

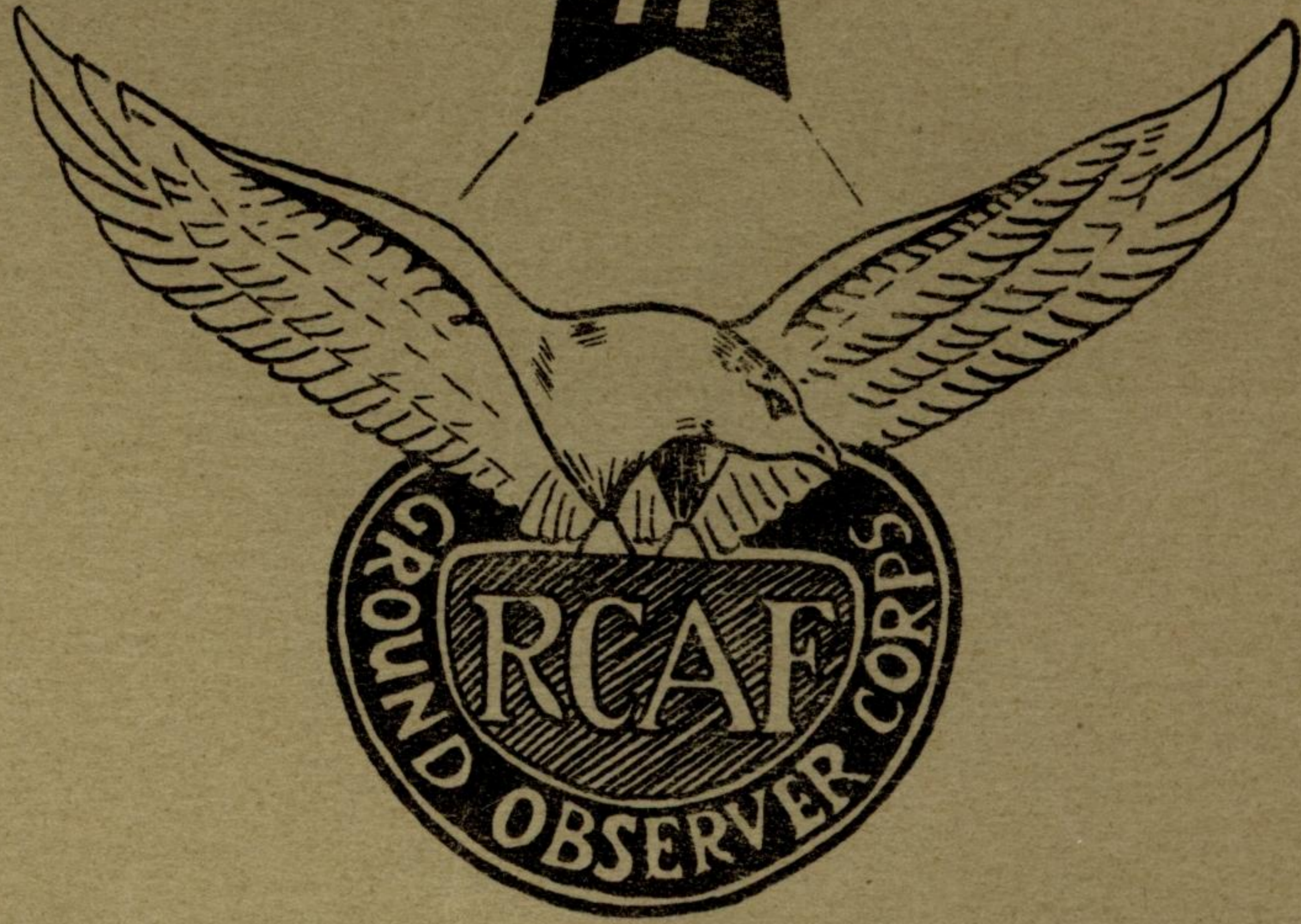
Pauline Wiles

The Sky Sentinel

70

71

72



Volume III - Issue II

15 April 1956

NO. 7 RCAF GObC UNIT



Pictured above is the new Ground Observer Corps crest which is blue, red and gold on a black background and is very much superior in workmanship and design to the crest offered last year.

Civilian volunteers wishing to purchase crests may do so by writing directly to DuCharme Crests enclosing money order for the number of crests desired. There are three types of crests that can be purchased. All are similar to the one pictured above. A description of each follows:

A-Crest: Hand embroidered with gold bullion:

1 crest or more:	each	\$5.75
25 " " "	"	5.00

B-Crest: Machine embroidered with silk thread:

1 crest or more:	each	\$0.75
25 " " "	"	0.55
1000 " " "	"	0.45

C-Crest: Machine embroidered with silk & metallic thread:

1 crest or more:	each	\$2.00
25 " " " "	"	1.50

7 GOBc Unit and Detachments have no facilities available for handling orders for crests and, therefore, to avoid delays and confusion, you are being asked to order the crests yourselves. Please do not send to 7 GOBc Unit or the Detachments at Truro, Moncton and Gander for these crests but order directly, enclosing a money order, to the following address:

DuCharme Crests
4147 Saint Denis
Montreal 18, P.Q.

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CHANGE IN REPORTING PROCEDURES

In order to increase accuracy and speed up receipt of aircraft flash messages a new procedure has been developed whereby Observers during exercises and Filter Centre volunteers during periods of synthetic training pause after giving the first five items of an aircraft flash message. These first five items are those that are dialed on the GOBc "pip". When a plotter has the first five items of an aircraft flash message dialed on the pip he or she will then say "continue" and the Observers will then give the other five items of the message. This procedure has been tried out for the past four and one-half months at our Filter Centres and authority has been received from ADCHQ to use this procedure on a trial basis in the field. In all cases it was found that it speeded up recording and plotting of aircraft flash messages and eliminated many errors. Further explanation is given in the Training Reminder feature of this issue. ✓

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Personality Sketches

Last issue of the Sky Sentinel we introduced three of our most active Regional Supervisors. This issue we introduce you to the officers who are second in command at 7 GOBc Unit in Halifax and at our Detachments in Truro, Moncton and Gander.

7 GOB C Unit Second in Command
F/O D.L. Giggey DFC



F/O D.L. Giggey DFC is a native of Saint John, N.B. He attended Saint John city schools and Saint John Vocational School. In February 1941 he enlisted in the RCAF, trained as a Wireless Air Gunner and proceeded overseas the same year. After completing two tours of operations with a Pathfinder Squadron of Bomber Command he was awarded the Distinguished Flying Cross in August, 1943. He was repatriated to Canada in November, 1943 and received his discharge as a Flight Lieutenant in August, 1945.

From 1945 to 1952, F/O Giggey was employed with the Department of Labour (Unemployment Insurance Commission) as an Employment and Claims officer. In March, 1952 he re-enlisted in the RCAF Ground Observer Corps and spent the next two years at 70 GOB C Detachment, Truro before being transferred to 7 GOB C Unit, Halifax in October, 1954 where he is presently serving. On 1 January, 1954 he received a permanent commission in the RCAF.

F/O Giggey is married and has three children and resides in Dartmouth, N.S. His main hobby is sports.

70 GOBC Detachment Second in Command
F/O W.R. Gibson



F/O W.R. Gibson was born at Halifax in 1925. He attended school at Bloomfield until 1942 when he attempted to enlist in the RCAF, but due to his age had to wait until he was 17 at which time he was accepted as Air Crew. On completion of an Air Gunner course he proceeded overseas in 1943 and served with 419 Sqdn. Bomber Command. While flying on operations over the continent he was shot down over Paris, where due to the aircraft being on fire he bailed out and was picked up by members of the French underground. After successfully evading capture for three weeks, the Gestapo with assistance from a collaboration captured all of the crew. Following internment in various prison camps which included a two month stay in Buchenwalde Concentration camp, he was released by the Russian 3rd Army in April 1945. He was demobilised in September 1945 and after a stay in hospital completed a course in Business Administration. Prior to re-enlisting in the GOBC in 1951 he was employed at Nova Scotia Light and Power. He was active in Air Cadet work in the city of Halifax from 1946 to 1951.

F/O Gibson is married and has two children. His main hobby is stamp collecting.

71 GOBc Detachment Second in Command
F/O F.B. Little DFM



F/O F.B. Little, DFM, Second in Command, 71 Ground Observer Corps Detachment, Moncton, is a Nova Scotian by birth and a New Brunswicker by adoption. He was born at Tusket, N.S. and attended school at the same place. Early in 1939 he decided to go to England where he joined the RAF.

He started his career in the RAF as an Air Observer in which trade he did a tour of "Ops" in Bomber Command, spent a year in the Middle East and then after a period as instructor was remustered to pilot. He returned to Canada for pilot training and at the completion of his training, once again proceeded overseas.

He was transferred to the RCAF in Feb. 1945 and was discharged in Nov. 1945 with the rank of Flight Lieutenant. Worked for a Moncton firm and belonged to Gyro Club of that City.

Re-enlisted in the RCAF when the Ground Observer Corps was organized, spent some time at 7 GOBc Unit, Halifax and was then transferred to 70 GOBc Det., Truro. When 71 GOBc Det. was established, he was then transferred to Moncton.

F/O Little is married and lives in Moncton. Hobbies are hunting, fishing and other outdoor activities.

72 GOBC Detachment Second in Command
F/O K.M. Joy



F/O Kevin M. Joy, Second in Command at the Gander Detachment was born in Bay Roberts, Newfoundland, on June 18, 1921. He was educated at Bay Roberts and St. John's, and on graduation in 1940 enlisted in the Royal Air Force. He was trained as a Wireless Operator - Air Gunner in Canada, and completed a tour of operations in England with 201 Squadron, RAF Coastal Command.

After release from the RAF in 1946, F/O Joy was employed with American Overseas Airlines, and later with Pan American World Airways, as an assistant Dispatcher. He enlisted in the RCAF in April 1952, and after indoctrination was transferred to No. 8 Ground Observer Corps Unit, St. John's, Newfoundland. On January 1955 he was transferred to 72 Detachment.

F/O Joy is married with two children.

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Honour Roll Post

72 Detachment, Gander has chosen Observation Post GOLF CHARLIE 43 RED as Honour Roll Post for this issue of the "Sky Sentinel".

This Post was organized in June 1953 with Mr. Noel Howard as Chief Observer. Mr. Howard, an RAF veteran of World War II, is employed with the Western Union Company at Bay Roberts. He has done an excellent job in organizing his Post, having recruited twenty Observers.

During Exercise "Birdwatch" held in 1954 and 1955, and also during Exercise "Cracker Jack", this post was one of the best. Reports were accurate and showed that considerable practice had been carried out by the Observers themselves.

From all of the Detachment staff, we offer our congratulations and thanks to the Observers of GOLF CHARLIE 43 RED, especially to the Chief Observer, Mr. Noel Howard.

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✓ "MOBY DICK" IS CANCELLED

The survey on "MOBY DICK" balloons mentioned in the last issue of the Sky Sentinel has now been CANCELLED. Thank you for your co-operation. ✓

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STATISTICS

	OPs Located With Chief Observer Recruited	OPs Trained	Off.Obs. Who Have Attended 3-Hour Training Lecture	Filter Centre Volun- teers Recruited	Filter Centre Volunteers Trained
70 Det	367	363	2,654	114	88
71 Det	308	292	3,380	124	84
72 Det	238	219	1,049	59	43

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CHIEF OBSERVERS - TAKE NOTE

New R361 - Observation Post Code Name and Number Card - have now been overprinted to include the name of the quadrant in which your Observation Post is located. You will receive yours shortly. As soon as you receive it destroy your old R361 and place your new one on the wall of the Post near your telephone. Here is a picture of the revised R361:

OBSERVATION POST CODE NAME AND NUMBER		
THIS IS THE AIR DEFENCE FORCE OFFICIAL CODE NAME AND NUMBER FOR THIS OBSERVATION POST, PLEASE USE IT ON "AIRCRAFT FLASH MESSAGES," ALL FORMS AND CORRESPONDENCE		
NAME	NAME	NUMBER
(VILLAGE, TOWN OR CITY)		PROV.
THIS CARD SHOULD BE PERMANENTLY MOUNTED ON WALL OF OBSERVATION POST		
THIS POST IS LOCATED IN _____ QUADRANT		

RCAF R 361
SM-5-53

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Aircraft Recognition

THE F24 BANSHEE

The McDonnell Banshee is a Twin Jet Fighter used mainly by the US Navy. Recently the Royal Canadian Navy have begun using this aircraft on carrier operations.

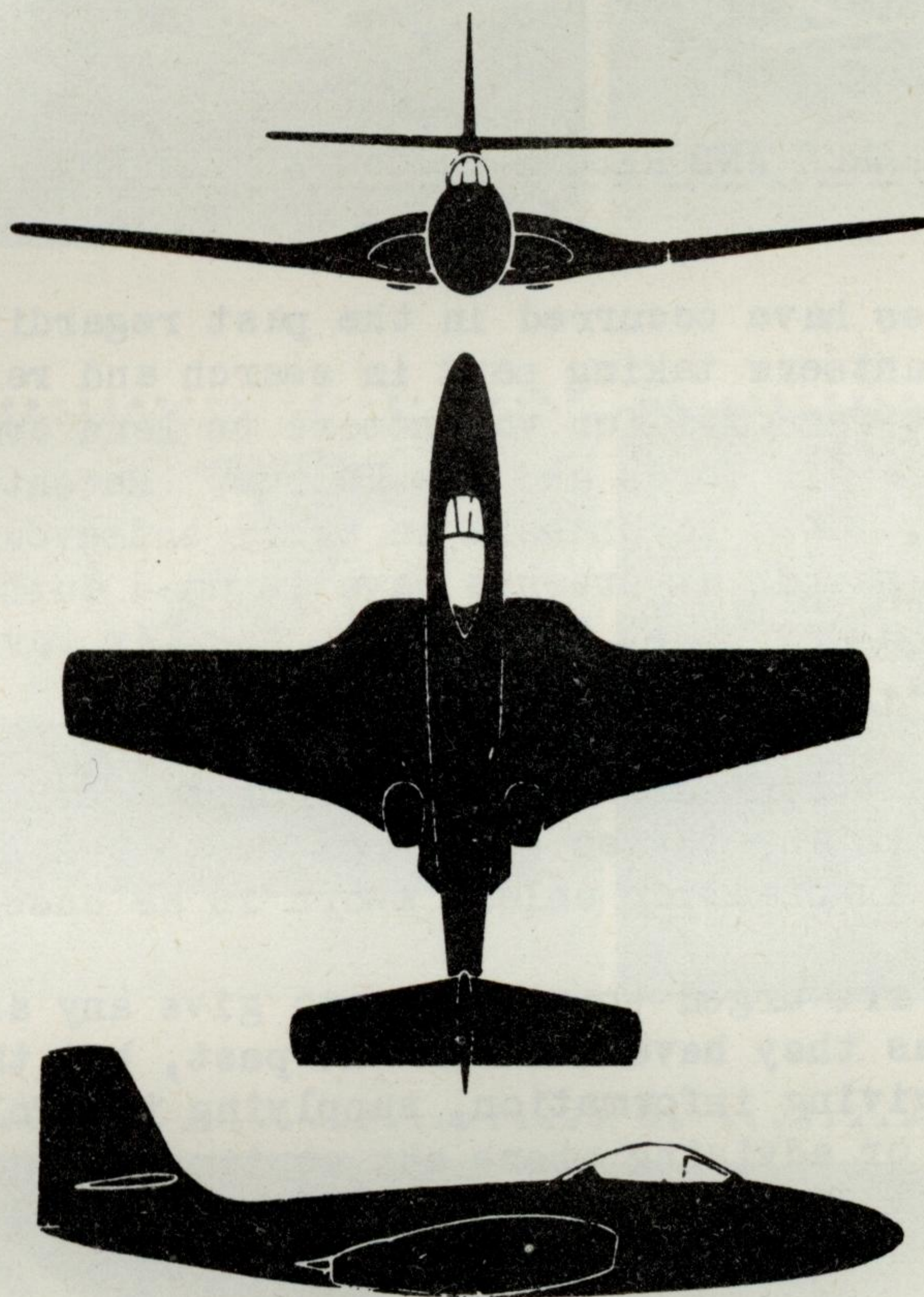
TYPE: Single seat Twin Jet Fighter.

ARMAMENT: Four twenty millimeter cannon in lower nose.

DIMENSIONS: Wing Span - 41 feet 7.4 inches.
Length - 40 feet 2 inches.

POWER: Two Westinghouse J34 turbojet engines.

PERFORMANCE: Maximum speed about 600 mph.
Rate of climb about 9000 feet per min.
Ceiling 56,000 feet.
Tactical radius of action 600 miles.



WHAT TO LOOK FOR:

HEAD ON VIEW

- (a) Low Wing, with thick wing root.
- (b) Oval shaped fuselage.
- (c) High straight tail plane.
- (d) High single fin and rudder.

PLAN VIEW

- (a) Irregularly shaped wings, leading and trailing edges distorted for housing jet engines.
- (b) Rocket shaped fuselage.
- (c) Leading edge of tail plane is tapered while trailing edge is straight.

SIDE VIEW

- (a) Rocket shaped fuselage with prominent blister type canopy.
- (b) Fin and rudder has curved leading edge with a very straight trailing edge.

NOTE

The following versions of the Banshee have been produced: Night Fighter, Photo Reconnaissance and All Weather Fighter. One version has in-flight refueling equipment. This aircraft may be seen with or without wing-tip tanks.

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SEARCH AND RESCUE - GOBC ASSISTANCE

Several instances have occurred in the past regarding the status of GOBC civilian volunteers taking part in search and rescue operations. The present policy is for civilian volunteers to lend every possible assistance both to the Air Force and the Police. Recently, however, it has been found that GOBC volunteers in their endeavour to help the Police and Air Force guards at crashes have assumed authority not granted to them. This has upset the Police, the Air Force and the volunteers themselves.

As GOBC civilian volunteers have no authority over other civilians they are not to perform any duties as guards or to assist the Police other than to supply information unless sworn in as special constables.

GOBC volunteers are urged to continue to give any assistance they can in an emergency as they have done in the past, but they must confine their assistance to giving information, supplying the Police or the Air Force with equipment or advising where any equipment required can be obtained.

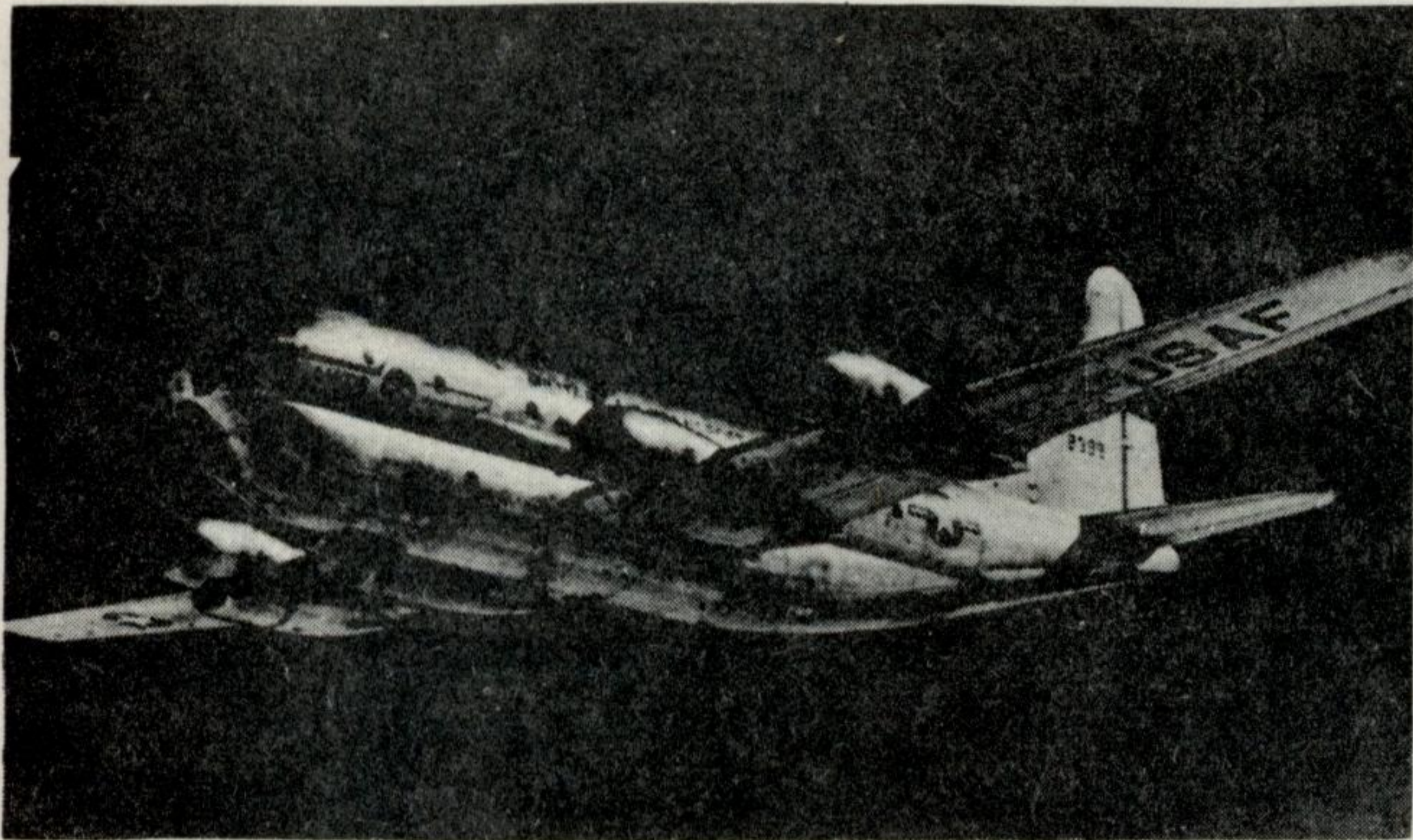
DON'T FORGET TO WEAR YOUR ARMBAND WHEN PARTICIPATING IN SEARCH & RESCUE

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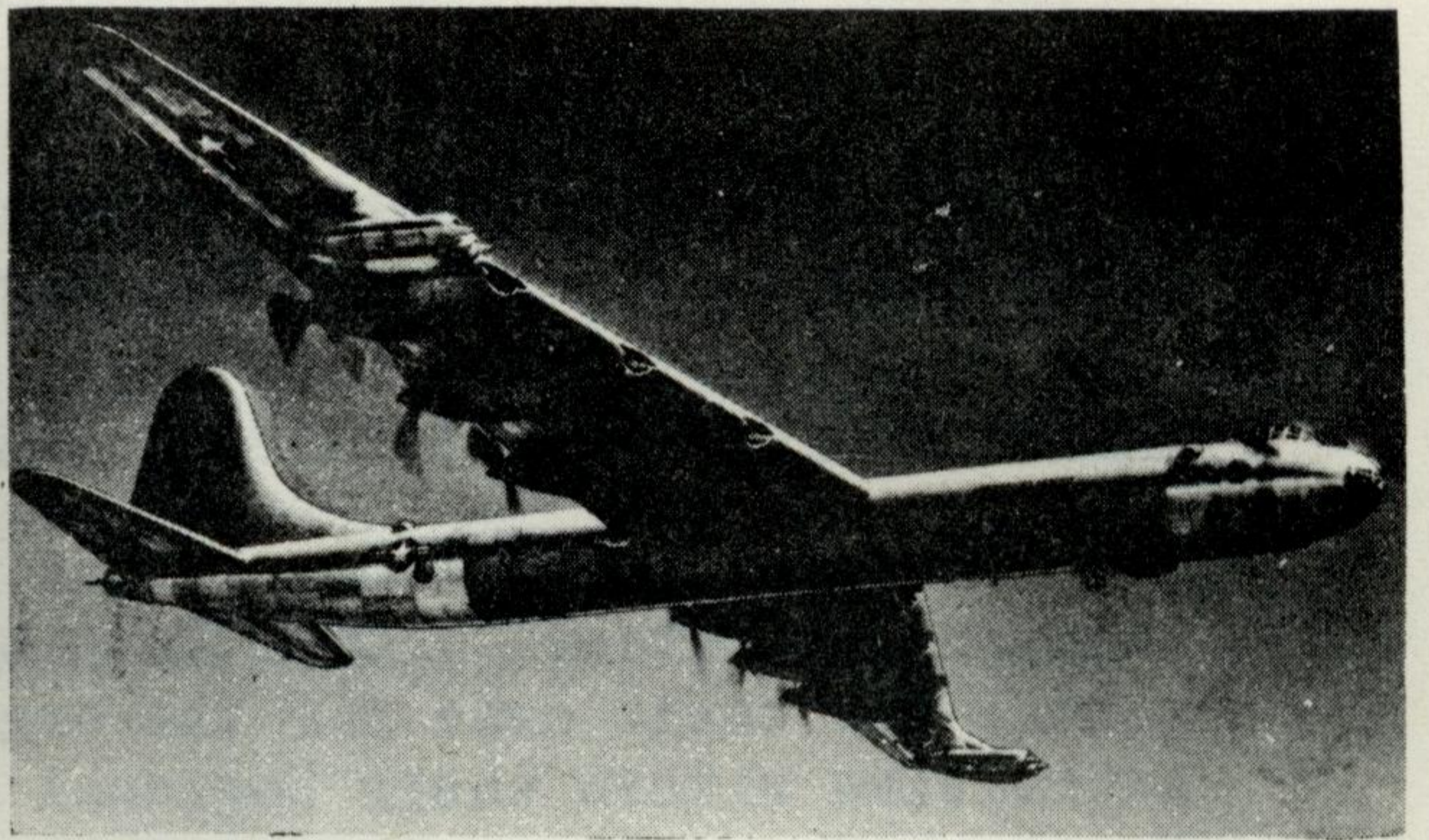
**AIRCRAFT RECOGNITION
QUIZ**

Pictured on the next page are seven photographs of aircraft which have appeared in previous issues of the Sky Sentinel. Can you identify them? (Correct answers appear on the last page) An instructional quiz will be a regular feature of the Sky Sentinel in the future. Watch for it!

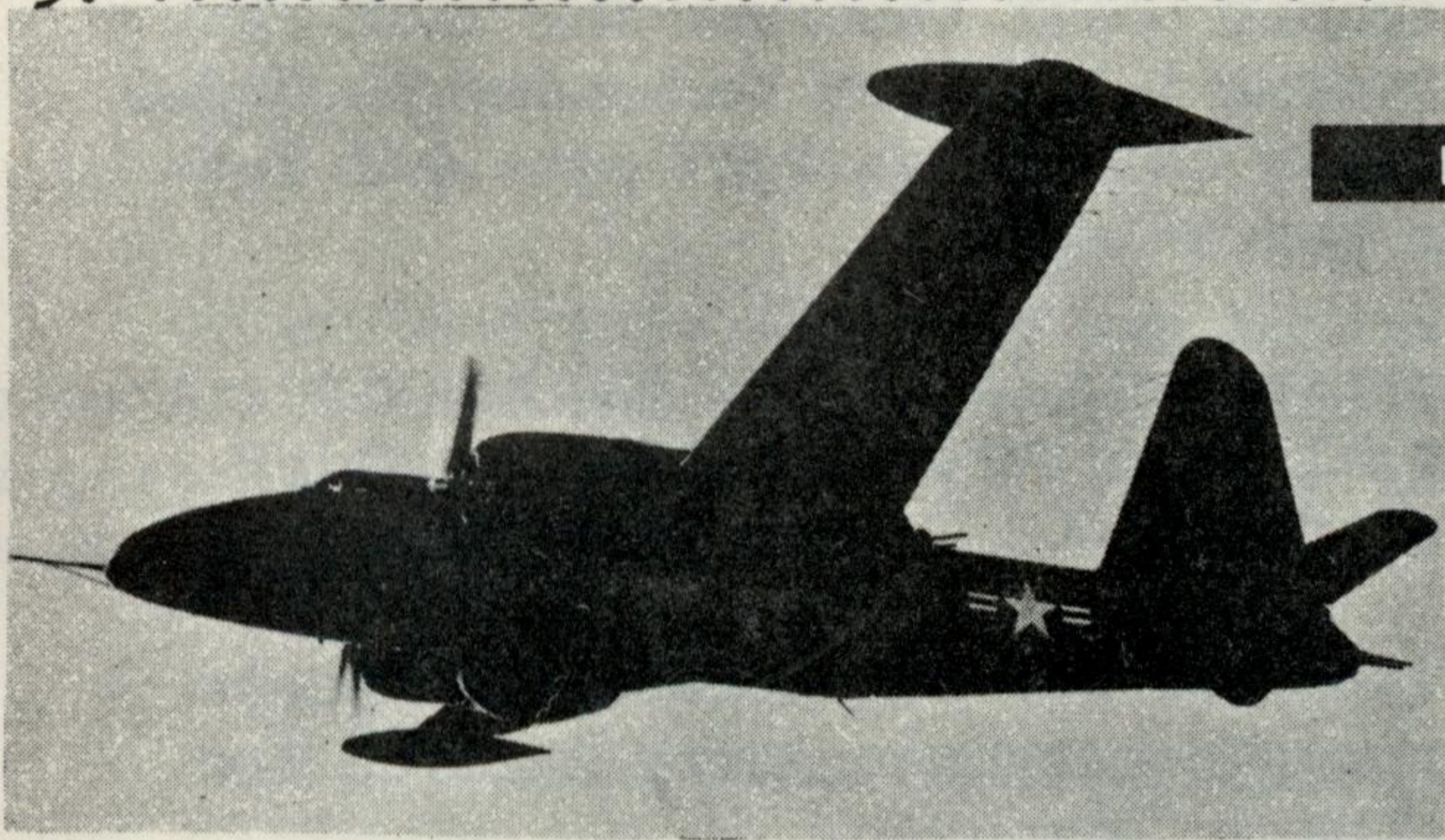
1.



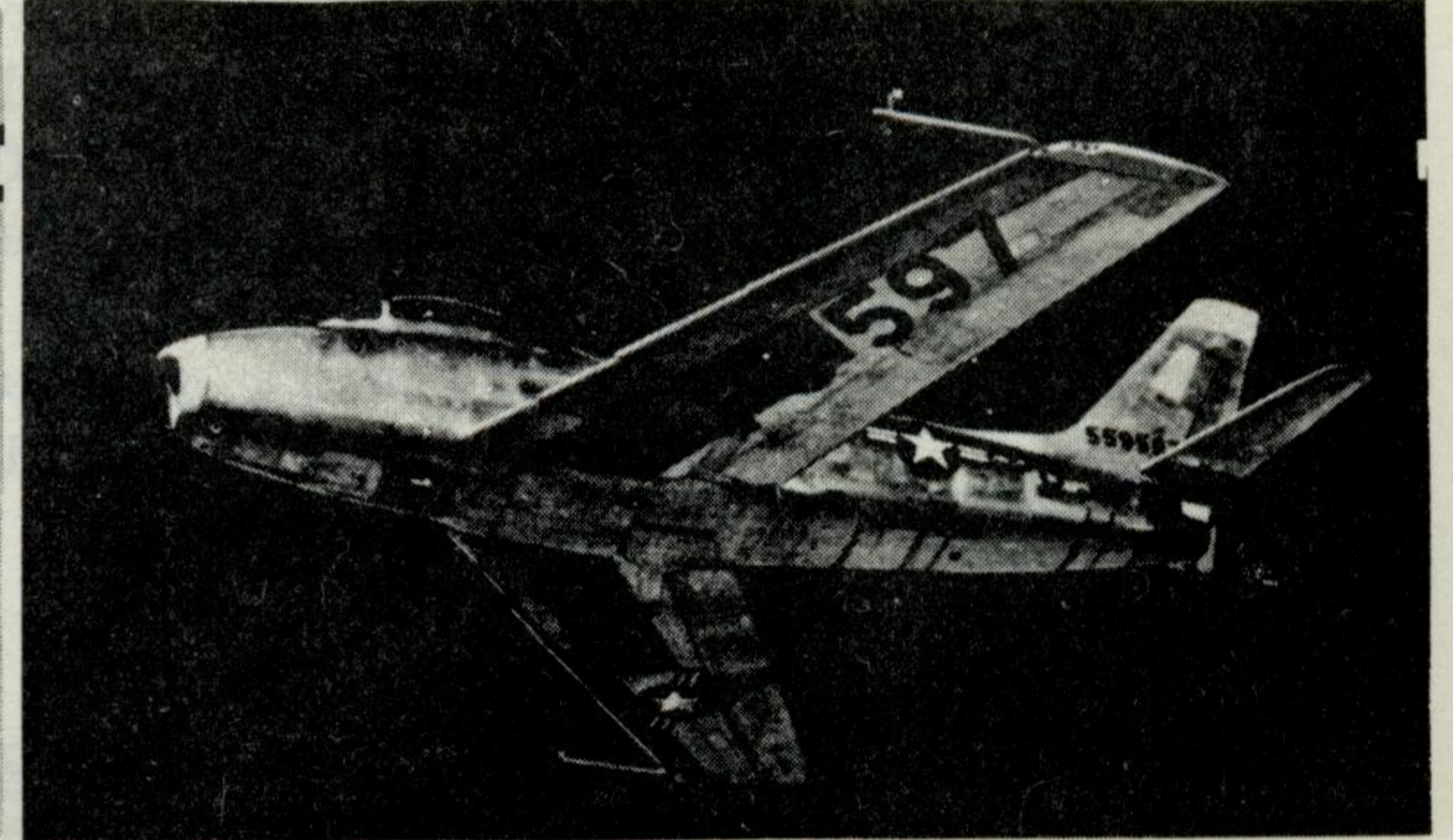
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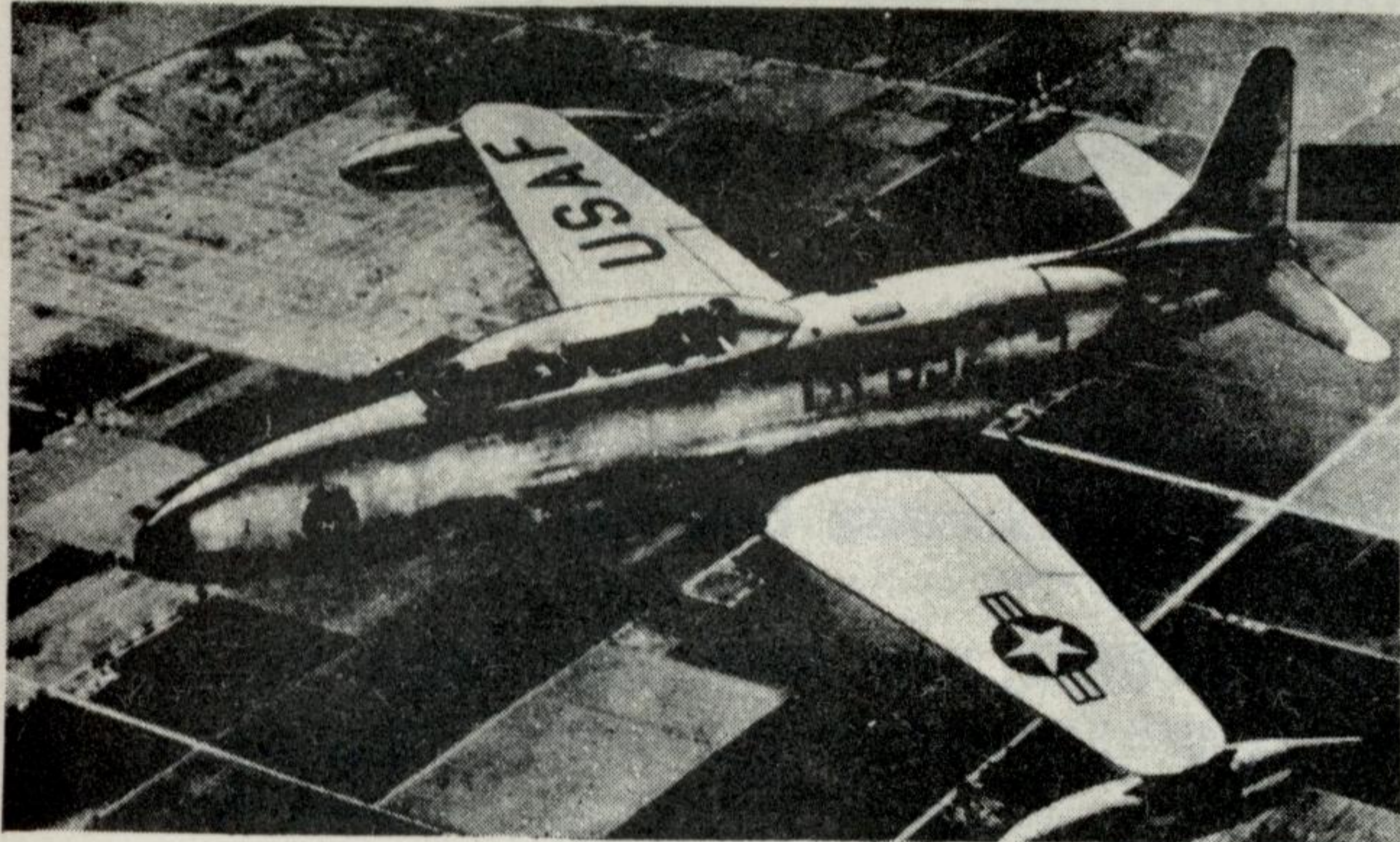
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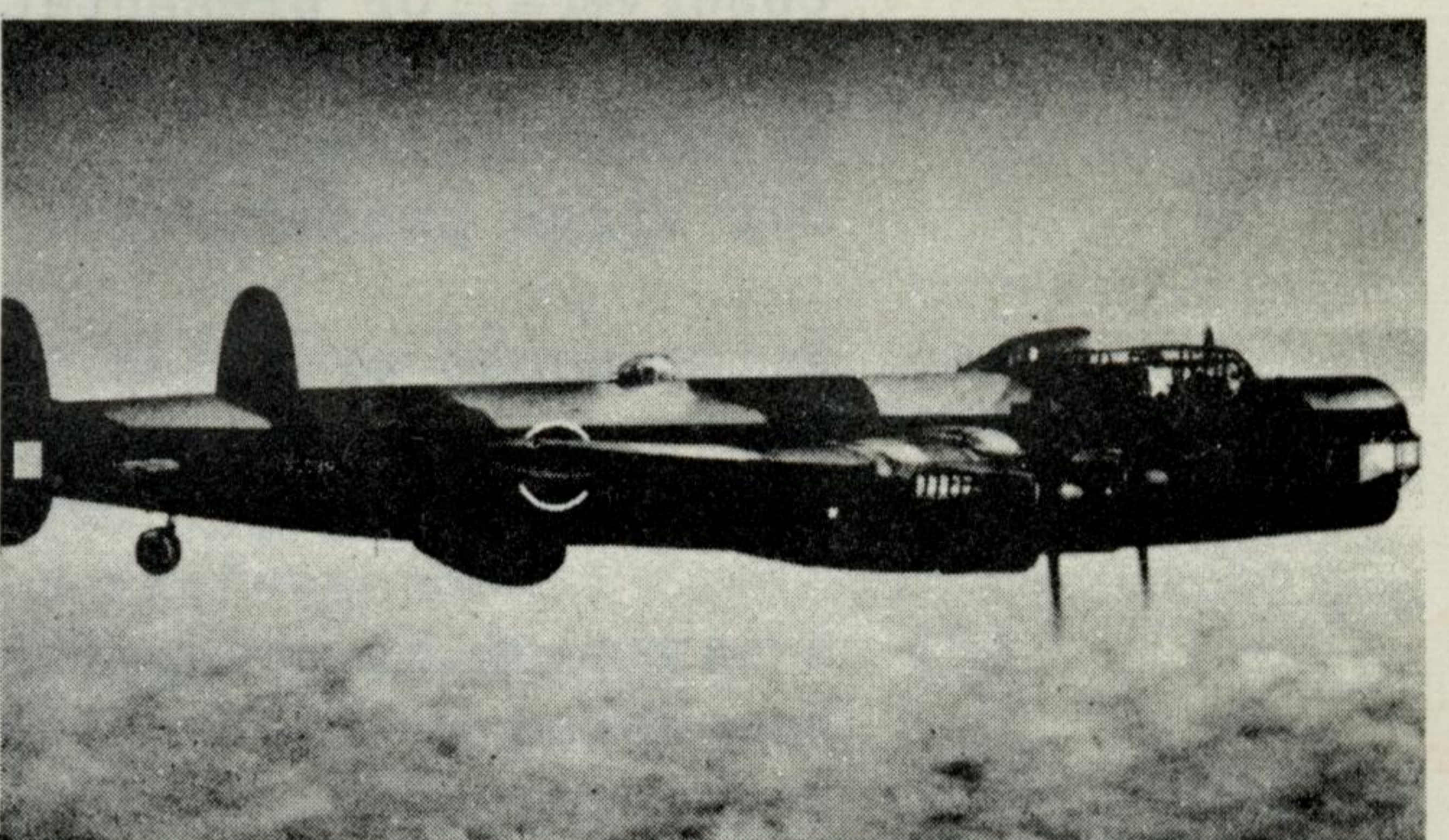
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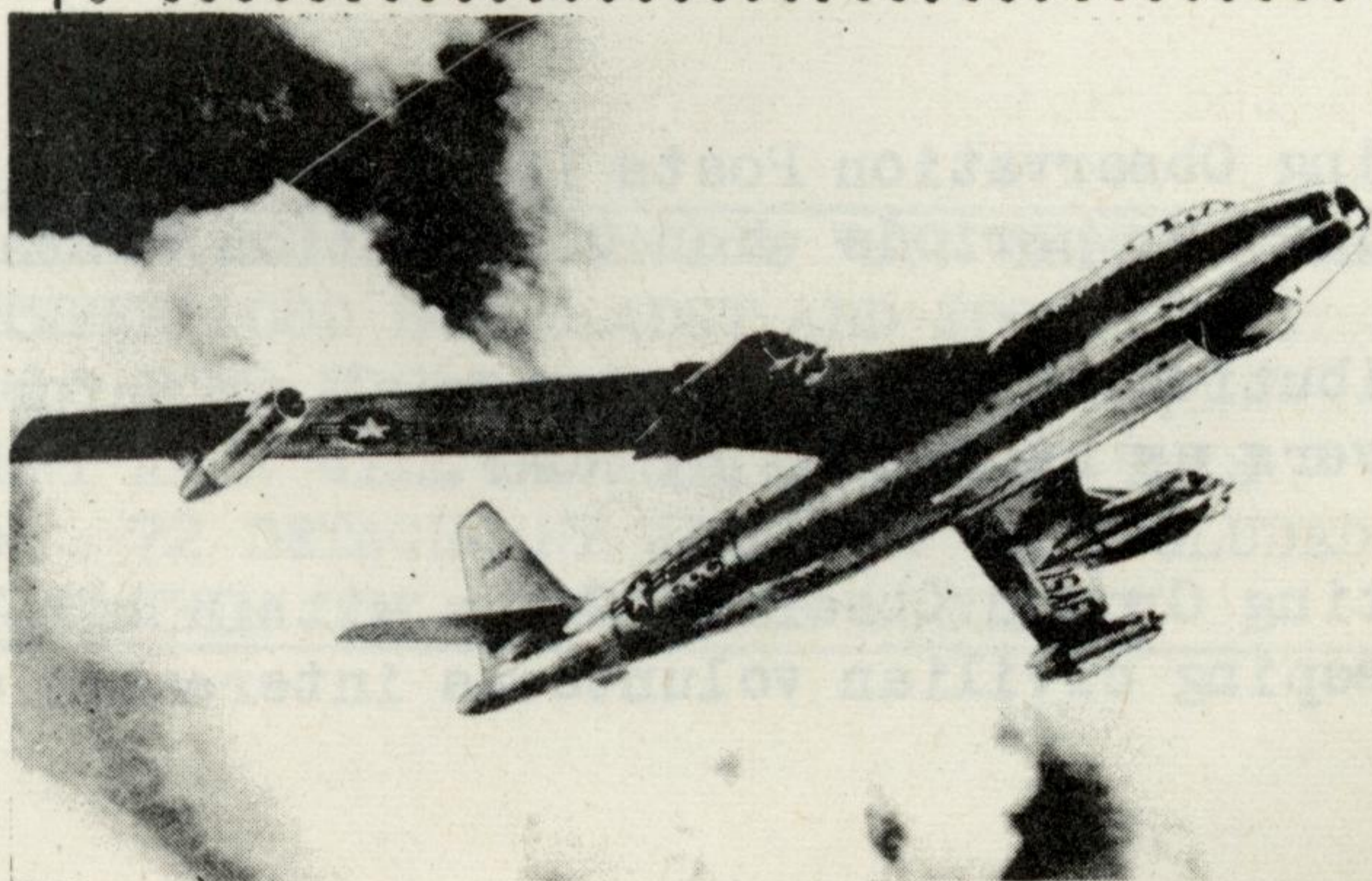
5.



6.



7.



ARE REGIONAL SUPERVISORS IMPORTANT?

We think the answer to the above question is "YES". To prove our point here is a copy of a new form produced recently:

Duties and Responsibilities - Regional Supervisors

1 Regional Supervisors in the 7 Unit area are responsible to the Commanding Officer, 7 GOBc Unit through Detachment Commander of Filter Centre for their area for the organization and controlling of GOBc activities within their Regional Area. The duties to be carried out by Regional Supervisors are as follows:

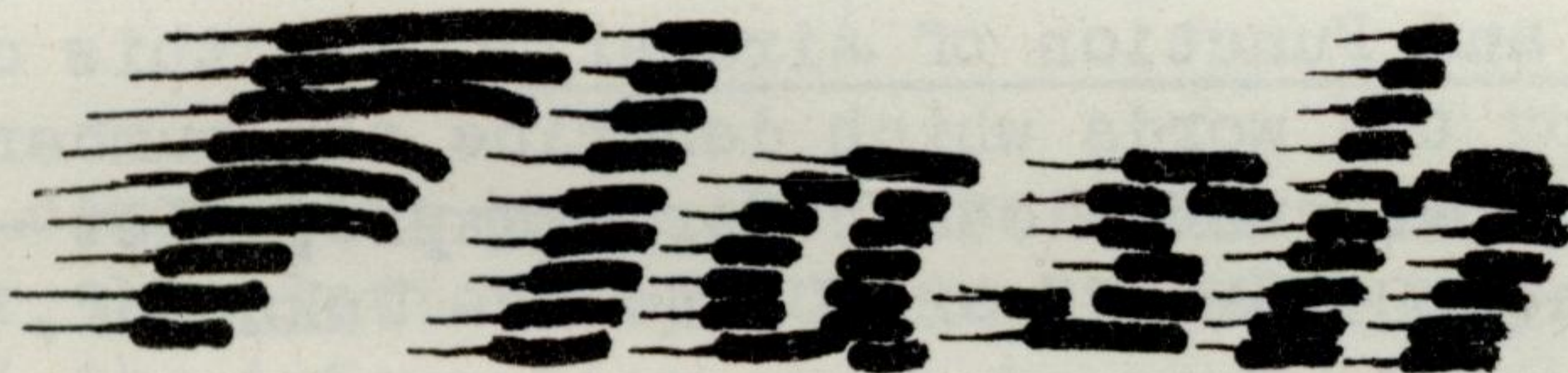
- (a) Selection of general area for establishment of Observation Posts, recruiting of proposed Chief Observer for each such Observation Post and advising Detachment Commander in order that visit by a GOBc officer to approve Post site and instruct the Chief Observer may be made.
- (b) Issuing of letters of appointment (form GOC 62) and identification cards to Official Observers recruited by Chief Observers upon receipt of forms GOC 2 from Chief Observers.
- (c) Arranging for training lectures for all Observation Posts in Regional Area and for conducting necessary liaison for such training with Detachment Commander.
- (d) Arranging qualification of Chief Observers and Official Observers for presentation of GOBc Lapel Badge by supervising writing of Lapel Badge qualifying test and arranging through liaison with Detachment Commander sites and dates for Wings presentation ceremonies.
- (e) Maintenance of files for all civilian volunteers within his Regional Area and forwarding of form GOC 4 as received from Chief Observers to Detachment Commander once monthly.
- (f) Activation of Observation Posts in his Regional Area as requested by RCAF and confirmation of such activation as required.
- (g) Periodic visits to Chief Observers of all Observation Posts in Regional Area to discuss problems, need for forms, postage etc.
- (h) Visiting Observation Posts if possible at least once during exercises or periods when Observation Posts are activated.
- (i) Distribution of forms and material or information to Chief Observers as requested by RCAF.
- (j) Promoting Ground Observer Corps within his Regional Area and keeping civilian volunteers interested and active.

- (k) Selection and recommending for appointment Assistant Regional Supervisors as desired to increase efficient coverage of Regional Area.
- (l) When possible, accompanying visiting GOBc officers on liaison and training visits and during Wings presentation ceremonies.
- (m) Replacement of inactive Chief Observers.
- (n) Issue of postage required by Chief Observers for GOBc correspondence.
- (p) Special assignments as requested by Detachment Commander or Commanding Officer, 7 GOBc Unit.

GOC 5 (56)

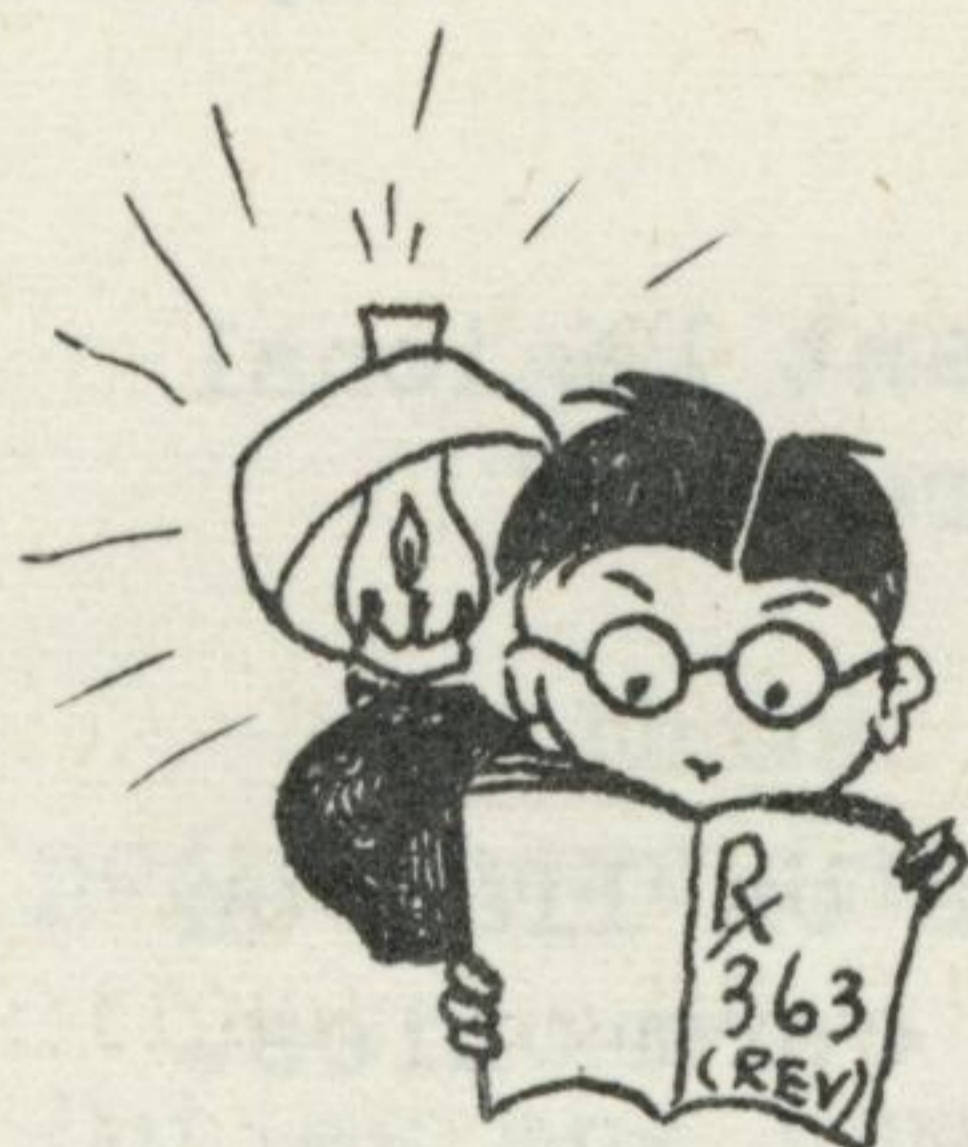
Chief Observers can make our Supervisors a lot happier by submitting forms 2 and 4, etc. regularly. The Supervisor's job is mighty important and the work they are doing is greatly appreciated by the RCAF staff of 7 GOBc Unit.

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" DO YOU KNOW THE NEW PHONETIC ALPHABET? "
 " IF NOT, SEE THE LAST ISSUE OF THE SKY SENTINEL "
 "

ARE YOU PREPARED FOR EXERCISE "SUN TAN" TO BE HELD BETWEEN 1000 HOURS ADST AND 2000 HOURS ADST ON 10 JUNE 1956? ALL OPs IN 70 - 71 DETACHMENT AREA WILL BE ACTIVATED FOR THIS EXERCISE. 72 DETACHMENT WILL NOT BE INCLUDED. LET'S MAKE THIS ONE A COMPLETE SUCCESS!



TRAINING REMINDER

In the last issue we discussed the procedure for placing an aircraft flash call to your Filter Centre. This time we will deal with the ten items on the Aircraft Flash Message Record, form R363 (Rev).

The Aircraft Flash Message Record is provided so that you can write down your messages and maintain the exact sequence when reading them off to the plotter. Following the exact sequence is very important. It also is a record of all calls you have made to your Filter Centre and of valuable assistance to the RCAF when compiling statistics of exercises, etc.

Let's discuss the items, column by column and show you how this task of reporting is really quite simple.

Column 1 - Number of Aircraft: Report the exact number of aircraft from one to four. A formation of five or more aircraft is reported as "MANY". Do not guess at the number. If you cannot make an accurate estimate report as "UNKNOWN". If you are positive of the number of more than four aircraft then give that in Column 10 as special remarks.

Columns 2 and 3 - Type and Function of Aircraft: For this column identify the aircraft by two words which describe the number of engines and the type of work the aircraft does. For example, "Jet - Fighter", "Multi - Bomber", "Unknown - Cargo" or "Unknown - Unknown".

Column 4 - Altitude of Aircraft: Observers are asked to estimate the height of aircraft in this way:

<u>Very Low</u>	- Under 1,000 feet - very close to the ground.
<u>Low</u>	- 1,000 feet to 5,000 feet - clear markings visible on aircraft.
<u>High</u>	- Between 5,000 feet and 15,000 feet - distinct shape of aircraft.
<u>Very High</u>	- Over 15,000 feet - a dot in the sky or a vapour trail.

Column 5 - Time Delay in Reporting: This column represents the time interval from the moment the aircraft is nearest your Observation Post until the moment you hear the Filter Centre plotter say "Air Defence, Go Ahead Please".

Column 6 - Code Name of the Observation Post: The code name of your Observation Post identifies the location of your Post to the plotter in the Filter Centre. Use the phonetic alphabet for letters of your Post Code Name. For example, "ALFA BRAVO FOUR TWO BLACK". State the numbers in your Code Name separately, that is, "four two" not "forty-two".

Pronounce each of the words in the code name very clearly and don't say "A B 42 B". Say "ALFA BRAVO FOUR TWO BLACK".

Columns 7 and 8 - Direction and Distance of Aircraft from Observation

Post: If the aircraft passes directly over the Post or within one-half mile of it, combine columns 7 and 8 and put down "overhead". When reading this to the plotter in the Filter Centre just say "overhead" once for the both columns instead of twice. If the aircraft passes more than one-half mile from the Post use the eight points of the Compass and give the direction and distance. For example: "North West two Miles". Do not say "North West of Post". Eliminate unnecessary words.

Column 9 - Direction Aircraft is Flying: Report direction aircraft is flying. This means the direction in which the aircraft is heading not the direction from which it came. To prevent possible confusion at the Filter Centre add the word "flying". Example: "Flying South West" or "Flying North West". If an aircraft is circling your Post report it only when it leaves your area in an established line of flight. If the aircraft changes direction after you have completed your Aircraft Flash Message do not place another call for it will be reported by the next Observation Post in its line of flight.

Column 10 - Special Remarks: This column is not often used but occasionally you may have to report unusual incidents. For example, unconventional aircraft such as "Blimp" or "Helicopter". Report this in Column 10. Also, emergency situations such as aircraft in distress or hostile actions, etc. If an aircraft can be positively identified use Column 10. Remember, if you have nothing to report under this column do not say anything.

NOTE:- After completing your Aircraft Flash Message do not hang up until you hear the plotter say "CHECK, THANK YOU". Plotter may not understand all the information given in your Aircraft Flash Message and may say "Say Again Column 4", etc. In reply to this you would say "Column 4 - Very High". Never hang up until you hear the words "CHECK, THANK YOU".

The complete flash report must be told in the same sequence as the items are listed on form R363 (Rev). If any item of the message other than Column 10 are "UNKNOWN", state it as "UNKNOWN" in your report.

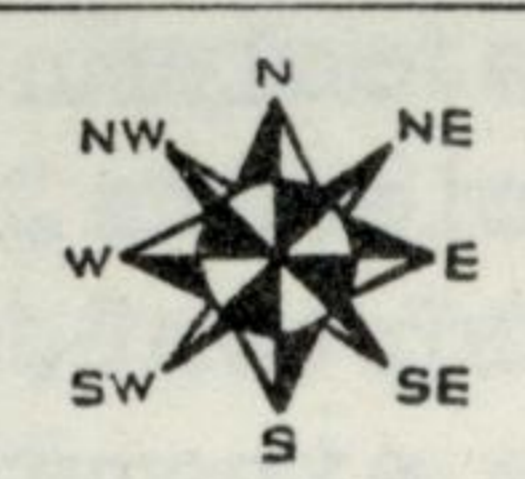
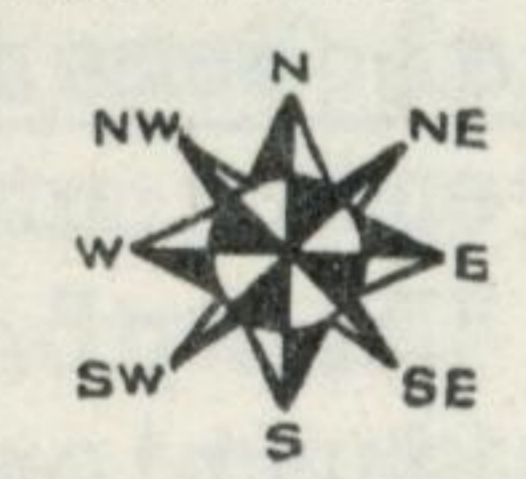
STOP ! After Item 5

Correct timing of the reading of the information in columns 1 to 10 of your Aircraft Flash Message is most important. The Observer gives the first five items of information to the plotter and then stops. When the plotter at the Filter Centre says "~~CONTINUE~~" the Observer will then continue with the remaining items of information. This will eliminate the previous pauses between items 4 and 5, 5 and 6, 6 and 7.

Below is an illustration showing the first five items, the stop after Item 5 and the remaining five items. This procedure will go into effect 1 May 1956. Chief Observers should amend their field training lectures to conform with this new reporting procedure and ensure that their Observers are familiar with it.

NUMBER OF AIRCRAFT	TYPE OF AIRCRAFT	FUNCTION OF AIRCRAFT	ALTITUDE OF AIRCRAFT	TIME DELAY IN REPORTING
One	Single-	Fighter	Very low	Report to nearest minute. Say, "Delay — minutes"; or, if less than 30 seconds, say, "No delay"
Two	Bi-	Bomber	Low	
Three	Multi-	Cargo	High	
Four	Jet	Seaplane	Very high	
Many	Unknown	Trainer	Unknown	
Unknown		Unknown		
1	2	3	4	5
2	Bi	Cargo	High	2

STOP UNTIL PLOTTER SAYS "CONTINUE"

CODE NAME OF O. P. <i>(See top center of page)</i>	DIRECTION OF AIRCRAFT FROM O. P. 	DISTANCE AIRCRAFT FROM O. P. <i>(Record to nearest mile)</i>	DIRECTION AIRCRAFT ARE FLYING 	SPECIAL REMARKS <i>EXAMPLES: Hostile aircraft, blimp, helicopter, aircraft in combat or distress, etc.</i>
6	OR "OVERHEAD" <i>(All aircraft within 1/2 mile of the O. P.)</i>	8	<i>(Say "Flying," then give direction)</i>	10
MA 15 B	S	2	W	

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CHAIN OF COMMAND

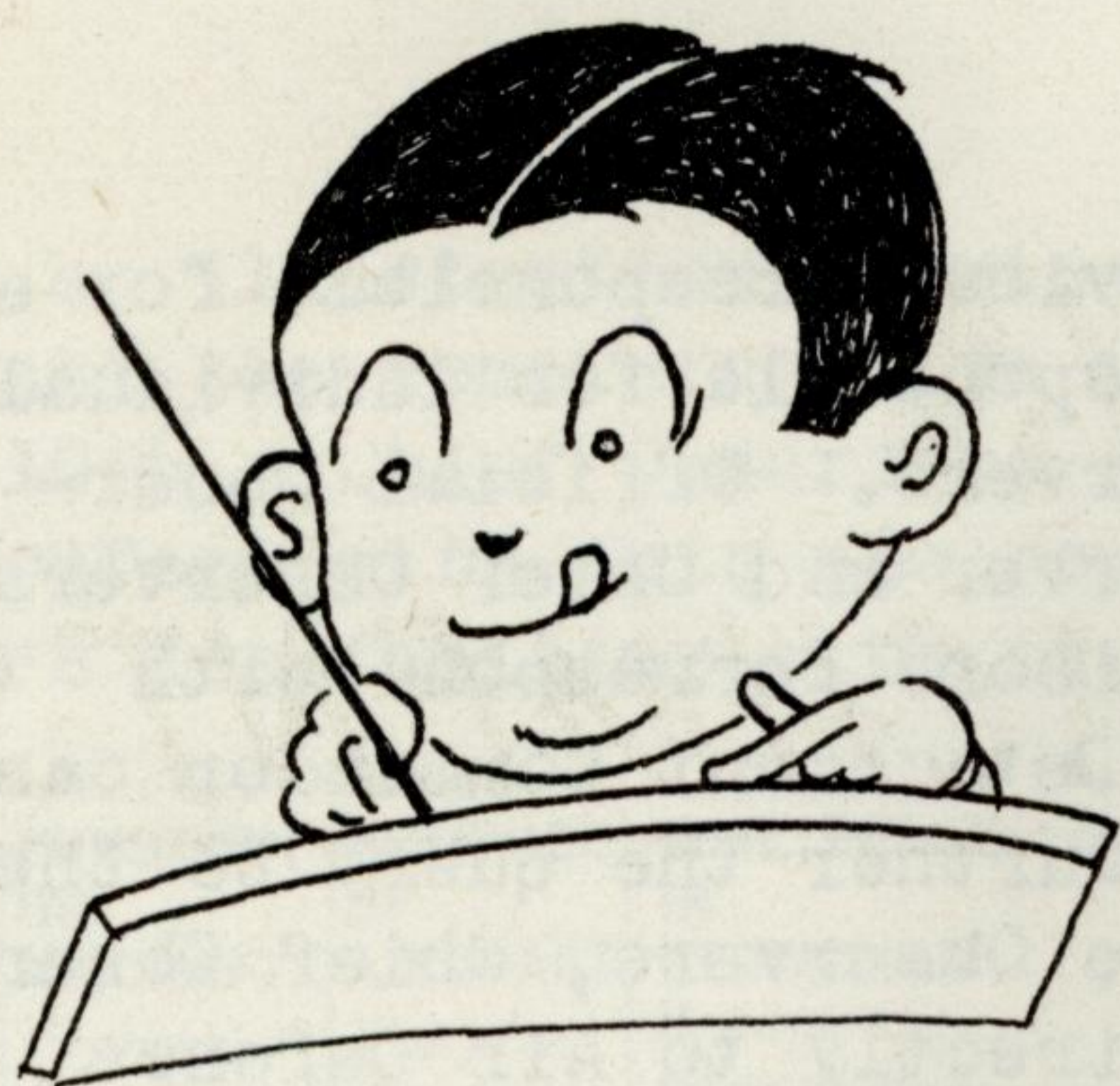
We wonder if all our volunteers know the meaning of the term "Chain of Command"? A few instances which have come to light lately would indicate that they do not. All civilian volunteers are members of the RCAF Ground Observer Corps. Each volunteer has a definite place in the organization and when raising queries, complaints, asking for information, etc. should follow the "Chain of Command". This means that certain channels of communication should be followed. In the case of the RCAF portion of the Corps, GOBc Detachments come under GOBc Unit Headquarters and the Unit Headquarters comes under Sector Commander for operational matters and Air Defence Command Headquarters for administrative matters. This means that a Detachment Commander cannot for example write directly to Air Defence Command Headquarters but must pass queries or communications to Unit Headquarters. The Unit Headquarters, if it cannot finalize the matter, will further the correspondence to Air Defence Command Headquarters. The same thing applies in the case of civilian volunteers. In the case of our field volunteers

the breakdown is, first, the Regional Supervisor, responsible for a regional area, under him Chief Observers responsible for individual Observation Posts and finally Official Observers. Official Observers must communicate with their Chief Observer and Chief Observers with Regional Supervisors. Regional Supervisors correspond with Detachment Commander for their area and if Detachment Commander cannot action the correspondence he will then further the query to the Unit Commanding Officer. Cases have arisen where Observers, Chief Observers or Regional Supervisors have written directly to Air Defence Command Headquarters. One case in our area recently occurred where an Official Observer wrote directly to Air Defence Command Headquarters. This individual, therefore, by-passed his Chief Observer, his Regional Supervisor, his Detachment Commander and 7 GOB Unit Commanding Officer. We would like to point out to all volunteers the proper channels of communication. If Observers wish answers on any subject they should go to their Chief Observer. Chief Observers should correspond with their Regional Supervisor. Regional Supervisors should correspond with their Detachment Commander. Please do not communicate directly with a higher formation than that immediately above you and please do not communicate on GOB matters with other agencies not directly connected with Ground Observer Corps.

REMEMBER THE "CHAIN OF COMMAND". If there is any subject on which you wish information please use proper channels of communication to the individual above you in the "Chain of Command". Do not by-pass him. Our Command Headquarters has asked that we stress this point as letters from volunteers have been coming directly to our Command Headquarters at St. Hubert.

Another point which our Command Headquarters has raised is that letters from civilian volunteers of the Ground Observer Corps have sometimes been written on Department of National Defence - Royal Canadian Air Force letterheads. This is contrary to regulations. If any of our volunteers have inadvertently been issued with official letterheads, they are asked to return them to their Detachments. This does not include form letters of appointment issued for use of Regional Supervisors in appointing Official Observers. Remember, if you have in your possession any official letterheads, do not use them and return them to your Detachment. ✓

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Letters to the Editor

IN REPLY PLEASE QUOTE

No.....



CANADA

Department of National Defence

Royal Canadian Air Force

Dear Volunteer:

Did you get the last issue of the Sky Sentinel and see our new feature, "LETTERS TO THE EDITOR"?

We asked for comments - good or bad - about the Sky Sentinel. To date not one letter has been received! Are you interested in your Sky Sentinel or should we discontinue it? Let's have some comments for the next issue. Pictures, humorous articles or any news about your Observation Post as well as comments about the Sky Sentinel will be greatly appreciated.

Yours truly,

THE EDITOR

NEWS

FROM OUR DETACHMENTS

70 GOB C Detachment, Truro

Field Activities

T-19 Lima Quebec 55 Black (Windsor) Chief Observer - Mr. E.P. Williston

One of the best organized wings parades that F/O WR Gibson has attended was held at Kings College in Windsor on 2 February 1956. All the students and members of the faculty were present making a total of close to 100. Wings were presented to 35 of the 47 Observers that Mr. Williston has recruited for the Post and he informed us that he has had more offers of service for his Post. The Post was on watch during the 24-hour modified watch and Mr. Williston has some valuable experience in the art of juggling, since he had to set up a system of watching so that the students would not miss too many classes. To Mr. Williston and members of his Observation Post we would like to say thanks very much for a job well done. Thanks also to the Headmaster for his co-operation in making the wings parade the outstanding success that it was.

"The Case of the Disappearing Post Sign"

F/O WR Gibson and Mr. David Daniels, Regional Supervisor for T-19, erected an Observation Post sign outside the entrance to an Observation Post in area T-19 one bright day in May 1955. After digging down through the clay, so common in Hants County, to a depth of 4 feet and anchoring the base of the 6 by 4 post with large rocks we stood back and admired the job. Next morning the person in charge of the property went down the road and lo and behold the sign, post and all had disappeared! After two or three days the sign was still missing, and word was spread around that the RCMP were looking for the culprits. Said sign was replaced during the hours of darkness in the same place and as sturdy as before.

Another Bit of Humour

In one of the towns in Nova Scotia where the highway makes a right angle turn from the railway tracks, one of the locals who was under the influence of some mysterious potent made the wrong turn and continued to drive his car up the track at the same time a train was approaching. The driver of the car kept pulling over to the right of the supposed highway and when he noticed the other vehicle was not yielding he decided to stop. The train stopped also and when the

engineer and fireman approached the motorist, the car operator greeted them with an outburst of how it was people like them who hogged the road that were responsible for all the accidents on the highways. He also pointed out to them that they were driving with one light.

Alfa Alfa 05 Red

Mr. T.H. Lathigee the Chief Observer of this Observation Post situated in the fishing village of Main-a-Dieu, Cape Breton has twin daughters serving as Nursing Sisters in the RCAF. They are Flying Officers Thelma and Marguerite Lathigee.

Filter Centre News

The newest team in the Filter Centre, namely the Whiz Kids, have been going all out since becoming a team. The teen-agers have been leading all other teams in attendance hours. Maybe some of the older members might like to get their teams in first place. It only takes the team spirit, like attending once a week.

Recently we have had two Boy Scout troops visit the Filter Centre. They were entertained with movies, demonstration of operations and lunch. These boys were very enthusiastic and perhaps will be future volunteers.

Cpl Aubrey Ogden and LAC Al Arsenault were up to Chatham, N.B. and to Moncton for the week-end with the Debert Flyers Hockey Team. They almost had to spend a night in the Gloucester Pen as they had the misfortune of having a broken axle just outside the golden gates. They found out later, that they wouldn't have them. (Too bad boys).

Our annual sleigh-drive and bean supper was held on Thursday evening, 16 February and was thoroughly enjoyed by all who participated. Lack of snow had many of us worried for a while but Russell Westhaver, Chairman of the entertainment committee, had promised us a sleigh ride and was determined we would have it. At seven thirty the crowd travelled by truck from the Filter Centre to the race track. There amid much merriment we piled into the waiting sleighs and dashed around the track several times before returning to the Centre. On our return we were greeted by the entertainment committee, who served us beans and brown bread, hot coffee, relish, rolls and doughnuts. Throughout the evening we enjoyed selected recordings which were loaned by Russell Westhaver. The record player was also loaned for the evening through the generosity of Mr. Ryan of the Fire Stone Store. Two very enjoyable movies were shown, "Old Land to New" and "Land of the Maharajahs". These dealt with the discovery of oil and were provided by the Imperial Oil Company. The party broke up around midnight with everyone reluctant to see a marvelous time ended.

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71 GOBC Detachment, Moncton

Elsewhere in this newsletter, you will have read of Exercise "SUN TAN" - an all out day effort which should really give us a chance to prove that we are ready. Let's keep our sights on that one and make it our perfect exercise.

Greetings From 72 Detachment at Gander

During the past week, F/O Jack Lutes visited the Gander Detachment for the first time. During the visit he met a few of the Regional Supervisors and in all cases they were most interested in the operations around the New Brunswick and Gaspé area. He brings you their greetings as well as the good wishes of F/L Gerry Hynes and his genial staff. Their hospitality left nothing to be desired and if you ever want a refreshing and interesting vacation, take your fishing rod and head for Canada's newest province.

New Supervisor

We welcome to the fold Mr. Edward A. Kukurski - an ex RCAF Flight Engineer who has taken over the duties of Regional Supervisor in Area M-10. Ed hails from Perth and is employed as a New Brunswick Traffic Inspector for that area. The best of luck to our new Supervisor - we feel he'll do a bang up job.

One --- Unknown

We must tell this one on Mrs. Herb Tait - the charming wife of our Chief Observer at Norton. F/O Thompson picked up the facts during a recent visit. It seems that during "Top Coat" Mrs. Tait noticed what had all the appearances of a bomber in flight - not only that, the drone of engines seemed to pour forth from the object in question. Mrs. Tait placed her aircraft flash. A few moments later, as she took up her watch again, she saw what she thought was the same aircraft - lo and behold she started to blush. The Bomber was none other than a Black Crow - and the aircraft engines turned out to be a bulldozer sneaking down the road past her house !!! Don't worry Mrs. Tait - some of us have pulled boners of a much bigger size - we're happy you were so faithfully on duty - we promised to keep the crows out of your area during "Sun Tan"..... ✓

A GOING CONCERN...

Recently, F/O Bob Hussey and F/O Jack Lutes had the pleasure of making visits to the various Regional Supervisors - while they were able to see most of them - they still have a few to contact, and undoubtedly will finish off their trip during this month. However, one of the real pleasant and enjoyable few hours they spent was at the home of Mr. & Mrs. Ken Arnburg at Kingsclear. Travelling with them at the

time was Col. H.H. Ritchie, the Regional Supervisor of Area M-21. After eating a meal the likes of which both haven't seen in some time, they found it difficult to push away from the table - and not only that - Ken got interested in building an Observation Post and the result is that Kingsclear can look forward to it's own O.P. which is now under construction. It will be built entirely by this one Chief Observer. There should be a gala opening sometime during the month of May - you'll hear more about it and in addition, there will be pictures in the Sky Sentinel. And who is the young lady who stands the long hours of watch at this Post during those exercises?? None other than Mrs. Arnburg, who during "Top Coat" handled a total of 52 calls all by herself. There won't be any planes sneaking thru this area in an emergency because Mrs. Arnburg apparently can place Aircraft Flash calls just as well as she can cook - and boy she sure can cook - ask Col. Ritchie or F/O Hussey or F/O Lutes.

Bear Island

Frank Murch and his post hit the news again and this time it is to report that their lovely new post is nearly completed. We hear that the opening is planned in the vicinity of 21-24 May. We are certainly looking forward to that and if any of you happen to be in the vicinity near that time, drop in and have a look - it is a beautiful Observation Post.

Shrove Tuesday

Walter Wade of area M-16 made sure F/Os Lutes and Hussey would have the traditional pancakes on the above day - during their visit with Walter - he stuffed F/Os Hussey and Lutes to the hilt - many thanks Mrs. Wade - Walter is a lucky man...

Farewell

We seem to be picking up more news items - keep us informed and we'll print your stories - we love to get them. See you in a couple of months.....

72 GOBC Detachment, Gander

Field Visits

With the coming of Spring, training teams from this Detachment will again be taking to the roads and the high seas to visit Observation Posts which are practically impossible to visit during the winter months.

Travel by boats does not permit advance notice as to the date the training team will be visiting your Observation Post. The weather and

sea conditions prohibit the following of a well calculated schedule.

New Chief Observers in Area N-18

We would like to welcome Mr. Donald Thistle, Chief Observer of Observation Post CHARLIE DELTA 15 BLACK, Steady Brook, Humber Valley, Nfld., and Mr. Herbert Taylor, Chief Observer of Observation Post CHARLIE ECHO 20 BLACK, Pasadena, Humber Valley, Nfld., to the ranks of the Royal Canadian Air Force, Ground Observer Corps.

A hearty "Thank You" to Mr. Walter LeMessurier, Regional Supervisor of Regional Area N18 for his co-operation and assistance during the period the Ground Observer Corps Static Display was on show at the Cornerbrook Co-Operative Store.

Transferred

F/L GW (Gerry) Hynes, Detachment Commander, 72 GOBc Detachment Gander, Nfld. was recently transferred to 70 GOBc Detachment, Truro, N.S. as Detachment Commander.

We know Gerry's many friends in Newfoundland are sorry to see him leave Gander. Health and Happiness are the wishes of all for Gerry and his family in the future.

LAC FD Sullivan has been posted to London, Ont., for Aircrew selection. It is hoped that Dave might have a very bright future in his venture in Aircrew training.

"Sky Sentinel" Contributors

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". The "Sky Sentinel" is YOUR Newsletter - Let's make it more interesting.

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Answers to Aircraft Rec. Quiz

1. Stratocruiser
2. B36
3. Neptune
4. F86 Sabre
5. T33 Silver Star
6. Lancaster
7. B47 Stratojet

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