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The Observer



THE DEHAVILLAND "TIGER MOTH"

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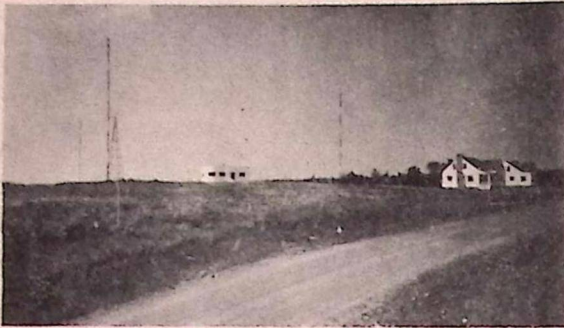
1944



THE OBSERVER

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

THE DEPARTMENT OF TRANSPORT

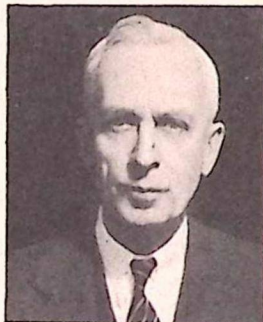


Exterior of a typical wireless station. The modernly designed transmitter building is framed by the delicate tracery of its masts and antenna. Operators' homes are at right.

During the early days of organization of the Aircraft Detection Corps, it was seen that there would be many difficulties in providing fast and reliable means of communication between the isolated areas across Northern Canada and A.D.C. reporting centres located further south. In these areas, which are populated mainly by Indian and Eskimo tribes, the only means of speedy communication with the outside world is, of course, by wireless.

Fortunately wireless communication facilities were available. For many years the Radio Division of the Department of Transport has operated a network of high power coastal wireless stations along the East and West Coasts and in the Hudson Bay and Straits area as an aid to marine navigation in those waters. Operators at these stations have many duties to perform. These include the handling of messages to and from vessels in their area, transmitting of weather information, furnishing vessels with their position by means of direction finding apparatus, as well as the continual care and maintenance of their equipment. Operators at many of these stations, particularly in isolated parts, have been appointed as A.D.C. Observers and thus assist the Corps by originating reports. All these duties, heavy enough in peace time, have been considerably increased by the extra demands placed upon all wireless facilities with Canada at War.

In addition, these stations were already maintaining infrequent schedules with many scattered low-power wireless stations at Hudson's Bay Company posts and other isol-



Mr. W. A. Rush

ated points, at each of which an A.D.C. Chief Observer was already appointed. However, due to the fact that reports to "Aircraft Detection Corps" from these Chief Observers often could not be forwarded until the next scheduled time for transmission, lengthy delays frequently occurred before these reports were received at the reporting centre.

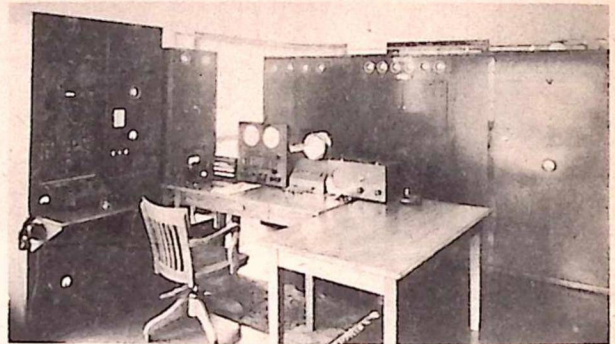


Mr. E. G. Bennett

The dual problem of speeding up the transmission of Aircraft Detection Corps reports, without impairing in any way the efficient completion of the other duties of operators at these stations was worked out with Mr. W. A. Rush, Controller of Radio, and through his co-operation and that of Mr. E. G. Bennett, Chief Inspector, extra equipment owned by the R.C.A.F. was installed at a number of key stations. This permitted a speedy relay of A.D.C. reports to the reporting centres at any time of the day or night.

At the time of organizing the Corps in Central Canada, it was considered that Captains of the many ships plying the Great Lakes could provide valuable information by reporting aircraft seen or heard during their voyages. Here again, through utilizing their ship's radio and Department of Transport wireless stations, a scheme was worked out to provide a fast means of forwarding these reports.

The splendid co-operation and the valuable advice concerning methods of utilizing wireless facilities to the best advantage which has been given by members of the Radio Division, Department of Transport, has in no small way assisted in the successful organization of the Aircraft Detection Corps.



Station interior. The operator's position is arranged to provide easy access to all equipment. Transmitter is in the background.

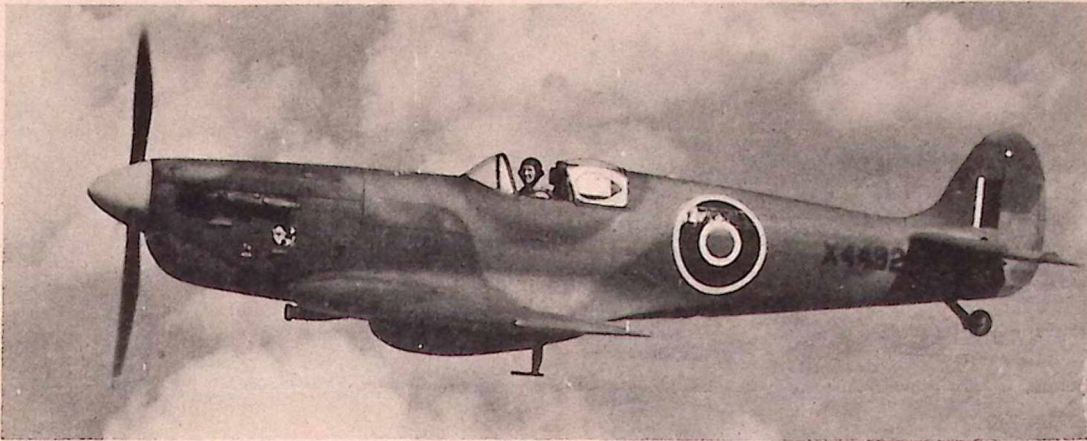
PUT VICTORY FIRST!

Canada's Sixth Victory Loan drive gets underway on April 24, providing those of us who must of necessity remain obscurely at home with another opportunity to put our dollars into the fight for Victory and a tangible saving for the future.

To many, the purchase of Victory Bonds has now become a habit and every last cent is scraped together to purchase the maximum amount during these drives.

Let's all get this habit, buy all you possibly can. **PUT VICTORY FIRST!!**

AERIAL PHOTOGRAPHY AT WAR



Pictured above is a Photographic Reconnaissance Unit Spitfire. It carries no guns, so the pilot relies on evasion tactics to escape attack. The bulge or streamlined blister under the wings, formerly occupied by the machine gun wells, is now occupied by extra gasoline tanks for long range flights. The bulge in the nose is an extra oil tank. The compartment directly behind the pilot and beneath the rondel houses two very large cameras with telephoto lenses.

No doubt Aircraft Detection Corps observers, in common with the general public, have often wondered about the photographs they have seen of bomb damage to enemy cities in the weekly illustrated newspapers. How and why are these pictures taken? This is a long story and one that could not be told completely in many volumes of "The Observer", but this article has been written to try and give you a small appreciation of the importance of this work.

Aerial photography is playing a very important part in this war. A.D.C. observers in coastal areas no doubt have often watched our aircraft going out to sea in search of enemy submarines. When a submarine is found and attacked, a photographic record is automatically made showing the explosion of the depth charges in relation to the location of the submarine. By certain methods, these photographs provide accurate measurements which often make it possible to determine the probable damage to the submarine and whether or not it has been destroyed.

Again, the only immediate means of determining the extent of bomb damage to enemy factories is often by aerial photographs. These photographs, which are taken as soon after a raid as possible, are microscopically examined in great detail by many people. People engaged in this work are, first of all, experts in certain particular lines. For instance, a man who is an expert on shipping, will examine photographs on damage to enemy harbours, giving close scrutiny to every wharf and building. His examination will usually provide an estimate of the number of ships, and their tonnage, which have been put out of action. This is important information as it can be used to keep track of the available shipping tonnage that the enemy has at his disposal, thus furnishing a guide as to the amount of supplies which he can move to his outpost garrisons.

Railway yards too, come in for close scrutiny. Photographs provide evidence of the amount of moving freight traffic. Where it is

seen that a railway yard contains a large concentration of railway traffic, it often tells that a big movement of troops is afoot; the enemy does not risk bringing a lot of freight cars together in a railway yard without reason. The risk of having it bombed out is too great.

Watch your weekly papers and magazines for photographs of the types described above; some excellent examples are frequently published. Examine them carefully, and see what they tell you. You can often spend an hour with one photograph, writing down and adding up all the damage you can see. Now, supposing you knew the extent of the plants and factories making war goods in that area before the bombing, you can readily see that the photograph is an invaluable means of estimating the effect of the bombing on the enemy's production.

Aerial photographs are usually taken with special aircraft; in fact, the work is so important that many aircraft do no other work than this. The photograph above shows a Spitfire on a reconnaissance flight to obtain such photographs. This is not the "Spitfire Fighter" but a very close relative of it and it carries no guns but a much larger load of gasoline. The pilot flies the lonely trip by himself, often for great distances. Aircraft which neither shoot nor drop bombs do not often make front page news stories, consequently you do not hear much of either the dangers or the importance of the work of these pilots. "Photo Joe", by which name these pilots are known, may not make the headlines as often as Fighter or Bomber pilots, but he is playing a vital part and one that will go on until Victory is ours. He helped General Montgomery chase Rommel out of Africa by finding his armoured columns and supplies, and he will go on always in this important work, bringing to light those things the enemy would so dearly like to keep from us, until the last battle is won. Hats off to "Photo Joe".

WESTERN AIR COMMAND NEWS

AT JORDON RIVER

Mrs. Gordon A. Willoughby, pictured at right, is not posing for her picture but is actually sending in a report of an aircraft passing overhead during the A.D.C. field officer's recent visit at her post. The fact that Mrs. Willoughby was entertaining did not stop her from breaking off in the middle of conversation to rush out and observe an aircraft and get her report in without a moments delay.



Mrs. Willoughby's husband, pictured below with A.D.C. field officer F/O Ward, is Chief Observer for the Jordan River area, and he and his wife are doing a grand job of observing and reporting.

As can be seen from the above photograph of Mrs. Willoughby, Chief Observer Willoughby has extended his telephone line outside his house



in order that as little delay as possible will occur when reports are being made on aircraft. The many books, pamphlets and magazines on aircraft recognition to be found in the Willoughby residence is evidence enough of their sincere endeavour to train themselves in the recognition of aircraft. Proof of their ability to do this is borne out by the great faith put in the Willoughby A.D.C. reports by the reporting centre.

As can be seen from the above photograph of Mrs. Willoughby, Chief Observer Willoughby has extended his telephone line outside his house

SUCCUMBS TO ILLNESS

It is with much regret that the death of Associate Regional Director George Cripps, O.B.E., of Prince Rupert, B.C., is made known to A.D.C. Observers.

Mr. Cripps, who was Provincial Government Assessor, was a familiar figure throughout Northern British Columbia, and during his extensive travels assisted wherever possible in the organization and maintenance of the Aircraft Detection Corps. A brief outline of Mr. Cripps' history appeared in the December issue of "The Observer".

All associated with Aircraft Detection Corps extend deepest sympathy to Mrs. Cripps and family.

WORKING TOGETHER



In the more sparsely settled districts of this far-flung province of British Columbia, distance precludes frequent contact amongst members of the Aircraft Detection Corps. On a recent field trip carried out by F/L Chaston and F/O Holland, Western Air Command A.D.C. officers, a visit was made by boat to False Bay, Lasqueti Island. We were fortunate in having along Regional Director Osborne of Half Moon Bay, B.C. with his charming wife.

The Chief Observer for Lasqueti Island is Mrs. Charles Williams, and it so happened that her son, Captain R.S. Acton, Master of the Marine Vessel "Patty G" was in False Bay at the time of the visit. The above picture was taken of these Observers who are from left to right, Official Observer Mrs. E.F. Osborne, Regional Director E.F. Osborne, Chief Observer Mrs. Charles Williams and Official Observer, "marine", Captain R. S. Acton.

The R.C.A.F. pays tribute to the fine spirit and consistent activity of these members of the Aircraft Detection Corps.

CAPABLE N.C.O.



A member of the A.D.C. staff in Western Air Command since December, 1942, Sergeant L.A. (Lou) Keen of Vancouver, B.C., is the capable N.C.O. of the Prince Rupert headquarters branch.

Sgt. Keen enlisted in the Air Force in Vancouver and took training at Trenton, Ont. He was posted to Western Air Command in December, 1941 where he spent his first year working in the Operations Branch.

In December, 1942, Sgt. Keen was chosen as the N.C.O. for the A.D.C. branch at Command Headquarters where he worked until July, 1943, when he went to Prince Rupert.

Prior to enlistment, Sgt. Keen was employed by the Industrial Timber Mills, Ltd., at Youbou, B.C. as paymaster. His ambition was to get into aircrew in the Royal Canadian Air Force, but color-blindness stood in his way. This aircrew "curse" does not affect his work in the "Aircraft Detection Corps" though, where his services are considered most valuable.

AT UCHUCKLESIT



Chief Observer and Mrs. James Gibson and daughter, Joan, below at Uchucklesit live on the west coast of Vancouver Island.

Jim is in charge of the gas and oil dock at this point and with the many hundreds of fishing vessels calling daily to refuel, one can easily realize that he is a very busy man. Nevertheless, as he told the A.D.C. field officer on his last trip, when an aircraft passes within sight of his post, even

though he is in the middle of "gassing up" a boat, he drops his work immediately and runs 100 feet or so up to his house to report without delay.

Mr. Gibson is one of the fortunate people who is imbued with ingenuity and as a result, his post is equipped with many aids including a height finder, and he has placed his telephone right out on the porch so that he might follow the aircraft as he is reporting it. Chief Observer Gibson has many excellent ideas and has put a lot of work into organizing his area. Mrs. Gibson (pictured at upper left) is his most ardent assistant and can show, after a few minutes conversation, that she knows something about aircraft recognition, thanks to the tutorage of her husband, who is by no means a rank amateur.



REAL TEAMWORK

Provincial Police A.D.C. Observers have scored again on the British Columbia coast:

Recently, through the speedy work of Constables S.W.R. Morrison, H.E.J. Medley and C.E. Ennals of the B.C. Police Detachment at Campbell River, B.C., the lives of several airmen were saved after their aircraft had been forced down on the water due to engine failure.

Constable Ennals was advised of the crash in the sea of one medium size bomber and Constables Morrison and Medley immediately set out for the scene of the crash in the Police launch. En route, the policemen aboard the launch signalled by aldis lamp to a Canadian Pacific Air Lines Dragon Rapide, which was passing overhead and advised them of the mishap. The C.P.A.L. plane answered the S.O.S.

In the meantime, a second aircraft was forced to "ditch" in the vicinity, but the C.P.A.L. plane, thanks to the quick thinking of the constables on the boat, was soon at the scene and the airmen were taken from the cold water.

Constable Ennals who had remained at the police post had notified the "Aircraft Detection Corps" and also the Campbell River hospital to be ready for an emergency and had a taxi waiting for the landing of the Dragon Rapide. One of the airmen was in critical condition from swallowing gasoline and sea water, but his life was saved as a result of the speedy and co-ordinated efforts of all concerned. The police launch continued to the scene of the crashed aircraft and managed to save valuable papers belonging to the airmen.

PORT ALICE CRASH

When an R.C.A.F. Norseman crashed in the centre of town at Port Alice, Vancouver Island, recently, A.D.C. Observers were on the job, and several risked their lives attempting to save occupants of the aircraft from being burned to death in the wreckage.

The bush plane crashed on a store building, skidded along the ground and up a small bank where it burst into flames.

Chief Observer A.A. King, of the area, contacted Observer H. V. Smyth who was working near the scene of the crash, and when he arrived at the spot three or four minutes later, the plane was a mass of flames.

Several residents of Port Alice were on hand also, and two of the men in the aircraft were removed.

Observer Smyth gathered the necessary information and the Aircraft Detection Corps was immediately notified of the accident. The Reporting Centre was kept informed at all times of what was happening.

Observer A. S. Kerr and E. Tucker, the latter who is a first aid attendant for a plant at Port Alice, rendered excellent service along with police officers, in getting two of the men from the burning wreckage, treating them and sending them to hospital. Unfortunately one of the airmen died that night.

Others who played leading roles in the daring rescue attempts were E. L. Tipping, a member of the fire brigade and two B.C. Policemen, Constables C. A. Bellhouse and A. Muskett. It was Constable Bellhouse who took charge of the rescue attempt.

Not only was A.D.C. Headquarters kept advised at all times of the mishap, but also the nearest Air Force station was notified immediately, and officials were soon on hand to investigate.

LADY OF MANY TRADES



Pictured here is Mrs. Alexander Allan of Port Renfrew, B.C. Mrs. Allan's husband is Chief Observer in his area but due to the nature of his work, is away from his home a large part of the time. As a result, it falls upon Mrs. Allan to carry on the duties of both Official and Chief Observer, and we might say she is doing a very

capable job.

In addition to her duties with the Aircraft Detection Corps, and the considerable amount of housework to be done as the mother of a very healthy son, Mrs. Allan acts as a switchboard and relay operator for calls from west coast points of Vancouver Island to Victoria.

One can readily understand from this that Mrs. Allan's daily life is a busy one. Notwithstanding, A.D.C. reports come in regularly from Port Renfrew, not only those observed by Mrs. Allan herself, but a large number relayed by her from other ardent Observers further up the coast. At the time this picture was taken Mrs. Allan showed in her log that during the past month several hundred reports had been handled by her.

THEY SHALL NOT PASS

The following article is reproduced from: "The Aircraft Warning Volunteer", edition of February, 1944, published by the United States' First Fighter Command, Mitchell Field, New York.

We think it is a very fine example of the work being carried on by the members of the "Aircraft Warning Service", which is closely related to our organization in Canada the: "Aircraft Detection Corps".

One day last fall an unusual call came in to the Miami Filter Centre. Coolly, calmly, as though it were a routine report, an Observer at West Palm Beach announced: "One JU-88 is circling Morrison Field. It seems about to land. It bears American markings".

It was the first time in this war that a German plane had been sighted over the United States and it was the first time Merle E. Smith, who made the report, had seen a German plane in flight. What Mr. Smith and the two observers on duty with him at the time - Mrs. Smith and Mrs. Herbert Weiss - did not know was that the plane was a captured Junkers which was being flown from Cairo, Egypt, to Wright Field, Florida.

Observer Smith, who is a recognition officer of the West Palm Beach post, says that at the time of the plane's passage, he visioned sneak raids and all sorts of dire things; but his fears were allayed when the Miami controller congratulated him and his aides for "hitting it right on the nose". Then he knew the aircraft was in friendly hands but he was sworn to secrecy and it was not until recently that the Material Command released him from his pledge. "There never was any doubt in my mind as to the plane's identity", he recalls, "and both Mrs. Weiss and Mrs. Smith were in complete agreement. It was the first time any of us had seen anything but pictures of models of the plane but there was no mistaking it.

At Wright Field, Army Air Force technicians made an exhaustive study of the craft, to see what makes it "tick". Their reports, coupled with those from Maj. Warner E. Newby and Lt. G. W. Cook, who flew the plane back to this country, lead to the conclusion that the JU-88 is "a darned fine plane".

News of the plane's arrival was withheld until about January 1st, when it was released to the press associations. Typical headlines heralded the fact that "Aircraft Spotters Knew Their Business", "Airplane Spotters on the Job", "Nazi Bomber Scare Proves Worth of Spotters".

The Buffalo Courier Express remarked editorially "The fact that it was an enemy plane in friendly hands should not detract from the praise that the keen-eyed spotters deserve. Not only that, but it should serve to call attention to the thousands of others throughout the nation who, week after week since the start of the war, have given time to the thankless job of faithfully reporting every plane within their ken whether their posts are on the sun-kissed shores of Miami or on some lonely, wind-swept Adirondack height".

The entire incident reflects great credit on the Aircraft Warning Service - and its component part, the Ground Observer Corps of the United States. It also lends point and emphasis to the study of aircraft recognition - a study that had been so effectively pursued by Mr. Smith and his fellow observers at West Palm Beach that there was not a moment's delay in making an accurate report when the crucial moment came.

VISITING THE DEROCHIES



Observers will remember a short article in the November issue of "The Observer" entitled "Ingenuity". This article outlined a very excellent idea of Regional Director D. J. DeRochie's where he had taken some pieces of lumber and fair sized rocks, painted them white and laid them out on his lawn to form the letters "A.D.C." in Morse code.

Mr. and Mrs. DeRochie are pictured above as they were caught by the A.D.C. field officer working in their garden. If you look closely you will see the Morse code "sign" in the foreground.

As Regional Director of a large area on the west coast of Vancouver Island Mr. DeRochie has done an excellent and thorough job of organization.

ONE OF OUR AIRCRAFT IS MISSING

A fine example of the speedy co-operation offered by the Aircraft Detection Corps in times of trouble was seen in the Half Moon Bay section of the West Coast recently when a Kittyhawk fighter was lost and a search was instituted.

Mr. E. F. Osborne, Regional Director for the area in which the aircraft was last heard from -- an isolated territory with rugged mountains, and dense forests -- immediately organized all his Observers to make a thorough search for the missing 'plane.

An oil slick on the water was reported from one section and forest ranger Bell was asked by the "Aircraft Detection Corps" to investigate. Mrs. Charles Williams, Chief Observer on Lasqueti Island sent out a fishing boat to patrol the shore off Texada Island where the aircraft might possibly have crashed. Captain W. A. Kent, Observer at Pender Harbour, went out by boat to search in the vicinity of the oil slick and Observer V.S. Osborne searched the shores of Thormanby Island by boat. Observer A. Gray carried out a sea and land search around Sechart. Three tug-boats in the vicinity also were requested by the Aircraft Detection Corps to assist. Unfortunately no trace of the missing aircraft was found. However, it is a great source of satisfaction to our fliers to know that up and down the coast there are civilians, such as those mentioned, who are always on the alert and ready to help them.

EASTERN AIR COMMAND NEWS

MARITIME NEWS

ON THE ALERT



Official Observer Maurice A. Wile, at Waterloo, Lunenburg County, N.S. with his daughter, Ruby Wile, scan the heavens beside a triangulation station of the Geodetic Survey of Canada, located atop a hill beside their house.

OBSERVERS RESCUE AIRMEN

Chief Observer Harold Clark and his newly appointed Aircraft Detection Corps Official Observers, Mr. and Mrs. Ervin Turple, all of Upper Kennetcook, N. S., may be justly proud of the part they played recently in rescuing and caring for three crew members of a Hudson bomber which crashed in their vicinity the 6th January of this year.

The first notification of the crash was received when the one uninjured airman found his way through the dense woods to Mr. Turple's home. He told them the location of the plane, also that two other occupants were injured and one missing. Mrs. Turple immediately left for the nearest telephone, a mile away, and notified the "Aircraft Detection Corps", the doctor and Chief Observer Clark, who drove at once to the Turple home.

With the aid of other residents, the small party brought two of the crew out, left them to be cared for by Mrs. Turple, and returned to search for the remaining airman. Unfortunately, when found he was beyond medical aid.

However, the other three were cared for and a guard placed on the aircraft until the arrival of Air Force personnel. Chief Observer Clark gave all relevant information to the Aircraft Detection Corps Reporting Centre as soon as details were available. A letter from the Air Officer Commanding-in-Chief, Eastern Air Command, was sent to Chief Observer Clark expressing appreciation to those persons assisting in the rescue. Here again is a splendid example of the work carried on voluntarily by members of the Aircraft Detection Corps.

A TRIBUTE TO TELEPHONE OPERATORS

It is desired to pay tribute to the faithful telephone operators in Eastern Air Command who, after their normal day's work is over, are always available to relay Aircraft Detection Corps emergency reports 24 hours daily.

This unflinching service has been of very real assistance, particularly in the case of aircraft lost or in distress. Too much praise cannot be given to these operators for their co-operation and the Royal Canadian Air Force is very grateful to these good friends.

ON PRINCE EDWARD ISLAND

At right is pictured Official Observer Peter Cahill of Tignish, P.E.I., whose son is also an Official Observer in the Aircraft Detection Corps. Mr. Cahill gave Flying Officer Burke from A.D.C. Headquarters, a warm welcome during his organizational trip around the island.



Observer Cahill is particularly well situated to report aircraft in distress as well as submarine sightings, suspicious vessels, wreckage, etc., in the Gulf of St. Lawrence. His faithful canine assistant who shares his 'watch' also insisted on being in the picture.

VISITORS TO A.D.C. IN HALIFAX

Among the recent visitors to Aircraft Detection Corps Headquarters, Halifax, were: Regional Director John F. Hart, North East Margaree, N.S.; Regional Director W. A. Fox and Chief Observer N.M. Trueman of Amherst, N.S.; and Associate Regional Director P.H. Weary, Musquodoboit Harbour, N. S.

It is always a pleasure to the Aircraft Detection Corps staff to welcome their co-workers in the Corps and an invitation is extended to all members, who may find it convenient, to call at Eastern Air Command Headquarters, R.C.A.F., corner of Barrington and South Streets, Halifax.

A GOOD LINE



The fish will soon be biting again and Chief Observer Leo Landry of Burnsville, N.B. is looking forward to his favorite sport. The trout shown in the picture were all caught in half an hour (he says), a few of the fish weighing almost three pounds. Baby daughter looks very proud of her daddy.

Chief Observer Landry has very little spare time as he operates a grocery store and is in charge of the central post office for the district. He

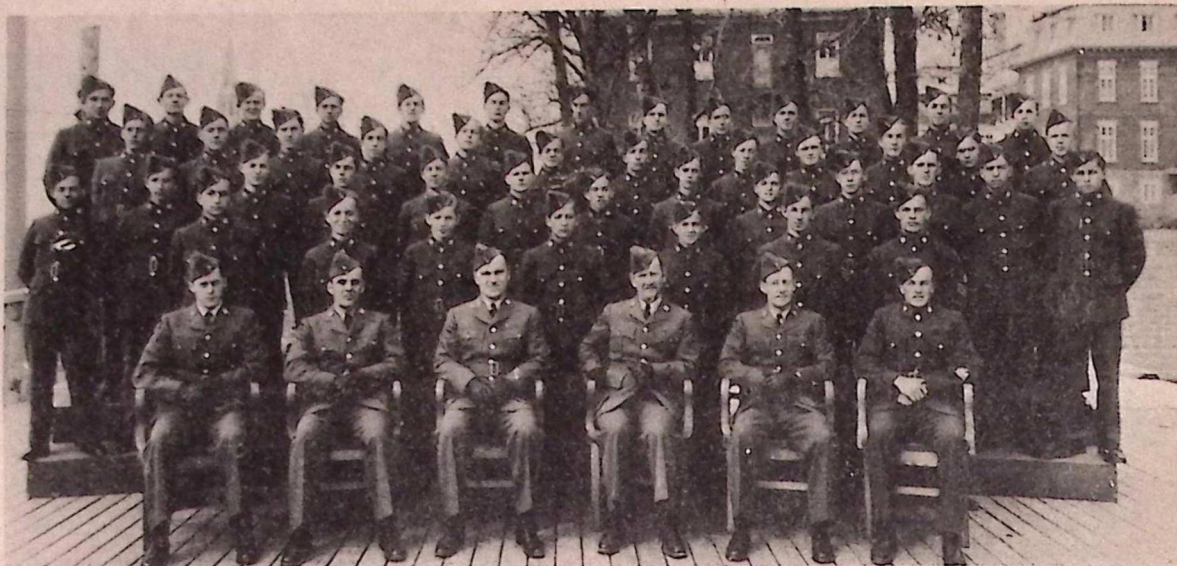
makes a point of keeping in touch with his Official Observers who never fail to report planes passing over this observation post area.

Assurance has been given Aircraft Detection Corps Headquarters that copies of the "Observer" magazine are distributed and appreciated by all Official Observers under his supervision.

Good fishing, Mr. Landry, and good reporting during 1944.

QUEBEC NEWS

RIMOUSKI AIR CADET SQUADRON



Pictured here are members of the Air Cadet Squadron No. 236, Rimouski, which is made up of students from the School of Arts and Trades of Rimouski, under the direction of Reverend Antoine Gagnon, brother of Mr. P. E. Gagnon, Mayor and well known lawyer of Rimouski.

These Air Cadets are Aircraft Detection Corps Official Observers under Air Cadet Flying Officer Leopold Garon, Chief Observer for the town of Rimouski. Mr. Garon is their professor of Sciences and in addition to the regular curriculum, gives them lectures on Aircraft Recognition.

Over forty different types of aircraft, including most of those which are being flown by the Royal Canadian Air Force, have been studied, and planes which fly over Rimouski observation post are identified by Air Cadets on duty.

We are pleased to learn from Mr. Garon that "The Observer" is greatly appreciated by the Cadets and that instructions on navigation and meteorology contained in some issues have been of particular interest to them.

PIGEON RETURNED



Some time ago Mr. Gaston Bertrand of Notre-dame des Anges came across a pigeon and noticed it was wearing a leg band. He turned it over to Chief Observer Miss Gabrielle Chateauvert, pictured here, who promptly reported it to the Aircraft Detection Corps. In accordance with A.D.C. instructions, Miss Chateauvert shipped the bird 'collect' to the R.C.A.F. in an ingeniously prepared cardboard box, along with the

following message:

"Now, my little pigeon, I'm letting you go with regret. If you are nice, let me know how you got home, what you do and where you come from. Bon voyage. Gabrielle".

The little carrier pigeon was just plumb tired and had "lost his bearings". Funny thing about these birds - they seem to go astray sometimes and get lost, but always end up in close proximity to A.D.C. Observers who immediately take proper steps to see that they arrive promptly at an R.C.A.F. airport.

OFFICIAL OBSERVER DESROSIER

Official Observer Cecilien Desrosiers, pictured at right, is the son of Mr. Philippe Desrosiers who operates a farm at Ste.-Flavie, P.Q.

At approximately 9:30 a.m. on December 7th last, working outside his home which is about one mile west of the R.C.A.F. Station Mont-Joli, Cecilien sighted an aircraft which had just taken off from its base. As it seemed to be flying unusually low he kept watching it, when suddenly it appeared to crash on a hill about a mile west of the farm. He immediately advised his sister Simone, a school teacher, who promptly called the Aircraft Detection Corps.

Cecilien then proceeded to the scene of the accident to give possible assistance to the occupants of the aircraft. When he arrived he was informed by the pilots, who were looking over the damaged plane, that no one had been injured. A few minutes later an R.C.A.F. ambulance appeared and took the two pilots to the airport.

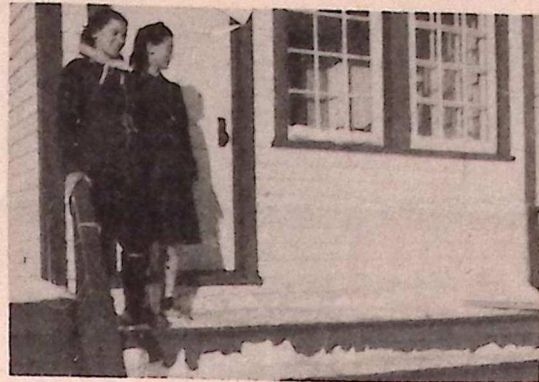
The R.C.A.F. extends its sincere "Thanks" to Cecilien and Simone Desrosiers for the prompt and efficient manner in which they reported and assisted at the accident.



NEWFOUNDLAND NEWS

LABRADOR IS ALERT

Squadron Leader S. M. Black, R.C.A.F. Officer-in-Charge, Aircraft Detection Corps Headquarters, Eastern Air Command, Halifax, N.S. has travelled over many so-called "isolated" parts of Canada, where the inhabitants feel themselves to be "isolated" or cut off from their fellow Canadian. Radio communication and frequent visitors by airplane have removed all barriers and the people of Labrador take a keen interest in the activities of the Corps in other part of the Dominion.



Pictured above is the Settlement of North West River, Labrador, which has long been an important fur trading centre. The river itself never freezes over, due to its swift current. Not being an expert in "reading the ice" as are the natives of this section, S/L Black, when visiting here in January 1944, broke through the ice but fortunately suffered no ill effects.



Mrs. G. Ackerman and Miss M. Hiscock are shown above on the steps of the Grenfell Mission Nursing Station. Mrs. Ackerman instructs the natives in handicrafts, which have a ready sale in Central Canada. Miss Hiscock is Teacher at the modern three-roomed school.

Shown below in the doorway of the Trading Post is Chief Observer R. G. Gillard, Hudson's Bay Company "Factor". Mr. Gillard appreciates the importance of the A.D.C. and is always on the alert to report signs of enemy activity or aircraft in distress. Although mail is not always on schedule, copies of "The Observer" are received regularly, and are read with interest by all members of the Corps at North West River.



Above is Mrs. M. G. Paddon, wife of the late Dr. Paddon, who is in charge of the Grenfell Mission Nursing Station. Mrs. Paddon's beautiful garden, with its profusion of blue delphiniums, belies the popular misconception that Labrador is always cold and bleak.



Below is shown S/L S.M. Black with the Grenfell Mission boat "Glad Tidings II". The boat is well-known in many settlements on the north shore of the St. Lawrence River and the Labrador Coast where its arrival means medical care and help to the people of these outlying districts. The utmost co-operation has been assured S/L Black by the inhabitants of this far corner of Canada.

ATTENTION: CHECK YOUR REPORTING

The official Observer Report Form (see page 20 and 21 in the Official Handbook) is planned primarily to assist observers to report, speedily and accurately, movements of aircraft. In order that information regarding "special reports" may be readily available at any subsequent time, it is important that full details of each report made be recorded in Column (J) using as many lines as necessary.


While first reports on "special incidents" should cover as much important detail as possible, they should not be delayed unduly to secure it in full. A second report should be made if necessary.

Specimen reports of a "submarine sighting" and "crashed aircraft" are illustrated below:

AIRCRAFT DETECTION CORPS

RCAF Form 112 Revised
20/4/43 (231)
HQ 485-E-112

OFFICIAL OBSERVER REPORT

| CODE NAME OF YOUR OBSERVATION POST | SEEN or HEARD | AIRCRAFT HEADING  | DISTANCE OF PLANES FROM OBS. POST (in miles) | LOCATION OF PLANES FROM OBS. POST N, NE, E, SE, etc. | No. OF PLANES (Number) FEW MANY | HEIGHT OF PLANES (Feet) LOW MEDIUM HIGH | TYPE 1 engine 2 engine 3 engine 4 engine monoplane or biplane | TIME of OBSERVATION A.M. P.M. (Local time) | SPECIAL REPORTING | |
|------------------------------------|---------------|---|--|--|--|---|---|---|--|---|
| | | | | | | | | | In reporting submarines, plane crashes, shipwrecks and other unusual happenings, give the following: (a) Exact location. (b) Observer's name and telephone number. (c) Nearness to submarine, crash, etc. (d) Names of other witnesses, if any. (e) Full details of occurrence. | |
| (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | |
| <i>(Insert Post Number)</i> | <i>Seen</i> | <i>(Specimen Report of Submarine Sighting)</i> | | | | | | | <i>3:45 p.m.</i> | <i>Feb 20th One submarine 1/2 mile N.E. of Grande Vallée heading East at 10 knots. Seen by P. Trudeau and R. Pagnon from boat at 1/2 mile distance without binoculars. Sub was awash with 2 men and one gun visible but no mark-ings. P. Trudeau (Tel. Grande Vallée 14)</i> |
| <i>(Insert Post Number)</i> | | <i>(Specimen Report of Crashed Aircraft)</i> | | | | | <i>2 engine monoplane</i> | | <i>7:43 p.m.</i> | <i>Feb 20th Crashed aircraft (if possible give type and number, E9 Hampden 673) One mile East of (well known landmark) on North side of (---) highway. Pilot killed, other 2 of crew slightly injured. Aircraft guarded. H. Camure (Tel. Sackville 69)</i> |

REPORTING INSTRUCTIONS

1. Report by telephone, telegraph or wireless—in order shown (A) (B) (C) etc.
2. Ask operator for "Aircraft Detection Corps"; then pass your report.
3. Speak clearly and distinctly.

OUR FRONT COVER

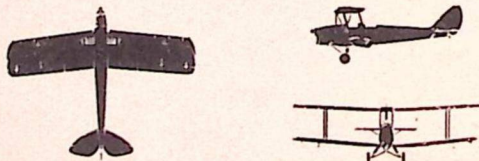
THE DEHAVILLAND "TIGER MOTH": This aircraft is used extensively in the British Commonwealth Air Training Plan. The first "moth" type was introduced in 1925, and rapidly became the most popular light biplane for private owners, and the standard trainer of British flying clubs. The later development was equipped with an inverted air-cooled in-line engine. Brought into service in 1932, the "Tiger Moth" was fitted with dual control, and could be equipped with hood and instruments for training "blind flying".

Extremely manoeuvrable, it is fully stressed for aerobatics, and its low stalling speed provides a high factor for safety. Skis can be substituted for the normal undercarriage.

GENERAL STRUCTURAL FEATURES: Single bay biplane, staggered wings, swept back; single in-line engine; single fin and rudder; fuselage of roughly oval section with two seats in tandem; fixed undercarriage.

Span: 29 ft. 4 in. - length: 23 ft. 11 in. - height: 8 ft. 9 1/2 in.

SILHOUETTES OF THE DEHAVILLAND "TIGER MOTH"

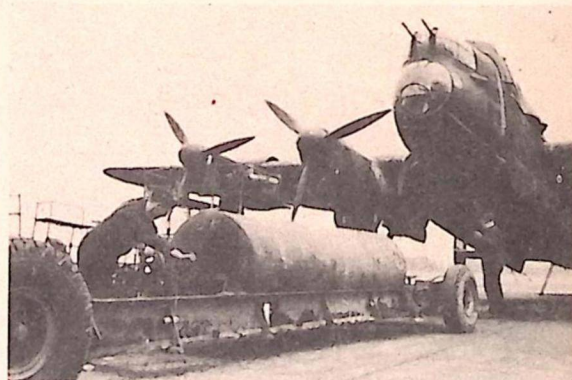


THE BACK PAGE

THE AVRO LANCASTER II - HEAVY BOMBER is famous for the part it is playing in saturation raids on Germany.

It is a mid-wing monoplane with four radial motors - rectangular centre section with taper on outer sections and rounded tips. Tall twin fins and rudders. Deep fuselage with little taper; may be seen with long bulge under fuselage.

Span 102 ft., length 69 ft. 6 in., height 20 ft.



Loading a "Lanc". Note comparative size of open bomb-bay and men with 4 ton blockbuster in foreground.

KNOW THEIR RANK

The December 1943 issue of "The Observer" illustrated the comparative rank insignia for officer Ranks of the Navy, Army and Air Force.

It is believed that members of the Corps will be interested in the various insignia used by the Other Ranks of the Royal Canadian Air Force, which are reproduced below.



**WARRANT OFFICER
CLASS I**



**WARRANT OFFICER
CLASS II**



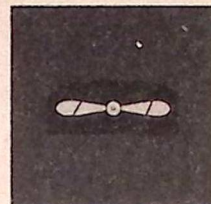
**FLIGHT
SERGEANT**



SERGEANT



CORPORAL



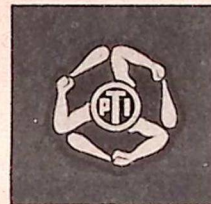
**LEADING
AIRCRAFTMAN**



**WIRELESS
OPERATOR**



**DRUM
MAJOR**



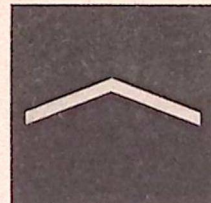
**PHYSICAL TRAINING
INSTRUCTOR**



BANDMASTER

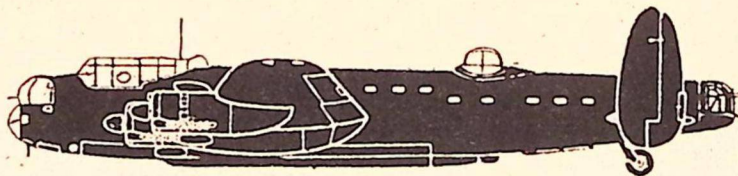
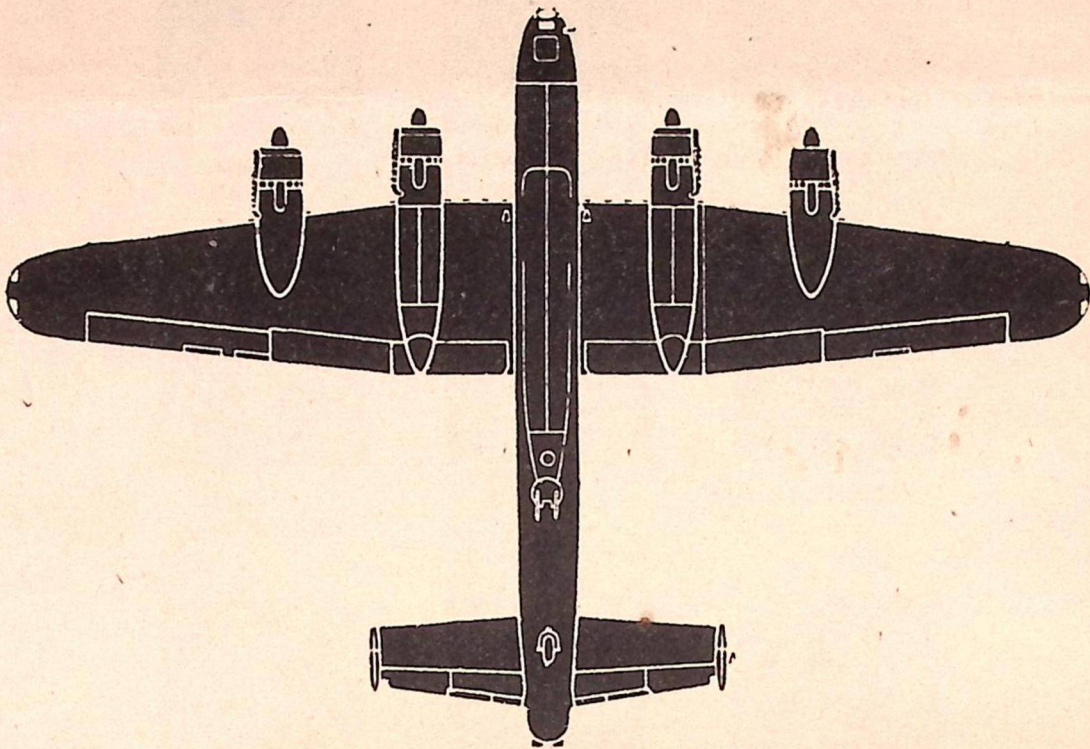


BANDSMAN



**GOOD CONDUCT
BADGE**

THE AVRO LANCASTER II HEAVY BOMBER



A2

(12)

998-0133-07