

The Sky Sentinel

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Volume VI ISSUE 1

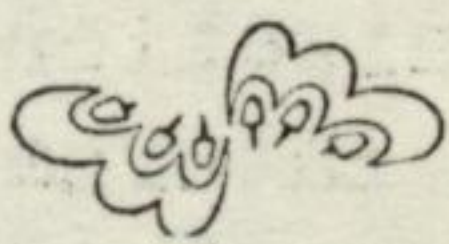
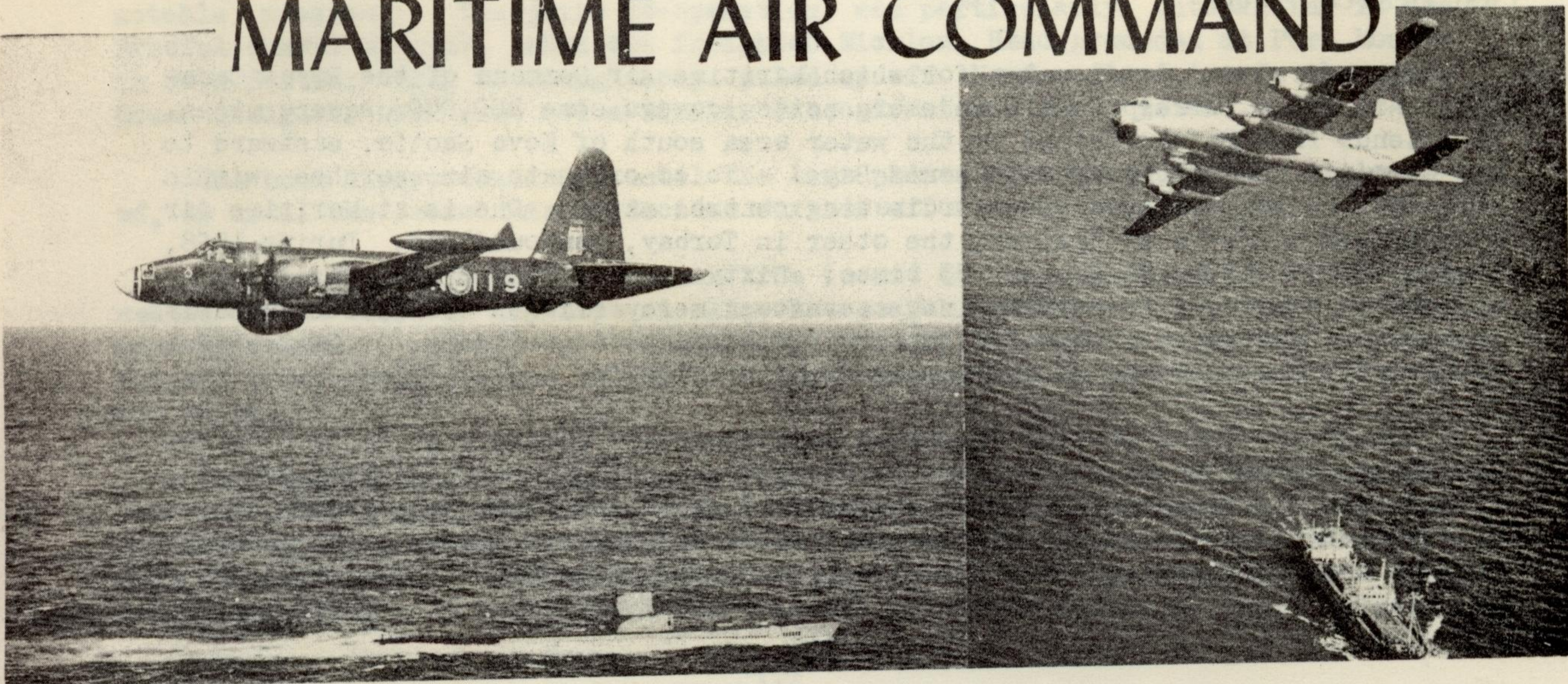
NO. 7 RCAF GOBC UNIT

The "Sky Sentinel" is a bi-monthly information bulletin published by 7 GOBc Unit, Halifax, N.S.

Views expressed in the Sky Sentinel are those of the writers expressing them and do not necessarily reflect the official opinions of the Royal Canadian Air Force.

Authorized as Second Class Mail,
Post Office Department, Ottawa.

MARITIME AIR COMMAND



CARRYING out a high priority Operational role is the RCAF's Maritime Air Command. With headquarters at Halifax, M.A.C. is responsible for antisubmarine warfare, reconnaissance and convoy patrols and naval cooperation duties. Squadrons under M.A.C. are located on both coasts. Twin-engine Neptune and four-engined Argus aircraft have replaced the veteran Lancasters on the east coast, and recently Neptunes took over the Pacific Patrol task, operating from RCAF Station Comox, BC.

The Air Officer Commanding, Maritime Air Command hails from North Devon N.B. He actually has two jobs: He is responsible to the Chief of the Air Staff for the air forces allotted to his control as A.O.C. Maritime Air Command. He is also presently serving as Deputy Commander of the Joint Maritime Headquarters at Halifax. This Joint Maritime Headquarters provides integrated operational control of forces assigned to the maritime defence of the Atlantic coast of Canada. Its commander may be either an R.C.N. or an RCAF officer and, in wartime, would be responsible operationally to the Supreme Allied Commander Atlantic (SACLANT) under North Atlantic Treaty Organization agreements.

Air Cdre. W. I. Clements, O. B. E.
A. O. C., Maritime Air Command



Vast Search Area

The search and rescue area for which Maritime Air Command of the Royal Canadian Air Force is responsible in emergencies covers some 200,000 square miles. It extends from Baffin Island to the water area south of Nova Scotia, eastward to mid-Atlantic and westward to Hudson's Bay. To co-ordinate air searches within this vast region, two rescue co-ordinating centres exist. One is at Maritime Air Command headquarters at Halifax, the other in Torbay, Newfoundland. During 1958, these centres were called upon 123 times. Sixty-three of these missions involved aircraft, twenty-eight were marine, seventeen mercy flights and fifteen miscellaneous, involving searches for hunters, fishermen and children. RCAF planes flew a total of 1,100 hours in response to the calls for aid.

Planes from RCAF Station Greenwood were recently called upon to join in the search for a New Brunswick student pilot lost on a flight between Saint John and Fredericton. He eventually was located safe northwest of Newcastle as the result of a report made by a member of the civilian Ground Observer Corps. In this instance, an RCAF officer from Greenwood took over direction of the hunt for the missing flier as search master at Fredericton.

Map-lined Room

Canada's Search and Rescue Organization first came into being on the east coast, following 1946 commitments to an International Civil Aviation Organization conference held in Dublin. The idea was later extended to cover the west coast and still later to take in the whole country, chopping it into administrative areas like five giant slices of pie.

Canada's air force is proud of its life-saving department, but it won't accept congratulations unless full credit is given to those who fit into the wide network and who first pass in the tip that somebody is in difficulties.

In a map-lined, radio and telephone-crammed nerve centre in Halifax, Flight Lieutenant L. V. Laycock (Maritime Flying Control Officer) is happy to relate stories of quick rescues, but there is always a compliment for the Ground Observer Corps volunteer, the fisherman, lighthouse keeper or RCMP constable "who brought us on the job in the first place."

He cites the alertness of a Rexton, N.B. ground observer as a perfect example of how public co-operation and proper information can be effective.

The IFF signal (common translation: Identification of Friend and Foe) on a New Brunswick radar station unit flashed a "Mayday", or distress signal. Almost simultaneously, some miles away the ground observer noted an F-86 Sabre jet in trouble and saw its pilot bailing out. The observer put through an emergency call to his Moncton "filter" centre.

"We had a search aircraft in the air before that parachuting pilot hit the ground," says F/L Laycock.

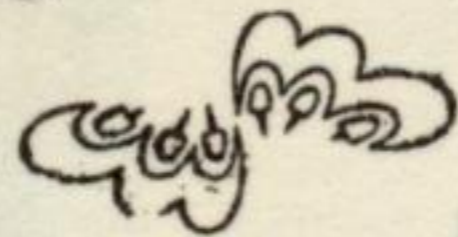
Ground observers, radar operators, watchful skippers at sea, Air Transport Command personnel, forest rangers and even telephone operators - all form the eyes and ears of Search and Rescue. Such people form the long defensive line - their fast and accurate reports can often mean the difference between life and death for those in trouble.

At sea, the air force and the navy have combined their talents on many a notable mission. The joint co-operation was particularly outstanding in the fateful summer of 1947, when the freighter Wicklow Head grounded at Port Mouton in Nova Scotia; when the Langlecrag piled up off Newfoundland, and when the Greek freighter Manhasset met a similar fate off stormy Sable Island.

The hunt always continues until the lost plane, boat or individual is located, or until the search master decides further effort will be of no use.

His guiding rule is that human life is not to be measured in dollars and cents; while there is any hope at all, the search patterns over ocean or bush must be traced. How long the hunt continues will depend on such factors as elapsed time, conditions of terrain, temperatures, height of waves, wind velocity and so on.

This annual operation can cost millions. Some sources have estimated that the six-plane search for Toronto Maple Leaf hockey player Bill Barilko and his hunting companion Dr. Henry Hudson - back in August of 1951 - cost something like \$365,000. Search and Rescue has no knowledge of this, being more concerned with debits and credits on a different ledger.



THE ARGUS

PERSONALITIES



JAMES B. FLEURY Regional Supervisor T 4

70 GOBC DETACHMENT TRURO takes pleasure in introducing the regional supervisor covering the Truro-Parrsboro district.

Mr. Fleury was born in 1922 at Westville, Pictou County and educated at Westville High School. At a very early age he was associated with the Canadian Army, serving with the non-permanent militia from 1937-39. From 1939 to 1946 he was on active service, mainly with the famous North Nova Scotia Highlanders. He was wounded while serving with his regiment in Germany. After a period with the Army of Occupation, he returned to Canada and was demobilized in 1946 with the rank of Captain.

Mr. Fleury was appointed by the Federal Department of Fisheries as a Fisheries Officer in early 1947 and has since that time been located in Truro. He resides at 242 Willow Street with his wife and four children. Active in community affairs, he is a member of the Canadian Legion, the Truro Kinsmen Club and the Holy Name Society. His hobbies include boating, hunting, bowling and, of course, fishing.

Appointed as Regional Supervisor for Area T4 in July, 1954, Mr. Fleury has eleven Observation Posts in his area. Paying regular visits to these posts, along with his other fisheries duties, keeps Mr. Fleury very busy.



MRS. LORETTA ROSCOE
Team Captain of the Atlantic Jets

72 GOBC DETACHMENT GANDER'S personality for this issue of the Sky Sentinel is Mrs. Loretta Roscoe who was born and educated in Grand Falls, Newfoundland, graduating from Notre Dame Academy. Loretta is somewhat of a world traveller having been with BOAC in such places as Montreal, Bermuda and Baltimore. On August 21, 1947 she married Don Roscoe at Johnstown, Pa. and in the same year Don was transferred to Gander for a two-year tour with Allied Aviation Services. As shown in the above photo, they are the proud parents of two healthy boys.

On May 14, 1954 Loretta joined the Filter Centre and immediately became popular with her fellow volunteers, showing an active interest in the Centre and all its activities. She received her GOBC Wings on December 8, 1955 and has since become a member of the 250-Hour Honour Roll. Loretta has made our job at the Filter Centre much easier and we look forward to many more years with a fine person.

GROUND-AIR EMERGENCY CODE

Require Doctor Serious injuries	I
Require medical supplies	II
Unable to Proceed	X
Require Food & Water	F
Require Firearms and Ammunition	∨
Require Map and Compass	□
Require Signal Lamp with Battery and Radio	— —
Indicate Direction to Proceed	∧
Am proceeding in this direction	↑
Will attempt take off	▷
Aircraft seriously damaged	◻
Probably safe to land here	△
Require Fuel and Oil	L
All well	LL
No	N
Yes	Y
Not understood	JL
Require Engineer	W

GARNETT TURNER



71 GOBC DETACHMENT MONCTON presents Mr. Garnett Turner of Kensington PEI to the readers of the Sky Sentinel.

Garnett became an official observer when the Ground Observer Corps was organized in PEI. His keen interest has continued through the years and through his subsequent appointment as Chief Observer, and as Regional Supervisor which he now holds.

Mr. Turner was born in Charlottetown and spent his youth in Prince Edward Island. Too young to join the Armed Forces at the outbreak of World War II, he served for two years in the Merchant Marine. He ended his sea career by joining the Canadian Army and served until being demobilized at the end of hostilities. Garnett is married and father of two girls and one boy and is a partner in a garage business. Much of his spare time is taken up by duties on the Executive of the local branch of the Canadian Legion. Actively pursuing a woodcraft hobby, he still maintains a keen interest in baseball and hockey.

Quiz by 70 GOBC Detachment

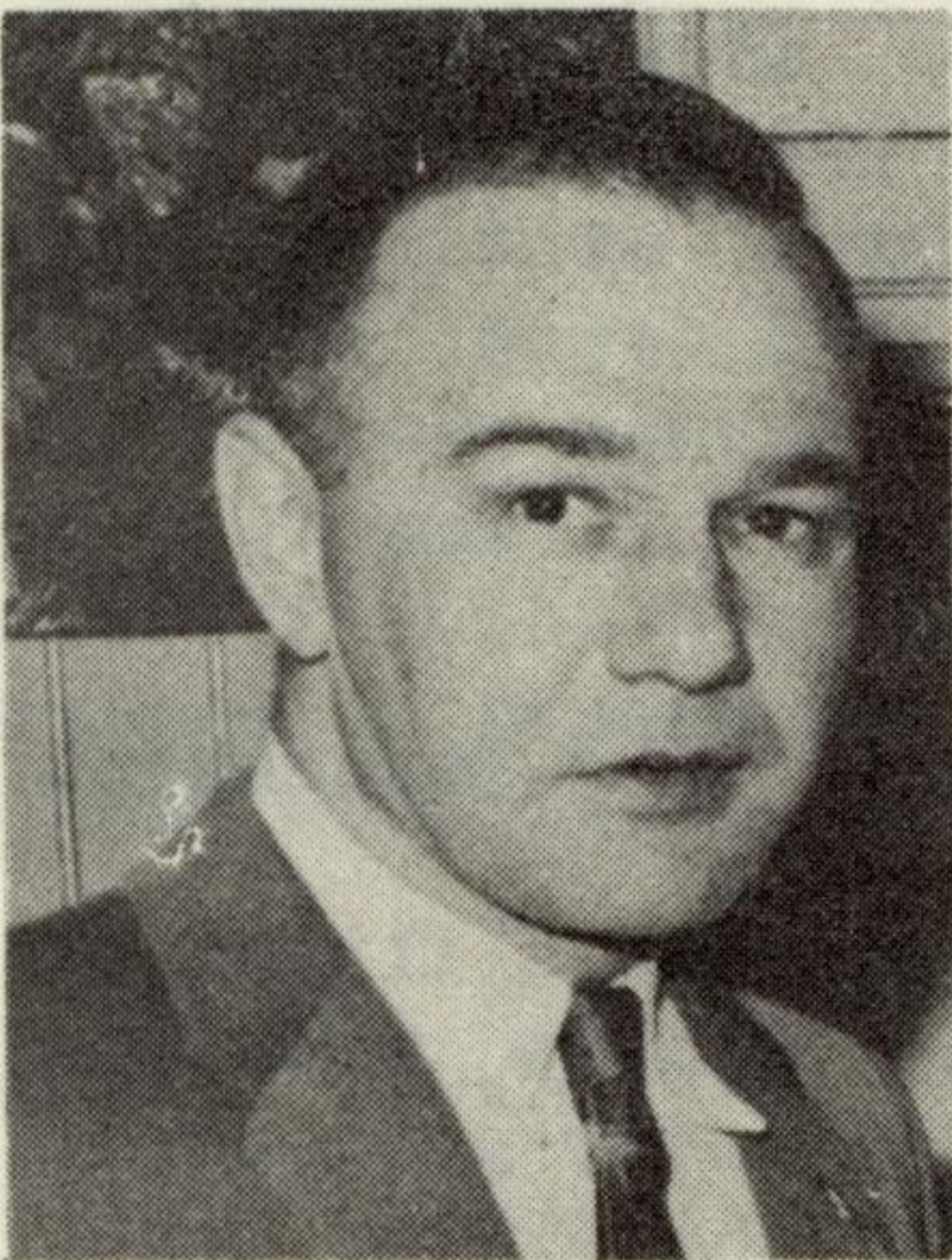
1. You have just reported a flight of aircraft to the Filter Centre when another aircraft flies over your post. DO YOU disconnect with the Filter Centre, make out a new message and 'phone it through?
- (2) WHAT HAPPENS to Aircraft Flash Message Forms (R363s) at the end of each month, and after exercises?
- (3) SHOULD an aircraft be reported immediately it is sighted?
- (4) You are an observer on duty and although you hear an aircraft, you cannot see it due to low cloud. IS IT necessary to report it? (SEE PAGE 9)



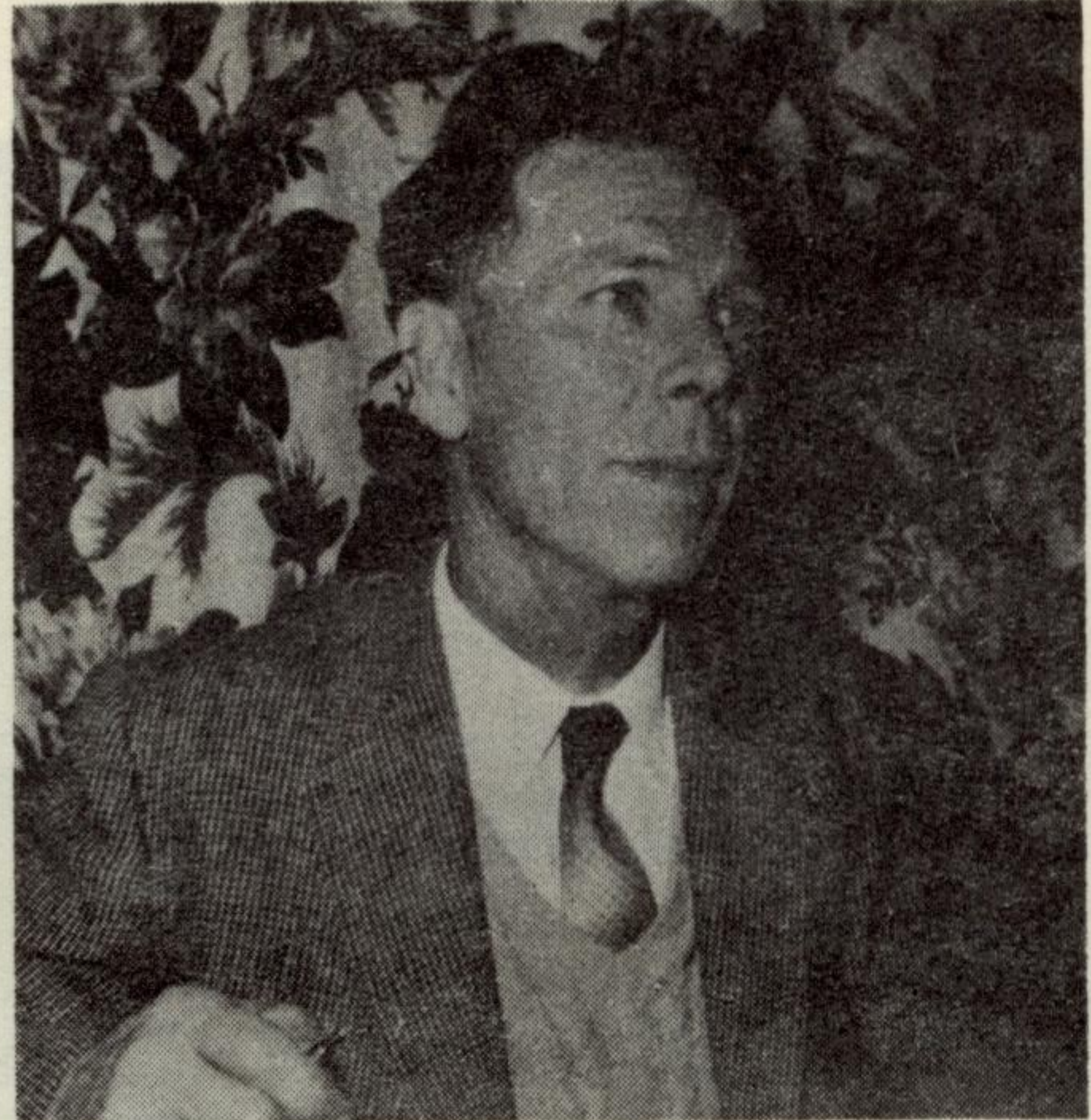
— New Regional Supervisor —

Mr. Douglas Sherwood of Sydney NS becomes the new Regional Supervisor of the Sydney area T24. He succeeds the late Lt. Col. T.S. MacLanders.

Mr. Sherwood graduated from Sydney Academy in 1939 and enlisted in the RCAF in 1940. He trained as a fighter pilot and saw active service in England, the Middle East, France, Belgium and Holland. He was shot down in Holland in September 1944 and was reported as "killed in action". However, with the assistance of the Dutch, he escaped to the British lines in October 1944. He was discharged in 1945 with the rank of Flight Lieutenant. "Doug" owns a transfer business and also works as a salesman for the Burns Meat Company. He is married and resides at Coxheath, near Sydney with his wife, Ruth and three children. He is active in Home and School Association, church activities and is President of the Riverview Y's Men's Club



MR.
DOUGLAS
SHERWOOD



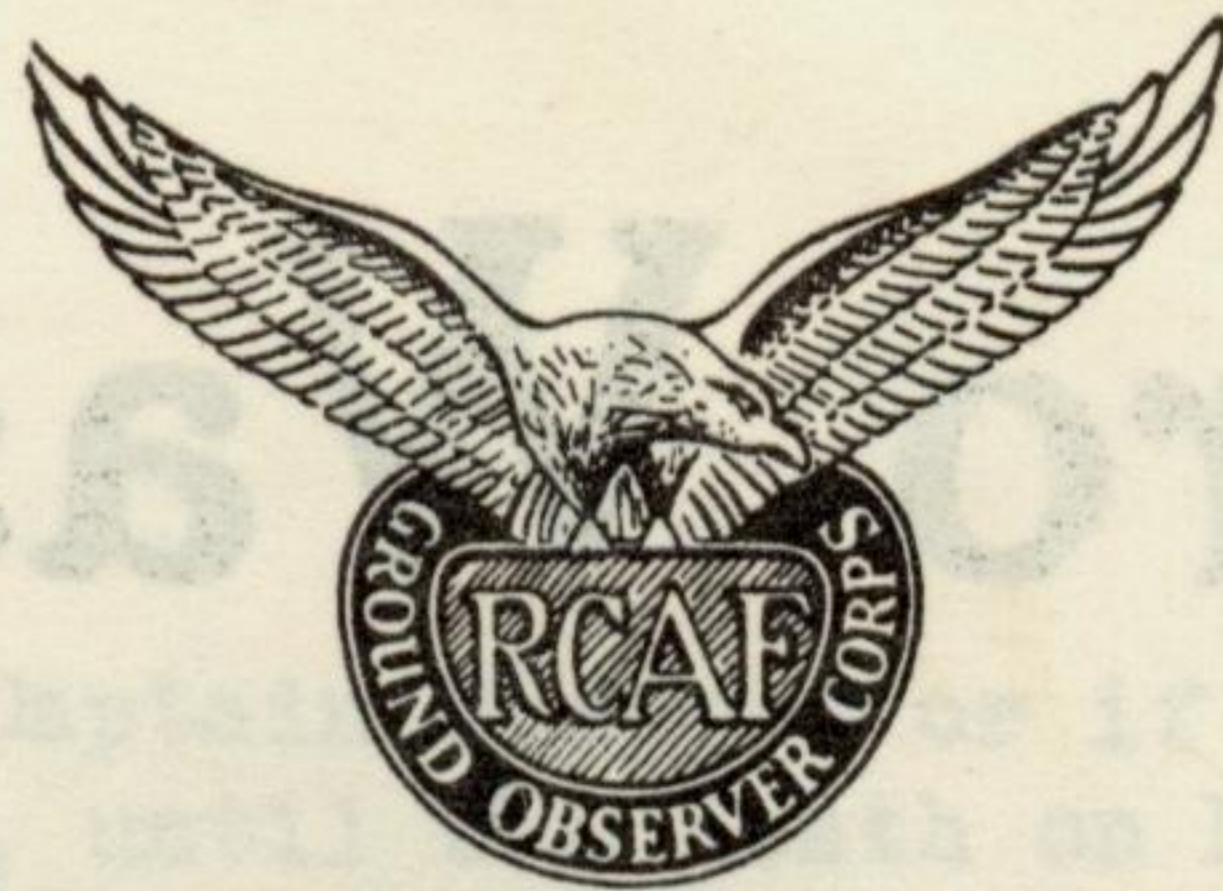
We welcome Mr. B. R. Glencross, Assistant Regional Supervisor of T16 who now becomes Regional Supervisor for the Bridgewater area. Mr. Glencross succeeds Mr. C. L. J. Johnson in this important GOBC task. Mr. Johnson found it necessary to resign due to personal business and we take this opportunity to thank him for his interest in the Ground Observer Corps and to wish him well in the years ahead.

Mr. Glencross is a native of England, claiming as his birthplace the famous town of Stratford-on-Avon. He came to Canada as a youth of sixteen and enlisted with the then fledgling RCAF in 1929, serving until the depression resulted in a cut in personnel. Transferring to the RCMP, he served with that branch until 1952 when he again joined the RCAF for a short tour as a special investigator.

Today, you will find Mr. Glencross living in semi-retirement in Bridgewater. We say "semi" because it would seem impossible for him to retire fully for he still finds time to work as an insurance underwriter and also, we are happy to say, to serve as our Regional Supervisor. It is very gratifying to see a person with many years of public service behind him again offering his assistance in a voluntary capacity.

MR.
C. L. J.
JOHNSON



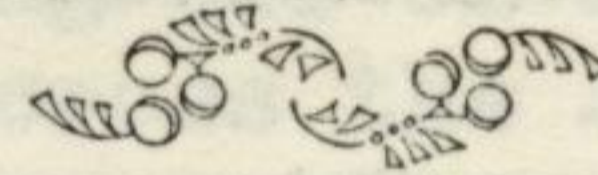


PARADE

ON MONDAY, DECEMBER 8, 1958 a Wings Parade was held at Thompson High School Auditorium, North Sydney, NS, for members of the GObC of the North Sydney and Florence Posts.

Attending were members of the Cabot and McCurdy Air Cadet Corps, F/O R. B. MacLeod, Captain J. M. Wilson (Supervisor Area T 12), Mr. J. B. MacLean (Chief Observer North Sydney Post), M.S. Killen of the Air Cadet Corps of North Sydney and Mrs. Donald Groves, only lady instructress in the Air Cadets for the Dominion of Canada.

WINGS were presented to Mr. MacLean and to eleven members of the Florence Post, also to eighteen young ladies of the North Sydney Post.



FIELD TALKS

Flying Officer R. B. Macleod and Captain J. M. Wilson, Regional Supervisor of T 12, spoke to a meeting of the Bras d'Or Officials Club on December 6. Their talk concerned the organization of the Ground Observer Corps and the important work carried out by civilian volunteers all over Canada. A film depicting the work of the Corps members was shown.

Chief Observer of the North Sydney post is Mr. Bill Keeping, who also spoke to the group and answered questions relative to the organization of the Corps at the Observation Post level.

EDITOR'S NOTE:-

Ground Observer Corps officers are always willing and eager to speak to the various service clubs, church groups, Home and School Associations, etc. Chief Observers and Regional Supervisors are urged to make arrangements for guest speakers with the Detachment who will fulfil requests if possible.

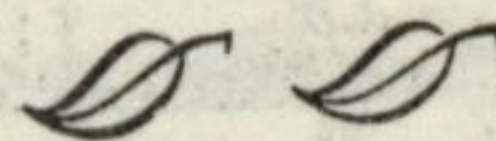
Dr. J. Royden Trainor, appointed Chief Observer at Port Hawkesbury on December 11, 1958, continues the line of Trainors interested in the Ground Observer Corps. His father, the late Dr. J. C. Trainor, served faithfully as Regional Supervisor for Area T 23 until his death in 1957.

Dr. Trainor was born in Port Hawkesbury on May 31, 1930. There he received his early education then entered Saint Francis Xavier University and graduated with a Bachelor of Arts degree. While there, he was a member of the Officers Training Corps (Army). He graduated from Dalhousie University in 1956 as Doctor of Dental Surgery.



Dr. J. Royden Trainor

A new Observation Post has been organized at Falmouth in Area T19, with Mr. Roland MacKenzie as Chief Observer. At Kings College, Windsor, Mr. Lloyd Gesner, the Headmaster at Kings, is the new Chief Observer and a teacher, Mr. Paul Godfrey, is Assistant Chief Observer



Truro Was Base Of Pioneering Airline

8

F/L G. W. HYNES

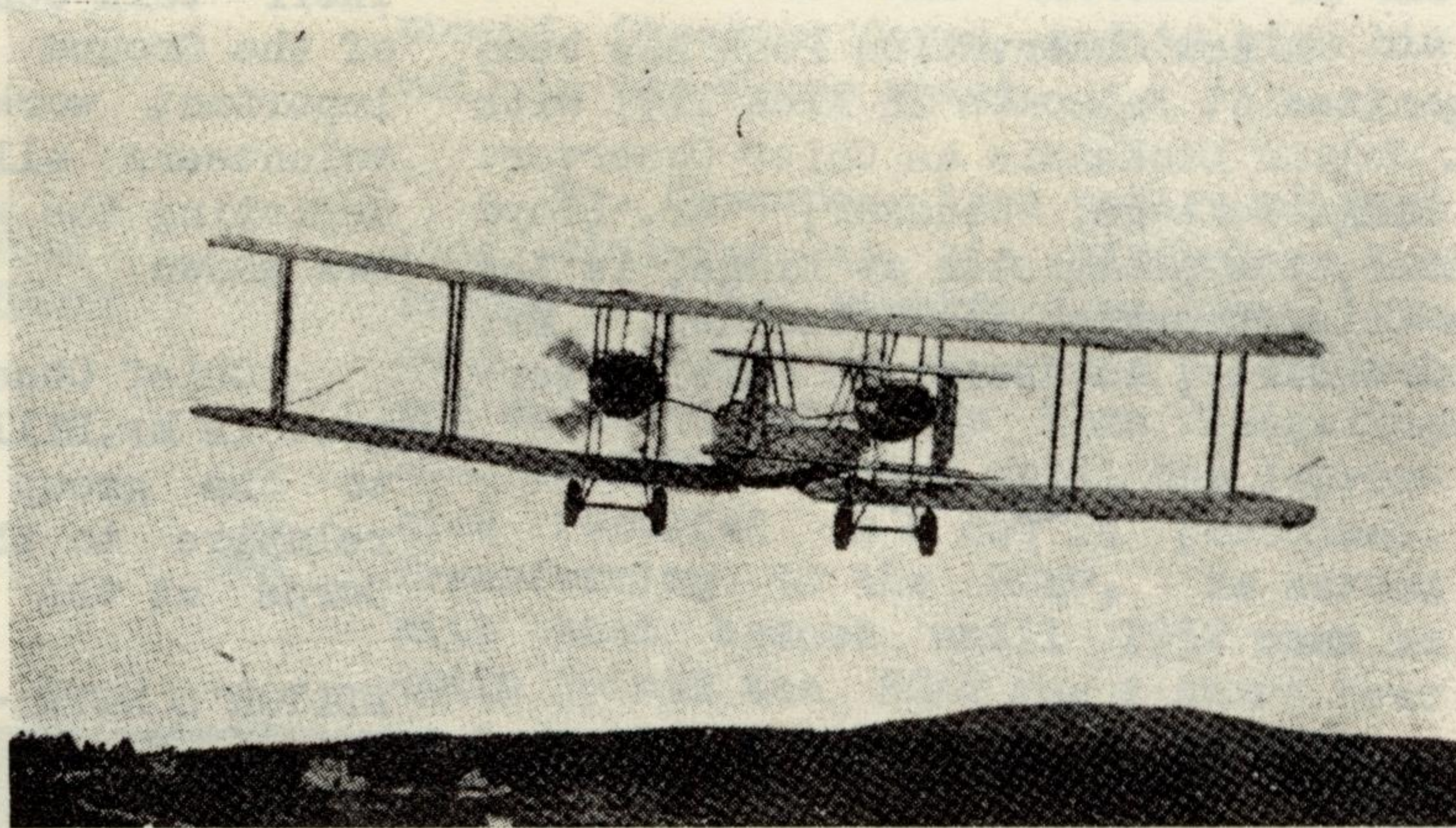
Those interested in or associated with aviation, or anything aeronautical, will have read in the newspapers that 1959 is the Fiftieth Anniversary of the first flight made by a heavier-than-air machine in the British Empire. This historic flight was made on February 23, 1909 at Baddeck, Cape Breton by Mr. J. A. D. McCurdy, a young flyer who was associated with the famous Alexander Graham Bell.

In the slow development of aviation that followed McCurdy's pioneering flight, Canada certainly played her part. Although at the beginning of World War I Canada had neither pilots nor aircraft in her armed forces, the importance of flying began to take enormous strides. The Royal Flying Corps, forerunner of the Royal Air Force, set up several training schools in Canada and trained over 3,000 pilots. Thousands more Canadians trained in England with the Royal Air Force and many of them won fame as fighter pilots.

It was natural, then, that aviation should start booming in the years following the end of World War I. Canada's hitherto unexplored northern country was a great challenge and many pilots started their own business in flying personnel and supplies to the North.

The eastern portion of Canada (in the area covered by our 7 GObC Unit) is also rich in aviation heritage. In addition to McCurdy's flight in 1909, Alcock and Brown made the first trans-Atlantic flight from Newfoundland to Ireland in 1919, using a Vickers Vimy bomber. They landed in Ireland at 8:40 GMT after about 16 hours' flying in appalling weather, but with the very necessary tail wind. Both secured knighthoods in recognition of their bravery.

While these important feats are history to most Sky Sentinel readers, we wonder if very many are aware that Truro, the home of 70 GObC Detachment Filter Centre, was the location of one of the very early flying schools and also of Eastern Canada Air Lines, one of the earliest commercial aviation enterprises. Captain Laurie De Vere Stevens, A royal Air Force veteran, formed a flying school known as the De Vere Aviation School in Truro in 1918. In 1919, he



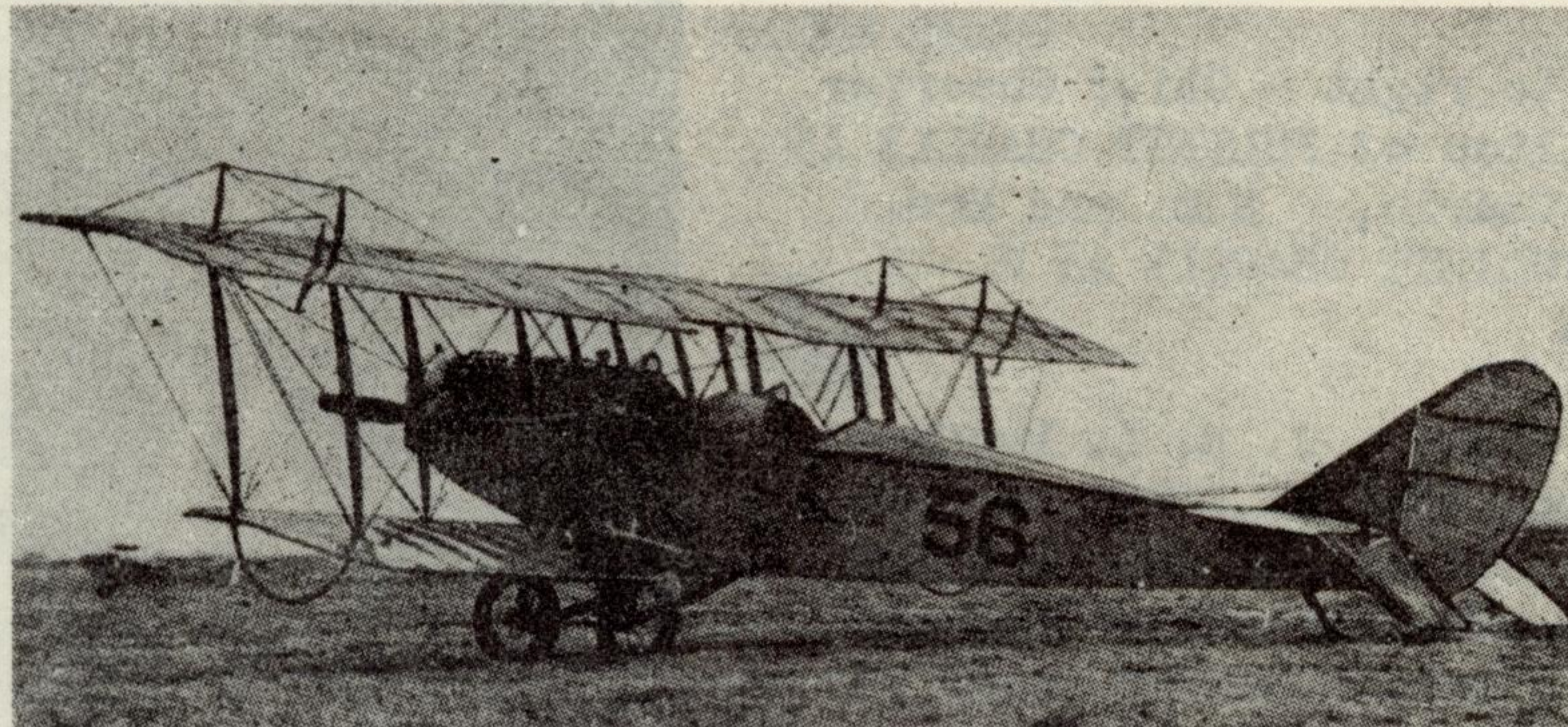
VICKERS VIMY taking off from Newfoundland on the first successful transAtlantic flight on June 14, 1919, manned by Capt. John Alcock and Lieut. A. W. Brown.

formed Eastern Canada Air Lines and, along with Lt. Logan Barnhill, another Royal Air Force veteran, did much to foster interest in aviation. Using a two-seater bi-plane known as the "Jenny" they barnstormed all over the Maritimes, searched for seal herds for Newfoundland sealers and even flew the Maritimes' first air mail from Charlottetown to Truro. On Monday, September 29, 1919 Captain Stevens and Lt. Barnhill carried, in addition to a number of pieces of air mail, special letters from the Mayor of Charlottetown to the Mayor of Truro.

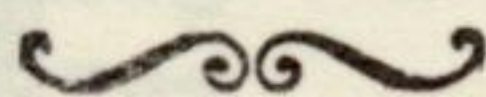
We do not know the present whereabouts of Captain Stevens or if he is still alive. Lt. Barnhill afterwards studied law and, until his death on November 11, 1958, he was Crown Prosecutor at Truro. At least two of the original members of the staff of Eastern Canada Air Lines are alive today and both are serving as volunteer members of the Ground Observer Corps. They are Group Captain M.L. Colp RCAF (ret.) Regional Supervisor of Area T15, and Wing Commander E.C. Atkinson RCAF (ret.) Regional Supervisor of Area T2. Group Captain Colp, a native of Liverpool, served with the Royal Flying Corps and the Royal Air Force in World War I and joined the Eastern Canada Air Lines as a rigger (Air Frame Mechanic) in 1919. He afterwards joined the Royal Canadian Air Force and retired in 1946. He has been associated with the Ground Observer Corps in the Liverpool area since 1952. Wing Commander Atkinson, a native of England, also served with the Royal Air Force in World War I and came to Canada in 1918. He joined Eastern Canada Air Lines in 1919 as a fitter (flying mechanic), served with the Royal Canadian Air Force from 1939 to 1945 as an aeronautical engineer and is presently owner and operator of the Banks Hardware Company in Annapolis.

The writer, on a number of occasions, spent many enjoyable hours talking with Wing Commander Atkinson and Group Captain Colp about the pioneer days in aviation. Both of these gentlemen, each with a wealth of experience in aviation, can relate many interesting details and humorous incidents concerning their early flying experiences.

Eastern Canada Air Lines operated with the Curtiss "Jenny" for several years in Truro but, in the middle twenties, there was a falling-off of interest in flying which was not revived until the first solo flight across the Atlantic in 1927.



RECALLED with affection by veteran Canadian pilots, the Curtiss JN-4 "Jenny." More than 1,000 of these were produced in Toronto during the first world war.



ANSWERS TO

Q U I Z

- (1) NO. Before the plotter says "check thank you" for the first message, you say, "I have a further message for you" and continue with second aircraft flash.
- (2) They must be forwarded to the detachment in your area.
- (3) NO. It should be reported when it is at its nearest point to the Observation Post. However, the call should be placed when aircraft is sighted.
- (4) YES. You are telling the Filter Centre the most important part of aircraft detection — that an aircraft was at a certain place at a specific time. Further, you could quite possibly give the direction the aircraft is heading as the engine sound fades.

News

Items

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FROM



DETACHMENT

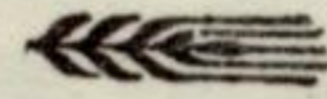


Mr. Alfred J. Mazerolle, Chief Observer of Lima Charlie 00 Black, Eal River Bridge, kindly sent the photo at left taken during a training meeting at his observation post.

Front: left to right - Oliver Sippley Wilbert Carroll, Paul Mazerolle, Gilles Mazerolle.

Centre: left to right - Norman Duplessis Mrs. Alfred Mazerolle, Ephrem Richard, Bill Duplessis.

Back: left to right - Alfred Mazerolle F/O R. E. Beaton, Aube Duplessis.



Front: left to right - Chief Observer Mrs. M. I. Hamilton of JULIETT CHARLIE 45 45 RED, River Charlo, N.B. and Mrs. G. S. Nichol, JULIETT CHARLIE 45 BLACK, New Mills, N.B.

Back: left to right - J. H. L. MacCaull Chief Observer of JULIETT DELTA 30 RED, Dalhousie, N.B. and Mr. Gordon Kingston of Campbellton, Regional Supervisor of AREA M 5

Mr. MacCaull played host to members of the two other observation posts on the occasion of a combined training meeting in Dalhousie.

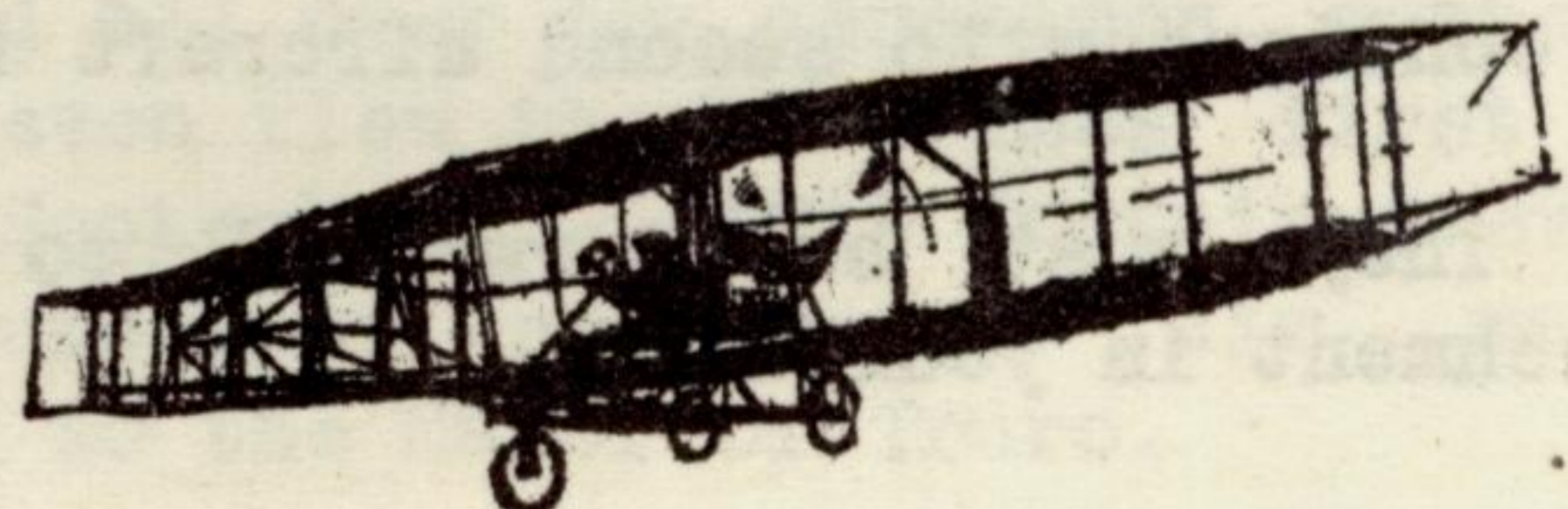


RCAF NEWS

F/O "Nick" Nicholson recently joined the staff of 71 GOBc Detachment following service with No. 2 Wing Grostonquin France. Nick's wife and daughter Kathy have joined him in Moncton and are happily settled.

A true Maritime, Nick hails from Halifax and is looking forward to meeting all our volunteers in the field.

CONGRATULATIONS are extended to F/O "MEL" Vince and his wife on the recent arrival of a baby girl, born January 24



"Aircraft Flash!"

ONE CALL CAN Save Lives

Fulton Green, an official observer at Blissfield, N.B., initiated an Aircraft Flash Message which was instrumental in locating a lost aircraft.

On January 19, a Fleet Canuck owned by Fredericton Aviation Limited was reported overdue on a train-flight. Six RCAF and twelve civilian aircraft searched a large portion of



MR. FULTON GREEN

New Brunswick, without success.

On the afternoon of the 20th, the downed plane was sighted by aircraft directed by the report sent in by Fulton Green. The pilot was brought out, none the worse for his overnight stay in the bush. Congratulations are extended to Mr. Green for his alert cooperation

Early warning radar sites



FEBRUARY 1 was "D" Day for the Royal Canadian Air Force. On this date they assumed responsibility for the manning of most of the operational positions at Distant Early Warning (DEW) Line stations in Canada.

U.S. Air Force officers now manning the posts will be replaced progressively as the men of the RCAF are trained in the functions of this 3,000-mile Arctic radar fence which helps guard the continent against enemy air attack.

The switch is in keeping with an agreement made when the DEW Line was first conceived in 1953. The U.S. Government was authorized by the Canadian Government to establish the warning net in Canada and to man and operate this line for a certain period on the understanding that Canada would be free to review this decision if conditions should change in the meantime.

With the establishment in 1957 of the North American Air Defence Command and the joining of air defence forces of both nations under one unified command the situation changed, and the RCAF can now assume the station manning responsibility.

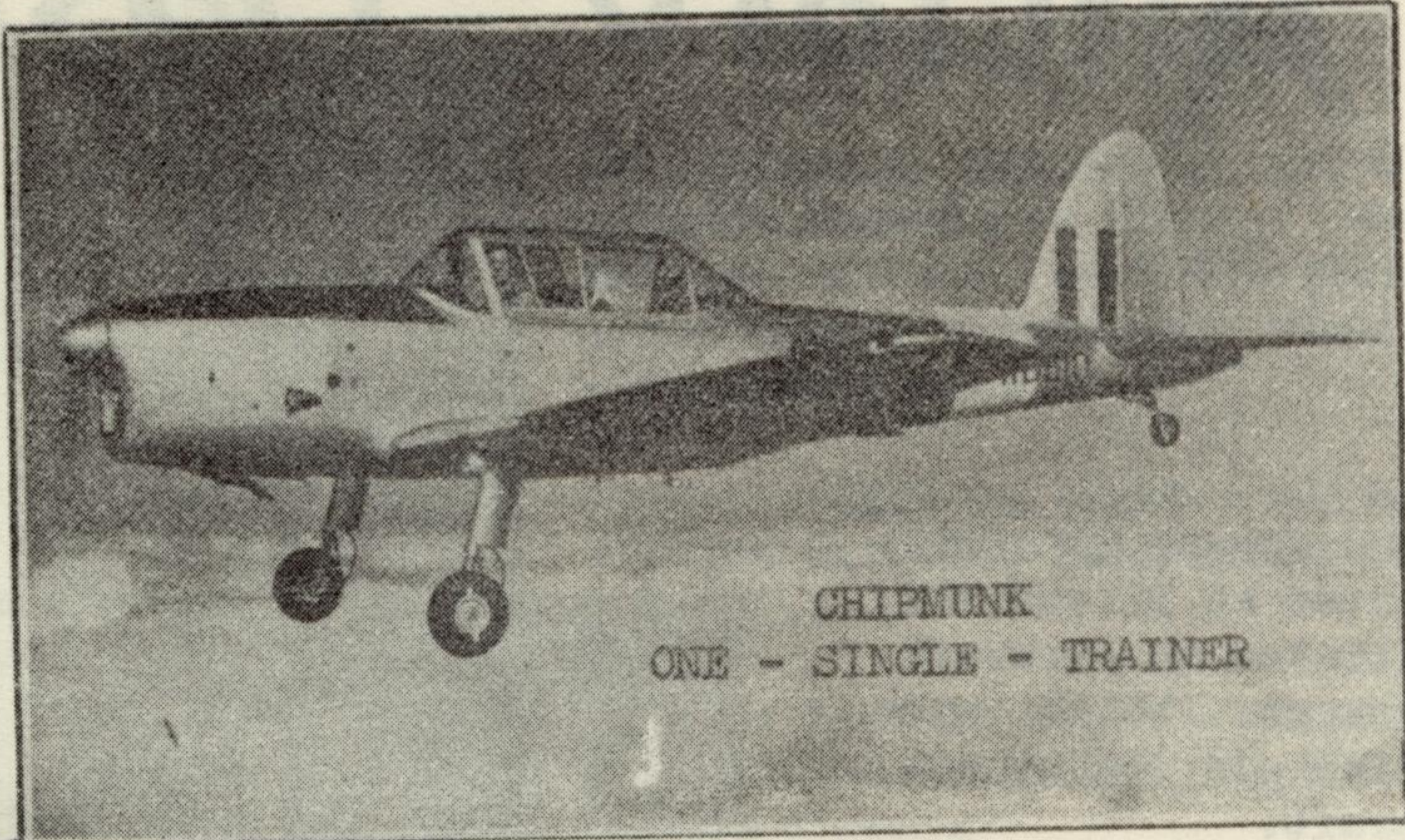
The Canadians will relieve approximately two dozen USAF officers, but some Americans will remain at certain main stations to maintain liaison between the Air Force and civilian contractors providing logistical support.

While supervision is maintained by military officers, the bulk of the personnel manning the line are civilian employees. With few exceptions the civilian positions are also filled by Canadians.

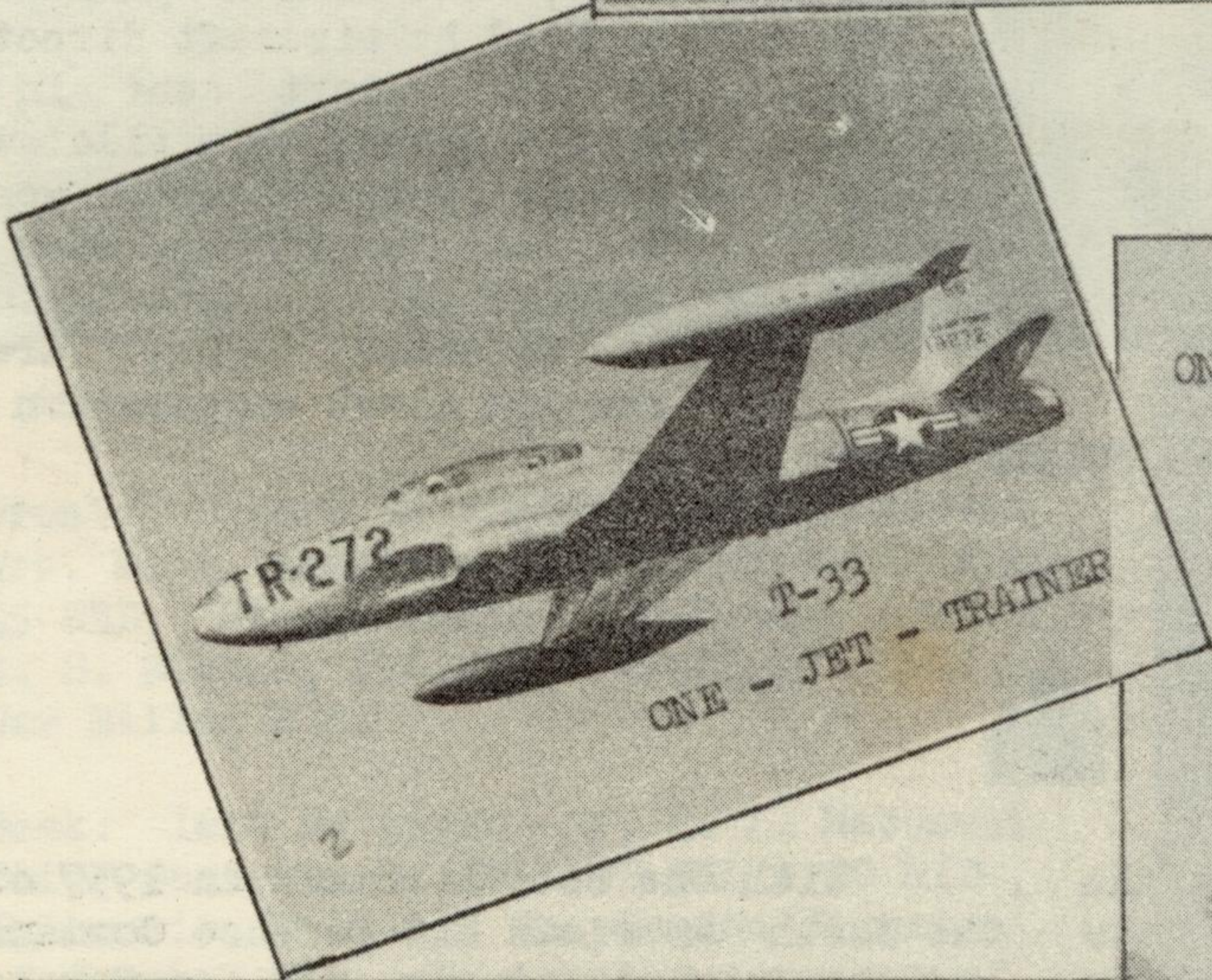
(NORAD RELEASE)



Aircraft Recognition



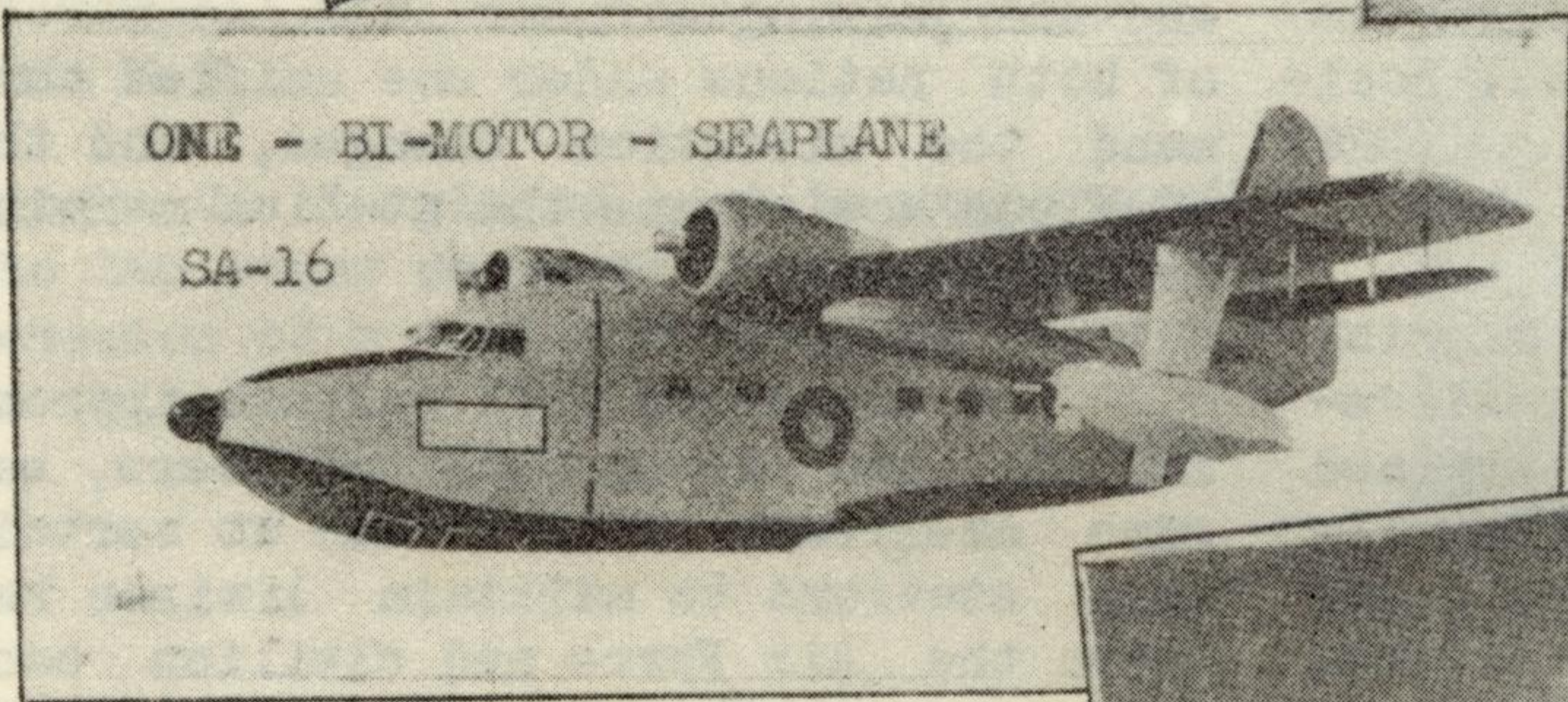
CHIPMUNK
ONE - SINGLE - TRAINER



TR-272
T-33
ONE - JET - TRAINER

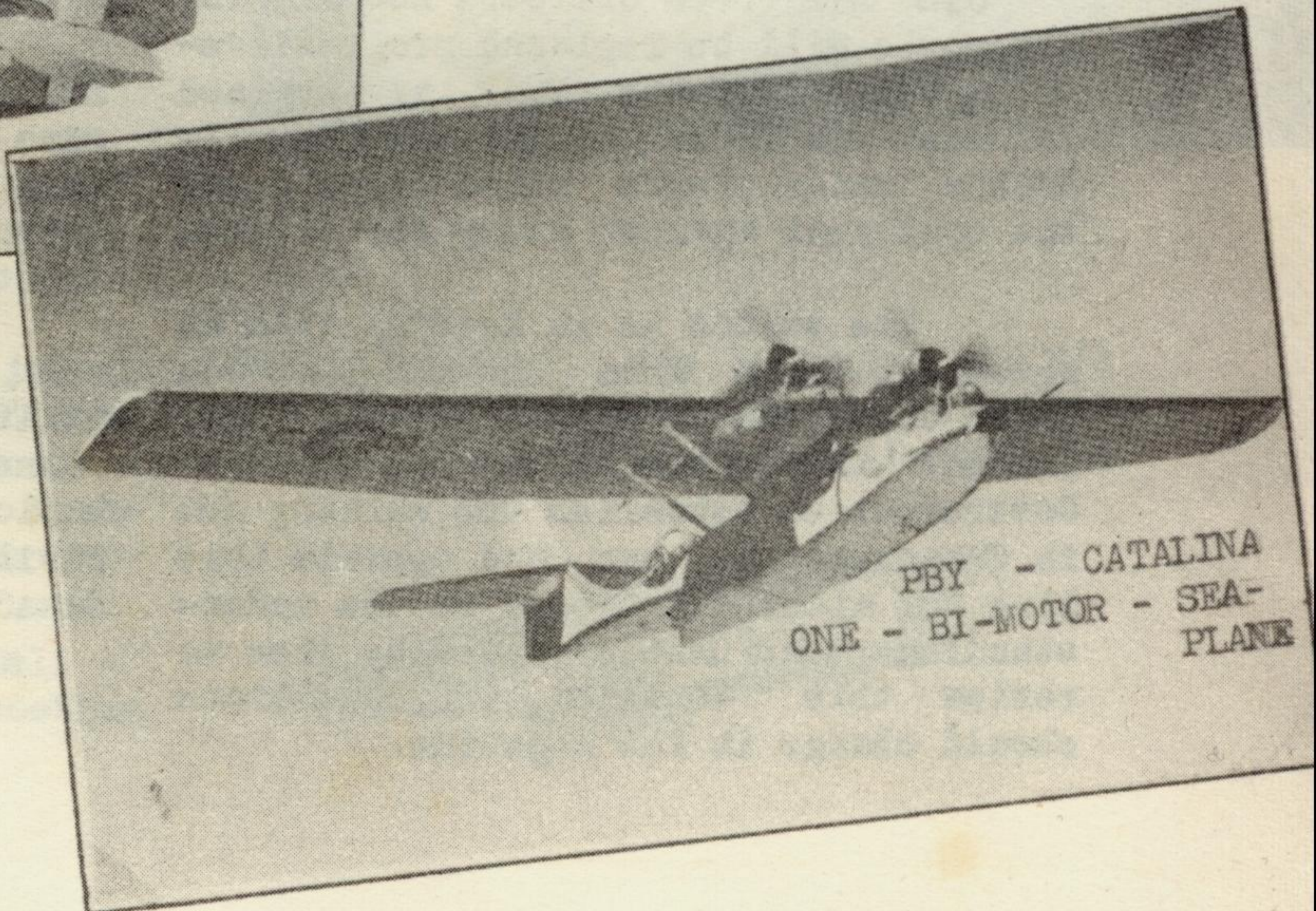


CESSNA 180
ONE - SINGLE - SEAPLANE



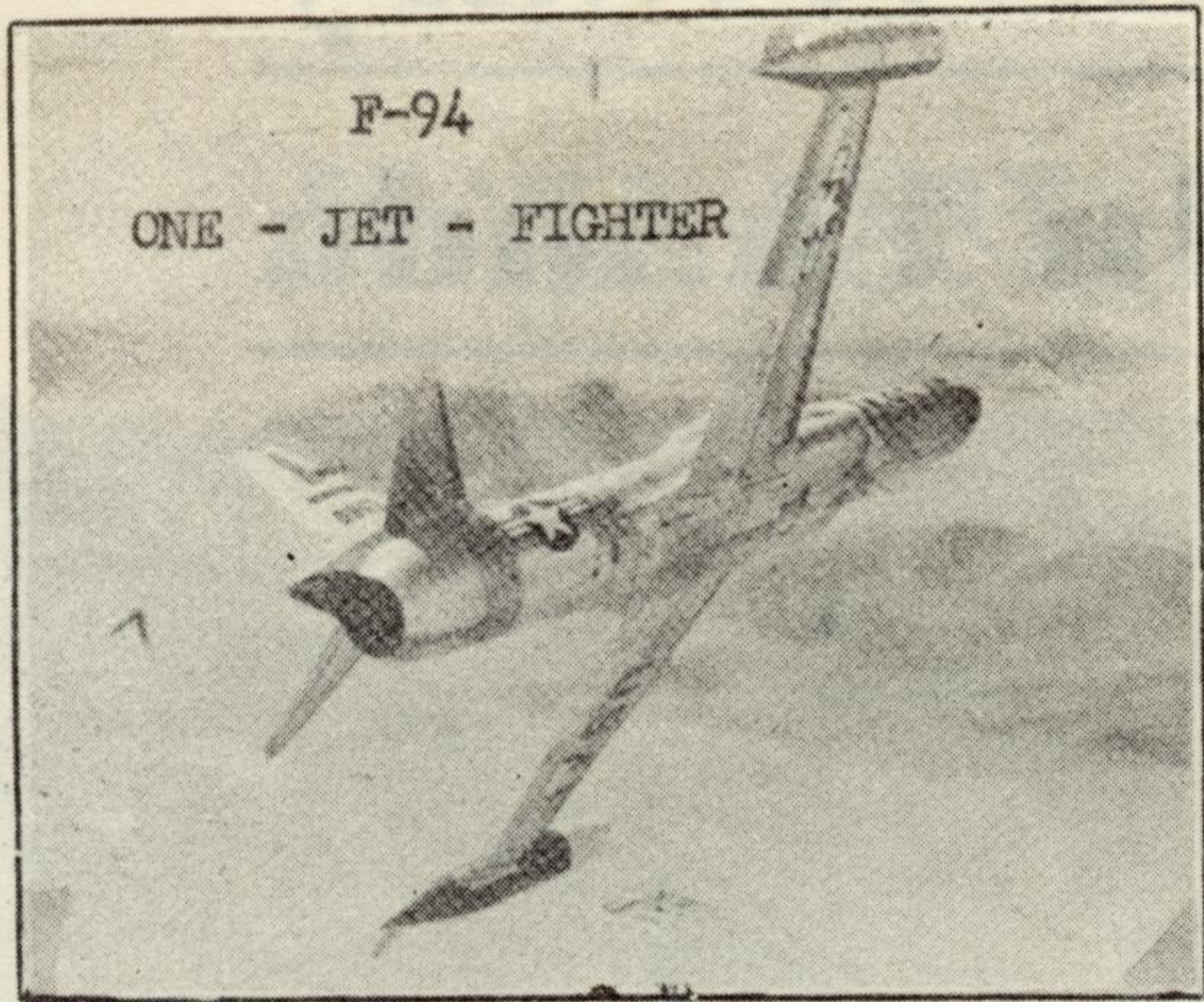
ONE - BI-MOTOR - SEAPLANE

SA-16



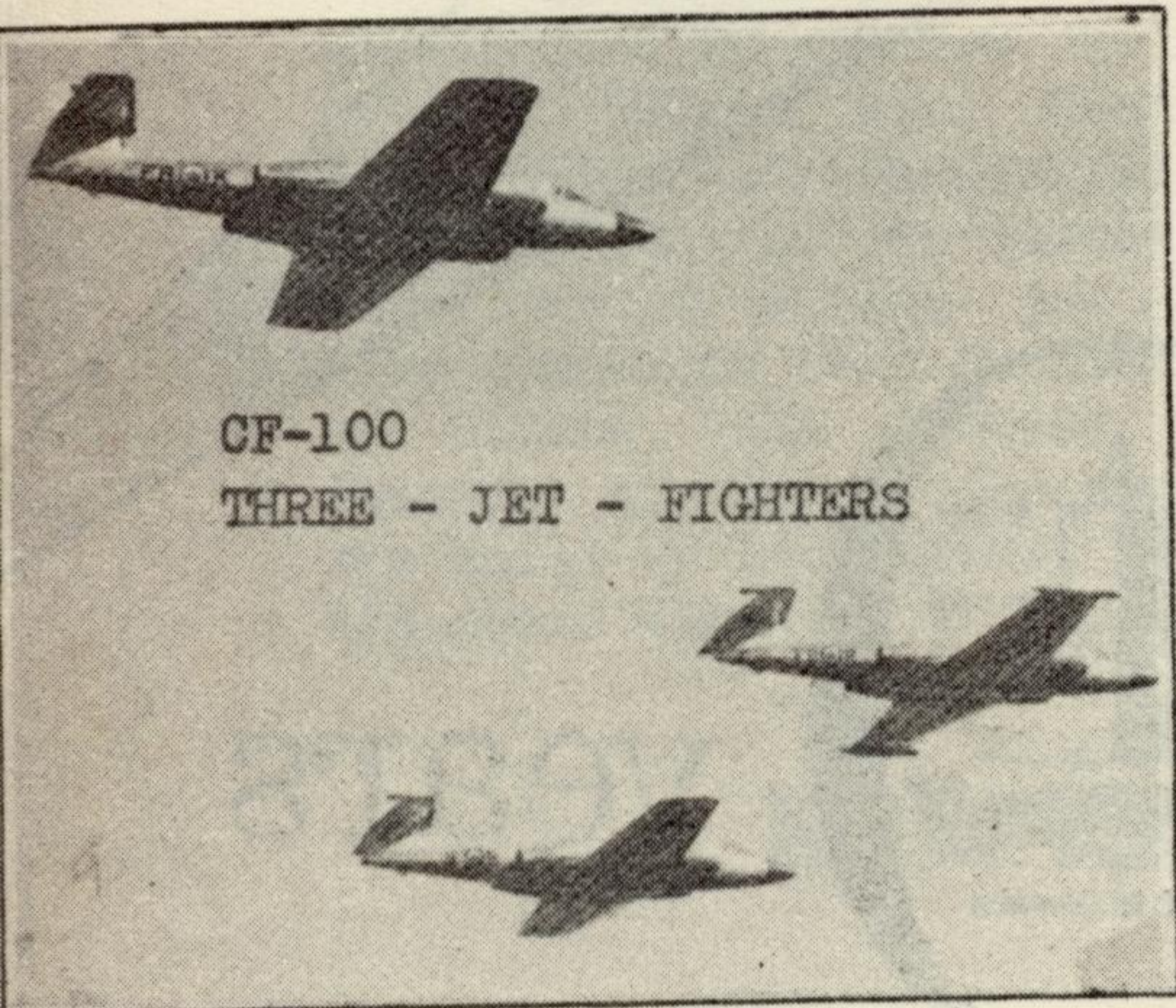
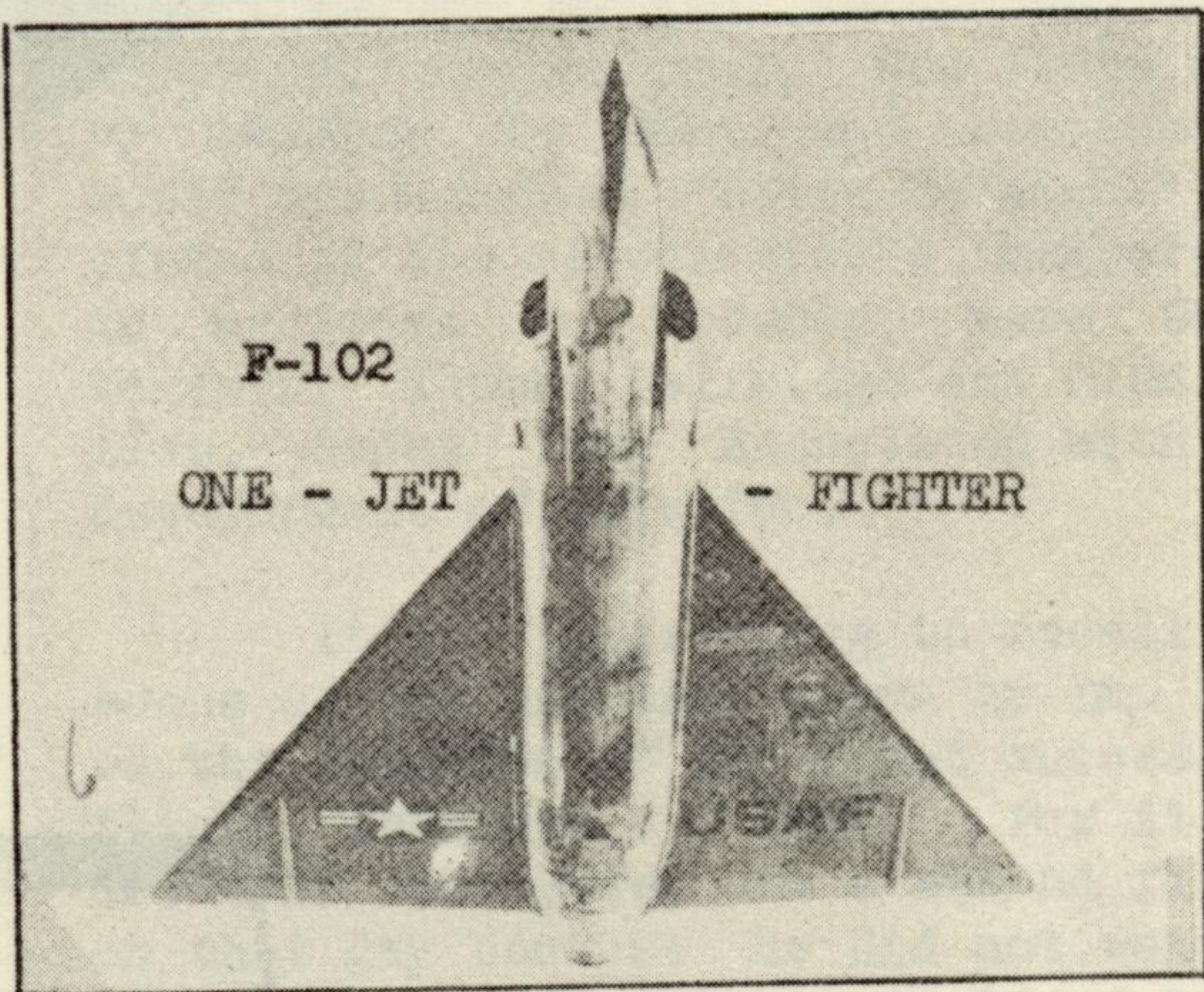
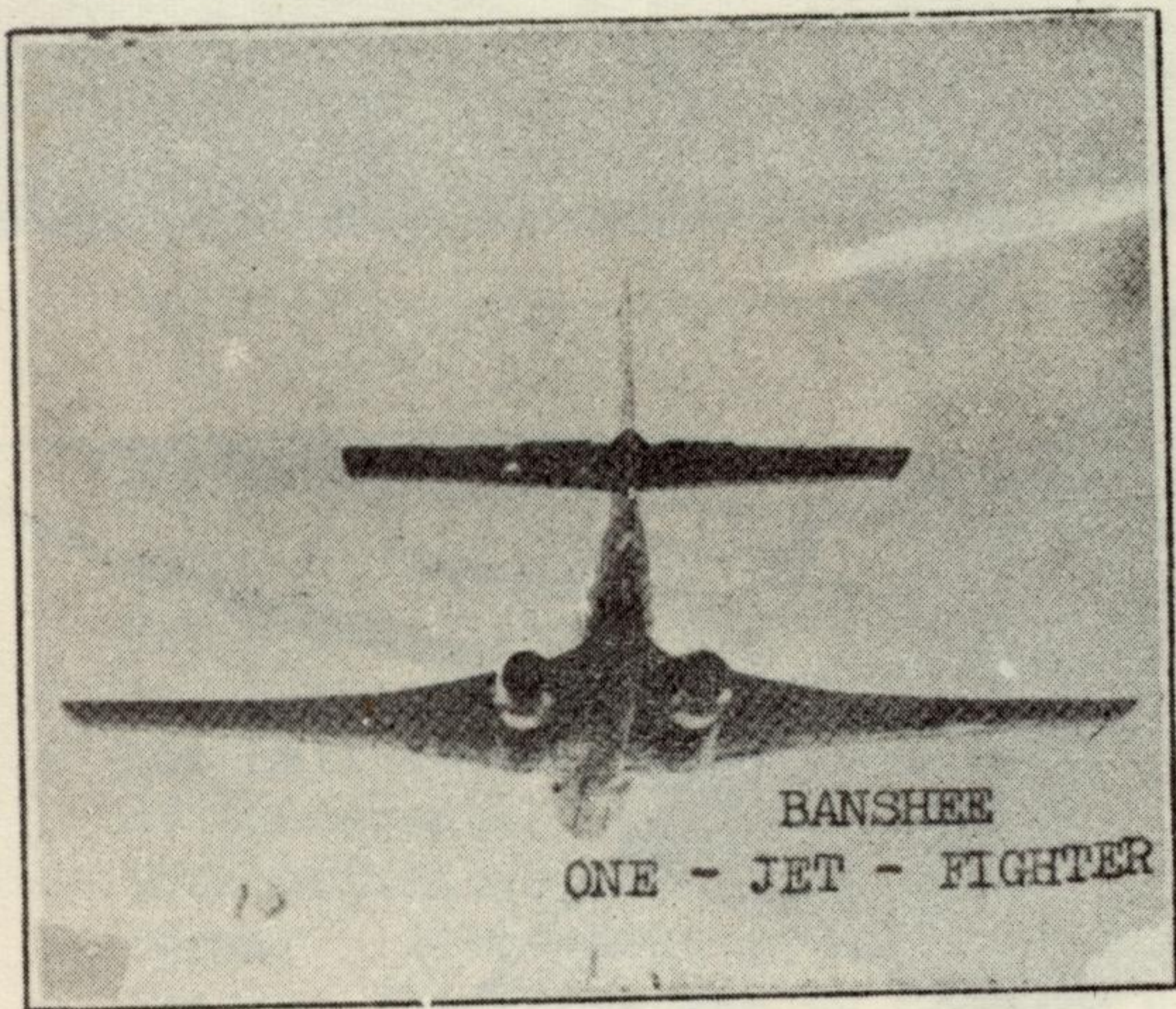
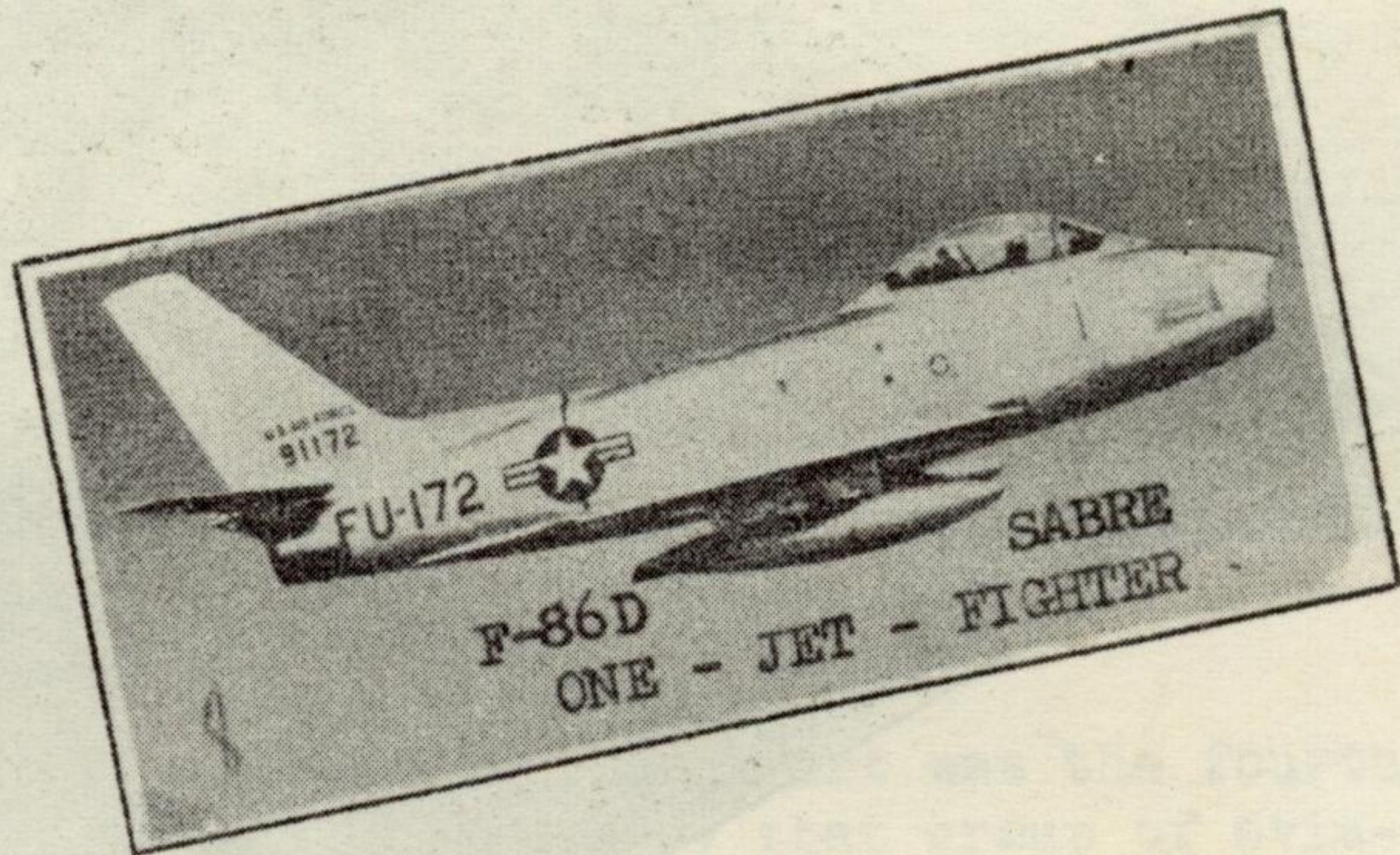
PBY - CATALINA
ONE - BI-MOTOR - SEA-PLANE

the Air?

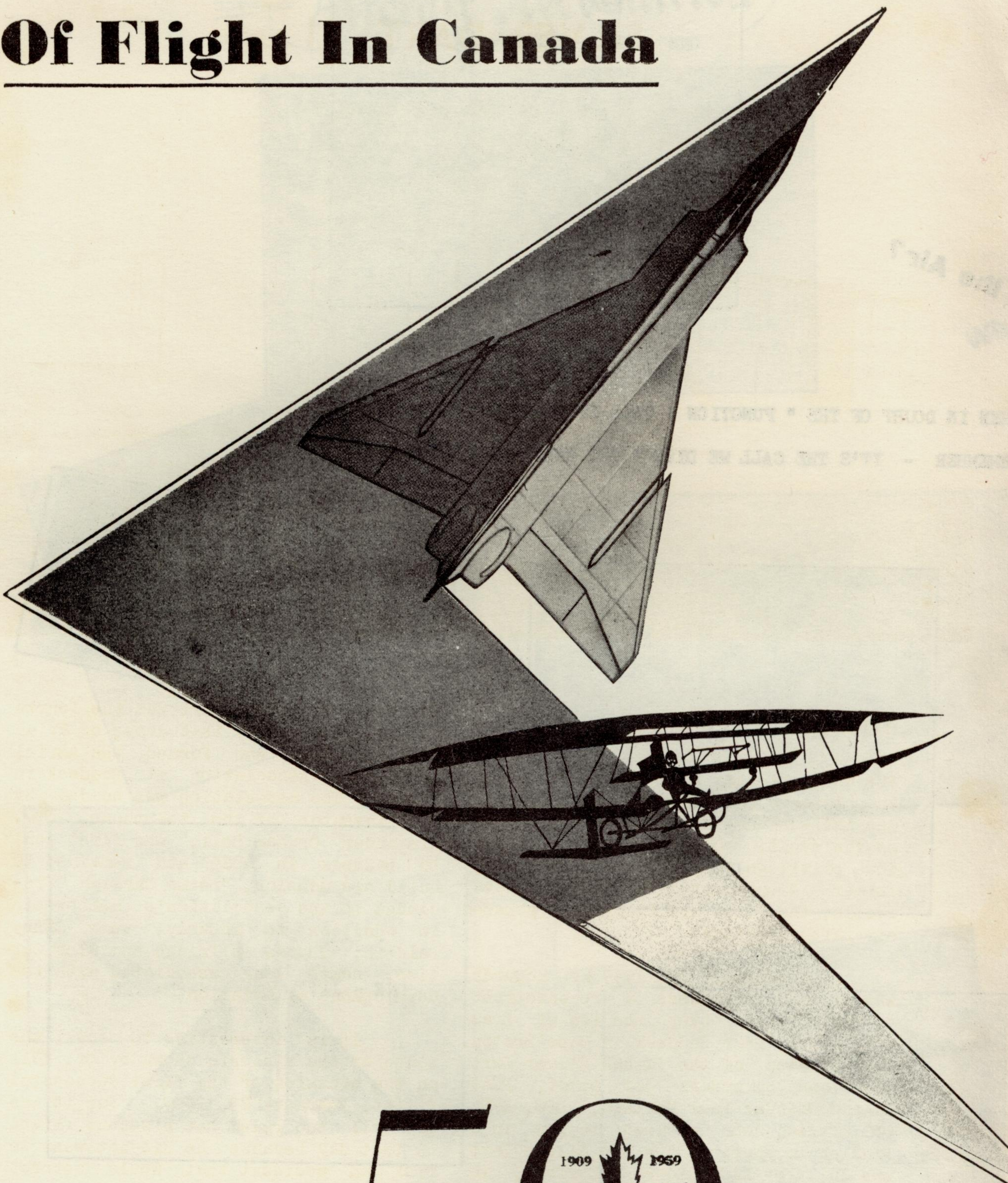


WHEN IN DOUBT OF THE "FUNCTION" CALL IT "UNKNOWN" AND REPORT.

REMEMBER - IT'S THE CALL WE DIDN'T GET THAT MIGHT HAVE HELPED!



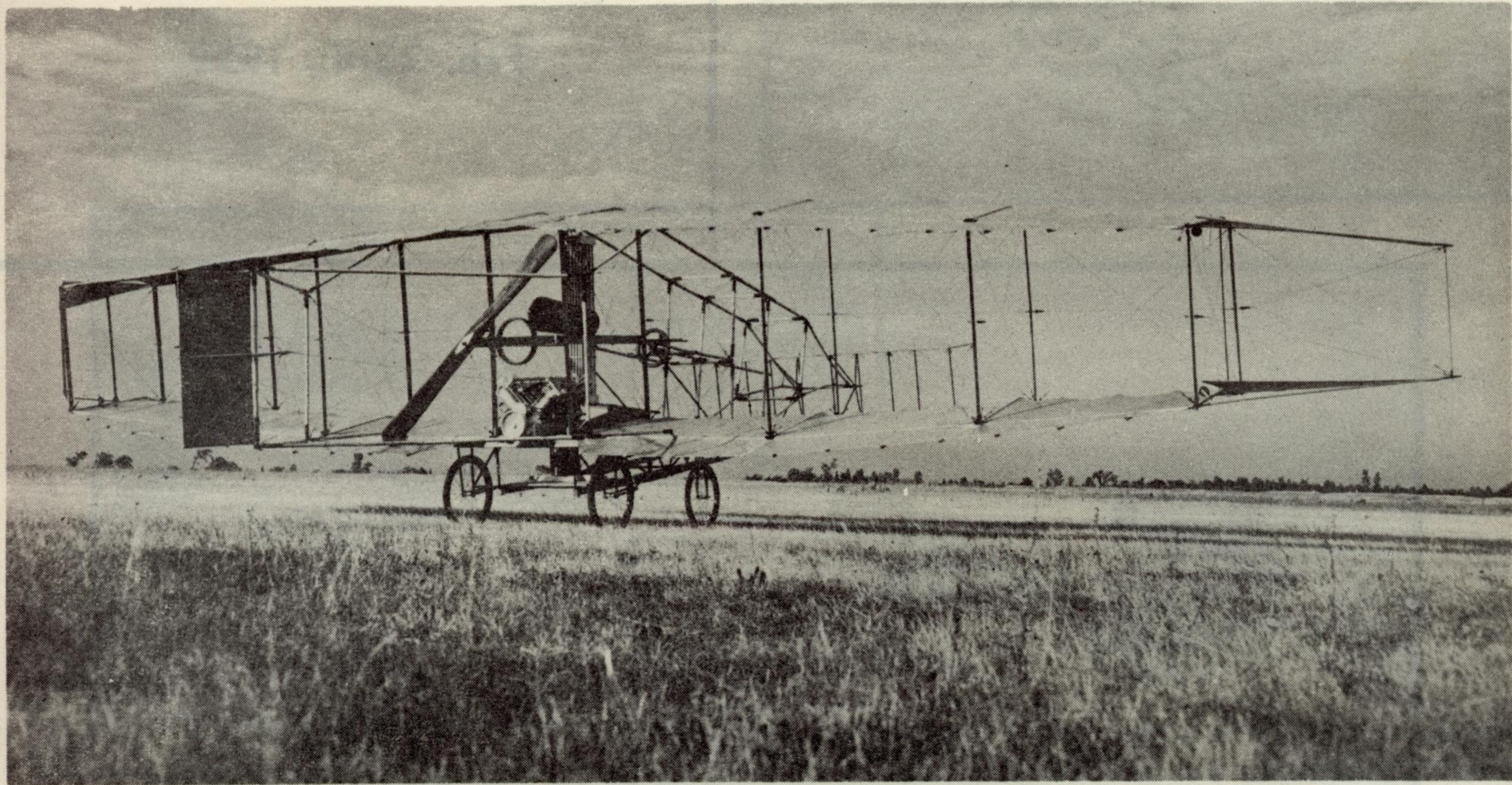
Golden Anniversary Of Flight In Canada



First **50** years



SILVER DART II



After Half A Century

FEW who achieved fame as the result of an historic feat have lived to witness the half-century anniversary observance of the event. One who enjoys this unique privilege is Hon. J.A.D. McCurdy, former lieutenant-governor of Nova Scotia, the first man to pilot a powered aircraft in Canada.

On February 23, 1959 Mr. McCurdy was on hand to witness a re-enactment of that flight over the ice of Bras d'Or Lakes, near Baddeck in Cape Breton. The replica of the famous Silver Dart was flown by modern jet pilot, RCAF Wing Commander Paul Hartman, DFC, DFM, of Ottawa, who escaped injury in a landing mishap. The new Silver Dart was built by LAC Lionel McCaffrey, in his spare time, at Trenton, Ontario.

The original Silver Dart was the fourth machine produced by that group of aviation pioneers who formed the Aerial Experiment Association at Baddeck in 1907. The association was headed by the inventor of the telephone, Dr. Alexander Graham Bell, who first went to Baddeck in 1885 and remained to build his mansion, "Beinn Bhreagh." Included in the association's membership in addition to McCurdy, were Casey Baldwin, Thomas Selfridge and Glen Curtiss, names long associated with the development of aviation.

It is interesting to recall the sense of the historic shown by Dr. Bell on the occasion of the first successful flight, February 23, 1909. For it was Dr. Bell who ruled out a second flight on that day because he did not want to risk an accident that would detract from the memorable occasion.

HOW ABOUT THE NEXT 50 YEARS ?

Golden Anniversary

Of Flight

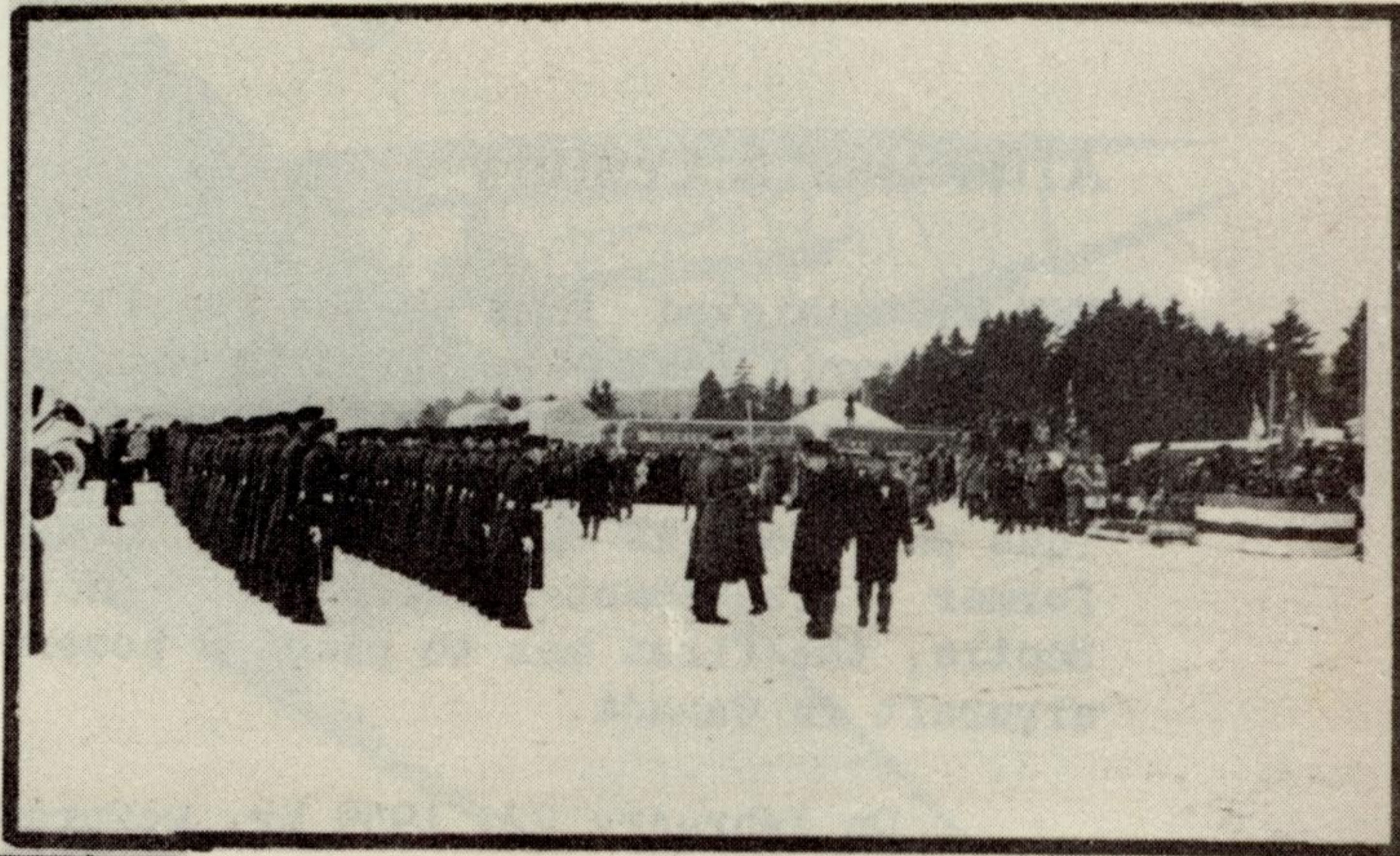


Big Day At Baddeck

Feb. 23rd., 1959



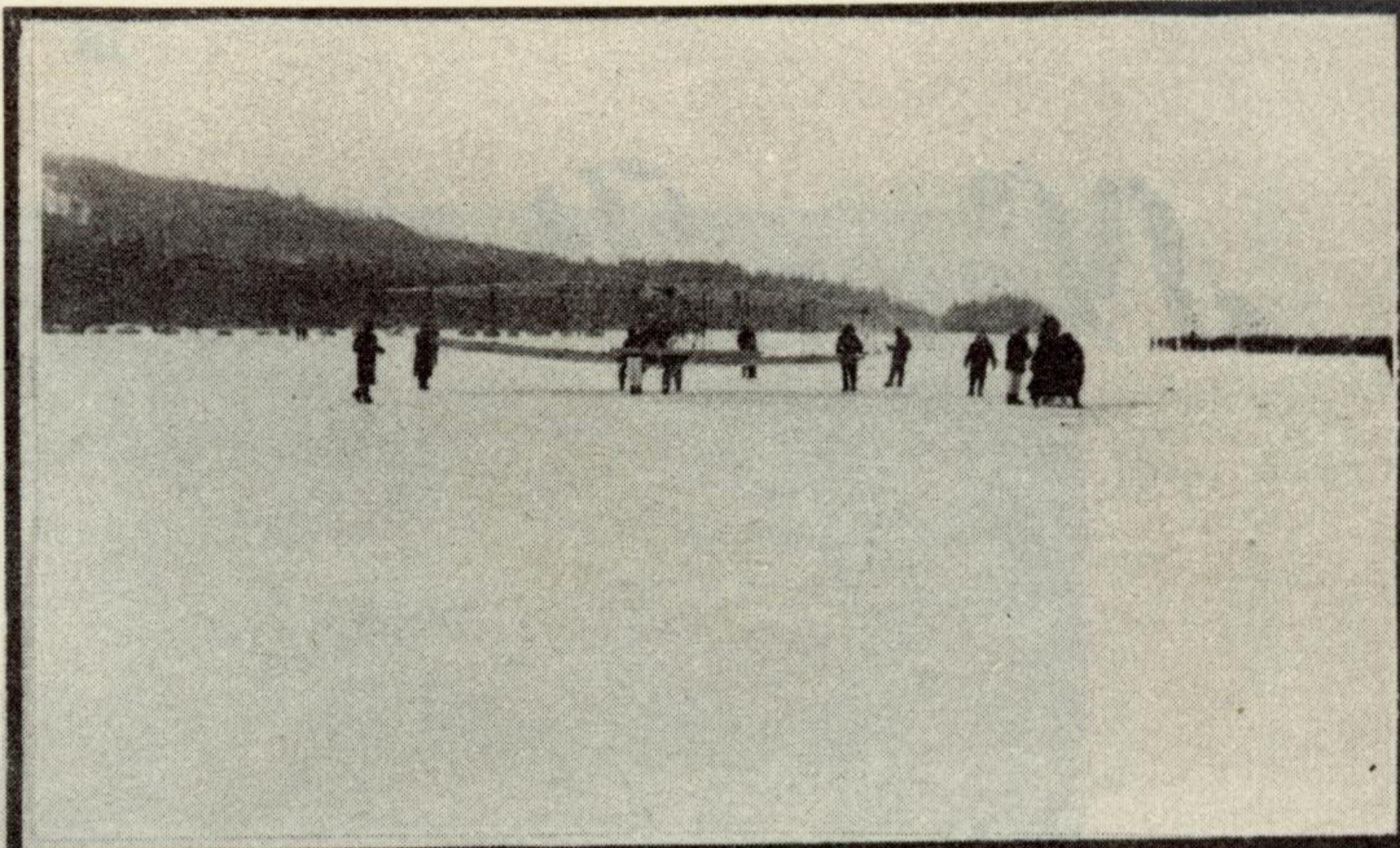
Hon. J. A. D. McCurdy (immediately behind driver) transported to reviewing stand.



Lt. Governor of Nova Scotia, Hon. E.C. Plow, inspecting Guard of Honour



Gaelic College Pipe Band



Silver Dart II at take-off

Silver Dart II comes to rest on Bras
d'Or Lake



Alexander Graham Bell Museum at Baddeck



GObC Representatives at Baddeck
left: F/L DL Giggey, 7 GObC Unit HQ
Centre: Mr. H. D. Gillies, Regional
Supervisor, Area T 23
right: F/O RD Macleod, 70 GObC De-
tachment, Truro.
(not shown) F/O RJ Stewart, 7 GObC Unit

News Items



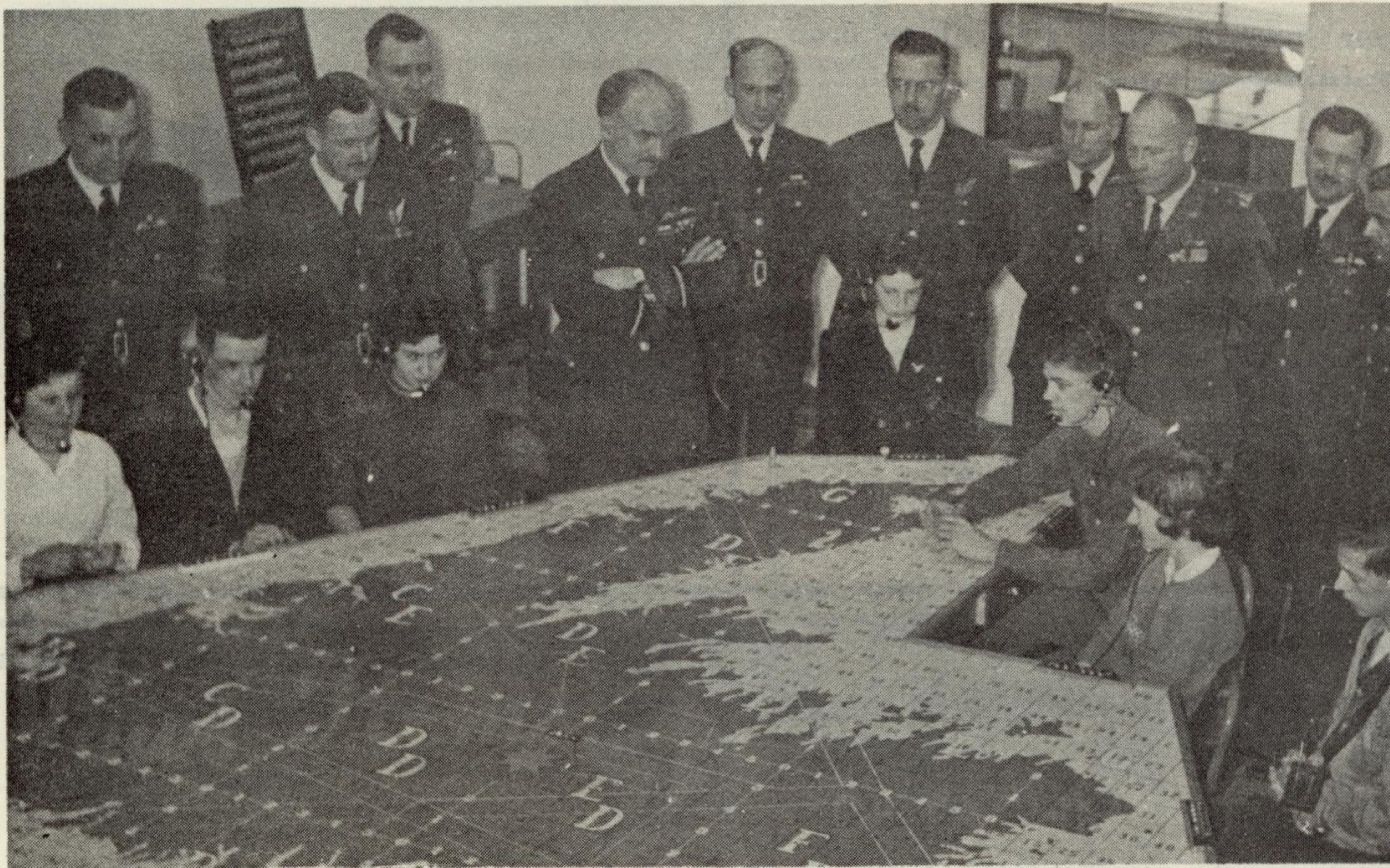
DETACHMENT



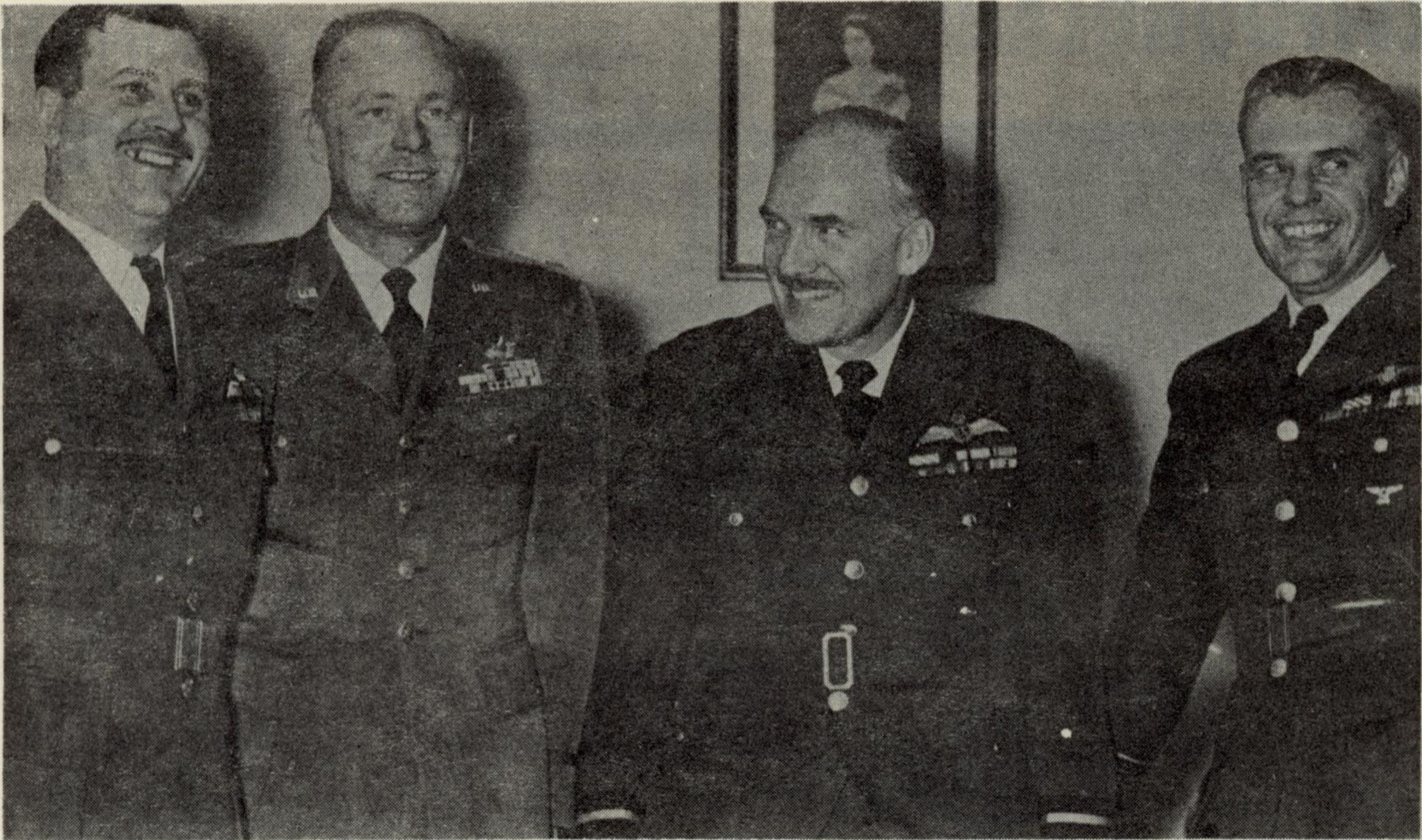
On January 27, the Gander Filter Centre was visited by Air Commodore D. A. R. Bradshaw, DFC, CD, Deputy Air Officer Commanding for Operations at Air Defence Command, St. Hubert, Quebec. Accompanying him were Major F. G. Ault, USAF, exchange officer at ADC, Wing Commander D. J. G. Jackson, CD, RCAF exchange officer at 64th Air Division, Pepperell Air Force Base, St. John's, Newfoundland, and Squadron Leader F.L. Rowe, DFC, CD, Commanding Officer, RCAF Station Gander. Air Commodore Bradshaw was given a detailed outline of 72 Detachment's area of responsibility by

F/L W.H. Dyck, Detachment Commander.

A synthetic exercise was conducted by one of the Filter Centre Teams, the Whizz Kids. The Air Commodore thanked them for their faithfulness and untiring work toward the GOBC cause. In a short informal talk to the volunteers, he stressed that the GOBC would be given another and equally important role in the Air Defence System in the near future. Members of the local press and radio were in attendance and to one of their questions, he replied that the Gander Filter Centre was certainly the best he had seen to date.

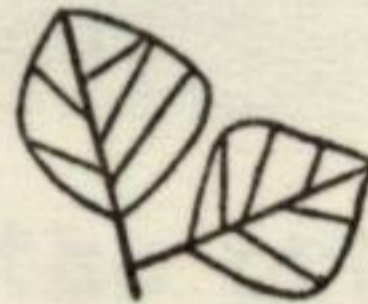


Operations Room, 72 GOBC Detachment. Members of the "WHIZZ KIDS" team are seated from left to right: Gwen Greene, Kenneth Barnes, Norma Rowsell, Jayne Dempsey, Campbell Pritchett, Margaret Hawkins, Herbert Carter. Standing left to right: F/L R. J. Emerson, F/L J.A. John, F/O O. G. Benedict, A/C D. A. R. Bradshaw, F/O G. R. Lees, F/L H. G. Brooks, F/O R. H. Buckley, Major F. G. Ault, F/L W. H. Dyck, S/L F. L. Rowe



AIR COMMODRE BRADSHAW VISITS GANDER

Left to Right: F/L W.H. DYCK, MAJOR F.G. AULT, A/C D.A.R. BRADSHAW, S/L F.L. ROWE



NEWS

Due to pressure of business, Mr. Malcolm G. Loveridge, Chief Observer of Observation Post FOXTROT ECHO 13 BLACK, Twillingate, has been forced to resign from his duties with the Ground Observer Corps. Mr. Loveridge has been a keen and efficient Chief Observer since his appointment in September 1953. The staff of 72 GObC Detachment extend to him their appreciation for his work in the past, and they wish him every success for the future.

F/O Glen Lees attended an SIT Course at Trenton, Ontario during January.

Congratulations to LAC Trevor Arnold who was successful in passing his Group 3 examinations.

LAC Baxter and Mae Tizzard have returned to Gander from St. John's where they became the proud parents of a baby daughter - Debra Lynn. Congratulations.



LATEST STATISTICS

DET	OBSERVATION POSTS LOCATED	OBSERVATION POSTS TRAINED	OFFICIAL OBSERVERS TRAINED	FILTER CENTRE TRAINED
70	335	334	3325	122
71	294	294	3771	93
72	234	184	786	49

NEWFOUNDLAND

GRIPPED BY WINTER



"Blocked roads - Shortage of teachers - No train service - Shortage of bread! All this was the result of one of the snowiest storms in the history of Gander, Newfoundland. Since New Year's Eve up until January 5, over 27" of snow fell, causing havoc to the whole area."

"Old-Fashioned WINTER" was the description of the above photo taken in Gander Townsite by R. Clarke of the Gander Beacon. To those of you who are basking in Florida-type weather, this is Gander, Winter 1958-59! Aching backs are the order of the day and temporary duty has been side-lined until the vehicles can be found beneath the mountains of snow. However, even snow has its advantages; with the introduction of the 5BX plan, shovelling becomes not a chore, but an exercise! And rabbit hunting and ice fishing are good.

FULLY ESCORTED TOURS: Perhaps a few of you are envious of our "Old Fashioned Winter" and would like to visit our island paradise? For further particulars on available winter tours, it is best to make your reservations early with F/O Buckley of 72 Detachment.



"Man, it's real cool outside!
Get with it and dig that crazy snow!"

SALUTE TO GOBC

AS the United States Ground Observer Corps ends its nine-year career , Lt. General J. H. Atkinson, Commander of USAF Air Defence Command, sends words of praise to the Canadian Ground Observer Corps

A I R D E F E N S E C O M M A N D

United States Air Force

Ent Air Force Base, Colorado

OFFICE OF THE COMMANDER

12 February 1959

Dear Air Vice Marshal MacBrien:

From the very start of the program, military personnel assigned to the Canadian Ground Observer Corps and the United States Ground Observer Corps established close and harmonious working relations in areas of mutual interest. This cross-border cooperation was instrumental in the development of uniform policies and practices where possible, thereby strengthening Canadian-United States GOC contributions to North American air defense.

We deeply appreciate the assistance and support given the Ground Observer Corps program of the United States by Royal Canadian Air Force personnel and Canadian volunteers. Please express our thanks to all of your personnel, both Air Force and civilians, who have had a part in this fine cooperative program.

Sincerely,

(Signed) J. H. ATKINSON
Lieutenant General, USAF
Commander

Air Vice Marshal W. R. MacBrien
Air Officer Commanding
Air Defence Command
Royal Canadian Air Force
St. Hubert, Quebec

NAMES IN THE NEWS

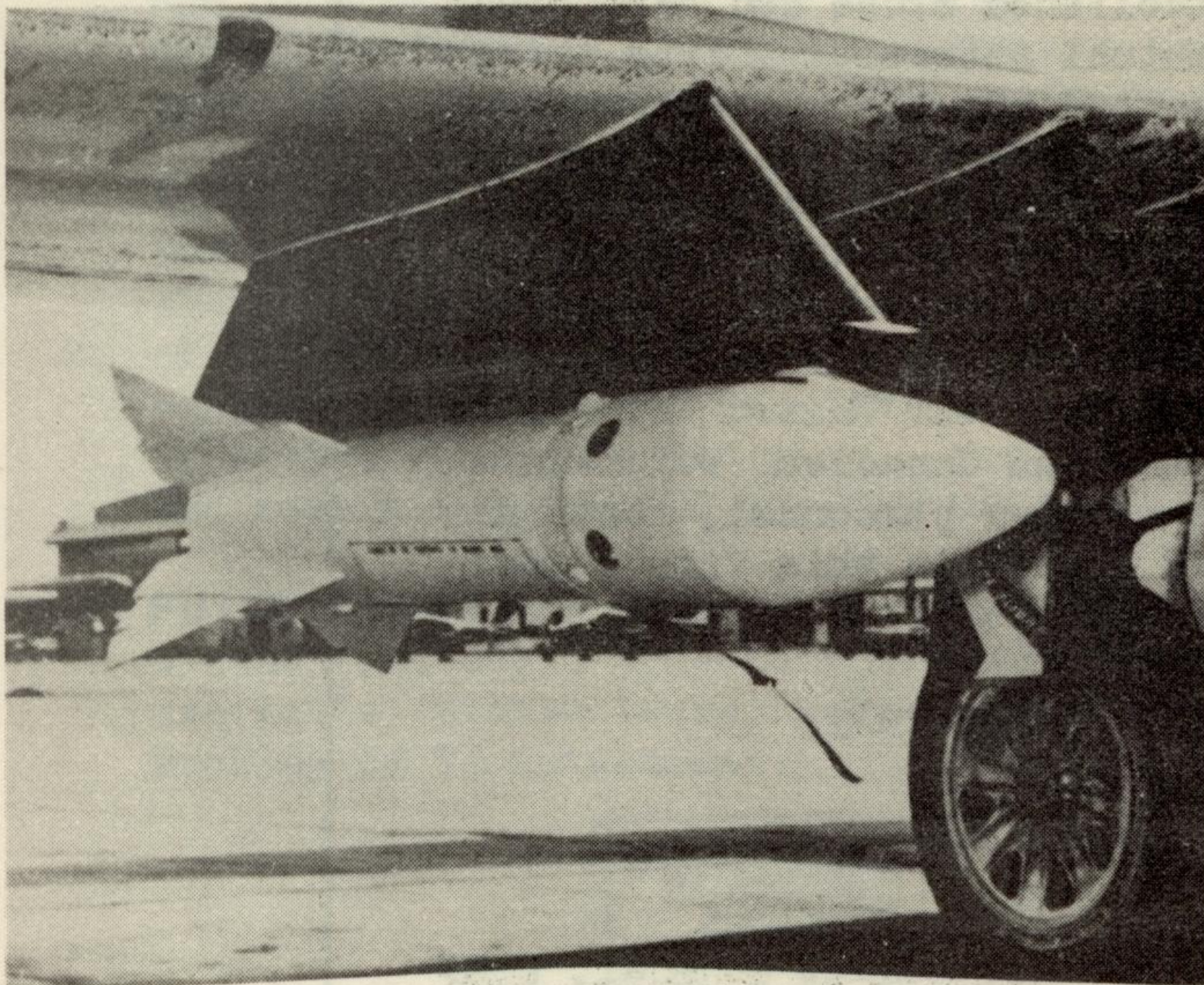
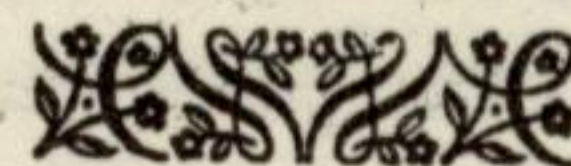


Group Captain J. H. Roberts, Senior Air Staff Officer of Maritime Air Command Headquarters, presenting the Canadian Forces Decoration (CD) to F/L K. M. Joy of 70 GOBC Detachment Truro NS.

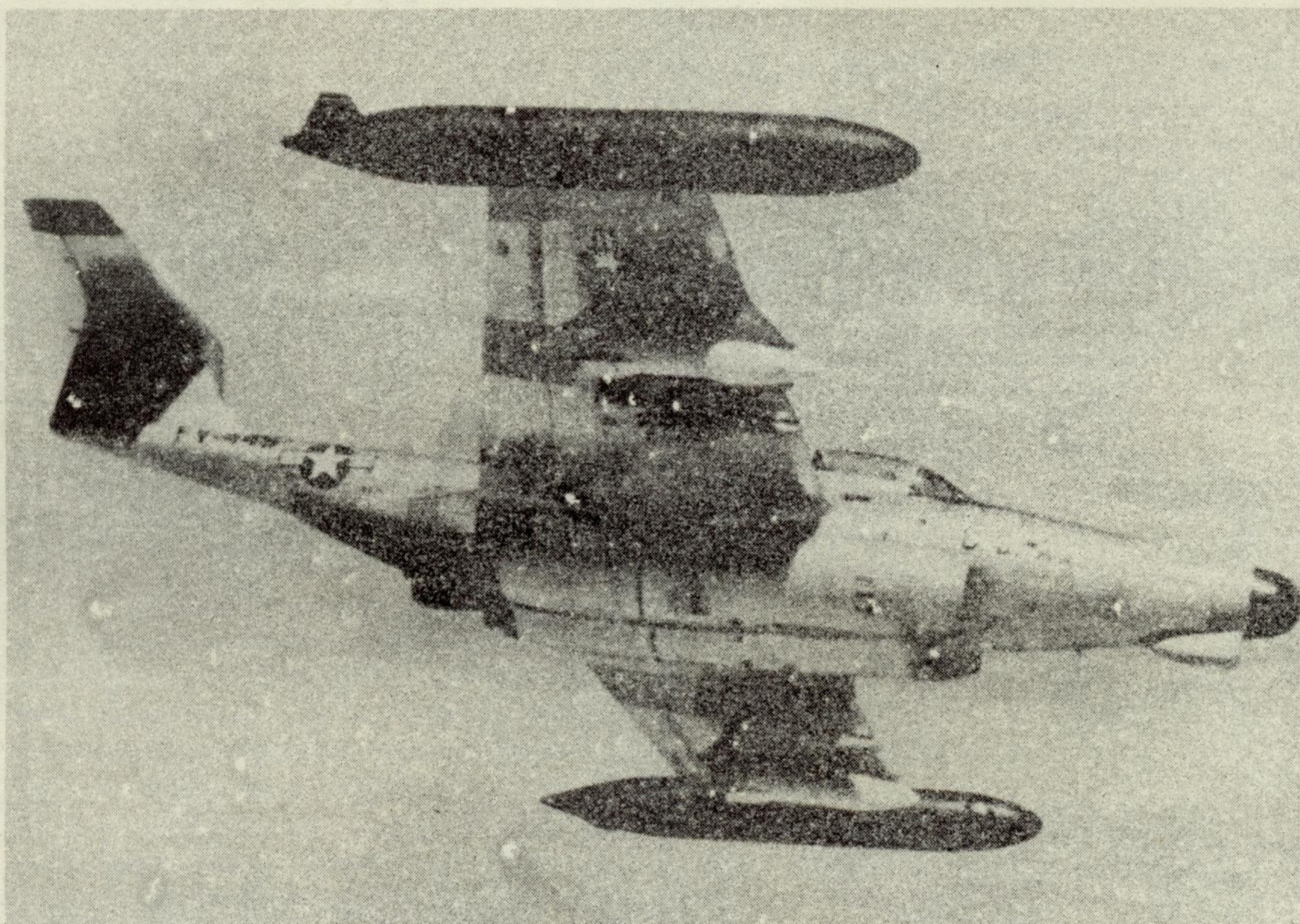
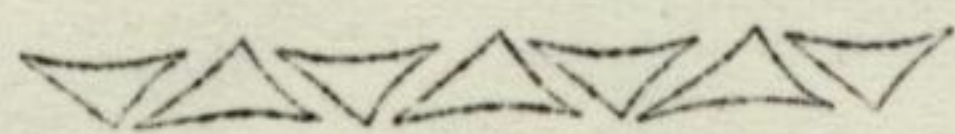


Goes Overseas

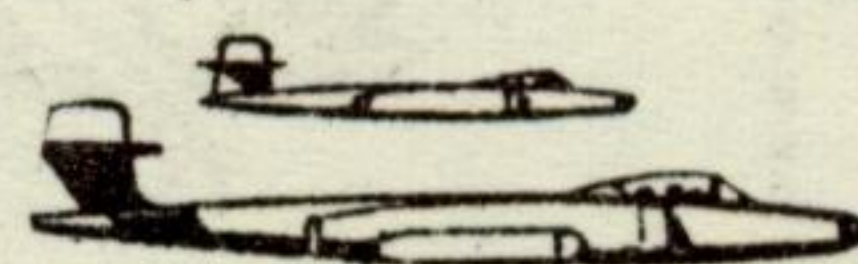
LAC "Bill" Reimer said good-bye to 7 GOBC Unit this month. Bill hails from Didsbury, Alberta and has spent the last eighteen months here in Halifax. He now leaves the Maritimes for an overseas posting to Metz, France. We wish him well and hope that he enjoys his tour in Europe as much as is anticipated.



NEW WEAPONS the MB-1 GENIE air-to-air atomic rocket, placed in the NORAD weapons inventory in January, 1957, can be carried in the missile bay of USAF ADC's F-101's, F-102's and F-106's, as well as on the F-89. With its atomic warhead, Genie is the most powerful air-to-air rocket in operation in the North American air defence system and it is classed as the most significant advancement in air defence since the advent of radar. (NORAD RELEASE)



THE F-89 CARRYING THE GENIE





The Gab Bag

Measure of Affection

A SMALL BOY invaded the lingerie section of a big California department store and shyly presented his problem to a woman clerk. "I want to buy my mom a present of a slip," he said, "but I don't know what size she wears."

"Is she tall or short, fat or skinny?" asked the clerk.

"She's just perfect," beamed the small boy. So the clerk wrapped up a size 34 for him.

Two days later, mom came to the store herself — and changed it to a 52.

Outdoor Life

A SCOUTMASTER, noticing that his recruit scouts were having difficulty getting organized at their first cook-out, asked whether they had forgotten any essential equipment. "Yes," one boy replied. "My mother."

SOON AFTER my son joined the Boy Scouts he was excitedly preparing for his first overnight hike. It was March and still chilly, but they were planning to use sleeping bags. A few nights before the big event, as he got into bed, he said seriously: "Would you please put my electric blanket on three tonight, Mum? I've got to start toughening up for roughing it."

Sand Trap

AN UNUSUALLY understanding English wife, whose husband had been away on a business trip, received a call from the town's local gossip. "I feel I should tell you that I saw your husband at Blackpool last week end," she reported, "walking along the beach with a very attractive blonde on his arm."

"Well, what would you expect him to have on his arm at his age?" the wife snapped. "A pail and shovel?"

DELIGHTED man after listening to Salvation Army speaker: "You mean if I sow liquor and dames, I'll reap liquor and dames?"

Deft Definitions

Income tax forms: Blankety blanks (*Electricity on the Farm*) . . . *Recession:* When prices are reduced to where you could afford them if you were still enjoying prosperity (*Harold Coffin in The Wall Street Journal*) . . . *Door:* What a dog is perpetually on the wrong side of (*Ogden Nash, quoted by Earl Wilson, Hall Syndicate*) . . . *Check stubs:* A convenient record of how you managed to overdraw your account (*Hal Chadwick*) . . . *Pheasant under glass:* Small bird with a large bill (*The Wall Street Journal*)

All most men want from their wives are affection, admiration, encouragement, and ability to live grandly on an inadequate income.



THOUGH poets long have told us brightly
That spring on dancing feet comes lightly,
It seems to us she really sloshes
Along in roomy old galoshes.



WHEN A friend of ours brought his wife home from the hospital after the birth of their fifth child, he chose a novel way of expressing his devotion. He presented her with a large, lavishly gift-wrapped box. Inside the box were three beautiful cocktail dresses. No card was enclosed. None was necessary. For on the label of each lovely gown were the words: "Fashions for After Five."

ONE MORNING I left my husband in our hotel room and went out to shop. When I returned I got off the elevator at the wrong floor. Stopping at the door of what I assumed to be our room I knocked and said softly, "Honey! Oh, honey!"

There was no response so I knocked again. "Honey," I called. "Honey, it's me. Let me in, honey."

At this, an exasperated male voice said, "Madam, this is a bathroom — not a beehive!"

A SECRETARY tells us that she always knew her boss was a quick-thinking, go-getting salesman. But she never knew *how* quick-thinking and go-getting until the other day when the telephone rang in their real-estate office and a soft female voice asked, "Do you sell maternity clothes?"

"No, madam," the boss replied, "but could we interest you in a larger house?"

TWO DOORS away from us when we lived on an air base in Alaska was a most attractive young wife, who frequently appeared in her yard dressed in very short shorts and a halter. Coming out of my quarters one day, I noticed that she was working in her garden in her usual attire. While getting an eyeful, I opened my car door and got in to drive to my office. Reaching for the starter, I discovered, much to my dismay — and to the amusement of my wife, who happened to be looking out the window — that I was sitting in the back seat.

ASKED HOW it felt to attend the dedication of his own statue, the honored man said, "Well, somehow, you begin to feel differently about pigeons."

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QUEEN'S PRINTER and CONTROLLER OF STATIONERY
OTTAWA

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Canadian RCAF Ground Observer
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Magazine Vol 6 No.1

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