "Aircraft Flash messages" properly?
- (2) Were there sufficient Observers on duty at all Observation Posts or did the Chief Observer and one or two Observers have to do all the work?
- (3) In other words - How good are we as a Ground Observer Corps? Can we be relied upon to help in the defence of our own country and all the things we hold dear?

Although all the statistics of Exercise "Birdwatch" are not complete at this time, and we have just about reached our deadline for this edition of the "Sky Sentinel", we will endeavour to answer the questions asked above, and trust that anything we may say in the way of criticism will be taken as being constructive, and will ultimately help you in having a better post - and us to have a better Corps in Newfoundland.

We alerted 217 Observation Posts on September 25 by CNT telegram. We actually sent out more telegrams than this, but feel sure that 217 Chief Observers received our "alert" instructions. Why then did only a total of 118 posts report "Aircraft Flashes"? Maybe some of the posts which did not report saw no aircraft whatever. If this is the case, then we are sorry, because there is nothing we can do about it. We tried to have aircraft fly over the island in such a pattern that each post saw at least one aircraft, but due to bad weather on the second day of the exercise, and to a shortage of aircraft, some posts had to be missed.

The fact that no aircraft were seen does not excuse Chief Observers from not reporting "on watch" in the prescribed manner. The only way in which we at the Filter Centre can know if there are Observers on duty at any Observation Post during an exercise is by that post sending in their "on watch" call at the beginning of the exercise.

All posts received these instructions in the Pink Card GOC 54 - "Air Operations Procedures", which was mailed to each post, and with very few exceptions, were explained in detail to each Chief Observer and Official Observer by a RCAF member of the staff of this Detachment.

Regarding the number of Observers on duty at each post, we would like to again remind Chief Observers that it is their responsibility to recruit Official Observers for their own post. Let us take the case when the Chief Observer of a post is a CNT Operator or Postmistress and had to work indoors most of the time. If that Chief Observer has not recruited enough Observers to assist him or her in this GOC duties, then that post is useless to us.

But if that same Chief Observer has recruited ten or twelve people to assist her, then a good post results. We want to see good posts, but can only have these if the Chief Observer co-operates with us.

We feel sure that with the exception of woods camps and lighthouses, the Chief Observer should be able to recruit at least ten Observers in the smaller communities and up to thirty in the larger ones.

All the Chief Observers have to do is enroll observers by completing a Form 2 for each one and we will do the rest. We will plan training trips to your areas as soon as possible after receiving word of your training needs.

So far it seems that all we are doing is complaining - but it has to be that way. - if we don't get it off our chests than you will never know how we feel.

Now let us change our theme and pay a very sincere tribute to those posts who were on duty for the entire exercise and who reported everything they saw - in the proper manner. To those 118 posts who reported we can do nothing else but say a warm "Thank You for a job well done!". To the posts in the Millertown area, the greater percentage of which are woods camps, with only one or two observers goes our special thanks. They did a magnificent job and kept the telephone lines buzzing with their "Aircraft Flash" calls.

In the Filter Centre at Gander, again we see the results of not having sufficient volunteers. Thirty-two volunteers put in a total of 146 hours during the exercise and this is a remarkable achievement considering the fact that most of those had not received the complete course of instruction. We are proud of those "old reliables" and appreciate very much the wonderful help.

Correspondence

Certain correspondence received from Observation Posts in Newfoundland are arriving at Gander addressed to individuals rather than to the Detachment. Please address all official correspondence to the following address:

Detachment Commander,
#72 RCAF Ground Observer Corps Detachment,
Gander, Nfld.

Filter Centre

During September we formed our third team. This group will meet on Tuesday evening and had their first meeting on September 20. We hope they will stay with us for a long time.

Regional Supervisors' Conference

A Regional Supervisors conference was held at 72 GOBc Detachment, Gander on 8-9 October. Regional Supervisors or Assistant Supervisors of six areas attended.

The conference started at 1000 hours on 8 October with a welcome from F/L G.W. Hynes, Detachment Commander, and F/O D.L. Giggey DFC of 7 GOBc Unit, Halifax followed by a course of instruction conducted by RCAF officers of the Detachment.

One of the highlights of the conference was a conducted tour through RCAF Station Gander.

The conference closed with a lovely steak dinner at the Filter Centre and a presentation of the GOBc Lapel Badge to five visiting Regional Supervisors and one assistant. Wings were presented by F/L D. Henley, the Acting Commanding Officer of RCAF Station Gander. The following GOBc volunteers were presented with Wings:

N-2	-	Mr. S.G. Compton	-	Englee
N-4	-	Mr. A. Pike	-	Baie Verte
N-9	-	Mr. R. Sturge	-	Bonavista
N-11	-	Mr. Milton Moores	-	Clarendville
N-13	-	Mr. E. Bennett	-	St. John's
N-20	-	Mr. E.B. Hudson	-	Grand Falls

It was unfortunate that more Regional Supervisors and Assistants were unable to attend this conference to meet with other Regional Supervisors and discuss the problems encountered in their areas and get an up-to-date briefing on all GOBc procedures. Another conference of this nature is planned for next year at which time we hope that all Regional Supervisors and Assistants will be able to attend. We hope to see our good friend Mr. Sam Compton, Regional Supervisor of Area N-2, back next year. It took Mr. Compton nine days, travelling by schooner, train and TCA to reach Gander for the conference and at last report Mr. Compton was still travelling homeward on the 18th of October. Good luck, Mr. Compton. You should arrive home in time for seal hunting.

Sky Sentinel Contributions

We would again like to remind all Regional Supervisors and Chief Observers that they may submit items of interest concerning their area or Observation Post to this Detachment for inclusion in future editions of the "Sky Sentinel". Please make an effort to do this and make the good old "Sky Sentinel" even more interesting.

7 RCAF Ground Observer Corps Unit
Halifax, Nova Scotia.

15 November, 1955.

Canadian RCAF Ground Observer
Corps Sky Sentinel Magazine
Vol 2 No.4 Nov 1955

\$15 NW