

The



Observer



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THE OBSERVER

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NEW COMMANDING OFFICER



As of 23rd November, 1943 the Central Air Defence Region has for its new Commanding Officer, Lt. Col. C. A. Cassidy who served as Executive Officer for the C.A.D.R. immediately prior to his new appointment. His record speaks for itself. Lt. Col. Cassidy entered the service as an enlisted

man in 1915 and served in the infantry on the Mexican Border in 1916. He was commissioned in August of that same year. 1917 saw him as Military Instructor at Butler University.

After the U.S. entered World War I, Lt. Col. Cassidy served with the 28th Division in France. He attended the Command & General Staff School in 1934, and on graduation served as Intelligence Officer and subsequently as Supply and Logistics Officer on the staff of the 84th Division. He was promoted to Lieut. Col. in January 1941.

Lt. Col. Cassidy's knowledge and understanding of the problems of the A.W.S. in U.S.A. and the A.D.C. in Canada augurs well for the future days of the Central Air Defence Region.

Col. Norman M. Nelsen, former Commanding Officer of the Central Air Defence Region, (See December issue of "The Observer" for story and picture) has been posted to a new Command.

YEAR END REVIEW

The January edition of "The Observer" is the year mark in our Aircraft Detection Corps magazine. The publication was drawn up to provide instruction and news interest for A.D.C. Observers from Coast to Coast. It has provided a means of getting acquainted with all A.D.C. Observers, by means of news items and pictures which have been sent in from them, and others which our Field Officers have brought back from their trips.

With hopes high for victory in 1944, the Royal Canadian Air Force fully realizes and greatly appreciates the splendid co-operation of the volunteers of the Aircraft Detection Corps. The unflinching devotion to watches, the conscientious assistance to R.C.A.F. aircrew and the all-out efforts by the Observers are the contributing factors that have made the Aircraft Detection Corps well known throughout the Dominion.

HANDS ACROSS THE BORDER

We pay tribute to the splendid co-operation of the United States Aircraft Warning Service. In these times, when our united efforts are bringing a glimmer of hope over the rim of Victory Hill, American and Canadian volunteers are redoubling their personal efforts. Though the enemy has not yet attempted to raid this continent, Observers of both countries have realized the importance of assisting in safeguarding Canadian and American pilots and have rendered valuable assistance in this respect by reporting aircraft movements and giving direct aid in many cases where aircraft have crashed.

OUR COVER

WESTLAND WHIRLWIND:- This aircraft is the only British twin-engine single seater fighter in existence at present. It is used as a fighter-bomber for low-level bombing attacks over enemy territories, from bases in England. It has a span of forty-five feet, and its length is 32 feet 6 inches.

THE AIRCRAFT DETECTION CORPS

High overhead on their silvered wing,
On paths never trod in the sky,
Are giant ships with motors that sing;
A friend or a foe, to you and I.
A friend or a foe, we need to know,
Whether it's death or protection.
For bombs may come down on all below,
So enlist in the Aircraft Detection.

Lend your good ears to the distant hum,
And try and locate the approaching plane.
To the need of it, indifferent are some,
But indifference caused the present world's stain;
Allowed the cold-blooded killer grow strong.
And now we are in need of protection,
Your help is needed to right the wrong,
So enlist in the Aircraft Detection.

All persons can enroll in the volunteer corps,
And each will be allotted a turn,
Cooks may have to hurry when reporting a plane
So the apple pie they are cooking won't burn.
When planes are reported, the High Command knows,
If there are others, but our own aircraft protecting,
When our message over the telephone goes
We are doing "Our Bit" by detecting.

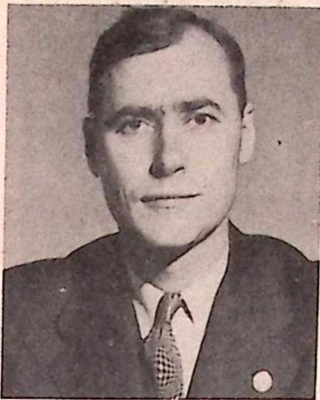
(Chief Observer Major G.S. Grimmer, Dalhousie, N.B. is the author.)

OUR BACK PAGE

C-47, Br. DAKOTA-I (U.S. TRANSPORT)

The C-47 transport aeroplane is a low winged bi-motored monoplane of all-metal construction. It has an over-all span of 95 feet, an over-all length of 64 feet 5 inches, and over-all height at rest of 17 feet. Provisions are made to accommodate a crew of three, (pilot, co-pilot and radio operator). Folding benches installed along each side of the cargo department provide accommodation for 28 passengers. In lieu of the passengers, 18 liters may be carried, or the aircraft may be loaded with a cargo not exceeding a total weight of approximately 5,100 pounds.

WATCHERS OF THE NORTHLAND



Since the outbreak of war the fur trading posts of the Hudson's Bay Company in the Far North have been on the watch for raiding aircraft and for the establishment of enemy bases. Mr. R.H.G. Bonnycastle (seen at left) Manager of the Fur Trading Department, has organized this vast northern area for the Aircraft Detection Corps; all

Post Managers or Factors are fully instructed in reporting aircraft movements and other possible enemy activity using their wireless sets.

HISTORY OF HUDSON'S BAY COMPANY

The Hudson's Bay Company was founded (as "The Governor and Company of Adventurers of England trading into Hudson's Bay") by Royal charter in 1670. Some five years previously, two coureurs de bois from Canada, Sieur des Groseilliers and Pierre Esprit Radisson, had visited Charles II in England and presented to him a profitable scheme for tapping the wealth of the vast fur-bearing Canadian North. The idea caught the King's interest and he referred the adventurers to Prince Rupert who formed a company which, after a delay due to the war with Holland, fitted out an expedition to set forth aboard the tiny vessel "Nonsuch" on the first trading expedition to the Hudson's Bay. The expedition was a decided success --- Fort Charles was built at the mouth of Rupert's River and a costly cargo of furs was taken back to England. This proof of success brought about the King's sanction of Rupert's company and so the Royal Charter of Incorporation was conferred upon it, giving the company the monopoly of trade, the full extent of which was, in time, to embrace the entire watershed of Hudson's Strait and Bay. A chain of posts sprang up, trade prospered to such an extent that furs which formerly had gone to the French posts of New France became part of the English trade, the Indians being lured by better and more attractive goods. This diversion of trade resulted in the outbreak of war between the English and French, which lasted for some years. During this time, first one side was victorious then the other. The Hudson's Bay country resounded with tales of daring deeds --- and sometimes the Cross of St. George flew in the breeze above the bastions and sometimes the



Mr. S.G.L. Horner, Chief Radio Engineer for the Hudson Bay Company.



Lilies of France. Finally the Treaty of Utrecht in 1713 brought peace. Now the Company could resume its westward exploration, vying with the French in building up trade with the Indians. Sixty expeditions over a period of twenty years followed and the surrender of Canada at Montreal to General Amherst gave the Company a few years to enjoy their monopoly of trade, unhampered by the French, until a new menace arose in the person of hardy voyageurs and traders from Montreal. The only way to combat this was to push farther west, so Samuel Hearne, recently returned from discovering an overland route to the Arctic Ocean, proceeded west to build the first Company fort in the interior, Cumberland House in Saskatchewan, thence starting a network of forts into the rich country of the Athabasca. The problem of feeding the fur brigades led to the establishment of the first farming settlement on the prairies. Then trouble really started, with the halfbreeds of the North-West Company, of Montreal, rising against the settlers. Troublous times resulted for a few years with the settlers' lives endangered constantly. The outcome was the union of the two great companies in 1821 under the name of the "Hudson's Bay Company". From the time of this union a period of great expansion followed extending beyond the Rockies, with George Simpson as governor of the huge Northern Department, travelling continually from fort to fort welding all into one smoothly functioning machine. His efforts were ably assisted by a remarkable group of chief factors and traders whose courage and loyalty formed the spearhead of civilization in the Canadian West. Chief Factor Dr. John McLoughlin was put in charge of the Columbia District, with Fort Vancouver as the headquarters. This fertile spot was selected as a centre of food supply for other forts on the Pacific. More forts followed, stretching up the coast to Russian America, now Alaska; explorers pushed farther into the northwest and Arctic. So it can be seen that the Hudson's Bay Company has been the foundation of civilization in Western Canada. The desire to increase trade with the Indians led to exploration of hitherto unknown territory; forts were built, settlers came out and farmed the lands around the forts, and so villages and eventually towns sprang up with these fur

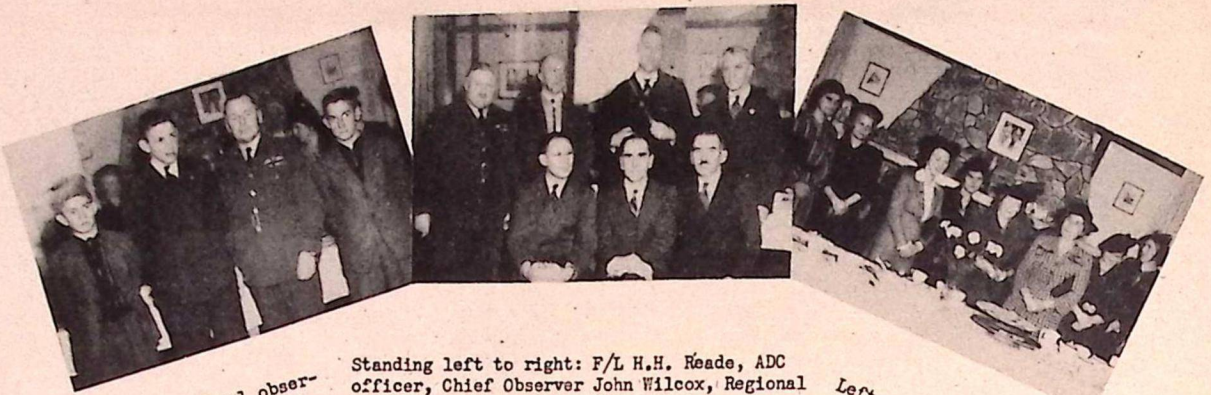
Continued on page 10



Dog Team Near Moose Factory

EASTERN AIR COMMAND NEWS

OBSERVERS VISIT R.C.A.F. STATION



Left to right: ADC official observers, Gordon Loomer, Eric Farrel; Group Captain B.D. Hobbs, Commanding Officer of R.C.A.F. Station, Dartmouth and host for the afternoon; and official observer John Burris.

Standing left to right: F/L H.H. Reade, ADC officer, Chief Observer John Wilcox, Regional Director David Daniels, Chief Observer George Wilson.
Seated left to right: Mr. L.P. Edwards, Commanding Officer of Air Cadet Squadron, Windsor; Chief Observer Eustace Mason, and Chief Observer John Wightman

Left to right: Miss Hazel Muller, Miss Emilie Withrow, Mrs. Allan Lockhart, Mrs. John Payzant, Mrs. Ralph Loomer, Mrs. John Wilcox, Mrs. George Wilson, Mrs. Earl Loomer, Mrs. Freeman Rourke.

Fifty members of the Aircraft Detection Corps saw "another side of the picture" on November 16th when they were taken on an organized tour of an Eastern Canada air station. The visit was organized by Regional Director David Daniels of Windsor, N.S., a veteran of the last war, in conjunction with Squadron Leader S.M. Black, Aircraft Detection Corps officer at Eastern Air Command H.Q. In addition to the visitors from Windsor area, Chief Observer John Wightman of Caribou Mines and several of his observers attended.

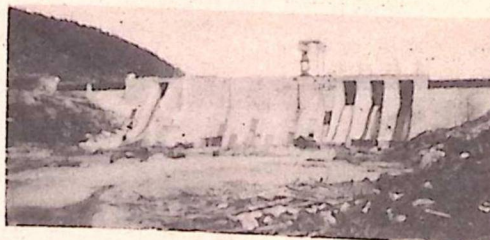
Flight Lieutenant Reade, Section Officer Mackenzie, Corporal Welbourne and Miss Bouchard of Eastern Air Command were in attendance as well as a reporter from a Halifax newspaper. The group was welcomed at the Station by Flight Lieutenant Cattley, divided into small groups and taken on a tour of the hangar area and shown the aircraft. Each group was accompanied by a pilot who explained many of the intricacies of station operation, aircraft maintenance, defence operations, etc. and answered innumerable questions. After the tour the group was entertained at the tea hour in the officers' mess where Group Captain B.D. Hobbs, Commanding Officer welcomed the visitors and paid tribute to the excellent work which Aircraft Detection Corps observers are doing in the defence of Canada and in promoting the safety of our own planes.

This was one of many instances in which observers have exercised their privilege of visiting R.C.A.F. Stations and they have been made very welcome by the Commanding Officers and station personnel. It is desired that observers visit R.C.A.F. Stations in groups; however, the station must be contacted prior to the proposed visit in order that permission may be granted by the Commanding Officer and the necessary preparations made to receive the visitors.

QUEBEC NEWS

AT "PASSE DANGEREUSE"

Pictured at right is the Control Dam at Passe Dangerouse, some 150 miles north of Lake St. John, Quebec, which has been erected in record time of approximately 14 months. These rapids were named by the Indians because of their treacherous turbulent waters. The dam erected there is one unit



in the vast control scheme feeding the huge Shipshaw hydro-electric plants.

Passe Dangerouse (Dangerous Pass) is in the area under the supervision of Regional Director Henri Coiteux, whom one of our A.D.C. field officers visited recently.

(Continued on Page 10)

N.B. PREMIER CO-OPERATES



The Honourable J. B. McNair, 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.

(The above picture is republished due to regrettable mis-spelling of Honourable J. B. McNair's name in the November issue.)

A.D.C. ASSISTS AT CRASH



Official Observer, Mrs. C. Newman, at New River Station, N. B.

Mrs. Newman is very interested in reporting all planes and was of real assistance recently when an R.C.A.F. aircraft crashed near Lepreau River. The report was received at an Aircraft Detection Corps reporting centre and help sent immediately.

Chief Observer William Farquharson travelled some 8 miles in order to telephone "Aircraft Detection Corps" regarding the same crash. This good work on the part of these observers is very much appreciated by the R.C.A.F.

FROM BURMA TO CHESTER

Mr. and Mrs. S.P. Powell, official observers who are now residing at the Pinehurst Inn near Chester, N. S. were formerly resident in Burma. They have some knowledge of the death and destruction that can rain down from the skies. On the right is Cpl. Robert L. Musk of the R.C.A.F. "Y" Depot, Halifax, N. S.



GOOD WISHES TO "VAN"

Official Observer, Miss Evangeline Seffers, assistant postmistress at New Ross, N. S. "Van", as she is called by her many friends, has been doing splendid work taking a regular reporting shift for some time and very few planes, seen or heard, escape her notice. In the near future Van leaves to train for a nurse and the A.D.C. wish her all success in her new sphere.



YOUR REPORTING

Observer reports are steadily improving but there is an opportunity for observers to be of further assistance to Aircraft Detection Corps Reporting Centres.

Several instances have recently come to light where observers have sent in reports on aircraft but were unable to give any details such as, type of plane, colour, etc., although the plane was flying low and plainly visible. Such details would greatly help the reporting centre to identify the flight quickly.

It is realized that there are many factors which often make recognition of aircraft impossible, however, the following information would be helpful:-

(a) If possible, give the colour. Aircraft can often be identified in this manner.

(b) Give markings or numbers, if visible.

ALWAYS report according to Official Observer Report Forms and instructions issued to all observers giving the above information in addition, if possible.

REMEMBER! Your accurate report is often vital in the safeguarding of human life and costly equipment.

THE NINE SENEZ BROTHERS



Flight Lieutenant T. B. Senez (Lower left) until recently of Eastern Air Command, is well known to many Aircraft Detection Corps observers in New Brunswick where he has been engaged on A.D.C. or-

ganizational work. During the summer Flight Lieutenant Senez travelled about 15,000 miles by Army "jeep" organizing inspecting, addressing meetings and enlisting new A.D.C. personnel. He recently has been posted to No. 3 Training Command, Montreal, for other duties.

The nine fighting Senez brothers constitute an outstanding contribution by one family to the Armed Forces. The boys, ranging in age from 18 to 36 years lived in Montreal before the war at 5444 Grovehill Place. Their father is of 100% French Canadian descent while their mother, formerly a Miss Melanson of Bathurst, N. B. is of Scottish extraction.

NEWFOUNDLAND NEWS

FIRST A.D.C. BADGE IN NFLD.



A short time ago our A.D.C. Office in St. John's, Newfoundland had the pleasure of a visit from Mr. Curtis Forsey, Chief Observer at Grand Bank. At that time Section Officer F.I. Bradley, first W. D. Officer to be attached to A.D.C. in Newfoundland, had just received the first A.D.C. badge. She is shown, at left presenting the badge to Chief Observer Forsey. At the left is Flight Lieutenant E. J. Bream, A.D.C. Field Officer, whom many of the Grand Bank Observers have already met during his organizational trips throughout the Burin Peninsula this summer. All posts in this area are maintaining a 24-hour watch. Their reports are accurate and are speedily despatched.

CARE OF BINOCULARS

Due to the increasing importance of watching for and reporting all submarine sightings, Aircraft Detection Corps office in Newfoundland is pleased to advise A.D.C. lighthouse and fog alarm keepers that in the near future a limited supply of binoculars will be made available for their use. The binoculars will be distributed to those most strategically located for submarine reporting and also where 24-hour watch is in effect.

These binoculars, being delicate instruments, should not be subjected to blows or shocks and particular care should be taken not to drop them. The lenses should not be cleaned more than is absolutely necessary as they are easily scratched. If a slight polishing is required, a soft well-washed linen handkerchief is the best thing to use, blowing on the lens beforehand to remove any grit. Binoculars should, of course, be kept from getting wet, and should be kept in a warm dry place when not in use.

RAILWAYMEN AS OBSERVERS

Port Blandford, Newfoundland, is a two man 24-hour Post. Official Observer E. M. Oldford, on the left, is night telegraph operator, and Chief Observer A. J. Stone is Station Agent; both are employed by the Newfoundland Railway Company. The arrangement is an excellent one in that the Station commands a good view in all directions and communication facilities are right at hand. Judging from the number of reports received we feel sure that Observers Oldford and Stone are letting no planes pass unreported.



GRAND FALLS OBSERVERS

Reading from left to right: Official Observer L. Hiscock, Chief Observer Chas. Brown, and Regional Director H. Rowsell.

Regional Director Rowsell of Grand Falls, Nfld., has been an enthusiastic and untiring worker in A.D.C. since its inception. In addition to his duties as Postmaster, he personally takes care of reporting all aircraft movements during the daylight hours. Recently he reported 18 different flights in approximately two hours. Chief Observer Brown ensures that one of his observers is always on duty. Official Observer Hiscock is a night watchman for the Anglo Newfoundland Development Company. He faithfully records and reports the movements of all aircraft during his shift and has a large list to his credit.



CANON RICHARDS OF FLOWERS' COVE

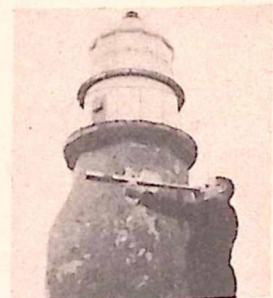


At left we see Canon and Mrs. J. T. Richards in front of their home at Flower's Cove, Nfld. Canon Richards, outside of his numerous other duties, has undertaken his responsibilities as Regional Director with much zeal and interest. His area is one of the best organized in Newfoundland, and glowing reports were received concerning the splendid way in which his Observers organized search parties for Ranger John

Hogan, Cpl. Eric Butt, R.A.F., and the two airmen who were lost after parachuting from an aircraft last May. The full story, as Observers will remember, was told in the August issue of "The Observer" under the heading "Drama in Newfoundland".

LIGHT-HOUSE WATCH

Shown at right is Mr. John T. Roberts, Long Point, Nfld., Lighthouse-keeper. One of our keenest and most conscientious observers, his excellent Aircraft Detection Corps reports have been of value in tracing our own aircraft. He has also sighted and reported several submarines.



WESTERN AIR COMMAND NEWS

REGIONAL DIRECTORS' CONFERENCE AT VICTORIA



Pictured above is Air Vice Marshal L. F. Stevenson, Air Officer Commanding, Western Air Command, opening a two-day conference of Regional Directors and Officers of the Aircraft Detection Corps, at No. 2 Group Headquarters, on November 5th, 1943. Included in the Group of conferees reading (left to right) are Regional Director D. J. DeRochie, Sooke; Technical Adviser W. S. Pipes, Toll Line Engineer, B.C. Telephone Company; Regional Directors H. J. Welch - Qualicum; J. C. Wragg - Duncan; E. F. Osborne - Half Moon Bay; Air Commodore E. L. MacLeod, Air Officer Commanding, No. 2 Group; Air Vice Marshal L. F. Stevenson; Squadron Leader R. E. Slinger, Senior A.D.C. Officer, W.A.C.; Regional Directors V. C. Best - Ganges; Carl O. Thulin - Campbell River; A. (Pete) Crozier - Alberni; J. F. Tait - Nanaimo, and Lieutenant Colonel A. L. Coote - New Westminster.

Others attending the conference were - Regional Director C. P. Browning, Britannia Beach; Technical Adviser W.J. Bowerman, Department of Transport (Radio branch); Lieut. Commander F. W. Holland, H.M.C. Dockyard, Esquimalt; Captain J. F. Caraher, Senior Ground Observer Corps Officer, Seattle Fighter Wing; Wing Commander D. E. Galloway - Senior Air Staff Officer, Squadron Leader A. M. Yule - Air Staff Officer, Flight Lieutenant C. P. Chaston, A.D.C.O., Section Officer J. B. McGillivray - A.D.C., No. 2 Group; Flight Lieutenant C. L. McCallum - A.D.C.O., Pilot Officer W. S. Dee - A.D.C., No. 4 Group; Flight Lieutenant K. B. Campbell - Telephone Officer, Flying Officer F. B. Holland - A.D.C. Western Air Command.

As is the case in practically all conferences circumstances prevented the attendance of some of the Regional Directors. Regional Directors H. V. Morchouse - Namu; D. A. Evans - Powell River; H. McAteer - Alert Bay; W. P. Sweeney - Ocean Falls; and R. B. Earle, Queen Charlotte Islands, were unfortunately unable to attend.

The following excerpts from Air Vice Marshal Stevenson's remarks will be of particular interest to all associated with the Aircraft Detection Corps:-

"The taking of Attu and Kiska from the Japanese has not removed, and has only diminished, the hazard of enemy attack on the British Columbia coast."

"We want the Aircraft Detection Corps to stay organized in all respects. The Corps has saved sufficient of our own aircraft to justify all the time, energy and work spent in its organization and operation."

A carefully prepared programme covered two full days. Talks, followed by open forum

periods for discussion, were given by Technical Advisers W.J. Bowerman and W.S. Pipes, and Flight Lieutenant K.B. Campbell, on "Communications". Regional Director H.J. Welch on "A.D.C. Regional Organization"; Regional Director Lt. Col. A.L. Coote on "The Royal Observer Corps"; Lieutenant Commander F.W. Holland on "A.D.C. Coast Watch and the Royal Canadian Navy"; Wing Commander M.D. McPaydyen on "A.D.C. and Operations"; Squadron Leader A.L. Mills on "A.D.C. and the Filter Room"; Flight Lieutenant H.L. Watson on "Flying Control and Air Sea Rescue"; Flying Officer F.B. Holland on "Aircraft Recognition".

The business part of the conference was closed by Air Commodore E.L. MacLeod, Air Officer Commanding, No. 2 Group, who emphasized that A.D.C. was an integral part of the R.C.A.F.

A showing of Service documentary films, "The Battle of Britain", "First Fighter Command", and "It's Your Pigeon", on Friday evening, drew full attendance. At the conference dinner on Saturday evening Captain J.F. Caraher, Senior Ground Observer Corps Officer, Seattle Fighter Wing, spoke on the organization and operation of the Group Observer Corps of the USAAF. This instructive talk provided the conferees with firsthand information regarding the U.S. counterpart of A.D.C.

Giving expression to the sentiments and purpose of all Regional Directors are two excerpts from the remarks of Regional Director Welch, on A.D.C. regional organization, which augur well for A.D.C., W.A.C. -

"When an enemy attack comes, we will handle that as a matter of course. But I think our first consideration now is to the crews of our own planes."

"If we were not convinced that we were doing some good in the defence of our country none of us would be here to-day."

LOST AIRCRAFT SAVED

On the night of October 7th, Observers Fraser, McKay and Chief Observer Squibb of Youbou, Observer Mrs. Robins at Skutz Falls, and Mr. Motherwell at a nearby logging camp worked in close co-operation with each other, and in spite of seemingly insurmountable communication difficulties persisted until they were able to get a report through to A.D.C. to advise that a medium bomber had been circling their location for half an hour and was obviously lost.

Despite the fact that it took so long to get the report through to "Aircraft Detection Corps", it was still received before the endurance of the aircraft was exhausted. The position of the aircraft having been determined, it took only a few moments to give the Pilot a course for his home base where he landed safely with little fuel to spare.

The Observers concerned deserve a great deal of credit for persisting in their efforts to get this life saving report through when it would have been so easy to give up in disgust. Another aircraft and its crew are still flying to-day, thanks to A.D.C. Observers!

WITH THE BRADDOCKS'



Mr. Braddock is one of the pioneers in the Aircraft Detection Corps on the West Coast. He was appointed as an Observer in 1940, and has maintained an unsurpassed earnestness of purpose through all of his A.D.C. activities as Official Observer, Chief Observer and, finally, Associate Regional Director. Mr. Braddock is also a Divisional A.R.P. warden.

The outdoor life is Mr. Braddock's metier as his fine Island farm testifies. In pre-war days hunting trips were his favourite pastime, one which he intends to continue after the war when it will not interfere with his A.D.C. and other duties. For many years he has been a school trustee, and has taken part in public health work for the Errington district of which he is a resident.

Mr. Braddock is responsible for the supervision of the A.D.C. field organization in his home district and is a strong right hand to Regional Director H. J. Welch. Twenty-four hour watch is maintained at his post. Mrs. Braddock, in addition to extensive Red Cross work, reports flights of aircraft in her husband's absence.

Mr. Braddock is one of the members of the Corps who has become proficient in recognition. On several occasions A.D.C. reports from his post have determined the identification of plots on the filter table.

WORLD WAR 1 FLYER



If you ever go to Alberni, you will likely notice a recently built home with considerable evidence of landscaping activity. The odds are that it will be the home of Regional Director A. (Pete) Crozier, who ably looks after the interests of A.D.C. in a widely dispersed West Coast region.

In addition to his work as Collector of Customs, Mr. Crozier also finds time to be District A.R.P. Warden and local secretary of the Navy League of Canada.

When World War I came along Mr. Crozier joined up and went overseas with the 67th Battalion. Later he joined the Royal Flying Corps which became the Royal Air Force. It is of interest that Air Chief Marshal Sir Arthur W. Tedder, who was then Major Tedder, was his Squadron Commander.

The photograph with "Pete" in the centre was taken by Mrs. Crozier during a recent field inspection trip by F/L Chaston and S/L Slinger, A.D.C. Officers of No. 2 Group and Western Air Command Headquarters, respectively.

ON THE HOME-FRONT

Chief Observer Helen Hartrick is to be congratulated on the efficient manner in which she has organized her area, first at Huxley Island and now at False Bay on the Queen Charlotte Islands.

In the employ of a logging concern in the aeroplane spruce industry as a bookkeeper, Mrs. Hartrick has always found time for her important role in A.D.C. activities.



A very original and effective system of ensuring that all aircraft are reported has been used for some months now by this observation post. Often an aircraft may not be sighted by the person on watch in camp, however, it is picked up by engineers who blow a series of whistles indicating the number of aircraft, direction of flight, and other particulars required for the report, which is made by one of the Observers at camp while the whistles are signalling. Mrs. Hartrick advises that everyone in camp knows about A.D.C. and can be relied upon to keep watch.

As is the case with the kin of many members of the Corps, Mrs. Hartrick's husband is serving overseas with the R.C.A.F.

A.D.C. ENTHUSIASTS

A very busy member of the Aircraft Detection Corps is Mr. P.P. Forman, who is employed in the Hudson's Bay Store at Port Simpson. He has already made two attempts to join the R.C.A.F. but each time has run afoul of the "medical". Serving in A.D.C. he has found a medium of direct service to his country.

Mrs. Forman is also active in A.D.C. She informs her husband at the store of any aircraft flying in the vicinity, whereupon the call is relayed to the nearest Reporting Centre.

Mr. and Mrs. Forman's enthusiasm is but a sample of the splendid co-operation the Corps is getting from its many volunteers. They are to be commended on it.

FROM THE ROAD TO MANDALAY

Mr. and Mrs. G.M. Dunn have resided for the past five years at Sangum, on a lonely beach situated on the north coast of the Queen Charlotte Islands. They have been active and keen official observers for the past three years, and it is certain that no aircraft pass their post unreported.



Although born in Australia, Mrs. Dunn has been brought up in China and Japan. As an artist, well known in Peking, she has specialized in painting the large wooden junks of South China. Some of the members of her family are at present in concentration camps there.

Owing to Mr. Dunn's ill health, they have recently taken up residence a few miles distant from Massett and are continuing with their reporting from that point.

THE LIBERATOR IN SERVICE

The R.A.F. and R.C.A.F. day after day bombing of enemy territory set up a precedent in raids as yet unsurpassed in the history of World War II. Naturally, when American airpower first appeared over Europe, numerous British experts were critical. One of these was Peter Masefield, distinguished aviation analyst. Now, however, Mr. Masefield has watched American long range heavy planes in turn prove themselves for some two years in action; he has just completed a tour of the great American plants where they are built, and he writes as follows:

"I shall never forget the first Liberator I saw, sitting in its now familiar pose on its tricycle gear -- tail cocked up, nose down as though deep in thought -- on one of London's fighter defense airfields, newly arrived from America. In those days of stern defensive struggle there in England, this great new airplane brought a thrill of hope to everyone who saw it. For here was a positive indication of America's determination to give powerful aid in the War against Germany.

It had been hailed as an airplane with the makings of something really great. Now it began to show itself in action.

The Liberator was of course designed for long-range land bombing in daylight. But before it had a chance to prove itself in the job for which it had been conceived, it showed its versatility on other work. By the time that Liberators began to flow across the Atlantic in some numbers for San Diego, the Battle of the Atlantic against the German submarine had begun to take a serious turn. The urgent need was for long-range aircraft capable of standing patrol for hours at a time over convoys far from land, and of doing so while carrying a lethal load of depth charges. Already the Consolidated PBV "Catalina" boats had done well at the task. But much more was wanted if Great Britain was to be supplied with all the weapons essential for War, and the food needed to maintain the people and the great armies quartered in the islands.

The Liberator came to the rescue. Not only had it exceptional range; but it also had speed to carry it to its mid-Atlantic assignments in the minimum of time; and it had the capacity to carry a killing load of depth charges.

Thus the R.A.F. Coastal Command began to build up a fleet of Liberators which contributed much to the winning of the Battle of the Atlantic. What this means is not easy to realize. The fact is that had the means not been available for keeping the German submarines at bay, the whole War might well have been lost on the waters of the Atlantic.

The reply of the submarine to long-range air attack was to surface and shoot back with an increased number of anti-aircraft guns. The Liberator was suitably re-equipped. The result of all this was that the submarines moved out further into the Atlantic and concentrated their attacks in mid-ocean where they believed they would be out of range of air interference. Again the Liberators came back with extra-long-range fuel tanks. And so the Very-Long-Range Liberator, the "V.L.R.", came into being, capable of sweeping the whole width of the Atlantic in one non-stop operation.

Meanwhile other Liberator bombers for the R.A.F. had been sent to the vital War front in Egypt, to help to stop another dangerous gap - the role of the Liberator has always seemed to be that of an assuager of desperate situations, thanks largely to its versatility. This time in Egypt, in Libya, in Tripolitania, in Tunisia and then in Sicily, the Liberator helped greatly in the rout of Rommel, the clearing of the Axis from Africa and in the final collapse of Italy.

By now the United States was fully in the War, and Consolidated B-24s of the U.S. Army Air Forces, and Consolidated Liberators of the Royal Air Force, were flying together on missions against the common enemy. In England, the United States Army Eight Air Force under General Ira C. Eaker received Liberator bombers, although the greater number still continued to flow to the Mediterranean area and to the Pacific fronts for the sake of standardization, particularly in maintenance and servicing.

Even so, the comparatively small number of Liberators with the Eighth Air Force have done magnificent work in daylight raids which dovetail completely with the great night bombing raids by the R.A.F. In the future -- the near future -- much larger numbers of Liberators are scheduled to be sent to England. Naturally they will be of the latest type now rolling out from the American plants in such numbers. Having had the privilege, the pleasure and the encouragement of watching these newest Liberators flowing from the factories at San Diego, Fort Worth, Dallas and Willow Run, I am convinced that they represent the most powerful combination of day-bombing qualities yet concentrated in any day bomber which has yet reached the stage of active service against the enemy.

Liberators of the earlier types in England had had their standard armament reinforced by guns in all sorts of surprising places. Now, in the new Liberators, the four power-operated twin-50 calibre turrets and the additional waist guns cover with precision every angle of attack. When flying in numbers in close formation, the new nose turret combines with the ball turret to insure that deeper penetrations than ever before can be made over enemy territory with lighter losses.

These facts, together with the Liberator's large internal capacity of bombs at operation speed, together with its quantity production, should insure that its part in the future course of the War will be momentous.

At one time we in England did not realize the potentialities of American precision-pattern bombing by day, just as many people in America had not realized what could be achieved by night area-bombing as practised by the R.A.F.

Now that we have had experience with each, in combination side-by-side, we realize that the two dovetail as though originally designed to go together, and that each is far more effective in its total achievements because of the other. The one requisite is a large and continuous scale of attack, allowing no respite to the enemy. That is planned and that is now in progress".

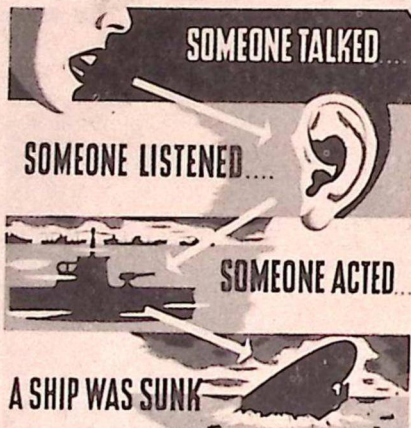
Credit for this article goes to the "Plane Talk" magazine, a publication of the Consolidated-Vultee Aircraft Corporation, U.S.A.

WATCHERS OF THE NORTHLAND (Cont'd. from P.3)

trade posts the foundation. Winnipeg, Edmonton, Victoria, are all examples of cities which have grown out of these Hudson's Bay posts. The posts, as time went on, were converted into retail stores to supply the need of the growing population.

The Company today has four departments: The Land Department is still actively selling farm lands amounting to thousands of acres, in addition to holding mining lands, coal mines and oil wells. The Wholesale Department manufactures blankets, tobacco, frosted foods, spirits and has tea and coffee factories. The Retail Stores Department operates great department stores in Victoria, Vancouver, Calgary, Winnipeg and other places in the West. The Fur Trade Department has over 200 posts stretching from sea to sea. Ninety-six of these are equipped with short-wave radio. Eleven send daily weather reports to the Government. In addition to the posts, the Fur Trade operates the Arctic supply ship "Nascopie", which is the lifeline of the people in the Arctic region, as well as smaller motor schooners, dog teams, canoes and small boats. In fact, the Company is today vitally concerned in the welfare of Canada and Canadians. Without the courage, initiative, progressiveness and enterprise of its pioneers, the history of Canada might have been vastly different. It is a far-reaching, far-seeing organization to which is owed the position of Canada today, among the countries of the world.

In some future issue, "The Observer" will feature another article called "Life at a Typical Isolated Hudson's Bay Company Post". - with accompanying pictures.



To every Canadian since that fateful Autumn day in 1939, when our Dominion took up Arms in the Defence of Democracy, there has been impressed the need for "War Duties". No whit less important than any other of the many duties, is the necessity for security for our convoys of troops and food to Great Britain or, to any other part of the Empire, where the Battle-line extends.

We have endeavoured to impress upon you the great need for silencing rumours. Not only is it dangerous to start these rumours, but to spread them through gossip is fatal. We have not yet achieved final Victory.

DONT GOSSIP

QUEBEC NEWS (Continued from Page 4)

LUMBERMEN ORGANIZE A.D.C. POSTS

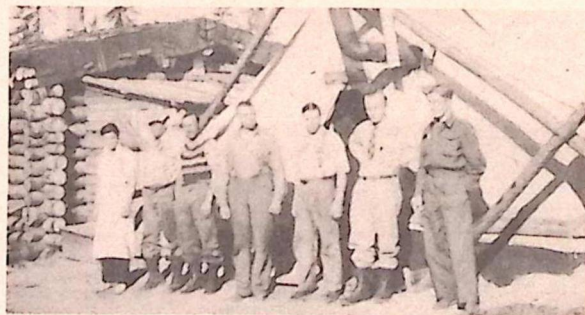
It has indeed been a great privilege for an A.D.C. field officer to secure the co-operation of Messrs. R. D. Jago and Henri Coiteux of Price Bros., Rene Savary of Lake St. John Pulp & Paper Company and Amable Arcand of Consolidated Paper Company in organizing in their respective territories A.D.C. posts, mostly situated in dense forest. These gentlemen have been appointed Regional Directors of A.D.C. and are contributing freely and with considerable alertness to efficient functioning of A.D.C. reporting in far-flung forest outposts in the Lake St. John area of Province of Quebec.

It is a known fact that these sparsely populated and dense forest areas constitute an ever-present menace both from the point of view of lack of early warning of enemy penetration and also of ever-present danger of possible forced landings by our own aircraft.

The Official Observers who have been appointed by the above Regional Directors in all available locations, are indeed rendering valuable service to the country in supplying information on movements of aircraft.

An A.D.C. officer had the opportunity of visiting some of these far-flung posts on a trip to Passe Dangereuse (Dangerous Pass) some 150 miles north of Lake St. John accompanied by Mr. Henri Coiteux, Regional Director for this area. This place is so named by the Indians for its treacherous turbulent waters which proved to be the end of many an Indian paddler venturing down these cascades in their frail canoes. However, these cascades are no more, as a huge control dam has been erected there and evidence of what was a bristling community during its construction is still standing: hospital, post office, police station, warehouses, barracks and messes, etc. A.D.C. is thankful to the above named gentlemen for their help in setting up a vast network of A.D.C. posts and thus rendering valuable service in the Defence of Canada.

REGIONAL DIRECTOR HENRI COITEUX



Seen above are a group of A.D.C. Observers at one of Price Brothers lumber depots along the Passe Dangereuse limits, north of Lake St. Johns. Second from the right is Mr. Henri Coiteux, Regional Director for this area.

DISBANDMENT OF CENTRAL AREA

It has been decided to suspend operations of the Aircraft Detection Corps in Manitoba, Ontario and western Quebec; this is described and explained fully in a message to the Observers concerned from the Chief of the Air Staff which is reproduced below. It will be noted that aircraft in distress in Central Canada are now to be reported to the nearest airport or R.C.A.F. Station.

This action in no way affects the continued full operation of the Corps in Eastern and Western Canada and in the Hudson's Bay and Straits area. These areas are definitely within practical range of raiding aircraft and the submarine menace is still very real.



CANADA

DEPARTMENT OF NATIONAL DEFENCE FOR AIR

OFFICE OF CHIEF OF THE AIR STAFF
OTTAWA

20th December 1943

A.D.C. OBSERVERS:

In June 1942, the Aircraft Detection Corps was organized in Central Canada. Reporting Centres and communications were set up; a few R.C.A.F. officers, assisted by local civilian organizers, established observation posts manned by civilian volunteer Observers. In this way, an efficient reporting service was arranged as a voluntary effort by public-spirited citizens. Although no enemy aircraft appeared, the Corps, on a number of occasions, was instrumental in aiding our own aircraft in distress.

The more favourable war situation, with our side on the offensive, indicates that civilian and service personnel should be released from this phase of home defence in Central Canada for other wartime work. It has therefore been decided to disband the Aircraft Detection Corps in Manitoba, Ontario and Western Quebec. In taking this action, our Defence Forces accept the chance that our enemies may catch us unawares with a surprise raid; also, unforeseen reverses or the establishment of enemy bases near this Continent may make it necessary to re-establish this Aircraft Detection Corps in Central Canada. However, the slight chance of this is outweighed by the definite advantage gained by putting additional effort into the attack. At the same time, our Aircraft Detection Corps on the Atlantic and Pacific Coasts and in the Hudson's Bay and Straits area remains in full operation.

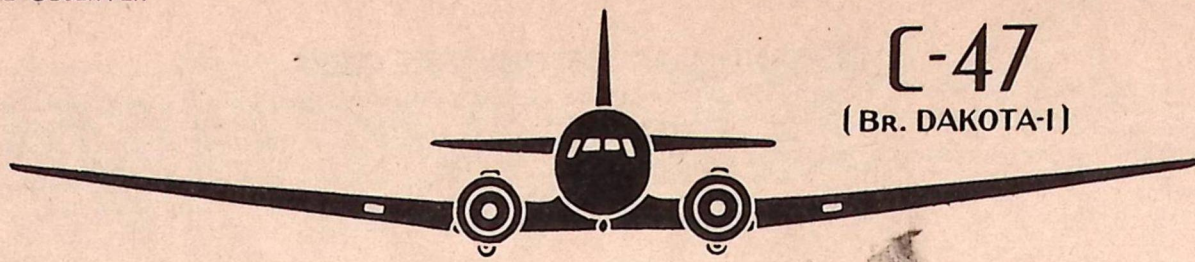
You are, therefore, officially released from your duties as an Official Observer, and are asked, effective immediately upon receipt of this letter, to discontinue reporting aircraft movements over your observation post. You are to retain your Handbook and any other material issued to you. At the same time, the telephone, telegraph and wireless companies are being asked to instruct their operators that observers' reports to "Aircraft Detection Corps" are no longer to be accepted since the reporting centres have been disbanded.

Observers are asked to continue to assist aircraft in distress. Tell the telephone, telegraph or wireless operator that you are reporting an aircraft in distress. The operator will relay the call or telegram "COLLECT" to the nearest airport or R.C.A.F. Station; charges for these calls or messages will be paid direct to the telephone or telegraph company by the Royal Canadian Air Force. It is known that you will also render any direct aid that is possible to help the pilot and crew and to save the aircraft.

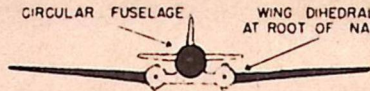
The services that you have rendered voluntarily and often with sacrifice are gratefully acknowledged and should justly be a source of satisfaction to you. Should circumstances require it, we feel that you can be counted upon to again take up your observer duties.

Robert Leckie
(Robert Leckie)
Air Vice Marshal
Chief of the Air Staff

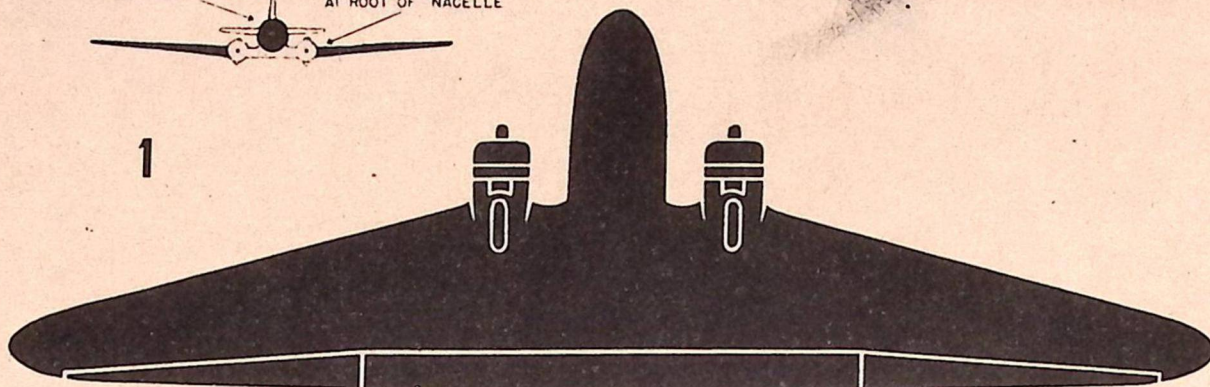
C-47 (BR. DAKOTA-I)



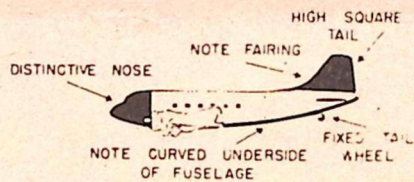
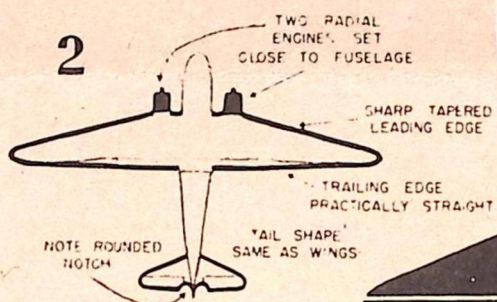
CIRCULAR FUSELAGE WING DIHEDRAL STARTS AT ROOT OF NACELLE



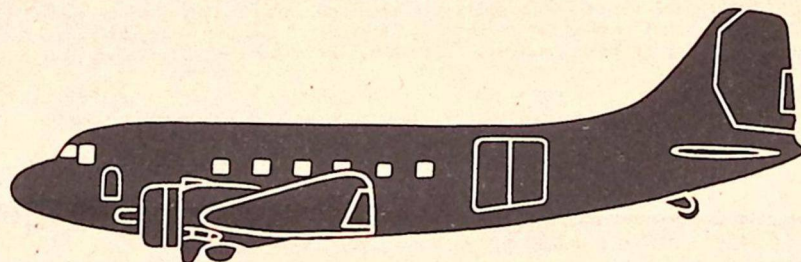
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(See Page 2 for details)

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