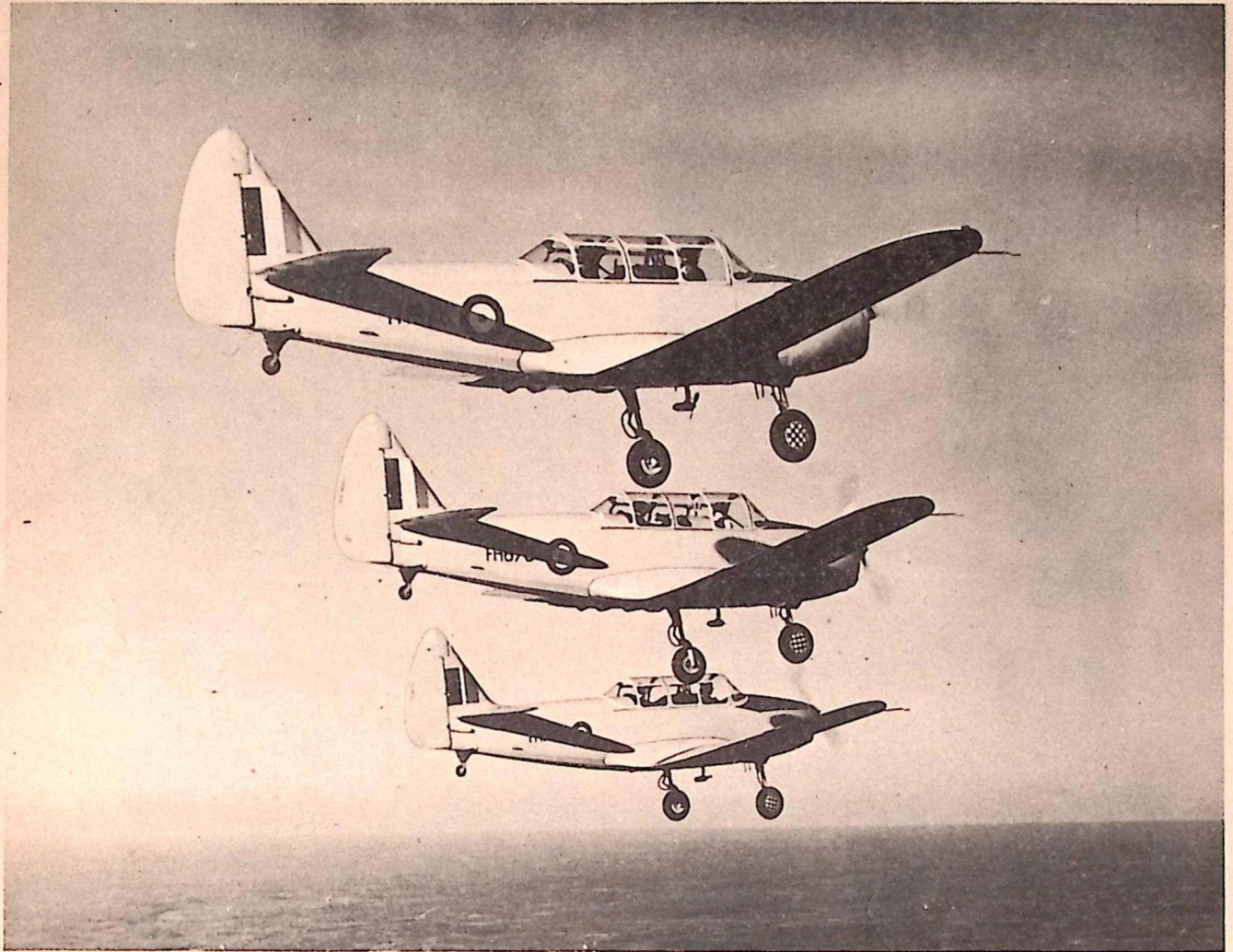
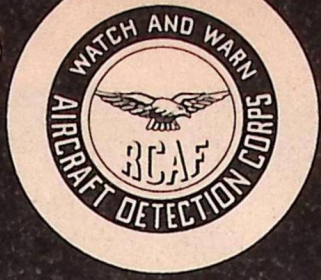


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The Observer



FAIRCHILD CORNELL

VOL. 2 No. 5

MAY

1944



THE OBSERVER

Published monthly at
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for
A.D.C. Observers

AVALON TELEPHONE COMPANY



Under the immediate and efficient supervision of Miss Sceans is the toll board group, which is charged with the important responsibility of handling all national and international calls originating within and without the Avalon Telephone Company's jurisdiction. Standing by Miss Sceans is Mr. S. H. Morris, Secretary and Director of the company.

The Avalon Telephone Company Ltd., which has co-operated so wholeheartedly with the Aircraft Detection Corps, is a privately owned company formed in 1919 to take over and modernize the telephone system in St. John's and other towns in the Avalon Peninsula of Newfoundland. It took over on January 1st and proceeded to erect a building and install a modern Stromberg-Carlson Super Service Switchboard, cable ducts, cables, wires and telephones.

Starting in 1920 with 800 telephones in St. John's and 100 in Harbour Grace, Bay Roberts and Carbonear, the system has grown to 10,000 telephones in St. John's and 1600 in the towns on the Avalon Peninsula, with well over 1000 miles of toll lines and cables.

Radio-telephone service was established early in 1938 with the Bell Telephone Co. of Canada, at Montreal, giving service to practically all countries in the world; and later radio-telephone service was established to the Burin Peninsula, Grand Falls and Cornerbrook areas.

Since the outbreak of war the company has been working to the limit of its capa-



Mr. S. H. Morris, Secretary and Director of the Avalon Company. Born in India, and then moving to England, he served with the Norfolk Regiment in World War I. Following the war he moved to Newfoundland where he has lived for 25 years.



Pictured in the foreground above is Miss E. Isabel Sceans, Chief Operator for the Avalon Telephone Company, whose helpful co-operation resulting in the rapid transmission of A.D.C. calls, is evidence of her highly trained and efficient staff.

city, and due to the difficulty of obtaining equipment it has not been possible to expand sufficiently to take care of all demands for service.

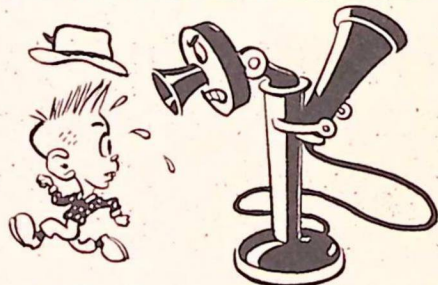
Traffic is still very heavy and although service is not yet back to the prewar level, "5 second" calls are handled with despatch and the operators are giving good service under great difficulties.

With fast transmission of oral messages being frequently so vital, it will be realized how invaluable Avalon Telephone Service has been to the Aircraft Detection Corps. This service, together with the co-operation of the Company, which was always extended, no matter how difficult the demand, is greatly appreciated. In this connection, there should be a special word of commendation for the personnel who so often work beyond the call of duty to ensure that the message "goes through".



Responsible for the highly technical and extremely important post of Chief Radio Technician for the Avalon Telephone Company is Mr. Oscar Hierlihy, who is shown above. For the past seven years, he has guided the efficient conduct of the radio circuits for the company.

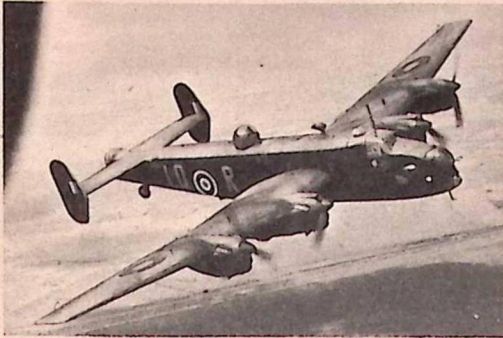
DON'T BE AFRAID OF THE TELEPHONE



SPEAK CLEARLY AND DISTINCTLY INTO THE MOUTHPIECE.

THE PATHFINDERS

(Reprinted from the "Air Cadet" Magazine - March 1944)



The Handley-Page Halifax

Targets are hard to find over a completely blacked out Germany. Yet with a thousand bombers aloft of a night it is imperative that British fliers find their targets and drop their high explosives exactly as planned. Only by so doing can the air forces cripple Nazi production and shatter cities to help hasten the enemy's capitulation.

To ensure greater accuracy on its bombing raids, the R.A.F. formed Pathfinder squadrons. In these are experienced crews who go ahead of the main force, light the target for the bomb-carrying ships to aim at, and keep it lit all during the raid.

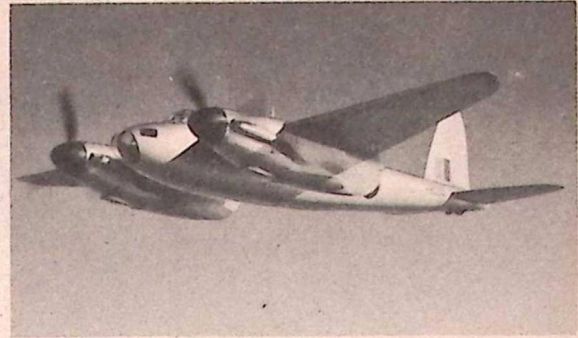
When first organized the Pathfinder squadrons were merely made up of experienced crews that had become familiar with the main territories against which assaults were being made. They relied almost entirely on their own D.R. navigation for the accuracy of flights.

Their job was to drop parachute magnesium flares at a landfall some distance from the target. This would give the main force bombers a rallying point from which to make their run in on the target. The Pathfinders would sometimes then drop flares in corridors from the landfall in to the target, and sprinkle flares generously about the target so the oncoming bombers could see to line the target up squarely in their sights.

This system has been modified lately. The white magnesium flares are not used so much. Pathfinders now carry marker bombs. These are normal-shaped missiles of the 500-lb. size, but they contain small magnesium cartridges instead of explosives. These are dropped squarely on the aiming point chosen for the raid. In Berlin it might be a railway station or a prominent building.

When these marker bombs fall a certain distance they explode, scattering their colored magnesium flares over an area that remains lighted for three minutes. Their color is important. An ideal job on the part of the Pathfinders might leave an outer ring of red flares, an inner ring of green, and then a centre spot of yellow. This gives bomb-aimers in the other ships a splendid aiming aid. More often, however, the flares become somewhat jumbled so that there are several colors right at the aiming point.

How the Pathfinders can place their flares directly on one building to be used as an aiming point will remain secret for a long time. It is admitted that they have special equipment in their aircraft working on a radio principle, but beyond that nothing can be told. With this mechanism, marker bombs can be laid accurately



The Mosquito

from a great height even through dense cloud. When the target is completely obscured, sky markers are used. These are of similar design, but remain suspended at the cloud level. They are placed at definite distance back from the target. Main force bombers then aim on these sky markers and release their bombs. The distance the flares are back from the target allows for the parabola of the fall of the bombs, so that explosives released with the sky marker in the sights will land on the desired place.

Pathfinder crews undergo long weeks of special training to fit them for their accurate jobs. They must become proficient in the use of their secret equipment and must concentrate on D.R. work to get it to a fine degree of efficiency.

For short trips Mosquitos are used as Pathfinder aircraft. Their range in this specialized job extends to Ruhr targets.

Beyond there each group of Bomber Command will have some of its own squadrons singled out as Pathfinders. Thus there are crews in Halifaxes, Lancasters and Stirlings all doing Pathfinder work.

Not all of the Pathfinder aircraft go on ahead. Some come in with the main force to keep the target well lighted throughout the raid.

Navigation on Pathfinders is a complicated job. The hours of concentration required for any one trip are wearing. To do a job on Berlin, the navigator would spend at least four hours in advance preparation; the flight would take up to seven hours; and it would be two hours after landing before he could hike off to bed. That adds up to a thirteen-hour shift all through which the navigator has to be right on his toes.

A city like Berlin doesn't know what direction bombers are going to come from next. Bombing forces from Britain will rendezvous at a landfall and then make their attack from a new direction on some raids. It is only human nature that crews might drop their bombs too soon in making the run up. This is sometimes countered by having them make their run-in from the east so that they are already heading for home when they come over the target and don't have to wheel around. For this same reason it is better for the Pathfinders' marker bombs to be slightly beyond the aiming point rather than short of it. This again counteracts the tendency to release bombs too soon.

Flying in Pathfinder aircraft is highly exacting work, but the principles of navigation there are the same as for all successful flights. Speed, accuracy and precision are of paramount importance.

EASTERN AIR COMMAND NEWS

MARITIME NEWS
THEIR EFFORTS APPRECIATED



Air Vice-Marshal G. O. Johnson, C.B., M.C., Air Officer Commanding-in-Chief, Eastern Air Command, recently presented letters of appreciation to Aircraft Detection Corps personnel for their part in finding a lost aircraft and rescuing the crew. At left above are shown (left to right) Air Vice-Marshal Johnson; Chief Observer Rayburn C. Dauphinee of Hubbards, N.S.; Anard Gustavson, Donald Manuel and Alof Gustavson, Official Observers, all of Ingraport, N.S. Above (right) Alof Gustavson is shown pointing out to the Air Officer Commanding-in-Chief and Squadron Leader S. M. Black, Aircraft Detection Corps Officer, the spot on the map where the lost aircraft force-landed. Following the presentation the party visited R.C.A.F. Station, Dartmouth, where they were entertained at lunch in the Officers' Mess as guests of the Commanding Officer, Group Captain B. D. Hobbs. During the afternoon they were taken on a tour of the Station and Chief Observer Dauphinee, fire-ranger and woodsman, lectured to a group of 200 aircrew on what to do if forced down in the woods.



It was Chief Observer Dauphinee (left) who spotted the aircraft issuing smoke and apparently in distress, while working in the woods late one afternoon. After taking a compass bearing on the aircraft and estimating its probable landing place, he walked three miles to a lumber camp to telephone his report to the Aircraft Detection Corps Reporting Centre. That night Mr. Dauphinee guided an R.C.A.F. search party through the woods for 18 hours in one of the worst snowstorms of the winter, in an attempt

to find the lost aircraft.

The R.C.A.F. acknowledges a debt of gratitude to all who contributed towards the search and rescue of the lost crew and aircraft.

EDITOR -- OBSERVER



Chief Observer Charles W. Moffatt of Sackville, N.B., is local editor of the "Sackville Tribune". When the Aircraft Detection Corps was expanded in the Sackville area, this popular young man was of valuable assistance and accepted the responsibility of organizing an observation post, despite

the fact that being Managing Editor of a newspaper is a pretty big job in itself.



Miss Margaret Mason, Official Observer and telephone operator at French Village, N.S. is shown (left) at the switchboard where she, her mother and sister maintained a continuous watch for 48 hours while the search was in progress. A two-way radio was set up in their home to communicate with a second search party

which had been organized to scour the woods by snowmobile. This party, guided by Anard and Alof Gustavson, and Donald Manuel found the aircraft intact on the ice in the middle of a small lake. The crew were cold and hungry but otherwise well.

NOTE OF THANKS

Chief Observer A.L. Pangborn of Ellershouse, N.S. is receiving excellent support from his Official Observers.

Mrs. S.S. Blanchard is most generous in permitting her telephone to be used for making A.D.C. reports, and calling the Chief Observer to the phone.

Buddy Therriault and Herman Archibald, two faithful Observers, are also doing a grand job. Paul Pangborn is now attending school at Windsor Academy and is reporting aircraft flying over that area.

Chief Observer Pangborn wishes to thank all his Observers in Hilltop 151 for their splendid co-operation.

QUEBEC NEWS

FROM BRITTANY TO QUEBEC



Mrs. Y. Prieur, pictured at left, is a conscientious and active Observer in the Aircraft Detection Corps. Living near Brest, France, when war was declared, she witnessed the tragic evacuation of the French children from Paris and knows only too well the horror of enemy planes over peaceful homes and villages.

Leaving France in October 1939, Mrs. Prieur crossed the English Channel and sailed from England to Canada. It was a grimly exciting journey; the convoy was attacked and one ship sunk in mid-ocean.

On arriving in Quebec City, Mrs. Prieur took a great interest in the work of the Saint John Ambulance Association, qualified for the badge, gave lectures and recruited members for the Association.

For the past two years she has been living in a delightful little cottage at Cacouna, located on a narrow strip of land jutting out into the St. Lawrence River, and from where the Laurentides on the opposite shore may be seen for many miles.

TO THE LADIES

The services rendered to the Aircraft Detection Corps by the lady members of the organization have proved to be of great value. We all remember the part played by Official Observer Mrs. A. Guillemette of Gethsemani, Que. on the North Shore of the St. Lawrence, telegraph operator in that locality, she, through her accurate reporting, helped trace a lost aircraft with three people aboard forced down near that area. The March and June, 1943 issues of "The Observer", published reports on the part played by Mrs. Guillemette in helping to find this lost aircraft.

Many of the fair sex are Chief and Official Observers in the Aircraft Detection Corps, watching and reporting in a most efficient manner. Mrs. J. P. Boulianne, Baie Ste. Catherine, Saguenay; Mrs. M. Tremblay, Petit Saguenay; Mrs. Maurice Morin, Petit Escoumain; Mrs. Joseph Carre, telegraph operator at Ste. Anne de Portneuf; Mrs. Albert Delorme, Daniel; Miss Cecile Loisel, Ville Marie, Temiscamingue; Miss Therese D'Anjou of the Canadian Pacific Airways at Baie Comeau; Mrs. Solomon Gallant, Aguanish; Mrs. J. A. Gerard, Sheldrake and Mrs. Jacob Monger, Baie des Has (the latter four all on the north shore of the St. Lawrence River) are among the many excellent volunteers in the Aircraft Detection Corps.

Chief Observer Miss Cecile Loisel of Ville Marie, Temiscamingue, whose list of Official Observers is made up entirely of very active young ladies, had the happy thought of doing a little more than was required and raised funds to bring good cheer from home to a prominent Canadian Fighter Squadron on the Mediterranean front in the form of Yuletide bundles and cigarettes. Congratulations and thanks, Miss Loisel.

AT ST. ARSENE



Chief Observer Paul E. Roy is a most conscientious member of the Aircraft Detection Corps and deserves the full support of his Official Observers.

Born in St. Arsene, an old farming parish established in 1846, Chief Observer Roy is now Secretary Treasurer of the Town and Manager of the St. Arsene branch of the Banque Canadienne Nationale. He is married and has two sons and a daughter.

ALONG THE NORTH SHORE

Along the North Shore, the postman does not call every day nor every week. During the open season, the mail comes by boat, but during the winter time it is carried by plane. In either case, delay is inevitable and there would be little contact with the outside world were it not for the telegraph system. The line stretches as far as Red Bay, Labrador, and many hardships and difficulties were overcome when it was built. The scarcity of trees in some parts and the excessive hardness of the rocks made construction work difficult.

Superintendents cover the territory to keep the telegraph line in working order. One of these is Mr. Daniel Lapointe who in his eleven years of service has covered the whole area on foot many times. Under him are two crews which look after the repairs and upkeep of the line; one crew is under Mr. Derilas Vigneault of Natashquan, the other under Mr. A.L.P. Cormier of Long Point Blanc Sablon. The meeting point is St. Augustine River and east of there, there are no trees at all. The crews spend the whole summer on boats or near the water and in spite of innumerable black flies do all possible to ensure continuous operation. Aircraft Detection Corps owes much to these laborers on such an important task.

Travelling between Havre St. Pierre and Labrador changes with the seasons. During the winter time undoubtedly the most rapid way is by aeroplane, but such means are not within the reach of everyone, so they have constant recourse to dog teams and sleds, called "kometiks". At other times, they have a special type of snowshoe to cross over the rocks and through the forests, carrying bundles on their backs.

When the snow and ice have gone, the dogs rest near the houses until the approach of the cold weather, often entertaining their inhabitants with their "Labrador Chorus".

The winter season having passed on, the boat comes again into its own whether it be gasoline, sail or row boat. On long trips the inland passages among the innumerable islands provide a natural protection against the heavy weather of the open sea.

All telegraph operators along the entire line from Tadoussac to Red Bay, Labrador, are organized in the Aircraft Detection Corps and are ever on the alert to transmit observer reports of aircraft flights or enemy activities.

NEWFOUNDLAND NEWS



SPIRIT OF ADVENTURE LIVES

Every Spring the men of Newfoundland answer the call of the ice floes with the same utter disregard for personal safety that was so characteristic of their fathers - and it is this spirit of daring and courage that makes the fishermen born along its stormy coast such valuable members of the Aircraft Detection Corps.

Shown above is a view of Merasheen - a typical Newfoundland outpost settlement - situated on a tiny cove, scarcely more than a cleft in the coast, with an indraught of perhaps a quarter of a mile. The houses are built so close to the Atlantic ocean that only a narrow strip of the foreshore is left for the fishing-rooms and fish-flakes which form the chief means of livelihood on the Island.

The "seal-fishery" is not what it was in the "good old days" before steam, wireless and aeroplanes robbed it of the romance (and incidentally some of the danger) which makes the famous sealing toast "Bloody decks and many of them" sound like a quotation from "Treasure Island" but the spirit of adventure still lives, as many a young airman rescued from its icy waters would warmly testify.

BURNT ISLAND FAMILY

The Pardy family at Burnt Island, Nfld. - Garland, Mrs. Mary Ann and Philip - are all members of the Aircraft Detection Corps and have proved themselves to be capable Observers. They can be depended upon to "Watch and Warn" and Mrs. Pardy (pictured at right), in her capacity as telephone attendant has rushed through many A.D.C. reports in record time.



ON THE SICK LIST

Newfoundland Observers will be very sorry to learn that Squadron Leader H. H. Graham, Aircraft Detection Corps Officer, has been ill in the hospital with pneumonia since December 25th. We feel sure that his many friends will wish us to extend on their behalf a hope for his speedy recovery and his return to A.D.C. duties this summer.

NEW APPOINTMENTS

During the month of March many Official Observers of the Aircraft Detection Corps in Newfoundland were elevated to the rank of Chief Observer. These new Chiefs, will activate observation post areas in which a Chief Observer had not been previously appointed.

It is expected that these new appointees will show as active an interest in the Aircraft Detection Corps as they have in the past; organizing duty watches, keeping up the interest of the Observers and facilitating distribution of "The Observer" magazine to all A.D.C. personnel.

For control of flying in a country where the weather may close in at a moment's notice, where fog-bound coasts greet the pilot returning from patrol at sea and treacherous icing may force him down among the rocks or lakes, the R.C.A.F. is grateful to all Observers of the Aircraft Detection Corps. The knowledge that watching eyes are there below gives confidence and courage to the crews of the planes as they fly through the "soup", homeward bound to their bases from the hazardous duty of keeping the sea lanes open and free from lurking enemy submarines. Indeed the feeling of security afforded by the A.D.C. personnel has caused grateful pilots to dip their planes in salute to Observers out on the rocks, scanning the sea and sky, true to their motto "Watch and Warn".

RETURNS TO NEWFOUNDLAND



Sergeant Lomer B. Gaudet, (pictured at left), a recent arrival at Aircraft Detection Corps Headquarters in St. Johns, Newfoundland, is staging a "come-back". He was posted to A.D.C. there in August 1941 and remained till June 1942.

A native of Charlottetown, P.E.I., Sgt. Gaudet joined the R.C.A.F. in June 1941 and trained in Toronto and Trenton, Ontario, prior to returning to Newfoundland. In June 1942, he returned to Canada and was assigned to various duties in the Central Area A.D.C. until its disbandment.

It was with great pleasure that Sgt. Gaudet greeted the news of his return to Newfoundland. He is well acquainted with the Island and its people, his ancestors having come from Harbor Grace, and fished off the Grand Banks. His proposed field trips will bring him in contact with many of the A.D.C. Observers there, and serve as an opportunity to visit anew the many villages and towns he knows so well.

Sgt. Gaudet has three brothers in the Armed Forces; the eldest Lieutenant Gilbert Gaudet, with the Canadian Artillery, Lieutenant Walter Gaudet with the Navy and the youngest, AC2 Farrell Gaudet is an aero-engine mechanic in the R.C.A.F.

WESTERN AIR COMMAND NEWS

A VERY SUCCESSFUL CONFERENCE



Left to Right, Front Row: F/L C.P. Chaston, R.C.A.F., Vancouver, B.C.; F/O F.B. Holland, R.C.A.F., Vancouver, B.C.; Chief Observer J.C. Rathbone, Shawnigan Lake, B.C.; Associate Regional Director A.W. Braddock, Errington, B.C.; Chief Observer Mrs. F.A. Considine, Maple Bay, B.C.; Sgt. L.A. Keen, R.C.A.F., Victoria, B.C.; Associate Regional Director S. Silke, Courtenay, B.C.; **Second Row:** Observer Bumty Biart, Yellow Point, B.C.; Observer Mrs. H. Moore, Cherry Creek, B.C.; Chief Observer Mrs. H. Alwood, Port Alberni, B.C.; Associate Regional Director Mrs. D.C. Springett, Cowichan Bay, B.C.; Chief Observer Mrs. W.T. Thomson, McCoy Lake, B.C.; Observer Miss C. Wilcox, Comox, B.C.; Chief Observer J. Hunting, Pachena Point, B.C.; Regional Director D.J. DeRochie, Sooke, B.C.; Observer Mrs. C.R. Marlatt, Powell River, B.C.; Chief Observer, Mrs. I.E. Stokes, Cowichan Station, B.C.; **Back Row:** Observer H.E. Holland, Ladysmith, B.C.; Chief Observer H. Haines, A.P.L. Camp 1, Port Alberni, B.C.; Chief Observer C.J. Parnham, Cumberland, B.C.; Observer R. McLeod, Campbell River, B.C.; Observer G. Gaddes, Beaver Creek, B.C.; Chief Observer H.E. Squibb, Youbou, B.C.; Observer H. Welch, Qualicum Beach, B.C.; Chief Observer W.K.S. Horsfall, Duncan, B.C.; Observer G.W. Donahoe, Chemainus, B.C.; Observer H.R. Tappin, Union Bay, B.C.; Chief Observer G. Dorman, Nanaimo, B.C.; Chief Observer Col. N. Bourke, Parksville, B.C.; Regional Director V.C. Best, Ganges, B.C.

A most successful Conference and Aircraft Recognition School was held at Qualicum Beach, Vancouver Island, B.C., 24th, 25th and 26th March under the supervision of F/O F.B. Holland, Western Air Command Headquarters. The schedule of lectures, instruction and discussion was conducted in accordance with most recent "service" procedure as to attendance and discipline, and occupied each day fully from 0830 hours to 1730 hours. Voluntary classes were held each evening from 1930 hours to 2200 hours, and were well attended. Individual completion of special work assignments in connection with the course of studies was also required of the persons attending. Three days of intensive study and work were planned and carried out. Accommodation was arranged at Sunset Inn, a summer resort hotel which was opened specially for the Conference, and meetings were held in the Qualicum Beach community hall.

Mr. H.J. Welch, Chairman of the Board of Commissioners of Qualicum Beach and A.D.C. Regional Director for that area welcomed the representatives on behalf of his community.

Lectures were given by S/L R.M. Donaldson, W.A.C. Senior Flying Control Officer on the vital part that A.D.C. Observers play in the safety of friendly aircraft; and S/L R.E. Slinger, W.A.C. Senior A.D.C. Officer who spoke generally of the A.D.C. organization in W.A.C., complimenting the representatives for their splendid efforts on behalf of the R.C.A.F., and expressing the hope that the co-operative spirit and fellowship which had grown through the medium of Aircraft Detection Corps would be continued in peace time. The latter urged that the Observers remain constantly alert until the threat of attack has been completely eliminated and also for the protection of friendly crews and aircraft. Informal discussions concerning communication problems, all phases of reporting instructions, formation of land and sea rescue parties and the importance of Aircraft Detection Corps to the other services and civilian protection agencies were held.

A good deal of time was spent in the study of forty-two different types of aircraft by the use

(Continued on page 10)

HEAD OF B.C. POLICE



Commissioner T.W.S. Parsons, pictured above, Head of the B.C. Provincial Police, has had a wide experience as keeper of law and order, having been a member of the South African Constabulary back as early as 1904. It was in 1912 that he joined the B.C. Provincial Police, and in his years of service, has molded his organization into one of which the citizens of British Columbia may well be

proud.

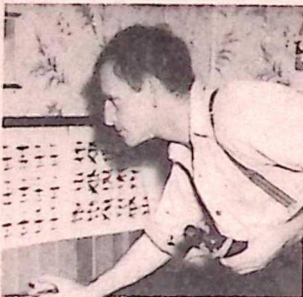
It was back in 1940, before any Observers were appointed into the Aircraft Detection Corps, that Commissioner Parsons was approached and the co-operation of his organization requested. At that time the names of a few hundred persons situated throughout B.C. had been obtained and these names were submitted to the Head Office of the B.C. Police with the request that the personal record of each person be checked and their eligibility to be appointed as Observers approved.

The persons eligible were then contacted and those willing to co-operate appointed. At the same time, all personnel of the Provincial Police were written and familiarized with A.D.C. and appointed Official Observers.

From the beginning all B.C. Police personnel have given unstintingly of their time and co-operated in every way with the R.C.A.F. officers responsible for organizing the Aircraft Detection Corps. In several instances, in their capacity as Observers, they have played an important part in saving the lives of R.C.A.F. personnel.

Such co-operation is indeed worthy of commendation and the R.C.A.F. pays tribute to the British Columbia Provincial Police for the major part they have played and are playing in the successful operation of the Aircraft Detection Corps.

AT CLO-OOSE



Mr. Dan Holliday, at left, is A.D.C. Observer at Clo-oose, B.C. This is not the first that Mr. Holliday's name has appeared in "The Observer", for Observers will remember an article a short while ago telling of the excellent work he did in giving assistance to the pilot of an American aircraft

which crashed on the west coast of Vancouver Island. In talking with Dan we found him very reluctant to accept any credit whatsoever for the part he played in this incident.

Mr. Holliday is the Lineman for the Government Telegraphs in his area and of necessity is away from his home quite frequently. However, Mrs. Holliday, who has proven herself a very capable Observer, carries on during his absence. The Hollidays have aircraft recognition down to a fine point, and as a result, the A.D.C. reporting centre has considerable respect for any reports from that post.

ON THE GOLD RUSH TRAIL



On December 7th, 1940, Mr. Bouvette who is the Government Telegraph Agent at Lillooet was appointed as an Aircraft Detection Corps Observer this being one of the first appointments made within the Corps. Since that time his enthusiasm in reporting aircraft has been unflinching despite his many other activities. It will be obvious from the photograph at left, that Mr. Bouvette is a very capable gardener and his garden throughout the summer months is a riot of colour. He

served with the 47th Battalion during the last war, has a brother and eight nephews in the present conflict. The town of Lillooet has a historical background in the annals of British Columbia second to none. In the gold rush days at the turn of the present century, it was the Headquarters for the famous Cariboo Gold Rush - being the head of navigation on the Fraser River. Miners would make their way up the turbulent Fraser River to Lillooet, hole up there for the winter and journey the two hundred mile trail to Barkerville in the spring. Lillooet still has the "feel" of a frontier town, set as it is in the beautiful Fraser Canyon.

CAPABLE OBSERVERS



A most interesting and enthusiastic couple contacted on a recent field trip was Mr. and Mrs. S.G. Lawrence of Stewart, B.C.

Mr. Lawrence is Chief Observer in that community and receives excellent co-operation from his Official Observers.

A veteran of the last war Mr. Lawrence went overseas with the Signals Section of the 67th Western Scots. Some of his more interesting work was the interception of German wireless messages. But this is only one of experiences that were legion.

Originally there was a full local telephone service in Stewart, but owing to a greatly reduced population since war began, it has largely fallen into disuse. The observers continue to make their reports, hurrying on foot, sometimes half a mile, to get those calls through!

Confirming his long standing with the Dominion Government Telegraph System, which includes fifteen years at Stewart, Mr. Lawrence has written a book which is now in the hands of the publishers. It contains his many experiences since coming to Canada at the age of fifteen.

Mrs. Lawrence, who has proven to be a particularly capable official observer and constantly has an eye and an ear open for the familiar drone or sight of an aircraft, is a graduate nurse, and has the care of her young grandson whose parents are in South Africa.

BUSY PEOPLE



On July 29th, 1940, Harry Winn of Gibsons Landing, B.C. was enrolled as an Observer in the then, newly established Aircraft Detection Corps. Both Harry and Mrs. Winn, shown at left, are old residents of British Columbia, having come to Vancouver in 1902. In 1912, they moved to Gibsons Landing and have jointly operated the Dominion Government Telephone Exchange at that point since it was installed in 1927.

Twenty-four years ago, Harry decided that Gibsons Landing needed a taxi service. As cars were a very scarce commodity, he pioneered a taxi service with a horse and rig, and as cars became more plentiful, the taxi service was converted to that mode of travel. From 1912 to 1915 he operated the general store.

Since enrolling in the Corps in 1940, Mr. Winn has never lost his enthusiasm and his wife has always been an able assistant. His son, Herbert, aged 15, is very active in the Pacific Coast Militia Rangers, and is relied on for recognition of aircraft reported. The family dog "Laddie" who can just be seen in the photograph of Mr. and Mrs. Winn, is also part of the organization. When an aircraft is heard by the dog, he runs and tugs at Mrs. Winn's dress until her attention is drawn to the aircraft. In 1943, Mr. Winn was appointed Chief Observer at Gibsons Landing, and has arranged complete day and night coverage within his area.

Between them, Mr. and Mrs. Winn operate the telephone exchange and because the exchange is normally closed at night, for the past year, they have placed a bed near the telephone in order that A.D.C. reports made by Observers within the telephone exchange area, may be handled. This has placed a considerable burden on both of them, but they are shouldering it without complaint knowing that this additional service may be the means of transmitting a report which will save a pilot's life or valuable equipment and in the event of an attack, may alert the entire defence forces.

Our thanks to these fine people.

SUCCUMBS TO ILLNESS

It is with extreme regret that announcement is made of the death of F/L McCallum, who passed away on 24th March, following a lingering illness.

F/L McCallum was commissioned in the R.C.A.F. in May, 1942, and was extremely active in the initial organization of the Aircraft Detection Corps in Prince Rupert area. He joined the ranks of Officers administering the Corps in July, 1942, and his personality and energy had much to do with the success experienced in the organization of the Prince Rupert area.

To the Officers who have been privileged to work with him, as well as the many civilian members of the Corps, who knew him, his death has proved a great loss.

Members of the Corps will recall his introduction to the pages of this publication in the article appearing on page 7 of the July, 1943 issue of "The Observer".

COMRADES IN UNIFORM

Since the days when A.D.C. was being organized early in this war, reliable assistance has been rendered in countless instances through the good services of the Provincial Police. Constables, all of whom may be depended upon at all times, have been appointed as members of the Corps in every community where A.D.C. is activated and where a Provincial constable has been stationed.



Although often too occupied with their own numerous duties to practise routine reporting, they are nevertheless constantly awake to the ever possible appearance of an emergency. For instance, a prospector or a farmer living far from any communication facilities will hike many miles into a small town to report to the local constable the news that an aircraft has crashed in his vicinity or that a strange light, perhaps a fire, has been sighted on a distant hill. The policeman will make a concise report to A.D.C. Headquarters, then if necessary will organize a search party, composed of observers and a Chief Observer, depending upon the size and extent of A.D.C. organization in the community concerned. The search will then be dealt with according to the case in question.

On field trips, A.D.C. staff officers invariably contact B.C. Police offices for assistance in solving transportation difficulties, obtaining particulars on residents for miles around, and generally getting the "lay of the land".

Solutions to many difficulties which constantly beset A.D.C. officers in the northern area of British Columbia have been offered by Inspector E. Gammon and the skipper of the Police launch which patrols a large area of the west coast of British Columbia.

Constable Fred Brooksbank, standing at left aboard the P.M.L. 15, was the very capable skipper of the craft before he joined the Navy in February of this year. He has now been replaced by Cons. Reg. Goode, who is well known to many A.D.C. observers on Vancouver Island. The dozens of members of A.D.C. from one end of the B.C. coast to the other who knew Skipper Brooksbank will join us in wishing him every success in his new venture. The other two members of the crew shown are Constable Tommy Moorhouse, engineer, and Constable Dean Shantz, radio operator and cook.

LAW. STODDART



At left is LAW M.L. Stoddart of Toronto who is A.D.C. stenographer at Prince Rupert, and is responsible for getting "The Observer" to you on time, and preparing the various letters, forms, etc. that you receive.

Miss Stoddart enlisted in the R.C.A.F. Women's Division in February 1943, receiving training at Rockcliffe and Toronto, Ont. She came to Prince Rupert in July of last year, and since has become keenly interested and capable in A.D.C. work.

HIGH FLIGHT

The following poem was written by Pilot Officer John G. Magee Jr., R.C.A.F., an American citizen, who was born of missionary parents in Shanghai and educated in Britain's famed Rugby School. He came to the United States in 1939, and, at the age of 18 years, won a scholarship to Yale. But he felt he must aid the cause of freedom and instead, enlisted in the Royal Canadian Air Force in September 1940. He served overseas with an R.C.A.F. Spitfire Squadron until his death on active service on December 11, 1941. His sonnet, composed in September 1941, as the exultant freedom of soaring 30,000 feet made a word-pattern in his mind, was scribbled on the back of a letter to his mother in Washington, shortly after he returned to earth.

We believe it truly resounds of the spirit that fills the hearts of Canadian airmen, flying the wings of Victory over enemy skies in World War II.

O! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand and touched the face of God.

JAP SIMPLIFICATIONS

Because of the difficulty experienced in using the old style of Japanese nomenclature, the MacArthur code-names used in the South Western Pacific area have now been generally adopted. Although it seems a little startling at first to call aeroplanes "Emily" and "Oscar", these names have the merit of brevity and they are not likely to be confused with those of aircraft of any other nationality. The names of the main enemy types in service, together with their previously used designations, are:-

NAVY: ZEKE - 00 Fighter (Mitsubishi)
HAP - 00 MK 2 Fighter (Mitsubishi)
RUFÉ - 00 Floatplane (Mitsubishi)
KATE - 97 MK 3 Torpedo Bomber (Nakajima)
VAL - 99 Dive Bomber (Aichi)
NELL - 96 Bomber (Mitsubishi)
BETTY - 01 Bomber (Mitsubishi)
MAVIS - 97 Flying Boat (Kawanishi)
PETE - 00 Floatplane (Sasebo)
EMILY - 02 Flying Boat
ARMY: OSCAR - 01 Fighter (Nakajima)
LILY - 99 Medium Bomber
SALLY - 97 T.E. Bomber (Mitsubishi)
DINAH - 00 Reco Fighter
HELEN - 00 Bomber

THE BACK PAGE

JAPANESE NAVY RECONNAISSANCE
Type 94 (Kawanishi)

The Kawanishi is a single engine Navy Reconnaissance Bomber carrying a crew of three. This aircraft may be carried by Battleships and Heavy Cruisers. It has a range of 550 miles, and a speed of approximately 150 miles per hour.

Its main features are: Straight wing, round tip bi-plane. Long tapered nose, open cockpit and fixed twin floats.

Its span: 45 ft. 10 in. - length: 38 ft.

OUR FRONT COVER
THE FAIRCHILD CORNELL:

Manufactured in Canada for the Royal Canadian Air Force, and specially modified to meet the requirements of the British Commonwealth Air Training Plan as a new standard primary trainer to succeed the "Fleet Finch" and "Tiger Moth". It is equipped with a Ranger in-line engine of 200 Horse Power. It has "blind flying" equipment, cockpit enclosure and cockpit heating.

A dual-controlled two seat monoplane, the Cornell is made by the Fleet Aircraft, Ltd.
Length: 27 ft. 9 in.; Height: 7 ft. 9 in.;
Span: 36 ft.



Cornell Silhouettes

FOR NEW OBSERVERS

When an Observer is first appointed, particularly when the appointment has been made by mail and no opportunity has been found for discussion with a Chief Observer or an A.D.C. officer, there is a tendency on the part of the Observer to worry about recognition of the aircraft when making a report. In some cases, Observers have not reported, feeling that it is essential that the type of aircraft seen or heard, must be given.

This impression is erroneous. Basically if features are described, that is, whether the aircraft is a monoplane, bi-plane, seaplane or flying boat, together with the number of engines, this information is sufficient. As new Observers become more experienced, they will amaze themselves at the rapidity with which they become familiar with types of aircraft continually seen by them. As soon as this knowledge is absorbed by new Observers, they are encouraged to give the type of aircraft when reporting by day. Of course, at night, unless under unusual circumstances, neither features nor type can be determined.

Observers who require further clarification of the foregoing, should contact their Chief Observer or write to the R.C.A.F. A.D.C. Headquarters concerned, for further information.

In any event, new Observers should not hesitate to place reports regardless of whether the name of aircraft seen is determined or not.

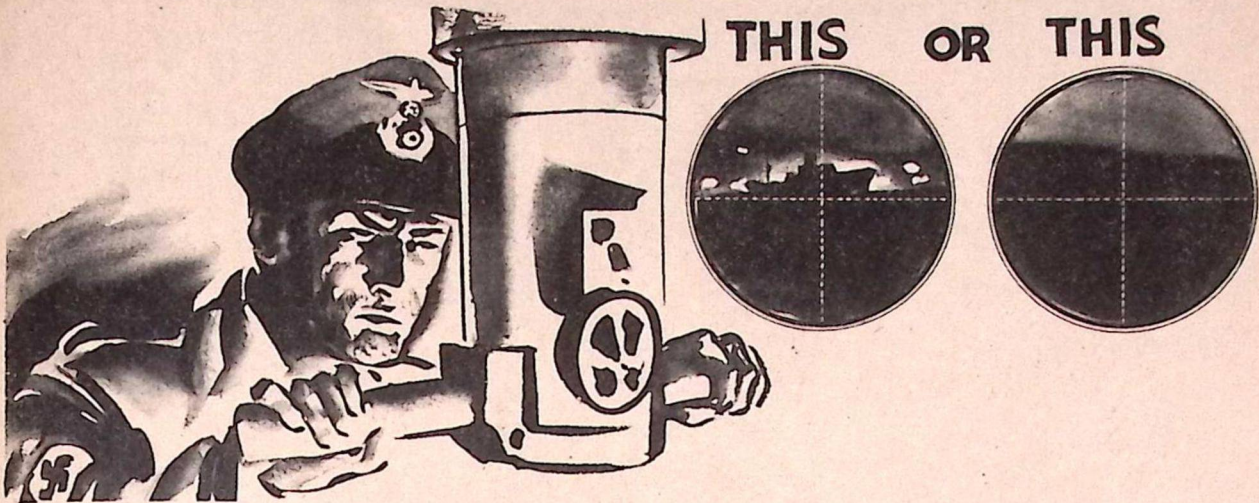
(SUCCESSFUL CONFERENCE - cont'd from page 7)

of slides, posters, models and flash cards. The forty-two types included all those presently seen on the west coast and some of the friendly and enemy types that may possibly be seen. Each of the representatives are subsequently to be furnished with material necessary to impart the same information concerning these aircraft to his or her fellow Observers. The task of learning to distinguish forty-two types of aircraft in three days seemed like an insurmountable task to those attending before they commenced. However, they were all quite surprised to find that in the final test most of them made only one or two errors and none made more than ten errors.

The enthusiasm and keen interest displayed by all present indicated the Aircraft Detection Corps of the west coast is still prepared for any emergency that may arise. Our motto "Watch and Warn" is being faithfully observed.

WE REPEAT!

THIS OR THIS



DON'T AID THE ENEMY

DIM YOUR LIGHTS

Lighting restrictions along the St. Lawrence River which were instituted during the 1942 and 1943 seasons of navigation to effect a "dim-out", are again considered necessary by Naval Service Headquarters.

By the expression "dim-out", is meant the elimination of "beams of light" and "glow" which shine out to sea or are visible therefrom and against which a ship might be silhouetted. These "beams of light" are caused by automobile headlights, street lights, lighted signs or lights shining from windows. "Glow" is usually caused by a strong light or cluster of lights not directly shining to seaward but casting a flood of light, usually upwards. The danger of ships being silhouetted against either of these forms of light is very real.

Certain river navigation lights must of necessity, be left burning; a total black-out of navigation lights could easily be the cause of ships or convoys colliding or running aground.

All citizens living in the areas prescribed for "dim-out" are urged to co-operate with the authorities and obey the following instructions:-

1. Extinguish all unnecessary lights.
2. Extinguish all exterior floodlighting, illumination of signs, and show window lighting.
3. Shield essential exterior lights (such as street lights) so that they do not shine to seaward, or cause sky glow by shining upwards and outward.
4. To shield carefully all windows facing the River so that no beams of light may shine forth.
5. Particularly to observe the regulations affecting automobile headlights. It is essential that no vehicle should be operated so that the beam of its lights is directed on or towards the waters of the St. Lawrence unless they are so shielded as to prevent them from being visible from these waters.

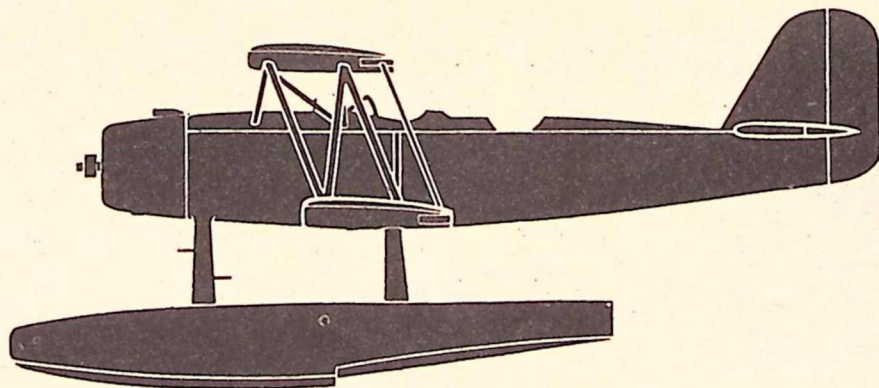
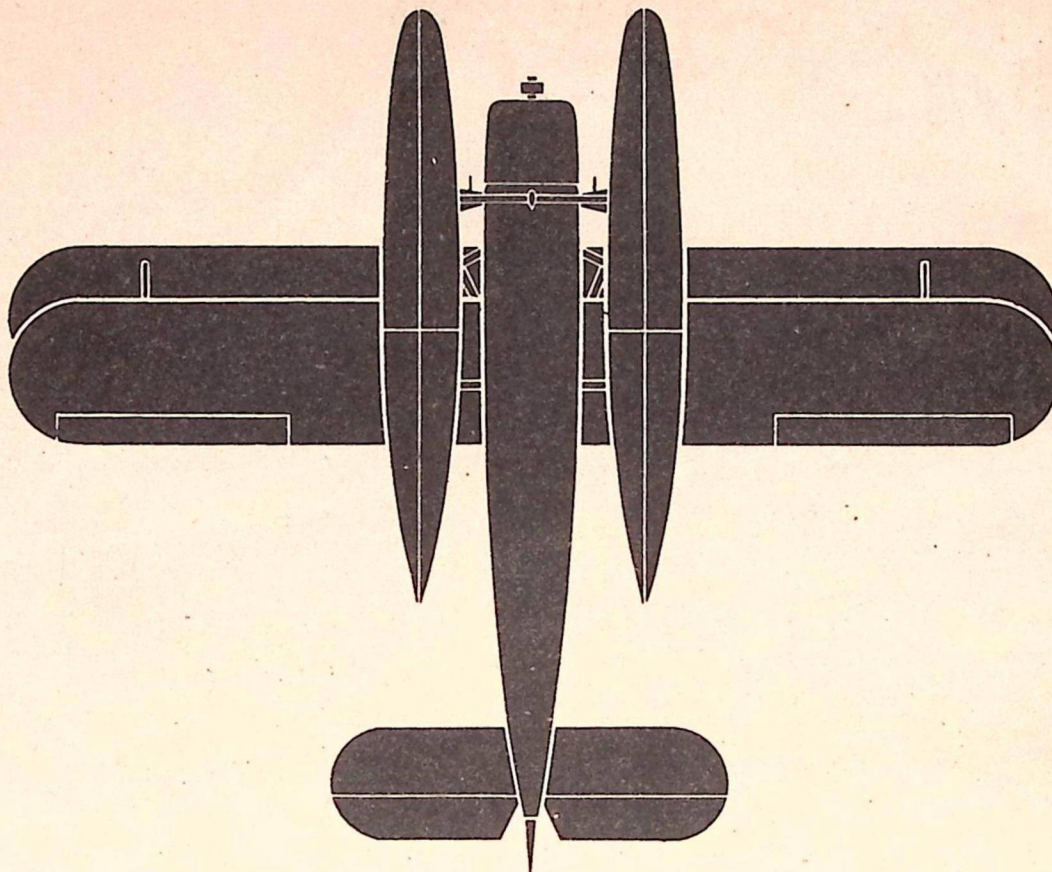
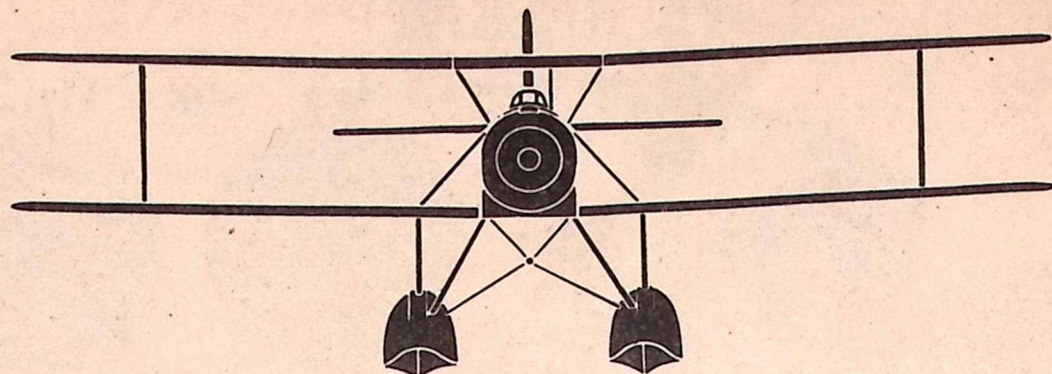
Aircraft Detection Corps observers will, as in the past, set an example in their communities. Assist the authorities in their effort to make the "dim-out" effective. Remember - the War is not over - the enemy is desperate and the submarine menace is still real.

WRITTEN REPORTS RE AIRCRAFT IN DISTRESS

Many times in the past, members of the Aircraft Detection Corps have proved themselves of utmost value to the R.C.A.F. when an emergency has arisen in regard to the flights of R.C.A.F. or Commercial aircraft. Lives and aircraft have been saved and it is, of course, desired that, without delay, a complete story of each incident be included in this publication. Because of the fact that these incidents often occur in isolated spots, it is sometimes a matter of weeks before complete details of the observers participation can be received in written form at the R.C.A.F. H.Q. concerned. As soon as this is received, the internal details which concern the functioning of our Flying Control Branch and Air-Sea Rescue are obtained, the facts are co-related and the write-up prepared for "The Observer".

In order to avoid delay, the purpose of this article is to request that immediately a member of the Corps participates in an incident which has to do with an aircraft in distress or crashed, they write a complete word picture of their part in the incident and forward by the next mail, to the R.C.A.F. Headquarters concerned. This has been undoubtedly a matter of hesitancy in the past, because of the modesty of the Corps members involved, but it will be appreciated from the foregoing, that the obtainance of detailed information with the least possible delay is necessary to permit descriptive narrative being as complete and accurate as possible.

TYPE 94 (KAWANISHI)



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