

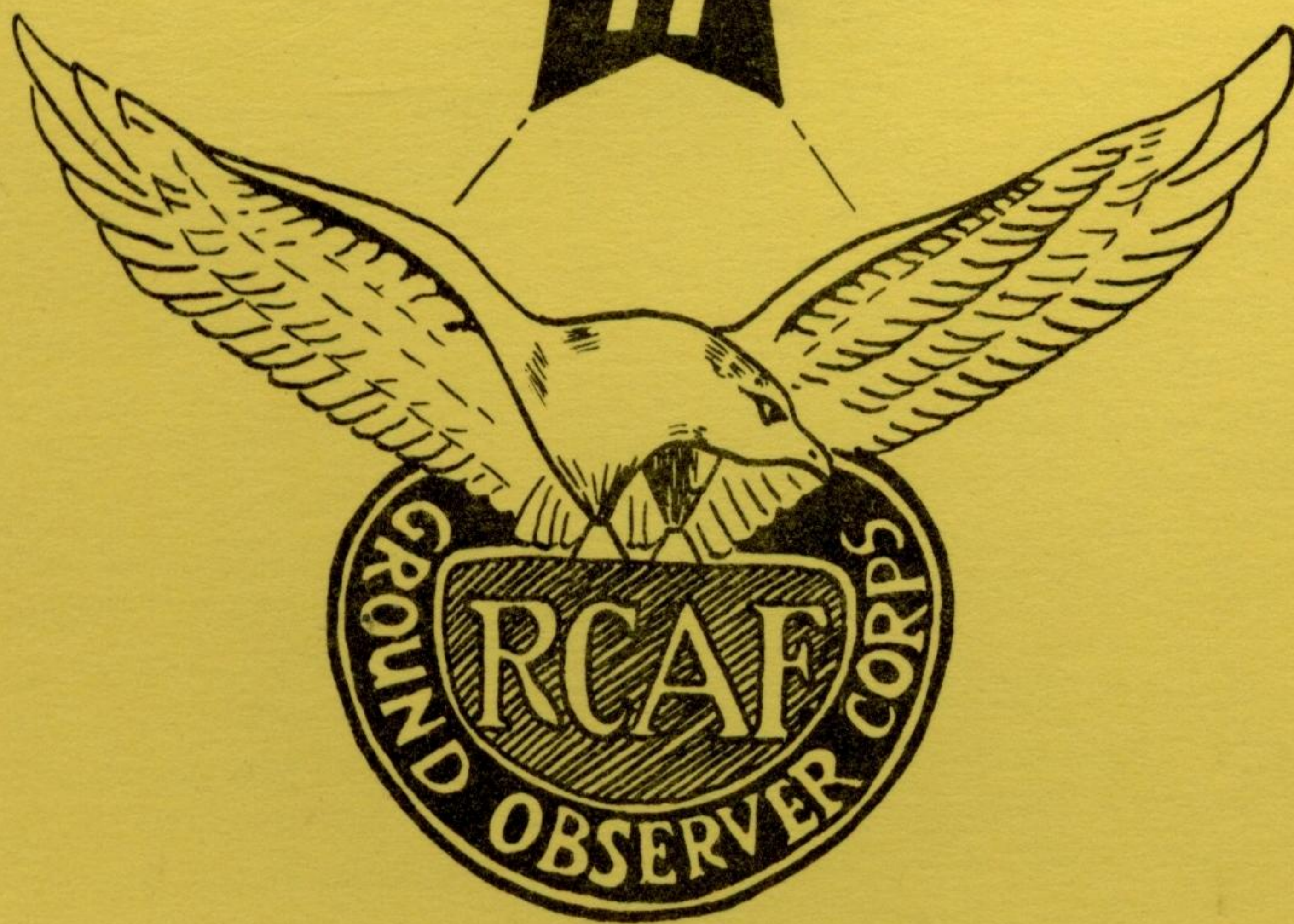
*Pauline Wiles*

# The Sky Sentinel

70

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Volume IV ISSUE 2

1 APRIL 1957

**NO. 7 RCAF GOBC UNIT**

# THE VIEW FROM

## THE FORE-PEAK

Since my last letter, I have made a good start on one of the more interesting phases of my duties as Unit CO - visiting Regional Supervisors. F/L Doug Giggey and I set off on March 18th and visited the Regional Supervisors in the Valley and along the south shore (areas T19, T18, T3, T2, T1, T13, T14, T15, T16 and T17). In addition, we visited at least one Observation Post in each area. We believe that our visits served a useful purpose to the Regional Supervisors and Chief Observers. One thing is certain, I myself gained a further understanding of the field operation of the Ground Observer Corps that I could never have achieved in any other way. I am even more convinced now than before that with the help of ladies and gentlemen such as I met last week the Ground Observer Corps will maintain and enhance its fine record. I am looking forward to more visits during the coming year. At the moment, I plan to visit the Regional Supervisors in southern New Brunswick during the month of May and will visit all the remaining Regional Supervisors in Nova Scotia, New Brunswick and P.E.I. starting soon after the June exercise. I also intend this summer to visit as many as possible of the Regional Supervisors and Posts in Newfoundland.

I would like to talk for a few moments about the June exercise. As you all know, our aim should be to have all Posts on watch for the duration of the (one day) exercise. Of course I understand that it may not be possible to have 100% participation. However, knowing the

keenness and sincerity of our Observers as I now do, I am sure that every Post will be on watch for this short exercise unless something very serious prevents it. I want to stress the vital importance of complete GOBC coverage both in "exercises" and in actual "alerts" as compared to the "fairly good" coverage we can give without putting ourselves out too much. Those of us who are familiar with Filter Centre operation realize that complete coverage would give us a tracking ability which would enable us to maintain good track continuity on practically all tracks. On the other hand a few "blank" areas (with no GOBC on watch) enables an aircraft or a formation to change direction, height, or grouping to such an extent that the task of "filtering" the reports actually received at the Filter Centre is made extremely difficult and sometimes quite impossible. In the case of an enemy aircraft this could mean the difference between a successful interception by our forces or the destruction of a city by the enemy. In the terms of our secondary role (the safeguarding of our own aircraft and crews) an unwatched area could cost the life of an aircraft crew of Canadian boys.

As a fairly active pilot I cannot stress too strongly the feeling of security shared by all aircrew flying in this area that the faithful eyes of the Ground Observer Corps are on all aircraft in the air and should any mishap occur, that these same Observers have available a good system for informing rescuers of the circumstances and are trained to do the right thing without undue confusion or delay.

(Continued on Page 24)

# Safe

## BECAUSE SOME OBSERVERS LOOKED TO THE SKY!

-- F/O Jack Lutes

The 18th of February, 1957 dawned as an ordinary day in the lives of the Observers of Observation Post KILO BRAVO 03 RED at Upper Blackville, N.B. Mrs. Morehouse, the capable Chief Observer, went about her daily chores, little realizing the drama which lay ahead. Things were normal until three forty-five. Jets had been flying over the area on their regular training flights throughout the day. Suddenly one was in trouble. Mrs. Morehouse learned quickly that this Sabre seemed to explode and that a white object was seen floating in the sky just prior to the explosion. Within a minute or so, this information was received at the Filter Centre through an Aircraft Flash. Then things happened quickly. Another Official Observer, Arthur Dunphy, gleaned information from Everett Kervin and Byron Connors, woodsmen and members of KILO BRAVO 03 RED, who saw the explosion and witnessed the pilot parachute to safety. Within minutes this information was also relayed to your Filter Centre and the wheels of rescue were in motion. Our radar control centre, although knowing of the trouble, still needed accurate information to effect an immediate rescue. Night was closing fast and it was imperative that the pilot be reached immediately. Search aircraft were standing by awaiting the information from the GOBC as to where to head. Further contact with the Dunphys (Mrs. Dunphy had obtained information as well) resulted in such an accurate estimate as to where the pilot had come down, some miles away, that it was possible to effect a rescue with a minimum of delay. Meantime, Official Observers Kervin, Connors and Dunphy, proceeded in the woods and located the Pilot. They were able to keep him company until the rescue was properly completed. Fortunately the Pilot was uninjured. It was a terrific show on the part of this Observation Post. They acted quickly. They acted correctly. Just as they had been taught to do in an emergency. The following day, Arthur Dunphy who, incidentally, was a former Regional Supervisor of ours, and who owns his own aircraft, took off and located the wreckage of the Jet. This information was passed to the Filter Centre and over to Radar. This well done job saved a lot of needless and expensive searching. Not only did this Post start the job - they finished it.

I feel sure that I express the sentiment of the RCAF, Air Defence Command and the Ground Observer Corps as a whole when I say to Mrs. Morehouse and her wonderful group of Official Observers - WE SALUTE YOU !!

To all of our Observation Posts within 7 Unit we say this..... We never know the day nor the hour when YOU will be called upon to do your part. You may wait months, you may wait a year ---- but we need you twenty-four hours a day - ever looking skyward - ever alert - so that when and if it happens - YOU WILL BE READY !! TURN TO PAGE 4 for copy of a letter from Squadron Leader George Armstrong, Acting Sector Commander, 2 Air Defence Control Centre congratulating the volunteers on the above incident.

TEN DAYS LATER.....28 February, 1957 - Several aircraft flash calls were received from Observers in and around our Post at ST. IGNACE, Kent County, New Brunswick. In particular we would like to point out MR. ARTHUR JOHNSTON and MRS. ALLISON MUNDLE. Both of these people furnished sound, accurate information. They knew the exact location of the wreckage of a crashed jet - they knew exactly where the Pilot parachuted to safety. In a very few moments this Filter Centre was talking directly to the Pilot of the aircraft who was at the home of MRS. MUNDLE. Working closely on all this information with Radar, the pilot was soon picked up and safely back to base. Congratulations to MR. JOHNSTON and MRS. MUNDLE - WELL DONE!!!



Mr. & Mrs. Arthur Dunphy



Mrs. Gwen Morehouse

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# YOU ARE NEEDED

as a

GROUND OBSERVER

*Volunteer  
TODAY!*



SINGLE ENGINED TRAINER



CANADA

IN REPLY PLEASE QUOTE  
55-03-01 (A/SecCmdr)  
No.....

## Department of National Defence

Royal Canadian Air Force

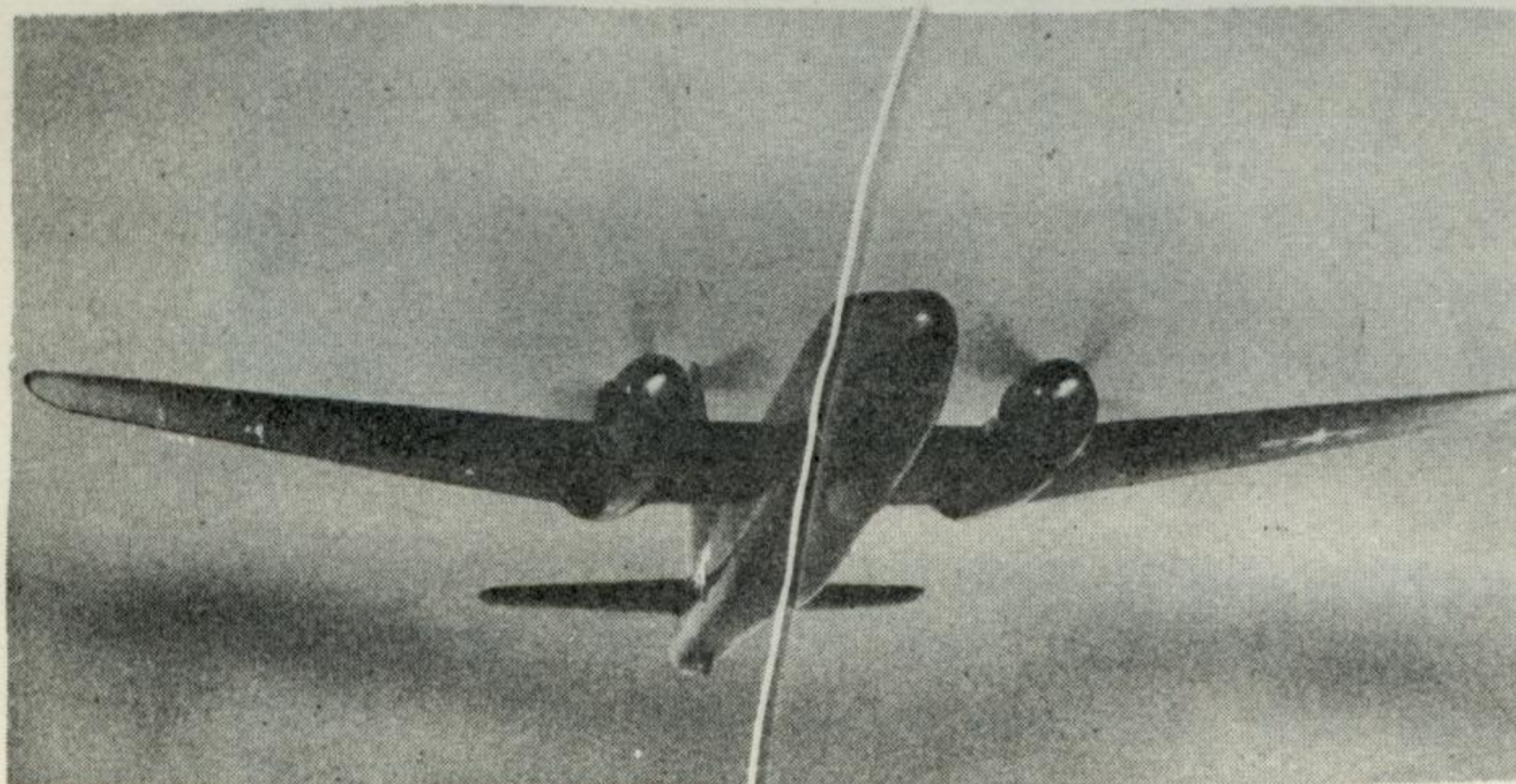
St Margarets, NB,  
25 Feb 57

Commanding Officer,  
7 RCAF GOBc Unit,  
Halifax, N.S.

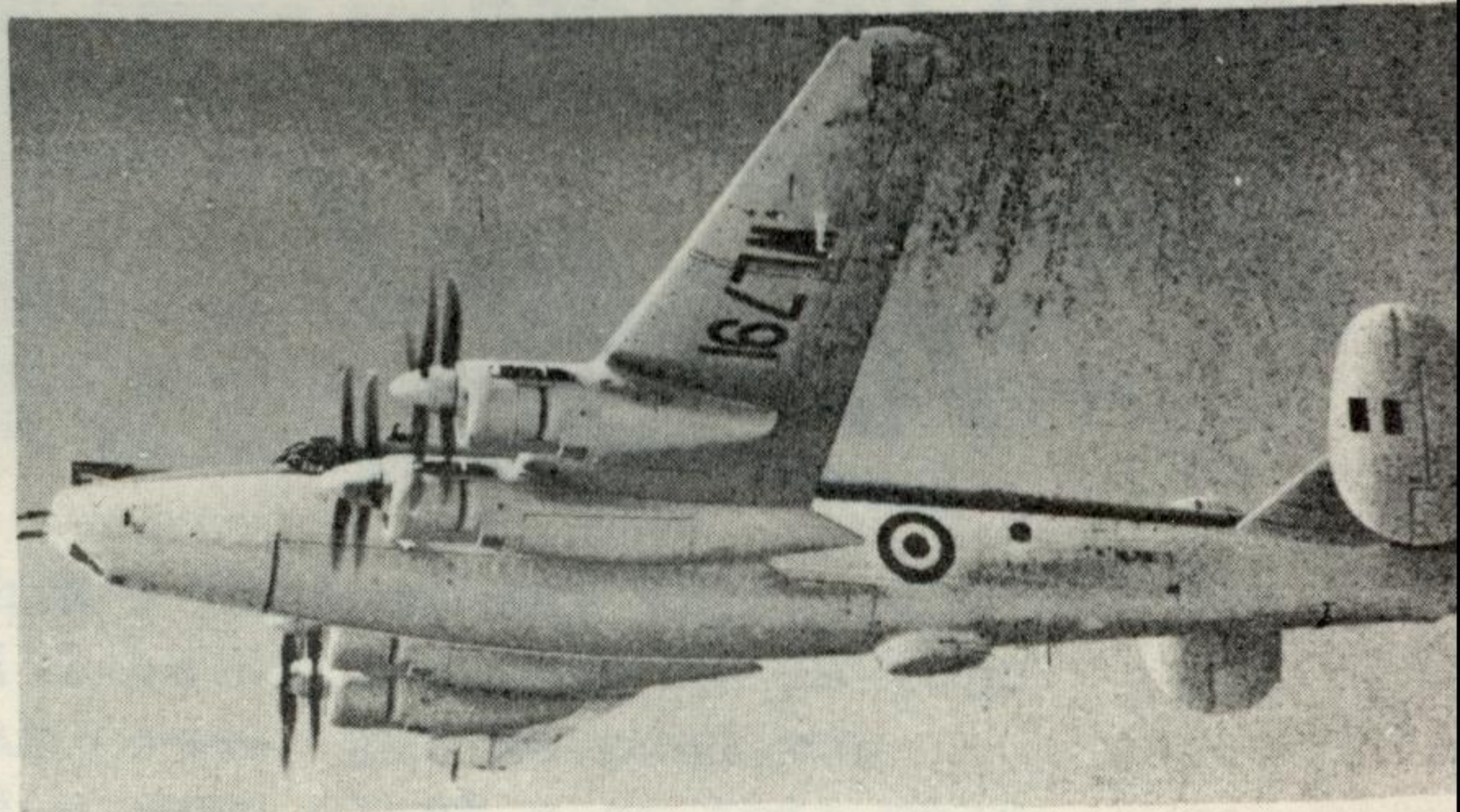
### Report on Jet Explosion

- 1 Please convey my appreciation to members of the Ground Observer Corps in the Upper Blackville area, and the staff of the Moncton Filter Centre, for the quick action taken on reporting and forwarding such accurate information on the 18th February.
- 2 This timely information made it possible to direct other aircraft into a small area with the results that the pilot of the crashed aircraft was returned to his unit in a matter of a few hours. These reports not only saved a large search but also undue exposure and physical suffering.
- 3 It is gratifying to know that such an excellent organization can be counted on to supplement the radar facilities of this Sector.
- 4 Thanks once again for a job well done.

(G.A. Armstrong) S/L  
A/SecCmdr, 2 ADCC.



BI - BOMBER



MULTI-BOMBER

# Honour Roll Post

- Submitted by 70 GOBC Detachment, Truro

## NOVEMBER QUEBEC 45 BLACK

The Observation Post at MOSHER RIVER, Nova Scotia under Chief Observer, MRS. JESSIE MILLER, has been chosen as HONOUR ROLL POST for this issue.

This Post was originally organized in 1953 but it was not until MRS. MILLER took over as Chief in March of last year that things really started to move. The number of Observers has increased over 300% and one would have to travel a long way to find a group of Observers who are more alert than these.

During training lectures we are always sure of having a keen and interested group to talk to and no aircraft get near this Post during exercises without being reported very quickly and accurately.

It is very gratifying to the Air Force staff to find people like MRS. MILLER and her Observers who are so anxious to help out in the work of the Ground Observer Corps.

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## LATEST STATISTICS

	Observation Posts Located	Observation Posts Trained	Official Observers Trained	Filter Centre Volunteers Trained
70 Det	291	221	2,980	91
71 Det	277	217	2,822	57
72 Det	236	179	1,065	46

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### CHUCKLE

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You've got to hand it to the Income Tax people .....  
Otherwise they'll come after it.

# PERSONALITY

Mr. Jack Sands - Supervisor T - 14



Mr. A.J. Sands was born in Kent County, England on March 20, 1917 and came to Canada the following year. He was educated in the Maritimes and Ontario and also attended University at the Washington Missionary College, Washington, D.C., from where he graduated, having majored in education.

From 1942 to 1946 he taught school in the West Indies, and taught school from 1946 to 1953 in Nova Scotia. In 1953 he was appointed Assistant Superintendent of the Nova Scotia Training School at Truro, N.S. and it was while working at this job that he became interested in the Ground Observer Corps.

He joined the Truro Filter Centre as a volunteer in the spring of 1954 and was made team captain of the Pathfinders shortly after. In 1955 he was transferred to Shelburne, N.S. as Superintendent of the Nova Scotia School for Boys. He is

married and he and his family reside in Shelburne, N.S.

The staff of the Truro Filter Centre were reluctant to lose Mr. Sands entirely so in November 1955 he again became a civilian volunteer of the GOBC by being appointed Regional Supervisor for area T-14. Mr. Sands' work in the Ground Observer Corps both as Filter Centre volunteer and as a Regional Supervisor has been most commendable.

The RCAF staff is very grateful for the work which Mr. Sands has done in the interest of the defence of our country.

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Mr. Herb Kirk - Supervisor M - 24



Mr. J.H. "Herb" Kirk is one of the original Regional Supervisors in the New Brunswick area.

Although Herb was born in Sussex and now resides only a short distance away in Hampton, it doesn't mean that he hasn't "been around". During World War I he performed a tour of duty as an Air Observer in France with the Royal Flying Corps. After completing his European tour, he was posted to Egypt where he trained and flew for some time as a pilot in the famous "Sopwith Camel" aircraft.

In 1920 he married Miss Marjorie Willis of Amherst.

When World War II broke out he joined the RCAF and attained the rank of Flight Lieutenant. He served for 4 years as Commanding Officer of the Radio Direction Finding School at the University of New

Brunswick as well as Administrative Officer for the University Air Training Corps. In 1945, he was awarded the Efficiency Decoration in recognition of his services.

(continued next page)

# SKETCHES

Mr. Kirk is employed as Veterans Officer with the Unemployment Insurance Commission in Saint John.

Mr. & Mrs. Kirk have one son, Corporal Bill Birk, stationed with the RCMP in Halifax.

Herb has always been one of our most conscientious Regional Supervisors and it is always a pleasure for RCAF officers to work with him in the field. He is also well known and highly respected by the Chief Observers and Official Observers in his Regional Area - M24.

#####

Assistant Supervisor Wiseman on the Extreme Left with Two GOBC Volunteers



Mr. William Wiseman, Deer Lake, has been the capable and energetic Assistant Regional Supervisor for the Bowaters Woods Camps in area N-18 for the past 4 years. His job in the Personnel Department office is to the advantage of the Ground Observer Corps in that he can readily recruit the required Observers for the various Observation Posts established at the company's many Woods Camps in the area.

Bill Wiseman, a native of Newfoundland, was born at Heart's Delight, Trinity Bay. He came to Deer Lake in 1925 and started his career with the original Newfoundland Pulp and Paper Company. This firm was later purchased by the International Paper Company, which in turn was taken over by the Bowaters Organization. It appears that our friend Bill was a part of each deal, since he has stayed on with the job for all three companies.

He is happily married, the father of

five husky boys and four lovely daughters.

Besides his GOBC duties, Bill finds time to take an active part in the local masonic Lodge, and thoroughly enjoys getting away from it all for a bit of fishing in the many lakes and ponds that are in the locality.

Incidentally, Bill and Tom Green of Bowaters Woods Department (Tom is also the new GOBC Regional Supervisor for the Woods Area) have just returned from an enjoyable and educational (they say) tour of Norway, Sweden and England. This 30-day trip was laid on and financed by the Bowaters Company. How lucky can you get?

The Corps is very fortunate to have had Bill as our local key man for these past four years. Our sincere thanks to him for a job well done.

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# NEWS

from



## DETACHMENT

### CAPE BRETON AREA

While Sydney was enjoying (?) one of its coldest spells in recent years, training programmes were cut short by road conditions and power shortages. Among seven Posts which received training in January was Englishtown, which we visited on the first evening that the district had continuous power for many days. At Eskasoni Indian Reserve we welcome a new Chief Observer, Mr. Terence W. Boone, who is ably supported by G.D. MacLeod, H.H. Nicole, R. McPhee, W. Morley and Father MacPherson, other staff members at the reservation where Mr. Boone is superintendent.

During April and May we plan to invade Cape Breton, so look out! Let's have some good attendances. We shall bring good general interest films, besides a Ground Observer Corps film.

#####

### EASTERN SHORE

The station wagon from Truro has been very busy along the Eastern Shore road recently. Nevertheless, its mileage was not in vain. In Regional Area T-21 we now have a new Regional Supervisor and three new Posts, each with a new Chief Observer. Welcome to the Ground Observer Corps:

JACK BALCOM - Sheet Harbour - R/S  
BLAKE MITCHELL - Oyster Ponds -  
C/O - MQ 54 Black

HAROLD WHITMAN - Port Dufferin -  
C/O - NQ 35 Black  
DR. EA MACKENZIE - Ship Harbour -  
C/O - NQ 04 Black

Mr. Balcom takes the place of Mr. Earle Lohnes who had to relinquish his position on account of his leaving the district. Earle had been with us since June 1952. We are indebted to both he and Mrs. Lohnes, his Assistant, for their years of willing work, and we wish Earle good fortune in his new work.

In Regional Area T-22 recently we were able to train six posts in four days. Mr. Everett Moody, the Supervisor, is to be congratulated on his organization. Included in the six posts mentioned above is one new Post, NOVEMBER ALFA 50 RED at Liscomb Mills. We welcome MISS KATHLEEN RUMLEY as CHIEF OBSERVER.

#####

### T-19

A trip was made to the Windsor area, however, it was impossible to carry out as many visits as expected due to the slippery conditions of the back roads. A number of visits were made, however, and some training was done.

A new Chief Observer was signed up at LIMA QUEBEC 55 BLACK, Kings College School to replace the former Chief who has left. The staff are beginning to wonder if it is a requirement that teachers at Kings College have names starting with the letter "W". Mr. Ian Wilson was the first Chief and when he left to return to England, he was replaced by Mr. E.P. Williston

who has now been replaced by Mr. B.E. Willan. We are very happy to welcome Mr. Willan as Chief at this very active Post.

#####

LOST -

ONE REGIONAL SUPERVISOR

Mr. D. Perry Garber, Regional Supervisor of T-16, Bridgewater area, has been forced to resign due to illness. At the time of writing Mr. Garber's replacement has not been named but it is expected that a new Supervisor will be appointed in the very near future.

#####

KENTVILLE AREA

A new Post, LIMA ALFA 30 BLACK, was recently organized in Kentville. This Post is being manned by the local Air Cadet Squadron with the Commanding Officer, F/L R.E. LOOMER, acting as CHIEF OBSERVER. It is felt that this will become a very active Post.

#

Training lectures were held at Canning and Berwick with a number of new Observers being recruited at Canning. Our very good friends at Berwick showed their usual hospitality both to the Air Force personnel and the visitors from the Observation Posts at Tremont and Morden.

We were very happy to see MAYOR HORSBURGH of BERWICK at this meeting. Mayor Horsburgh indicated a great deal of interest in the Ground Observer Corps and signed up as an Observer during the evening. Mayor Horsburgh also presented Wings to Wayne Ward of the TREMONT Post.

#####

ABOVE AND BEYOND

THE CALL OF DUTY

We take great pleasure in placing yet another "feather in the cap" of MRS. HARRY MacLELLAN and her Observers of MIKE ALFA 02 RED at ECONOMY. During the early evening of 18 March what appeared to be flares were sighted across the Minas Basin from Mrs. MacLellan's Observation Post. Later the same evening flares were again sighted. At approximately 0800 hours the following morning Mr. Alvin MacLellan, son of Mrs. Harry MacLellan, Mr. Gardner Morris and Mr. Burke Downing struck out from their homes to investigate the sightings of the night before. Feeling that it could quite possibly be the missing Navy Avenger. Little did these gentlemen know that during the next twenty-four hours they were to experience the most hazardous and anxious moments of their lives. Fast rising Bay of Fundy tides stranded the trio on the only piece of rock left above water, completely cutting them off from either shore. To make matters even worse, they were accompanied during their stay on this precarious perch by a violent wind-driven snow storm. Finally at 1300 hours Thursday, after the storm settled down and the tide had once again gone out, the trio made for shore. Great signs of relief were heard from relatives and neighbours as the men were helped ashore by members of a party who had believed the trio lost and had organized a search at approximately 2000 hours on Wednesday night. The trio suffered exposure and exhaustion but were otherwise in fine condition. This act indeed can be termed "above and beyond the call of duty". We are proud of you, Alvin, Gardner and Burke.

#####

CHUCKLE

Insurance agent: "Don't you wish your office furnishings were insured against theft?"

Boss: "Yes, all except the clock. Everybody watches that."

#####

# **FILTER CENTRE NEWS**

- 70 DETACHMENT, TRURO

## ROCKETS

The Truro Filter Centre now has four teams operating smoothly. On Wednesday afternoon from three to five a very fine group of ladies known as the ROCKETS have been undergoing training for the past four months. These ladies have adapted themselves magnificently to Filter Centre work.

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## FILTER FANS

On Wednesday evening from five to eleven o'clock, a team known as the FILTER FANS have been operating for approximately two years under the very capable direction of team captain Mr. Frank Richardson. This is the foremost team at 70 Detachment at the present time. Some of the members of this team are pictured below. Team Captain Richardson is shown on the extreme left.



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## HAPPY GANG

On Thursday night from eight to ten o'clock, the HAPPY GANG team operates. Members of this group

are a combination of three teams, each team having become so small it was impossible to operate as a team. Therefore, the remainder of all three joined forces and became known as the HAPPY GANG. Since their amalgamation they have shown continuous improvement and may yet prove to be one of our most active groups. Mr. John Sanford has been selected to lead this group.

#####

## WHIZ KIDS

On Friday evening the WHIZ KIDS meet from eight to ten o'clock. The WHIZ KIDS are with the exception of one or two, all teenagers. This group requires more supervision than the other teams, but during aerial exercises they certainly have shown what they can do. The WHIZ KIDS are under the very capable supervision of an un-assuming young man in the person of Mr. Ian Fraser.

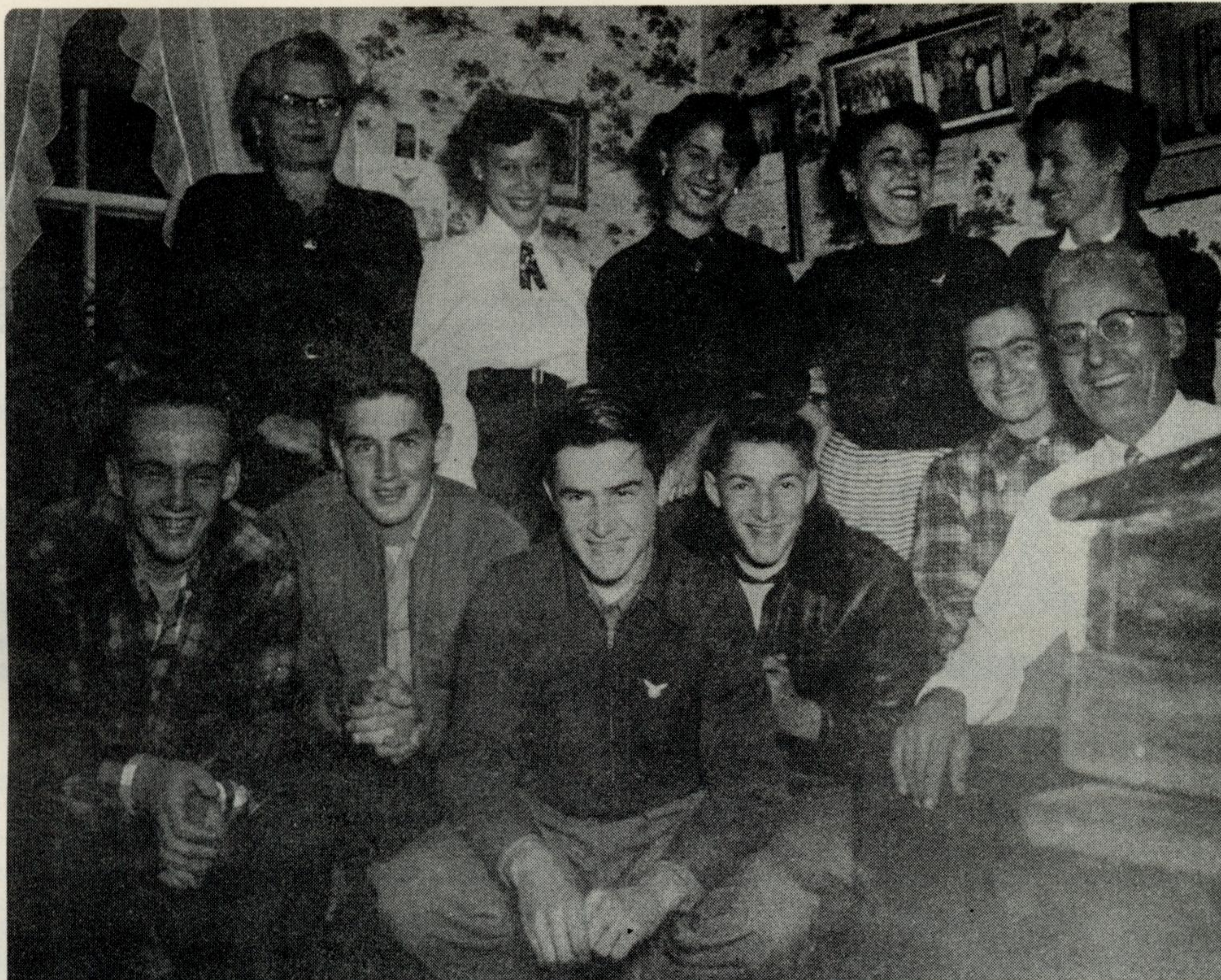
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All teams are waiting patiently, but rather restlessly, for our first exercise of 1957 - SOMETIME IN JUNE.

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Going-Away Gift Being Presented to F/O & Mrs. Bill Whitford by Betty Hall



Pictured above are some members of Observation Post LIMA QUEBEC 53 BLACK AT Hubbards, Nova Scotia. They are, left to right, Roddy Harnish, Paul Davis, Robert Flett, Neil McLean, Phyllis Harnish and Ray Dauphinee, the efficient CHIEF OBSERVER. Standing are, left to right, Mrs. Ray Dauphinee, Nettie McLean, Donna Backman, Mrs. Marion Hamlin and Mrs. Ella Conrad.

#####



Pictured above is F/L Doug Giggey presenting a gift to F/O & Mrs George Gillespie upon F/O Gillespie's retirement from the RCAF.

**WAKE UP!**

**SIGN UP!**

**LOOK UP!**

Join the

**GROUND OBSERVER CORPS**

# JUNIOR BLOOPERS

YOU NEVER KNOW WHAT TO EXPECT FROM CHILDREN THESE DAYS. HERE ARE SOME CLASSICS:

# Asked by his teacher to use the word "sirloin" in a sentence, a Halifax seventh-grader last week came up with--"He entered the kitchen with a very sirloin look on his face."

# Struggling through his English exercises, a Kings county Schoolboy listed among his rules of health -- "Don't read in the dark because it'll give you measles."

# A story from Sydney tells of a seven-year-old who wrote an essay on safety, saying: "My dad never meets with accidents. He never gets sturned or staggers across the street and gets knocked down by cars."

The reason: "When he buys beer, he takes it home, takes off his boots, lies down on the floor, opens the crate and off he goes. He can't fall down. He's already on the floor. He can't get run over as he is indoors, and he cannot hurt anyone else as the car is in the shed."

# "Don't step on worms," warns a first-grader, "you'll get your shoes dirty".

# A pupil in a northern Nova Scotia village found "bacon" among the words he was to fit into sentences. He promptly wrote, "I have been bacon a birthday cake."

# One of Nova Scotia' junior citizens was corrected for saying, "He ain't goin'."

"You must say, 'He isn't going'," admonished his teacher, "It should be 'I am not going. You are not going. He is not going. We are not going, and they are not going. Now, you say it'."

Came the rejoinder: "There ain't none of them goin'."

# Another wayward grammarian was kept after school for using the wrong form of a verb. He was left alone in the schoolroom to write 50 times on the blackboard "I have gone".

When he had completed his laborious task, he left a footnote for his teacher. "Dear teacher: I have wrote my lines and have went home."

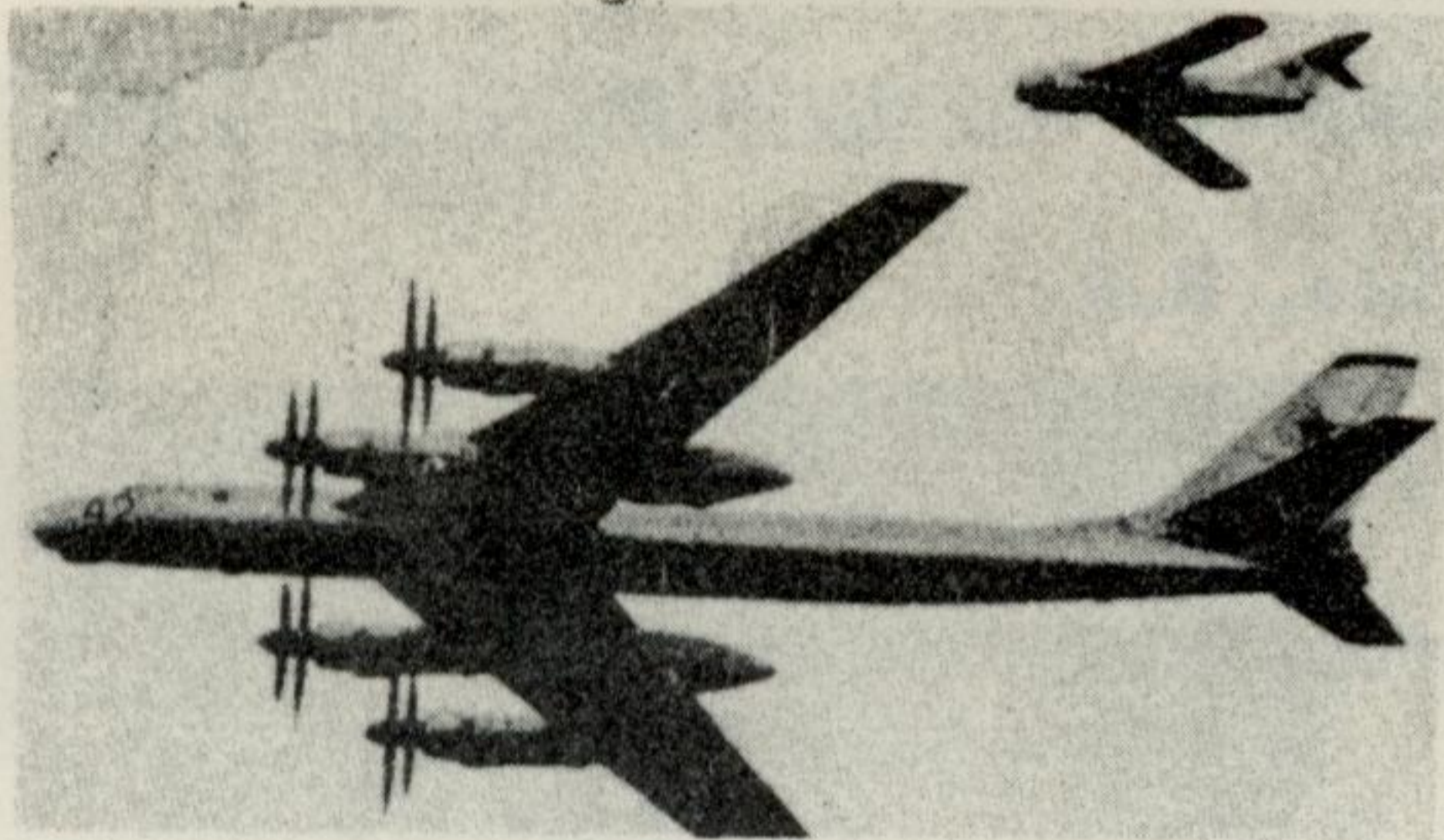
# Humorous errors are frequent in the Sunday School classroom. One tot drew a picture of her favorite Bible story. It consisted of three men in a modern aircraft, flying over the desert. A pilot was visible through the cockpit door.

Asked what Bible story the scene represented, she said it was a drawing of the three wisemen heading for Bethlehem. "That's very good," said her teacher, "but who's the man flying the plane?" "Oh, that's Pontious the pilot," she replied.

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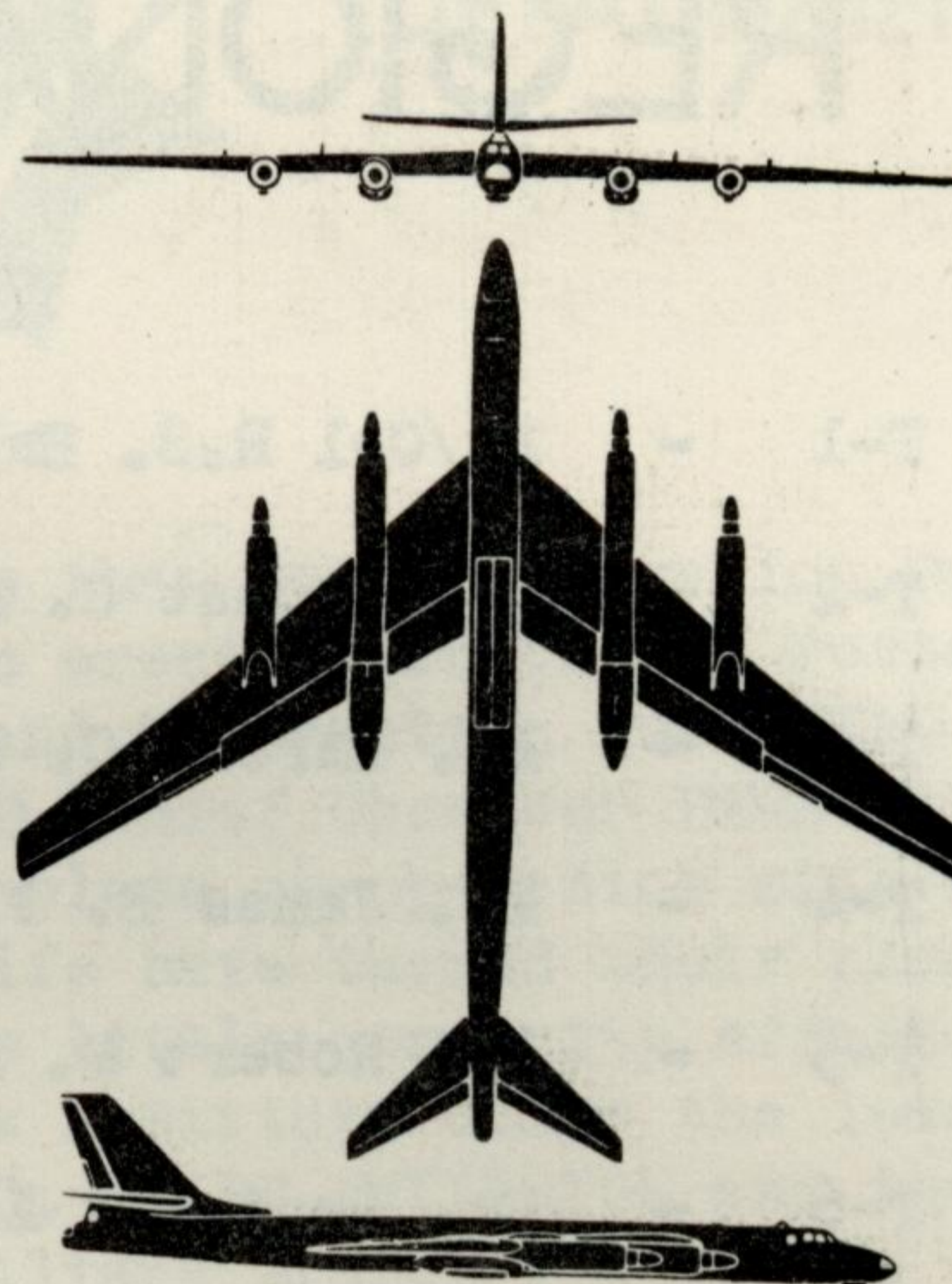
**FATHERS and SONS  
CAN SERVE TOGETHER  
IN THE  
GROUND OBSERVER CORPS**

**RECOGNITION  
GOSSIP**

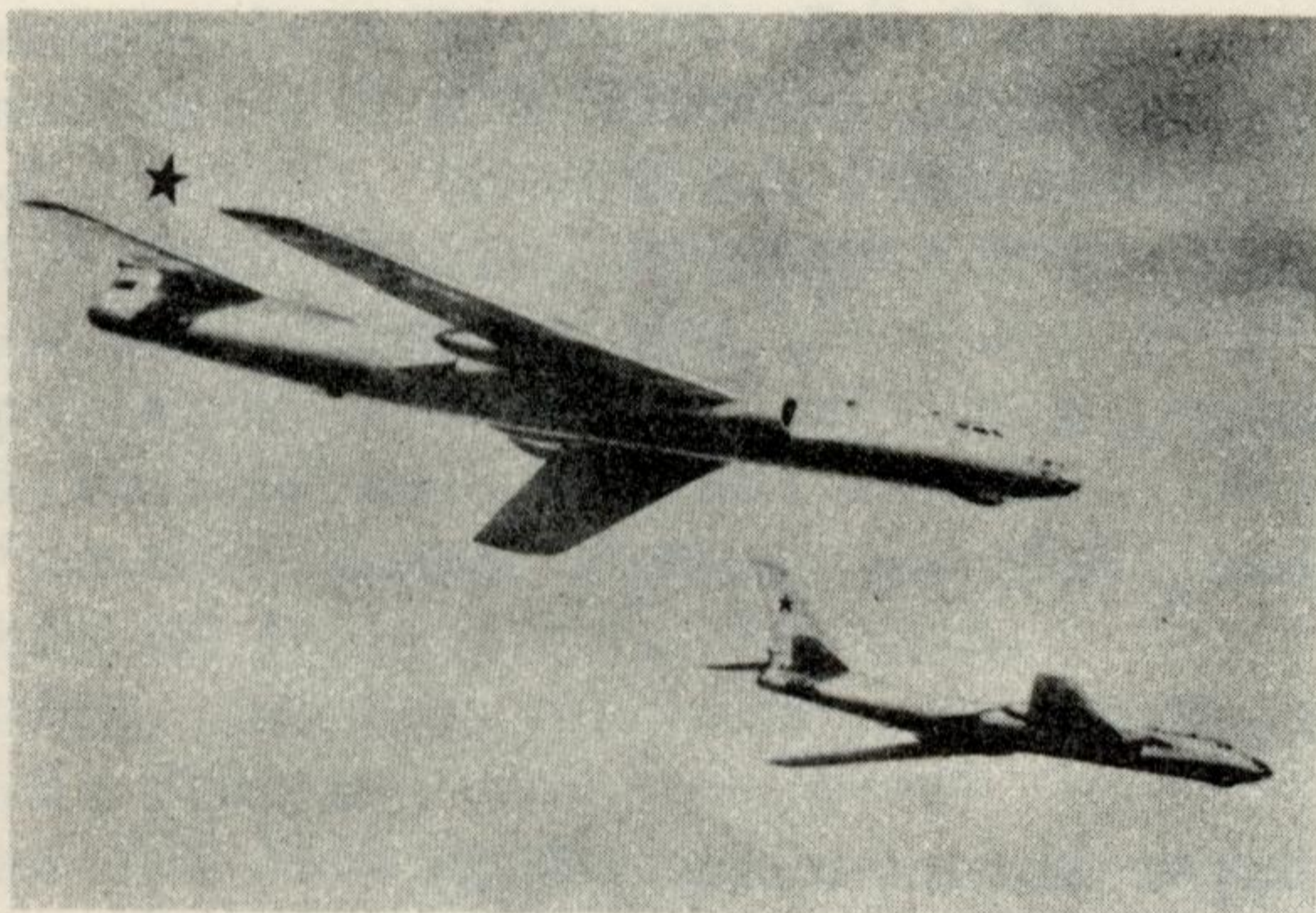


**BEAR**

The abrupt unveiling of this huge new four-engined turboprop bomber last year revealed a new trend in the modernization of the Soviet Long Range Aviation (SLRA) -- a trend toward longer range at some expense in altitude and speed, as compared to pure jets. The BEAR, as this aircraft has been designated by Western nations, has a number of features which make it unmistakable from any other aircraft.

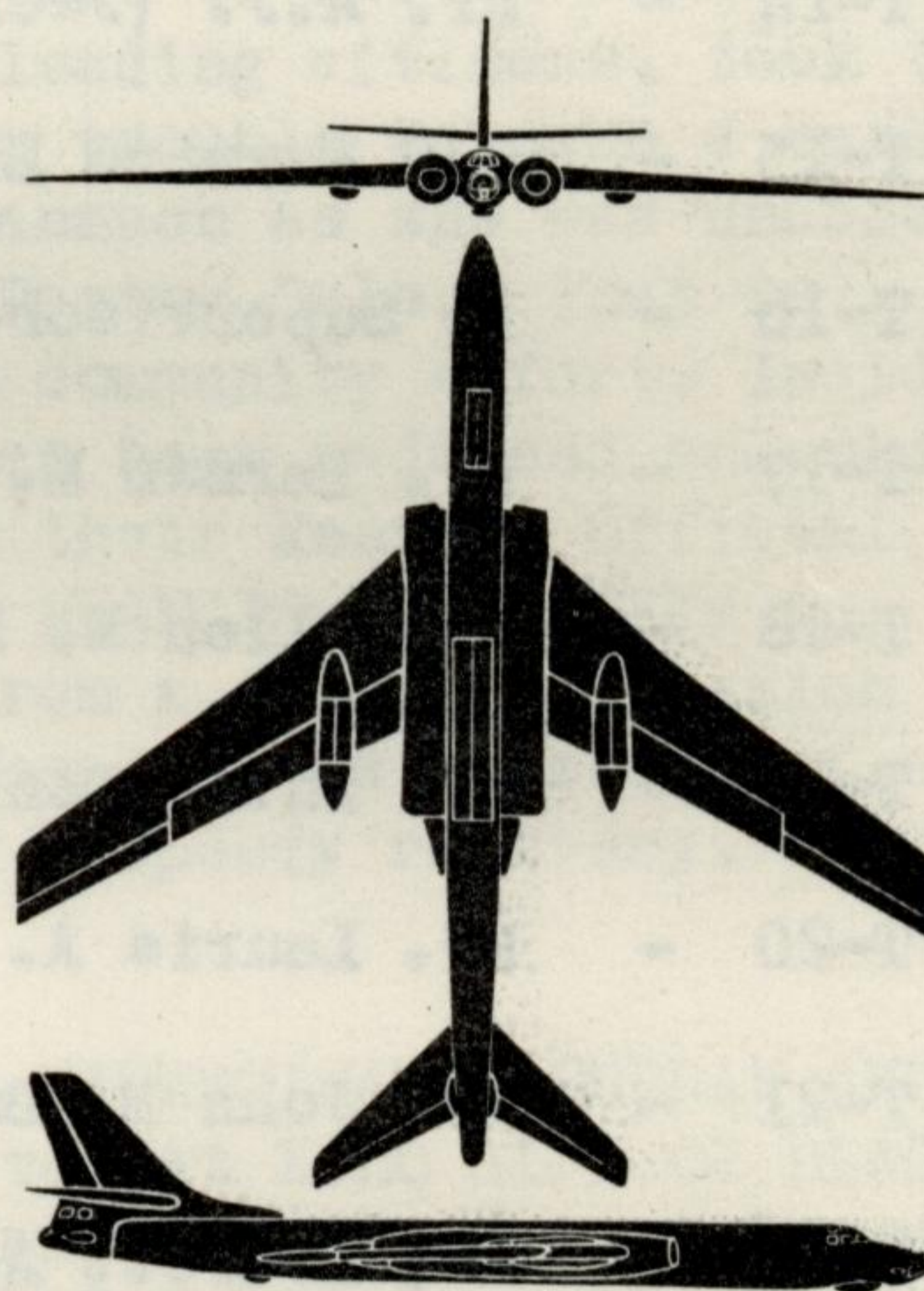


Among the most obvious are the long, thin, engine nacelles, tipped with large propeller spinners, jutting far forward of the leading edge of the broad, swept-back wings. Also contributing to the aircraft's distinctiveness are the streamlined pods which protrude prominently from the wing trailing edge behind the inboard engines. The length and relative thinness of the fuselage give the BEAR an "undernourished look" which belies its deadly capabilities.



**BADGER**

This swept-wing, twin-jet Soviet bomber was first observed by the West at the 1954 Soviet May Day Airshow. It is similar in size and performance to the U.S. B-47, although there are distinct recognition features which differentiate the two aircraft. The B-47 has four jet-engine pods (two engines in each of the inboard pods; one engine in each of the outboard pods) suspended beneath the wings.



*You may save a City*

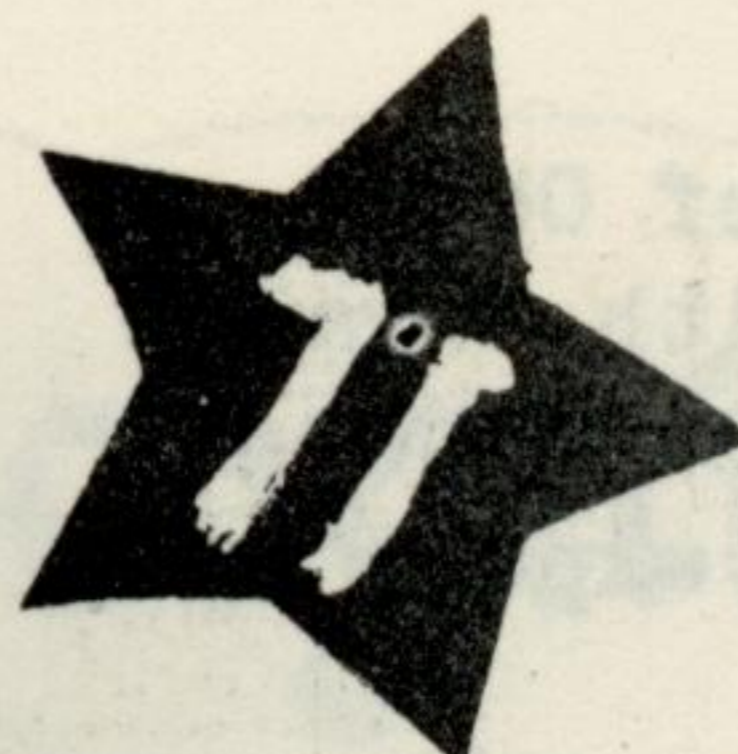
# REGIONAL SUPERVISORS

## 70 GObC DETACHMENT, TRURO

- Area T-1 - Lt/Col R.S. Hallett of Weymouth, N.S.
- Area T-2 - W/C Ernest C. Atkinson of Annapolis Royal, N.S.
- Area T-3 - Mr. Harold C. Kuhn of Kentville, N.S.
- Area T-4 - Mr. James B. Fleury of Truro, N.S.
- Area T-5 - Mr. Robert M. Barnes of Amherst, N.S.
- Area T-6 - Mr. Reginald E. Mattinson of Tatamagouche, N.S.
- Area T-7 - Mr. Ronald J. MacNeil of Riversdale, N.S.
- Area T-8 - Mr. Malcolm P. Fraser of Antigonish, N.S.
- Area T-9 - Mr. Ernest B. Davidson of Isaac's Harbour, N.S.
- Area T-10 - Mr. Joseph W. Arsenault of Cape LeMoynes, N.S.
- Area T-12 - Captain J.M. Wilson of Sydney, N.S.
- Area T-13 - Sheriff Jack Baker of Yarmouth, N.S.
- Area T-14 - Mr. A.J. (Jack) Sands of Shelburne, N.S.
- Area T-15 - G/C Maynard L. Colp of Liverpool, N.S.
- Area T-16 - No Supervisor at Present Time
- Area T-17 - Mr. Herman M. Walker of Chester, N.S.
- Area T-18 - Mr. Allen E. Neily, Rockingham, Halifax County, N.S.
- Area T-19 - Mr. David Daniels of Windsor, N.S.
- Area T-20 - Mr. Laurie A. MacKenzie of Upper Musquodoboit, N.S.
- Area T-21 - Mr. John H. Balcom of Sheet Harbour, N.S.
- Area T-22 - Mr. Everett A. Moody of Ecum Secum, N.S.
- Area T-23 - Dr. J.C. Trainor of Port Hawksbury, N.S.
- Area T-24 - Lt/Col T.S. McLanders of Sydney, N.S.
- Area T-25 - Mr. Martin W. MacDonald of Eldon, P.E.I.
- Area T-26 - Mr. W. Stewart MacIntyre of Elmira, P.E.I.

# Flashes - -

## FROM



## DETACHMENT

### Staff of 71 GOBC Detachment



Seated, left to right: F/O G.D. Perkins, F/O R.H. Buckley, F/L R.C. Hussey, Detachment Commander; Miss Joan Reilly, Stenographer; F/O M.W. Thompson and F/O J.P. Sperdakos. Standing, left to right: LAC A.L. Harris, LAC D. O'Connor (Danny is on staff at Unit HQ in Halifax), LAC G.R. Godel, LAC G.H. Williams, Cpl H.M. Steeves, LAC J.D. Ewart and F/O Jack Lutes.

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# These are busy day. The warmer sun and cleaner highways have called for an increase in the tempo of field training. Elsewhere in this issue there are stories which prove the need for continued training and constant alertness. The keenness and enthusiasm of so many of our Posts is reflected in what we call Area M-24 - under the capable control of Regional Supervisor HERB KIRK. From that area we learn the welcome news that plans are underway

for no less than four Observation Posts who plan on erecting their own Posts. At NORTON and Observation Post KILO ALFA 13 RED, Chief Observer HERB TAIT, working in close co-operation with his charming wife have turned their plans into a nice little community effort. The Women's Institute under the leadership of MRS. BYARD FULLERTON and the Ladies Auxiliary Branch #76 of the Canadian Legion, spearheaded by MRS. HERB TAIT have pledged themselves to raise sufficient funds and material to erect their own NORTON Observation Post. Already a successful Pantry Sale and then a Card Party have swollen the coffers of these organizations and plans can now take a definite shape. MR. G.H. PERKINS has generously donated a supply of materials.....and to show you the spirit which is typical of this effort in NORTON, MRS MARY HARRINGTON, one of Norton's most respected and leading citizens, took the time and the trouble to make a cash donation inasmuch as she was unable to attend the Pantry Sale. That is certainly a community effort. Incidentally, this Post has been saddened somewhat in that one of their keenest Official Observers, MR. FRANCIS P. GRIFFIN is suffering from a severe concussion at Lancaster Hospital as a result of a fall. We wish him a speedy recovery.

# Over at NAUWEGIWAWUK, MURRAY ANDERSON, Chief Observer at KILO ALFA 02 BLACK, made his plans for a new Post known at an enthusiastic meeting on 12 Mar 57. This too plans to be a community effort and if the new Post is anything like the Community Hall, which they erected, you can be sure it will be a nice one.

# MR. JURNE THORENSEN, Chief Observer at HATFIELD POINT, is finalizing his plans for a nice new Post and we expect to have more detail on that when we meet there early in April.

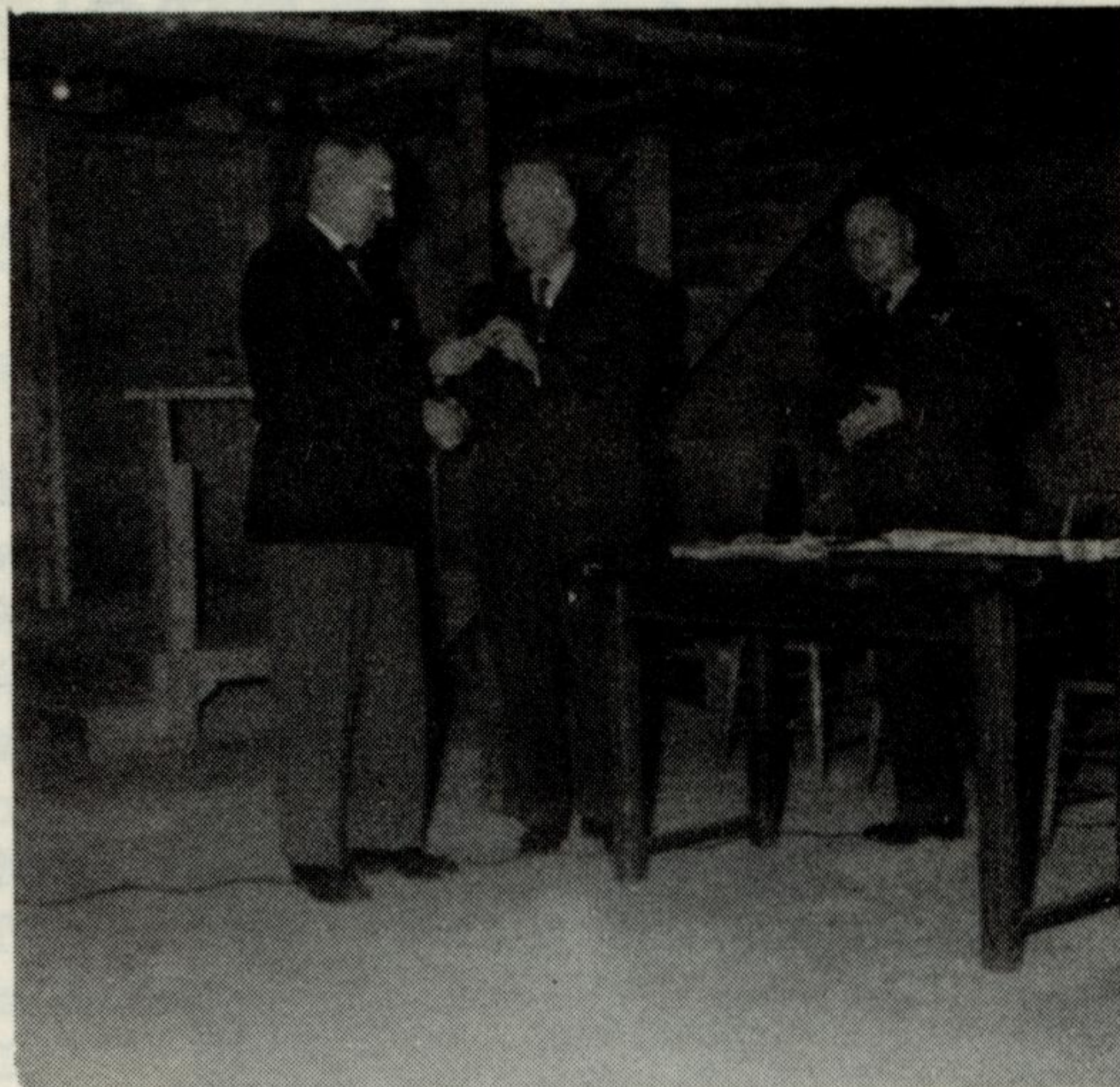
# MR. MYLES FOWLER, our Chief Observer at YOUNG'S COVE and one with loyal service, is not to be outdone and before the summer is out we can expect a nice lookout at this spot.

# All the meetings in M-24 were certainly enthusiastic ones. We were treated to a most pleasant meeting and luncheon at Apoahqui with Pauline Wiles and her enthusiastic group of Observers. Pauline has spent 286 hours on duty during exercises and special alerts. They meet regularly once per month and their log book carries an accurate description of all of the Post activities. It is only right at this point to mention Log Books. Most of our Posts keep an accurate record of their activities and enter movements of aircraft which they see in the course of their normal duties. The log at Upper Blackville for instance gives a wonderful word picture of exactly what happened on that memorable 18th Feb. So those of you who are not keeping up your log books, we suggest that you write down the things that happen. They can certainly be important.

# Colonel LEGER, Regional Supervisor of area M-11, NEWCASTLE had an unfortunate accident in which he broke his leg. It appears the "Good Colonel" was "keeping his eyes on the skies" and failed to notice a slippery patch of ice and ended up with a "five point landing". We wish you a speedy recovery, COLONEL.

# FORWARD YOUR NEWS TO US, WE LOOK FORWARD TO PRINTING IT !!!

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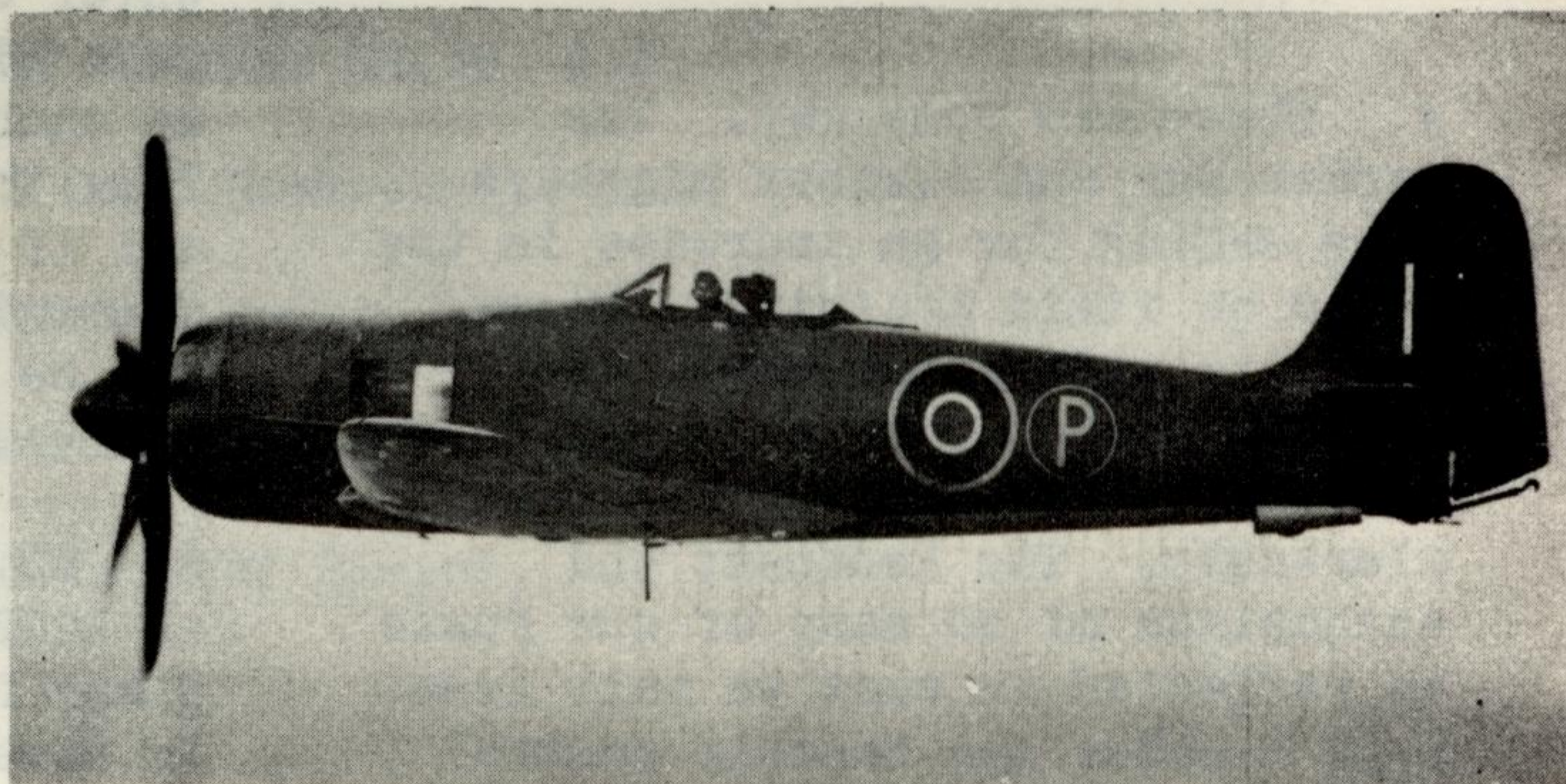
Pictured above is Mr. A.W. Carton MLA for Saint John County, N.S. presenting GOBC Wings to Chief Observer J.C. Smith of Juliett Alfa 51 Black. F/O R.H. Buckley is shown on the right.

#####

ARE YOU READY?

A Spring exercise is planned for JUNE. It will be a one day affair and will be held on a WEDNESDAY. Definite date and times will appear in the next issue. We are striving for every Post on watch for this one. CAN WE COUNT ON YOUR POST ?

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One Single Engined Fighter

# Aircraft Recognition

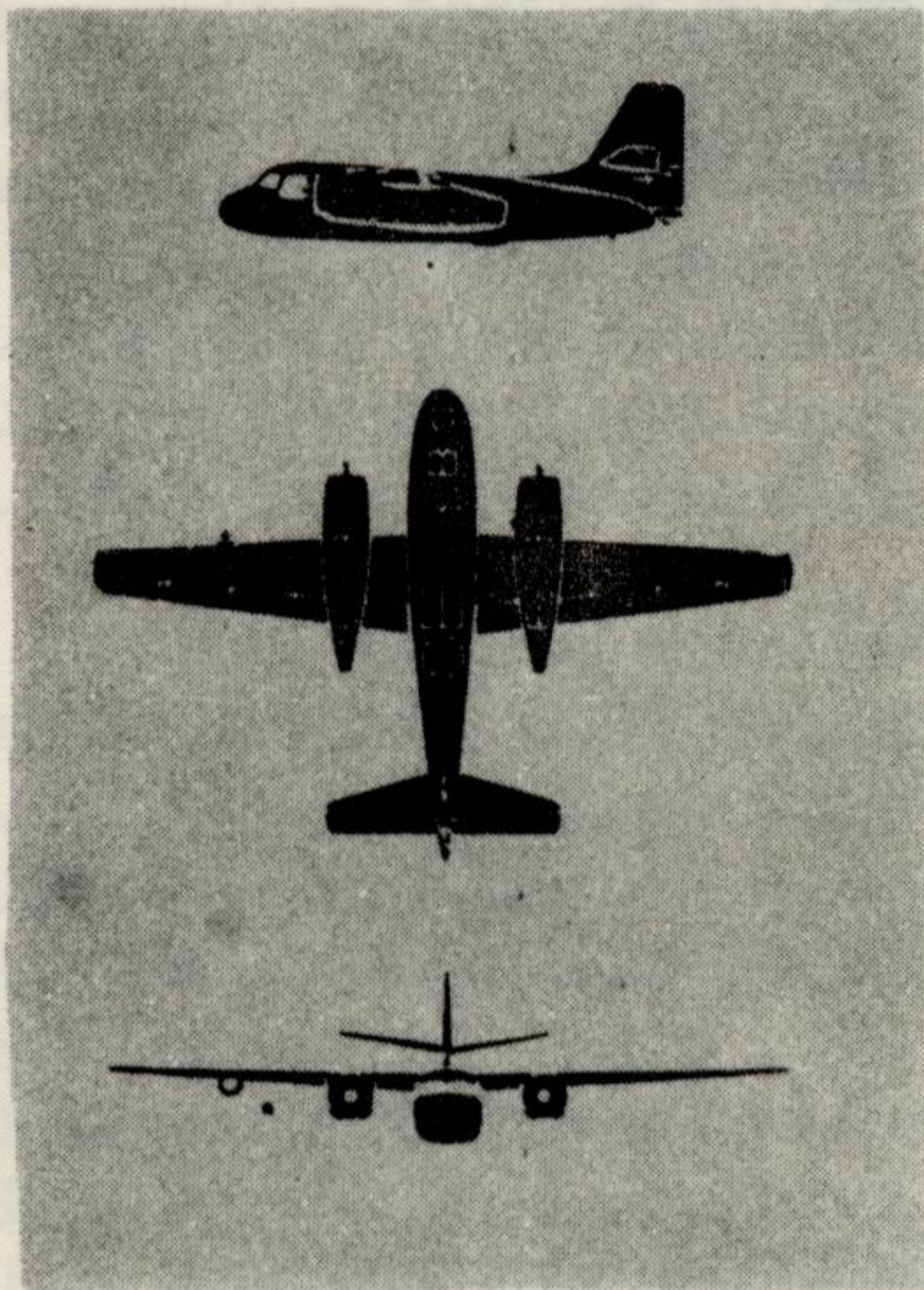


S2F-1 TRACKER

The TRACKER is a twin-engine carrier-based Anti-Submarine Search and Attack Bomber. Now being manufactured by deHavilland Aircraft of Canada Ltd, for use by the Royal Canadian Navy.

This aircraft will undoubtedly be seen during future GOBC exercises in Nova Scotia, New Brunswick and Prince Edward Island.

REPORT AS: "BI MOTOR ----"



HEAD ON VIEW

- (a) High wing monoplane, no noticeable dihedral.
- (b) Two underslung engines.
- (c) Fuselage appears square.
- (d) Tail plane, high with slight dihedral.
- (e) High single fin.

---70 GOBC Detachment, Truro

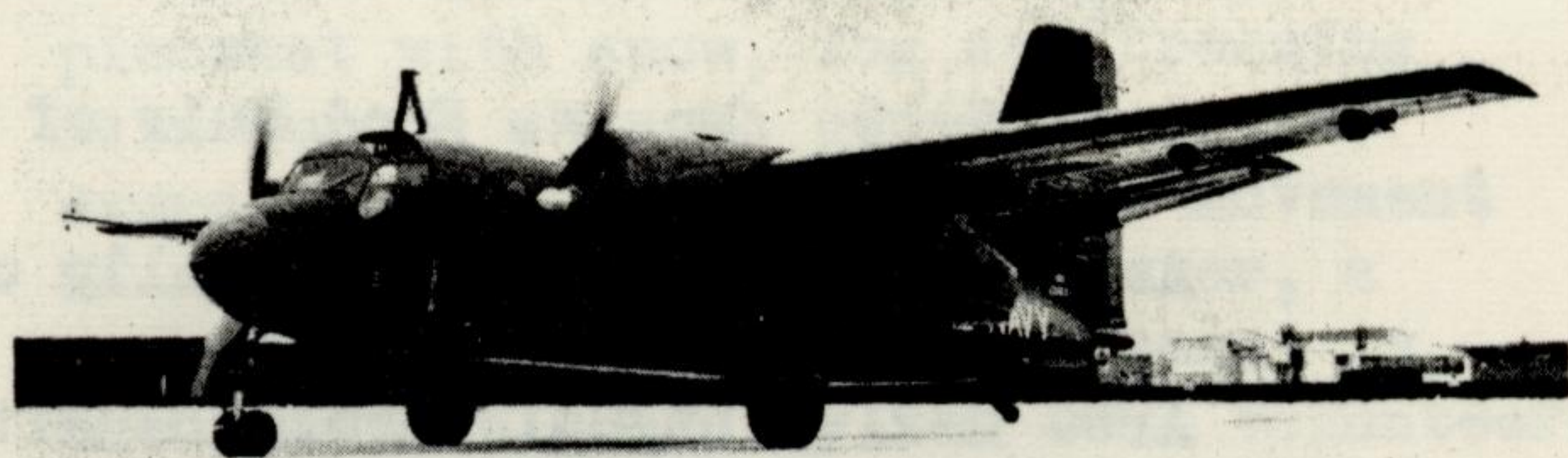
PLAN VIEW

- (a) Wings, slight taper on leading edge, more pronounced on trailing edge, square tips.
- (b) Trailing edge broken by engine nacelles.
- (c) Short rounded nose or fuselage, fuselage tapers out to pointed tail.
- (d) Tail plane has tapered leading edge, square tips straight trailing edge.

SIDE VIEW

- (a) Rounded nose, step up to crew compartment.
- (b) Smooth tapered fuselage back to faring at fin.
- (c) Fin tapered to square tip, rudder has straight trailing edge.

The attacker features the latest navigational and weather equipment, carries a crew of four. Has retractable radome located under rear of fuselage. Sixty-nine foot 8 inch wing span. Length 42 feet.



#####

# REGIONAL SUPERVISORS

## 71 GObC DETACHMENT, MONCTON

Area M-1 Mr. Ronald D. McKinnon of ALBERTON, P.E.I.  
Area M-2 Mr. Ivan G. Vaughan of SUMMERSIDE, P.E.I.  
Area M-3 Mr. Garnet Turner of KENSINGTON, P.E.I.  
Area M-4 Mr. A. Nelson Parker of GRAND MANAN, N.B.  
Area M-5 Mr. Donald Woodworth of CAMPBELLTON, N.B.  
Area M-6 Mr. Henry J. Paillard of EDMUNDSTON, N.B.  
Area M-7 Mr. J. Leopold Roy of ST. QUENTIN, N.B.  
Area M-8 Mr. William A. Burgess of WEST BATHURST, N.B.  
Area M-9 Mr. Arthur Foster of CARAQUET, N.B.  
Area M-10 Mr. Edward A. Kukurski of PERTH, N.B.  
Area M-11 Lt/Col J. Arthur Leger of NEWCASTLE, N.B.  
Area M-12 Mr. George H. Currie of STANLEY, N.B.  
Area M-13 Mr. Walter G. Sutherland of DOAKTOWN, N.B.  
Area M-14 Mr. Robert J. Richard of ST LOUIS DE KENT, N.B.  
Area M-15 Mr. James A. Watson of WOODSTOCK, N.B.  
Area M-16 Mr. Walter F. Wade of MARYSVILLE, N.B.  
Area M-17 Mr. Jack J. McGinley of CHIPMAN, N.B.  
Area M-18 Mr. Lloyd D. Pollock of PETITCODIAC, N.B.  
Area M-19 Mr. W. Fred Muir of MONCTON, N.B.  
Area M-20 Mr. Amos J. Reilly of PORT ELGIN, N.B.  
Area M-21 Lt/Col Harold H. Ritchie of FREDERICTON, N.B.  
Area M-22 Mr. Harry C. Thorburn of McADAM, N.B.  
Area M-23 Mr. Clarence B. Smith of HOYT, N.B.  
Area M-24 Mr. James H. Kirk of HAMPTON, N.B.  
Area M-25 Mr. Alexander F. Riceough of ST. STEPHEN, N.B.  
Area M-26 Mr. Arnold T. Wilson of LANCASTER, N.B.

# News Items



## DETACHMENT

### FILTER CENTRE

### WINGS

### PRESENTATION DINNER

The Gander Filter Centre also made the headlines during February. On February 18th, fifteen Filter Centre volunteers received their Wings and Certificates. The presentations were made by Air Commodore P.A. Gilchrist DFC CD of ADCHQ, St. Hubert, Quebec.

During the dinner presentation ceremony, A/C Gilchrist spoke of the importance of the Ground Observer Corps volunteers in the Early Warning System in Canada and the urgent need for more volunteers in areas such as Newfoundland.

Squadron Leader R.H. Morris CD Commanding Officer, 7 GOB Unit, Halifax also addressed the gathering and complimented the graduating volunteers for giving so much of their free time to attend Filter Centre lectures and exercises to attain Wings standards.

Other guests present included Group Captain M.E. Pollard DSO DFC AFC CD, Commanding Officer, RCAF Station Chatham; Wing Commander J.E.N. LaBelle MBE CD; Wing Commander R.R. Steeves; Major C.M. Ratliff, USAF; and Dr. Conn, all of ADCHQ, St. Hubert; and Squadron Leader D.C. Bullock DFC CD, Commanding Officer, RCAF Station Gander.

F/L W.H. Dyck, Officer Commanding, 72 GOB Detachment, acted as Master of Ceremonies.

Volunteers receiving their Wings and Certificates were as follows:

Mr. Charles Carter	Mrs. D. Palmer
Mrs. J. MacNaughton	Miss P. Mitchell
Mrs. P. Bennett	Mr. F. Parsons
Mrs. V. George	Mrs. J. Sproul
Mrs. R. Collin	Miss B. Smith
Miss E. Hancock	Miss E. Robbins
Mr. J. MacGillivray	Mrs. J. Scammell
Mrs. J. MacGillivray	

Congratulations to all of the above volunteers for a job well done. We hope to see all of you come to the Filter Centre for a long time yet.

#####

### E X E R C I S E

All operative Posts in the area of responsibility of 72 GOB Detachment were notified that, for the period March 1st. to March 15th. inclusive, all multi-motored aircraft seen or heard during daylight hours were to be reported to the Filter Centre.

Of the one hundred and seventy-nine Observation Posts that were operative, one hundred and forty-four (80.5%) reported on duty, either by placing an "On Watch" call or by an actual Aircraft Flash Report.

The weather was anything but pleasant with snow, fog and freezing rain during a great portion of the exercise period hampering the movement of aircraft. There was, however, a marked improvement from "Skyscan" in the interest shown by the GOB volunteers and also in the improved communications from the field.

A complete report on this period of activation has been mailed to all Regional Supervisors, their Assistants, and to the Chief Observers of the Observation Posts that are operative.

The following areas are to be commended on their effort. They were 100% on duty.

Area N-4                    Area N-20  
Area N-5                    Area N-23  
Area N-19                   Area N-24

A good show, and something for all areas to aim for the next time.

#####

IT IS PLANNED TO HOLD ANOTHER EXERCISE IN MAY, SO LET'S REALLY TRY FOR THAT 100% ON DUTY.

#####

# MRS. JACK SPROUL, Team Captain of the "Comets", has left to take up residence in Langar, England. Her husband, LAC SPROUL, was transferred there some time ago. Doris, a very energetic volunteer, will be missed by all. Good Luck to both of you !!

# MR. KNUT FOSNES, Technical Adviser for the GOBC, has been transferred to Corner Brook from Twillingate. Knut, a Canadian National Telegraph Manager, is a great asset to us when we encounter communication difficulties.

#####

REGIONAL AREA CONFERENCE

A regional area conference of GOBC volunteers from area N-18 and N-19 was held in Corner Brook on March 2nd.

Although weather and road conditions prevented a number of the invited Chief Observers and Observers from attending this conference, those who did attend took an active part in the discussions and made this, the first of a series of such conferences, a decided success.

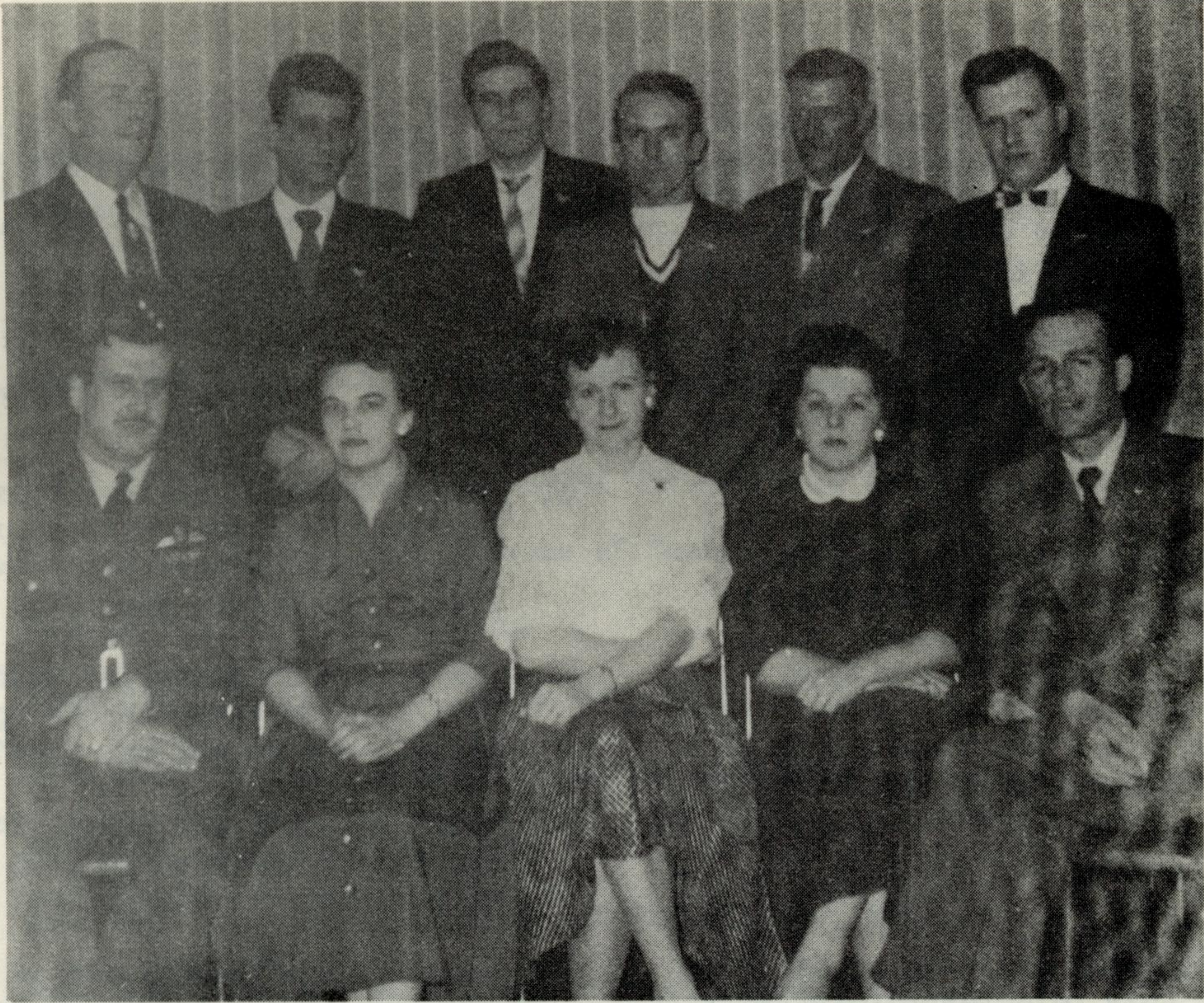
Attending the conference were the following GOBC members:

- Mr. Knut Fosnes - Technical Adviser - Corner Brook
- Mr. Vincent Marche - R/S N-18 and Chief Observer CD 05 Black, Curling
- Mr. Norman Clarke - Regional Supervisor N-19, Norris Point
- Mr. Don Thistle - Ass't Reg. Sup. N-18 and Chief Observer CD 15 Black, Steady Brook
- Mr. Stephen Jeddore - Chief Observer DE 03 Black, Deer Lake
- Miss Ida Wellon - Chief Observer CE 31 Black, Deer Lake
- Mr. Sean O'Leary - Ass't Chief Observer - CD 15 Black, Steady Brook
- Mr. John Hollands - Observer CD 15 Black, Steady Brook
- Mrs. Don Thistle - Observer - CD 15 Black, Steady Brook
- Mr. Clyde Roberts - Observer - CD 05 Red, Corner Brook
- Mr. Thomas Smith - Observer - CD 05 Red, Corner Brook

Following the conference a Wings Presentation and dance were held in the lounge of Al's Tourist Lodge, Corner Brook. F/L W.H. Dyck presented Wings to the following:

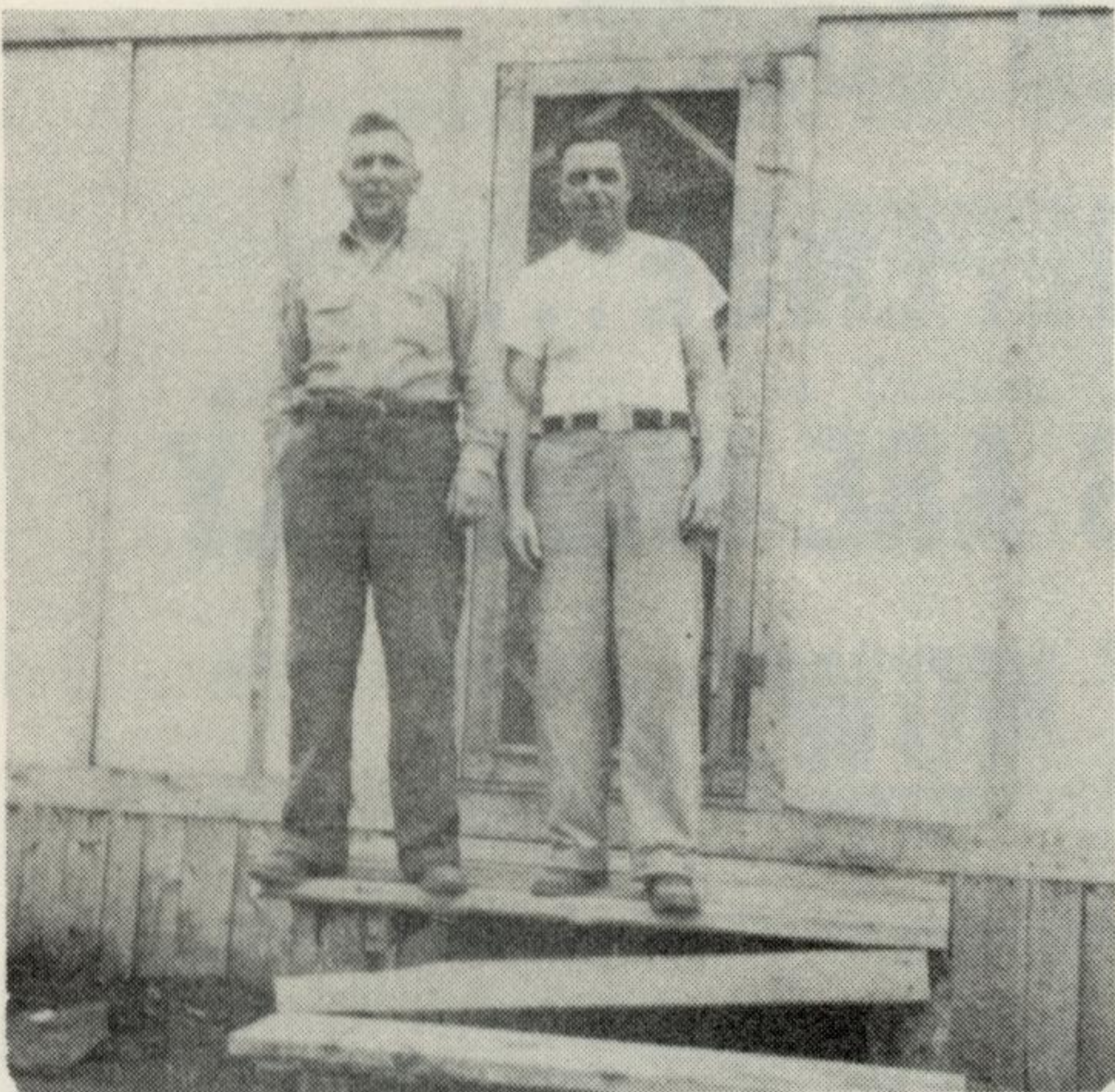
- Mr. Vincent Marche, Curling.
- Mr. Norman Clarke, Norris Point.
- Mr. Don Thistle, Steady Brook.
- Miss Ida Wellon, Deer Lake.
- Mrs. Don Thistle, Steady Brook.
- Mr. Stephen Jeddore, Deer Lake.
- Mr. Clyde Roberts, Corner Brook.
- Mr. Terence Mackey, Corner Brook.
- Mr. Edward Taylor, Curling.

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Pictured above are those receiving Wings at recent Regional Area Conference at Corner Brook. Front Row (left to right): F/L WH Dyck; Miss Ida Wellon, Deer Lake; Mrs. Don Thistle, Steady Brook; Mrs. Vincent Marche, Curling; Mr. Vincent Marche, Curling. Back Row (left to right): Mr. Norman Clarke, Norris Point; Mr. Don Thistle, Steady Brook; Mr. Terence Mackey, Corner Brook; Mr. Clyde Roberts, Corner Brook; Mr. Stephen Jeddore, Deer Lake; Mr. Edward Taylor, Curling.

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Mr. Adolph Diamond, Chief Observer & Mr. Richard George, Asst. Chief Observer Taken at Delta Echo 12 Black, Bowaters Camp #142.



Mr. Roy Britt (right) former Chief Observer at OP AC 44 Black seen with Mr. W.J. Brown at St. Andrews Radio Range Station.

# MRS. JUNE ESTES, a Navy housewife, will be leaving the Gander Filter Centre shortly. They have been transferred to Ottawa. A keen volunteer, June asked if there was a Filter Centre in Ottawa. When she was told the nearest was at Brockville or North Bay, she thought for a moment and said, "That's a long hike." We all wish her and her husband the very best in Ottawa.

# Congratulations are in order to Corporal Haig Pinsent and his pretty wife, Faith of 72 Detachment. They were blessed on March 21st with a baby girl - Sheila Louise - who arrived weighing 7 lbs 3 oz. Both Mother and Daughter are doing fine. The father is also expected to recover.

# LAC BILL HURST has been transferred from this Detachment to RCAF Station Gander. Bill has been with us for almost two years and in that time, he has travelled over a great deal of Newfoundland on GOBc duties. There are also romance rumours floating around about Bill and some comely lass from Scotland. Any truth in these stories, Bill?

# Q U I Z

- 70 GOBc DETACHMENT, TRURO

1. How accurate is the World Geographical Reference system, used in plotting information received from Observers in the GOBc?
2. How many volunteers are needed to fill all positions in the Operations room at any one time?
3. What new piece of information can now be included in Item 10 of the Aircraft Flash form?
4. What are the first words an Observer should hear when he gets through to the Filter Centre?
5. Is it true that the Ground Observer Corps reports mainly on high flying aircraft?

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THAT'S ALL FOR NEWFOUNDLAND THIS ISSUE

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**THE GROUND OBSERVER CORPS  
IS VITAL TO OUR AIR DEFENSE...  
CIVILIAN VOLUNTEERS ARE URGENTLY  
NEEDED IN THIS AREA NOW!**

# REGIONAL SUPERVISORS

## 72 GOBC DETACHMENT, GANDER

- Area N-1 - Mr. M.L. House of St. Anthony, Nfld.
- Area N-2 - Mr. S.G. Compton of Englee, Nfld.
- Area N-3 - No Supervisor
- Area N-4 - Mr. S.G. Evans of LaScie, Nfld.
- Area N-5 - Mr. Thomas Wiseman of Springdale, Nfld.
- Area N-6 - No Supervisor
- Area N-7 - Mr. Eric Simms of Twillingate, Nfld.
- Area N-8 - Mr. Eric Simms of Twillingate, Nfld.
- Area N-9 - Mr. L. Osmond of Wesleyville, Nfld.
- Area N-10 - Mr. Gerald Tilley of Elliston, Nfld.
- Area N-11 - Mr. Milton Moores of Clarendville, Nfld.
- Area N-12 - Mr. R.J. Calahan of Harbour Grace, Nfld.
- Area N-13 - Mr. Edward W. Bennett of St. John's, Nfld.
- Area N-14 - Magistrate W.J. Linegar of Placentia, Nfld.
- Area N-15 - No Supervisor
- Area N-16 - Mr. Albert Sodero of Harbour Breton, Nfld.
- Area N-17 - Mr. John Fudge of Port Aux Basques, Nfld.
- Area N-18 - Mr. Vincent Marche of Curling, Nfld. - General
- Area N-18 - Mr. Thomas Green of Deer Lake, Nfld. - Woods Camps
- Area N-19 - Mr. Norman Clarke of Norris Point, Nfld.
- Area N-20 - Mr. George H. Sanders of Grand Falls, Nfld.
- Area N-21 - No Supervisor
- Area N-22 - No Supervisor
- Area N-23 - Mr. Maxwell Batten of Terra Nova, Nfld.
- Area N-24 - Mr. W.G. Whitehorne of Millertown, Nfld.

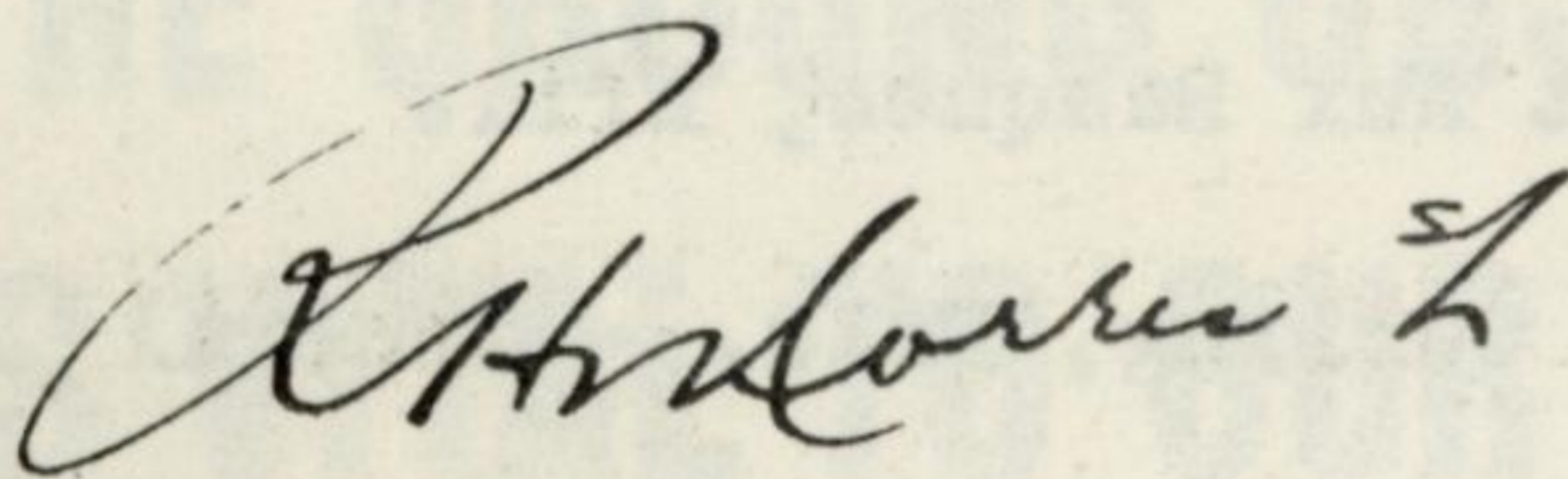
"FORE-PEAK" Con't

The Corps exercises are the best method of proving to ourselves that we are capable of doing our part toward the Air Defence of North America and the safeguarding of our own aircrew both service and civilian.

It will happen from time to time that we will wonder if our effort is worth while. Some Posts, for instance will be on watch for a complete exercise and get very few aircraft to report. We who will be routing the aircraft for this exercise will try our best to give every Post as many "sightings" as possible but there will be some who will spend long periods of watching without having the thrill of calling in an Aircraft Flash Message.

I would like to reassure these faithful Observers that they are serving Air Defence just as surely as other Posts which obtain more sightings; often it is as vital for a commander to be informed that there are no enemy forces in a certain area as for him to know the strength and location of forces that do exist.

If each of us does his part well, the June exercise can be the best yet. With all Posts on watch, the "raiding" aircraft will not be able to make a move without our knowing it. Let us prove to Air Vice Marshal Wray, Air Officer Commanding, Air Defence Command, that his trust in the Ground Observer Corps is well placed.



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***We need your help in the  
GROUND OBSERVER CORPS***

# FORTHCOMING EVENTS

# A 7 GOB Unit conference of RCAF personnel is planned for latter part of April to be held in Truro, N.S.

# Chief Observers' conferences with all C/Os of three or four areas getting together in a central location are being planned. 72 Detachment has already held one of these conferences and found it very successful. It is planned to have an annual Chief Observers' conference of one day's duration to be held at each Filter Centre in the Atlantic Provinces.

# Award of Merit ceremony will be held in Moncton Filter Centre 23 April. AOC of Air Defence Command or his representative will present the Award to the Chief Observer and Observers of HOTEL ALFA 55 BLACK.

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## ANSWERS TO QUIZ ON PAGE 22

1. The Geographical Reference system is accurate to within 1 nautical mile.
2. 26 - 35 people are required to operate the operations room, depending on each Centre's needs.
3. If you can positively identify the aircraft you are reporting, include the name of the Aircraft in Column 10.
4. "Air Defence, Go Ahead Please" are the first words an Observer should hear when he gets through to the Filter Centre. This is the Observer's cue that the plotter is ready to take his report.
5. No. The Ground Observer Corps' primary purpose is to report low flying aircraft capable of getting underneath the radar network.

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# TRAINING REMINDER

More and more the Ground Observer Corps secondary mission of assisting the RCAF in helping aircraft lost or in distress is proving to be a valuable role. In other pages of this issue of the Sky Sentinel and in previous issues you have read how our Observers have been "keeping their eyes on the skies" and have passed valuable information to the Filter Centres which has resulted in pilots and crew members being rescued, aircraft being located and giving other information on other unusual happenings in their areas. This in itself justifies the existence of the GOBC. As one of our pilots has stated, "It is a wonderful feeling when you are flying up there to know there are Ground Observers watching your every move."

The training reminder for this issue deals with procedures involved when an alert is called for a missing aircraft. First, the RCAF Search and Rescue Centre requests our Radar Control Centre for assistance from the GOBC. Radar will pass the details to the Filter Centre and request that all or certain areas be alerted. The Filter Centre's first job is to call the Regional Supervisor and inform him of the details, he in turn will alert the Chief Observers of the Posts in his area and give the details of the alert. Please remember that the Filter Centre will give you all the details that are available - also that these alerts are not training exercises but a definite requirement and of vital importance. First thing you should do when your Post is alerted is to place your "on watch" call to the Filter Centre. Next, stay on watch until you are informed by your Regional Supervisor that the period of alert is over. Be assured that you will not be called on to stay on duty longer than is necessary. At the conclusion of the alert we request the Chief Observer to forward their R363 (Aircraft Flash Messages) direct to the Filter Centre if they have sent in messages during the alert. If no messages have been sent it is not necessary to send in an R363. An operational report call is not necessary during these alerts. Remember - when your Post is alerted, send in your "on watch" call and make a special "watch" until your Regional Supervisor calls you to terminate the alert. All the details that are available regarding the success of the alert will be passed through your Regional Supervisor to you at this time.

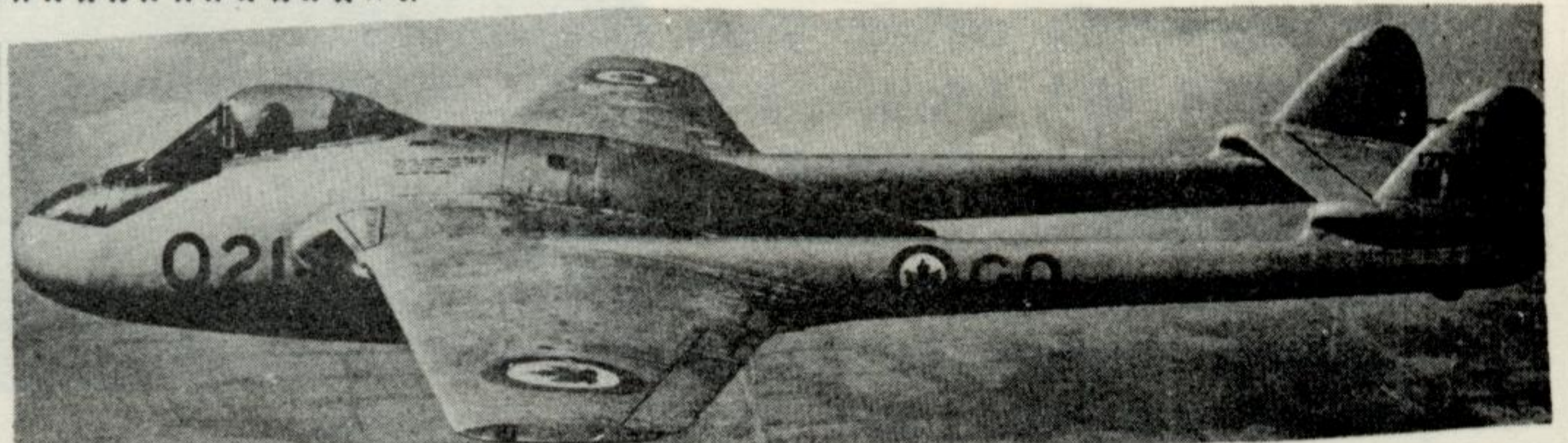
Should any of our volunteers witness or receive information regarding aircraft in distress or other unusual happenings at any time, they are asked to pass this quickly to the Filter Centre. If not near the OP telephone, use the nearest telephone -- the operator will put your call through when you say "Aircraft Flash".

Please Remember -- THE AIR FORCE NEEDS YOU, PARDNER !!!

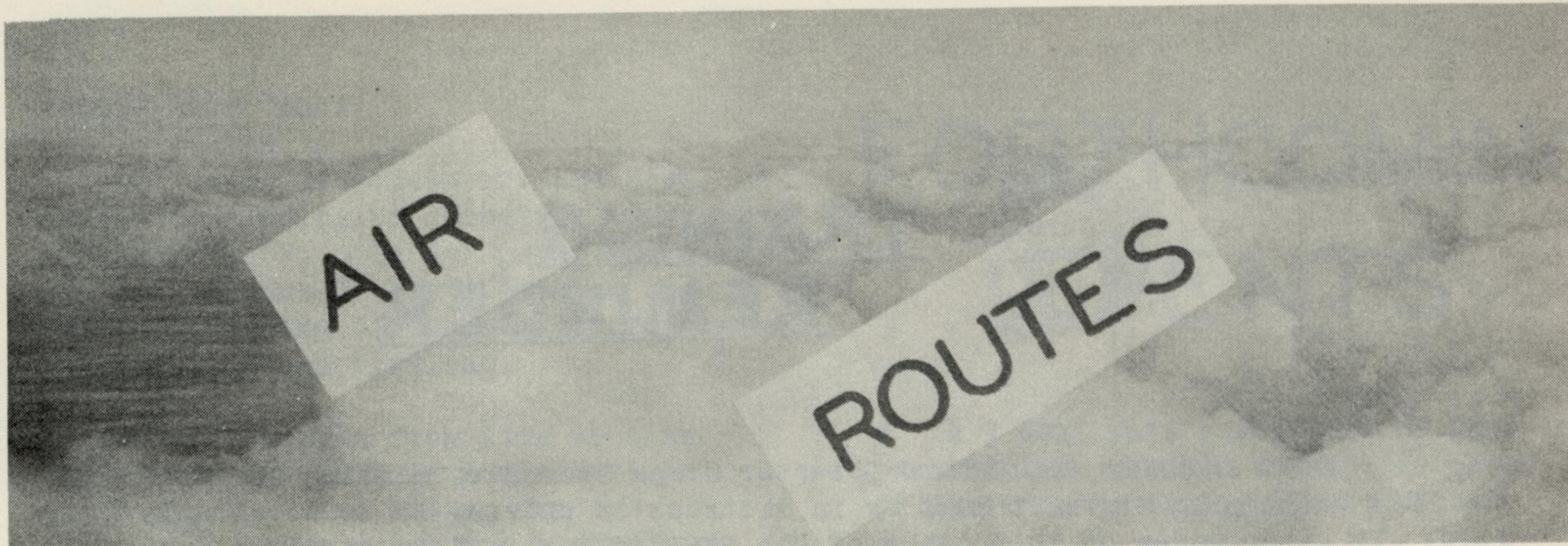
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One - Bi - Cargo



Jet Fighter



-- LAC Danny O'Connor

Air routes unlike their earthbound companions, the road highways, have neither visible boundaries nor visible directions. In the early days of flying Air Pilots depended on posts set in the ground and arrows painted on barn roofs to supply information as to the direction of airports, major cities, and towns.

The Department of Transport services and maintains Radio Range Stations. The radio range system is based on the principle that if two antennae are spaced the correct distance apart and both are transmitting on the same wavelength, the two beams will act as a guide as to the direction of the air routes and will enable a pilot flying a true course to hear a constant hum, or the "on course" signal in his earphones. Any deviations to the port (left) or starboard (right) will result in a dot dash signal which will continue until the pilot returns to his true course.

Similar to their companions, the earthbound highways, air routes are identified by a colour and number system. For example, anyone who has flown from Yarmouth to Sydney flew via Red 3.

Air routes are supervised and controlled by Department of Transport and any aircraft using them are subject to rules and regulations. Aircraft using the air routes in Nova Scotia, New Brunswick or Prince Edward Island come under the direction of Air Traffic Control Centre situated at Moncton, New Brunswick. Air Traffic Control Centres are situated across the

country at Vancouver, Edmonton, Winnipeg, Toronto, Montreal, Moncton and Gander. An aircraft flying east and leaving Moncton area of responsibility are immediately assumed by Gander, or if flying west, are assumed by Montreal.

Pilots fly strictly by flight plans which are filed previous to take-off. They also report their position via radio to each radio range station they pass over while en route. In this way their approximate position is known by Air Traffic Control Centres at all times.

#####

## Fishermen Have Two Purposes

Time has improved the working conditions of the men who farm the oceans. It has brought electronic eyes with which to scan the ocean floor for fish, but it has not changed the system by which a fisherman receives his salary.

A good season on the banks means money in the pocket of a fisherman, but likewise a poor season leaves the pocket empty. Many years ago the share system came into being, the owner of the vessel receiving 60 per cent of the catch and the crew sharing the remainder. This system still exists today.

(next page)

TWO JOBS

The crews who man these vessels serve their country in two capacities. They feed our people with products from the ocean and also scan the skies, watching for the approach of enemy aircraft in the event of attack.

Thirty-eight vessels, fishing and coastal freighters act in this capacity. After a three-hour initial instruction lecture the ship is issued with a log in which to record all aircraft in their vicinity.

This log has assisted the Search and Rescue branch of the Royal Canadian Air Force in countless search operations, enabling them to plot the course of the troubled aircraft.

If an aircraft is sighted of an unusual nature, its location, approximate speed and course are immediately radioed by available facilities to the nearest Department of Transport radio station which forwards the message to the Filter Station at Truro, It then goes into the air defence system.

So the crews of these vessels, not only take pot luck regarding salaries, but also assist to defend their country free of charge.

# didyouknow..

# Laying smoke screens over cities threatened by atomic attack may reduce casualties from A-bomb heat by as much as 75 percent. A smoke screen would serve to "cool" the atomic blast in much the same way as the heat of the sun is modified on a cloudy day.

# That radar has been known to reach the moon on a test basis. However, the types of radar in operations use today have a directed beam pattern. Therefore, the height at which it can detect an aircraft depends on the tilt of the antenna. If the antenna is tilted too high, it leaves a large gap near the surface; if tilted too low, detection capability at the higher levels is lost. With good GObC support below 5,000 feet, both high and low levels can be covered.

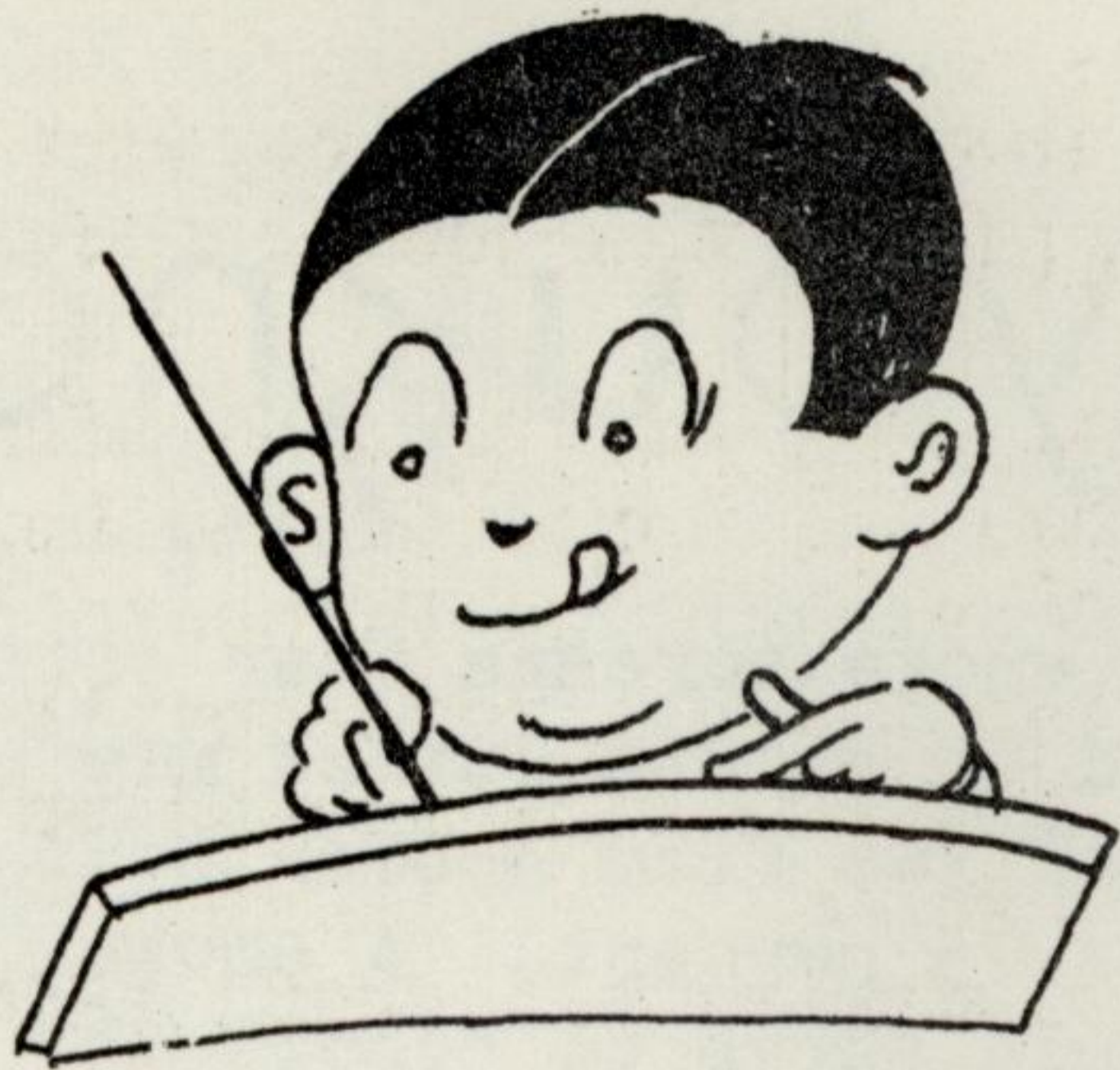
# That it is necessary to have an Observation Post near a radar site because of radar limitations. Radar sites sometimes go off the air due to failure of the equipment or for periodic maintenance. Visual observation is more accurate than close-in electronic surveillance due to ground clutter.

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MULTI - CARGO



# Letters to the Editor

(JULIETT QUEBEC 03 BLACK)  
Castalia, Grand Manan, N.B.  
Feb. 21/57

Officer Commanding,  
7 RCAF GOB Unit,  
RCAF Anderson Square,  
Halifax, N.S.

Dear Sir:-

Some news items for the "SKY SENTINEL":-

1. Warrant Officer Grant of the RCAF visited Grand Manan recently in connection with Ground Observer Corps work. He visited the various Posts on the Island and while here addressed a meeting of the Grand Manan Branch #44 Canadian Legion. He gave a talk on GOB work which was very much enjoyed by all Legion members present.
2. JULIETT QUEBEC 14 BLACK at North Head, Grand Manan, N.B. has a new Chief Observer in the person of Harry MacDonald, local electrical appliance service man. The former Chief Observer Harry Stanley retired due to pressure of work.
3. A new Post has been established on the "Island", at Swallow Tail Light with keeper Howard Ingalls as Chief Observer.

Yours very truly,

(Herbert C. Macaulay) Chief Observer

# Ed's Note Thanks Mr. Macaulay  
for your interesting news. It's  
good to hear from you.

#####

Tyndall Air Force Base  
Florida U.S.A.  
18 March, 1957

The Editor,  
"The Sky Sentinel"  
7 GOB Unit, Halifax

Dear Doug:-

Please allow me to extend my very best wishes to all civilian members of number 7 Ground Observer Corps Unit through the "Letters to the Editor"

portion of your "Sky Sentinel". I'd like to write many of them personally but I'm being kept very busy here and this will, I hope, do the job of about 10,000 individual letters.

My wife and I are enjoying our two month stay here in the "Sunshine State" as Florida is called by the natives. We had all sorts of weather on our drive down from Halifax, from below zero in New Brunswick and Maine to over 80 degrees when we arrived in Florida. There were bad floods in the parts of Kentucky and Tennessee we travelled through but luck was with us and we had no serious delays.

I am down here with the U.S. Air Force learning all about radar, mainly how to use it in controlling fighter aircraft in interceptions against unknown or hostile aircraft and the Air Defence System generally with all its components and the job each does.

If I'd had any doubts before I came here about the importance of the Ground Observer Corps on the Air Defence Team (and let me assure you I didn't) such doubts would have been dispelled long ago. Although this is a radar course hardly a day goes by in our lectures without prominent mention being made of the Ground Observer Corps and the work it does. We had a full hour lecture devoted to the GOBC and during another period I was asked to give a 15 minute talk on the RCAF Ground Observer Corps and how any Ground Observer Corps works and what it can do. Believe me, I was proud to use 7 GOBC Unit as a shining example of how efficient a Ground Observer Corps organization can be.

I've learned a lot about radar and about detecting and controlling aircraft with it. Many of our instructors are veterans of several years in Air Defence work, and all of them take great pains to point out that in spite of the vast radar network and expensive and complicated equipment involved that, if it ever comes to war, it could well be human eyes and ears in the form of trained civilian Ground Observers that could save both Canada and the U.S.A. from horrible destruction. The Ground Observer Corps will have its place on the Air Defence Team for many years to come - a very important place. I hope all the civilian volunteers of 7 Ground Observer Corps Unit realize this and keep up the good work. Tell them not to relax their efforts - keep up their training, recruit more volunteers and be alert.

Yours sincerely,

Squadron Leader S.R. Miller

#Ed's Note Thanks S/L Miller for the interesting letter. I'm sure the volunteers will enjoy it as much as we did.

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KILO ALFA 24 BLACK  
Apohaqui, N.B.  
March 20th, 1957.

Dear F/L Giggey:

Wish to thank you for the answers to the queries you sent. On March 13th we had a Field Training Lecture on Aircraft Recognition instead of our regular meeting. F/O J.M. Lutes and LAC L.R. MacDonald were present and in all there was an attendance of 19. We all enjoyed and found that the lecture that F/O Lutes gave and the pictures that LAC MacDonald showed were very interesting, helpful and useful for our future meetings. F/O Lutes explained the queries you sent as I asked the questions.

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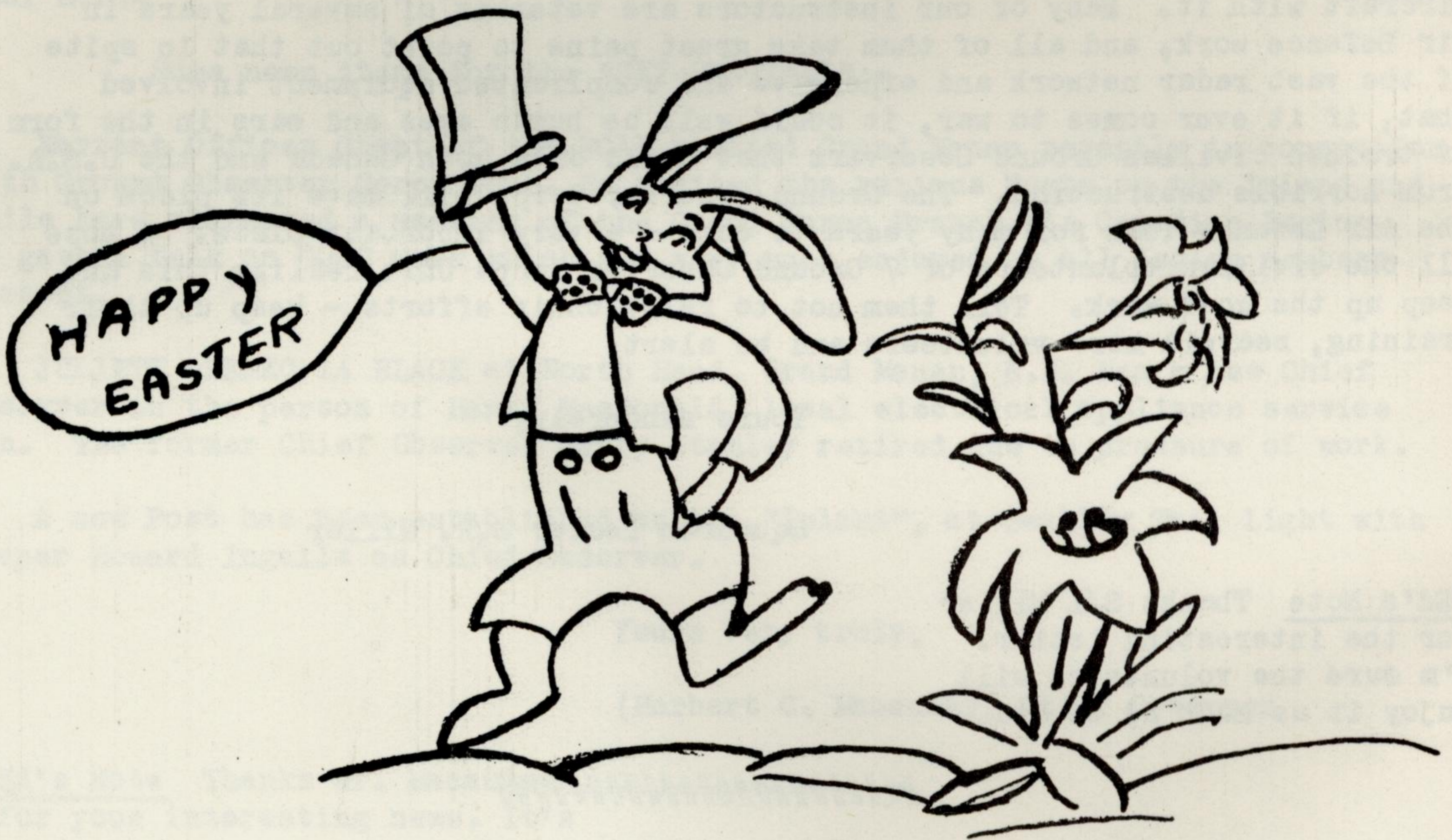
We would be pleased to see any of you at any time when you are in this vicinity.

Sincerely,

Pauline J. Wiles  
Chief Observer

Ed's Note Thanks Pauline  
for your nice letter. We're  
always glad to hear from you.

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