

The



Observer



CONSOLIDATED CATALINA

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THE OBSERVER

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for
A.D.C. Observers

BY TELEGRAPH



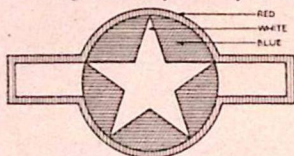
In many outlying areas, A.D.C. observers are linked with their reporting centre by the telegraph line only. Particularly in the Gaspé Peninsula, northern Ontario and Manitoba together with parts of British Columbia, the vast network of the Canadian National Telegraphs forms the backbone of A.D.C. communications.

Mr. Geo. T. Trowhill (see picture at left), Superintendent of Traffic, Toronto, Ont. has personally attended to compiling and issuing instructions to his widely scattered telegraph operators. His traffic instructions on A.D.C. observers' reports are to "see that they are moved with the utmost despatch". In case of line breaks, telegraphed reports are routed over telegraph lines of other companies or completed by telephone.

The telegraph operator at Calstock, Ontario, reported the forced landing of two aircraft of a flight of five last April 30th on a lake one mile west of Calstock; another operator at the same time reported a third aircraft crashing at Constance Lake, 26 miles west of Hearst, Ont. These reports made immediate assistance possible and are typical of the A.D.C. service rendered by Canadian National Telegraph operators.

NEW U.S. INSIGNIA

New Insignia for Army and Navy Planes



The United States Army and Navy simultaneously announced that on or before September 1st a change would be effected in the insignia for American aircraft. This new type of insignia has been adopted by both Services to eliminate the possibility of confusion in aircraft identification. The old white star on a circular field of blue has been retained, but a white rectangle has been added at both right and left of the circle, with a red border enclosing the entire device. The War and Navy Departments stated that the new insignia was developed because the one used up to now can be confused with Japan's red dot and Germany's black cross on a wider white cross when seen from a distance.

It is suggested that all members of the Aircraft Detection Corps make note of this change so that ease of identification may be assured. It is such distinguishing features as this that in many instances make final identification of questionable flights possible.

BE SURE OF WHAT YOU SEE

Recently several reports were received that a plane had been seen falling in flames near Spencer Island in Halls Harbour, N.S. One report stated that what appeared to be a bomb exploded and hit the water and the smoke stayed on the water. An employee of the General Store at Halls Harbour gave great assistance in determining the point of supposed crash and was successful in obtaining a boat to investigate.

Upon investigation it turned out that this was a "practice smoke bomb" dropped by a training plane from a nearby RCAF Station.

Observers are asked to confine their reports to what is actually seen, or heard, and not jump to conclusions. These observers were perfectly right in reporting this incident but not in stating that it was a plane falling in flames. Possibly the report could have been worded "Plane was heard approaching Spencer Island from the east. Then a flaming object fell into the water. It was too far away to say definitely that it was the plane. However, the plane was not seen or heard afterwards".

THINK IT OVER

About two weeks before General Eisenhower announced the unconditional surrender of Italy, an Italian military aircraft landed near Palermo and important looking Italian officers disembarked, to be whisked away to Allied Headquarters. Hundreds of persons saw and must have known that armistice negotiations were in progress. Yet the news failed to reach the enemy, for Hitler announced that he was taken by surprise when the Italian Government surrendered.

The story is told to illustrate a point about security which A.D.C. members should keep in mind and impress on others. Mr. Churchill said recently, "Everyone must be made to realize that the only way to keep a secret is to insist ruthlessly on the rule that only those are told who must be told."

Modern military plans involve such large bodies of personnel that it is inevitable that many persons will know about them. This hazard can be offset, however, if everyone makes it his or her individual responsibility not to pass on such information to ANY PERSON unless that person needs the information for use in war work.

It is obvious that the enemy must have spies in areas where our preparations for offensive action in Europe are being carried out. The work of these spies is made easier if details of these preparations are matters of common gossip throughout the area. Their work can be made infinitely more difficult, however, if they have to rely solely on what they see.

By the very nature of their work, members of the A.D.C. know a great deal about our preparations. Convoys sail right by their doors. Many observers see all kinds of aircraft and are in a position to make deductions which would be very valuable to the enemy if his agents could learn about them. Members should remember that when they have made their reports to A.D.C. centres, their duty is to forget what they saw - convoy, submarine, aircraft - whatever it was. They should be very careful not to discuss their reports or gossip about them. In this way what may appear to be an open secret to many hundreds of persons will be kept a secret from the enemy and his agents.

FIRST + AID



WOUNDS

A wound is a break in the continuity of the body tissues, permitting the escape of blood and the entrance of germs or other injurious agents. Wounds may be accompanied by haemorrhage or shock (or both), and the objects of first aid treatment are to stop the bleeding, lessen the effects of shock, and to prevent infection of the wound.

1. To stop the bleeding - the treatment of haemorrhage will be discussed in the next article. It should be remembered that a blood clot is Nature's method of stopping bleeding, and should not be removed.
2. The treatment of shock has been discussed in previous editions of the Observer, and should be reviewed.
3. To prevent contamination - caused by the entrance of germs into the wound. Germs may be introduced into the wound by unnecessary handling of the area, by washing with water which has not been boiled, by leaving the wound exposed to the air, or by applying ointments, or adhesive directly to the wound. Hence these procedures should be avoided.
4. If sterile dressings are available, these should be used to cover the wound, taking care not to touch the side of the dressing which is to be applied to the area. The dressing should be bound loosely to the wound. If no sterile dressings are at hand, any clean gauze, or cloth may be used.

CAN A PLANE FLY BACKWARDS?



Well, by the way...

"No", not according to our well-proven "Theory of Flight", but according to some of our observers, "Yes". It sounds like a sheet out of Bob Ripley's "Believe It Or Not"; but this is what happens occasionally.

Did you know that if your faithful little "ticker" was ten minutes fast and the Grandfather Clock belonging

to the observer in the next post was ten minutes slow, you would report on the same plane, and have it flying backwards.

Sounds a bit incredible, doesn't it? But that is why it is rather important that you keep your watch co-ordinated with ours at the Reporting Centre. Quite a simple way of doing it is, of course, checking daily with the one o'clock time signal just before the daily news; but if you don't happen to be news-minded, check with your neighbour or the postman. Surely one of them will have the correct time.

Help us keep 'em flying - forward.

QUESTIONS AND ANSWERS

Q. -- Should information on the flight of an aircraft be telephoned in before it is written on the report form?

A. -- Yes - when an Observer is definitely sure that the sequence of the report has been memorized. When this has been done, telephoning first and writing afterwards is definitely advisable because it makes for greater speed. Remember, however, that a report given in the incorrect sequence will only make for a greater delay in reception of the report at the reporting centre.

Q. -- Do the pilots of aircraft know the locations of observation posts?

A. -- Generally speaking, no. Pilots assume, however, that every community over which they are flying outside a 15-mile radius from an air base will contain A.D.C. Observers and that their flight will be reported.

Q. -- Should the telephone line become unserviceable when I am trying to put through a call, should I sent my report in when line is cleared even if it is 15 minutes later?

A. -- Yes. It may happen that the aircraft you reported had engine trouble or crashed a few miles from your post, and the only indication received of its whereabouts would be your report.

WHY YOUR VOICE FADES



Our September issue explained the importance of keeping rural telephone wires free from contact with poles or surrounding trees as a preventative to fading transmission of your voice.

If you are a rural telephone owner, and many Observers are, the condition of your telephone batteries is equally important. Your batteries provide the voice currents that carry your conversation to the distant party, therefore if your batteries are weak your voice currents will also be weak.

Telephone batteries should be tested and, if necessary, renewed every 12 to 18 months depending on how much your telephone is used. At the first sign that the other party is having difficulty in hearing you, steps should be taken to provide new batteries if you replace them yourself, or to notify your telephone company if they provide replacements. Always be sure, too, to inform the other party when you have difficulty hearing them, this will assist them in knowing when their telephone needs new batteries or repair.

OUR COVER

CONSOLIDATED CATALINA -- Reconnaissance flying boat. High wing monoplane. Braced wings of large span and medium chord, with square-cut tips. Twin radial engines, mounted on centre lines; single fin and rudder; two-step metal hull; retractable wing-tip floats. Span: 104'0" (with floats up), 100' with floats down. Length: 63' 10 7/16". Height: 17'11".

WESTERN AIR COMMAND NEWS

IN GOOD HANDS

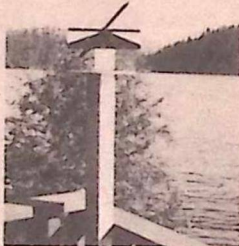
A.D.C. ROUGH RIDERS



Regional Director W. P. Sweeney of Ocean Falls, B.C., pictured above with Cpl. Lance Potterton of the B.C. Police, is not a big man physically, but he "delivers the goods". Known to everyone in the Falls as "Bill", Regional Director Sweeney has been the hub of A.D.C. in his region since its inception. Like most A.D.C. civilian organizers he came up through the ranks, from Official Observer to Regional Director.

"Bill" was a pilot in the Royal Flying Corps in the last war and due to injuries received then, has not been in the best of health since; this has not stopped him from doing his bit once again, and in a substantial way, nor does it prevent him from assuming responsible duties with Pacific Mills Ltd. at Ocean Falls where he and his assistants "hold the fort" for A.D.C. Mrs. Sweeney also does her regular trick of watch along with the other observers. Lance Potterton, his able assistant, is one of the many members of the B.C. Police who somehow find time to lend a hand to A.D.C. when most needed. In spite of regular police duties multiplied by war conditions, he takes an active part in A.D.C. work in his area. Just for the record, Lance is an amateur camera fan of no little repute.

KILDONAN POST



A model A.D.C. observation post is the pride of Chief Observer Jimmy Gibson at Kildonan, B.C. on the west coast of Vancouver Island.

An ardent A.D.C. worker since August 30, 1940, Mr. Gibson has transformed the front porch of his home into a glassed-in observation and reporting station complete with phone.

"If aircraft are to be reported at a maximum of speed, the telephone should be handy," said the Kildonan observer, so, he had his home 'phone moved outside. Then he went to work "glassing in" the porch. Around the phone he arranged his reference silhouettes and A.D.C. instructions and has an ingenious stand to hold his report forms.

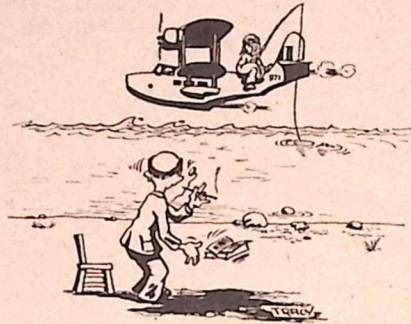
Mr. Gibson also has manufactured a height-finding device which stands at the other end of his verandah and which he finds helpful in estimating altitudes at which passing aircraft are flying.

Mr. Gibson was chosen as an Official Observer for the Kildonan area during the initial organization field trip by Flying Officer H. J. Hollingum (now Wing Commander) back in 1940. Since that time he has made thousands of reports to "Aircraft Detection Corps" and has constantly maintained his enthusiasm. In April of this year he was appointed Chief Observer for the area and in spite of many difficulties he has organized and maintained a 24-hour watch.



Many and varied are the experiences of A.D.C. field officers in the sparsely inhabited areas of Canada's west coast. Outstanding on a recent field trip of Flying Officer McCallum and Flying Officer Ward was some forty odd miles of travel on the plank road, pictured here, which traverses an expanse of Queen Charlotte Island's muskeg and bush. By roads like this are reached isolated settlements, lighthouses, farms, fishing and logging camps at all of which watch has been kept by enthusiastic A.D.C. observers since 1940.

OLD RELIABLE



Popular old reliable of the skies among A.D.C. observers out West is the slow-flying Stranraer which crawls along the wild and rugged B.C. shore line on regular patrol work.

Particularly popular is the "Stran" with Lieut. Col. R.N. Bourke (retired), one of the enthusiastic Qualicum District observers on Vancouver Island, B.C. This fact came to light recently when A.D.C. officers, Squadron Leader R.E. Slinger and Flight Lieutenant C.P. Chaston, paid a visit to Colonel Bourke. Discussing the relative speeds of various types of aircraft, the dry-humoured Colonel spoke affectionately of the "whistling" Stranraer and claimed to have "made friends" with one in particular.

The big flying boat in question, the Colonel related, came sailing along one day into a strong head wind. It was approaching his house on a normal course and he made his routine report by telephone.

"I then sat down to have a smoke, not thinking any more about the old girl," the Colonel continued. But five minutes later, when he went outside to his garden, the big "Stran" was still hovering along on the same course as before. It hardly had moved 50 feet, the Colonel claimed with a twinkle in his eyes.

"But who could blame her for not wanting to leave such beautiful scenery as we have up here," he said. "Those Stranraers appreciate the finer things and I admire them".

SOUND REPORTING

A rough estimate of the number of aircraft may be determined by sound.

SINGLE ENGINED AEROPLANES UP TO 5,000 FT.

In considering single-engined aeroplanes, the Spitfire VB is taken as an example of a familiar type.

ONE aeroplane makes the deep booming Merlin note, and usually with the regular even "8 per sec" beat on approach.

TWO aircraft flying together produce the Merlin boom but with the uneven beat of the desynchronised notes as of the twin-engined aeroplane; "8 per sec." beat missing.

THREE OR FOUR aircraft in formation also make the Merlin boom, with the uneven beat. A further sound is often heard -- the rise and fall of "revved up" motors as position in the formation is kept.

SIX aircraft make an increased Merlin boom which blankets beating and "revving up".

TWELVE aircraft or more produce the Merlin boom in great volume which may be heard 20 miles away.

In all cases the whistle may be heard as aircraft approach.

SINGLE ENGINED AIRCRAFT ABOVE 15,000 FT.

The following facts have been noted of Spitfire VBs:

ONE aeroplane makes the Merlin boom, but muffled, 8 beats per sec. on approach, no whistle or windage noise.

SIX or more aircraft make the muffled boom, volume according to numbers, with rapid fluctuating uneven beating, no whistle or windage noise.

MULTI-ENGINED AIRCRAFT

ONE multi-engined aeroplane may produce an even or uneven beat according to the setting of the motors. On the whole the uneven beat is most frequently heard. In four-engined aircraft the beat is "smoothed out" somewhat. LARGE NUMBERS of high-flying multi-engined aircraft produce a general roar of great volume which seems to envelop the whole heavens. The sound was very familiar in the South during the Battle of Britain.

HEIGHT

Hedge-hopping aircraft are rarely heard more than one mile away from the Observer. Sound is very difficult to locate - an important point.

At 5,000 feet windage and rough exhaust noises fade out; as height increases tone of the engine becomes more muffled.

At great heights, 20,000 feet upwards, the sound moves across the Table slowly, often apparently lingering overhead.

SPEED

It is usually possible to tell whether an aircraft is "fast" or "slow" by the speed at which its sound passes by. Degrees of "fastness" or "slowness" are difficult to distinguish.

Height and distance away must be allowed for. EXAMPLE -- The Mosquito (two Merlins) and Halifax (four Merlins) sound much alike, but by noting the difference in speed they can often be distinguished.

In conclusion, one must emphasize that the foregoing facts have been noted in favourable weather, but even so, come wind, come rain, there are always some useful points that can be noted from the sound of an aircraft's engines by the Observer who has trained himself to listen carefully.

INTRODUCING THE OLAFSONS



The A.D.C. is the cause of friendly family rivalry in the Olafson home at Oslund, B.C., isolated island town near Prince Rupert.

Mrs. G. Olafson, who originally came from Iceland, was the first Official A.D.C. Observer at Oslund. An enthusiastic worker, she kept herself well informed on types of aircraft and

silhouettes, and was keen in her reporting duties.

Son George became interested in his mother's volunteer work and was soon studying the pamphlets and silhouettes which she received regularly. Soon he was "moving in" on Mrs. Olafson's territory, being ever on the alert to report passing aircraft. It became a race to see which member of the family made the report when a 'plane put in an appearance over the territory. George recently was given official recognition as an A.D.C. observer, and mother and son work

together in harmony, watching the skies by day and by night.

One U.S. pilot whose plane was forced down through lack of gas just off Prescott Island has reason to be thankful that the Olafson's are so enthusiastic about their A.D.C. work. Mr. Olafson and George, who were out gillnetting at the time, dropped their work, and with another gillnetter assisted in anchoring the plane.

They stood by for several hours, giving what help they could, until another plane arrived with a supply of gasoline.

CHIEF OBSERVER GIB RANNIE

Chief Observer Gib Rannie, pictured here is a despatcher on the railway belonging to one of the larger logging companies that operate on the Queen Charlotte Islands. He also operated the radiotelephone with which the camp keeps contact with the outside world. The old adage still holds true, "if there's anything to be done get a busy man", for Gib has found time to organize his camp into an efficient reporting post.



THIS ONE IS ON ME!

* This is the story of "U.O.", which stands for "Unidentified Object". The joke is really on me, but I don't mind telling it, that is if A.D.C. and Flying Control have no objection.

It was a hot day in July, and we were having lunch on the lawn. A formation of super bombers droned slowly overhead; suddenly one of my guests exclaimed "Look at that white object in the sky". We all looked into the sky, and after some difficulty saw a bright white object, which we were quite unable to identify, even with a good pair of field glasses.

We thought at first it might be a parachute dropped by the bombers, but as it did not seem to be moving, we thought perhaps it was a balloon. However, I thought it should be reported to "Aircraft Detection Corps", who wanted to know how high it was, and more information as to shape, colour, etc. This we were unable to give, so we were told to keep "U.O." under observation, and report any new developments.

After about an hour and a half, my husband who thinks he knows a bit about navigation remarked that "U.O." was behaving very like a celestial body, and he accordingly rang up the Dominion Observatory, and asked if there was any comet or other celestial body in the South East, altitude about 45° which would be visible to the naked eye in broad sunlight; the Observatory said "Definitely, no."

That was that. However, another of my observers spotted "U.O.", but she had either better eyesight or more imagination than we had, since she reported "U.O." as round and had a parachute on top. This brought Flying Control on the job and for the next two or three hours this post was a hive of activity, the phone going constantly, and the children relaying messages from the lawn in front of the house to the phone.

First of all a Lysander appeared on the scene, but he wasn't nearly high enough. The spotters on the lawn kept on shouting higher, higher, and this was relayed by the children to our phone, from there to Flying Control, and from there to the pilot. This Lysander indubitably attained a very great altitude (military secret) but it was not nearly high enough, so Flying Control said they would send two Hurricanes and asked us to put out some sheets (nice clean ones) on our hard tennis court.

In an incredibly short time, two Hurricanes were circling the tennis court, and immediately commenced to climb. We took a bearing with a prismatic compass on "U.O." and this was relayed to the pilots, and they made several runs at different altitudes, but alas, they too could not gain the necessary altitude to get a good look at "U.O.", and they went home to their base, and I am still wondering what the pilots were saying.

We continued to keep "U.O." under observation, till at last my husband said "I don't care what the observatory say, but it is too big a co-incidence that "U.O." has behaved exactly like a celestial body," so he rang the observatory again and this time contacted another astronomer, who after due deliberation said, "You have been observing the planet Venus, but this is the first time in all my life I have heard of people seeing Venus in broad daylight with the naked eye, and without knowing where to look",

I think every member of this family was hoarse from shouting, had a crick in his or her neck, and was seeing Unidentified Objects wherever they looked, but we could not help laughing at ourselves.

Flying Control was very nice about it (I am not sure whether I heard a chuckle over the phone or not; it was probably my imagination) and A.D.C. wrote a very nice letter thanking us for our co-operation. I suppose the whole thing was rather funny from one point of view, but there is another angle that should not be lost sight of. It was a wonderful practice I think for us all; it showed that planes can be sent to any point in a remarkably short time, and that contact can be made and maintained between A.D.C. observers on the ground, Flying Control, and the pilots flying at many thousands of feet in the air".

"Mrs. I. Stokes" Chief Observer.

DOWN AT SEA

Co-relation between A.D.C. and the rescue branches of the R.C.A.F. was seen on the West Coast recently when a bomber "homing" to its base developed engine trouble and was "ditched" with all hands saved.

A.D.C. played a major role in the rescue through the alertness of Observer McMorran of Cordova Bay, Vancouver Island.

It was late at night when McMorran observed the bomber over the Straits of Juan de Fuca around the southern tip of Vancouver Island, limping along with "acute" engine trouble. He reported it promptly as being evidently in distress. Six other reports were received by A.D.C. who advised Flying Control immediately.

Preparations were made to give assistance should the pilot of the bomber be forced to set her down on the water. And that is exactly what happened. As the aircraft neared its base, it failed completely and there was nothing left to do but "ditch" her.

A.D.C. reported the "ditching" and Air Force Air-Sea Rescue boats were on the way to the scene immediately. Crew of the aircraft, in the meantime, were bobbing over the waves in their rubber dinghy. Search lights of the rescue boat were greeted with cheers... cheers for the Air-Sea Rescue Organization, Flying Control and last, but by no means least in importance, the Aircraft Detection Corps.

TRIBUTE BY FLYING CONTROL

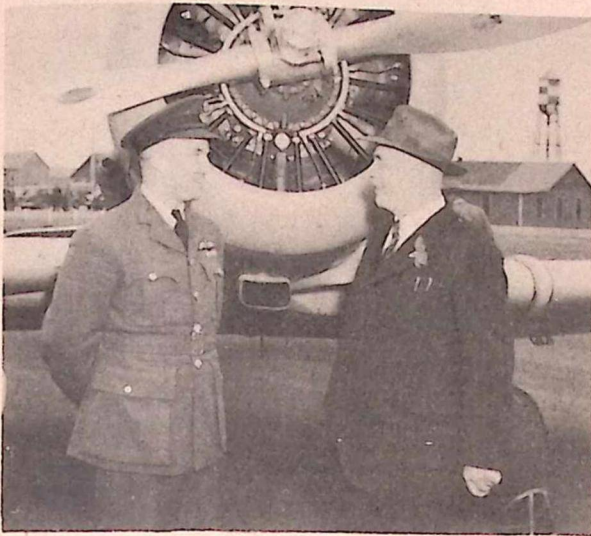
"Local A.D.C. Observers in the past have always rendered valuable assistance. In particular the Government Telegraph operator, Mr. Bert Hillier, from Ucluelet Station, B.C. has been most helpful regarding the relaying of information on aircraft in difficulty".

These significant words of appreciation were taken from the monthly report of the Flying Control - Air Sea Rescue Officer at one of the West Coast bases.

CONSTRUCTIVE CRITICISM

Assistant Section Officer Doris L. Stewart, editor of "The Observer", asks readers to submit suggestions for improving this magazine. Write to your R.C.A.F. Group or Command, and do not hesitate to offer your criticisms; also forward articles (with pictures) for publication.

EASTERN AIR COMMAND NEWS



Seen here are S/L S. M. Black, A.D.C. officer at E.A.C., Halifax, and Chief Observer C. W. K. McCurdy, Baddeck, Cape Breton Island, who was visiting the R.C.A.F. Station, Sydney, N.S., at the time the picture was taken.

A.D.C. IN BURIN PENINSULA

During the latter part of August, Flight Lieutenant E.J. Bream, A.D.C. Officer, made a complete coverage of the Burin Peninsula, Nfld. He returned full of admiration and enthusiasm for the splendid work our Observers are doing throughout this area. Meetings were held at a number of points, F/L Bream and Lieut. M.W. Skones of the United States Army being introduced as guest speakers by Mr. J.R. Dixon who is Regional Director of the district.

Lt. Skones has assisted greatly in providing facilities to speed up communications in the area.

Mr. Dixon has been untiring in his efforts, ever since his appointment, to promote A.D.C. organization.

DON'T RELAX YOUR WATCH

A.D.C. Observers might well take note of a recent address made by His Excellency the Earl of Athlone, at the Canadian Club in Edmonton, Alta. In it he said that although the fate of the enemy now is beyond the region of doubt in anyone's mind, "This is not the time to relax in any degree the efforts we have made to bring us thus far" ---

Our watch for raiding aircraft or submarines should be redoubled, for in this hour of approaching defeat, the enemy is bound to make some desperate and bold move. Who can tell if our shores will be spared.

We depend on you, volunteers of our army of spotters, to report during your watch every passing aircraft and every submarine sighting.

It is not too fantastic to assume that the enemy would resort to camouflaging their aircraft so as to make them almost identical to our own, or that of our Allies. Let us prepare for any eventuality, by being on guard.

DELTA REPORTING

Hats off to Mr. John MacKinnon of Delta 124 (Wallace Station, Cumberland County, N.S.) who manages to handle his telegraph system, on one hand, and yet finds time to do a splendid job reporting planes in his district.

One day recently he reported a plane circling overhead and then landing. Mr. MacKinnon was able to leave his Station in charge of his wife, while he plodded through deep mud for nearly a mile to the scene. On his return he reported the number of the plane and the fact that the pilot, upon learning his position, had taken off for a nearby base.

Mr. MacKinnon is the father of seven sons, one of whom is now overseas in the North Nova Scotia Highlanders, another is in training in Brockville, Ont. and a third was honorably discharged from the Army due to an accident to his leg. Bernard, when not at school, assists his father at the Telegraph Office and in A.D.C. observing.

WING COMMANDER DESLOGES



Wing Commander J.P.J. Desloges, a former pilot of No. 1 Fighter Squadron in the Battle of Britain, is now busily engaged in checking possible weaknesses in our military and civilian defences of the Lower River and Gulf of St. Lawrence. He has recently returned from a tour of the area by aircraft, boat and motor transport. He states:

"Throughout the whole area, I found, with satisfaction, that A.D.C. observers are enthusiastic and keen in reporting aircraft movements and watching out for submarines".

LUNENBURG OBSERVER

Official Observer Howard E. Carkum from Italy Cross, Lunenburg County, N.S. is another A.D.C. enthusiast.

Mr. Carkum was formerly with Western Union and Canadian National Telegraphs, working in the Maritimes, Gaspé and Newfoundland.

After 30 years service, Mr. Carkum was retired, but still finds his communications experience valuable in reporting.



CORRECTION DEPARTMENT

In our September edition, page two, re: "Flying Control", the term RDF (Radio Direction Finding) should read Range and Direction Finding.

However, the term RADAR has now been adopted instead of RDF.

A.D.C. IN THE MAGDALENS



Under the able direction of Regional Director Wm. Arsenault, the Magdalen Islands have become a responsible and well functioning branch of the Aircraft Detection Corps.

Regional Director Arsenault, though retired since early 1943, after 31 years service, was at one time affiliated with the Department of Marine and Fisheries. In 1914, he was absorbed by the Department of Naval Services and served as Captain of the "S.S. C.E.

Tanner."

He later became Fisheries Inspector for the south district of the Islands. Mr. Arsenault also acted during 14 years as contact agent for the Canadian Airways Ltd. who were operating the mail service to the Islands.

This firm was taken over by the Maritimes Central Airways in 1941, and Mr. Arsenault continued to represent them.

In 1938 he became president of the first "Caisse Populaire" and occupied that post until 1941.

Two sons are serving in this War, one with the Navy and presently skipper of "H.M.S. Arras" and the other with the Air Force, a sergeant aeromechanic, at present in Ottawa.

FOR CHURCH AND COUNTRY

Padre for Reserve Army, Gaspé North, and A.D.C. Observer, Captain Leblanc has a parish extending for 12 miles and comprised of the following villages: St. Yvon, Cloridorme and Pte. Fregate. The parish was established in 1815 and ranks as one of the oldest along the coast. Father Leblanc has been the parish priest since 1937.



A RECORD TO BEAT



Major Warren Jollymore and his son Gordon, of New Glasgow, N.S. A veteran of World War I, Major Jollymore is actively associated with the Canadian Legion, having been at one time President of Branch 34. He has been Regional Director for A.D.C. in the New Glasgow and Pictou areas since January 1942.

NOVA SCOTIAN CONTRASTS



On a recent inspection trip to Upper Kingsburg, Lunenburg County, Regional Director A.P. Potter, K.C. visited Official Observer Simon Q.Z. Hirtle.

The picture above shows Mr. Hirtle hard at work, superintending work on one of the district's country roads. With him is Mr. Jason Mosher.

The yoke of oxen and the motor wagon are symbolic of the old and new methods of transportation.

ST. LAWRENCE DEFENCES

Canadians along the lower reaches of the St. Lawrence River and Gulf feel prepared to meet any effort of the Axis Powers to interfere with civilian or military operations afloat or ashore. Enemy submarines penetrated the St. Lawrence waterways last year, and sank several ships.

Several thousand new observers have been enlisted with the Aircraft Detection Corps. Farmers, fishermen, lumbermen; in short, people from all walks of life, are taking part in this watching service. R.C.A.F. officers are continually travelling throughout the area, contacting observers and checking on communication arrangements. In addition to reporting aircraft movements, observers are especially urged to be on the lookout for submarines and to make their reports promptly.

The Canadian Reserve Army perform a coast watching role in addition to training for active defence. Lectures on observing and reporting are incorporated with their military instruction.

Upon receipt of observer reports the Air Force stands ready to despatch aircraft to the scene of a submarine sighting; these aircraft are often contacted by radio and given their instructions while in the air. The Royal Canadian Navy is likewise prepared to despatch surface vessels to investigate submarine reports or strange signalling. Army and Police will turn out at the first alarm to repulse a landing party or apprehend enemy agents.

CRASHED AIR CREW ASSISTED

Material assistance was rendered to the crew of a Lysander that crashed on July 26th, in the vicinity of Red Head, N.B. A report of the accident was submitted to "Aircraft Detection Corps" within two minutes by Chief Observer W.T.F. Johnston, Operator-in-charge of the Department of Transport wireless station, who forwarded further information required until the arrival of an ambulance. Others who assisted were: C.A. Smith; Mrs. W.T.F. Johnston; Miss Kathryn Johnston and Earle Kirkpatrick. The aircraft landed in the water, and it was only through the prompt efforts of these A.D.C. personnel that the crew were brought safely to land.

NEWFOUNDLAND NEWS

A.D.C. AND THE DEPARTMENT OF POSTS AND THE TELEGRAPHS



Executive Office of Director of Department of Posts and Telegraphs, St. Johns, Newfoundland. Left to right: Mr. A. J. Crocker, Flight Lieutenant H.H. Graham and Major Haig-Smith.



Department of Posts and Telegraphs, Telegraph Operating Room, St. Johns, Nfld., where "Aircraft Detection Corps" reports are received. Pictured, standing at immediate left of pillar, is Mr. T.G. Moore, Superintendent of Telegraphs, and on his right Supervisor S.J. Ivany.

When it was decided to set up the Aircraft Detection Corps in Newfoundland, the greatest problem facing the R.C.A.F. organizing officers, was communications. How should reports from isolated sections be handled with enough speed to be effective for interception of enemy air and sea raiders?

With this problem in mind, the A.D.C. approached the executives of the Department of Posts and Telegraphs. These men were quick to grasp the situation, and in a short time A.D.C. messages were speeded on their way as soon as an Observer had made the sighting and notified the telegraph operator.

Since these pioneering days of A.D.C. many changes have been brought about to ensure even greater speed and efficiency in the handling of our messages. At present, 9 stations throughout Newfoundland are maintaining a 24 hour service combined with a 24 hour watch by Observers. This means that at no hour of the day or night will a plane fly over certain areas undetected or a submarine sighting go unreported.

Not only have all Posts and Telegraph operators throughout Newfoundland been appointed as Official Observers, but they have been so keen and interested in this work that many of them have left their homes in the middle of the night to report and notify A.D.C. of a lone aircraft droning overhead.

At the helm of this Department of Posts and Telegraphs organization is Major J. Haig-Smith, Secretary and Chief Censor. Major Haig-Smith arrived in Newfoundland on loan from the British Post Office Department in November, 1939, and has been requested by the Newfoundland Government to remain for the duration of the war. Due to his knowledge and experience while on similar work in North Russia during the last war, his suggestions and help concerning communications in this country have been of great value to our organization and to our A.D.C. field officers.

Associated with Major Haig-Smith is Mr. A.J. Crocker, Controller of Telecommunications. Mr. Crocker entered service for the Department of Posts and Telegraphs in August of 1920, first as telegraph operator, then as Clerk in Charge of wireless and telephone services until January of 1941, when he was appointed to his present position. Also working in conjunction with these men are Supervisors T.G. Moore, S.J. Ivany and E.J. Veitch.

Since the inception of A.D.C. in Newfoundland in June of 1940, the Department of Posts and Telegraphs has been of invaluable help to the Aircraft Detection Corps, and the cooperation and assistance they have given by improving communications for our benefit throughout Newfoundland is greatly appreciated.

SPOTTING

If a plane is in the sky,
And you find it far too high
To identify.

Just pick out all its points,
Wings, tail, engines, rudder, joints
And classify.

Is it Stranraer, Grumman, Norseman,
Kittyhawk or Flying Horseman,
Take a try.

You will find it simpler much,
Than to guess at this and such,
To go inside and verify.

CHURCHILL ON SUBMARINES

Prime Minister Churchill warns us in his speech of September 21st that "a new herd of U-boats has been coming out in the last week or so into the Atlantic from bases in France and Germany" -- "one convoy is being attacked at the present time".

WATCH AND WARN

CENTRAL AREA NEWS

BERENS RIVER

The accompanying pictures were taken during a trip made by F/L Burton of the Aircraft Detection Corps to far-flung reaches of Lake Winnipeg.

Berens River is another of the lonely, isolated, but important posts on the north eastern side of Lake Winnipeg. The pictures portray:

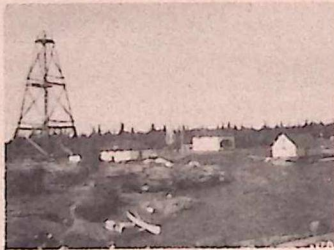


(1) Chief Observer T. McEwan, Manager of the Hudson Bay Company Store.



(2) Official Observer W. D. Berens, Forest Ranger and son of a most enterprising and dynamic Indian Chief.

Mr. Berens is standing at the foot of the watch tower, from which forest fires may be spotted and aircraft movements observed. In the background can be seen the boat "S.S. Baldur" which carried the A.D.C. officer around Lake Winnipeg.



(3) Complete view of Mr. Beren's watch tower, the Hudson Bay Store (centre building) to which many Indians come as far as two hundred and fifty miles by canoe for stores. Any unusual incidents would be reported by these

Indians to Chief Observer McEwan.

Mr. McEwan reports aircraft movements by wireless telegraphy and Mr. Berens by radio telephony.

AT NORWAY HOUSE



Left to right: F/L Burton, officer in charge of A.D.C. in Manitoba; Mr. D.H. Learmonth, Hudson Bay Store Manager and Official Observer at Rossville; and Mr. A.B. Fraser, Hudson Bay Manager and Chief Observer at Norway House. Rossville is three miles up the Nelson River from Norway House.

LIKE FATHER -- LIKE DAUGHTER

"Father and Daughter" is this war's version of the old theme of father and son serving their country side by side. The McJannets of Burwash are a good example of the way this is happening in many Canadian families.

When A.S.O. Martin went up to Burwash in June, she called on the Regional Director for the district, Mr. W. D. McJannet, a veteran of the last war. There she found, visiting home on a "48", Section Officer Ruth McJannet of the R.C.A.F. (W.D.) who has just taken over command of the Precision Squad, the well-trained group of airwomen who display precision drilling in various cities all over Canada. Another of Mr. McJannet's daughters, Sally, is also in the R.C.A.F. (W.D.) and is stationed at Headquarters, Ottawa.



Though their father does not wear Air Force blue, he is a part of the R.C.A.F. too. Along with his civilian job as Superintendent of the Industrial Farm at Burwash, he has organized the guards at the Farm and his neighbours as Observers for the A.D.C. Mr. McJannet attended the Regional Directors' Course at Sault Ste. Marie recently and took back with him many valuable suggestions to further the efficiency of his reporting area.



OBSERVERS AT FAMOUS MINE

Chief Observer Robert Grant is shown here holding a piece of mica, taken from the Purdy Mica Mines of Northern Ontario. The largest piece of mica in the world, a sheet 9 ft. by 6 ft. was removed from this mine, states Mr. Grant. Pieces of it are now being kept by various museums.

Mr. Grant, a veteran of 32 years mining experience, has also mined copper, gold and asbestos. This mine is about ten miles from the nearest town, which is reached only by a winding road through the bush. Chief Observer Grant and his Observers, who keep watch at this Observation Post, have received the special instructions issued to all observers without communication to report:



- (a) Aeroplanes making forced landings and crashes.
- (b) Aeroplanes they suspect might be enemy.
- (c) Any suspicious persons, incidents, etc.

Should any of the above incidents occur, they immediately travel by the quickest possible means to the nearest place of communication, and wire or telephone to "Aircraft Detection Corps" in the usual manner.

LOST -- A FRIENDLY AIRCRAFT

It happened about a month ago. You remember the one. You were just getting supper ready and it droned over the housetops. There wasn't time to go outside and see what direction it was going. No...there wasn't time because the pudding was just thickening, the baby was shrieking for her supper and you could already hear the men-folk washing up in preparation for the evening meal. Maybe they would hear it and report --- and you listened for half a minute, wondering if footsteps would make their way up to the telephone. Oh well! It was Mrs. Jones' shift too, at the next observation post, and since she lived only six miles down the road, she would be sure to report it.

You dismissed it from your mind. Sometimes you had heard planes in similar circumstances when you had been on shift, but had been too busy to do anything about it. No one had ever chided you about failing to report. You would make up for it next time.

Did you know there was a young lad sitting in the cockpit - a nice lad - just like your own son or maybe even your kid brother, who was nervously watching the fuel gauge of a fast-emptying tank? You didn't know, did you, that the aircraft went out of control and crashed just seven miles from where you stood, stirring your pudding? No, Mrs. Jones did not happen to report it either, and all of the other observers along his route happened to be asleep on watch, so nobody reported him. NOBODY, from the time he left his airport a number of hours earlier, had bothered to pick up the phone and say: "Aircraft Detection Corps": Three and a half hours is a long time, isn't it? At 180 miles an hour you can travel a fair distance in that time. You can cover just a little too much territory to expect an aircraft searching party of his own comrades to find him, when there was no report to give any hint as to how far he had gone.

You didn't know either, that he contracted a severe case of pneumonia after lying there in the damp, overcome with strain and exhaustion. The pilots scouring the countryside did finally spot his wrecked Harvard --- but not until too late. It was pretty tough on his parents. They had rather counted on his coming back --- just as we all do.

You made a promise when you took on this job. You promised to report EVERY PASSING AIRCRAFT during your watch. Have you fallen down on the job?

Maybe this story did not happen quite this way. But it could happen. Could one of those observers who did not report have been you? Have you reported every plane that has passed over your post when you were on duty? Can you say that you faithfully kept the watch you were allotted?

9. Martin Marauder - B 26
8. Hawker Hurricane
7. Lockheed Lightning - P 39
6. Curtiss Kittyhawk - P 40E
5. Avro Lancaster
4. Martin Marauder - B 26
3. Lockheed Lightning - P 39
2. Douglas Boston - A20A
1. Avro Lancaster

ANSWERS TO AIRCRAFT

THREE MEN IN A BOAT



And they came across the Petawawa River in a rain-storm to learn how the A.D.C. operates! Mr. Rudolph Ryan, Lawrence Moore and Ernest Boucher are pictured here, just after they had putt-putted across the choppy water to enroll as new members in the great army of plane spotters. The latter two belong to the Forestry Department, a group of men

who help to protect our vast timberlands. Mr. Ryan is the youthful operator of a fishing camp just down the river, where business men come to relax after a hard winter in the city. All three have promised to report any aircraft seen.

Mrs. J. Cotnam and her daughter Jean, pictured at the right, work in the same reporting post and make regular calls to the "Aircraft Detection Corps". Jean has studied Aircraft Recognition at school and finds it of great assistance in naming the correct type of aircraft as it is seen winging its way over their Observation Post.



FAMILY SERVICE

One family who serve the Aircraft Detection Corps in its entirety is that of Mr. Joe Tait, Chief Observer at Stonecliff, Ont. Mrs. Tait and daughter Marion, are two of our responsible observers on the telephone during the day when Mr. Tait is out working.

Over in the next Observation Post Area, their son Gerald peers out of his fire tower, scanning the sky for signs of approaching aircraft, and relaying his call through to the office of the Chief Fire Ranger. In Pembroke these calls are forwarded to the "Aircraft Detection Corps" by Mr. Louis Turner who relays similar calls from all the towermen in the district. Calls are also received at the office of the District Forester, Mr. Ward, whose staff do an efficient job of sending in observer reports.

GRAND RAPIDS OBSERVER



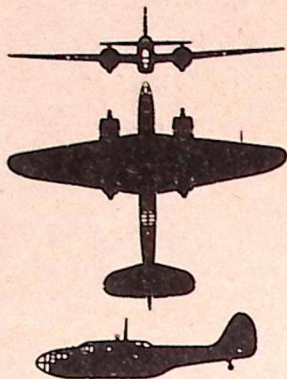
Standing behind their beautiful flower-bed are shown from left to right, Mr. Arthur Mackay, forest ranger at Grand Rapids, with his sister, Chief Observer Mrs. Campbell and her daughter, Official Observer Margaret Campbell.

Reports from this isolated post, on the north-west shore of Lake Winnipeg, are transmitted to the "ps" room by wireless, sole means of communication with the outside world, over a distance of two hundred and thirty miles.

Public-spirited Mrs. Campbell, store-owner, who is a leading member of the community in which she takes a vigorous interest, has all the desirable qualities required for A.D.C. Chief Observership.

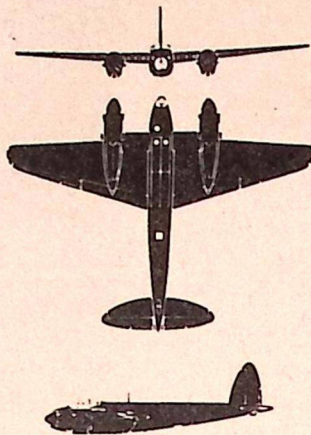
You will be required to know these aircraft.

MARTIN BALTIMORE



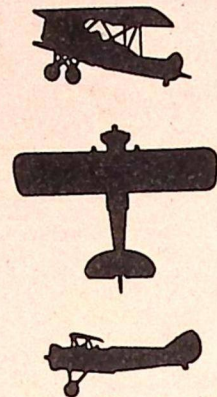
Mid-wing twin radial engine monoplane. Medium long, deep, narrow pointed nose. Engines are centrally mounted, projecting slightly behind trailing edge with a small fairing between nacelle and wing. Wings are broad at roots, have slight dihedral, equal straight taper, small nearly pointed tips. Fuselage is deep and narrow with step down and up behind trailing edge, then tapering to tall well rounded single fin and rudder. Tailplane is heavy looking with nearly equal taper and rounded tips.

DEHAVILLAND MOSQUITO



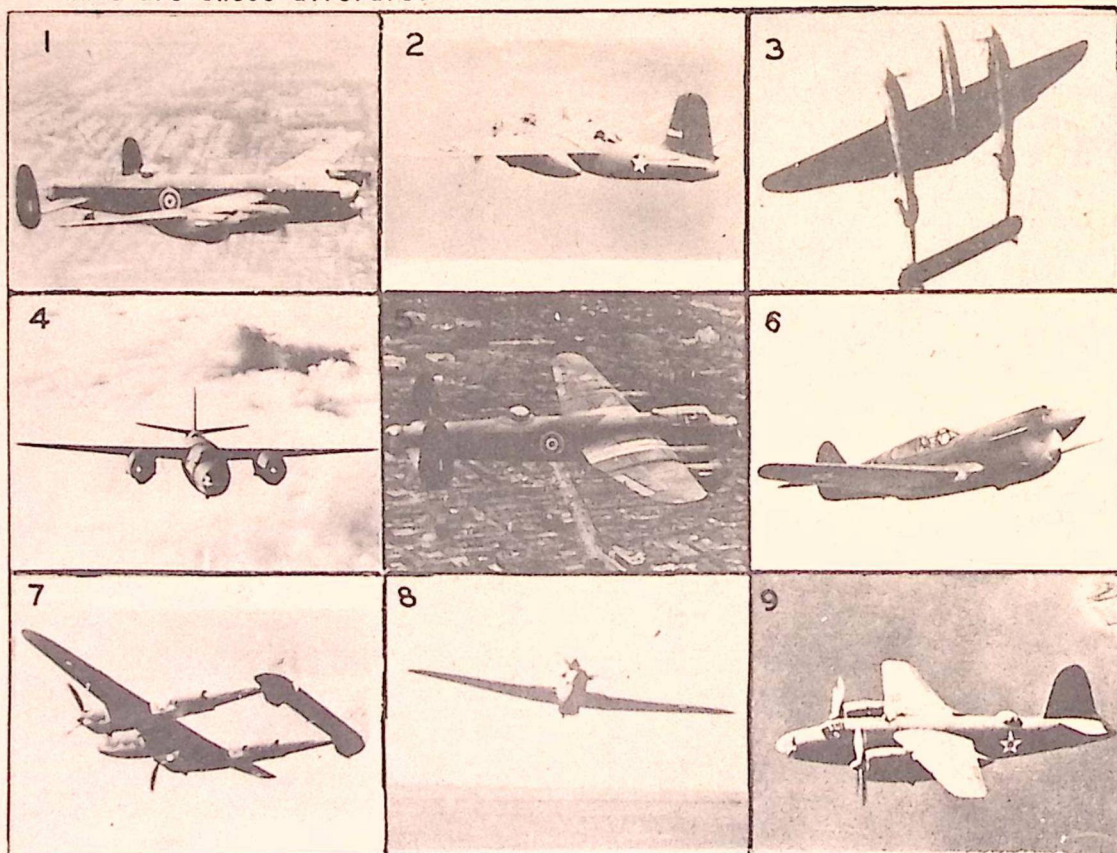
Mid-wing twin inline engine monoplane. Short, broad, deep rounded nose. Inline engines are underslung and extend as far as nose. Between engine nacelles and fuselage the radiators jut forward of leading edge. Wing has very slight dihedral and very slight taper leading edge, sharp taper trailing edge and small curved tips. Fuselage tapers evenly with straight top line and curved under line. Tailplane is elliptical. Single fin and rudder half elliptical and set forward of tailplane. Very well streamlined aircraft.

FLEET FINCH



Single radial engine biplane. Short circular nose with prominent engine cowling. Wide rectangular wing with cut out over cockpit of upper wing which is raised and strut braced above fuselage. Undercarriage is fixed and braced and hangs down just slightly forward of leading edge. Fuselage is straight topped with double cockpit. Tailplane is shaped like half circle with V cut out, very low squat rounded single fin and rudder.

What are these aircraft?



Answers on page (11)