

The Observer



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1943



ROYAL CANADIAN AIR FORCE

In the days past, with Britain sorely threatened and our own shores menaced, the Aircraft Detection Corps was formed to watch our skies and give early warning of enemy air attacks. Fortunately no attacks materialized.

However, the members of the Corps have admirably fulfilled a second role; that of reporting the movements of our own aircraft and have thus been instrumental in saving many pilots' lives and valuable aircraft.

On behalf of the Royal Canadian Air Force, may I express sincere appreciation for the splendid voluntary work you have been doing and wish each of you a Happy Christmas. I join with you in the hope that the New Year will bring victory for our cause.

Robert Leckie
(Robert Leckie)
Air Vice Marshal,
Acting Chief of the Air Staff.

U.S. ARMY LIAISON



Colonel Norman M. Nelsen, Commanding Officer, Central Air Defence Region, with Headquarters at Fort Brady, Sault Ste. Marie, Mich., has been closely associated with the Central Area Aircraft Detection Corps. After serving in France in World War I, Colonel Nelsen was stationed at Hawaii, Honolulu; Fort Niagara, N.Y.; Wisconsin, and Conway, Ark. Among other decorations, he is the holder of the Order of the Purple

Heart.

During his present command, Colonel Nelsen has drawn on his broad experience to perfect an Aircraft Warning System, and other defences in the "Soo" area. His friendly liaison with Canadian Defence Forces, together with his extended trips into Northern Ontario, have done much to cement the bonds of friendship and cooperation between our respective countries.

ASSIST YOUR OPERATOR

Complete and detailed instructions as to the routing and handling of Aircraft Detection Corps observer reports have been issued by the communication companies to all their operators. Observer personnel should not confuse the operators by demanding that their reports be handled or routed in a certain way, which may often be contrary to the operators' instructions. Should means of communications be difficult the operator is ready and eager to help you.

Cases have arisen wherein Chief Observers have questioned operators as to whether or not observers under their supervision have reported a passing aircraft. This information cannot be given you by the operator, as it is an offence, punishable by a severe fine or imprisonment, for an operator to repeat any conversation heard, or even tell that there has been a call or message from one place to another.

If Chief Observers wish to check the reliability of their Official Observers in reporting it is recommended that the Chief Observer keep a record of all passing aircraft for a period of a few days and arrange with each Official Observer for a list of reports made during the same period to be kept. Comparison of the Chief Observer's list with those of his Official Observers' reports will reveal how efficiently aircraft movements are being reported.

YULETIDE GREETINGS

To the members of the Aircraft Detection Corps, the editor of "The Observer" wishes a very Merry Christmas and a Happy New Year.

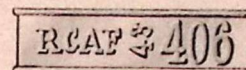
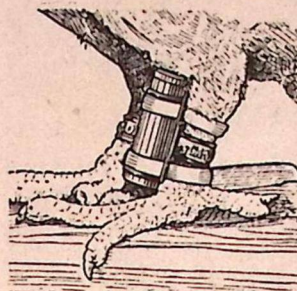
THE YORK

The York is a transport version of the Lancaster bomber with a wing span of 102' and length of 78½'. The main difference lies in the high wing and triple fins of the York - the high wing giving room for cargo carrying and the third fin acting as stabilizer.

CORRECTION DEPARTMENT

In the October issue of "The Observer", page 11, item 3 (Answers to Aircraft) - Lockheed Lightning should read P.38 instead of P.39.

IT'S YOUR PIGEON



Members of the Aircraft Detection Corps should be constantly on the lookout for R.C.A.F. pigeons, which are being carried on all reconnaissance aircraft. These pigeons are trained by the R.C.A.F. and, thanks to their marvelous instincts, are a valuable asset to the Service.

When necessary these pigeons are released often as far as three or four hundred miles at sea and are, therefore, very tired and worn out when they reach land. Under these conditions they are quite likely to come down for food and water at any point of habitation. Due to training, the birds are quite tame and will usually approach and eat out of the hand of a person offering them feed. They can thus be readily captured.

When reporting such birds, the individual should be sure to give full particulars of the following items. On each leg there will be an aluminum band (see illustrations above) bearing lettering and numbers, for example, it might well be RCAF 43 289 or AU 41 986. On the other leg there will be a band with RCAF 3P3 46 or some such similar numbers and letters. In any event full particulars of all lettering and numbers appearing on these bands should be reported. There may also be a small aluminum container (see illustration above) with a removeable telescopic top attached to either leg. This should be opened and full particulars of any message inside relayed immediately to "Aircraft Detection Corps".

If this procedure is followed out, the information in your report, when relayed, will readily provide means to identify the bird and enable suitable action to be taken.

GREATER CIVILIAN RESPONSIBILITY

The major part played by Regional Directors, Associate Regional Directors and Chief Observers in keeping the Aircraft Detection Corps operating efficiently is well realized by the Air Force and particularly by the A.D.C. field officers. Their intimate knowledge of local conditions have prevented mistakes that would otherwise have been inevitable. Due to the public spirited assistance of these civilian organizers, regular R.C.A.F. officers have been released for duties nearer the front.

The shift from the defensive to the offensive necessarily involves a slackening of home defences insofar as the regular defence forces are concerned. Our limited manpower and woman power must be used to apply the maximum pressure on our enemies who are still very strong.

In view of this prevailing trend, it may be asked that Regional Directors, Associate Regional Directors and Chief Observers assume even greater responsibility and be left even more on their own. This will involve more initiative and responsibility in an emergency but will not necessarily increase the amount of work. Your help in this new phase of the war is being counted on as in the past.

WESTERN AIR COMMAND NEWS

TELEGRAPH SERVICE



As is the case in many other areas of B.C. the Dominion Government Telegraph Service provides the communications service in the Lasqueti Island - Pender Harbour - Gibson's Landing area, upon which A.D.C. is entirely dependent for its reports. The key man in this area, from a communications standpoint, is H.W. (Buster) Brooker, D.G.T. agent at Sechelt, B.C., whose picture appears

above. Mr. Brooker acts as a Technical Adviser to A.D.C. regarding communications problems arising in his area and does his share of reporting as well. It is a tribute to Mr. Brooker and his willing assistants that reports on aircraft flying over this area are received consistently and efficiently.

LEJAC INDIAN SCHOOL

The A.D.C. Officers of Western Air Command are glad to report that they have been able to enlist the services of Father A.R. Simpson of the Lejac Indian Residential School as an Official Observer for the Corps.

The Lejac School is beautifully situated on the South shore of Fraser Lake, B.C. and is practically self-supporting as far as food is concerned. There are about 160 Indian children from all parts of Northern B.C. The staff consists of 10 Sisters and 10 men, the men doing mostly gardening and farming.

The A.D.C. Officers arrived at Lejac in the middle of the afternoon, just in time to sit in on a Mickey Mouse and other films which the children were very evidently enjoying. Later they had supper with Father Simpson. This included home cured ham, home churned butter and many other delicious articles of food.

Father Simpson reports that most of the youngsters settle down away from their homes and enjoy themselves (they certainly looked healthy and happy) but that the odd one gets a streak of homesickness and goes A.W.O.L.! However, this does not happen very often.

The Father has been at Lejac for five years, his previous post having been at San Antonio, Texas. He says it took him quite a while to get accustomed to the "wilds" of British Columbia but that now he would hate to leave. With the help of his charges to keep him informed of the passing aircraft, Father Simpson should be a valuable addition to the A.D.C. family.



BUSIER THAN EVER

Chief Observer Walter Wilson, of Burns Lake, B.C., is a former employee of the B.C. Government, having been with the Forestry Branch for 21 years. He has now retired, and is busying himself with gardening, gathering data on a tie-up with the Alaska Highway through Hazelton, B.C., assisting in superintending the Junior Forest Rangers, and acting as Chief Observer for the A.D.C.

Mr. Wilson is a veritable encyclopedia on the Western Section of the Central Interior of B.C. He knows every road and trail for hundreds of miles and is personally acquainted with everyone who lives in the territory, being able to give the A.D.C. Officer exact directions as to how to reach the different Observers.

He was very active in the organizing of the young people in the district into a group known as the Junior Forest Rangers. These young people are being thoroughly trained in forest work, assisting in the control and fighting of forest fires, etc. Every summer they camp at Burns Lake, coming from as far as the Queen Charlotte Islands to attend. The camp was originally on the shore of Pinkut Lake, a few miles north of Burns Lake, but a little while ago Mr. Wilson was able to persuade the B.C. Government to deed a small Island in Burns Lake to the Juniors and this is now their permanent camp.



CAMPBELL RIVER RESCUE

At 7.40 one foggy evening a short time ago a call was received from an A.D.C. Observer at Campbell River advising that an aircraft was circling and dropping flares. A few minutes later Chief Observer E. P. Painter of Campbell River advised that the same aircraft had landed on the water some miles northwest of his post.

Regional Director C.O. Thulin was immediately contacted, and he enlisted the assistance of B.C. Police Constables Oliver and Ennals, and with them proceeded to the aircraft aboard the police launch "P.M.L. 9".

The aircraft, a flying boat, was being carried rapidly toward shore by fast water. A line was secured and the plane towed to a safe mooring, thereby saving an expensive aircraft from otherwise inevitable damage by the elements.

The thankful crew was transported to shore and put up for the night. The Pilot revealed that they had become lost in the fog, and had been forced to land to determine their whereabouts.

The following morning the crew was transported aboard the Police vessel to the aircraft to resume their journey under more favourable weather conditions.

Still another pilot and crew have reason to be thankful to Aircraft Detection Corps Observers for their voluntary reporting of aircraft movements.

VETERAN IS REGIONAL DIRECTOR

Pictured at right are Regional Director and Mrs. J. C. Wragg of Duncan, V.I., B.C., with their dog.

Mr. Wragg is a retired bakery proprietor and a long established citizen of Duncan. Besides having A.D.C. well organized in his area, he acts as District A.R.P. Warden and School Trustee.

Regional Director Wragg is a veteran of World War I, having served overseas for 4 years with the Royal Field Artillery and was wounded at Ypres and Flesquies on the Somme. An only daughter, Doris, is presently serving in the C.W.A.C.

Practically all Mr. Wragg's time, not taken up in various community services, is spent in beautifying his home and garden, of which he is justly proud.



ON A ROVING COMMISSION

Asst. Reg. Dir. G. E. Cripps, O.B.E., Assessor for Northern B.C. for the Provincial Government, has recently been appointed to act for the Aircraft Detection Corps in that area. Mr. Cripps' duties take him over most of the Northern Coastal Region of the Province, and his appointment on A.D.C. work is in the nature of a "roving" commission.



Asst. Reg. Dir. Cripps has been with the Provincial Government since 1912, although he took time out from 1914 to 1919 to serve with the Canadian Expeditionary Force in England and France. He went over with the 7th Battalion, lost part of his foot in France and was invalided back to England. By devious methods he avoided being sent back to Canada and got across to France again with a Railway Battalion. From the few modest remarks made by Mr. Cripps, on the way he earned the O.B.E. while with the Railway Battalion, it was very difficult to piece the story together but it was all a matter of volunteering for a risky piece of work, which included taking a train over a line recently captured from the Germans, removing booby traps from culverts, tunnels, etc., repairing broken rails, and many other annoying details. To one who had been in France and seen the Railway Troops in action, this added up to a man-sized job, involving a lot of courage and a tremendous amount of ingenuity in securing almost non-existent materials from nowhere.

Mr. Cripps' eldest boy, Wilfred ("Bill") is with the R.C.A.F., having put in 53 weeks in the Aleutians as a mechanic with the ground forces. Another boy, Len, is with Boeing's in Vancouver, so while in the last war the Cripps helped to "Keep 'em rolling", in this war they are helping to "Keep 'em flying".

GOOD SAMARITANS

Mr. and Mrs. J. L. Shelford of Wistaria, B.C. proved to be good Samaritans to a Western Air Command A.D.C. Officer on a recent field trip. When he arrived at their place in a Jeep, chilled through, they insisted that he and the driver have dinner and stop overnight, which offer was gratefully accepted.

Mr. and Mrs. Shelford have lived at Wistaria for 33 years and have raised a family of four boys, three of whom are in the Services, Overseas. John, who is 26, is with the Navy, Cyril, 22 is a Sergeant in the Anti-Aircraft, and Hugh, 24, is with the Field Artillery. Their other son, Miles, and his wife, furnish practically the only help Mr. and Mrs. Shelford have to run their 1000 acre farm, situated at Ootsa Lake in Central B.C. Mr. and Mrs. Shelford are both keen Observers, and find time off from their many duties to report all aircraft. To find this time is really a problem, when their ordinary work includes looking after some hundred foxes, muskrats and a few beaver, to say nothing of horses, cattle, poultry etc. The night the A.D.C. Officer was there, Mr. Shelford did not finish his chores until after 11 o'clock. At the same time they count the A.D.C. work as something they are proud to do.

BUSY PEOPLE - GOOD OBSERVERS

Pictured (right) in a winter setting are Chief Observer W. Warner and Official Observer Oscar Olander.

A very interesting highlight of a field trip made recently by a Western Air Command A.D.C. Officer was a visit to the home of Chief Observer and Mrs. W. Warner of Rosswood, B.C. Getting there involved a 17 mile car ride over a none-too-smooth bush road, and then an eight mile trip up Kitsumgallum Lake by outboard motor boat. The Warner home is in a very lovely setting on the Lake shore, and the family consists of Mrs. and Mrs. Warner, two dogs, (Tarzan and Patrick), several goats, a number of chickens and ducks, a horse and a cat. You can almost fish out the front door and shoot game out the back door.

Mr. Warner is a Dominion Government Telegraph Service lineman for his district, and in spite of the fact that he is well beyond the pension age, certainly does get around. His line consists of over 50 miles of wire right through the heart of the bush, and he patrols it in summer by bicycle, horse, boat or on foot, and in winter by dog sled and on snowshoes. He says that often in winter three miles a day is the limit that can be travelled through the deep soft snow, and for this reason he has quite a number of small shelter cabins along the line, equipped with provisions and plenty of dry wood.

In his "spare" time, Mr. Warner acts as Corporal in charge of a detachment of Pacific Coast Militia Rangers, sends in weather reports for the Government and is Chief Observer for the Aircraft Detection Corps for his district. When Mr. Warner is away on his many trips, Mrs. Warner assumes the duties of Observer.

This couple is to be commended on their spirit and enthusiasm for Aircraft Detection Corps work.



EASTERN AIR COMMAND NEWS

A.D.C. ON CAPE BRETON IS.

F/L H. H. Reade, A.D.C. organizational officer, is very enthusiastic about the progress of the Corps in Cape Breton Is. Regional Directors Bleddyn Davies, Sydney; Wm. Blackwood, Glace Bay; John F. Hart, Margaree; Jack O'Toole, Baddeck; Major Andrew Livingstone, M.C. of Ingonish Beach and Dr. J. C. Trainor, Port Hawkesbury, have their areas well organized, with Chief Observers in practically every observation post area and in many posts there are 24-hour watches.

During the summer months A.D.C. organizational meetings have been held in 80 towns and villages, attended by over 5,000 people. A.R.P. wardens were of great assistance and in many cases were appointed A.D.C. observers. There is splendid co-operation between the A.D.C. and other defence forces in Cape Breton. The Canso Defences, Reserve Army, Reserve Veterans Guard and the R.C.M. Police help a great deal in furnishing names of prospective observers and also were themselves appointed in a number of localities.

F/L Reade pays particular tribute to the interest and co-operation evidenced by the various telephone and telegraph companies whose operators are all maintaining continuous 24-hour service for the transmission of the A.D.C. observer reports. In isolated parts, where there is very little telephone or telegraph communication, the people have responded equally with those who are more fortunately situated, even though they have often had to drive or travel by boat several miles in order to place a special report.

Canadians throughout Canada can well be proud of the A.D.C. organization on Cape Breton Island, so strategically placed at the entrance of the Gulf of St. Lawrence. Enemy activities by air or sea will be seen and our Defence Forces warned by active, alert observers, who have already assisted a number of times in saving lives and valuable property of the R.C.A.F.

DESCENDENT OF PIONEER

Chief Observer Alex K. Wilkie, of Cape North, N.S. has given much valuable service to the Corps. Mr. Wilkie is the Dominion Government Fisheries Inspector for this district and an officer of the Cape Breton Highlanders of the Reserve Army. A veteran of the last War, and ever willing to assist in A.D.C. work, he is seen out with the sword fishing fleet on the north coast of Cape Breton. Mr. Wilkie's great grandfather was shipwrecked, then settled on this coast over 130 years ago, and his family has remained to carry on in the old pioneer spirit to develop northern Cape Breton.



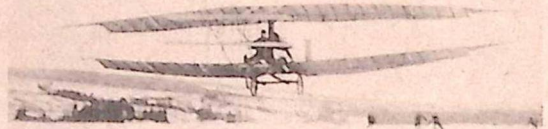
FIRST AIRCRAFT FLIGHT



Mr. Casey Baldwin, shown with S/L Black at Baddeck, N.S., was associated with J. D. McCurdy in the early days of aviation and was the first British subject to fly an airplane. He lives at Baddeck, Cape Breton Island and was recently visited by S/L Black, A.D.C. Officer, Eastern Air Command.

Mr. Baldwin is an enthusiastic member of the Aircraft Detection Corps and was a speaker at a meeting held at Baddeck when he pointed out the significance of Baddeck's early association with the airplane and telephone, the two primary requisites of A.D.C.

Pictured below is the McCurdy Silver Dart, on its first flight on February 23rd, 1909. This was the first aircraft flight to be made in Canada or the British Empire.



"LIFE-LINE"

Lone pilot plunges through grey vapours,
Eager mind alert to danger's threat;
Cold storm-winds hold him at their mercy,
Drive him far from where his course was set.
Furrowed brow knits closer by the minute
As certainty of death draws beads of sweat.

Onward, downward, rocking as in pain,
The plane is hurled by forces all too strong.
Pilot's jaw is set, determined, grim -
He knows that now it won't be very long.
Below lies desolation, wooded land,
A hidden tract, untrod by human throng.

Two sharp ears attuned to Nature's music
Hear a sound above the roaring gale.
Two sharp eyes peer out from open doorway -
By lightning flash see desperate pilot bail.
Two strong limbs stride forth from lonely cabin,
Heading for the outpost down the trail.

Hot wires buzz across the sleeping country,
Receiving quick reply to urgent call.
"Go ahead", please" comes assuring answer.
Calm voice soon has told the listener all.
Help appears at once, swift, wise and ready
To meet the very worst that could befall.

Mighty was the strength that did the saving
Of that storm-ridden pilot's valued life.
But small the links that make that mighty cable
Which guards our men from death's cold, steely knife.
Praise to those who form the previous life-line,
Serving tirelessly to end the strife.

Ruth Wilson Taylor
(RCAF) (W.D.)

QUEBEC NEWS

MAN OF ACTION



Col. Jos. Pineault, Commanding Officer of the 3rd Battalion (Reserve) Fusiliers du St. Laurent, is a very popular figure throughout the Gaspé Peninsula. A World War I veteran, with an enviable record and twice wounded severely, he is nevertheless anxious to have another crack at it.

His intimate knowledge of the Gaspé and its people, together with a genial personality, have been utilized to create the Third Battalion, Fusiliers du St. Laurent, which is a reserve army unit second to none.

Others associated with him are: Major Soucy, Captain Goulet and Sgt. Major Pearson. The Reserve Army have co-operated wholeheartedly with the A.D.C. in observing and reporting.

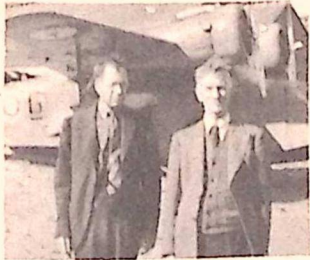
A.D.C. STANDS BY

Chief Observer Arthur Beck, along with Official Observers Arnold and Horace Trachey at Cap D'Espoir, are doing a grand job of reporting all aircraft.

An incident worthy of mention occurred early this Summer when they were watching an Anson circling over the point. After about ten minutes they assumed -- and rightly so, that the aircraft was in trouble and intended to land on one of the farms. They proceeded to pull up fence pickets and remove the farming implements from the field. They even had a fire extinguisher ready for use. However, while manoeuvring for a forced landing the crew succeeded in clearing the engine trouble.

The crew of that aircraft and the Aircraft Detection Corps are very grateful to Arthur Beck, Arnold and Horace Trachey for their prompt action in this emergency.

KEY MEN ON MAGDALEN IS.



At left are shown Chief Observers A. H. Inder and J. J. Lebourdais, both of Grindstone Village, Magdalen Islands, who are responsible for communications which transmit all A.D.C. observer reports from the Magdalen Islands to the mainland.

From the important location which the Magdalen Islands occupy in the Gulf of St. Lawrence, A.D.C. observers have often reported submarines and our own aircraft in distress.

REAL CANADIANS

Among A.D.C.'s latest recruits are a few of our Indian friends on the Maria Reserve, Province of Quebec. Isaac Martin (left), Louis W. Jerome (centre) and Louis B. Jerome (right), are full fledged Official Observers. Incidentally, Observer Martin is a World War veteran.



The Maria Indians are descendants of the Micmacs who are also found at Restigouche and in Northern New Brunswick. Their "padre" is Rev. Father E. Roussel. Some 35 or 40 Micmacs, including 5 from Maria, saw service in France with the 13th Battalion in World War I. Ten from Maria and about 40 from Restigouche have joined up this time. One is a prisoner of war at Hong Kong.

MONTAGNAIS INDIANS & A.D.C.

In the wilds of Northern Quebec, as far North as Lake Mistassini and even beyond, where seldom, if ever, the white man ventures, over two hundred Indians of the Montagnais tribe are continually on the lookout and doing a grand job for A.D.C. They never miss the "big birds" as they call them, and whenever they notice or come across anything out of the ordinary, they always manage to get a message back to the Aircraft Detection Corps.

Mr. A. de la Bossiere, Indian Agent at la Pointe Bleue, and Chief Germain of Les Montagnais have contributed considerably to setting up A.D.C. in this part of the country.

ISLAND NEWS

Chief Observer Rev. John Buote, St. Peter's Church, is shown with Regional Director William S. Arsenault, an inspector of fisheries on the Magdalen Islands for forty-three years and now on pension.



S/L Black recently visited the Magdalen Islands and had the pleasure of meeting a great many members of the Corps. Chief Observer Forbes Buck showed S/L Black a letter recently received from Rev. Colin R. Montgomery, a brother of General Montgomery of the 8th Army. Rev. Montgomery is now on His Majesty's Hospital Ship "Aba".

AT PASPEBIAC QUE.

A great deal of the organization and success of A.D.C. in the Baie des Chaleurs during the current season of navigation is the result of the fine co-operation shown by Mr. J. M. Dubreuil, General Manager of the Bonaventure and Gaspé Telephone Company, with headquarters at Paspebiac, P.Q.

His Company is to be commended for the fine service it has been supplying to its Baie des Chaleurs subscribers and A.D.C. observers.

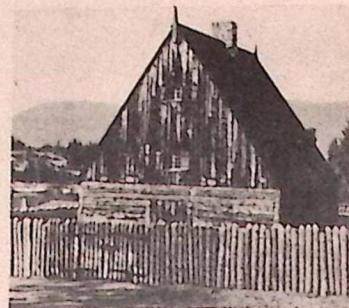
INVENTOR OF TELEPHONE

The late Dr. Alexander Graham Bell, inventor of the telephone, with his wife, is buried on the mountain side near their country home at Baddeck, Cape Breton, N.S. Dr. Alexander Graham Bell did much research in the early days of aviation, sponsoring and assisting flying by Casey Baldwin and J. D. McCurdy, pioneers of Canadian aviation.



OLD TRADING POST

At right is shown the Chauvin Post, built in 1600 by Pierre Chauvin of Horns-fleur, P.Q., who was granted a ten-year fur trading monopoly by the King of France.



NEWFOUNDLAND NEWS

FOR SKEPTICAL PEOPLE



For those skeptics who believe that Newfoundland is a country of ice and snow the year round, we print the photograph on the left which was taken this summer. The two officers are F/L Bream, R.C.A.F. A.D.C. Field Officer, and Lt. M. Skones of the U.S. Army, who were travelling together by boat between coastal points in

Newfoundland, while on an organizational tour. Lt. Skones explained the part the U.S. Army was playing in relaying A.D.C. reports, while F/L Bream discussed the Corps generally and explained the proper method of reporting. The meetings were well attended and reports have greatly increased and are complete and accurate.

EARLY VOLUNTEER

Chief Observer Theo. Lohnes of Cape Ray, Nfld., pictured at right, is the Light and Fog Alarm Keeper and also W/T Operator, Signal Agent and Postal Telegraph Operator. Despite all this, he was one of the first to volunteer his services to A.D.C. in Newfoundland and he has found time to organize thoroughly his Post at Cape Ray.

From the balcony of his lighthouse, a perfect view may be had in all directions. From this vantage point a constant "watch" is kept twenty-four hours a day. Since its inception this Post has always reported all sightings accurately and promptly. To Chief Observer Lohnes and his Observers we say "Thank you" for a job well done.



AT CURLING NFLD.



Mr. John Gillam, Station Agent at Curling, Nfld., shown at left, became one of our first Official Observers to report aircraft movements on the Island. Now, since his appointment as Chief Observer, he has rapidly built up an organization of keen and efficient observers throughout his territory who are maintaining a well-organized 24-hour reporting service.

IT'S A LIBERATOR!



"That's a Liberator", says young Alfred Laracy of Conception Harbour, Nfld., as Flight Lieutenant H. H. Graham shows him a model of that famous aircraft. Alfred is one of the Junior Observers of the A.D.C. in Newfoundland, and is keenly interested in the work. There are a great many boys and girls of school age, like Alfred, who aid the grown-ups by always being on the watch for planes and submarines. They are supervised and work in conjunction with senior Observers, but in a lot of cases they are quicker to recognize aircraft than are the grown-ups.

CENTRAL AREA NEWS

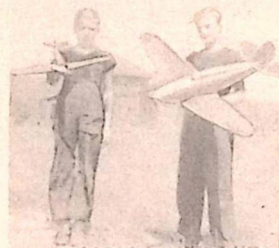
ACTIVITY IN AN A.D.C. CENTRE



The above picture will give observers in distant places some idea of the activity that goes on in the reporting centre where the information received from them is carefully identified. Centres such as this are able to keep track of planes in our vast Northwest Territories.

Shown at work in our Aircraft Detection Corps operations room are, left to right: L.A.W. Marion Martinuk, Edmonton, Alta., Cpl. J. Wood, Winnipeg, F.O. D. Hurlbut, Winnipeg, A.D.C. Controller, A.S.O. M. G. Wilson, Saskatoon and Cpl. H. M. Pearson, Kimberley, B.C.

JUNIOR OBSERVERS



Out on a rather lonely part of the railway between Mat-tawa and the Purdy Mica Mines, Don and Bobbie Grant fill in their spare time in winter evenings making model aircraft. The two which they hold are just samples of the number which have been built by

these two enterprising lads. They come by their interest in aviation naturally for their brother, Sgt. Doug Grant, serves with the R.C.A.F. Overseas.

Mr. Robert Grant is the Chief Observer at this post and along with his wife and two sons, Don and Bobbie, do all the reporting for their area.

CHIEF OBSERVER AT ATIK, MAN.

Chief Observer J. Melnyk and his wife, who is an Official Observer at Atik, Man. From their post come many reports, for seldom does an aircraft go unreported. His duties as section foreman of the district keep him very busy, but in spite of this, he renders invaluable service to A.D.C. field officers by taking them along the railway route for many miles, so that adjoining posts can be visited.



OBSERVERS IN FAR NORTH

MILE 427



Section foreman Pat Rooney (left) is Chief Observer in the barren wastes of northern Manitoba, 427 miles northeast from the Pas. Others shown in the picture are his assistants.

MILE 349

Here are a few of our A.D.C. Observers 349 miles up the Hudson Bay Railway, northeast from the Pas, Manitoba. Left to right - Chief Observer M. Riordan, section foreman, and Official Observers Sam Allen, Frank Josse, Mrs. Josse and Stan Skokun.



The importance of having observers in these northern-most areas is well realized and these railway people are our only observers there.

PROMPT ACTION SAVES FLIERS

On October 12th, two A.D.C. Observers were instrumental in getting help to the pilot and student of an R.C.A.F. plane that crashed about twelve miles west of Fort William.

The aircraft, a Tiger Moth, was seen spinning earthwards by Mr. Wm. Brew as he was driving along in his wagon. He himself is not a member of the A.D.C., but he immediately informed Official Observer H. Gammond of Paip-coonge Township, who in turn notified Chief Observer R. G. Leitch.

In just a little over fifteen minutes after the crash, Chief Observer Leitch had got in touch with the nearest R.C.A.F. flying station and was giving the Chief Flying Instructor all the particulars, including the exact position of the aircraft and the condition of the flyers.

The pilot of the plane, W.O. 2 V.C. North, a flying instructor, had had his leg broken in the accident, and the student pilot was badly shaken up. They had managed to extricate themselves from the plane, and within an hour after their mishap an ambulance had arrived from the station and had taken them to the hospital in Ft. William, where they were given medical attention.

Prompt action on the part of the witness and the A.D.C. Observers aided greatly in having medical aid rushed to these men with a minimum of delay.

GREAT LAKES RESCUE



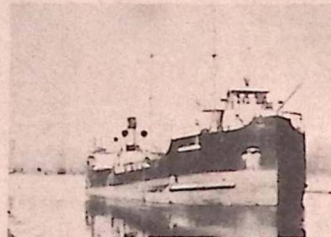
Once more two of our pilots owe their lives to the Observers of the Aircraft Detection Corps. This time it is to Captain S.G. Williamson, skipper of the oil tanker S.S. John A. McDougald of the Shell Canadian Tankers Limited, and his crew.

On October thirteenth, the tanker was proceeding on its regular route, when suddenly the sound of an aircraft, apparently in trouble, was heard by Second Officer H. Drinkwater. As he watched, he saw the aircraft approach on the starboard side of the ship, lose altitude very rapidly, then plunge into the waters of Lake Ontario.

Captain Williamson was immediately informed. He at once ordered full steam ahead in the direction of the aircraft. In the several minutes which elapsed the plane had already disappeared beneath the surface of the lake. On approaching the position of the crash, two inflatable dinghies were seen from the tanker, floating on the water, a man in each. A speedy rescue was effected as the two men, Sergeant L. Scowcroft and Acting Leading Airman (Fleet Air Arm) N. O. Halstead were taken aboard the S.S. John A. McDougald.

The A.D.C. extends a vote of thanks to the Captain and his crew. Their prompt action in rescuing these two R.C.A.F. airmen cannot be too strongly praised.

(Photos courtesy Toronto Evening Telegram)



BRILLIANT STUDENT



Our July issue of "The Observer" pictured a group of observers from the Cobalt High School. Among them was Ruth O'Shaughnessy (pictured at left), a senior year pupil, who has the distinction of having won four scholarships.

Chief Observer J.C. McAlpine says that Ruth was one of his most faithful observers. Her sister, Jean, now replaces her in A.D.C. activity and no doubt will follow up in scholastic ability as well.

YOUNG CANADA'S WAR EFFORT

On a recent organization trip to the Powassan District S/O E.F. Martin was pleased to find the interest that families take in the Aircraft Detection Corps reporting. A notable example of this exists in the family of Mr. W. N. Hill, who is Chief Observer for Callander, Ontario and is assisted by Mrs. Hill and their 10 year old daughter, Margaret.

Margaret, who is pictured here, has been of great assistance to Mr. Hill in reporting aircraft passing over their area and is a fine example of how Young Canada can assist the Aircraft Detection Corps.

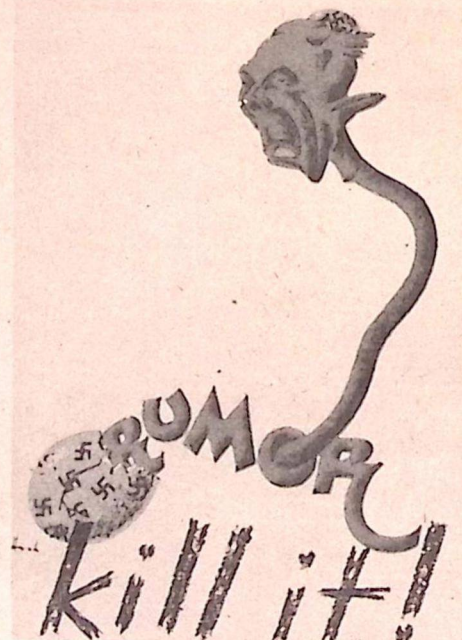
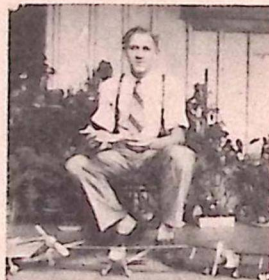


YOUNGEST ASSISTANT

Jimmy Berard has recently been made an Assistant to Chief Observer C. Fink of Mattawa and helps him to plan the shift schedule for a 24-hour watch as well as taking one of the periods of watch himself.








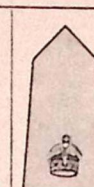




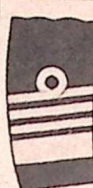




















Jimmy is now in his 4th year at High School and is hoping to wear Air Force blue with a pair of wings once his schooling is completed. Last season he was President of the Mattawa High School Club and so was interested in all sports, concerts and plays done in the school.

The aircraft made by Jimmy, a very enthusiastic young aeroplane builder, actually can fly. The one which he holds was designed by himself. He keeps stacks of books on aircraft and can recognize silhouettes, not only of the ones that fly over his observation post, but the German and Italian fighters and bombers pictured in books on aircraft recognition.



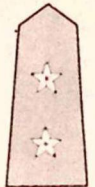

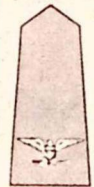
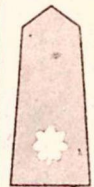
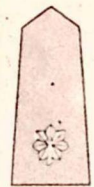
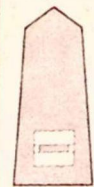

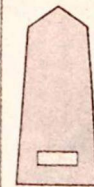












COMPARATIVE RANKS

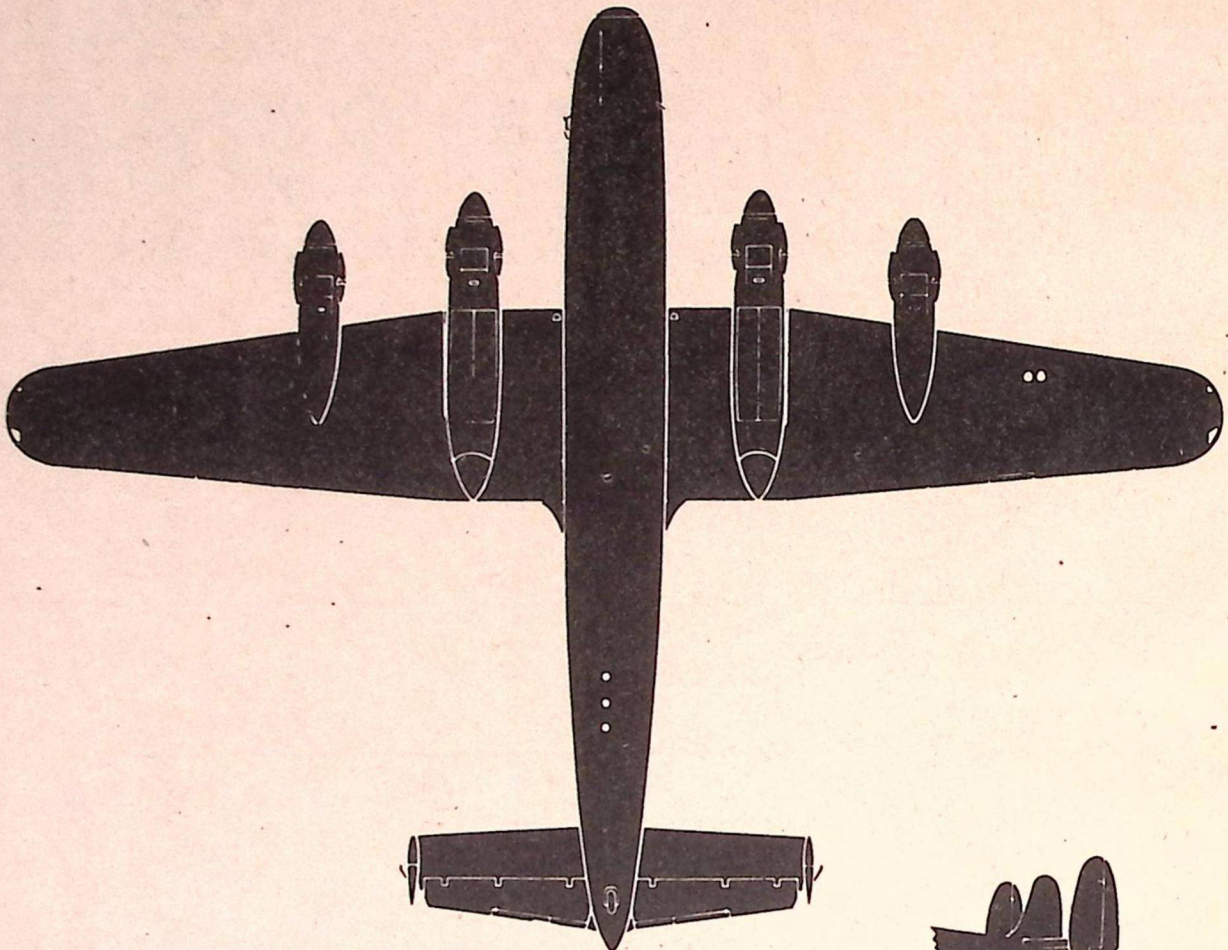
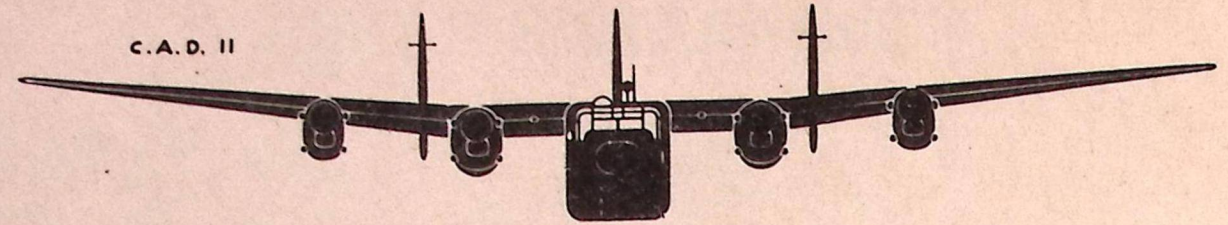
BRITISH EMPIRE

A R M Y													
	FIELD MARSHAL	GENERAL	LIEUTENANT GENERAL	MAJOR GENERAL	BRIGADIER	COLONEL	LIEUTENANT COLONEL	MAJOR	CAPTAIN	LIEUTENANT	2ND LIEUTENANT		
	N A V Y												
		ADMIRAL OF THE FLEET	ADMIRAL	VICE ADMIRAL	REAR ADMIRAL AND COMMODORE 1ST CLASS	COMMODORE 2ND CLASS	CAPTAIN	COMMANDER	LIEUTENANT COMMANDER	LIEUTENANT	SUB-LIEUTENANT OR COMM. WARRANT OFFICER	WARRANT OFFICER	
		A I R F O R C E											
			MARSHAL OF THE R.A.F.	AIR CHIEF MARSHAL	AIR MARSHAL	AIR VICE MARSHAL	AIR COMMODORE	GROUP CAPTAIN	WING COMMANDER	SQUADRON LEADER	FLIGHT LIEUTENANT	FLYING OFFICER	PILOT OFFICER

UNITED STATES

A R M Y											
	GENERAL	LIEUTENANT GENERAL	MAJOR GENERAL	BRIGADIER GENERAL	COLONEL	LIEUTENANT COLONEL (silver)	MAJOR (gold)	CAPTAIN (silver)	1ST LIEUTENANT (silver)	2ND LIEUTENANT (gold)	
	N A V Y										
		ADMIRAL	VICE ADMIRAL	REAR ADMIRAL	COMMODORE	CAPTAIN	COMMANDER	LIEUTENANT COMMANDER	LIEUTENANT	LIEUTENANT JR. GRADE	ENSIGN

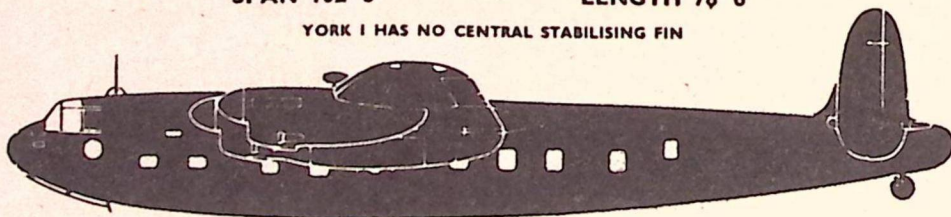
C. A. D. II



YORK (modified) (4-Merlin)

SPAN 102 0' Transport LENGTH 78 6'

YORK I HAS NO CENTRAL STABILISING FIN



(12)

(SEE PAGE (3)).

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