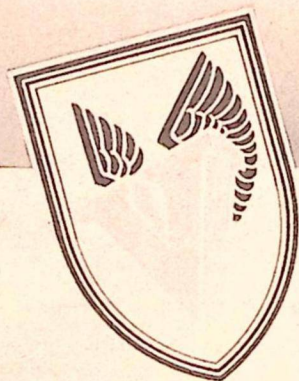
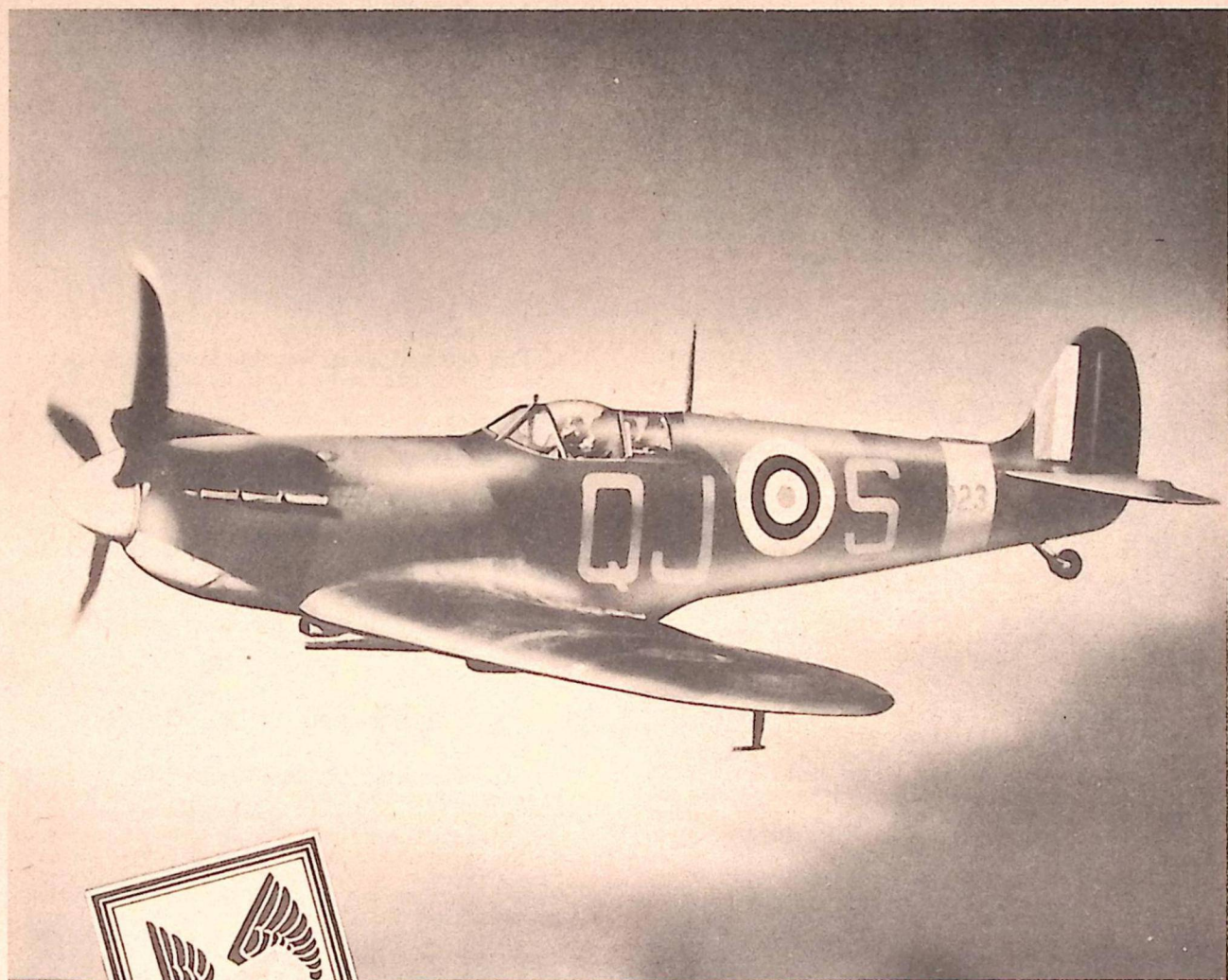


The Observer



SUPERMARINE SPITFIRE

Vol. 1 No. 11

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1943



THE OBSERVER

Published monthly at
Air Force Headquarters
for
A.D.C. Observers

THEY TOO SERVE CANADA



The R.C.A.F. pays tribute to the British Columbia Telephone Company for the major part it is playing in the successful operation of the Aircraft Detection Corps.

Back in 1940, when the Corps was first organized on the West Coast, Mr. C. B. Diplock, then Assistant General Manager and now General Manager, was contacted, and details laid before him of the large

part his Company could play in this organization and the many demands that must necessarily be made. Without hesitation Mr. Diplock offered the services of his Company's facilities, and advice on any technical matters necessary. As a result, the Aircraft Detection Corps got away to a good start with the full co-operation of its mainstay, namely communications, without which it could not function.

Immediately all employees of the B.C. Telephone Company received instructions to the effect that Aircraft Detection Corps Observer reports were to be given immediate priority over any commercial traffic. Observers' "jacks" on all the telephone company's switchboards were painted red so that the operator would lose no time in answering observers' lines.

Day after day the girls at the switchboards speed the calls that keep the authorities informed about all aircraft aloft over the Pacific coastal areas. The operators are now handling over 5,000 calls per month and in some of the small exchanges, with only one or two girls on duty, as many as 70 such calls have been handled in a day. The co-operative spirit shown by the telephone operators in this important work is greatly appreciated.

Shortly after the inception of A.D.C., as the volume of requests made on the B.C. Telephone Company increased, Mr. Diplock assigned Mr. W. S. Pipes (pictured above), his Toll Line Engineer, to act as liaison officer between the Aircraft Detection Corps and the B.C. Telephone Company. Mr. Pipes has given his time unstintingly and A.D.C. has profited greatly from his technical knowledge and complete understanding of their communications requirements.

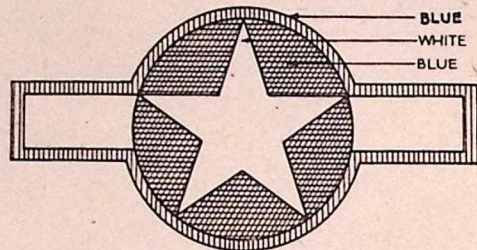
To give commercial telephone service to isolated communities, logging camps, canneries, pulp and paper mills and so forth on the rugged B.C. coast, an extensive radiotelephone system, which connects with the ordinary network of long distance lines, has been developed. Observers reporting by radiotelephone are connected to the landlines through the switchboards at Vancouver or Prince Rupert.

The radiotelephone system also serves several hundred tug-boats, freighters, passenger vessels, fishing boats and other craft as they ply the coastal waters, and so skippers are able to make reports to the "Aircraft Detection Corps" by telephone just as though they were ashore.

The splendid co-operation of the B.C. Telephone Company, its officials and operating staff has in no small way contributed to the present successful functioning of the Aircraft Detection Corps.

NEW U.S. INSIGNIA

New Insignia for Army and Navy Planes



The October issue of "The Observer" featured an article on the new insignia for U.S. Army and Navy planes. This went to press 4 days before an amendment was made, as explained in the following extract from a U.S. Army & Navy Register, dated September 25, 1943.

"BLUE HAS REPLACED RED IN INSIGNIA"

"The red border enclosing the insignia for all U.S. military airplanes has been replaced with a blue border."

It was explained that the red border, caught at a flash in air action sometimes resembles the Japanese insignia.

SUBMARINE REPORTING

"The Observer" again stresses the importance of Submarine reporting. Aircraft Detection Corps observers on the coasts of Canada and Newfoundland have been of great assistance in sighting and reporting enemy submarines. These reports have, on several occasions, made possible attacks with depth charges by R.C.A.F. aircraft.

The Air Force and Navy now have a greater task, for in a last supreme effort, the enemy has redoubled its under-sea craft menace. Our shipping is in greater danger, not only in mid-Atlantic, where wolf-packs of German submarines lie in wait for the convoys, but even outside our Canadian ports, close to shore, where Nazi audaciousness is unsurpassed.

Many A.D.C. observers on the East Coast have already seen U-Boats or evidence thereof. However, remember that they are always being sighted unexpectedly and your chance may come any day; get your report to "Aircraft Detection Corps" with the least delay possible and give the Air Force and Navy a chance to attack.

REPORT ALL SUBMARINES

FIRST + AID



HAEMORRHAGE

Haemorrhage complicates many wounds and fractures, and must always be the first sign to receive attention. Shock may also appear; this may be treated later, but unless the violent bleeding is checked immediately the patient may die in a few minutes.

Haemorrhage is of three kinds:-

1. Arterial
2. Capillary
3. Venous.

Blood from an artery is bright red in color, issues from the side of the wound nearest to the heart, and may spurt out in jets.

Blood from capillaries is red, and usually oozes from all parts of the wound.

Blood from a vein is dark red in color, issues from the side of the wound further from the heart, and flows steadily.

General Rules for Treatment

1. Place the patient in a suitable position bearing in mind that bleeding is less when the patient sits, and still less when lying down.
2. Elevate the bleeding part unless a fracture is present.
3. Expose the wound and if bleeding is severe, apply pressure directly on the bleeding spot. This may be done either directly with the finger, or with a clean pad, bandaged tightly to the bleeding part. The latter procedure will usually stop the haemorrhage.
4. If necessary a tourniquet may be used, bearing in mind that it should be loosened every twenty minutes and reapplied, if necessary.

More detailed treatment of arterial, capillary, and venous haemorrhage will be discussed in the next article.

OUR COVER

VICKEES - SUPERMARINE "SPITFIRE": A British fighter with a history. Designed for high and low altitude work. The three variations have armament in wings. The VA type has eight machine guns. The VB type has two twenty millimetre cannons and four machine guns. The VC type has four twenty millimetre cannons. It is a low wing monoplane, with single in-line liquid-cooled engine. Outwards retractable landing gear and finely streamlined fuselage. Span - 36'10"; Length - 29'11"; Height - 9'3".

YOUR SHARE IN VICTORY

Canadians from coast to coast have supported the Cause to the fullest extent of their ability, from the first year of the war on through to this, our step into the fifth. We have seen days when VICTORY seemed very remote, when the forces of evil have joined hands and given our Empire the worst blows it has ever known. Those were the days when we braced ourselves and re-doubled our efforts.

But, today, we see more than ever signs of approaching Victory for the Allies. Now, Peace is not a far-off dream, but a potent possibility. One more big push will see us over the hill, into the Valley of Freedom - More reason why we should not relax our vigil. Ours is such a small effort as compared with that of our boys over there. We can help them in so many ways; watchfulness of the skies and of our tongues are seemingly small items, but remember that, like your contributions to the Fifth Victory Loan, they are the small cogs that will hold the chain.

STAND BY OBSERVERS AND DO YOUR SHARE

QUESTIONS AND ANSWERS

Q. -- What are the two lights sometimes seen flashing from an aircraft at night?

A. -- There are two signals used by aircraft at night. One, a slow irregular blinking from navigation or wing tip lights, will come when an aircraft is circling in distress. Another, a fast flashing (on and off) of the lights when an aircraft is flying straight ahead, is used by some commercial aircraft as obstruction lights to prevent possible collision.

Q. -- When are forestry planes to be reported?

A. -- All forestry planes are to be reported except when they are flying within a 20 mile radius of their base.

DESCRIPTIONS: KNOW YOUR AIRCRAFT

Lodestar: Low mid-wing monoplane with twin radial engines, twin fins and rudder. Diamond shaped wings with pointed tips, trailing edge of wing broken by Fowler Flaps. Medium long pointed nose, cigar shaped fuselage, tapering to tail plane. Egg-shaped fins set inboard. Tail plane placed on top of fuselage.

Swordfish: Radial engine biplane, non-retractable undercarriage. Blunt pointed nose with very heavy engine cowling. Wing has no dihedral, broad with straight taper both edges, very pronounced "bite" on trailing edge. Slim fuselage, tapering to point behind tail plane. Tail plane large and prominent.

Dornier 217: High wing monoplane with twin radial engines, twin fins and rudder. Long pointed nose. Equally tapered wings with broad curved tips. Fuselage looks slab-sided, fairly large but tapering down to dive breaks set behind tail plane. Tail plane mid-mounted on fuselage, twin fins, squarish looking, with broken top line.

WHERE THERE'S A WILL



In June, 1943 it was decided that the Lower Fraser Valley area in British Columbia should be organized and completely covered by the A.D.C. organization. Lt. Col. A. L. Coote of New Westminster, was

appointed Regional Director for the wide area embraced by the Fraser River Valley between New Westminster and Yale. Lt. Col. Coote is virtually an amazing man; aged 74, he has had a wealth of experience in civil life and has been interested in Aircraft Detection Corps since its beginning in 1940. Shortly before this he had returned from England where he was a Chief Observer in the Royal Observer Corps during the blitz. He is also liaison officer for the Pacific Coast Militia Rangers and between his activities in this regard and Aircraft Detection Corps supervision, he is on the go continuously.

At his suggestion, a "live wire" by the name of Captain F. Rolley, was selected as Chief Observer at

Whonnock, B.C., which is situated on the north bank of the Fraser River, some 40 miles east of Vancouver. Captain Rolley and Lt. Col. Coote immediately got their heads together and decided that they would make Whonnock an outstanding example of a Chief Observer area. They located an abandoned building, moved it to the highest point of land in Whonnock, renovated it, put in a glassed-in observation tower and went to work to recruit almost 100 Observers in the community. A 24-hour watch was placed in effect with 2 people manning each of the night shifts.



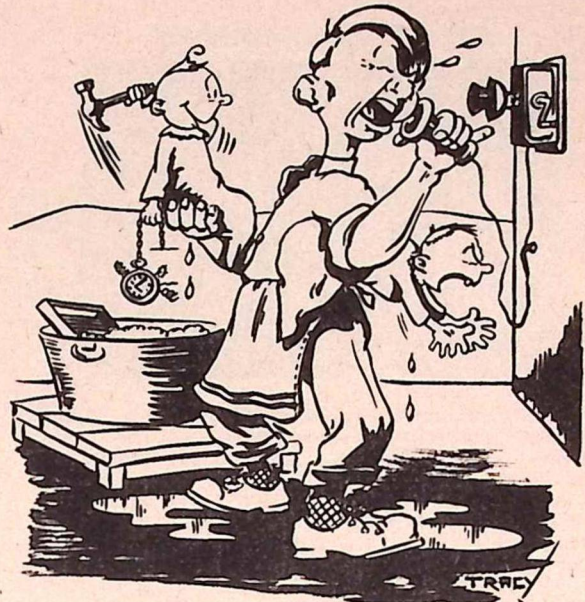
This was the first centrally located observation post in Western Air Command area. The fact that it is operating efficiently day and night, 365 days a year, is a tribute to the energy, enthusiasm and organization ability of Captain Rolley and Lt. Col. Coote.

24-HOUR WATCHES

In those coastal areas where 'round the clock watches have been set up, A.D.C. observers keep a vigilant watch of sea and sky for possible enemy raiders. It is well known that the hours before dawn and dusk are most suited for surprise attack, and any attack that contains the element of surprise has a good chance of success.

With A.D.C. observers lies the responsibility of watching for and reporting any such raid, and also, of reporting our own aircraft, to ensure that they safely reach their base. There is the long wait through the dark hours of night - often uneventful and with nothing to report. However, remember that one report may mean a submarine sunk or an aircraft and many lives saved.

OBSERVER FOR A DAY



An appreciation of the Observer's point of view insofar as reporting is concerned is most desirable for A.D.C. Officers. This Officer therefore decided that the best way to gain this appreciation would be to move right in with an Observer and assist him with reporting. Annual leave and an invitation from Chief Observer and Mrs. W. D. Webster at Vananda, Texada Island, B.C. afforded the desired opportunity to the unsuspecting victim.

Five days were spent in trying vainly to efficiently perform the duties of an Observer, as the responsibility was assigned exclusively to me for the duration of my visit. Unfortunately, I was given other tasks to do too, such as picking fruit, washing dishes and minding babies. I can readily imagine how inconsiderate Observers must think the Air Force is, for three times within 15 minutes I came down from the top of an apple tree to report. The third trip down was made by the most direct route in the shortest possible space of time, resulting in a three point landing in an unfriendly blackberry bush. "Why can't the Air Force send those darn planes over together," Dishwashing and reporting don't mix so well either but have you ever tried making a report with a baby under each arm? Now there is an experience and I have had it! I'm sure the airwomen plotter must have been quite puzzled by my report. It went something like this:

"PETER MIKE - TWO ONE, (Get your fool head out of my mouth), SEEN, (Ow!) S.W., 3 WEST, (Let go of my ear), 2, (Crash!. Now you've done it!) MEDIUM, 1 ENGINE MONOPLANE, (Where's that moisture coming from? Oh! Oh!), RECOGNIZED AS 2 WATERBORN WILDCATS."

My familiarization with the problems of the Observer having been completed (and how!), I will, in future, confine my efforts with pleasure to the more tranquil tasks of organization and administration.

EASTERN AIR COMMAND NEWS

N.B. PREMIER CO-OPERATES



The Honourable J. B. McMillan, K.C. Premier of New Brunswick, has assured Squadron Leader Black, A.D.C. officer, Eastern Air Command, Halifax, the full co-operation of the New Brunswick Civilian Volunteer Corps in A.D.C. organizational work. The Premier is shown about to enjoy his first ride in an army jeep, which is being used by A.D.C. organizational officers in visiting outlying districts in New Brunswick.

A WORD TO THE WISE

Official Observer C. W. Foster, Observation Post Delta 12, located near Old Barns, N.S. reported that three high tension electric power lines, carrying 22,000 volts, were being placed in position crossing the Shubenacadie River three miles south of the mouth.

This first hand and accurate information was passed to various RCAF airports and warning given to pilots of this dangerous obstruction to flying; following rivers at a low altitude is sometimes necessary in poor visibility conditions.

It is possible Observer Foster's warning may have been a contributing factor in conserving lives and property of the RCAF. Mr. Foster is commended for his initiative in recognizing and reporting a possible flying hazard.

GUESTS AT SYDNEY



Recent visitors to the R.C.A.F. Station, Sydney, N.S. are pictured here. They are, from left to right:- Col. Crooks, Commanding Officer Reserve Battalion Cape Breton Highlanders; Regional Director J. W. O'Toole, Baddeck; Regional Director J. C. Trainor, Port Hawkesbury and F/L H. H. Reade, A.D.C. field officer who is organizing A.D.C. posts throughout Cape Breton Island.

A POPULAR REGIONAL DIRECTOR



Lt. Col. G. Bouthillier of Shediac, N.B. is retired from the Active Militia of Canada. Aside from his duties as an A.D.C. Regional Director he finds time to act as Municipal ARP officer for the Civilian Volunteer Corps.

He served in the last War in the Medical Corps and remained in the Permanent Militia until about a year ago, when he was retired.

ARE YOU AN OFFENDER?

The majority of subscribers to the 300 Rural Telephone Systems operating in Eastern Air Command fully co-operate with the Aircraft Detection Corps.

In order that observer reports may be passed to reporting centres with a minimum of delay, parties telephoning should always be prepared to give up the line for "Aircraft Detection Corps" calls. All party line subscribers are requested to hang up immediately they hear someone come on the line and ask for "Aircraft Detection Corps." Should the line be in use on a long distance call, the Telephone Companies will re-establish a call as soon as the Observer report has been passed to the reporting centre and a satisfactory adjustment of charges will be made.

The "Listening-in" evil causes poor transmission and in the case of "Aircraft Detection Corps" calls, is a direct obstacle to our war effort. Refrain from taking the receiver off the hook unless you are preparing to use the telephone, and, if an "Aircraft Detection Corps" call is being transmitted, immediately hang up else an important report may be indistinct and misleading.

NEW DIRECTION FINDER

Chief observer Stephen Faulds, (left) and Official Observer Eldred Lowther (right), of the Maccan observation post are demonstrating the use of their home-made direction finder to Regional Director



Director Harry Biden of Amherst, N.S. Mr. Faulds and his fellow operators of the Maccan power house keep a 24-hour watch and claim to see practically all the planes flying between Moncton and Halifax.

OBSERVED AT PERCE

QUEBEC NEWS

HISTORICAL CHURCH



If you have ever been to Perce, P.Q., you have undoubtedly seen this figure, set up on the Robin, Jones, Whitman Limited building. Of its origin and history, many versions are told. This beautiful piece of wood carving is that of a Maori or

black-whiskered Malouin, and at one time adorned the prow of a trading vessel. Many years ago it was found at Grand River amidst wreckage, to the horror of the fishermen, who believed they had found the body of a drowned sailor.

Many citizens of Perce are now members of the Aircraft Detection Corps and are taking an active part in reporting flights of aircraft over this scenic part of the Province of Quebec. They are also on the alert to report enemy activity of any nature.



The Observers in Tadoussac, under Chief Observer J. E. Villeneuve, and those of Baie Ste-Catherine, under Chief Observer J. P. Bouliane are among the most consistent A.D.C. reporters on the North Shore of the St. Lawrence River.

Their Observation Post areas are very interesting to all Canadians from a historic standpoint. The Church shown above is known as the "Indian Church" and was erected at the turn of the sixteenth century. Worship is still conducted here in defiance of the years.

NEWFOUNDLAND NEWS

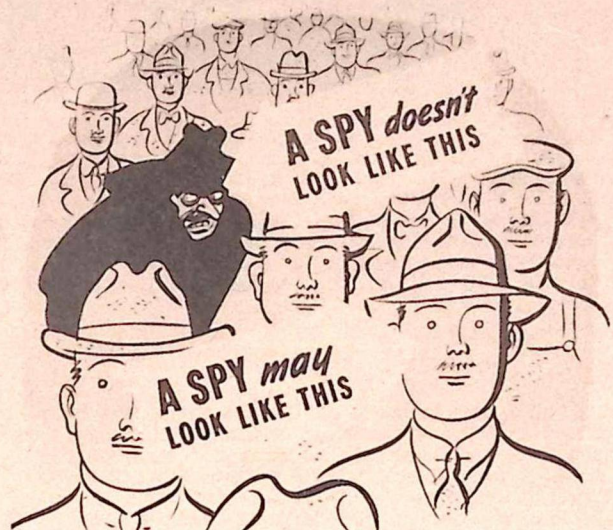
WHERE CREDIT IS DUE

From left to right: F/Lt. H. H. Graham, Officer in Charge A.D.C., Newfoundland, Major R. D. Fraser, Chief Ranger, Newfoundland Ranger Force and Group Captain R. S. Grandy. In the background are several Newfoundland Rangers.



We would like to acquaint our Canadian Observers with one of the A.D.C.'s allies in Newfoundland - the Newfoundland Rangers. This organization of stalwart, keen-minded men is the Newfoundland counterpart of the Royal Canadian Mounted Police, although there is no connection except that both use the same scientific methods in their work. Under the leadership of Chief Ranger, Major R. D. Fraser with Headquarters in St. John's, they discharge their duties from the southernmost tip of the Island to the wilds of Labrador, and have collaborated fully with the Aircraft Detection Corps. At their various posts in Newfoundland and Labrador, the Rangers, acting as Regional Directors and Chief Observers, organize the public within their areas. Since the A.D.C. began to function in Newfoundland in 1941, the Rangers have shown great enthusiasm towards it, and can always be relied upon to successfully organize searches or conduct investigations for the A.D.C. whenever they are called upon. We would like to convey our sincere thanks to Major Fraser and the Newfoundland Rangers for their admirable assistance and good team work.

Group Captain R. S. Grandy, Commanding Officer of an R.C.A.F. Station in Newfoundland, is shown above extending greetings to Major Fraser and a group of his Ranger Force personnel during a recent visit to that station where they obtained instruction in aircraft recognition.



DON'T TALK

about

**TROOP MOVEMENTS-SHIP SAILINGS
WAR WORK-MUNITIONS SHIPMENTS**

CENTRAL AREA NEWS



Left to right, Front Row: Chief Obs. L. J. Sullivan, Michipicoten River, Ont.; Sgt. L. B. Gaudet, R.C.A.F.; F/L B. M. Burton, R.C.A.F.; S/L H. A. Milne, R.C.A.F.; F/O C.F.O. Bishopric, R.C.A.F.; Capt. Lewis B. Maier, U.S. Army Air Corps; Assoc. Reg. Dir. E. E. W. Oke, Cochrans, Ont.; Reg. Dir. V. Crichton, Chapleau, Ont. Centre Row: Reg. Dir. A. E. Wilson, Hearst, Ont.; Reg. Dir. Peter McEwen, Sudbury, Ont.; Assoc. Reg. Dir. A. Rochon, Denison, Ont.; Reg. Dir. W. E. Gervais, Gogama, Ont.; Reg. Dir. R. Dudley, North Bay, Ont.; Reg. Dir. A.V.J. Selkirk, Frans, Ont.; Assoc. Reg. Dir. E. Vernon, Sudbury, Ont.; Reg. Dir. E. C. Darling, Englehart, Ont. Back Row: Reg. Dir. L. E. Hornick, Kirkland Lake, Ont.; Reg. Dir. J. P. Grant, Oba, Ont.; Reg. Dir. W. L. McJammet, Burwash, Ont.; Reg. Dir. R. C. Creak, Feleyst, Ont.; Reg. Dir. C.R.W. Day, Iroquois Falls, Ont.; Chief Obs. P. McColl, Heron Bay, Ont.

REGIONAL DIRECTORS' COURSE

There may be some of us who think our days of watchfulness are over and that victory is in the bag, but there is no room for such opinions in the Aircraft Detection Corps. This was brought home to the Regional Directors who attended the United States Army classes for Ground Observers. This intensive two day course of instruction was made possible by the co-operation of the U.S. Army authorities and the Commanding Officer of the Central Air Defence Region, Col. N. M. Nelsen.

The classes were formally opened with an address of welcome by Col. Nelsen, who is responsible for the organization of defences in the Sault Ste. Marie area of the United States and Canada, and has done a most creditable job in the maintenance of harmonious relations between the people of the two countries.

In his address, Col. Nelsen emphasized the importance of the Aircraft Detection Corps as the first line of defence for the "Industrial Vitals" of our continent. He urged the Regional Directors to impress the Observers of their districts with the necessity for continued watchfulness and to carry on the self-sacrificing vigilance they had maintained in the darkest days of the past. The motto of the organization still applies in its strictest sense -- "Watch and Warn".

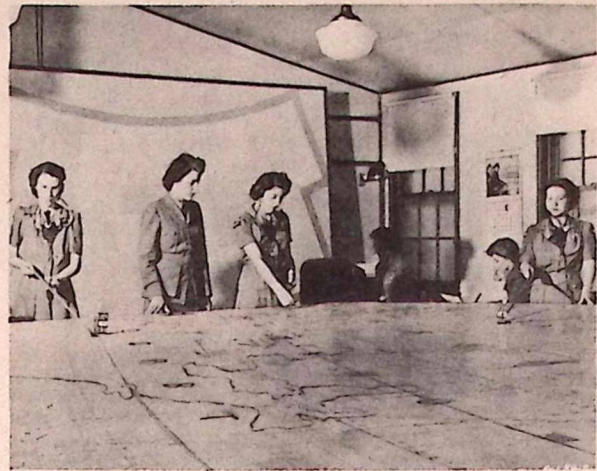
The visitors were given the opportunity to take part in the life of an army post. Sleep-

ing on army cots, partaking of army grub in the mess and attending "Retreat" parade. This was relieving the past for many of them.

The two days of lectures were carried out at an intense and rapid fire tempo. The importance of the protection of the Sault ship locks and Great Lakes industrial centres was emphasized and the administration of their defence was briefly outlined. Officers trained in special duties lectured on Military Intelligence, Radar, Aircraft Recognition and the history and duties of the Aircraft Warning Service. Secret army films and captured enemy films aroused great interest and were highly informative. Tours were conducted to various defensive points of interest. At the conclusion of the course each Regional Director was awarded a diploma by the Commanding Officer.

As a tribute to the visitors and to the spirit of friendly co-operation prevailing between the two countries, the American Military Band played the National Anthem, "Star Spangled Banner" and "God Save the King" at the "Retreat" ceremony.

The Regional Directors were high in their praise of the school, the facilities provided and the efficient manner in which it was conducted. They expressed their enthusiasm with some rousing cheers and some well chosen words by Mr. L. E. Hornick of Kirkland Lake, who stated that they were all looking forward to relaying the knowledge and information obtained at the classes to their Observers in their various communities.



WHAT HAPPENS TO YOUR REPORT

"Aircraft Detection Corps". You hear these familiar words and give your report. "Vimy 116 Seen - West - Overhead - One - Medium High - Two engine - Monoplane - at five-forty-five A.M." and return to your work.

What happened at the Reporting Centre after you had made your report? Here is an outline of the action that followed: The trained operators at the Centre plot your report according to your post number and at the same time the N.C.O. in charge of the shift records your report in a reporting log and then checks it with a pre-plot flight map near at hand. Yes, there is a track shown as crossing your post, and the estimated time the plane would fly over there coincides with the time you reported. The clerk then checks the direction - it is the same as that of the craft pre-plotted. A two-engine monoplane... yes, that is correct. Since all details check, in this case, your report ties in with the flight plan of a Hudson, enroute from Montreal to Winnipeg (Flight Plan No.20).

This is our only means of following our aircraft along the route to its destination. Your consistent reporting during allotted watches assists us in keeping a moving record of our aircraft positions at all times.

The above pictures are an insight as to what an Operations Room looks like. Pictured at left are: Flying Officer Sharpham, senior Controller, AW2 Carol Karson, and Cpl. Gloria John. This picture was taken on the control platform over-looking the large, table-like map where the Clerks Operations plot your Observer Reports. Pictured at right are a group of the Clerks Operations at work. They are, from left to right: Sgt. F. Johnston, A.S.O. B. Bourne, AW1 Iris Eastwood, Cpl. S. Rashback (Seated at teletype), AW2 C. Karson (recorder) and Cpl. A. Lawrence.

These are the airwomen that you speak to when you phone your reports in. They have been trained to handle any emergency, and depend on you to help them keep track of all aircraft flying over Canadian soil.

CAPABLE "CHIEF"



Shown at left with her young son is Mrs. H. S. Minnie, Chief Observer for the Town of Nipigon:-

When Regional Director Bailey was transferred to Labrador, she took over the entire region, and through her cheerfulness and untiring energy, has made of it one of the most efficient districts in the Central Area.

Thanks to her influence other communities took up

the banner of A.D.C., and 24 hour watches are now functioning in the Town of Nipigon.

The family is in the fight too, for her eldest son is both an Official Observer and an Air Cadet; her brother is on Active Service with the R.C.A.F.

HOW ARE YOU REPORTING?

Previous issues of "The Observer" have stressed the importance of sending in your observer reports clearly and concisely.

Poor telephone connections may result in your report not being understood at the Reporting Centre. Speak directly into the mouthpiece.

BE CLEAR - BE CONCISE - BE CORRECT

WEDDING BELLS

A.D.C. friends of Sergeant M. Archer, Ett-ington, Sask. entertained for her in Winnipeg before her marriage to Pilot Officer L. Wilson, R.A.F., which took place at Moose Jaw, Sask., on September 24th. Their many friends wish them every happiness. Sergeant Archer is one of the oldest members of the staff, having been at the Winnipeg Centre since it was opened.



- 1. Liberator
- 2. Strling
- 3. Norseman
- 4. Hudson
- 5. Lyander
- 6. Lancaster
- 7. Junker 87-B (Stuka)
- 8. F.W. - 190
- 9. Ventura

ANSWERS TO AIRCRAFT

NIPIGON NEWS



The Regional Directors of the Central Area welcome a new member to their ranks in the person of Mr. Jack Caulkins. "Jack", a veteran of World War II, having served for a year and a half in the Canadian Forestry Corps in both Canada and Scotland, is now Manager of the Brompton Pulp and Paper Company, Nipigon, Ontario.

With his knowledge of communication and life in the north, where his job necessitates a great deal of travelling about, he will be invaluable as the new Regional Director of Nipigon. Jack also has the added advantage of a course in Aircraft Recognition during his military service.

Being engaged in essential industry - getting pulp to the plants from the forests for our war effort, and now a key man in the Aircraft Detection Corps makes Jack a real number one soldier in the front line of defence.

NEW APPOINTMENT

As the Aircraft Detection Corps continues to expand, many Chief Observers have felt, and expressed the need, of having an assistant to aid them in organizing and administering their areas.

It has therefore been decided to establish the position of "Assistant Chief Observer" within the Aircraft Detection Corps and a number of appointments are now being made.

The term "Assistant Chief Observer" is descriptive of the duties to be performed by one filling this position. He is chosen by the Chief Observer for his ability and enthusiasm in organizing the post, in handling the administration and generally sharing or taking over the duties of the Chief Observer.

700 MILES IN A RAILMOBILE



In the picture above are Mr. McLean, pumpman of the Algoma Central and Hudson Bay Railway in Franz, Ont. and Sergeant L.B. Gaudet of the Aircraft Detection Corps Liaison Office at Sault Ste. Marie, Mich. The car shown is equipped with flanges and is capable of attaining a speed of 40 miles per hour along the railway tracks. Through the co-operation of the officials of the Algoma Central and Hudson Bay Railway, over seven hundred miles of territory were covered in this manner by A.D.C. Officers on organization work. Contact with our Observers on the railway lines would be impossible without the use of transportation facilities such as this.

FATHER PROTECTS SON



Pictured are Cpl. Mulligan, R.C.A.F. and his father, J. H. Mulligan, who is A.D.C. Chief Observer for Eau Claire, Ont.

Mr. Mulligan makes frequent trips outside his general store to make sure no skybird goes undetected. He may have sent in reports on the aircraft in which his son flew as crewman, since Cpl. Mulligan is an Aero Engine Mechanic and has done considerable flying over Central Ontario. He knows that, should an aircraft be forced down in some uninhabited section of the country, his observer report might be instrumental in saving, not only the life of his particular "crewman", but of other crewmen and pilots who fly over the trackless areas of Canada.

A. D. C. GOES TO THE FAIR

On September 29th, following a request from Regional Director J. Cecile of Pembroke, Section Officer E. L. Cheesman was in Bechburg, Ont., attending their Annual Fair, as representative of the Aircraft Detection Corps. There, she judged an Aircraft Recognition Contest, after which a prize was awarded to the winner, Jackson Graham, son of Associate Regional Director R. S. Graham, who has been playing an active part in the reporting of aircraft in that district. After the presentation of prizes, a number of Observer Badges were given out; then S/O Cheesman gave a brief address on the Aircraft Detection Corps in Canada.

NORTHLAND CALLING



From a lonely outpost in north western Ontario comes the voice of Chief Observer Tom C. Nash, "Seen heading south, overhead, one aircraft, medium, 2-motored monoplane. Weather is very bad here, will keep a lookout on the watch in case it gets lost".

By his frequent reports in a big booming voice, all the plotters at the centre have become familiar with this splendid spotter whose

all-out co-operation ensures the reporting of every aircraft in his area.

"Tom" lives with his family at the Montreal River Falls near Hubert, Ontario. He is one of the key men in the A.D.C. organization, having been Chief Observer since it was started a year ago, when he organized a group of observers in his district. Being the power man at the Power Plant keeps him pretty busy most of the time, but he has found time to study Aircraft Recognition, and can now identify many of the planes he reports.

HOW CANADA TRAINS HER FIGHTING AIRCREWS



PILOT

RECRUITING CENTRE
APPLICATION
INTERVIEWS
ENLISTMENT
CLASSIFICATION TEST
MEDICALS



FLIGHT ENGINEER



AIR GUNNER

MANNING DEPOT
1. RECEPTION WING
DOCUMENTATION
KITTING
AIRCREW SELECTION
INOCULATION
2. TRAINING WING
DAILY AND P.T.
3. DISPOSAL WING
WAITING FOR POSTING
4. VISUAL LINK TRAINER



WIRELESS OPERATOR
A.G.



NAVIGATOR

TOUR OF GROUND DUTIES
PREPARATORY
GROUND COURSES
TARMAC DUTIES



AIR BOMBER

**WIRELESS OPERATOR
A.G.**
THE VOICE AND
EARS OF THE
CREW

NAVIGATOR
HE CHARTS THE
COURSE HIS CREW
WILL FLY

PILOT
TAKES THEM THERE
AND BRINGS THEM
BACK

AIR BOMBER
OVER THE TARGET
SUCCESS OF THE FLIGHT
IS IN HIS HANDS

AIR GUNNER
THE GUARDIAN OF
HIS CREW MATES

WIRELESS SCHOOL
MORSE CODE - SIGNALS PROCEDURE
SERVICE SUBJECTS - AIR OPERATING
HYGIENE AND FIRST AID - DRILL
AND P.T. - VISUAL SIGNALLING
RADIO THEORY AND PRACTICE

INITIAL TRAINING SCHOOL
NAVIGATION
METEOROLOGY
AIRCRAFT RECOGNITION
AIRMANSHIP
AIRFORCE LAW
SIGNALS
MATHEMATICS
ARMAMENT - DRILL AND P.T.

GUNNERY TRAINING SCHOOL
THEORY OF FIGHTING - MACHINE
GUNS - AIR FIRING EXERCISES
TACTICS - VISUAL SIGNALLING
AIRCRAFT RECOGNITION

GUNNERY TRAINING SCHOOL
THEORY OF FIGHTING - AIR
FIRING EXERCISES - MACHINE
GUNS - SIGNALS - TACTICS
AIRCRAFT RECOGNITION

NAVIGATION TRAINING SCHOOL
NAVIGATION - METEOROLOGY
SIGNALS - DRILL AND P.T.
SERVICE SUBJECTS (LAW 12)

ELEMENTARY FLYING TRAINING SCHOOL
DUAL INSTRUCTION UNTIL READY
TO SOLO - AIRMANSHIP - ARMAMENT
FIGHTING - CASUALTY SUBJECTS
METEOROLOGY - NAVIGATION - RAY
IGATION - SIGNALS - PHOTOGRAPHY - BOMB
SUBJECT - LINK TRAINER INSTRUCTION

BOMBING AND GUNNERY SCHOOL
BOMBS - BOMBSIGHTS - TACTICS
PRACTICAL BOMBING - THEORY OF
FIGHTING - MACHINE GUNS - P.T.
AND EMP RECOGNITION - VISUAL
SIGNALLING

SERVICE FLYING TRAINING SCHOOL
SINGLE OR TWIN MOTORS - INSTRUMENT
FLYING - CASUALTY INSTRUCTION - LINK
TRAINER INSTRUCTION - NIGHT FLYING
FORMATION FLYING - DAY AND NIGHT
NAVIGATION - BOMBING - TACTICS

AIR OBSERVER SCHOOL
NAVIGATION - SIGNALS
METEOROLOGY AND AIR
EXERCISES

OVERSEAS POOL

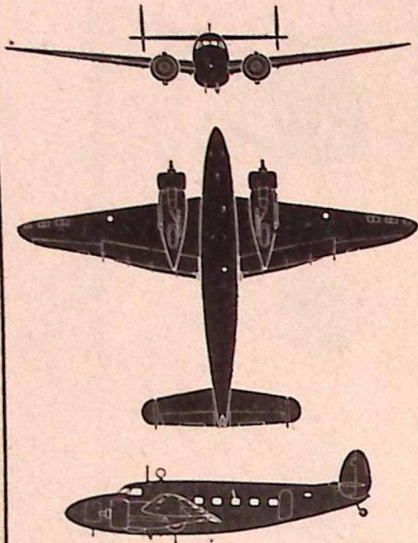
A TRAINED, EFFICIENT CREW READY FOR ACTIVE SERVICE

* A NON-ENLISTMENT CATEGORY

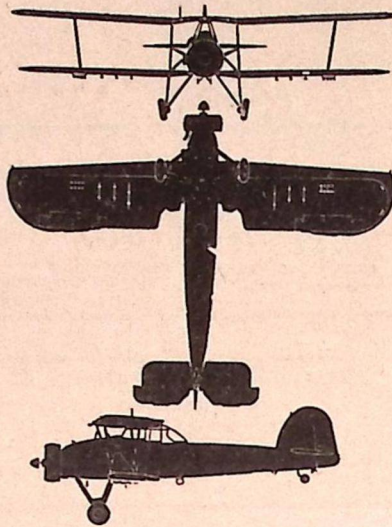
KNOW YOUR AIRCRAFT

DESCRIPTIONS ON P(3)

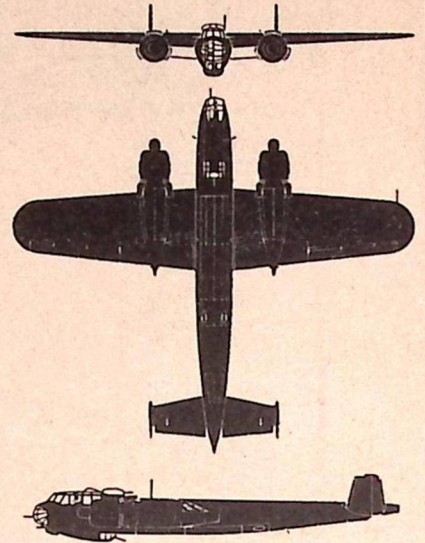
LOCKHEED C-56, LODESTAR



FAIREY SWORDFISH



DORNIER Do 217



What are these Aircraft?

