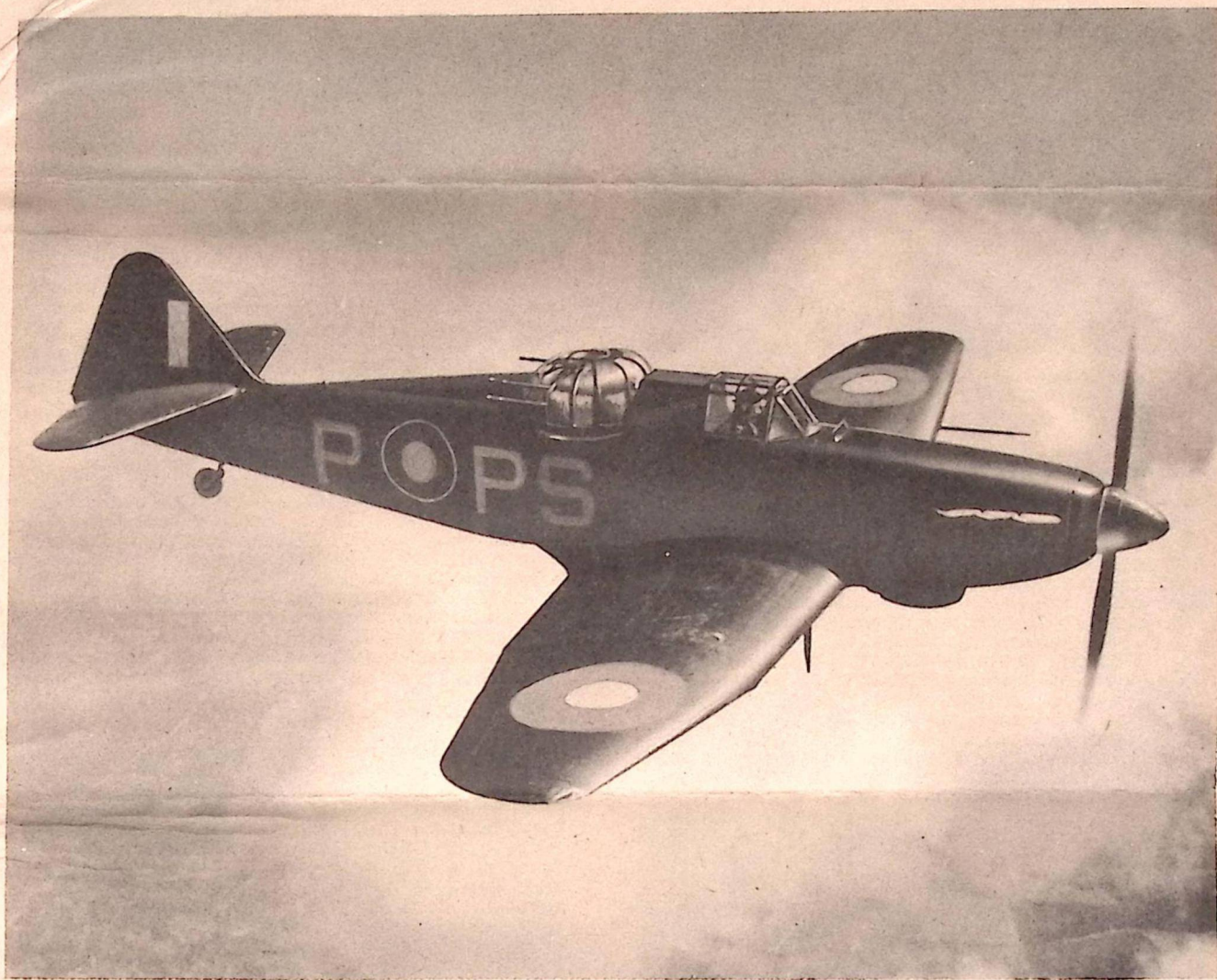


# The Observer



BOULTON - PAUL DEFIANT

Vol. 2 No. 3

MARCH

1944



THE OBSERVER

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

LIVE WIRES



Pictured above are: Mr. W. M. Hunt, Traffic Manager (at left) and Mr. C. M. Bowman, Commercial Engineer (at right) of the Maritime Telegraph and Telephone Company, discussing A.D.C. communication problems with Squadron Leader S. M. Black, A.D.C. Officer at Eastern Air Command Headquarters.

Organization of the Aircraft Detection Corps involves two equally important features; First, the securing, appointing and instructing of the civilian observers who are to "Watch and Warn" and second, the development of a sure and swift method of transmitting these observers' reports to Aircraft Detection Corps reporting centres.

Observers had, of necessity, to be selected and trained, while on the other hand there was already available a communication system that could readily provide for Aircraft Detection Corps requirements. When, therefore, it became apparent early in the war that a civilian observer corps along the Nova Scotian coast would not only be helpful, but was actually an absolute necessity, the Eastern Air Command R.C.A.F. turned to The Maritime Telegraph and Telephone Company for technical advice and help in transmitting observer reports by telephone. This Company controls nearly all the long distance lines and the majority of the exchange lines in Nova Scotia; it operates likewise in Prince Edward Island through its subsidiary, The Island Telephone Company.

The M. T. & T. Company officials saw at once the value of the suggested organization and bent every effort to be of assistance. Mr. C. M. Bowman, Commercial Engineer, acted as liaison official and was appointed an A.D.C. Technical Adviser; later, when observer reports had increased considerably, Mr. W. M. Hunt of the Traffic Department took over much of this liaison work. These officials working in conjunction with officers from Eastern Air Command Headquarters, evolved a plan that has functioned exceptionally well.

To the layman it may appear that the designing of such a plan would not be a very difficult undertaking. As he sees it, it would be simply a matter of giving an observer quick

telephone connection with a reporting centre. This, however, is far from a complete picture.

There are some 7,500 observers in Nova Scotia and Prince Edward Island and each reports to a certain reporting centre. It is the function of the telephone operator to connect an observer, not with just any one of the centres, but with the right one. There are some 600 telephone operators involved in this and they must know their job so

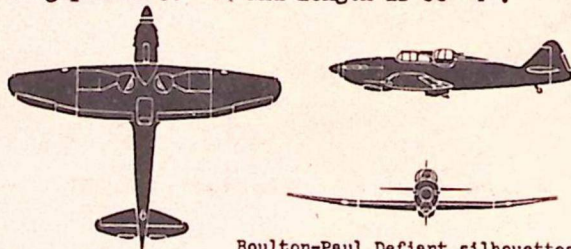
that each call will be directed to its correct destination. They must know the quickest route to use, also the alternate routes and the order of their efficiency. They must know what to do if they run into a "bottleneck" and, more important, they must know how to prevent a bottleneck occurring. All the time they must realize that speed is essential.

The large telephone offices do not offer any great problems; the difficulties arise in the smaller ones and there are many of these. Some consist merely of a switchboard in a farmhouse kitchen, the operating being done by the family. If a plane or a flight of planes passes over the area served by such an office, a dozen or more observers may report it and their reports will come tumbling in like a hailstorm. The same thing may and probably will - happen at the next office a few miles away, and these two offices perhaps share one line to the reporting centre. Here is a potential bottleneck. This is one type of problem which had to be solved when the operating procedure was planned. There were many others. It is a tribute to both the Telephone Company and the Aircraft Detection Corps officers at Eastern Air Command Headquarters that the plan has worked almost flawlessly.

THIS MONTH'S COVER

The Boulton-Paul Defiant night fighter became famous during the Battle of Dunkirk where they utilized surprise and German ignorance of Aircraft Recognition. The Luftwaffe pilots mistook Defiants for Hurricanes and attacked from the rear, only to be met by a hail of fire from the four machine guns in the dorsal turret. On their first day of operation a squadron of Defiants destroyed a score of enemy aeroplanes without a loss. Later during the Battle of Britain the Defiant served in its original role of night fighter. To-day, however, they are replaced by faster and more heavily armed types.

The Defiant is powered by a Rolls Royce Merlin engine of 1,030 hp. and armed with four .303 in. machine guns in the dorsal turret. Wingspan is 39'-4" and length is 35'-4".



Boulton-Paul Defiant silhouettes.



Mr. C. M. Bowman

## LIFE IN THE NORTH

A Typical Hudson's Bay Company Post.

WOLSTENHOLME

First of the Eastern Arctic posts, Wolstenholme was built in 1909 by Ralph Parsons, who later became the Company's Fur Trade Commissioner. It lies at the foot of Cape Wolstenholme in Eric Cove near the western end of Hudson Strait, where Henry Hudson took on fresh water during his disastrous voyage in search of the South Sea. The establishment of the post marked the first step in tapping the fur resources of the Arctic barrens. Seen here are Eskimos carrying supplies ashore from R.M.S. "Nascopie" which can be seen in the distance.

Hunting, fishing, trading, weather observations, doctoring, and plenty of human interest are some of the features colouring the life of Hudson's Bay Company managers in the more isolated fur trading posts. Some people imagine it to be a lonely life, others, that the rigours of climate must make it hard indeed to be borne. -- This is not what a post manager will tell you, and he has been there to see; has probably taken his wife with him and stayed for some years; or possibly came out to get a wife and take her back with him to teach her to appreciate and love it, as he does. These are questions that naturally spring to the average mind. How do they live? How do they keep warm? What sort of food is obtainable? What diversions have they? They live in good solid wooden houses, built by the Company, which are capable of retaining all the warmth necessary; they have electric lighting; and are equipped with modern, comfortable, and good quality furniture, and every modern convenience. Heating is by coal stoves, and the practice is to have three years' supply on hand.

Food is shipped in every year by the good ship "Nascopie", and is of the very best. Indeed, a special study of the most healthy and balanced diet to be followed in these regions was made, at the behest of the Company, by Hon. Group Captain F.F.G. Tisdall, honorary consultant in nutrition to the Director of Medical Services (Air), and his findings and advice are adhered to.

Diversions are many and varied, due to the experience and thoughtful planning of the Company, who supply everything. Books on gardening, sewing, medicine, philosophy, mechanics, history, first aid, meteorology, etc. are some

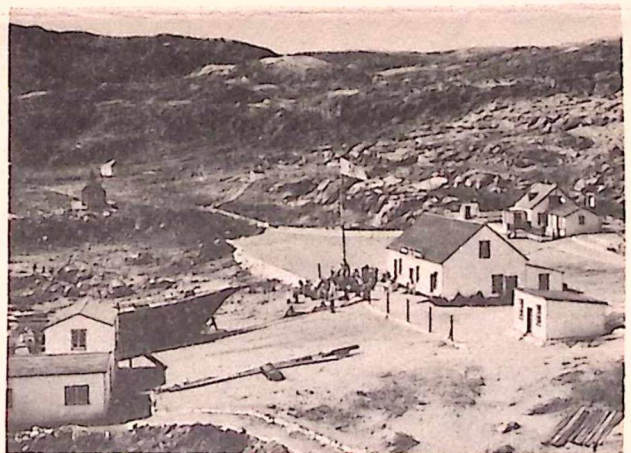
of the books provided, in addition to a good domestic radio; also gardening and carpenter's tools, and some posts even have the amenities for hot house and soilless culture experimentation. Thus there is abundance of interest with such things at hand.

Let us look at a typical Hudson's Bay Company northern fur trading station among the Eskimos, and review a normal day. -- The scene appears a hive of happy industry with Eskimo men, women, children, and huskies all around, and in and out of the post. The manager is the hub 'round which all activity revolves. He is primarily a trader, yes, but in the absence of police and doctor he is, in effect, parson - magistrate - doctor - dentist - banker, and general factotum. He must advise when appealed to, judge and settle quarrels, doctor the sick, and even operate in emergency. He is supplied with surgical instruments, and drugs of all kinds for this purpose, even those drugs normally unprocurable without a doctor's prescription.

These typical surgical cases were experienced by Allan Fraser when at Port Harrison, and Norman Ross when at Great Whale River. In both cases a young child was attacked by huskies and very badly torn about. In the former case, the stomach was pierced, bowels protruding, and the scalp half ripped off, and in the latter both legs were severely lacerated. The children were stitched up by the managers mentioned, and today each child is whole again and as fit as ever. Then there was the case of a bad meningitis epidemic at Cape Dorset in January, 1943, which the Monty Dements fought with untiring energy and stoicism. He travelled over a thousand miles by dog team in five weeks, and worked twelve to sixteen hours a day attending the sick.

And now to review a normal day. -- If the post is one which sends weather reports to the Government, the manager will make his observations, enter them in a record book, code them for transmission, and send them during the early morning radio schedule. Then follows trading which takes place either in the store

Continued on Page 4

LAKE HARBOUR

This Hudson's Bay Post is located midway along the north shore of Hudson Strait.

Hudson's Bay Company (Cont'd from Page 3)

or in the "Eskimo Kitchen", or "Eskimo Room", as it is called. This is part of the manager's house set aside for Eskimo business in general. If the hunter has just returned, he is given a "mug-up", consisting of hot tea and refreshments; this is an old-established custom of courtesy. Trading will take all the morning if a reasonable catch is being turned in, prices agreed upon, and a credit entered in each individual's account. Skins of various kinds are the main feature in these dealings, though some oil and ivory is traded. Perhaps a plane flies over while this is going on, and then the manager will leave business to send his A.D.C. report, and all the natives will pile out to watch this "KANG-A-TOO-SOO" (flying machine), and jabber and chatter about it. After this, business will resume again in leisurely fashion until lunch. In the afternoon the Eskimo will make his purchases, by entry against his account. This is done by the manager, who keeps a separate account for each individual. No money is exchanged in the northerly posts, as it would be useless. The value of the native's sale may be displayed to him in standard "tokens", and from these he can do his accounting, and govern his purchases according to his means. Like the Indian, he is slow in trading, but mighty sure. Time is nothing in these parts - and so the afternoon whiles away. The store closes only when business is finished, and not till then. It may not close till 10 P.M., or may close at 3 P.M., and re-open at 8, 9, or 10 P.M., just according to demand. When trading has finished, the day's business is written up and the manager is free to follow other pursuits. Weather observations are again taken, as related before, and sent at the scheduled time. The evening is spent in reading, listening to the radio, or some usual homely occupation.

And so this may be called a normal day. Some days there is little or no business, and then the manager may go hunting or fishing himself. Sundays are always observed, though scruples about trading would be waived in case of the mildest necessity.

Winter is not much colder than at Central Canada's fiftieth parallel, but is longer, and days shorter. In summer open water is enjoyed for only eight to ten weeks it is true, but during this time grass grows, flowers bloom and butterflies flit aplenty. Even the occasional bee hums his buzzy way that far north.



Mr. R.H.G. Bonnycastle, Personnel Manager H.B.Co. (left) and Inspector Curleigh, Royal Canadian Mounted Police

THANK YOU! MAJOR McNAUGHTON

Reproduced below is a letter from former Regional Director D.A. McNaughton of the now disbanded Central Area Aircraft Detection Corps. This letter typifies the spirit of all former A.D.C. observer personnel in Central Canada and indicates their continuing feeling of responsibility to the Royal Canadian Air Force.



Our P.A.A. \_\_\_\_\_  
 Mr. Youg \_\_\_\_\_  
 Date \_\_\_\_\_

AIRCRAFT DETECTION CORPS  
 R.N.F.I. Winnipeg, Man.,  
 December 24, 1943.

Air Vice Marshal Robt. Leslie,  
 Office of the Chief of Air Staff,  
 Department of National Defence for Air,  
 Ottawa, Ontario.

Dear Sir:

I acknowledge with thanks your letter of the 17th instant, relative to curtailment of A.D.C. work in this area.

Whilst it is a matter of disappointment that this work is to be discontinued, particularly in view of the organization developed over the past year, it is a matter of great satisfaction that we are now in a position where such precautions are not considered necessary.

I believe, however, that the various Regional Directors could be of some value to the R.C.A.F. in taking a personal interest in stations located in their regions.

The writer has already been in touch with Wing Commander A.G. Goulding, No. 16, C.F.T.S., Gimli, and as a result we arranged to take care of any personnel who were unable to go to their homes for Christmas.

This resulted in residents of Melkirk entertaining some 150 men to Christmas Dinner, skating parties and a dance. I might say that the day was quite successful and our local residents much enjoyed having the boys.

The ladies of the town, are forming an Auxiliary and we hope to bring to the boys, at an otherwise somewhat isolated station, at least some entertainment and relaxation.

Wishing you the Compliments of the Season, I am

Respectfully yours

*D.A. McNaughton*  
 Major  
 D. A. McNaughton,  
 Regional Director,  
 Pigeon Area, Map 40

R.C.A.F. 1004  
 PUBLISHED BY THE  
 R.C.M.C.

THE BACK PAGE

The HANDLEY PAGE "HALIFAX":- A four motored mid-wing monoplane. Wings have square centre section with equal tapered outer sections and square wing tips. Twin, outriggered, square-cut fins and rudders are on a high tailplane.

The Halifax has a long streamlined glazed transparent nose and small dorsal turrets the latter having been taken from the Boulton Paul "Defiant". It has four underslung in-line engines, with deep radiators.

The Halifax first went into service on October 25th, 1939. Minus the many modifications which have since been made, it was only effective in the early stages of night bombing. Its bomb-bay can now carry the largest bombs at present in use.

Its length: 71 feet 7 inches.- Its span: 98 ft. 10 inches, and its height 20 feet, 9 inches.

"KEEP IT DARK"

If you've news of our munitions,  
 Ships or planes or troop positions,  
 Keep it Dark.

Lives are lost through conversation  
 Here's a tip for the Duration:  
 When you've private information,  
 KEEP IT DARK.

(Courtesy the "O-Pip" - Abbotsford, B. C.)



Dog Team and Sled in North

# EASTERN AIR COMMAND NEWS

## MARITIME NEWS

### WOLFEVILLE, N. S.



Regional Director E. Cameron of Wolfville, N.S. covers a territory from the coast of the Bay of Fundy, through the eastern part of the luxurious Annapolis Valley ("famous for its luscious apples, fast trotting horses, and pretty girls") and farther inland into the woods country where lumbering, hunting and sport fishing are the main occupations.

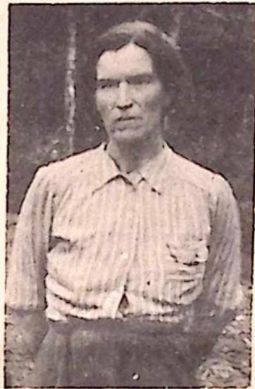
Mr. Cameron is a retired railway superintendent and spends his time gardening, promoting Red Cross drives, War Loan drives, etc. and

acting as chairman of the Wolfville School Board, besides being a very conscientious Regional Director for the Aircraft Detection Corps.

### A.D.C. - C.W.A.C.

Mrs. S. C. McLennan, Dominion Government Telegraph and Telephone Operator at Meat Cove, Cape Breton, is a very keen Aircraft Detection Corps Observer. Mrs. McLennan is the mother of sixteen children. Six daughters are members of the Canadian Women's Army Corps.

Due to the strategic location of Meat Cove at the extreme northern end of Cape Breton Island, many important reports of aircraft flights and enemy activities have been transmitted by Mrs. McLennan.



### PROMPT REPORTING

Flying through the fog and unable to make a landing, four members of an Anson aircraft were forced to bail out over the Musquodoboit, N.S. area recently. Alert Observers heard the plane and reported its progress to an Eastern Air Command Reporting Centre right up to the moment the crew parachuted to safety, all landing within a radius of ten miles.

Observers in the Musquodoboit region kept an all-night vigil and as a result of their reports it was possible to confine the search to a comparatively small area.

When Chief Observer Alfred E. Reid of Milford Station, N.S. first heard the plane about 11:00 p.m. he immediately called Official Observer J. Goff, who was on duty at the time, but Mr. Goff had already telephoned a report to the Aircraft Detection Corps.

### IN THE HIGHEST TRADITION

A letter of appreciation, signed by Air Vice-Marshal G. O. Johnson, Air Officer Commanding-in-Chief, Eastern Air Command, Halifax, has been sent to Official Observer Sydney Westcott of Waterford, N.S., for his excellent reports and assistance to the R.C.A.F. in connection with a recent crash landing near his observation post.

Mr. Westcott's prompt report of the crash and information regarding location of the plane made it possible for salvage and investigation personnel to get there soon after the accident. In driving the occupants of the aircraft, one of whom was seriously injured, to hospital immediately, it is possible that this Official Observer may have saved a life, and in standing by for any other action that might have been required, showed an admirable sense of service.

As the Air Vice-Marshal expressed it in his letter, Mr. Westcott "acted according to the highest traditions of the Corps". The R.C.A.F. is fully conscious of the debt of gratitude it owes to Mr. Westcott and other vigilant members of the Aircraft Detection Corps.

### FUTURE AIRMAN



Speaking of Future Airmen, here's one that's off to a good start.

On November 14th last at post 124 in Wallace, N.S. a baby was being born to Mr. and Mrs. Morton Thompson. Suddenly from overhead came the sound of a plane circling. It soon became apparent that the plane was attempting to land and the inmates of

the house were torn between the two dramas being unfolded before them. The plane made a satisfactory forced landing, just off the Thompson property, and Mr. Thompson hastened to make welcome the two pilots climbing from the cockpit. The airmen were able to contact their base through the Thompson's telephone and help was soon on its way.

In the meantime, after dinner, there were three strangers in the Thompson home; Sgt. Wesson, Student Pilot John Sturmy, and the very new Gordon John Wesson Thompson, named for the doctor and the two pilots from the grounded plane.

John Sturmy, now overseas, still corresponds with Mrs. Thompson, and his mother of Bedford, N.S., has sent the baby booties on behalf of her son.

And so Mrs. Thompson, mother of eight, ranging from eighteen years to eight months, goes on her cheerful way, waving to the pilots of the planes winging their way overhead, before she steps inside to make her observer report to the "Aircraft Detection Corps".

Continued on Page 7

## NEWFOUNDLAND NEWS

### ST. GEORGE'S

#### THREE VALUED WORKERS

Here are three valued workers in the Aircraft Detection Corps organization in Newfoundland. From left to right they are: Miss Josephine Pynn, Miss May Kennedy and Mr. R. Roberts of Woody Point. Miss Pynn and Miss Kennedy are



postmistresses and Miss Kennedy is also rated one of the best telegraph operators on the Island. She has given generously of her overtime in contacting other stations on after hour calls. Mr. Roberts is customs collector at Woody Point and has done an excellent job in organizing Aircraft Detection Corps in that area.



Mr. J. J. O'Leary is station Agent at St. George's, Newfoundland. An Irishman with flaming red hair, Mr. O'Leary was one of the first Official Observers to be appointed along the railway line between Corner-Brook and Port-aux-Basques, Newfoundland.

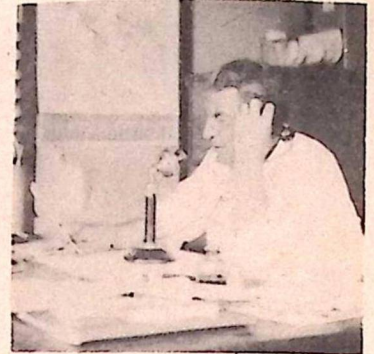
#### AT CHANNEL

One of the first and most enthusiastic Official Observers in the Aircraft Detection Corps in Newfoundland is Mr. John T. Gillam. He is shown at his post, where he is light and fog alarm keeper at Channel. The first 24-hour watch was organized in his area and operated in conjunction with the communication set-up in his residence.



Chief Observer at Badger, Nfld. is Mr. H.H.W. Cole. He is Woods Manager for the Anglo Nfld. Development Company and has done splendid work in the organization of fire tower watchmen as well as civilians at Badger.

#### CHIEF OBSERVER COLE



#### POSTMISTRESS

Here is Miss Maude Kennedy, postmistress and telegraph operator at Norris Point, a sister of Miss May Kennedy of Woody Point. Miss Kennedy has proven herself well aware of the importance of speed in the handling of Aircraft Detection Corps reports.



#### DUTY WELL DONE

The "shocking" situation in which a Newfoundland wireless telegraph operator was recently involved indicates that exciting incidents occur in A.D.C. work.

This particular incident occurred when a four-engined bomber was reported missing. Regional Director Rev. W. A. Anderson gave great credit to the wireless telegraph operators. "You will please notice", Rev. Anderson reported, "that all operators concerned worked their sets during a considerable lightning storm and delivered the messages to Chief Observers in torrential rain and after dark".

Rev. Anderson made "special mention" of Mr. O. H. Bartlett, operator at Belleoram on the south coast saying: "I cannot speak too highly of it". Mr. Bartlett had been on duty from 9 a.m. to 6 p.m. but continued without supper and despite the lightning. Said Rev. Anderson: "I stood by with Bartlett while he was on the job and for some time Ranger Rose was with us ready to give any assistance needed. I must admit that at times I was a bit anxious as to Bartlett's safety, especially when he jumped with the shocks caused by the lightning. When I pointed out the risks he was taking, he merely grinned and replied they were no greater than the risks taken by the lads in the aircraft".

This typical spirit indicates the interest and enthusiasm of a vast network of observers and the deep rooted patriotism of the individual Newfoundlander.

QUEBEC NEWS

FOREST PROTECTION SERVICE



The Provincial Department of Lands & Forests, through its Forest Protection Service, has rendered considerable service to the R.C.A.F. by supplying valuable information on movements of aircraft through its numerous lookout towers and fire wards scattered throughout the Province. This service has been closely linked with their primary functions of

detecting, reporting and combatting forest fires.

The Quebec Forest Protection Service owes its effectiveness to the application of years of organizational work and improvements brought about by its Chief, Mr. Henri Kieffer, Forestry Engineer. Mr. Kieffer, who has been serving his Province for over 35 years, has with him a very competent staff, a few of which are:- Mr. Georges-Henri Bernier, his assistant; Mr. Maurice L'Heureux, Inspector General; Mr. Eudore Racine, Forestry Engineer and Regional Director for Aircraft Detection Corps in the Lake St-John and Saguenay River area and Mr. Antonio Hebert, Associate Regional Director for the North Shore area from Tadoussac to Baie Comeau.

Numerous forestry associations throughout the Province considerably extend the protection afforded by the Quebec Forest Protection Service, a branch of the Provincial Department of Lands & Forests.

The active co-operation of this organization is of invaluable assistance to the Aircraft Detection Corps and the Defence of Canada.

MONT JOLI FAMILY



Shown in picture above is Mr. Thuribe Rioux, with Mrs. Rioux, his daughter, Lucille, and his son Benoit. Mr. Rioux was born in Mont-Joli 51 years ago and has been living there ever since.

Apart from being well known in business as butter manufacturer and grocery owner, in Mont-Joli, Mr. Rioux is actively connected with many other associations, namely, Director of the Chamber of Commerce, President of The Gulf of St. Lawrence Milk Industry and Vice-President of Parish Committee.

Mr. Rioux is a very keen Official Observer and keeps watch himself every day from 12 to 1 o'clock p.m. in the local Observation Post.

RIMOUSKI EXCHANGE



Pictured above are Miss Hedwidge Brodrique, Chief Operator, and Mr. G.A. Bouchard, Division Manager, Rimouski Exchange of the telephone service at this exchange. Both are to be complimented for the efficiency and rapidity with which Aircraft Detection Corps calls have been handled since the beginning of the organization on the

South Shore of the St. Lawrence River.

This particular exchange of the National Telephone Company, which company is operated by the Quebec Telephone & Power Corporation, receives on some days, as many as fifty Aircraft Detection Corps calls; records at the Reporting Centres show that they are being transmitted in an average time of two (2) minutes. This indicates that telephone operators, under the supervision of Mr. Bouchard and Miss Brodrique are well instructed and 100% cooperative.

MARITIME NEWS

(continued from page 5)

Many Chief and Official Observers were instrumental in reporting information, organizing search parties and providing hot food and drinks for the rescued airmen.

Less than 24 hours after they were forced to leave their plane, all members of the crew were safely back at their base, but they will not soon forget the kindness and practical help of the A.D.C. personnel, together with that a contingent of men and officers from a nearby Army Training Centre, who searched tirelessly until the last man was found.

Chief Observer J.H. Bentley of Musquodoboit passed the information to the Aircraft Detection Corps immediately the first flier was found, little more than half an hour after he had bailed out.

The R.C.A.F. is most grateful to all those members of the Corps who rendered such valuable assistance in the search and rescue of the airmen involved, and wishes to express its sincere appreciation.

IN PICTOU COUNTY



At left is F/O William F. Burke checking list of Official Observers with Chief Observer R.M. Campbell, of Scotsburn, Pictou County, N.S. It would appear that in this particular instance, A.D.C. organizational work took precedence

over harvesting operations or it may have been that a few minutes' rest was in order.

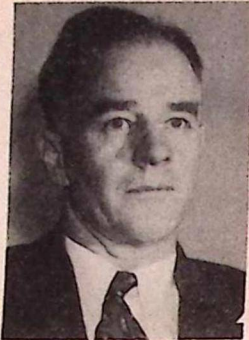
# WESTERN AIR COMMAND NEWS

SUPERINTENDENT OF D.G.T.

OUTPOST

From a communications standpoint, no better friend has the A.D.C. in Western Air Command than R.G. (Ray) Bishop, Divisional Superintendent of the Dominion Government Telegraph System in the far west.

His assistance and advice when the communications network of the Corps were being organized in the early days of the war were invaluable, and closest co-operation has been enjoyed continually.



Mr. Bishop is pictured at his desk in the offices of the Government Telegraph Service at Vancouver, B. C.

A native of the Cariboo district of British Columbia, Mr. Bishop started with the Government Telegraph Services as a messenger boy at Ashcroft, B.C., in 1913. Since then he has been lineman, cable splicer, switch-board installer, telephone operator, telegraph operator, wire chief, office manager, district supervisor, district superintendent and divisional superintendent.

During the last war, Mr. Bishop served in the 7th Canadian Infantry Battalion and was severely wounded. He has had numerous operations ever since to have pieces of shrapnel removed from his body, and only recently he entered the hospital expecting to lose a leg. But through the miracles of surgery this was spared him, and he is back on the job with both legs as good as new.

To prove that point, Mr. Bishop has challenged the A.D.C. officers at Command to a game of golf, which, next to talking communications, is his favourite pastime.

## PRINCE RUPERT OFFICER

Pilot officer W. S. (Bill) Dee, shown at left, is now A.D.C. Officer for the northern British Columbia area of Western Air Command; he succeeds genial Flight Lieutenant C. L. McCallum who has retired due to severe illness.

Pilot Officer Dee was born in Vancouver, B.C. and is the son of William Dee, a former District Superintendent of Government Telegraphs. In 1915 he went overseas with the 3rd Canadian Pioneer Battalion and later

transferred to the 7th Battalion. Upon returning to Canada in 1919, he took up residence at Salmon Arm, B. C. where he managed a hardware store and did radio servicing.

In February 1940, Pilot Officer Dee enlisted in the R.C.A.F. After an extended tour of duty at Western Air Command Headquarters, he was transferred in July 1943 to his present position at Prince Rupert, B. C.



Mother of two daughters and two sons, one of whom is an Ack-Ack Lieutenant now overseas some 18 months, with music, geology and aviation as hobbies, Mrs. Grainger is one of the many busy mothers and wives who have willingly assumed the further responsibility of "watching and warning" as an active member of A.D.C. Significantly, Mrs. Grainger says that all her family are interested in her appointment.

The Grainger home is situated near a river and mountain, both of which have the same Indian name "Nadina", meaning "beautiful". Although somewhat off the beaten track for normal flying it is one more A.D.C. observation post in the extensive blanket of coverage that Observers provide for the safety of our aircrew and their aircraft.

Pictured above are Mrs. Grainger in the "jeep", and at right her daughters Barbara and Kathleen. That 25 pounds of speckled silver tells its own story.

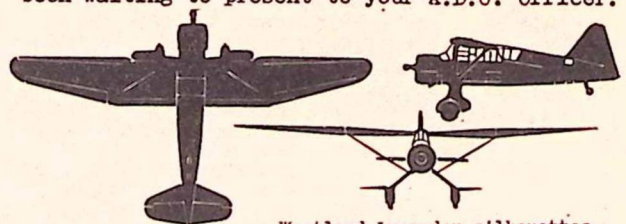


## THE PRODIGALS' RETURN

The exigencies of the Service recently necessitated the attendance of Flight Lieutenant Chaston and Flying Officer Holland at a course of instruction in administration, which was held at an R.C.A.F. training station in Eastern Canada. Their absence unfortunately upset and delayed our carefully planned program of Observer contacts.

However, these Officers have finally returned to the fold, looking much fatter if none the wiser, although they both claim to have acquired great knowledge.

As soon as they get their fingers on the pulse of things again and dispose of a few internal problems, visits to Observers and meetings will be resumed. Many Observers may expect to be visited in the near future, so wipe the cob-webs off those problems you have been waiting to present to your A.D.C. Officer!



Westland Lysander silhouettes.

## HELPING HANDS

The helping hand of A.D.C. cannot always save the lives of our aircrew and the valuable aircraft in which they fly. However, accurate, speedy and consistent reporting always pays dividends, and when members of the Corps are right on the job, much other valuable assistance can be, and is, rendered, as the following incidents prove.

Every A.D.C. report, even though it may not save lives or valuable equipment, may shorten or even eliminate lengthy and costly searches in which other lives and valuable equipment are at stake, or set salvage and investigation machinery rapidly and efficiently in motion. Every investigation reveals information that contributes to the safety of training and operational flying that still has to continue, and, generally, the quicker an accident can be investigated, the better the results.

Observers of the Aircraft Detection Corps originate literally thousands of reports each month. This is a stimulating fact to our aircrew. Every individual report has potentially infinite value in that it may contribute to or result in the saving of life. At the very least, each report gives information to "Operations" as a result of which every flight may be tracked and followed by the increasingly effective Flying Control -- Air Sea Rescue services of the R.C.A.F.

## MAYNE ISLAND, B. C.

Early in the afternoon of 13th January, 1943, Official Observer A. Corbett of Mayne Island, B.C., reported a twin-engine bomber which he saw spinning to the earth. Although not seen to crash due to the mountainous terrain, it seemed quite probable that this aircraft had crashed between Pender and Mayne Islands.

As a direct result of Observer Corbett's report an early and successful search held in the vicinity revealed a crashed Hampden in which the pilot formed the only crew. Unfortunately the pilot lost his life and the aircraft was completely wrecked.

## KITWANGA, B. C.

On December 21st, 1943, Chief Observer A.S. Irvine reported a single-engine monoplane circling low over Hazelton and then heading west. Ten minutes later, at Kitwanga, some twenty-five miles west of Hazelton, the same aircraft was observed by the Kitwanga ferryman and an Indian resident, flying very low along the Skeena River. A few seconds later they saw it crash into the ferry cable which is stretched approximately fifty-five feet above the surface of the water.

The Indian, instructed by the ferryman, proceeded swiftly to the Hudson Bay Company's store, a distance of approximately three-quarters of a mile to report the crash. Miss Betty Boughey, an employee of the Hudson Bay Company's store at Kitwanga, although not then an A.D.C. Observer, took the message and immediately relayed it via telegraph to Chief Observer Irvine. Mr. Irvine, who was right on the job, immediately sent an A.D.C. report, which was received at No. 4 Group filter room within ten minutes of the actual crash. Both the B.C. Police and the R.C.M.P. at Hazelton were notified of the crash by Mr. Irvine.

The Pilot was instantly killed and the plane completely demolished. However, much credit is due to all concerned for the efficiency and speed exercised in the reporting of this crash to appropriate authorities.

## PORT SIMPSON, B. C.

An incident which proves that members of the Corps are on their toes at all times occurred recently in the neighbourhood of Port Simpson. An aircraft engaged in a routine flight after dark was seen by Chief Observer A. W. Scott, as it was dropping flares over a nearby island. Presuming the aircraft was in distress, Mr. Scott attempted to turn in his report but was unable to complete his call. A search party was organized immediately and its members set out in a launch.

The search was conducted throughout the night but revealed nothing unusual. Mr. Scott learned later that the aircraft had met with no misfortune and had returned safely to its base.

## KITIMAT, B. C.

Recently the crew of an R.C.A.F. flying boat was confronted with the familiar murky coastal weather. The aircraft got off its course and was soon in unfamiliar surroundings. Circling the village of Kitimat the pilot came in for a landing. With the aid of Official Observer Rev. Basil Hartley who had ventured out to meet the crew in a rowboat, the craft was safely moored.

A most welcome meal was provided by Rev. Hartley, and the crew was very pleased to find themselves among A.D.C. friends sympathetic to their predicament. The visitors were supplied with the proper directions and the aircraft took off for its destination.

A point of particular interest in connection with this incident is that Rev. Hartley is one of the scattering of Official Observers on the west coast who do not have communication facilities. It is of course reasonable to assume that Rev. Hartley, had he not been an Observer, or any other non-Observer, would "give a hand" in any such incident as this. However, the very fact that Rev. Hartley is an Observer, and has been since the early days of the Corps, puts him in a better position to render the necessary assistance in such emergencies. Incidentally, our aircraft know that A.D.C. is part of the R.C.A.F., and this is a psychological factor of no small importance.

## SALT SPRING ISLAND, B. C.

On the evening of 14th January, 1944, R.C.A.F. personnel stationed in the Control tower at Patricia Bay, B.C. reported what appeared to be an aircraft in flames on the side of Mt. Tuam on Salt Spring Island.

The Regional Director for that area, Mr. V. C. Best, was immediately contacted. Mr. Best immediately telephoned Mr. McAfee at Fulford Harbour located at the foot of Mt. Tuam and instructed him to arrange for a truck and two guides to be ready to conduct a search party into the scene of the crash.

One hour later the R.C.A.F. search party arrived at Fulford Harbour. The whole party was transported in all haste over a rough abandoned logging road to the summit of the mountain. From there, guided by a Mr. Wakelin and Official Observer Hepburn, the party proceeded over rough, perilous terrain directly to the scene of the crash. The guides are to be commended on their accuracy as only an approximate position of the fire was known.

The scene of the fire revealed that an aircraft, a Hampden, was completely destroyed and the pilot, the sole occupant, had met his death.

The excellent co-operation of Regional Director Best, along with that of several persons in Fulford Harbour, was of considerable value to the R.C.A.F. in this incident.

## WE FORGET TOO EASILY

By Noel Coward

(Reprinted from British Broadcasting Corporation's "London Calling")

I have just returned from a tour of North Africa and the Middle East. Within three months I have been to Gibraltar, Oran, Algiers, Malta, Sicily, Egypt, Syria, Palestine, Iraq, and Tripolitania. I have visited more than fifty hospitals and convalescent camps and talked to many, many thousands of sick and wounded men.

I have seen a great deal, one way and another, and I have learned a great deal too; much more than I would have believed possible in so short a time. To describe what I have seen would be comparatively easy, but to describe what I have learned would be far more difficult.

For what I have learned concerns the quality and spirit of our men in the fighting forces, and it seems to me that any civilian, however professionally articulate he may be, who tries to express in words this quality and this spirit must tread very warily indeed.

I shall try to convey to you a little of this attitude of mind, this cheerful capacity for sacrifice that I have noted in all the men I have talked to. If I fail, I assure you that my failure will be from excess of zeal rather than lack of sincerity.

The night before I left England, as some of you may remember, I sang a new song I had written, called "Don't Let's Be Beastly to the Germans". This, I have heard since, caused considerable confusion in the minds of some people who must either have an inadequate knowledge of the English language, or were unable to believe the evidence of their own ears. "Don't Let's Be Beastly to the Germans" was a satire, and as vitriolic and bitter a satire as I could well make it.

It was a satire on a trend of thought that I felt was once more beginning to spread in the muddled minds of our moralists and sentimentalists; a trend of thought infinitely dangerous to the future of our country and our Empire; a trend of thought that flourished to such an extent after the last war that it caused us not only to forgive our enemies, but even to forget the men who had defended us from them.

I am not alluding to the dead; sentimentalists always remember the dead with garlands and monuments, but they are very prone to forget the living, especially if the living happen to be a reproach to their consciences. This I hasten to affirm is not a satire.

As I said before, I have seen a great deal during these last three months; abandoned battle areas in the desert; the bombed streets and harbours of Malta; historic beaches in Sicily where the Allied troops made the first landing of European invasion. I have seen large convoys, which only a short year ago would have been subjected to merciless and incessant bombardment, steaming unmolested through the Mediterranean. I have seen the town of Tripoli still reeking faintly of dusty Italian pride, its grandiose modern buildings looking rather sorry for themselves as though the Empire Exhibition were closed for the season, and they were just waiting to be demolished.

What I really learned, however, from going through the hospitals was taught me quite unconsciously by the men themselves, and it is a lesson that I do not intend to forget until the end of my days. I saw many harrowing sights and many physical horrors -- you cannot go through ward after ward of battle casualties

without doing so -- but, among all these sick and wounded men lying in various stages of pain and discomfort, I only found one whose morale was really low, and he, poor fellow, had just had his tonsils out.

I want so very, very urgently to make one thing clear to you. We are a fine race, and contrary to some opinions, a fairly imaginative one; but we have one grave defect, and that is that we forget too easily. What I want to make clear to you is that we owe a debt to these men of our Fighting Forces that can never be fully paid and must never, never be forgotten.

The aftermath of this war with its reconstruction difficulties and its inevitable political and economic changes, will be, as we are all aware, a pretty uncomfortable period for all of us. But however uncomfortable it is, and however frustrated we may feel at being unable to get back as soon as we had hoped to the easy ways of peace, and the pursuit of our personal ambitions, these discomforts and frustrations can be nothing compared with what our fighting men have endured and are enduring now for us, and for the future of everything we believe in.

If, in the future, any of us -- either individually or in unions or political parties --- do anything to let down these men and all they have endured for us, I can only say that it will be to our eternal, everlasting shame.

## "HOME WAR"

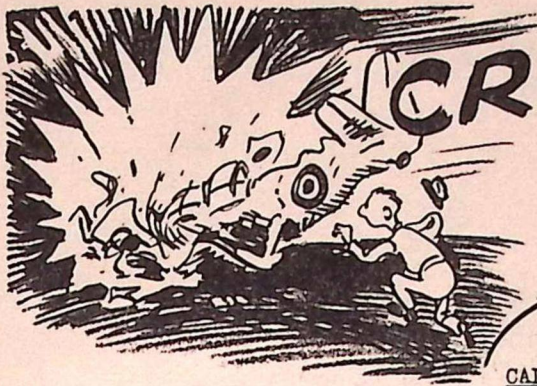
Following is an extract from an interesting article in the Canadian Geographical Journal, October 1943, dealing with the "Home War" operations of the R.C.A.F. The extract indicates the importance placed on Aircraft Detection Corps reports:

"The operations room emphasizes the importance of civilian aircraft detection, and the increasing accuracy of the reports is indicative of the work being done in this field by civilians. A.D.C. members range from school children to retired business men, who volunteer for watching posts around the clock, and make possible complete coverage of aircraft movements. The A.D.C. is a highly efficient voluntary organization drawn from all walks of life.

## READY TO GO



The business-like nose of a Halifax bomber is silhouetted against the evening sky, as the giant aircraft stands ready for the crew to take a heavy bomb load winging across Germany.



# CRASH RESCUE!



**GET THERE!  
SECONDS COUNT  
SAVE THE CREW**

**MATCHES CAUSE EXPLOSIONS**

CALL "AIRCRAFT  
DETECTION CORPS".



**1 GET AT THE CREW**

If you can't find the catch of hood or escape hatch, **BREAK IN.**



**2 FREE THE CREW**

Release seat straps (a), Chute harness (b), Intercom, etc.



**3 GET THE CREW OUT**

Lift, don't drag out. It's easier and prevents injury.

## EMERGENCY FIRST+AID

### BLEEDING

Check this. Press on artery between cut and heart.

### ARTIFICIAL RESPIRATION

For drowning or electric shock. Place victim face downwards. Press forward on small of back. Time with your own breathing. Continue up to an hour.

### BURNS

Cover patient. Use gauze soaked in baking soda solution. Do not break blisters.

### SHOCK

Loosen clothing. Move victim to shelter and keep him warm and calm.

### FIRST AID SUPPLIES

THESE ARE CONTAINED IN A WHITE BOX WITH A RED CROSS. LOOK FOR THIS INSIDE COCKPIT, OR IN SMALL COMPARTMENT IMMEDIATELY OUTSIDE COCKPIT ENCLOSURE.



**4**

**GET THE CREW AWAY.** Lift and carry carefully - By joining hands or using blankets. Distance of 100 feet anyway.

## DANGER

### FIRE

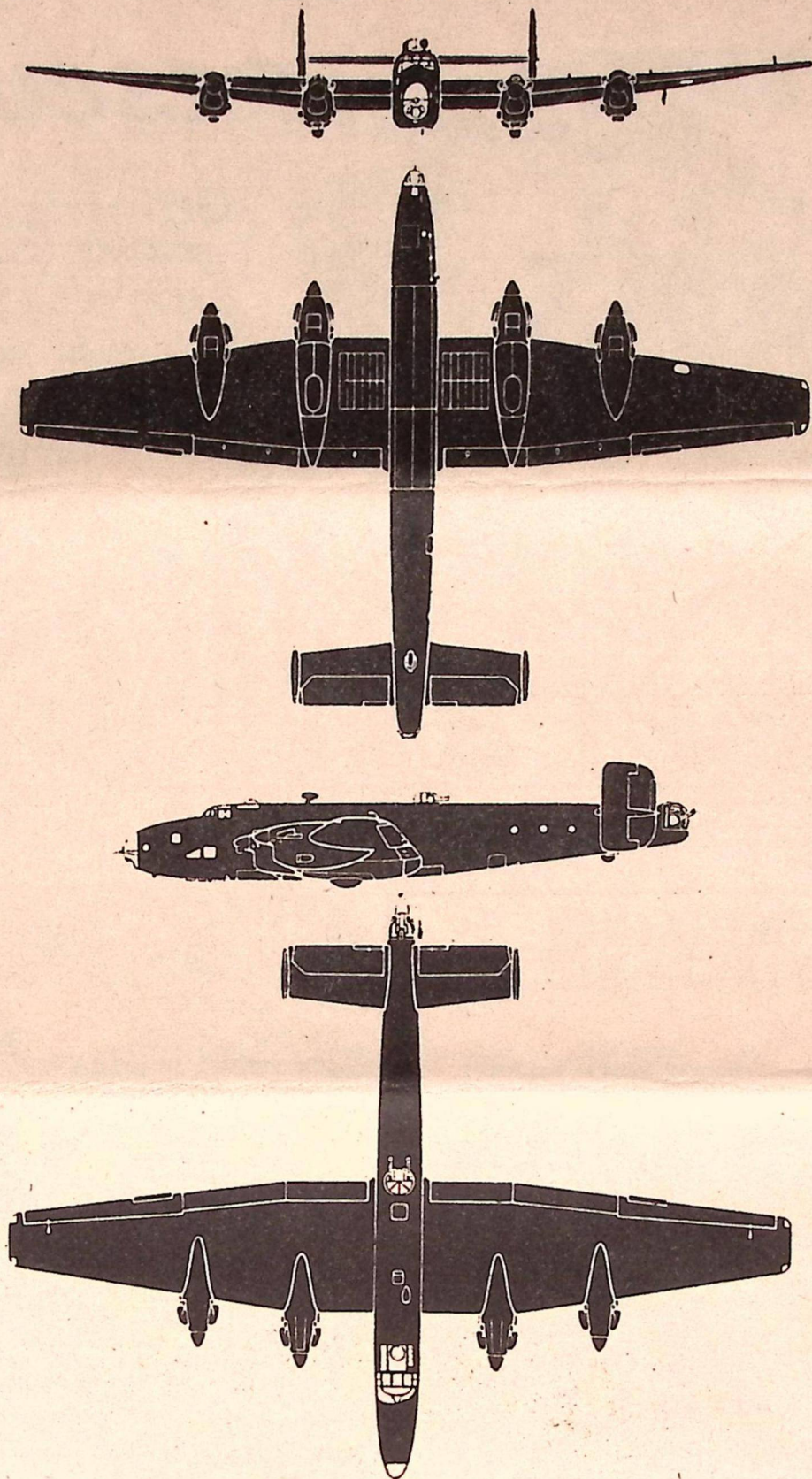
Gasoline and damaged electrical equipment may cause fire.

### EXPLOSION

Gas tanks may explode.

### DEPTH CHARGES

Bombers may carry depth charges or bombs. These may explode within five minutes of fire.



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