

The
SKYWATCHER

PUBLIC RELATIONS BULLETIN

NO. 54 RCAF G.O.b.C. DETACHMENT

263½ George Street, . Peterborough, Ont.



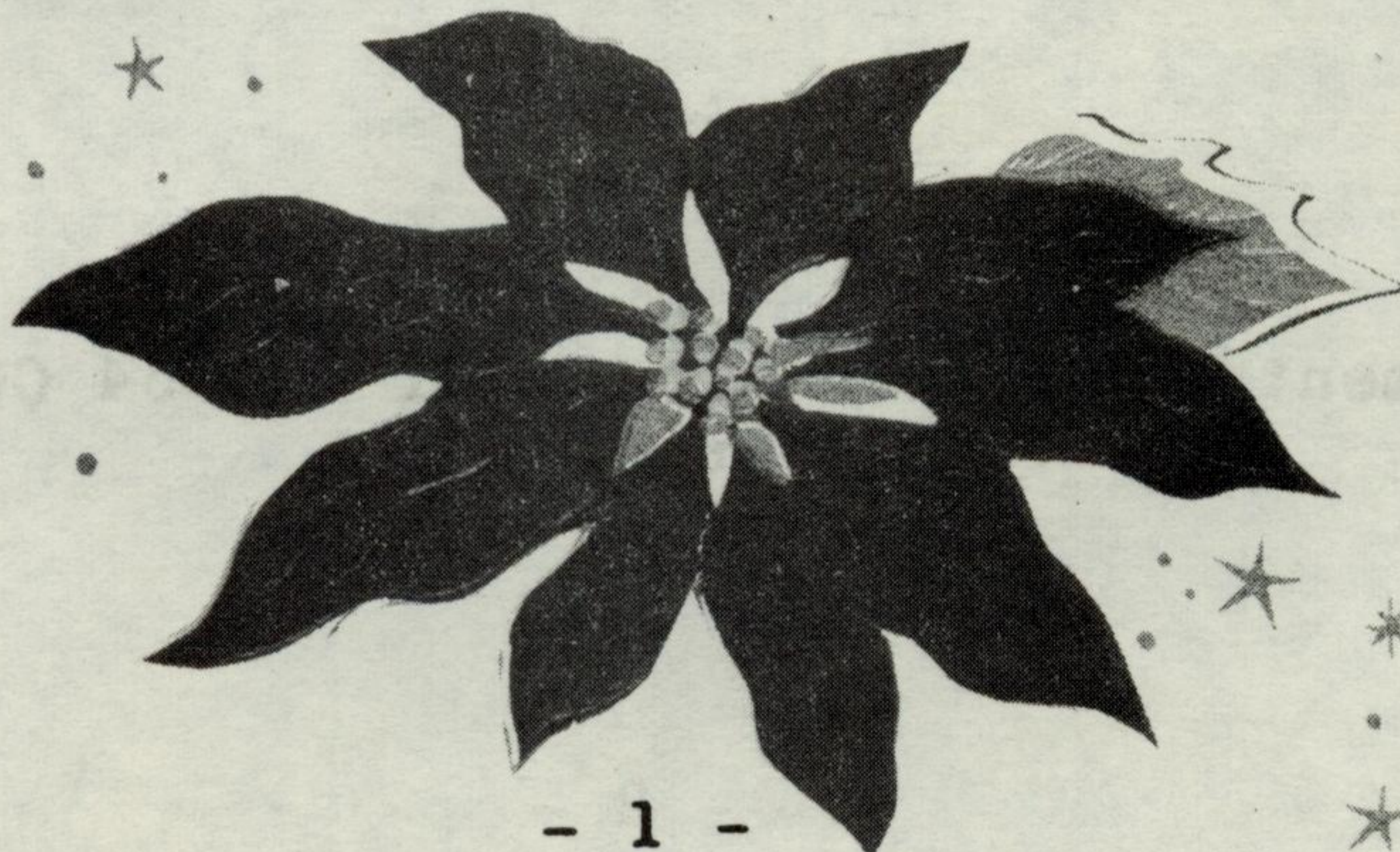
Winter Edition



Air Vice Marshal W.R. McBrien, OBE, CD
Air Officer Commanding
Air Defence Command

Once again it is my pleasure to say thank you to each member of the Ground Observer Corps for devoted service during the past year. I sincerely appreciate your continued hard work as part of the Air Defence Team, an appreciation which is shared by all members of my Command.

As you gather with friends and family to celebrate the Christmas Season, may I wish you a Very Merry Christmas and success and happiness for the New Year.





Season's Greetings
AND BEST WISHES

FOR A

Happy Holiday

The Commanding Officer and Staff of 5 GOBC Unit, North Bay

and

**The Detachment Commander and Staff of 54 GOBC Detachment,
Peterborough**

Criterion of efficiency



The Officers' Mess of the Peterborough Armouries was the setting for the Wings Presentation ceremony on 25 November 1959.

The "hour bar" Wings were presented to two groups of volunteers. Those who have acquired 500 or more hours of training and operational time and those who have 250 or more hours. For many of the volunteers these "hour bars" represent five continuous years of devoted service.

The Wings were presented by W/C E.C. Snider, DFC, CD, Deputy Commander of 3rd. Norad Division. Assisting was F/L W. Longley, 5 GOB Unit, North Bay. Acting as the host and introducing the guests was F/L WH Dyck, Detachment Commander of 54 GOB Detachment, Peterborough.

W/C Snider congratulated the recipients and urged them to continue the excellent work that they have been doing for R.C.A.F.

The ceremony was followed by a reception and lunch at which time the visiting R.C.A.F. personnel had the opportunity to meet the volunteers.





PHOTO # 1 - Pictured above are the volunteers who received the 500 Hour Bar.

Front Row: L to R: Miss Edith Miller, Mrs. Ada Pammett

**Back Row: L to R: Mr. Alan Roberts, Mr. James Slaughter,
Mr. Fraser Watson**

Missing: Mrs. Jane Langhorne



PHOTO # 2 - Pictured above are the volunteers who received the 250 Hour Bar.

Front Row: L to R: Miss Norma Maniece, Miss Eva Knox, Mrs. E. Lashley, Mrs. C. Gilchrist.

Centre Row: L to R: Mr. Jack Gilchrist, Mr. Bill Turner, Mrs. Rhea Bringeman, Miss Jacquelin Gilchrist, Mrs. Mabel Biddle, Miss Grace Simpson, Mr. James Foster.

Back Row: L to R: Mr. Ted Dawson, Mrs. Dick Walther



PHOTO # 3 - Pictured above are the volunteers who received their Wings and Scrolls.

Front Row: L to R: F/S Wayne Rosborough, Mrs. Margaret McGuire, Miss Eleanor Lowick, Sgt. Don Menzies.

Back Row: L to R: Mr. Ed. Jaquith, Cpl Peter Keough, F/S Eric McMillan, Cpl Gary Medd

F A R E W E L L



Mr. G.R. (Gerry) Wooll

After many years of association with the RCAF Ground Observer Corps, Mr. Wooll has tendered his resignation as Regional Supervisor of the Eastern portion of the Niagara Peninsula. He has been active with the Corps since the latter part of 1952.

"Gerry" has been connected with flying and the aviation industry for many years. He began his flying career in 1938 after graduating from Peterborough Collegiate. Joined the RAF in July 1939, he was interned in Switzerland in 1942. On his return to England he was loaned to the Canadian Government by the British Ministry as an aircraft test pilot. During this time he was forced to bale out of a Mosquito aircraft at 20,000 feet. Earlier he was to become one of the original trans-atlantic ferry pilots engaged in flying US built aircraft to England. He retired from the Air Force as a Squadron Leader.

Following the war he remained in flying in the Photographic Survey Corp., working in the far north. Listed below are the companies and the positions that Mr. Wooll has held in the aircraft industry.

Chief Pilot - Kenting Aviation - 1947
Managing Director - Weston Aircraft - 1948
Vice-Pres. & Managing Director - Genaire Ltd - 1951
Director - Avionics Ltd., - 1953
Director - Gensales Ltd., - 1953
Managing Director - Kaman Aircraft - 1954
Director & President - Rotaire Ltd., - 1957
Director & President - Ararox Ltd., - 1958

Mr. Wooll has also found time to have taken an active part in civic affairs, having been Trustee and Councillor on numerous occasions. He lives in a beautiful 166 year old home with his wife and three daughters in Niagara-on-the-Lake.



Congratulations

Mr. Ross Johnson, the Deputy Chief Observer of the Hanover observation post is very active in the Hanover community. He was Scout Leader for three years, and is currently editor of the Hanover Kinsmen Club bulletin. Mr. Johnson won the Ritchie Senior Bulletin Award for Kinsmen Clubs across Canada, for editing the best bulletin. At present, Mr. Johnson is employed as manager for Lindenbaum Clothing Store. He is also active in many sports, and a member of the local Masonic Lodge.

Ed's Note:

Our congratulations go to Mr. Johnson, and our thanks to Mrs. Kraft, the Regional Supervisor of this area for sending us this item.





The RCAF Search and Rescue Squadrons have approved and adopted new equipment for assisting in searches. The equipment is known as Sarah, which stands for Search and Rescue and Homing.

Sarah consists of a light weight transmitter, weight $3\frac{1}{2}$ pounds, which includes batteries capable of maintaining transmitting power for 20 to 30 hours. The equipment is small enough to be conveniently fitted into the pilot's pocket.

The small portable transmitter (Sarah) now carried by most RCAF aircraft is capable of transmitting a signal up to a distance of 50 miles. When a pilot of an aircraft is forced down either with his aircraft or on bailing out, he turns on the equipment which transmits a signal that is picked up by a special receiver in the search aircraft. The receiver has a scope similar to a radar scope that enables the search aircraft to (home) go to the exact spot from which the signal is coming from.

As search aircraft can sweep areas up to ninety miles wide, depending on the type of terrain, and in any type of weather, day or night, gives much greater odds for survival to a pilot when he is forced down. The equipment has already proven itself in several searches. Although this equipment is available to all aircraft, it is expensive and very few private aircraft have it aboard, which leaves the Ground Observer Corps with the important job of logging the movements of these aircraft.



Department of National Defence

Royal Canadian Air Force

Ottawa Ont
30 Sep 59

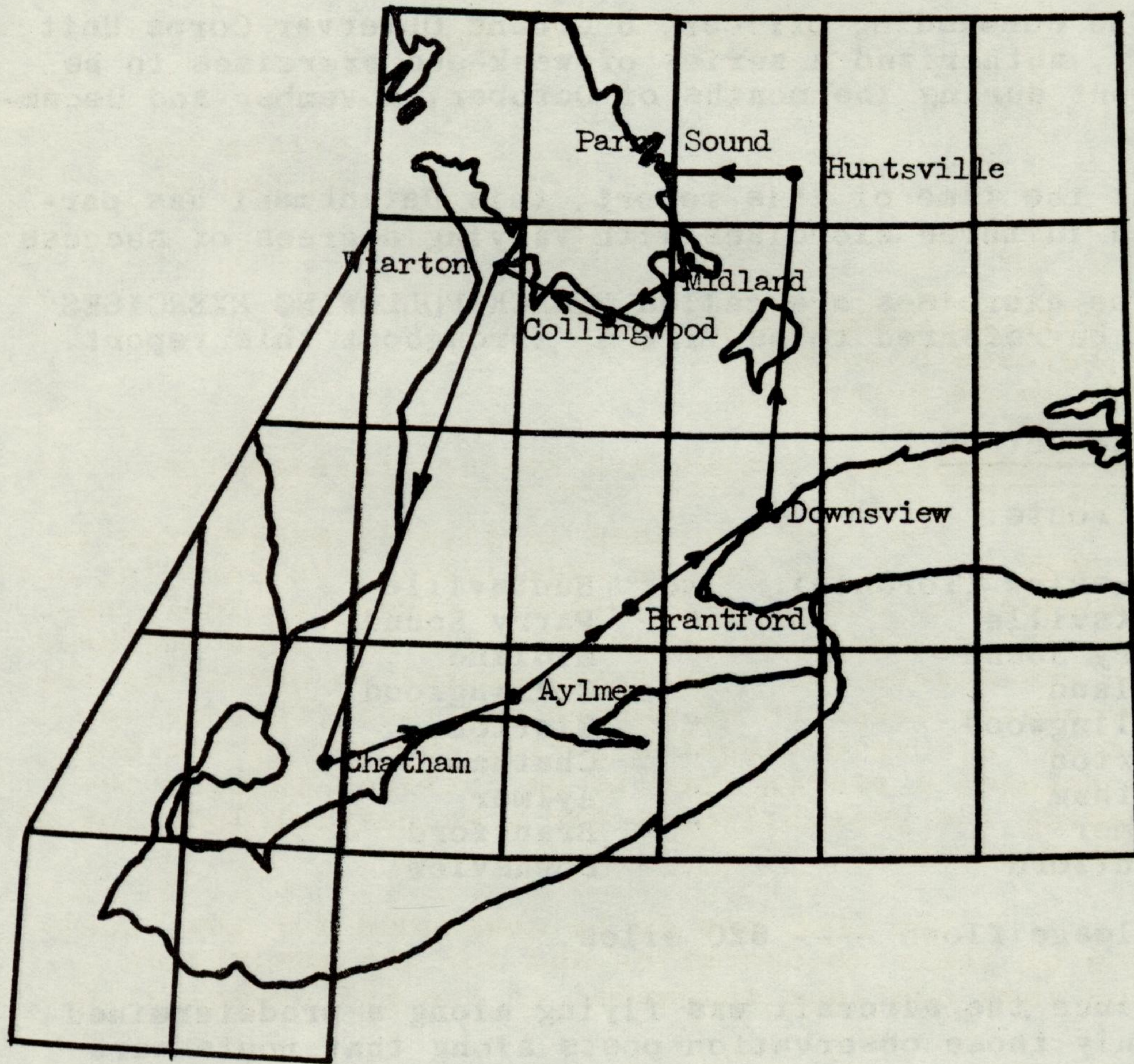
Air Officer Commanding
Air Defence Command
RCAF Stn St Hubert PQ

GOBC - Assistance Search and Rescue Organization

1 The GOBC provides invaluable assistance to the RCAF search and rescue organization in carrying out communication checks and physical checks at their request for aircraft on which an alert has been declared. Such assistance has been instrumental in obviating the unnecessary despatch of search aircraft. In some instances, accurate visual sighting reports by the GOBC has enabled a search area to be confined thereby increasing the possibilities for a successful location of missing aircraft.

2 The GOBC are to be commended for the excellence of their co-operation and for the assistance which they continue to render to the SAR organization.

(M Lipton) A/C
for CAS



OPERATIONS REPORT

F/L GC Carruthers

The Commanding Officer, 5 Ground Observer Corps Unit, North Bay, authorized a series of week-end exercises to be carried out during the months of October, November and December.

At the time of this report, this Detachment has participated in three exercises with varying degrees of success.

The exercises are called "TRACK FOLLOWING EXERCISES" and will be referred to as "TFE's" throughout this report.

TFE 1 - 18 Oct 59

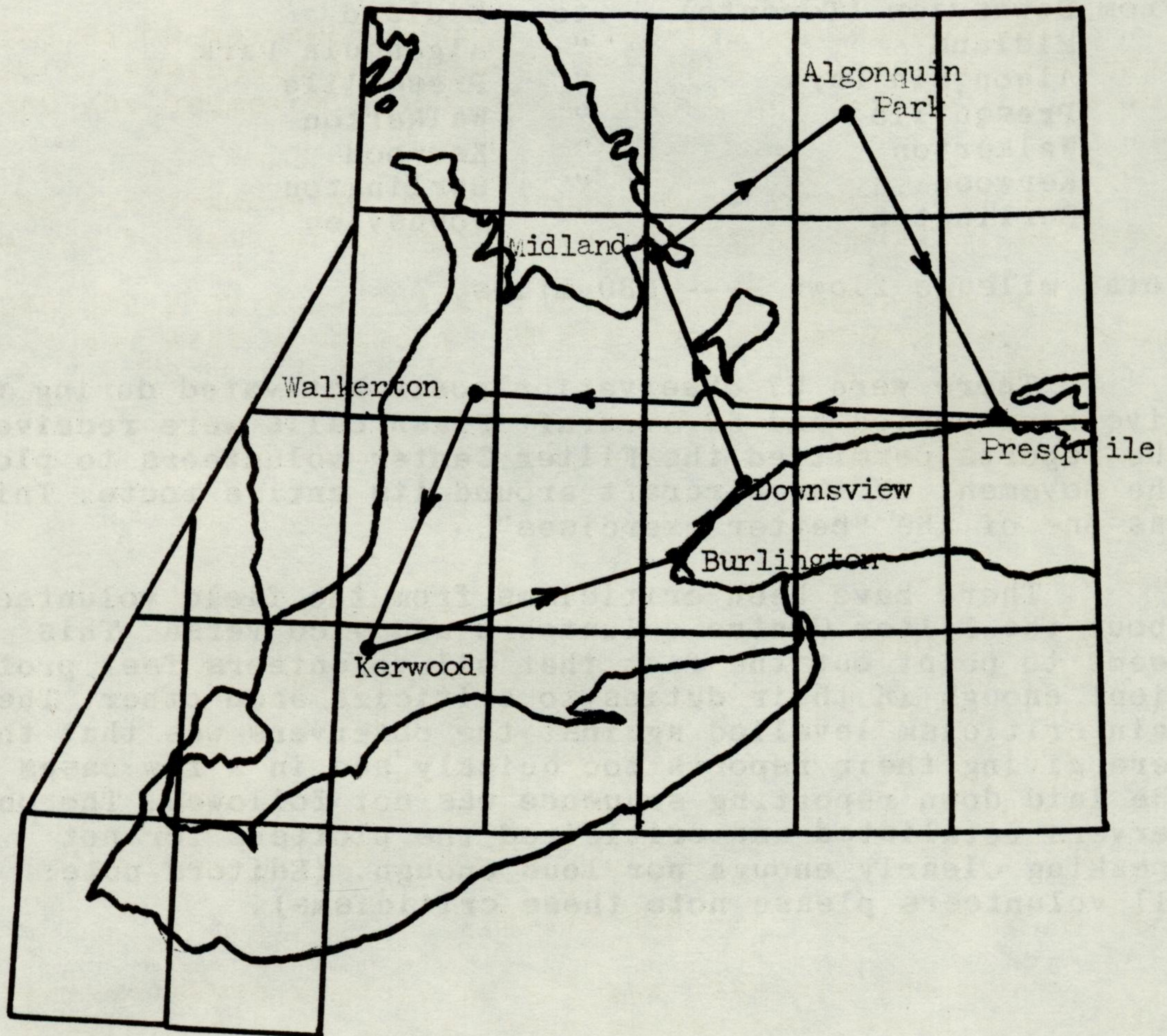
Aircraft route:

From Downsview (Toronto)	to	Huntsville
" Huntsville	"	Parry Sound
" Parry Sound	"	Midland
" Midland	"	Collingwood
" Collingwood	"	Wiaraton
" Wiaraton	"	Chatham
" Chatham	"	Aylmer
" Aylmer	"	Brantford
" Brantford	"	Downsview

Total mileage flown ---- 620 miles.

Since the aircraft was flying along a predetermined route, only those observation posts along that route were activated. Sixty-five observation posts were alerted and a total of 85 Aircraft Flash calls were received from these posts during the five hour period of activation.

Generally speaking, the aircraft was tracked fairly well on the reports received, however there was a period of time when information was sadly lacking and track continuity was lost. For example, the aircraft flew from Wiaraton to Chatham to Aylmer, a distance of approximately 250 miles, without being reported once. (Editors note: WHY??)



TFE 2 - 1 Nov 59

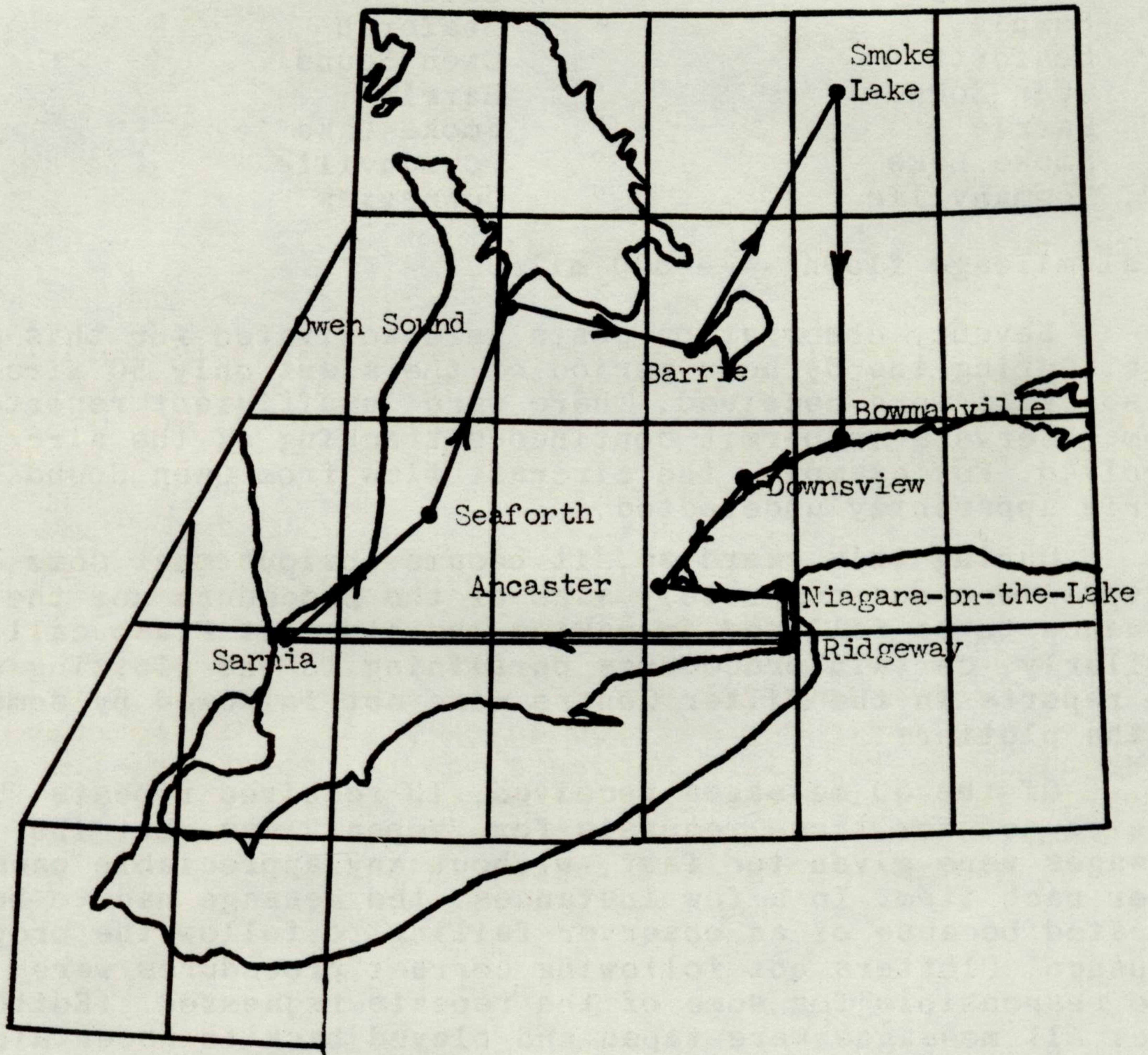
Aircraft route:

From Downsview (Toronto)	to	Midland
" Midland	"	Algonquin Park
" Algonquin Park	"	Presqu'ile
" Presqu'ile	"	Walkerton
" Walkerton	"	Kerwood
" Kerwood	"	Burlington
" Burlington	"	Downsview

Total mileage flown ---- 680 miles.

There were 67 observation posts activated during the five hour period and 59 Aircraft Flash calls were received. The reports permitted the Filter Center volunteers to plot the movement of the aircraft around its entire route. This was one of the "better exercises".

There have been criticisms from the field volunteers about the Filter Centre volunteers and vice versa. This seems to point out the fact that all volunteers feel proficient enough in their duties to criticize each other. The main criticism levelled against the observers was that they were giving their reports too quickly and in a few cases the laid down reporting sequence was not followed. The observers retaliated and criticized the plotters for not speaking clearly enough nor loud enough. (Editors note: All volunteers please note these criticisms).



Aircraft route:

From Downsview (Toronto)	to	Ancaster
" Ancaster	"	Niagara-on-the-Lake
" Niagara-on-the-Lake	"	Ridgeway
" Ridgeway	"	Sarnia
" Sarnia	"	Seaforth
" Seaforth	"	Owen Sound
" Owen Sound	"	Barrie
" Barrie	"	Smoke Lake
" Smoke Lake	"	Bowmanville
" Bowmanville	"	Downsview

Total mileage flown ---- 600 miles.

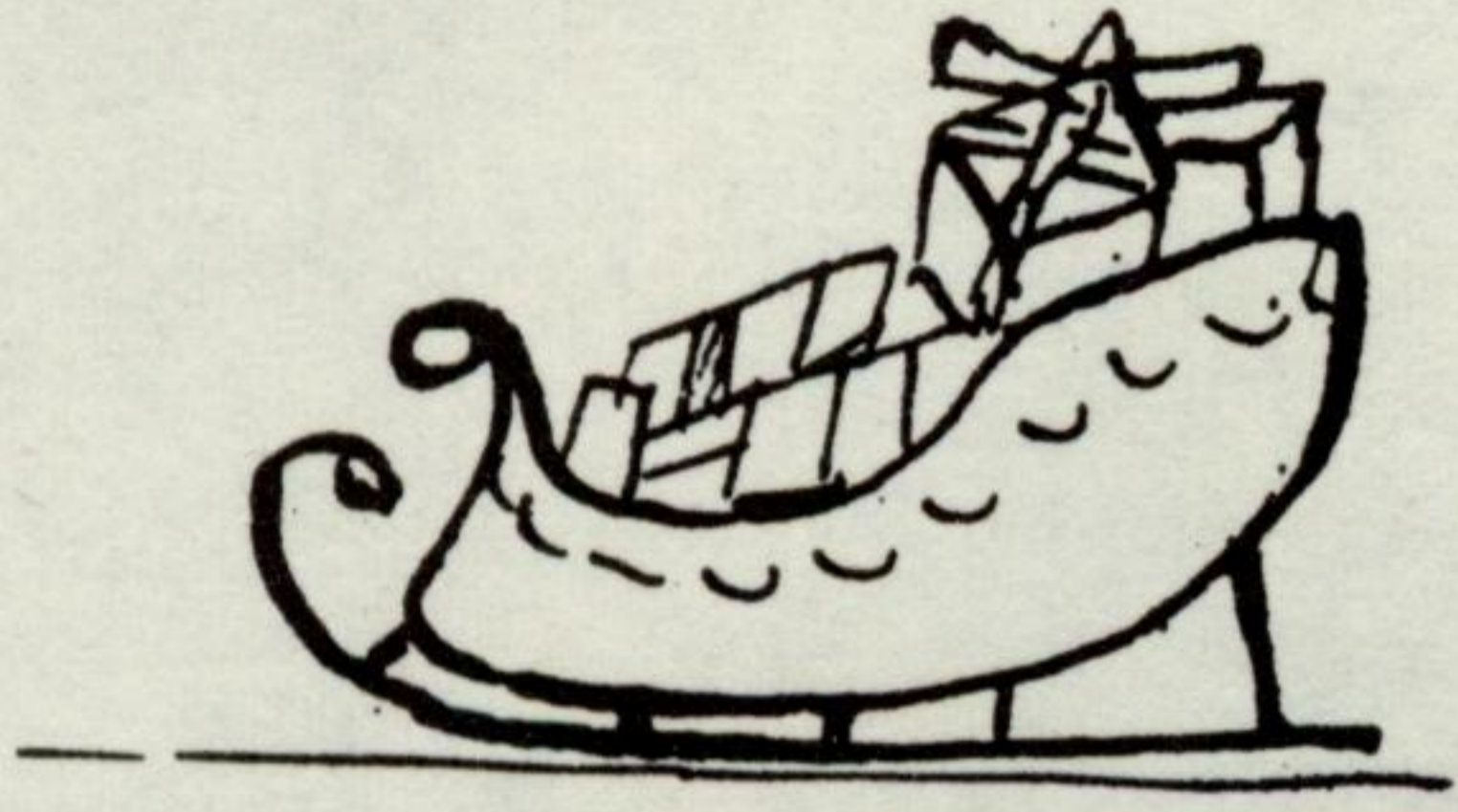
Seventy observation posts were activated for this exercise. During the 5½ hour period of the alert only 50 Aircraft Flash calls were received. There were insufficient reports from observers to permit continuous tracking of the aircraft involved. For example, the aircraft flew from Owen Sound to Barrie apparently undetected.

During this exercise, it became obvious that some observers were not completely sure of the procedure nor the sequence to be followed in making the Aircraft Flash call. Similarly, certain procedures pertaining to the plotting of the reports in the Filter Centre were not followed by some of the plotters.

Of the 50 messages received, 13 required repeats. The main reason for these requests for "repeat" was that the messages were given too fast, without any appreciable pause after each item. In a few instances, the message had to be repeated because of an observer failing to follow the proper sequence. Plotters not following correct procedures were also responsible for some of the repeats requested. (Editors note: All messages were taped and played back to ascertain the causes of the repeats).

The exercises have been of great value. They have shown where some of the weaknesses are and this has resulted in actions to correct these weaknesses. For future exercises of this series, it is hoped that many of the difficulties experienced in the past will have been eliminated, and that more accurate and continuous tracking of the aircraft involved will be possible.

The staff of this Detachment would be pleased to have some comments, either congratulatory or critical, from the volunteers. Write and let us know how you feel about exercises such as we have had.





CONGRATULATIONS



F/L GC Carruthers

F/L Carruthers was born in Hamilton, Ont, and received his education in Toronto and Hamilton. He joined the RCAF in 1941 and served with the RAF as a Wireless Airgunner. On returning to Canada in 1944, F/L Carruthers served as an instructor at #5 OTU, Boundry Bay, BC. He was released from the RCAF in 1945, and rejoined in 1951. He has served as a GOBC Officer at 52 GOBC Detachment, London, Ont., and has been at Peterborough since 1957.

W/C E.C. Snider presented F/L Carruthers the Canadian Forces Decoration at the recent wings parade. This medal is awarded those who have had long and meritorious service (12 years) with the Canadian Armed Forces.

WELCOME



F/L OG Benedict

F/L Benedict was born in Ottawa, Ont, on 21 Oct 23. Raised and educated in South Huli, Que., he took his first job in 1941, with the Department of Finance as an employee of the Royal Canadian Mint.

In the summer of 1942, F/L Benedict joined the RCAF as a Wireless Airgunner. He graduated as a Sergeant from Bombing and Gunnery School, Mountain View, Ont., and proceeded overseas for his OTU training. Upon completion of OTU, F/L Benedict was posted to Canadian Demon Squadron #407 based at Chivenor. He remained with this Squadron until the end of hostilities.

On the release from the RCAF in 1945, he obtained a position with the Department of Veterans'

F/L Carruthers (Cont'd)

He and his family (2 boys and 3 girls) must intend to settle in Peterborough, as they have just moved into their new home.

Ed's note: The Dreamer!!

Congratulations!!

Congratulations and wishes for continuous happiness and prosperity are in order for Corporal Peter Mitchell on his recent marriage to Miss Jean Hunter of Peterborough.

Ed's note:

Girls: you've missed your chance, as Pete was the last eligible bachelor here.

Also to F/O and Mrs. Lashley, on the recent birth of their second daughter.

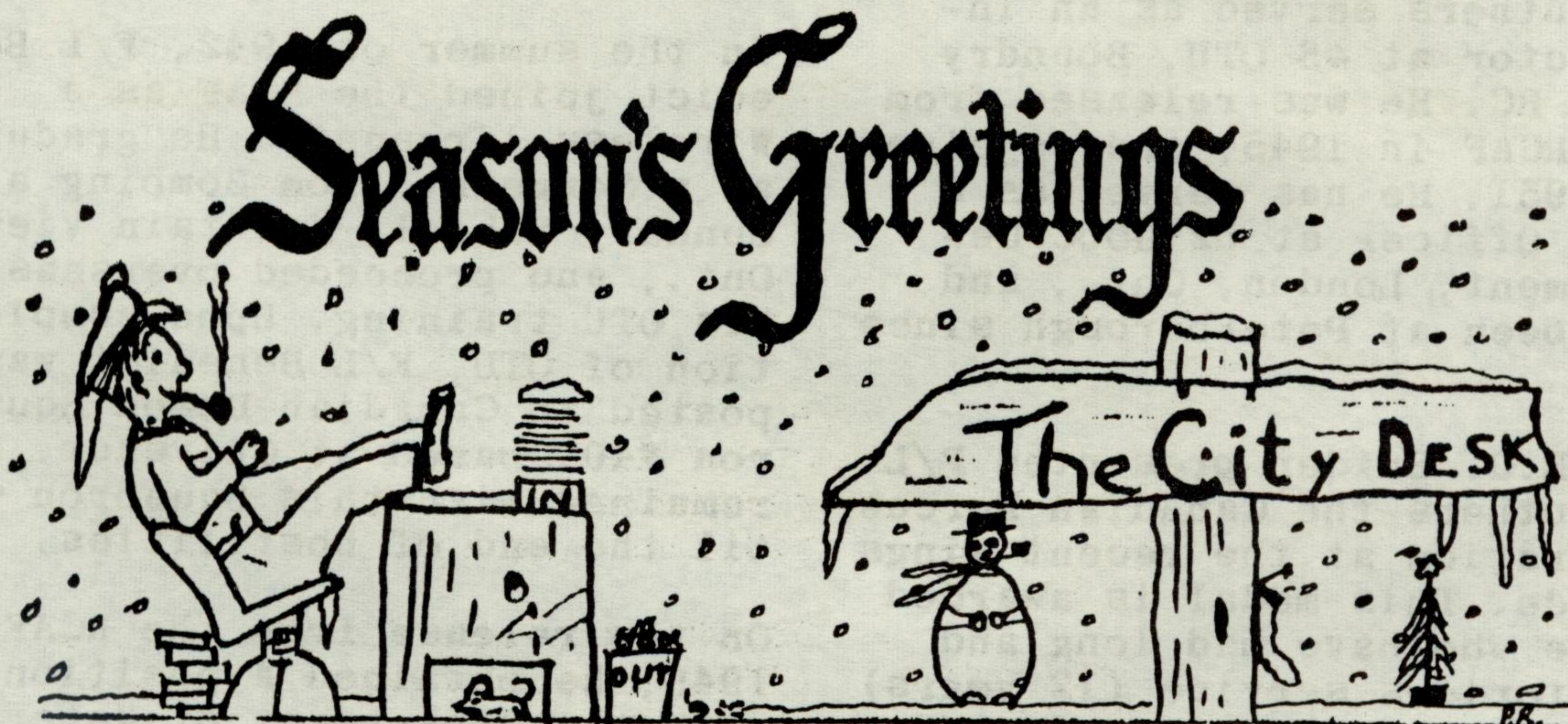
F/L Benedict (Cont'd)

Affairs. In 1947 he changed employment going to the Department of Transport with the radio branch.

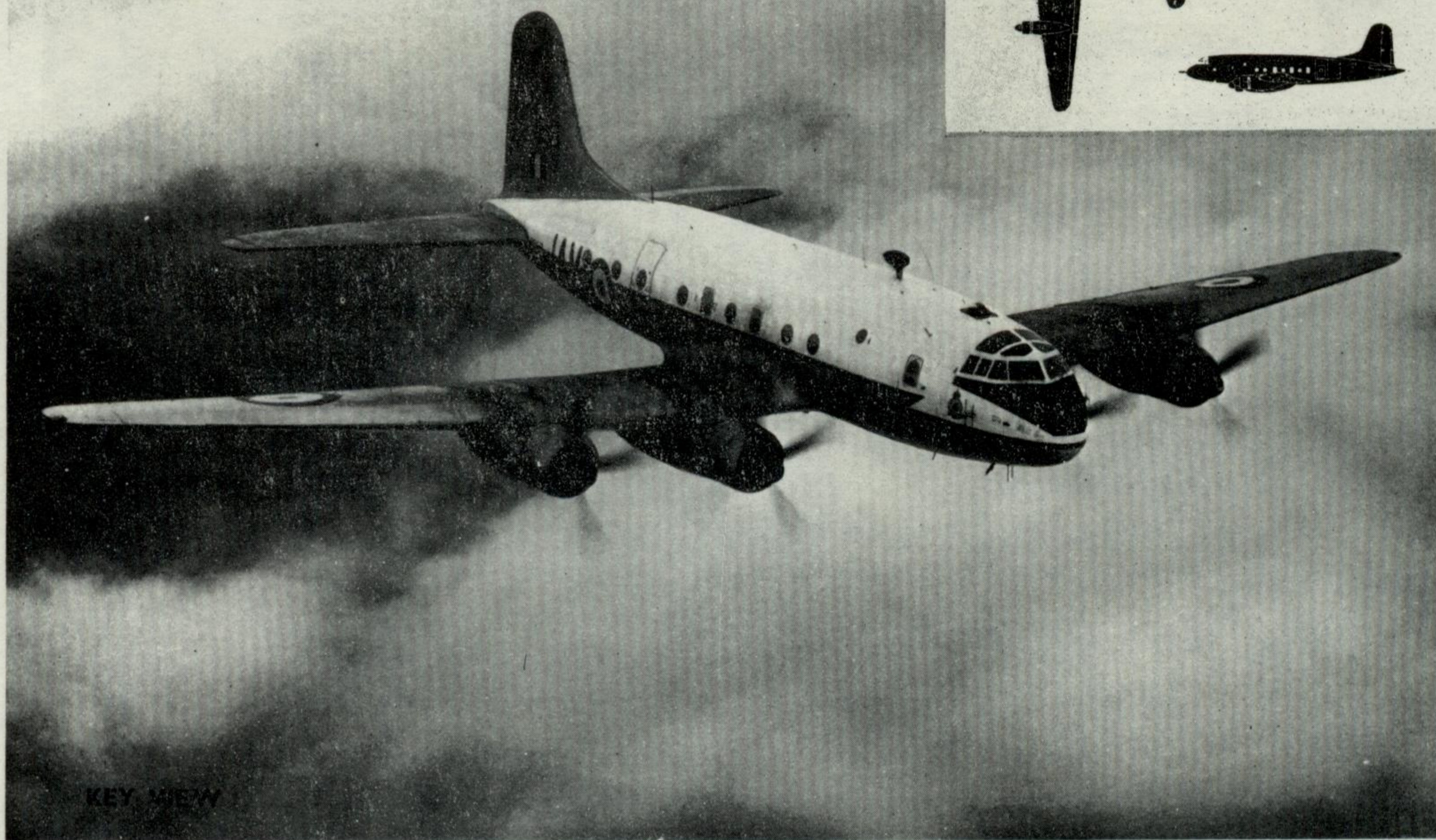
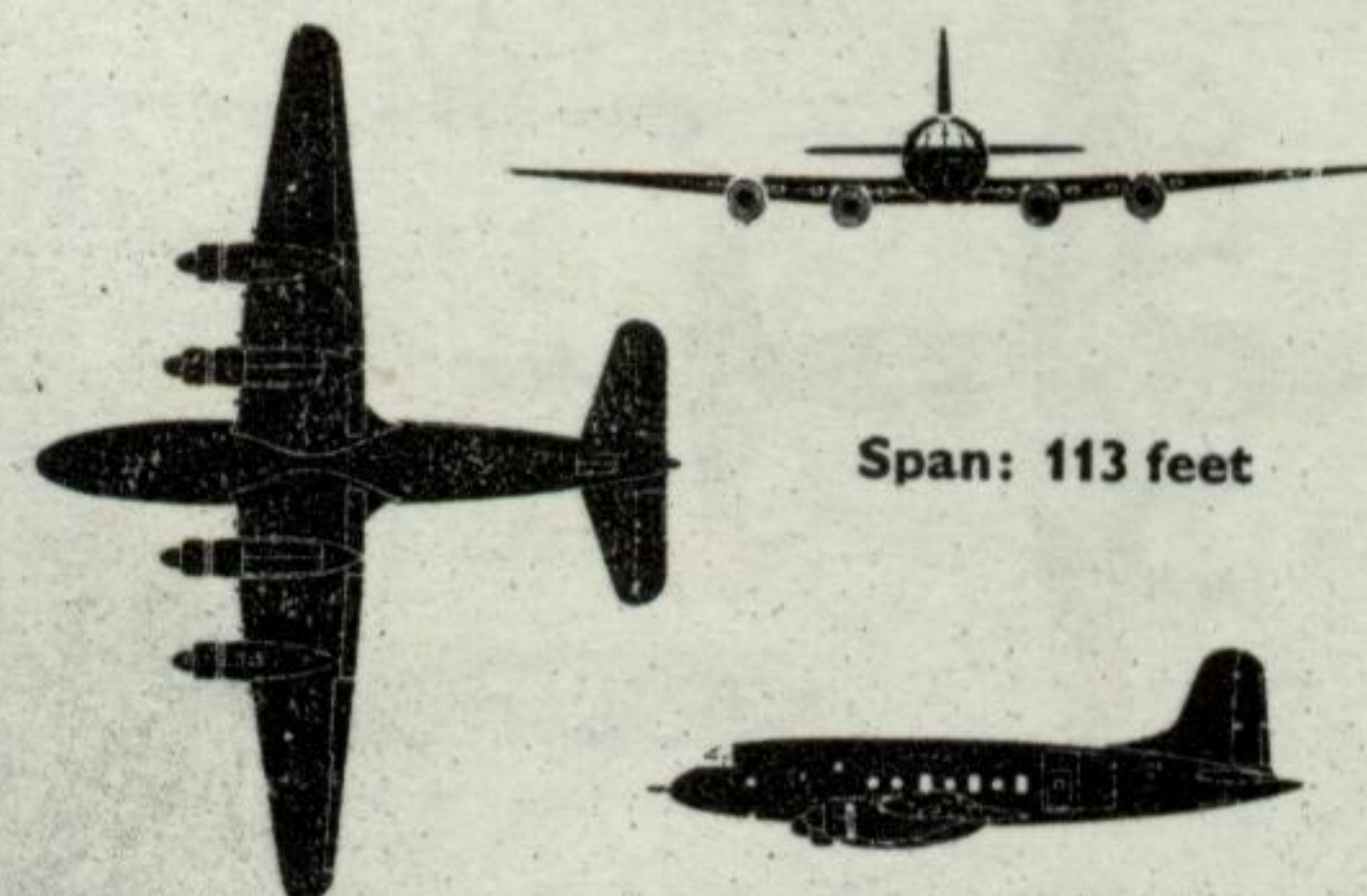
In December 1951, F/L Benedict rejoined the RCAF as a GOBc Officer, and was transferred to 53 GOBc Detachment, Brockville, Ont. In July 1957 he was transferred to 72 GOBc Detachment, Gander, Nfld., where he was stationed until his transfer to this Detachment last September.

F/L Benedict is married with one little daughter.

We welcome the Benedicts to Peterborough.

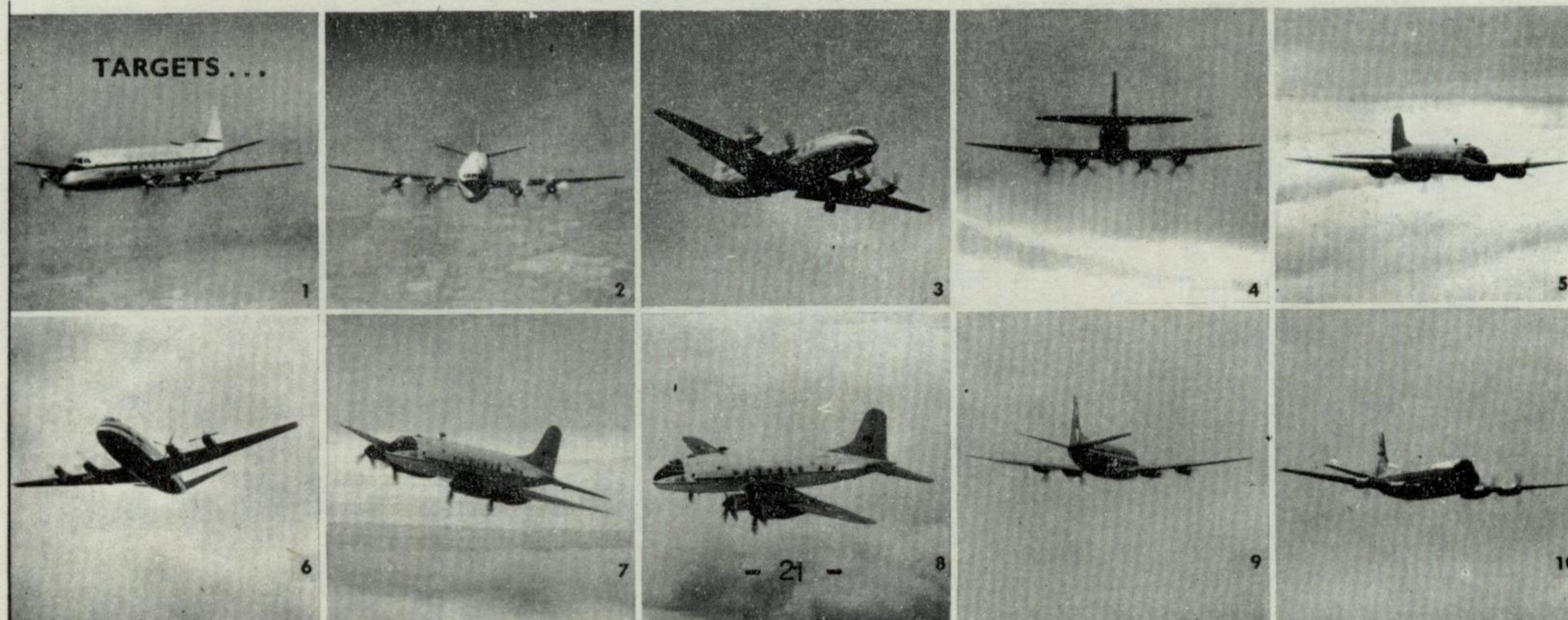


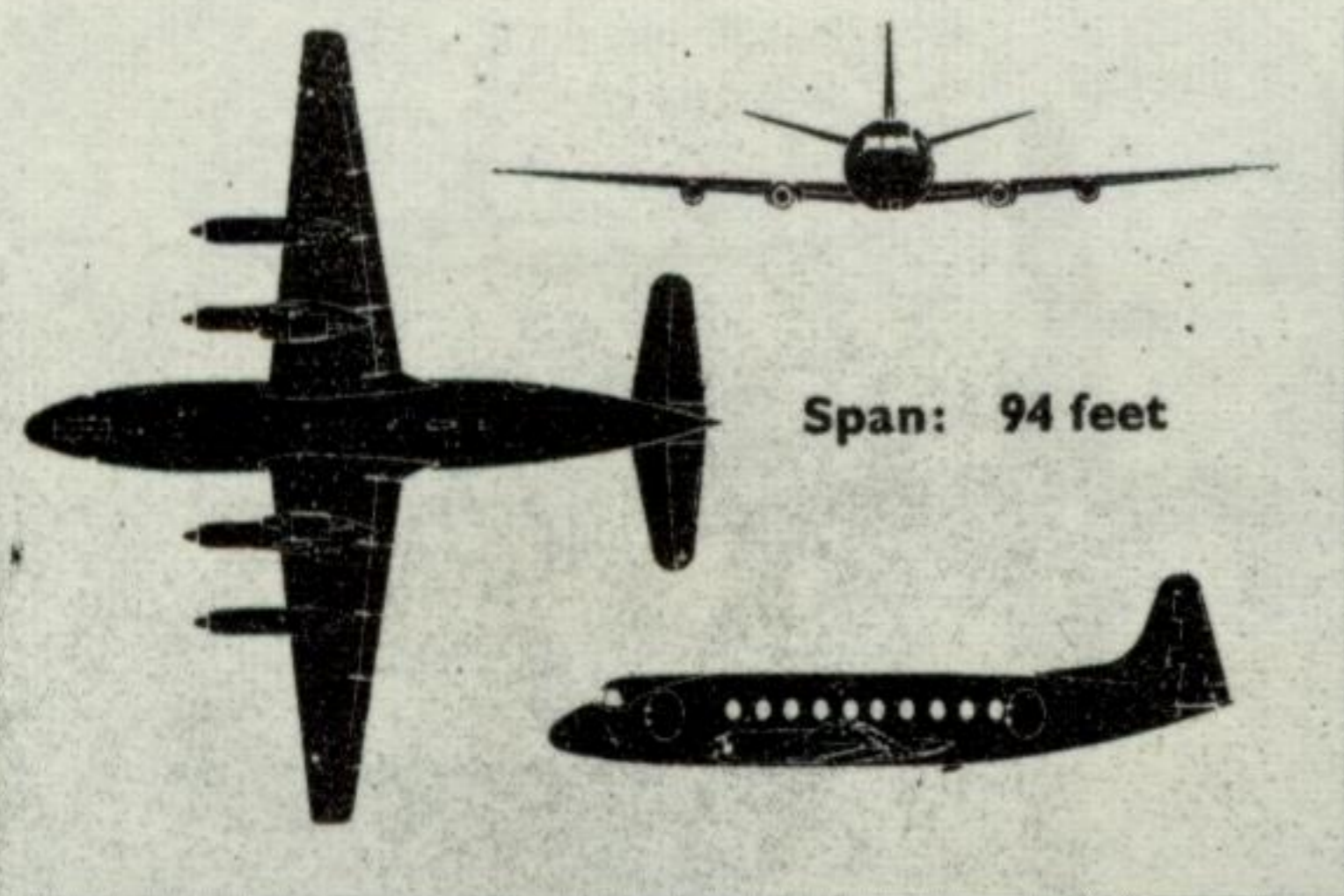
HASTINGS



HASTINGS and VISCOUNT

The snub-nosed maid-of-all-work Hastings and the elegant, rather superior Viscount are very much a pair to compare, even though their points of difference quickly become apparent. The slightly larger Hastings humps its roomy body over a broad low wing with four fat radial engines hung below it. The whole gives something of the impression of a rather aged horse, a little bit past it perhaps, nevertheless tucking up its front legs to just get over that last fence. The sophisticated Viscount on the other hand slides swiftly, smoothly and silently along, drawn by its four ultra-slim and uncommonly long Dart turboprops, and with its tail distinctly stuck up. The Hastings' tail, by contrast, is very much between its legs. In short, the Hastings has a decided air of being put upon, and of being weighed down with a far bigger load than she should be; whereas the effervescent Viscount always looks full of bustle and rarin' to go.

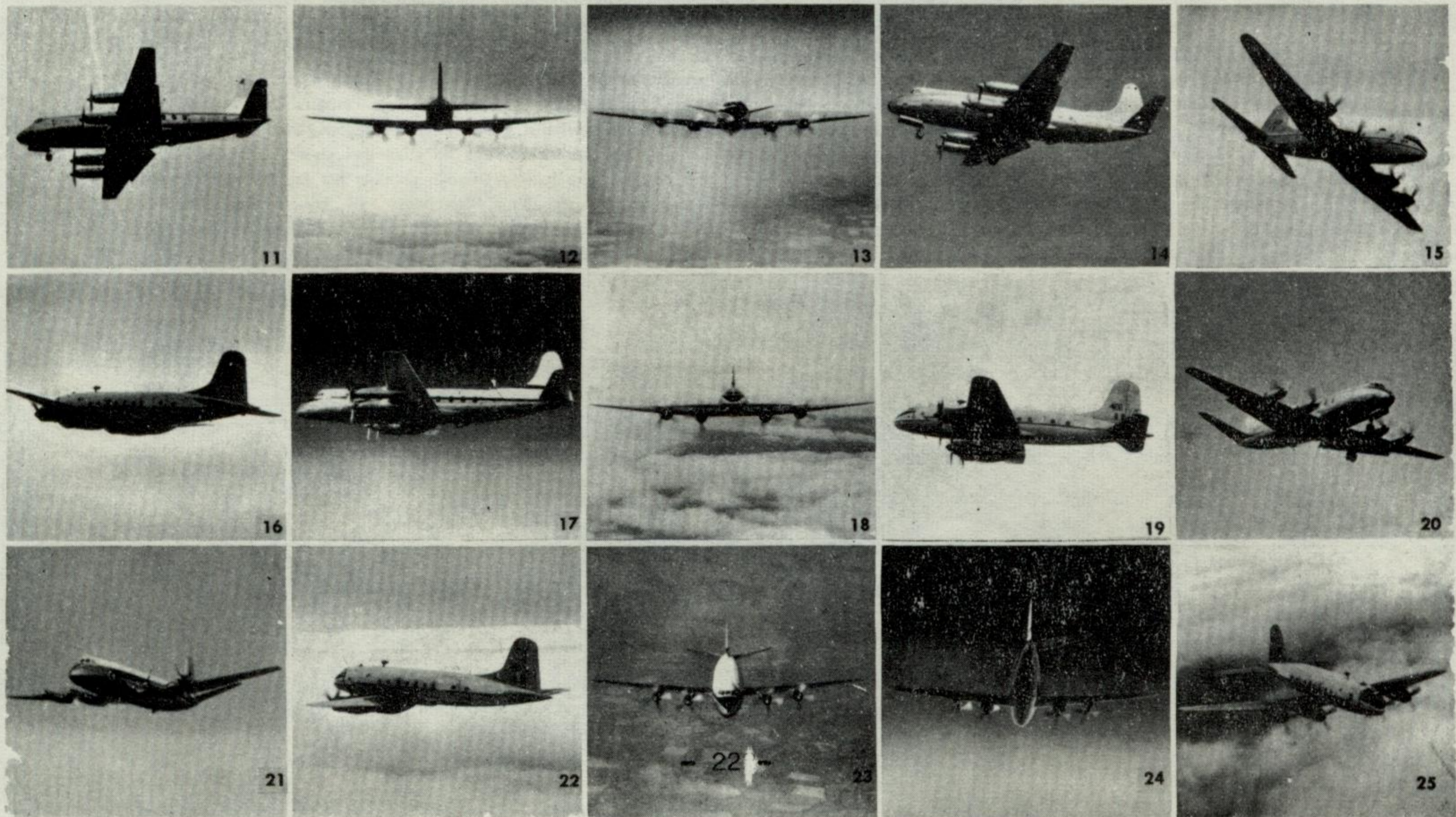




VISCOUNT

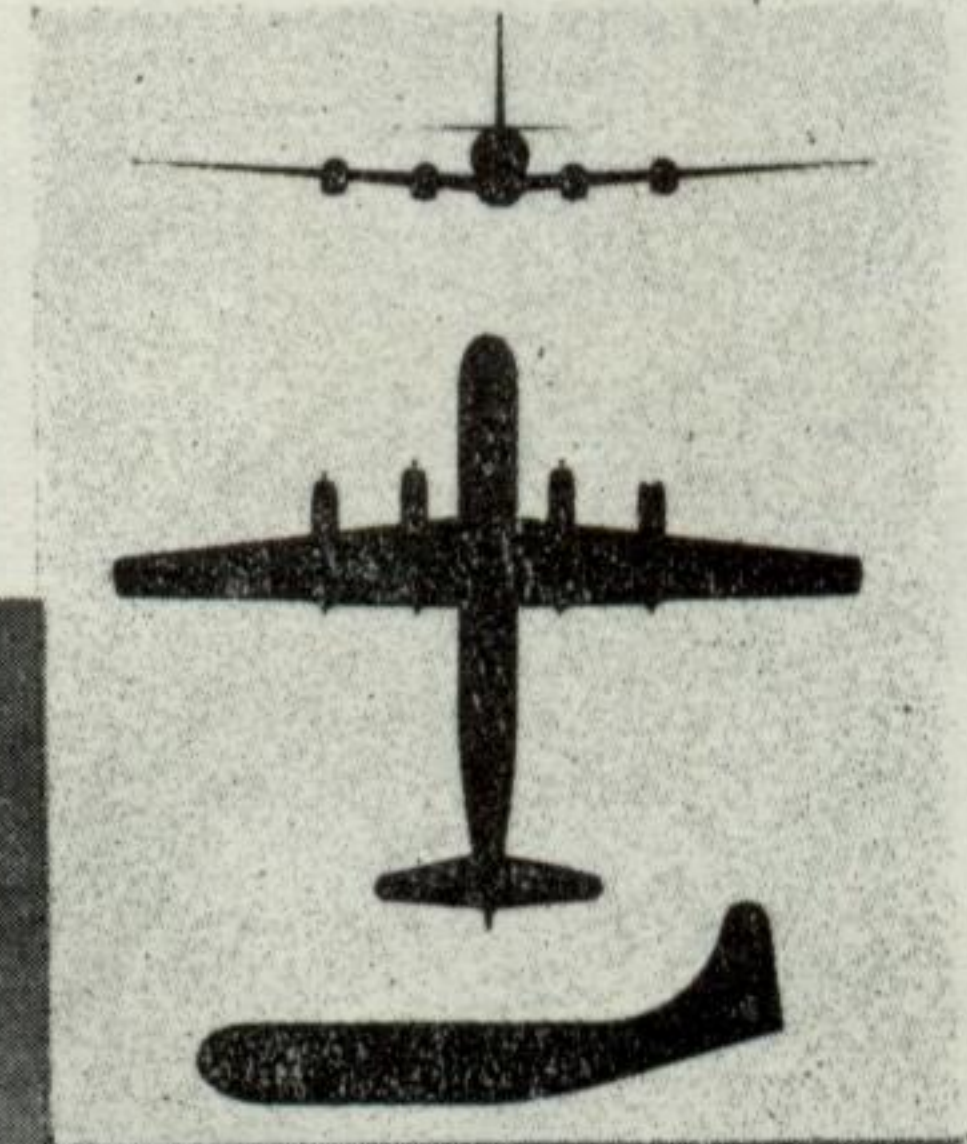


KEY VIEW

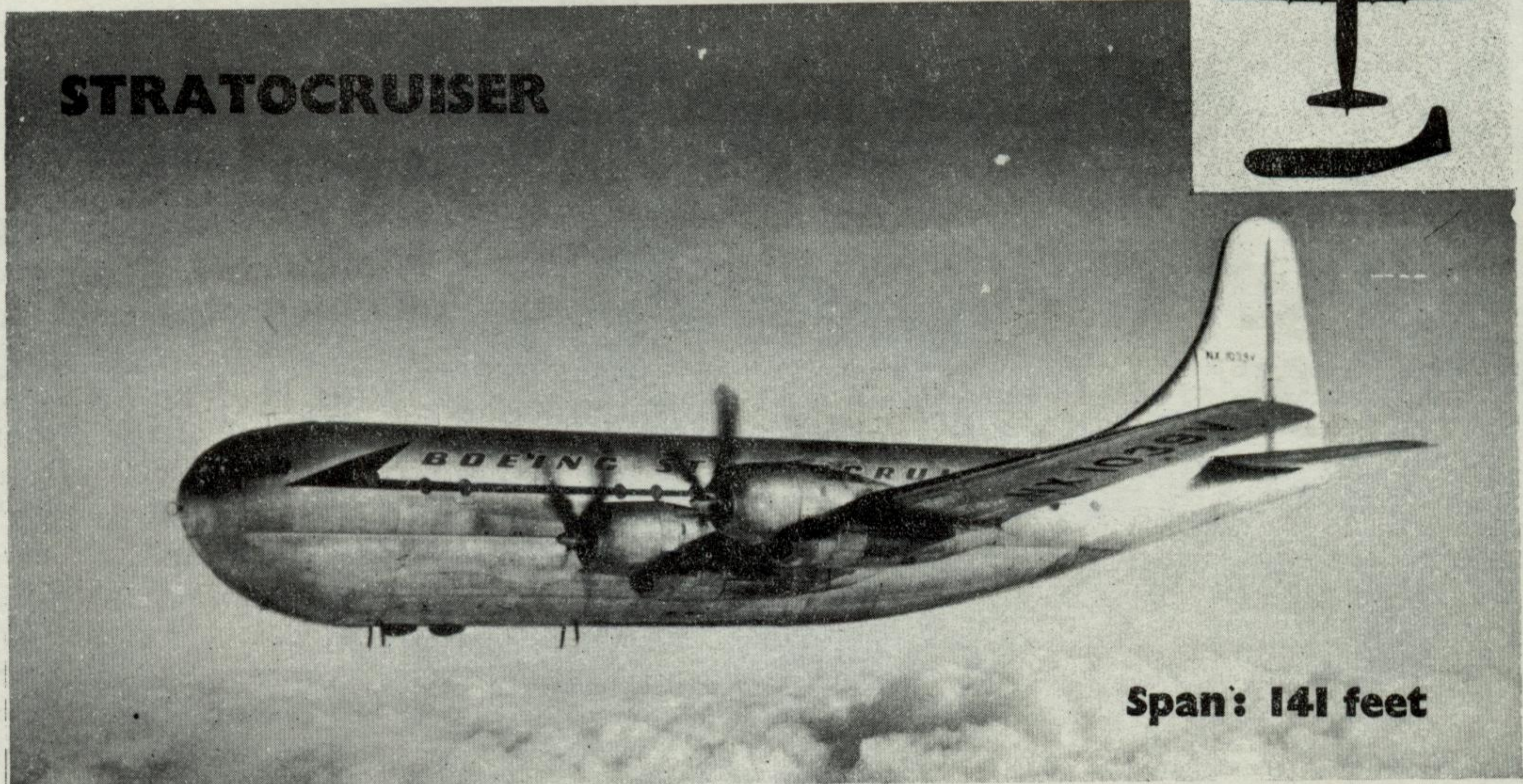


WEIGHTLIFTERS

Globemaster and Stratocruiser



STRATOCRUISER

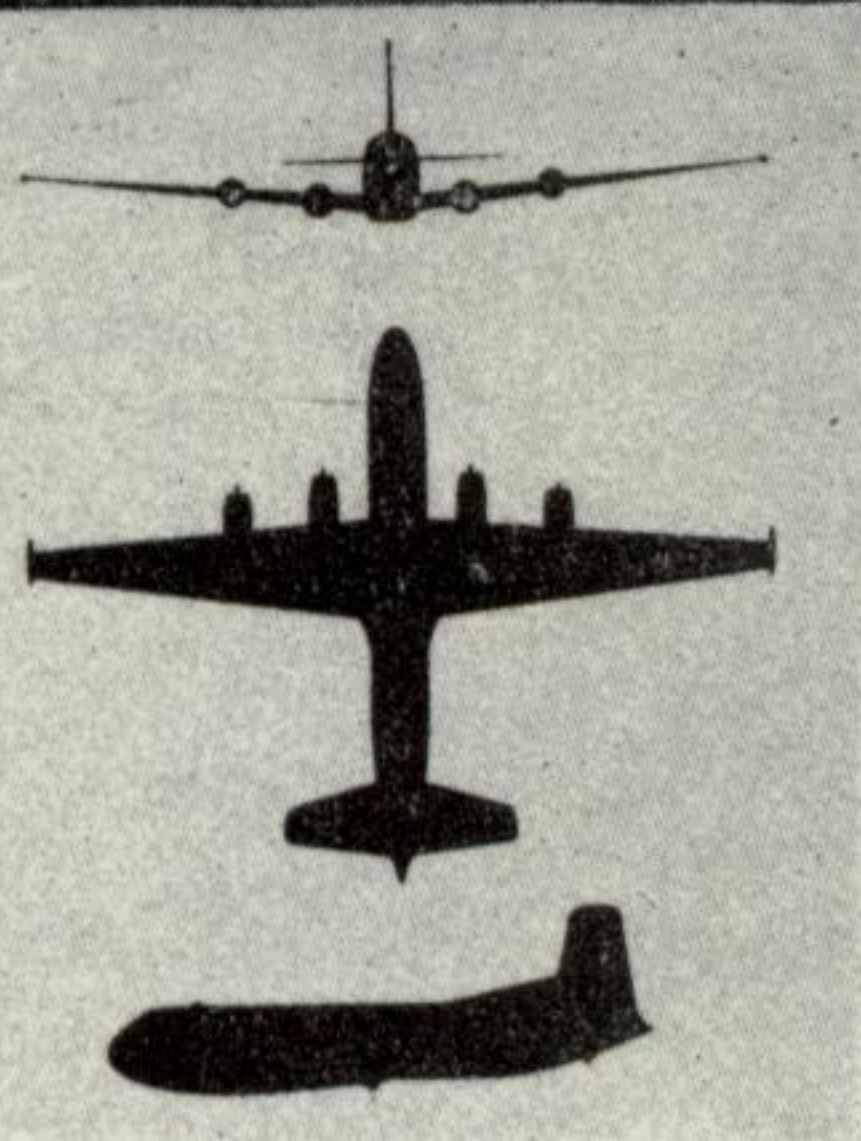


Span: 141 feet

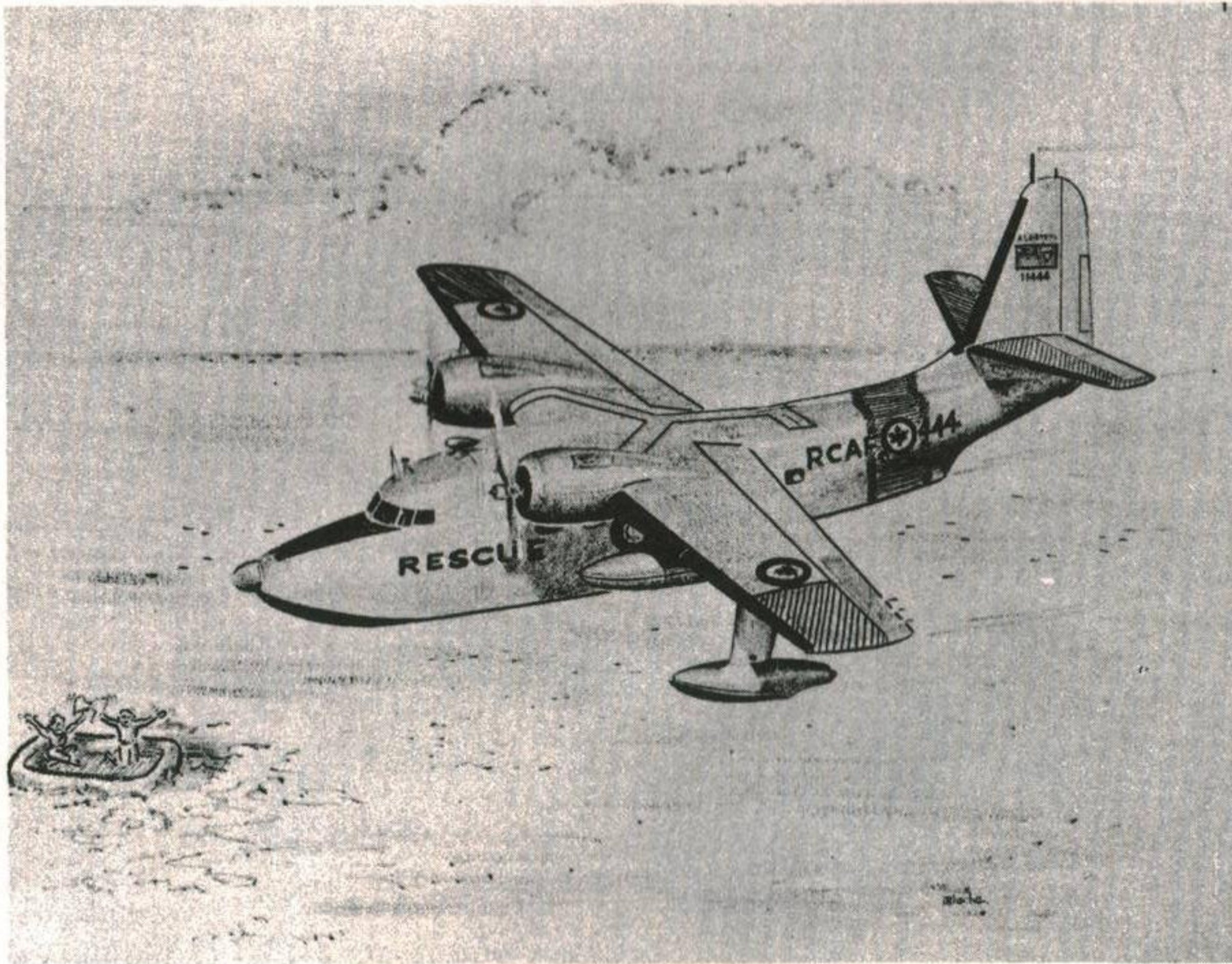
GLOBEMASTER



Span: 173 feet



A COUPLE of United States' heavyweights: the Boeing Stratocruiser transatlantic airliner, and Douglas's gargantuan transport, the Globemaster. The above key information should be put to use in working out the solutions to the targets opposite (you have made a list of the target numbers, of course?) Identify first a few easy views of each which will increase your knowledge, and thereby your ability, to tackle the remainder. Write down "Stratocruiser" or "Globemaster" each time you arrive at a solution. Watch for the U.S. Air Force's Stratotanker ("butterfly" tail boom) and Stratofreighter; the Globemasters may or may not carry wingtip tanks.



Albatross for

Search and Rescue

The CSR110 *Albatross*, a general-purpose amphibian, will be introduced into the R.C.A.F. next year for search and rescue duties.

The *Albatross* is, in fact, a "triphonian" since it has a ski below the hull and skis under the wingtip floats so that the aircraft may operate from ice and snow, as well as land and water. The R.C.A.F. version of the *Albatross* will differ in several ways from that flown by the U.S.A.F.

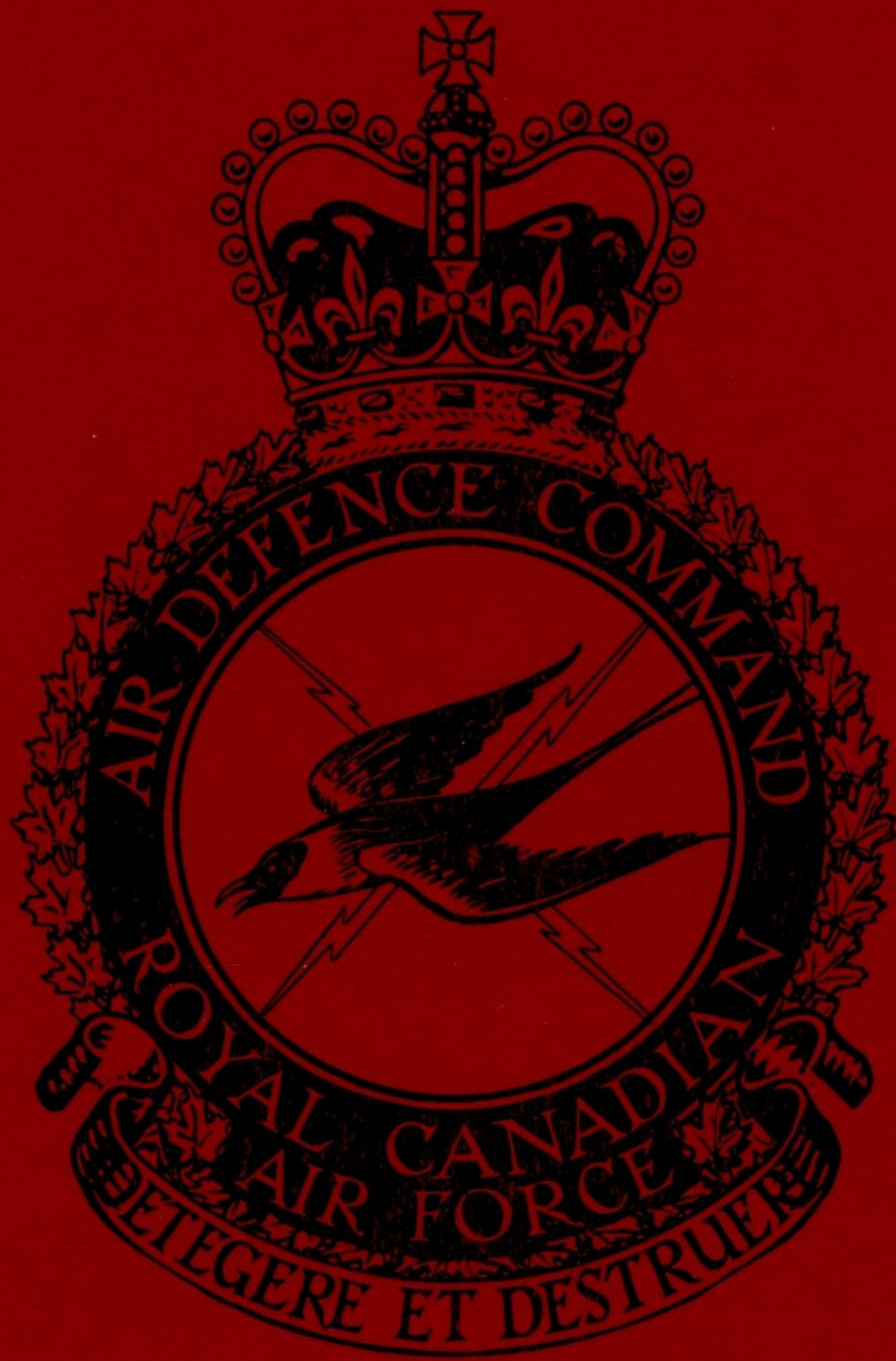
Two major modifications are the more powerful engines in the R.C.A.F. version which will give improved takeoff performance, and a retractable nose-wheel specially designed for beaching the aircraft. An order has been placed for 10 *Albatross* aircraft with Grumman Aircraft Engineering Corporation.

HASTINGS AND VISCOUNT

- | | | |
|-------------|--------------|--------------|
| 1. Viscount | 9. Viscount | 18. Hastings |
| 2. Viscount | 10. Viscount | 19. Hastings |
| 3. Viscount | 11. Viscount | 20. Viscount |
| 4. Hastings | 12. Hastings | 21. Viscount |
| 5. Hastings | 13. Viscount | 22. Hastings |
| 6. Viscount | 14. Viscount | 23. Viscount |
| 7. Hastings | 15. Hastings | 24. Viscount |
| 8. Hastings | 16. Hastings | 25. Hastings |
| | 17. Viscount | |









TO

*Elgin Vanwyck
R.R. #1
Balasawa, Ont.*

FROM

DETACHMENT COMMANDER
54 GOBC DETACHMENT
PETERBOROUGH ONTARIO