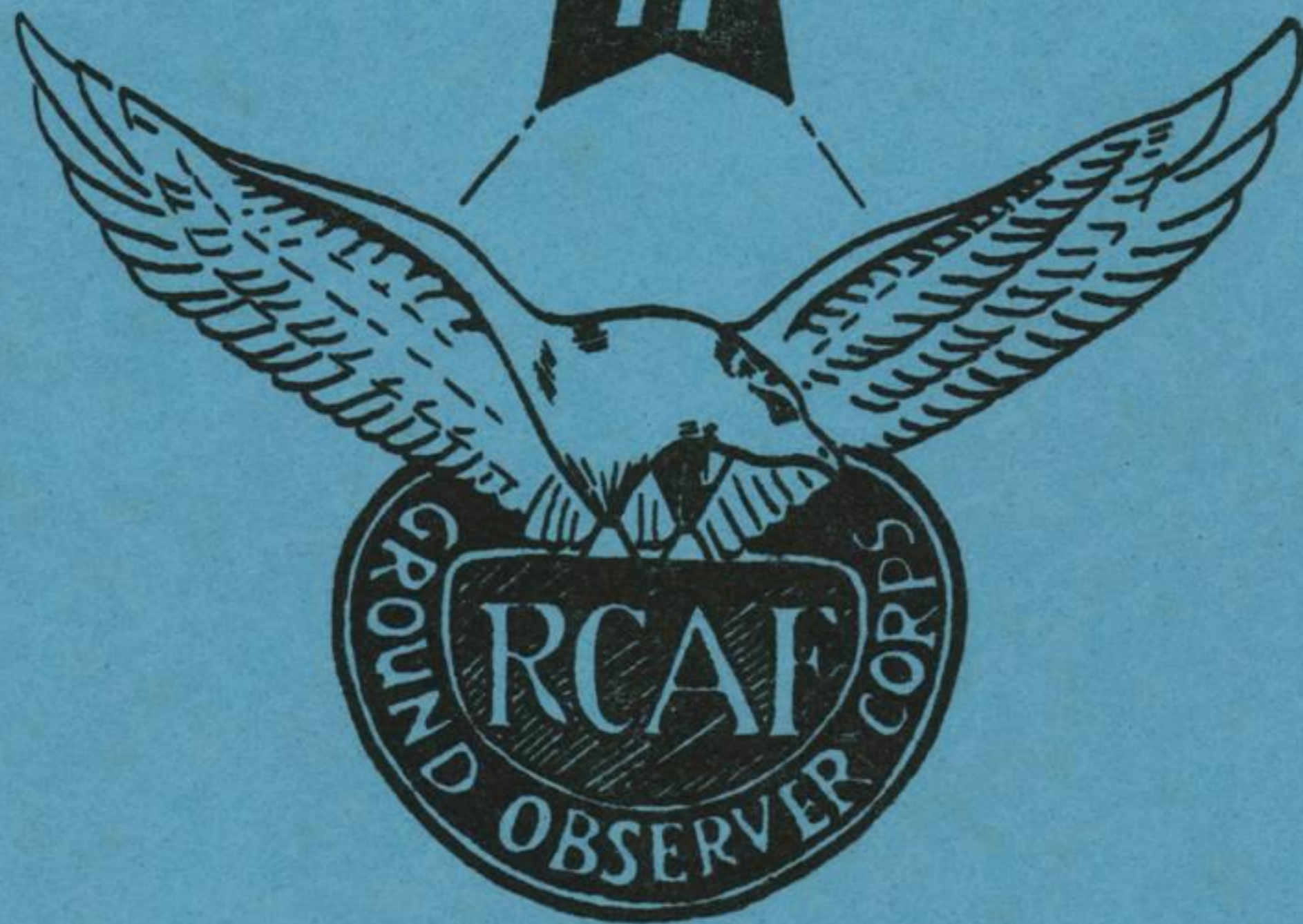


# The Sky Sentinel

70

71

72



VOLUME V ISSUE 1

MARCH 1958

**NO. 7 RCAF GOBC UNIT**

The "Sky Sentinel" is a bi-monthly information bulletin published by 7 GOB 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.

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

# THE VIEW FROM THE FORE-PEAK



During the past few months, we have been hearing a great deal about attempts, (successful and otherwise), made by nations to explore the vast regions of space surrounding our earth. As members of the GOBC you have realized more clearly than most Canadian citizens the tremendous potential military advantages to be gained by a nation capable of launching offensive weapons into outer space. As a citizen myself, I do not agree with some of the scare-headlines I have read. I feel sure that the scientists of the free world can and will keep us in a position of equality in the development of these weapons. Nevertheless, the general situation is very grave.

Unlike most Canadians, however, we are in the fortunate position of being able to do something about it.

To give us proof (as if we needed it) that the GOBC has a role in defence against ultra-modern weapons, we were alerted to watch for the re-entry of the rocket carrier of Sputnik I. I was on duty at the Truro Filter Centre for this alert and, sure enough, we had some reports. Because of the nature of the operation, we shall probably never know what value our reports had. However, you will see in this issue a copy of a letter of

appreciation which came to us signed personally by Air Commodore Bradshaw, the Deputy for Operations at Air Defence Command. The Air Commodore and Dr. Zimmerman appreciate the efforts of the GOBC and what is more, realize that the part we play is uniquely important because it cannot be done by any other means.

I expect very soon to have more detailed information and instructions on our future activities, having regard to our part in defence against new weapons. Important decisions have still to be made at top level, which have a direct bearing on our coming role. One thing I am sure of, however, whatever task we are called upon to do, we shall do it with zeal, goodwill and efficiency that will be an example to citizens of any nation.

A LETTER OF APPRECIATION FROM HEADQUARTERS AIR DEFENCE COMMAND

IN REPLY PLEASE QUOTE  
900-101/0 (D/AOC/0)  
No.....



CANADA

## Department of National Defence

### Royal Canadian Air Force

St. Hubert, Que. 30 Dec 57

Commander,  
5 Air Div. RCAF, 4050 West 4th Ave., Vancouver.

Commanding Officer  
5 GOBc Unit, RCAF, 110 Main St. West, North Bay.  
6 GOBc Unit, RCAF, 865 Hart St. Trois Rivieres.  
7 GOBc Unit, RCAF, 17 South St. Halifax.

#### GOBc - Operation Satellite Re-entry

1 A letter of appreciation for the assistance given by the RCAF to the scientists of the Defence Research Board in watching for the re-entry of the rocket carrier of Sputnik I, was recently received by the CAS. This letter was signed by Dr. A.H. Zimmerman, Chairman of the Defence Research Board, and reads, in part as follows:

"The Defence Research Board appreciates the co-operation displayed by all your staff, especially those many volunteers who, despite winter weather, manned their posts so conscientiously."

2 To this letter of appreciation, the Chief of the Air Staff wishes to add his congratulations to both military and civilian personnel of the GOBc for a task well done. In addition, I wish to express my own satisfaction with the Corps' admirable performance during operation Satellite Re-entry. It is my wish that all expressions of appreciation be conveyed to all members of the GOBc.

(D.A.R. Bradshaw) A/C  
for: AOC ADC

# PERSONALITIES

Lt/Col (Ret) T.S. McLanders -  
Supervisor T-24



From 70 Detachment this issue we are pleased to introduce Lt/Col (Ret) T.S. McLanders, Regional Supervisor for Area T-24 in Cape Breton Island.

Lt/Col McLanders was born near Tatamagouche, N.S. in 1892 and was educated at Tatamagouche and at the Pictou Academy. During World War I, he served with the 53rd and 54th Battalions, saw extensive service in France and was wounded three times.

He joined the staff of Dominion Steel and Coal Corp in 1920 and served in several responsible positions in that Company. He held the position of Executive Assistant when he retired from DOSCO last year. During World War II he was active in the Army Militia and subsequently commanded the North Nova Scotia Highlanders. Lt/Col McLanders is active in many professional and social clubs.

When the GOBC was first organized in 1952, he was one of the first Supervisors appointed to assist the RCAF and since that time has done an excellent job.

In expressing our sincere thanks to Lt/Col McLanders for his wonderful help, the RCAF wishes him many happy years of retirement.

0-0-0-0-0-0-0-0-0-0-0

Amos J. Reilly - Supervisor M-20



71 Detachment takes pleasure in introducing the Regional Supervisor of Area M-20 in New Brunswick - Mr. Amos J. Reilly of Port Elgin.

Amos is a Veteran of World War I having served overseas with the 8th Field Battery holding the rank of Sergeant Major. He was severely wounded in 1917 and returned to Canada where he was employed by the CNR until health forced resignation. Going into the Gas & Oil business, Amos, at the present time, is operating two garages, one in Port Elgin, the other in Moncton.

During World War II, he was active in Port Elgin district as Chairman of Canadian Volunteer Corps and Regional Director for Aircraft Detection Corps (forerunner of the Ground Observer Corps).

(Continued on Pg.4)

PERSONALITIES (Continued)

Mr. Reilly was also responsible for the formation of the Canadian Legion in Port Elgin and has served his community for many years on the Town Council and County Council. He has always been interested in sport and sporting events. He has, during past years, managed the local hockey team and promoted boxing in Port Elgin.

Mr. Reilly's daughter, Joan, until recently, was stenographer for 71 Detachment, when she resigned to take up a position with TCA as Stewardess.

We salute Mr. Reilly for his work and co-operation in organizing Area M-20 and look forward to many more years of pleasant association.

0-0-0-0-0-0-0-0-0-0-0

Mr. Edward Bennett - Supervisor N-13



From Newfoundland this issue comes the Regional Supervisor for Area N-13 - Mr. Edward Bennett.

Mr. Bennett is employed with the Canadian National Railways as an Apprentice Shop Instructor for the district of Newfoundland.

Most of Ed's spare time at night is taken up by the Royal Canadian Air Cadets in St. John's where he instructs on "Theory of Flight".

For hobbies his attention is concentrated on skiing and model aircraft in the winter --- and in the summer - you guessed it - Salmon fishing.

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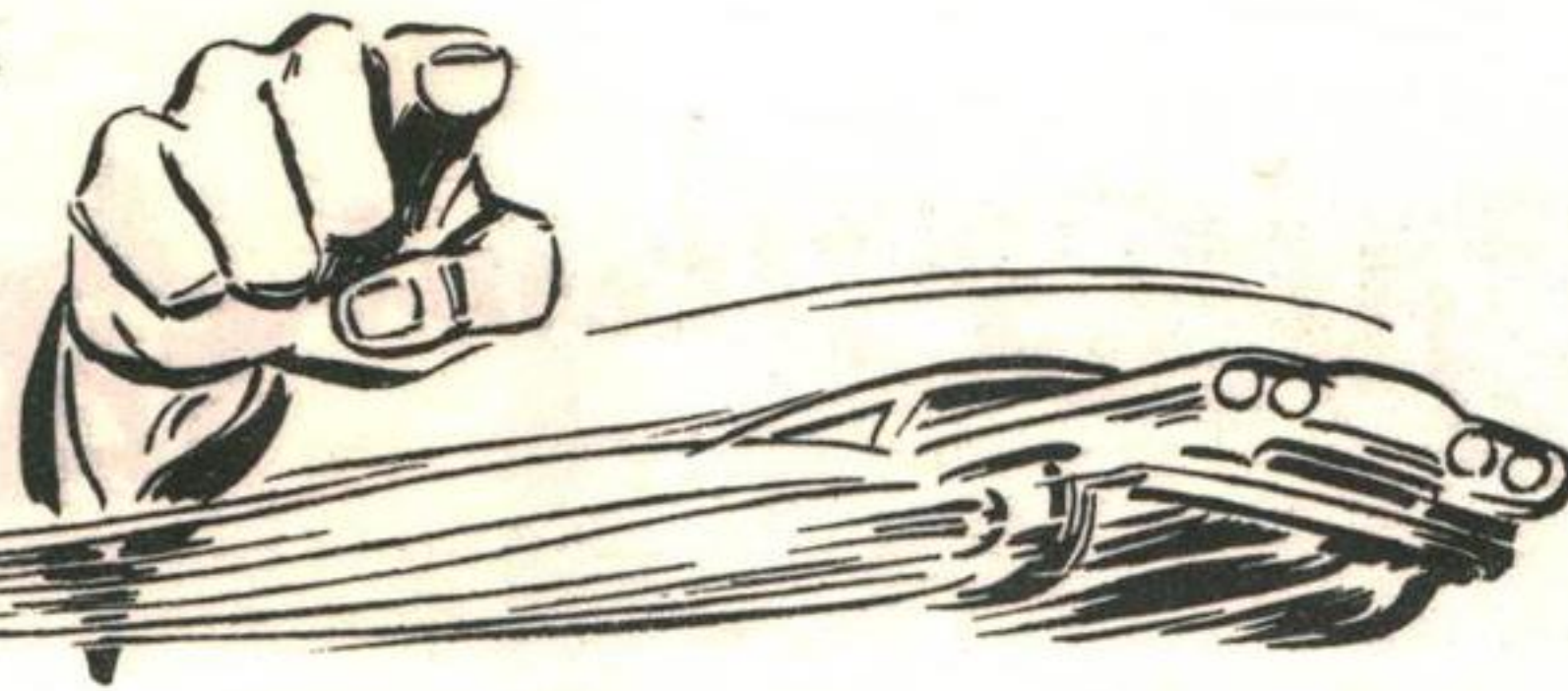


"Oxley here is Captain of the local Ground Observer Corps."

# Guilty

- 5 -

By W. L. KNICKMEYER, Editor  
The Ada Weekly News, Ada, Oklahoma



WELL, we're still killing them, aren't we?

One after another, right down the line, day after day. Young men just starting life, girls who never reach womanhood, children who never get as far as the first day of school. We kill the grandmothers when they venture away from home, and we jerk the babies out of their mothers' arms and splash their brains out on our million-dollar slabs of concrete.

We hire highly-trained engineers to design newer and better weapons for us. Nothing but the best will satisfy us. We've got to have the fastest and most efficient devices that science and industry can dream up, so that we can do our killing in style.

We're a cultured and civilized race, and so we insist on having streamlined beauty and soft pastel colors even when we go out to do murder.

It's a good deal like duck hunting. When you divide the average hunter's investment in shotguns, shells, decoys and so on by the number of ducks he kills, you find he's paying a lot more than the ducks are worth.

And when you consider the price of the average car, and remember that the thing is quite often ruined for further use after only one kill, you find that we're paying a lot more than the people we kill are worth.

Because, after all, life is cheap. There aren't many of us nowadays who'll come right out and admit that. But we know it, we all believe it. You can tell that by the way we act.

And there's no real harm done, is there? We kill off a good many people each year, yes. But natural increase more than takes care of that. The population goes on increasing in spite of our murderous activity.

It's funny how inconsistent we are, though. We have pretty strict laws regulating the use—and misuse—of weapons like firearms, for instance. And the laws are backed up by strong public opinion.

If a man took up a position in the middle of Main Street, say, and began firing a machine gun down the length of the street, we'd all be rather disturbed about it, wouldn't we? We'd more than likely report it to the police. And the machine gunner would be arrested. Probably we'd send him to prison for a good long stretch. And we'd even take his weapon away from him, so he couldn't go on endangering life and property.

Even if he explained that he didn't really want to hurt anybody and that he was trying his best to shoot through gaps in the traffic, we'd still dis-

approve of his actions. And we'd take steps to make certain he didn't do it any more.

But when the weapon is a car and a man drives past us on the highway at 70 or 80 miles per hour, about the most we do is shake our heads and say, "Look at that crazy so-and-so. He's going to get hurt some day."

Or maybe, with a touch of admiration: "Boy, he's really stepping, isn't he?"

Or maybe we bear down on our own accelerators, just for fun, to see how our own weapons perform in comparison with his.

And we go on killing, and nobody seems to care very much. Here and there, in a few isolated communities, the people have sickened of the sport and of the sight and smell of blood, and they've put a stop to it—or at any rate drastically reduced the bag limits.

But the rest of us don't seem to mind. If we really disapproved of automotive murder we'd stop it. Because it can be stopped. It might put us to a little inconvenience now and then, but that's about all it would cost us.

We can give you the recipe for it, in case anybody should happen to be interested. It could stop the killing in five minutes. The recipe comes in two parts. Here they are:

One: Drive, always, so that you can stop within the assured clear distance ahead.

Two: Crack down on offenders as you would on the man with the machine gun.

Sure, sure, sure, we know all that, that's old stuff, we've heard it over and over, tell us something new for a change, we're tired of that one, and besides, do you expect us to call copper on somebody who's doing what we've done ourselves a hundred times?

All right. That's what we've been saying. The killing goes on because we don't really want it stopped. We can't be bothered.

We're all in on it. Some of us are murderers and the rest of us are accessories before and after the fact. A few of us do the actual killing, but we're all equally guilty.

And if that's the way it is—dog eat dog and the devil take the hindmost—okay, that's the way it is.

But let's stop kidding ourselves. Let's not pretend we're civilized. Let's hear less talk about how wonderful we are and how religious we are and how we all go to church. Because as long as we keep murder as a national sport, we're still in a state of barbarism.

It takes about 3,000 bolts to hold a car together, but one nut to scatter it all over the countryside.

# News Items

## DETACHMENT

ALFA  
CHARLIE  
44  
BLACK

Pictured below are the volunteers of Observation Post ALFA CHARLIE 44 BLACK at ST. ANDREW'S, Nfld. Standing - left to right -: W.R. Webber, Harold Sodero (Chief Observer) and E.W. MacDonald. Seated - left to right -: Don Bishop and Pat Ryan.



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### WINGS PRESENTATION

#### PORT AUX BASQUES

A number of qualified GOBC volunteers in Port Aux Basques were presented with their wings by Magistrate Spracklin at a recent ceremony. Those receiving wings were the Regional Supervisor of area N-17 - Mr. John Fudge, Assistant Regional Supervisor of Area N-17 - Mr. Garfield Walters, and Mr. Frank Pike, Chief Observer of OP Alfa Charlie 53 Black at

Port Aux Basques. A number of Official Observers also received Wings at this ceremony. They were: Mr. J.D. Knee, Mr. L. Blundon, Mr. James Pike, Mr. W. Ransay, Mr. A. Colley, Mr. Joseph Sheaves, Mr. Robert Pretty, Mr. Eric Battiste, Mr. Gerald Dawe, Mr. A. Lomond and Mr. Rodney Ford.

The picture below shows some of those attending the wings Presentation at Port Aux Basques. Left to Right - Standing: Mr. Rodney Ford, Mr. Harold Sodero of St. Andrews and Mr. L. Blundon. Seated - left to right: Mr. John Fudge, Mr. Frank Pike and Magistrate Spracklin who officiated at the ceremony.

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### GOLF

#### ECHO

#### 30 BLACK

A recent visitor to the Gander Filter Centre was Mr. Horace K. King, Chief Observer of GOLF ECHO 30 BLACK. This Post is located on Cabot Island, a small island off

Newfoundland's east coast where Mr. King is employed as Light-house Keeper.

The Filter Centre staff was very pleased to see Mr. King and look forward to future visits from him and any other volunteers who may get to Gander.

#####

WINGS PRESENTATION

ALFA CHARLIE 35 BLACK

7 - A Wings Presentation was held recently for the volunteers of Observation Post Alfa Charlie 35 Black of Codroy, Nfld. Mrs. Lottie Samms, Chief Observer, organized the large meeting and F/O Benedict of 72 Detachment presented wings to the following Official Observers:

- Miss Joan Fiander
- Mr. John P. Legge, Asst. C/O
- Mr. Joseph Gillis
- Mr. W.J. Parsons
- Mr. Sandy MacInnis
- Mr. Ronald Anderson
- Mr. Rex Ridgley
- Mr. Ralph Fiander
- Mr. Gordon Galpin
- Mr. Walter Samms
- Mr. Thomas Benoit.

The picture below shows some of the above volunteers who received wings. Standing, left to right: Joseph Gillis, Ralph Fiander and Rex Ridgley. Seated, left to right: Sandy MacInnis, Gordon Galpin and Walter Samms.



The photo above shows Chief Observer Mrs. Samms and some of her assistants. Standing, left to right: Ronald Anderson, Mrs. Samms and Mrs. J. Gillis. Seated, left to right: John A. Parsons, W.J. Parsons and John Legge.

#####

HAIL  
AND  
FAREWELL

Welcome to the GOBC is extended to MR. ROY SHEARS of OP BRAVO DELTA 11 BLACK at Cartyville and to MR. ROBERT J. EVELEIGH of OP DELTA ECHO 03 RED at Hampden. These two recent additions to our organization have already proven their devotion to the GOBC by excellent performances in their first exercises.

#

MR. EARL NEIL of EXPLOITS and MR. MALCOLM BROWN of TRINITY have been forced to resign their appointments as Chief Observers because of transfers to different localities. It will be difficult to replace them. The staff of 72 Detachment wish them good luck in their new positions and hope that the future will permit them to work with us again in the GOBC.

#####

AIRCRAFT FLASH

FROM

CHARLIE ECHO 12 BLACK

On Nov. 12, 1957, Chief Observer Mr. H. Organ of Observation Post CHARLIE ECHO 12 BLACK, Lomond, Nfld. sent an Aircraft Flash Message. A flight of aircraft had passed over his Post and three explosions were heard shortly afterwards. A column of smoke appeared in the direction of the flight path. The Filter Centre staff relayed the message and a search operation was put into effect immediately.

The search was carried out by a T-33 and a "Beaver". They reported that no signs of a crash could be sighted, but the "Beaver" continued searching.

An investigation disclosed that three F102's had been flying at supersonic speeds in that area and the explosions were assumed to have been caused by these aircraft breaking the sound barrier.

Meanwhile, Mr. Tom Green, our Regional Supervisor for Area N18 kept in close contact with Mr. Organ. Other reports of explosions being heard were received. Although it was determined that there had been no crash, there was still a problem of smoke being sighted. A search party was dispatched to investigate the possibility of a brush fire, which could be very serious in this province.

Everyone concerned was relieved that there was not a crash. The staff at the Filter Centre are very pleased and grateful for the prompt action displayed by Mr. Organ. All signs indicated

that an accident had occurred and his report was a fine example of how the GOBC volunteers are always on the alert to provide speedy reports on aircraft in distress.

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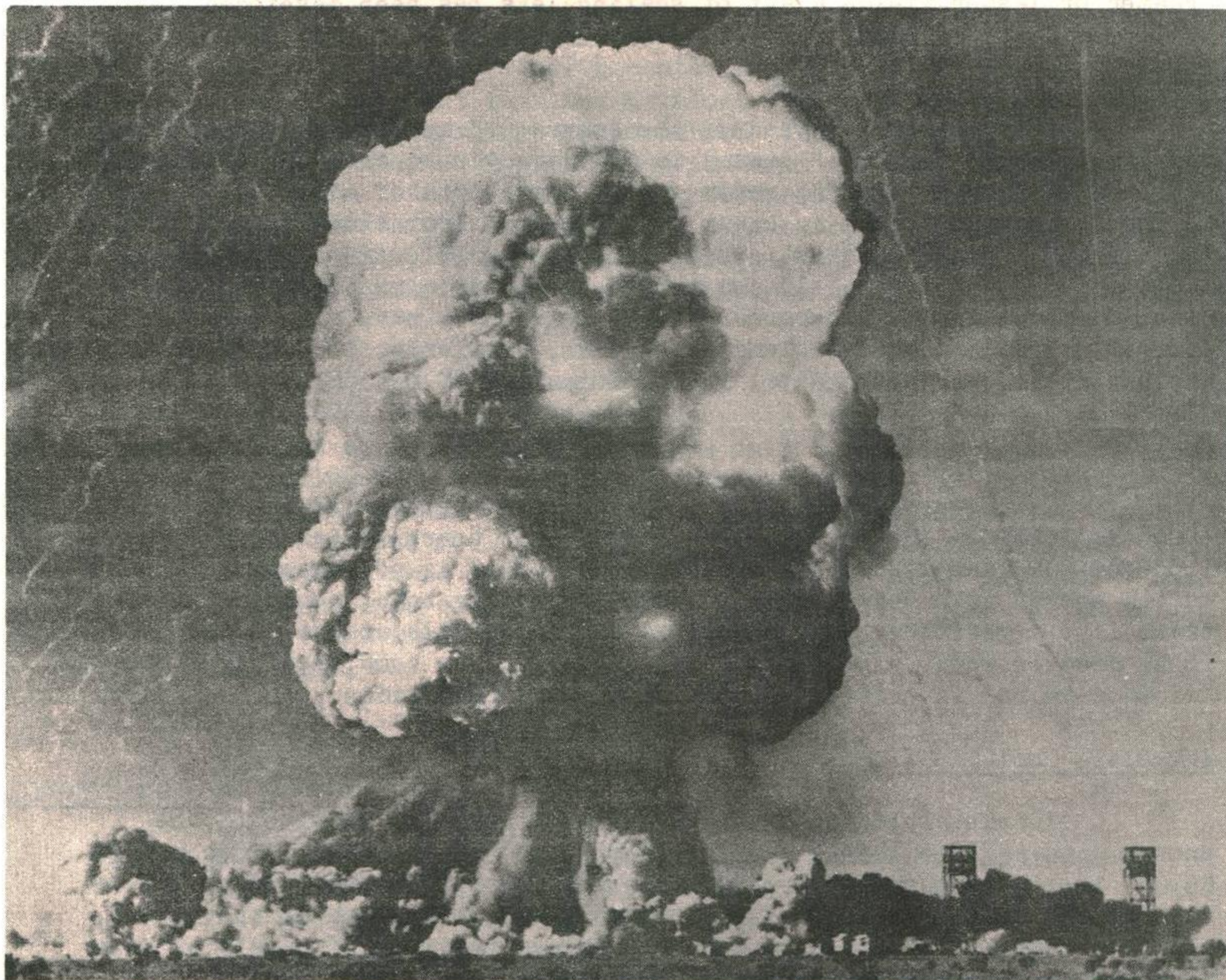
THAT'S ALL FROM NEWFOUNDLAND FOR

THIS ISSUE

#####



Vertical take-off...



EFFECTS OF AN ATOMIC EXPLOSION !!

INTRODUCTION

The tremendous power of the atomic bomb comes from the rapid release, in a small space, of a great concentration of nuclear energy. The blast wave resembles the chemical explosion of High Explosive, except that with the nuclear explosion it is of greater magnitude and duration. If, in some way, a large mass of TNT could be compressed so as to occupy the same space as the fissionable substance in an atomic bomb, the HE blast effects would be similar to that of an atomic bomb.

ENERGY OF THE ATOMIC BOMB

It was generally reported after the two Japanese explosions that the energy release per bomb was equivalent to 20,000 tons of TNT (20 kilotons). This 20 KT weapon is generally referred to as a "nominal" bomb. The actual energy release is still classified but later information suggests that the bombs were slightly less than 20 KT, with the Hiroshima yield slightly less than that at Nagasaki.

Bombs of greater or lesser yield can be manufactured today, but almost all information and statistical data available are based on the nominal type bomb. This is particularly true of casualty effects. For greater or lesser yields a set of scaling laws has been developed.

#### BLAST

When the bomb explodes, the compressed and super heated gases comprising the "fire ball" expand in all directions, exerting an outward pressure on the surrounding media, be it air, earth or water. The result is the formation of what is known as a shock wave or shock front. In the air burst weapons, this wave is like a powerful wind of from 500 to 1,000 mph. It is the highly compressed air that is responsible for the blast damage. In the underground burst this shock wave will take the form of a localized but violent earthquake, similarly, the under-water explosion will be instrumental in the formation of a tidal wave.

#### HEAT

In the explosion of TNT, the maximum temperature is about 5,000 degrees Centigrade with a nuclear weapon temperatures as high as 1,000,000 degrees Centigrade are produced. This is not greatly different to the energy released in the sun. The exploding bomb, consequently behaves like a miniature sun, radiating a considerable amount of energy. To be precise about one-third of the energy of the bomb, roughly 8,000,000 kilowatt-hours, is emitted as heat or thermal radiation.

#### IMMEDIATE RADIATIONS

In the explosion of TNT or other chemicals, nearly all the energy appears immediately as kinetic energy. In the atomic bomb about 85% of the total energy is released in the form of kinetic energy at the time of the burst. Another 5% is produced at the instant of the explosion in the form of "instantaneous nuclear radiations". Half of this energy is released as gamma rays. These have great range and can pass through a considerable thickness of material. Human senses cannot detect radiation, but their harmful effects on living organisms make them an important aspect of atomic explosions. The other half of the nuclear radiations is emitted as neutrons which escape after the explosion. It would appear that the lethal range of neutrons from an air burst nominal bomb is about 500 yards, certainly not more than 700 yards. At these distances, the gamma ray dosage is great enough to be fatal to unprotected personnel. Therefore, neutrons from an air burst, represent a negligible hazard as compared with gamma rays. However, in the contaminating burst neutrons do cause a residual hazard.

#### RESIDUAL RADIOACTIVITY

In the surface or sub-surface burst it is possible that the escaping neutrons may convert harmless substances on the ground into radioactive materials, capable of emitting gamma rays and beta particles for a considerable period of time. This phenomenon is called "induced radioactivity". Only neutrons are capable of causing induced radioactivity: gamma rays have no such effect.

The bomb material can fission in 30 to 40 different ways but in every case the resulting fission fragments are radioactive forms of

lighter elements. These mixed fission products in turn decay by beta and gamma emission. Beta particles though less penetrating than gamma may under certain circumstances, represent a hazard.

In addition to the radioactivity of fission produces and neutron induced materials which persist after a contaminating burst, there is another kind of radiation that requires mention. The bomb materials, uranium or plutonium are themselves radioactive. These substances emit "alpha" particles, but they have such a low penetrating power that they cannot travel more than 1 to 3 inches in air before losing their energy. They cannot even penetrate the unbroken skin. However, if they enter the body in sufficient quantity either in dust form, or through the digestive tract in food or water, they may present a serious hazard.

SUMMARY

An atomic explosion is accompanied by the formation of an intensely hot, luminous sphere of compressed gas called the fire ball. The explosion is followed by the shock wave, moving outward at high speed. Thermal and nuclear radiations are emitted at the speed of light from the ball of fire. The residual radioactivity is present after the immediate effects have died away. This activity is in the form of mixed fission products, some neutron induced materials in the case of a contaminating burst and alpha emitters in the form of uranium or plutonium that have not undergone fission.

#####

EDITOR'S NOTE:-

This is the first of a series of articles we propose to feature dealing with atom and thermonuclear weapons. Since the GOBC is expected to assume an added role dealing with recognition of various nuclear explosions and assess the existence of radiation hazard, these articles should be very informative to our volunteers.

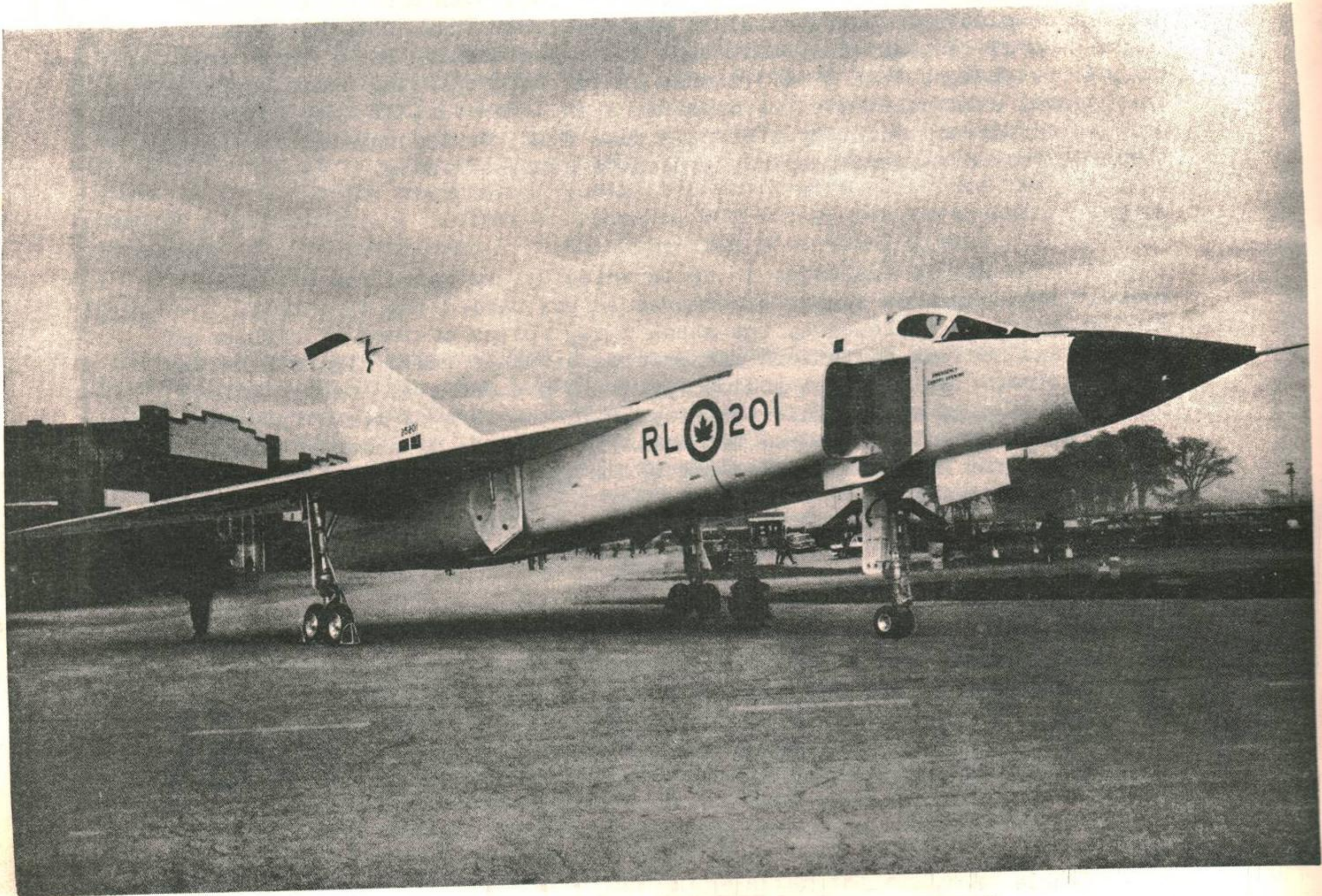
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## LATEST STATISTICS

	OBSERVATION POSTS LOCATED	OBSERVATION POSTS TRAINED	OFFICIAL OBSERVERS TRAINED	FILTER CENTRE VOLS TRAINED
70	341	288	3389	105
71	285	273	3355	71
72	234	175	1182	55

# The Arrow

SUPERSONIC FIGHTER



0-0-0-0-0-0-0-0-0-0

**ETERNAL VIGILANCE..**  
**Is the price of Security.**

# Aircraft Recognition

- 71 GObC Detachment

THE  
*Otter*



The OTTER was built by DeHavilland for the RCAF and the US Army and Navy. It is widely used for search and rescue operations, photographic and topographic work and arctic supply work. It is adaptable for work on land with wheels, on water with floats and on snow with skis. It has a capacity of 10 passengers, a speed between 150 and 160 miles per hour, a range of 800-900 miles, an endurance of 8½ to 10 hours and a ceiling from 16,400 feet to 18,800 feet.

## FRONT VIEW

- W - A high wing strutted monoplane - very slight dihedral.
- E - Single radio engine.
- F - Fuselage square shaped - appears to be cut off at top by wings - fixed under carriage.

## PLAN VIEW

- W - Wings rectangular shaped with no taper - blunt tips slightly rounded.
- E - Single engine.
- F - Fuselage bulky in front tapering sharply just beyond trailing edge of wings. Front of fuselage appears cut off due to the type of engine used.
- T - Large tail plane equal taper on both leading and trailing edge - slight notch in trailing edge due to slight extension of the fuselage.

## SIDE VIEW

- W - Not a good feature although the wings are visible at the topline of the fuselage.
- E - The engine not a good feature on this view but still apparent that the aircraft has only one motor.
- F - Fuselage squared nose - top blind broken by slight upstep to cabin and then wings - large fairing leading to tail section, bottom line of fuselage broken by fixed under carriage.
- T - Streamline fin and rudder well faired into fuselage - rounded tip with oval shaped rudder.

# News Items

FROM



DETACHMENT

FILTER  
CENTRE  
NEWS

On Thursday December 12th, a Wings Presentation Ceremony was held at the Moncton Filter Centre on Alma Street at which time 13 civilian volunteer members were presented with their Ground Observer Corps wings.

The presentation was made by G/C F.E. Baker, Commanding Officer, No. 5 Supply Depot.

The following people received their wings:

- Thelma Arsenault
- Lary Gallant
- Russell Golding
- Lillian Greene
- Bernard LeBlanc
- Euclide LeBlanc
- Normand LeBlanc
- Louis Leger
- C. Everett McClure
- Grace Murray
- Robert Murray
- Ray Thorne
- Marion Douthwright

Following this Ceremony, six new names were added to the Filter Centre Honour Roll. This Honour Roll consists of volunteers who have contributed over 250 hours of their time training in the Filter Centre. Those added to the list were:

- Evelyn M. Doucett
- Beulah Knowles
- Ona Petley
- Allan Smith
- John Van Edmond
- Alice Walker

Special mention was given Kathleen

Elliott who reached the 500-hour mark.

Others in attendance at this Ceremony were F/L R.C. Hussey - Officer Commanding 71 Detachment, F/L D.L. Giggey - 7 GOB Unit Halifax, Mrs. F.E. Baker, and the RCAF officers and airmen attached to 71 Detachment accompanied by their wives.

The photo below shows some of the volunteers who received GOB wings at the ceremony described above.



Classes are now in full swing again after the holiday season and the operations room is humming with activity as all volunteers are anxious to brush up on the various Filter Centre jobs.

It's good to see all the volunteers' smiling faces again. Attendance dropped a little after the holidays but picked up nicely

later. Our Team Captains - Mr. Clovis LeBlanc, Mr. Russ Golding, Mr. Gerald Walsh, Mr. Ivan Edgett - report teams a little rusty after the holidays but practice did the trick.

X

From the remarks of the twenty-one Filter Centre volunteers who toured the radar site in Nov 57, another familiarization visit of this type can't come too soon. The opportunity to see a radar site in operation gives the volunteers a better practical picture of the Air Defence setup and the knowledge that we are all a part of a team in the Defence of Canada.

X

Another Wings Parade for qualified volunteers is slated for some time this Spring. Our last one, combined with the Christmas Party, was the best this Filter Centre has had so far, so don't miss your lectures and synthetic training - you new volunteers!! Wear the Wings of the Ground Observer Corps.

XXXXXXXXXXXXXXXXXX

NEWS  
FROM  
THE  
FIELD

HOTEL BRAVO 11 RED

December 16th, 1957 marked another milestone in the history of Post HOTEL BRAVO 11 RED at Belleville, N.B. On this evening the last six of Arnold Morse's twenty-four Observers received their wings. To have a Post with every Observer trained and with their wings is no mean

accomplishment and Arnold deserves our full praise. Many of his Observers live some distance from the Post but Arnold can always round them up when needed. Keep up the good work Arnold. The photo below shows the six Observers with Chief Observer Morse (only gentleman in the front row) and F/O RH Buckley of 71 Detachment.



X

KILO  
ALFA  
24 BLACK

On 8 January, 1958, F/L Hussey and F/O Buckley were guests at the Annual Meeting of Post KILC ALFA 24 BLACK at Apohaqui, N.B. Pauline Wiles again demonstrated to these officers that this Post is ever ready and willing to help when needed. To date this Post has compiled over 500 hours of on-watch time since Pauline became Chief Observer - a notable achievement. The lunch served at the evening's conclusion left nothing to be desired and made the evening a complete success. Again our thanks to Pauline and all her members in Apohaqui.

X

NEW  
REGIONAL  
SUPERVISOR

We welcome Borden Gaunce as Regional Supervisor of Area M17. Borden has been with the Corps since 1954 doing an excellent job with the Post in Chipman, N.B. Last fall he was appointed as Assistant Regional Supervisor and now becomes Regional Supervisor. If results from the past are indicative, then he will do an equally good job in this position.

#####

Q U I Z

- 71 GOBC DETACHMENT, MONCTON, N.B.

1. When an aircraft is circling, how is it reported in Item 9?
2. An Observer spots an aircraft approximately four miles from the observation post heading in a south-westerly direction. How would this plane be reported in Items 7, 8 & 9?
3. If an Observer sees a parachute falling in the vicinity of the Post, what action should be taken?
4. How can morale at an observation post be kept at a high level between exercises and visits from RCAF staff officers?
5. When placing an Aircraft Flash call you find the phone busy - do you:
  - (a) Demand the line
  - (b) wait
  - (c) Request to have the line

as soon as the party can release it

- (d) Forget the call

6. One of the following countries holds the current world speed record for planes:

- (a) Great Britain
- (b) Russia
- (c) The United States
- (d) France.

The record is approximately:

- (a) 800 m.p.h.
- (b) 1100 m.p.h.
- (c) 1200 m.p.h.
- (d) 750 m.p.h.

THE ANSWERS APPEAR ON PAGE 25

#####

Waiter: "Why are you crying, sir?"

Patron: "As I eat this steak I can't help thinking I'm cheating some shoemaker out of a leather half sole."

"Never throw away your empty garden seed packets, my friend. They're handy to store your crops in."

Motor Salesman: "This car is absolutely the last word."

Customer: "Just suit my wife. If there's anything she loves it's the last word."

"Oh, would I were a river,"  
Remarked the sleepy head,  
"Cause if I was a river  
I could always stay in bed."  
\* \* \*

Traffic sign at the edge of a small town: "Go 20 or pay \$19.90."

# POST OF THE MONTH

- 17 -

TWENTY-FOUR HOUR  
MILITARY

TIME SYSTEM

- 71 GOBc Detachment

We at 71 Detachment nominate  
as our Post of the Month, KILO  
CHARLIE 03 BLACK at South Tetagouche.

The Chief Observer, Bill  
Oliver, with his charming wife and  
Assistant, has done an excellent  
job since October 1953. Although  
an Army man himself, Bill did  
not hesitate to support the Air  
Force and the Ground Observer  
Corps when asked. In spite of  
running a large farm of his own,  
including an Illustration Station,  
Bill is an active Director of  
the Gloucester Exhibition held  
every fall in Bathurst, and also  
operates several small farms in  
the vicinity. The welcome mat  
is always out at the Olivers'  
when any of the Staff are lecturing  
or visiting this Post. It is a  
must to partake of Mrs. Oliver's  
excellent cuisine.

We congratulate them on a  
job well done.

#####

CIVILIAN

MILITARY

Written

Oral

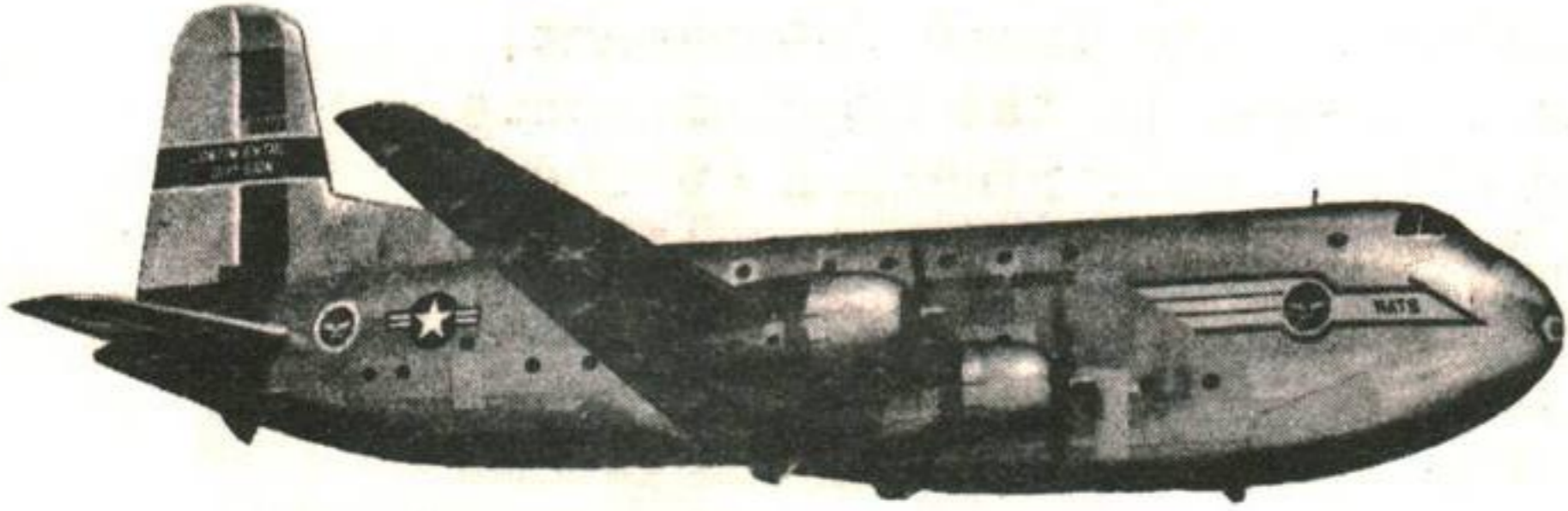
8:00 A.M.	0800	Oh - Eight Hundred
8:30 A.M.	0830	Oh - Eight Thirty
9:00 A.M.	0900	Oh - Nine Hundred
10:00 A.M.	1000	Ten Hundred
11:00 A.M.	1100	Eleven Hundred
12:00 Noon	1200	Twelve Hundred
1:00 P.M.	1300	Thirteen Hundred
2:00 P.M.	1400	Fourteen Hundred
3:00 P.M.	1500	Fifteen Hundred
4:00 P.M.	1600	Sixteen Hundred
5:00 P.M.	1700	Seventeen Hundred
6:00 P.M.	1800	Eighteen Hundred
7:00 P.M.	1900	Nineteen Hundred
8:00 P.M.	2000	Twenty Hundred
9:00 P.M.	2100	Twenty-One Hundred
10:00 P.M.	2200	Twenty-Two Hundred
11:00 P.M.	2300	Twenty-Three Hundred
12:00 Midnight	2359	Twenty-Three Fifty-Nine
12:30 A.M.	0030	Oh-Oh-Thirty
1:00 A.M.	0100	Oh-One Hundred
2:00 A.M.	0200	Oh-Two Hundred
3:00 A.M.	0300	Oh-Three Hundred
4:00 A.M.	0400	Oh-Four Hundred
5:00 A.M.	0500	Oh-Five Hundred
6:00 A.M.	0600	Oh-Six Hundred
7:00 A.M.	0700	Oh-Seven Hundred

Keep your eye on the sky in the  
**GROUND OBSERVER CORPS**

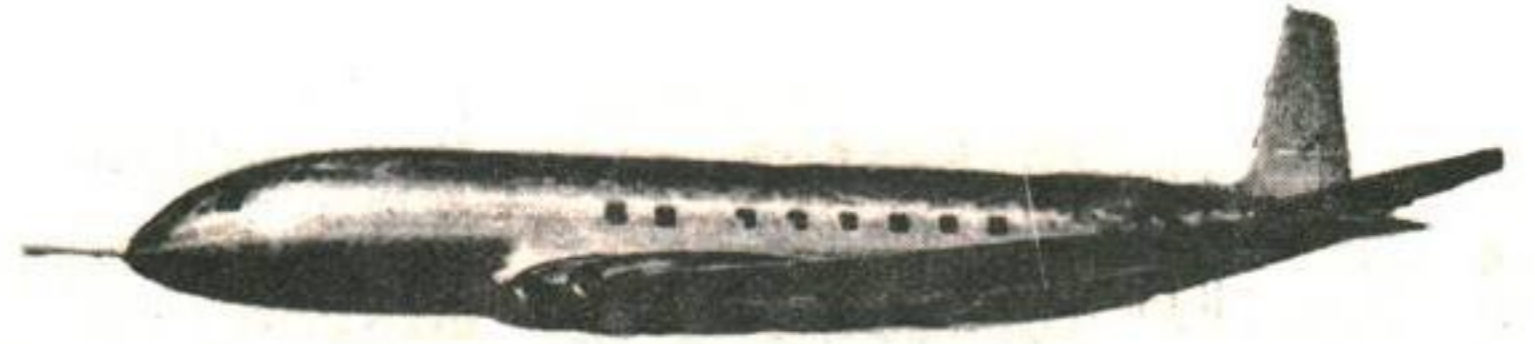
# HOW GOOD IS YOUR

aircraft recognition ?

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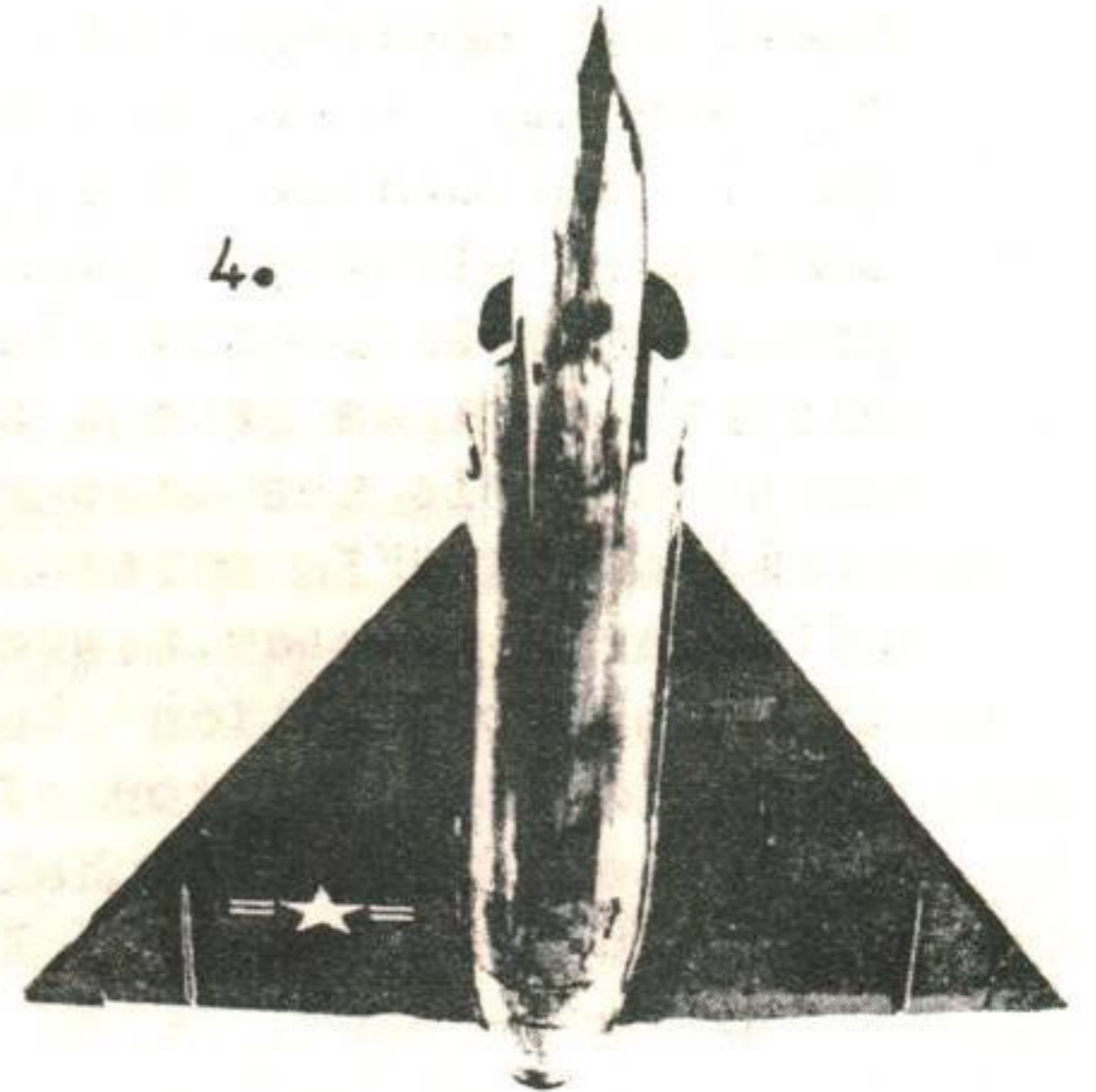
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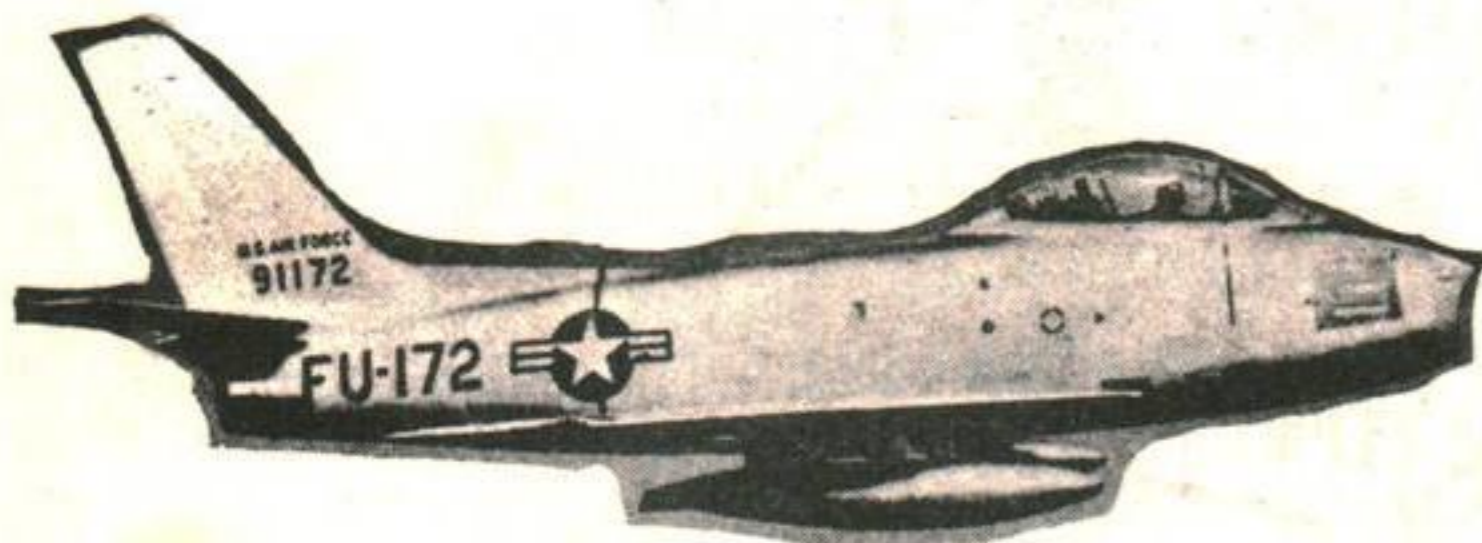
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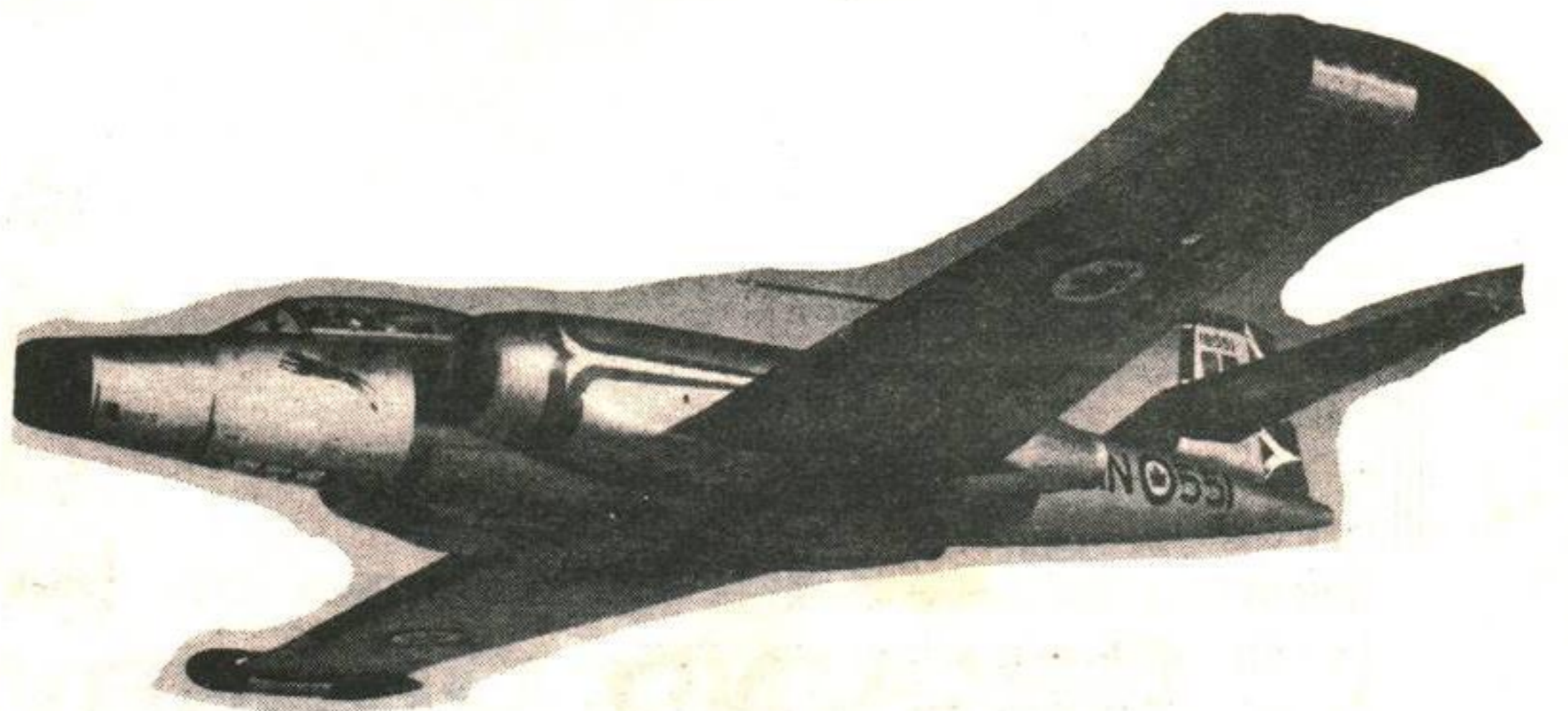
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# NEWS from

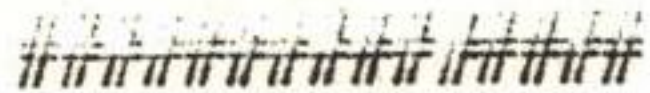


DETACHMENT

## FIELD NEWS

During the past two months field activity has been on the decrease, due mainly to the Christmas Season and the winter weather. Again we take this opportunity to concentrate on our Filter Centre training, so that the volunteers will be more proficient to receive "Aircraft Flash" messages from the field. Also, this is the time of year when most staff members are catching up on their leave. When most people take holidays during the Summer, our staff is busy with field training and must take their leave at some other time.

When Spring rolls around we will begin visiting our posts again, and would ask our Supervisors to begin making plans for training in their areas. On our part, we will give as much notice to the Supervisor as is possible, so that a maximum of work can be accomplished when the training officer is available.



## RCAF NOTES

F/O Harry Waugh, who recently retired from the RCAF (Regular Force) is a civilian again and is now working as a Life Insurance Underwriter. However, he is still interested in the GOBC as he instructs two nights a week in the Filter Centre as an Auxiliary Officer.

F/O Gordon Cruickshank, who until recently was an Auxiliary Officer at the Truro Detachment, has enlisted in the Regular Force, and after indoctrination at the RCAF's Officers' School, will be joining the staff of the Truro Filter Centre. Before enlisting in the RCAF, Gordon was Assistant Principal of the Central High School, Truro and was active in GOBC circles. We look forward to his joining the staff in March.

#

Since our last issue we have had several changes in our Airman Staff. LAC Don MacKenzie of Truro was transferred to a Station in Quebec. LAC Frank Purvis of Brockville, Ont. was transferred to Truro in December. LAC Dave Cave of Bay Roberts, Nfld. was transferred to Truro in October.

We bid welcome to the new arrivals and hope their stay in Truro will be a pleasant one.

thrift



TIE CO VISITS ALEXANDER  
GRAHAM BELL MUSEUM AT  
BADDECK, N.S.



The above photo shows S/L Morris chatting with Mr. Charles Bowman, curator of the Alexander Graham Bell Museum at Baddeck, N.S. Mr. Bowman is a former Technical Adviser of the GOBC, having served in that capacity when he was employed with the Maritime Tel & Tel Co., Ltd. in Halifax, N.S.

*\*\*\*\*\**

ALERTING  
DEPUTIES

Observation Post Alerting Deputies are very important to our organization. They are the people who alert the Post if the Chief Observer should not be available to do so.

Chief Observers are requested to check their Alerting Deputies and make sure that they are persons who will normally be available to alert the Post in his absence.

If you have any changes, please notify the Filter Centre. It is important that we have an up-to-date alerting list. The Detachment will notify the Regional Supervisor concerned.

*\*\*\*\*\**

PERSONNEL  
CHANGES

As in previous issues of the Sky Sentinel we are happy to introduce a number of new field volunteers who are taking on responsibilities relinquished by others, or accepting the pioneering task of forming a new Observation Post group. We would like to express our thanks to those who have resigned for the contribution they have made to Canada's Air Defence in the past, and we know in some cases they will be able to continue giving a helping hand in other capacities.

X

NEW SUPERVISOR

Pressure of work from the Dept. of Veterans Affairs forced Mr. C.A. (Sandy) Durno of Bridgewater to resign his appointment as Regional Supervisor for Area T-16. He is succeeded by another RCAF veteran - Mr. C.L.J. Johnston - also of Bridgewater. Mr. Johnston has already enlisted the aid of an assistant - Mr. B.R. Glencross - an RCMP veteran. From the reports we have been receiving, Area T-16 has two very active people now at the helm.

Welcome both of you to our august assembly of Area Supervisors. Glad to have you aboard!

NEW CHIEF OBSERVERS

In Cape Breton we have three new Chief Observers:

Florence - Mr. J. Coady Marsh succeeds Mr. Charles Higham as Chief Observer at Florence. The new Post at Florence is manned mainly by members of the local Air Cadet Squadron, who are generously assisted by the Canadian Legion.

Glace Bay - Mr. James W. Morrison becomes Chief Observer in place of Mr. J.L. Lawley, who we understand will continue to serve as an Official Observer.

Big Pond - we have formed a new Observation Post at Big Pond with Mr. John P. Hagen as our Chief Observer.

In the mainland Nova Scotia - at Weymouth - Mr. W.B. Hamilton, Principal of Weymouth Consolidated School, joins our large list of School Principals and Teachers who are Chief Observers for the Ground Observer Corps.

We wish to thank all these gentlemen for the invaluable public service which they have undertaken.

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The above photo shows our Chief Observer at Lockeport, N.S. - MR. LEWIS FRASER - with his young daughter. Mr. Fraser has organized a very efficient Post and has always been active during exercises. He is the Principal of the High School at Lockeport.

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WINGS  
PRESENTATION  
CEREMONIES

Since Exercise "Corn Cob" a number of new Posts have had their first Wings Presentation Ceremonies. We would like to welcome to full membership all who received their Ground Observer Corps Wings at the following Posts:

LOCKEPORT - Shelburne County

PARADISE - Annapolis County

BRIDGEWATER - Annapolis County

PORT HAWKESBURY - RICHMOND  
COUNTY

WEST ARICHAT - Richmond County

WEST BAY - Richmond County

TANGIER - Halifax County

OYSTER POND - Halifax County

TERENCE BAY - Halifax County

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ANSWERS TO  
AIRCRAFT RECOGNITION  
ON PAGE 18

1. C124 Globemaster
2. Comet
3. C121 Constellation
4. F102
5. B52
6. F102
7. F86 Sabre
8. CF100

70

DETACHMENT

FILTER CENTRE

NEWS

Since our last issue, nothing startling or new has happened at the Truro Filter Centre. The volunteers have been attending well,

although some of the Teams need new members.

Quite a few of our younger members have been working hard, qualifying for their wings, which were presented on February 13th.

One of the most important happenings last month was the re-organization of the "Whiz-Kids", our Friday night teenaged group. They elected a new Team Captain - John Ryan - and have added quite a few new members. The other teams had better watch out, the "Whiz Kids" look as if they are now really going places. Keep it up fellows !

Our Wednesday afternoon group, "The Rockets", have recently added several new members - Mrs. Evelyn Pettis and Mrs. Helen Tumilty. Mrs. Tumilty, who is pictured below, is the new Detachment stenographer. Welcome to the Centre, ladies, we are pleased to see you !



# PARADE

On Thursday, February 13th, the Truro Filter Centre held a wings Parade for thirty-four volunteers who had completed a course of instruction.

The affair, attended by over eighty people, was held in the lounge of the Filter Centre, and the chairman for the evening was the Detachment Commander, F/L G.W. Hynes. Special guests were S/L R.H. Morris - Commanding Officer 7 GOB Unit at Halifax - and Major Cyril F. Kennedy, Member of Parliament for Colchester - Hants.

Major Kennedy was the guest speaker and also presented the Wings and Certificates to those who qualified. He was assisted by S/L Morris and F/O Glen Lees. Those qualifying for Wings were:

- Mrs. Burla Clark, Mrs. Margaret Crowell, Mrs. Marion Delbridge, Mrs. Laurie Fullerton, Mrs. Shirley Lounsbury, Mrs. Myra Tedford, Mrs. Jean Mitchell, Mrs. Marian Lantz, Mrs. Roma Creelman, Mr. John MacKinnon, Mr. Malcolm Weatherbee, Mr. Brian Chisholm, Mr. Ronald Gabris, Mr. Winston Weir, Mr. Neil Bowlby, Mr. Donald Byers, Mr. Frank Brannen, Mr. Ian Cameron, Mr. Reid Cox, Mr. Ralph Fahey, Mr. William Goodine, Mr. Leslie Hudgins, Mr. David Hall, Mr. Robert MacIntosh, Mr. Murdock MacKinnon, Mr. Wayne MacDonald, Mr. Allan Nilsson, Mr. George Perry, Mr. Wayne Putnam, Mr. Robert Smith, Mr. David Sutherland, Mr. John Shuh, Mr. Phillip Stevens and Mr. William Taylor.

The Photos below show two groups of volunteers who received their wings from Major Cyril F. Kennedy M.P. As you will notice, Major Kennedy, S/L Morris and F/L Hynes appear in both photos.



###



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The photo below shows Mrs. Jean Mitchell receiving her wings.



We would like to extend our sincere congratulations to those who received their Wings, and also thank them for their wonderful assistance.

At the conclusion of the Ceremony, a delicious supper was served by the Filter Centre Entertainment Committee, under the direction of Mrs. Dorothy Moore. Mrs. Moore, who as the Chairman of the Filter Centre Supervisory Council, is responsible for most of the volunteer activities. She is shown in the photo below.



###

In the photo below, Mrs. Shirley Lounsbury - a member of the "Rockets" - is shown speaking on behalf of the civilian volunteers at the Wings Parade on 13 February. Also in the photo is Mrs. Mattie Totten.



FILTER CENTRE

HONOUR ROLL

For those of our readers who are not aware of the qualifications which Filter Centre volunteers must fulfil before Wings are presented, we would like to mention one important qualification - that of spending at least 40 hours of training at the Filter Centre.

When members have attended for over 250 hours they automatically become members of our very exclusive "Honour Roll Club". The most recent additions to this worthy group are: John Ryan, Lauchie McKenzie, Earle Baker and Mrs. Laurel Slater.

Our Honour Roll now has 34 names on the scroll. Two members - Mrs. Dorothy Moore and Mr. Rod Doyle - have attended over 500 hours, and three members - Mr. Ian Patterson, Mr. Howard Pratt and Mr. Willis McRae - have amassed over 1000 hours each. Mr. McRae actually qualified for his thousand hours last year, and his total is now 1365 hours.

S/L R.H. Morris presented the Honour Roll to those who had qualified, and congratulated those who by their long service had rendered such good service to the Corps.

The photo at the top of the next column shows three of the new members of the Honour Roll Club with Major Kennedy and S/L Morris. Left to right - Major Kennedy, S/L Morris, Mrs. Laurel Slater, Mr. Lauchie MacKenzie and Mr. John Ryan. Missing from the photo is Mr. Earle Baker.



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HONOURARY

MEMBER

At the conclusion of the Wings Presentation Ceremonies at the Truro Filter Centre on February 13th, S/L R.H. Morris presented the GOBC Wings to Major Cyril F. Kennedy M.P. making him an Honourary Member of the Ground Observer Corps. Major Kennedy had just officiated at the Wings Parade. He expressed his thanks at the honour which had been accorded him and said he would wear the GOBC Wings proudly. The photo below shows the presentation.



#####

WE'RE SORRY

Yes, we are very sorry to report that two of our active Filter Centre volunteers are not enjoying their usual good health, and have been confined to hospital. We are referring to Mr. Willis McRae and Mr. Frank Pollock.

We hope that both will be restored to good health soon, and that we may see their smiling faces back at the Operations Table.

#####

TRURO TO GET

NEW FILTER CENTRE

The Truro Filter Centre has been advised by the RCAF that authorization has been given for a move to new quarters. They will occupy the old Post Office Building in Truro, when that building is vacated by its present occupants - some time during the Summer.

The move will give the Filter Centre badly needed space, and will of course provide much better facilities for training our civilian volunteers.

By authorizing this move, the RCAF are again giving an indication of the importance placed in the Ground Observer Corps organization by the defence authorities.

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ANSWERS

TO

QUIZ

ON PAGE 16

1. When an aircraft is circling you are to wait until it proceeds in one direction only before reporting it in Item 9.
2. There are two answers to this question:
  - (1) North-west four miles flying south-west
  - (2) South-east four miles flying south-west.
3. If he is close enough to the Post then an Aircraft Flash call should be placed immediately to the Filter Centre. If the Observation Post telephone is not handy then the nearest phone should be used. When placing the call if the plane is visible the message should follow the columns of the R363 with the parachutist being reported in Column 10. If no plane is visible then details only have to be given.
4. By holding regular monthly meetings during which questions may be given to the observers by the Chief Observer. Also any social gatherings which can be convened to further the interest of the Corps and spread the good word.
5. (c)
6. 1. (c)      2. (c)

#####

# With Sympathy

It was with deep regret that we learned of the sudden passing of Jack McGinley, Regional Supervisor of Area M-17 at Chipman, New Brunswick. To his family go the sincerest sympathy of all members of 71 GOBc Detachment and 7 GOBc Unit.

#

Our sincere sympathies are extended to Harold Boyd, Chief Observer at St. George, New Brunswick in the untimely death of his wife, Marie. Marie was always a strong supporter of the GOBc and we will miss her as we know that Harold and his family will. Marie has two members of her family in the RCAF, a son - F/O David Boyd - stationed at Greenwood, N.S. and a brother - F/L Douglas Giggey of 7 GOBc Unit in Halifax.

#

We extend our deep sympathy to the Ray Dauphinee's of Hubbards, Nova Scotia in the passing of their daughter, Miss Jean Dauphinee.

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We extend sincere sympathy to Mr. Herbert Gunn and family of East River St. Marys, N.S. on the passing away of Mrs. Gunn. Mrs. Gunn was an active member of Observation Post November Alfa 42 Black of which Mr. Gunn is Chief Observer.

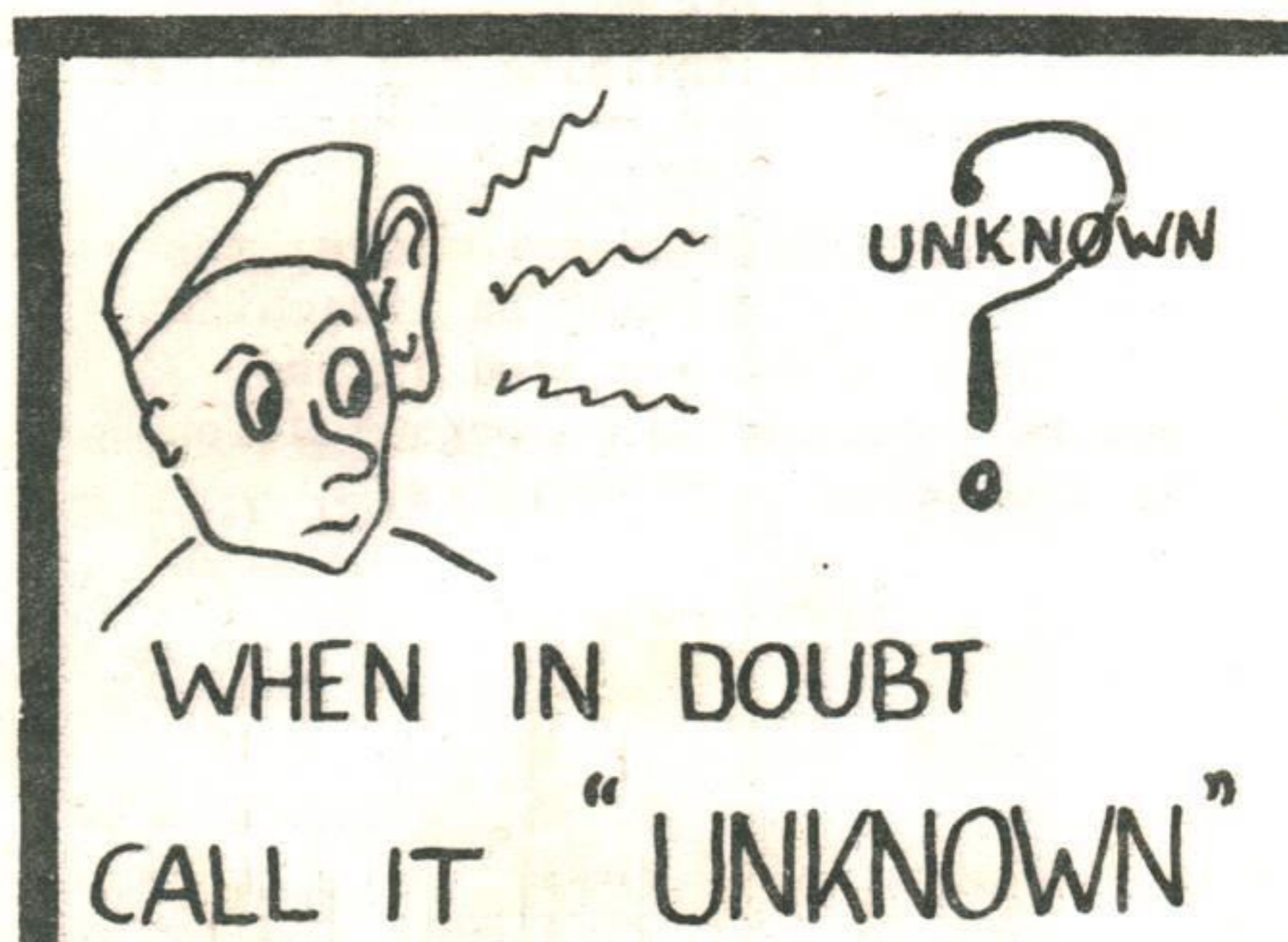
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# NEWS & VIEWS

Transfer changes in 7 GOBc Unit HQ at Halifax in the past month saw LAC Danny O'Connor go to a radar site in Quebec and LAC Bill Reimer take over the airman duties at Unit HQ.

#596 Air Cadet Squadron at Tatamagouche, N.S. has been awarded the Strathcona Trust Award as the most improved Squadron of Cadets in Nova Scotia. The trophy was presented to Mr. Reg Mattinson of the sponsoring committee by S/L G.K. Finnie DFC of Maritime Air Command. Mr. Mattinson is Regional Supervisor for the GOBc in the Tatamagouche area.

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## New Airport at Kelly Lake

Work is progressing rapidly on the Halifax International Airport near Enfield on the Halifax-Truro highway. It will replace, for civil operations, the airport at HMCS Shearwater, near Dartmouth, N.S. Located 22 miles from Halifax, the new airport will not be ready until 1960, but on its completion it is expected to handle more commercial traffic than the present airport, mainly because of improved facilities. Already over a dozen American and overseas firms have made inquiries and sent representatives to look over the potential prospects.

Diamond Construction Ltd. of Fredericton have the \$3,500,000 contract for grading, levelling and building runways and have been at work since November, 1955.

A total of 15,000 feet of runways, 200 ft. wide, have been constructed. The longest one (see top), 8800 feet in length is 200 feet longer than Gander's longest. Parallel taxi strips are not yet completed but at least one taxi strip will be built with each runway by 1960.

The site is six miles in the woods from the present paved highway but a new two-lane ten-mile highway to the airport is being built. It will turn off the present highway at Fall River and rejoin the highway again at Enfield after looping in to join the airport.

All surveys for navigational aids have been completed. The new field, which is 475 feet above sea level, will be free from fog all year round except for a few days in the

summer months.

The airport now in use at Shearwater ranks after Sydney and Moncton as an alternate stop on Atlantic flights. The new Halifax International Airport will outrank these two centres and will probably be a scheduled stop for a number of airlines not landing at present in this area.

Meanwhile, the DoT has called for tenders for the construction of a terminal at the new Kelly Lake airport. Cost of the building is expected to be in the neighborhood of \$4,000,000. (See bottom).

The terminal, designed to handle the anticipated air traffic for the next ten years, will offer the utmost in comfort and convenience for the travelling public, the airlines and the DoT operating staff.

The hillside site chosen for the terminal will make it possible to lead an elevated approach road along the entire length of the building, allowing incoming and outgoing passengers in cars or buses to reach the ticket lobby and waiting room through canopied entrances.

A large waiting room will command a view of the airfield through its east wall, which will be entirely of glass. The building will be two storeys high with a gallery around three sides.

The DoT hopes to have the building enclosed before next winter and it is expected that the entire terminal will be completed by late 1959.

— Roy K. Cooke.



# VIGIL in the NORTH

## The Canadian Ground Observer Corps

FROM the Queen Charlotte Islands of the Pacific to the Atlantic-lapped shores of Newfoundland, from the industrial metropolises of Ontario to the tundra and perma-frost of Ellesmere Island, lies Canada—a land area larger than the United States by some 645,000 square miles, yet with only one-tenth the population—a nation of more variables in climate, peoples and ways of living than can meet the imagination, but a nation of democracy, progress and culture that rates among the most important in the sustenance of a free world.

As they bear the brunt of Arctic winds rushing southward toward the States, the



*Pictured trying his hand at filter center plotting is Air Vice Marshal L. E. Wray, Air Officer Commanding, RCAF Air Defence Command. Standing behind AVM Wray are (left) A. Morand and H. Kieffer, the first citizens to receive the coveted RCAF Award of Merit after WW II for their outstanding contribution to the GOBc.*

Canadians have clasped the hands of their southerly neighbors to share the heavy burden of defending common and inalienable freedoms against any would-be aggressor. Few Americans have had occasion to appreciate the genuine friendships and mutual interests which actually exist between themselves and Canadians in all walks of life.

In spite of their many and diverse modes of living, most people in Canada have one special, common concern—they know and are ever mindful of the threat posed not only against their freedom, but against that of all North Americans by a potential enemy air attack—an attack which might well sweep southward across their homeland.

And, among other ways in which Canadians are facing up to the threat, they are providing a strong, efficient volunteer Ground Observer Corps to assist the Royal Canadian Air Force (RCAF) and the combined forces of the North American Air Defense (NORAD) Command.

The Canadian Ground Observer Corps (GOBc, to differentiate from the American GOC and Canadian Army's GOC for General Officer Commanding) came about and has remained in operation essentially for the same reasons and with the same primary mission as that of this country—to serve as a backup to radar and to provide data not obtainable from radar screens.

Even with vastly expanded radar nets—the DEW Line, Mid-Canada Line and other radar sites—the GOBc today, with its 10 filter centers, three huge Northern Division areas which report directly into Air Defence Control Centers (ADCC's), more than 5,000 observation posts, and over 36,000 active and 16,000 reserve volunteers, is considered essential in the roles of both early warning and backup surveillance in view of the vastness and strategic position of Canada. Furthermore, its value in emergency assistance to lost and downed



aircraft crews has been and continues to be inestimable.

In February of 1951, with mounting tensions in Europe and Asia, the priority task of organizing a Ground Observer Corps as an auxiliary of the Air Force was delegated by the Canadian Joint Chiefs of Staff to the RCAF Air Defence Command, which has its headquarters at St. Hubert, Quebec.

Selected officers of the RCAF were charged with the over-all responsibility for the Corps—its organization, recruitment, administration, training and operation.

It was first decided that, below the 55th parallel, the Corps should be divided organizationally into provincial areas with filter centers established wherever lines of communication and operational requirements dictated. The GOBc north of the 55th, for good reasons, was set up to operate quite differently and will be discussed later.

After a determination of the number of required posts, there loomed the problem

of their organization and supervision. Thousands of square miles were to be covered by a relatively small RCAF staff. Posts had to be organized, chief

observers selected, and official volunteers recruited and trained. Long winters, with 30-below temperatures, swirling and drifting snow driven by severe winds, and frequent lack of transportation were factors which posed great problems in many regions.

In the face of these things, a system of regional supervisors was established. Each filter center area was divided into sub-areas consisting of from five to 15 posts, depending upon the characteristics of the region. In each sub-area a capable and devoted civilian volunteer was selected to serve as regional supervisor, with duties of assisting RCAF personnel in organizing the observation posts of that sub-area, selecting a chief observer to head each post, and recruiting a sufficient number of official observers for each post to meet its operational requirements.

This system has worked well and has offset many problems which otherwise might be prevalent. Too much cannot be said of the excellent job that is being done by regional supervisors in the RCAF GOBc. They generally are busy people, but they have accepted tremendous responsibilities that require much effort and time to fulfill.

Another group of volunteers directly associated with the GOBc are known as



*Canadian communities and individuals, like many in the U. S., have built and dedicated fine OP structures like the one pictured above. However, existing facilities generally are used because of severe winters in much of Canada and limited communications in the Far North.*

technical advisors. They are civilians who usually are outstanding experts in important firms. They act in an advisory capacity on matters such as organization, communications and training pertinent to all units of the Corps.

An American FC volunteer of a few years ago would gaze upon a familiar sight

were he to walk into any one of the ten filter centers presently operating in Canada. The horizontal plotting board or map table in use today, with its associated equipment and communications, is almost identical to that used in American centers before the adoption of the plexiglass board.

The layout of the centers, the buildings housing them, and activities of the volunteers and RCAF detachment personnel are likewise almost identical with those in the United States, as are the volunteers themselves.

They undergo training, operate the center when called upon, help out with recruiting of new volunteers, assist in training their fellow workers, attend lectures, see movies, have coffee in the lounge, go home tired rather than when they reported for duty, but come back cheerfully for the next session.

The ten filter centers presently operating in Canada are located at Vancouver and Prince George, British Columbia; North Bay, Brockville and Peterborough, Ontario; Trois Rivieres and Rimouski, Quebec; Moncton, New Brunswick; Halifax, Nova Scotia; and Gander, Newfoundland—all below the 55th parallel. These centers are tied in directly with associated radar units, as are the filter centers of the States. At present, only the Vancouver and Prince George FC areas are on 24-hour operation.

An inquiring American logically might wonder about the filter center and volunteers of the GOBC at Gander, Newfoundland, a location familiar to many U. S. troops as well as air passengers to and from Europe. Gander, with approximately 5,000 population, is, for the most part, one tremendous air terminal, born of a wartime need for an Allied military base.

A majority of the townspeople at Gander are airlines' employees. Consequently, most of the active GOBC volunteers are airlines people—administrative personnel,



Lightkeepers, such as the one above, along Canadian rivers and coasts have volunteered their services in the GOBC. Many miles of Canadian skies are watched by these and other government employees.

housewives, and a particularly active group of teenagers. Some RCAF personnel serve in the GOBC during off-duty hours.

Observation posts in the Gander area, as in most of the FC areas, are located in private homes, fire towers of both provincial and private lumber companies, the various governmental agencies, fishing vessels and coastal steamers. The marine craft radio Aircraft Flash messages to their shore stations, which telephone the reports to the filter center. Of added interest are GOBC sightings of submarines off the Newfoundland coast, which are reported to Canadian Naval Headquarters and the 64th Air Division (Defense). Incidentally, the Gander area GOBC surveillance data is fed directly into a USAF Air Defense Command AC&W site of the 64th, located on the Island.

What has been said of volunteers at the filter centers is substantially true of volunteers at observation posts throughout the filter center areas of southern Canada. Existing facilities are used for post sites

in the majority of cases, mainly for reasons of convenience and comfort. While there are some fine towers which were built specifically for the GOBC, with certain communities and individuals going all out to see that the best was provided, it has proved more practical in rural areas and small towns to have families observe and report from their homes in accordance with a pre-determined schedule. The number of volunteers at a post varies from one man in a lighthouse, or a northern trapper, to communities where practically every man, woman and child serves as a volunteer.

Observers, even in a ready reserve or stand-by area, are constantly on the alert for information that might be of value to the defense of the nation or the welfare of the community. When a volunteer not on a regular shift sees something that should be reported, he generally calls the chief observer who, in turn, makes the report to the filter center; this precludes filter center receipt of duplicate reports on the same sighting in a given area.

What has been said thus far applies primarily to GOBC operation in southern Canada, where filter centers and observation posts are much the same as those below the border and, for the most part, are on ready reserve status. But in Canada's northland—roughly all that territory north of latitude 55 and referred to in the GOBC as the Northern Division—a 24-hour watch is maintained without the use of filter centers. The nature and sparsity of the widely scattered communications facilities and, indeed, of the observers themselves, have precluded the use of such focal points.

Nevertheless, the Northern Division has a system whereby Aircraft Flash reports are channeled continuously into the air defense system with virtually no loss of speed or efficiency. Aircraft Flash reports numbering approximately 1,000 per month



Priests and missionaries of the various faiths at seminaries and missions throughout Canada actively support the GOBC and air defense, just as do these men of the clergy at a seminary in British Columbia. Their posts reach into the wilderness and tundra of the Far North.



The operations rooms of GOBC filter centers look very much the same as those of the U. S. GOC before vertical plotting boards were adopted. At the center pictured above, adults and teenagers are working with the RCAF to do their bit in air defense of the continent.

have been finding their way by private and/or governmental communication nets into units with identification capability—sectors (ADDC's) of the RCAF Air Defence Command or Department of Transport (DOT) Air Traffic Control centers which attempt to match sightings with flight plans before passing them on to the Combat Operations Center at ADC Headquarters.

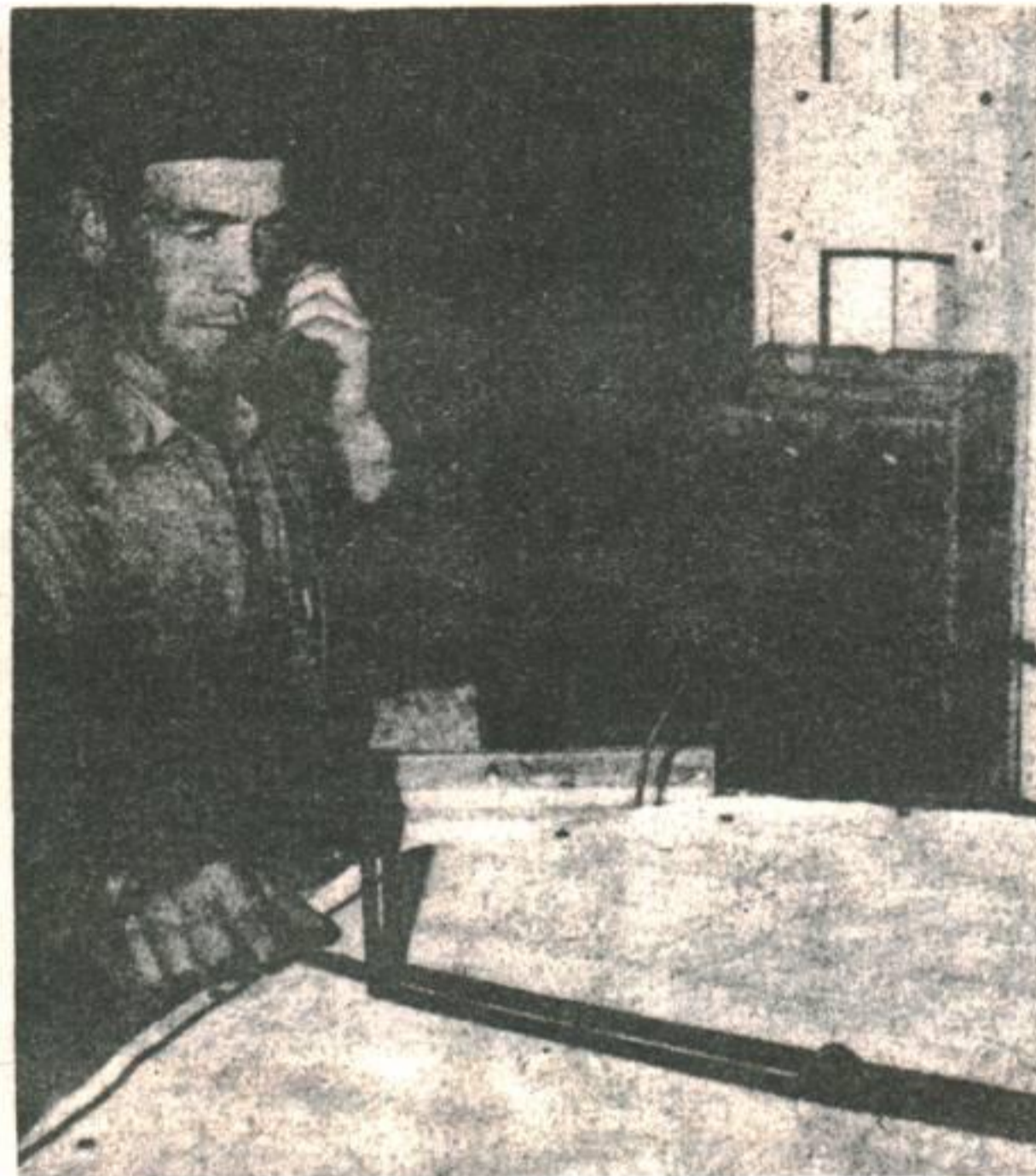
It is a system made possible by the utmost cooperation on the part of every inhabitant of the vast expanses of the Far North, and the use of radio, telegraph and telephone, sometimes backed up by runner, boat or dog-sled.

The Northern Division of the GOBC has been divided into three detachment areas with a cadre of RCAF personnel supervising the operations and training within each. The largest of the three areas comprises one and one-half million square miles—an area comparable in size to that covered by the entire Central Air Defense Force of the USAF ADC.

As a point of interest, as well as strategic importance, at least four OP's of the GOBC are situated on Ellesmere Island, farther north than the highly publicized American base at Thule, Greenland. The northernmost of these posts is a government meteorological station of the Department of Transport at Alert, some 400 miles from the North Pole.

It is essential that all aircraft movement be reported except, of course, the more normal, regular and routine flights. All sightings are recorded on the Aircraft Flash Message Record, whether or not the information is to be relayed to radar as data significant to air defense. The data recorded on both military and private aircraft has time and again aided in saving lives and planes in trouble by expediting assistance and narrowing the area of search.

And just who are the observers in the



*From the top of his 60-foot fire tower in Nova Scotia, this watchman phones in an Aircraft Flash report. Private and government forestry and lumber company posts are prevalent in the GOBC.*

Far North? They are the missionaries, the local Royal Canadian Mounted Police officers, the Hudson Bay Co. clerks and managers (called factors), the Eskimos and Indians who hunt and trap and trade, the housewives, schoolboys, forestry rangers, Department of Transport employees at meteorological stations or lighthouses.

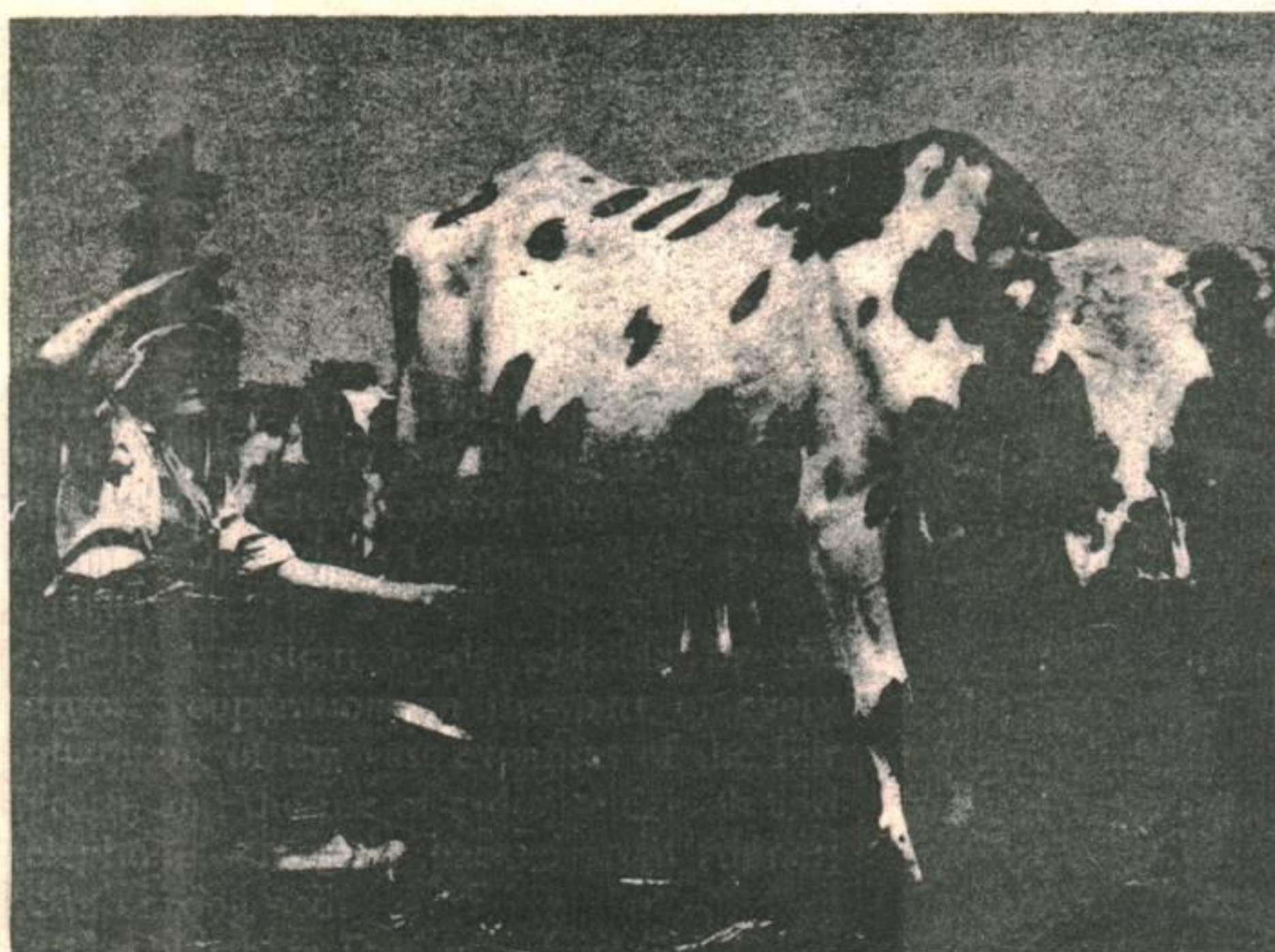
One might assume that it is easy to recruit observers in the Far North, since the people there have nothing else to do. The fact is that the people have responded admirably, but not because they are idle. As one RCAF GOBC officer put it, "No matter where or how a man earns a living, he has a good day's work cut out for him, whether it's in a North Bay store, a Hudson Bay Co. post, or on a trapline out in the wilderness." However, northern observers have found sky-scanning and training sessions interesting and helpful in breaking the monotony of life in the remote areas.

At the same time, they are glad to be of service in the air defense of North America. They look forward to receiving GOBC literature and training material; all reading matter is scarce in the Northern Division. Few people live in towns, the largest settlement in the Far North being Yellowknife, on the north shore of Great Slave Lake, with a population of less than 3,000. Fort Smith, the "capital" of the Mackenzie District, has fewer than 500 people.

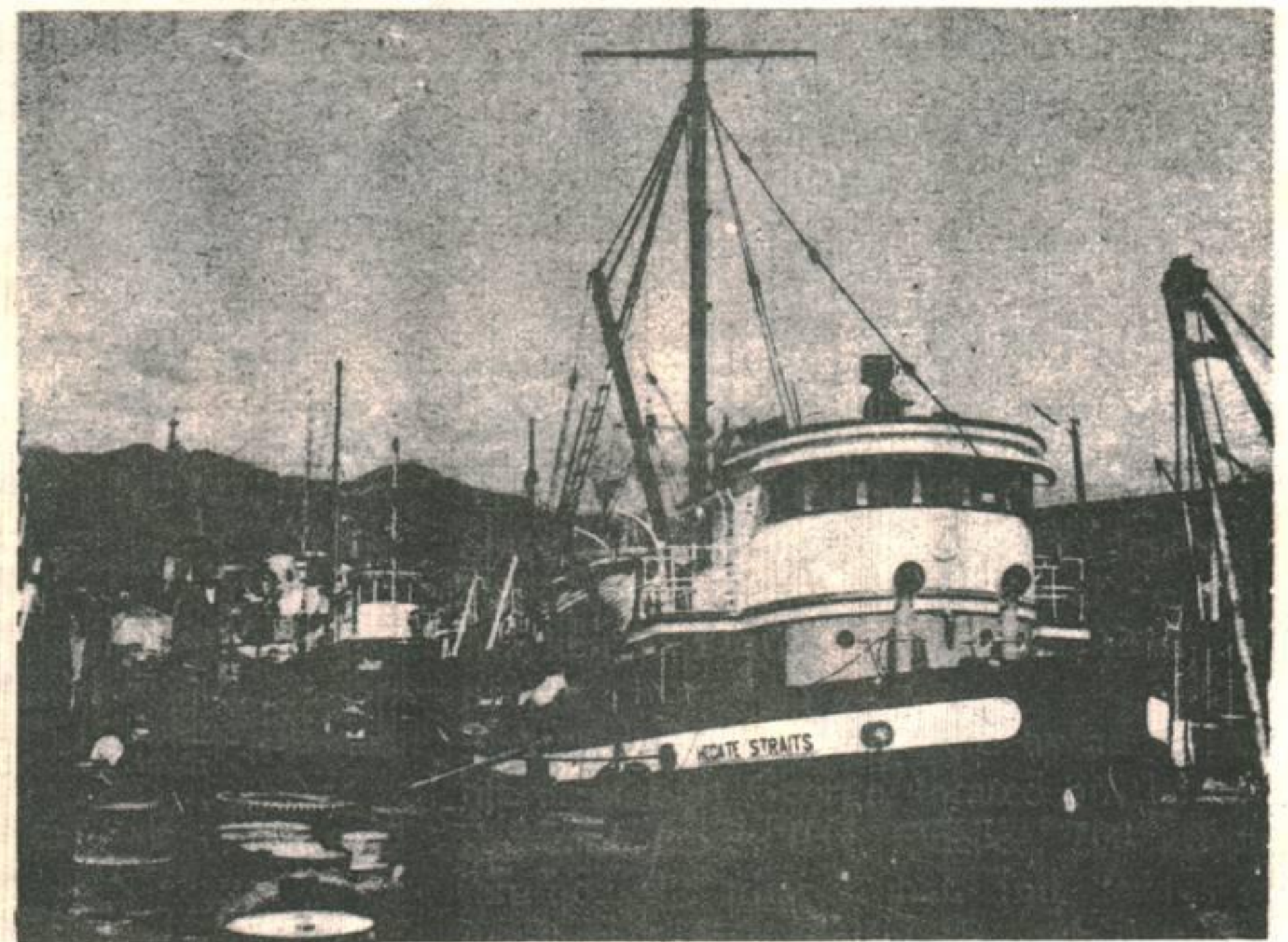
At a recent meeting held by an RCAF officer at Fort George, located on the east shore of James Bay, Quebec, 700 people jammed the mission hall and dozens of heads were seen peering through the open windows to watch the Wings presentation and films. Such meetings and visits are held in the Northern Division once a year—twice, if possible. An RCAF field officer goes out on these trips for perhaps four or five weeks at a time, working seven days a week and covering possibly 7,000 to 8,000 miles and 50 to 60 OP's.

A matter of interest is noted concerning one of the officers of 20 Detachment (who flew into Fort Providence, Northwest Territories, to hold a GOBC meeting. After the ski-equipped plane landed, the officer discovered that there was no way to transport his movie equipment across the snow-covered river except by renting a dog team. Upon completion of his meeting, he rehired the team for the return trip to his plane and finished the jaunt well ahead of the dogs, who showed their resentment of his lack of experience in dog handling by chasing him, their teeth snapping at his retreating posterior.

The volunteers' devotion to service in the GOBC was well exemplified by the lady in Alberta and the man in British Columbia, both of whom suffered heavy material loss when their homes burned to the ground, but both continued to send



*Farm and home-type posts provide much of the GOBC surveillance; families at such posts are invaluable. Here, a Quebec farmwoman pauses from her chores to look to the skies.*



*Shown are tugs which work offshore from the U. S. to Alaska along the Canadian coast. Such tugs, as well as merchant and fishing vessels, provide extended coverage for the GOBC from all coastal waters.*



Here is a Cree Indian family in Northern Quebec receiving instruction in aircraft reporting. Native Indians and Eskimos are keenly alert to anything that appears in the northern skies, and loyally report aircraft sightings to the Hudson Bay factor.

Aircraft Flash messages. Their misfortune was not known to RCAF officials until accounts of the fires appeared in the newspapers.

Then there is "Jeanne C." in the Yukon who, when told her radio was "out" due to a change-over in the communications system, offered to send in Aircraft Flash messages by dog team, canoe and pack horse. "Jim B." has his own plane and, when he cannot identify the aircraft he is reporting, has been known to take off for a closer look. An observer in southern Ontario, during an extended exercise, had stood watch alone for 36 hours, whereupon he called the filter center to advise that he was getting somewhat weary and to ask if it would be all right for him to go home for a hot meal and maybe a short nap.

Too much credit cannot be given the Eskimos and Indians of the North who work with the white man in reporting aircraft. It is claimed that these natives can detect planes as much as 20 minutes before the average white person. When the Es-

kimo runs into the Hudson Bay store and cries "Tingamashoo" to the factor, he is referring to a "great steel bird that flies."

The route of the Aircraft Flash report from the Far North into the air defense system is depicted by the story of one of the two reports that alerted the air defense units of North America to an impending "faker" bomber attack during Exercise Crackerjack in December of 1955. An observer at a trading post on Great Bear Lake in the District of Mackenzie, Northwest Territories, detected the bombers heading south and east. The message was passed over the Northwest Territories signal system (radio) to the main station of the system at Edmonton. There, it was tape recorded and relayed over land-line telephone to the Vancouver Sector (ADDC), thence directly into the COCs at Headquarters CONAD in Colorado Springs and Headquarters RCAF Air Defence Command at St. Hubert—all this in a matter of minutes.

Another example: An Eskimo at Spence Bay, a Hudson Bay trading post in the Northwest Territories, spots a bomber. He runs into the post and tells the factor, who interrogates him or takes a look for himself. The factor completes all entries on the Aircraft Flash Message Record and radios the DOT station at Chesterfield Inlet, 500 miles south on Hudson Bay. The DOT at Chesterfield Inlet radios the information to its station at Churchill, Manitoba, the central receiving point for all DOT communications of the entire Northwest Territories. There, the message is telephoned to RCAF Signals (communications office) at nearby Fort Churchill, where it is teletyped to the RCAF 3 Communications Unit at Winnipeg. That unit, in turn, relays the message by teletype to an RCAF Control Center (sector ADCC).

Strangely enough, most GOC volunteers

in the United States are unaware of the definite and close ties that exist between the Ground Observer Corps of Canada and that of this country. While the two Corps are separate in organization, supervision and political boundaries, they are functional working partners in the joint defense of North America.

"Strengthening this bond is the mutual realization that," in the words of RCAF officials, "the best defense of either country will be achieved by maximum integration of the defense facilities of both nations." Recent years have seen a strong



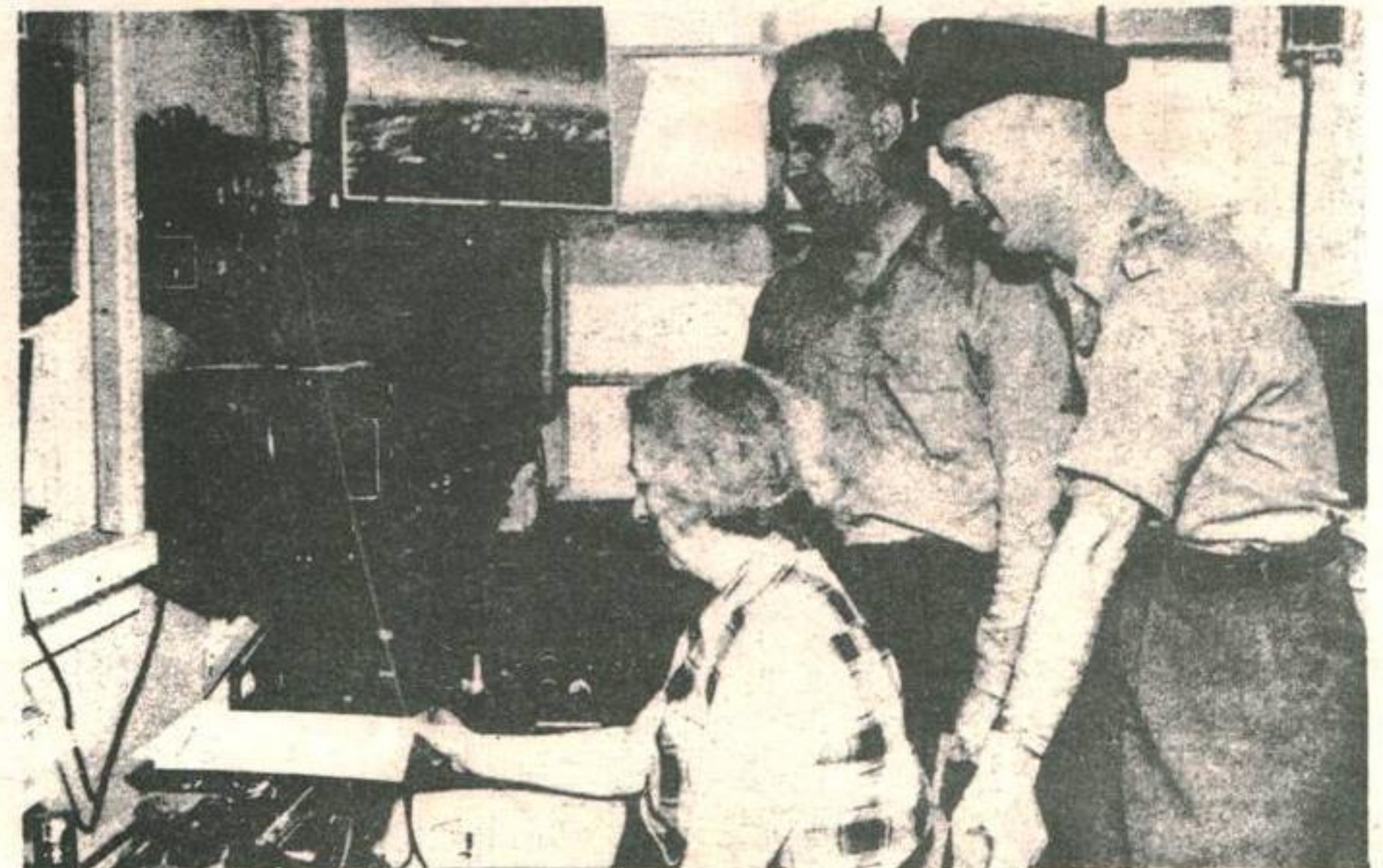
These men building igloos could be either Eskimos or Royal Canadian Mounted Police setting up new quarters. Both have at least two things in common; they are adept at building snow houses and are concerned about air defense. All support the GObC.

trend in this direction by all defense units of the two countries, now culminated in the formation of NORAD.

Aside from a common concern for the defense of freedom, there are three physical links which unite the Canadian and American Ground Observer Corps: (1) Gander Filter Center tells surveillance data to radar units of the USAF 64th Air Division (Defense), which operates in that area. (2) Six of the 10 GObC filter centers cross-tell information on aircraft tracks with U. S. filter centers along the border. (3) Through special cooperation between officials concerned, southwestern Ontario



This is a typical Hudson Bay Co. store where Eskimos, such as those buddled about in the sunlight, and Indians assist the Company's clerks and factors in sighting and reporting aircraft.



A Dept. of Transport meteorological station officer-in-charge and his wife show an RCAF GObC officer how they put through Aircraft Flash calls over their radio transmitter to start them on their way into the air defense system.

pulpwood camps of the Minnesota-Ontario Paper Co. (MANDO) have for years operated posts which report aircraft sightings to our GOC. More than 20 such OP's, located within Canada and manned by Canadians, are reporting aircraft 'round the clock via MANDO's radio net into Kenora and Fort Francis, Ontario, then by telephone to the Bemidji, Minn., FC.

While USAF personnel have found a bilingual capability advantageous in promoting the GOC among certain Spanish-American groups of the Southwest, the ability to speak French is a *must* for RCAF officers working with volunteers in the predominantly French-Canadian areas of their country. For these people, the GOBc becomes the COT—*Corps des Observateurs Terrestres*, and the literature of the Corps is printed in French as well as English. The Canadian government recognizes both English and French as official national languages.

Air Vice Marshal L. E. Wray, Air Officer Commanding of the RCAF Air Defense Command, and other high Canadian officials, repeatedly have expressed their conviction that the great service performed by the GOBc in both its primary and secondary missions has proved its continuing value in the air defense of the continent and in the safety of flight over the great North Country. In a letter commending GOBc volunteers for their excellent support during the 1955 Exercise Crackerjack, AVM Wray said, in part:

"The information we received from the outpost OP's near Great Bear Lake and

Baker Lake gave us almost three hours' advance warning that a simulated enemy air attack against the continent was under way. . . . The early warning the reports provided, together with the confirming observations received from Ground Observer Corps posts throughout the course of the attack, enabled us to have all our resources at a high state of readiness when they were most needed.

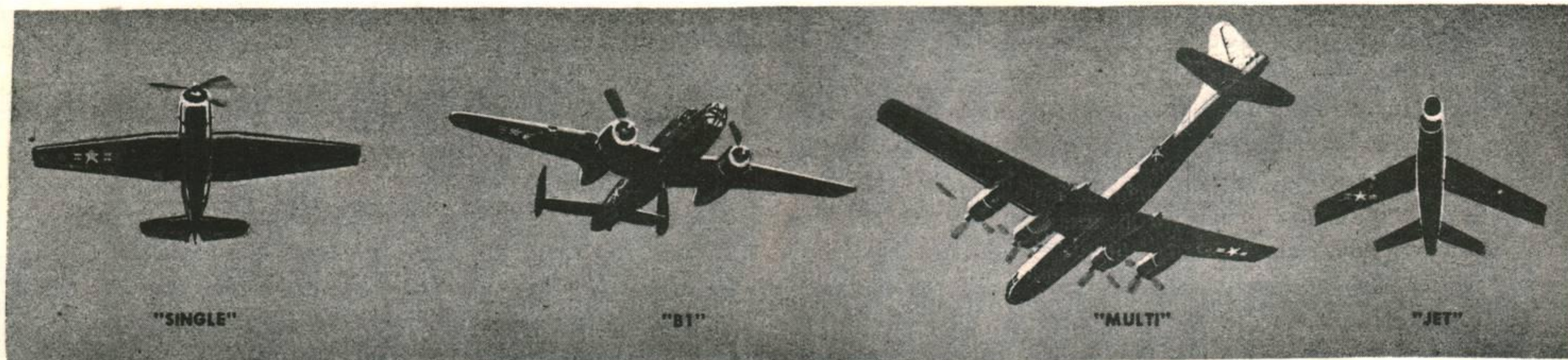
"This is just one more instance in which the overall effectiveness and value of Ground Observer Corps reports to the North American Air Defence System was proven. It can be easily seen that the organization is well worth the vast effort needed to make it work. Its contribution to the effectiveness of the Air Defence System as a whole during a national emergency might well be vital."

A reporter for the North Bay, Ontario *Daily Nugget*, Stan Mulcahy, who recently visited GOBc posts in the Far North and has studied the entire GOBc, gave an appropriate and fitting summary statement concerning the volunteers and the Corps:

"Whether they be Eskimo spearing seals from their kayaks in the Arctic seas or a farmer cutting hay on a southern Ontario farm, their eyes and ears are alert for signs of aircraft overhead. It is highly within the realm of possibility that several million American and Canadian residents, living in the highly industrialized centers of our two countries, might some day owe their lives to an obscure Eskimo hunter who had his eyes peeled on the Arctic skies."

Courtesy of "The Aircraft Flash" - December 1957.

The official Ground Observer Corps magazine of the USAF.



**FROM:**  
COLLARING OFFICER  
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**TO:**

MRS JOHN ROMKEY  
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EDMOND CLOUTIER, C.M.G., O.A., D.S.P.  
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY  
OTTAWA, 1958