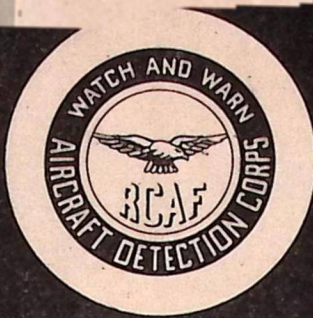
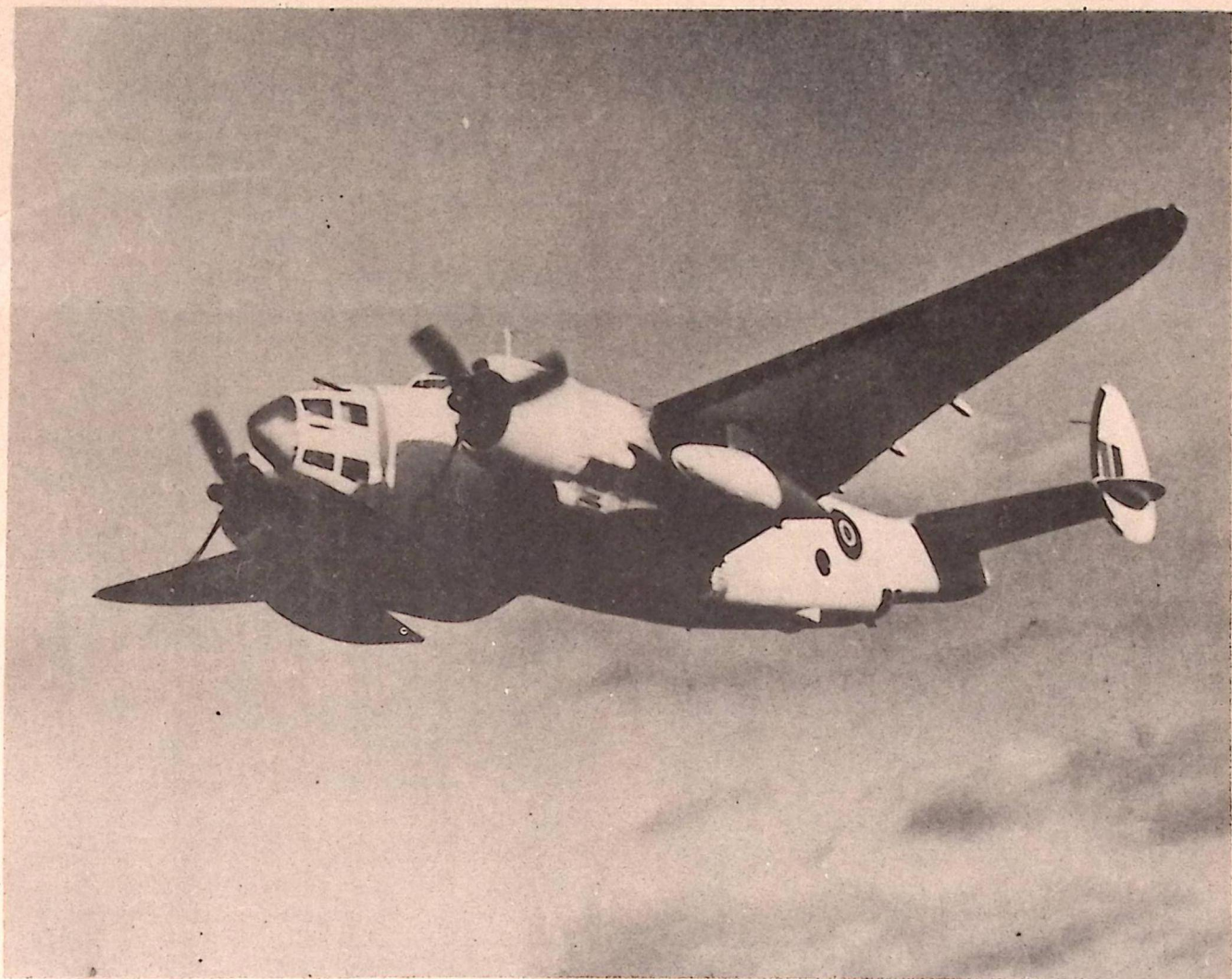


The



Observer



THE VENTURA

VOL. 2 No. 6

JUNE

1944



THE OBSERVER

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Air Force Headquarters
for
A.D.C. Observers

WHO ARE THESE SABOTEURS?

The popular conception of the saboteur as a cloaked enemy agent stealing through the moonless night, carrying sinister devices to cause the violent destruction of munition plants, railroad bridges and other critical installations, is effectively dispelled by a recently completed study of a number of selected cases of sabotage in the United States. Although the majority of cases studied involved industrial facilities, a substantial percentage occurred within military establishments.

Identified as perpetrators of acts inimical to the war effort were a number of individuals who, for the purposes of simplicity, are called Saboteurs. These individuals were revealed as ordinary human beings, some of whom were found to be mentally unbalanced, others careless, lazy, revengeful or disgruntled. Conspicuously absent among this number were persons found to be in the employ of foreign governments.

This article does not intend to depreciate the possibility of future waves of enemy-inspired sabotage. As the enemy is spurred on by the increasing industrial and military strength of the United Nations, he will quite possibly make attempts to smuggle agents into the United States and Canada with the intention of crippling critical facilities needed to carry on the war. It is also pointed out that clever foreign agents might attempt to hide their acts by making them appear to be industrial accidents.

Members of the Aircraft Detection Corps are all, without exception, wholeheartedly patriotic and anxious to do their bit. They will have noticed, however, just as field officers of A.D.C. have noticed, that continued improvement in war news during the past six months has created a complacency and smugness in too many cases among the population generally. Damage can be done to the war effort just as effectively through the adoption of a passive or negative attitude towards the war on the part of a portion of the population as through active acts of sabotage. One of the major fallacies is that because it has never happened here, war can never come to this continent. When this feeling prevails among the public, there is a tendency to slacken off -- to complain about rationing -- to slow down or desist from the purchasing of war bonds and war saving stamps -- to permit, and in some cases, pass along unsettling and obviously harmful rumours.

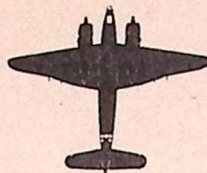
The Defence Forces of Canada are depending upon members of the Aircraft Detection Corps to be a positive quality in the promotion of the war effort. Half-truths and rumours should be traced to their source and wiped out. Collectively, an amazing amount of sometimes unintentional "sabotage" can be eliminated merely by setting an example within your community by your positive attitude and actions toward the war effort in all its many branches.

Members of the Aircraft Detection Corps, by and large, are leading members in their communities. You are depended upon to help counteract the sometimes unintentional sabotage which occasionally arises in all communities.

OUR FRONT COVER

VENTURA - Lockheed Vega: Medium patrol bomber. Developed from the "Lodestar", it was the first aircraft from the assembly line of Vega Aircraft Corporation of Burbank, California. Slightly longer than a "Hudson", it bears a close resemblance to it, the only distinguishing feature being a "step" in bottom of fuselage for lower rear machine guns. Reportedly the fastest type of aircraft for its size and capacity.

It is a mid-wing, 2 engine monoplane, with tapered wings and twin elliptical rudders, and has retractable undercarriage. Its twin radial air-cooled engines are "Pratt & Whitney".
Span: 65 ft. 6 in. - Length: 51 ft. 9 in.



Silhouettes of Ventura

TRANSFERRED



Wing Commander E.B. Goodspeed, O.B.E., who has been Deputy Director of A.D.C. at Air Force Headquarters since July 1942 has been posted to other R.C.A.F. duties.

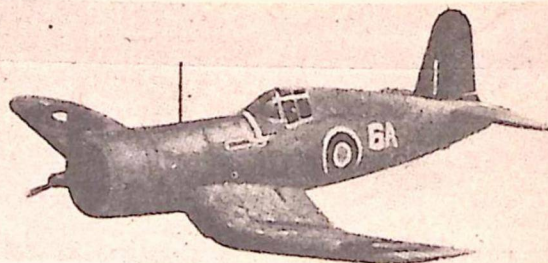
Wing Commander Goodspeed has been closely identified with the Corps since its inception in 1940 and was senior A.D.C. officer in Eastern Air Command prior to coming to A.F.H.Q.

The many friends and business acquaintances he has made during his association with the Aircraft Detection Corps wish him every success in his new duties.

THE BACK PAGE

THE VOUGHT-SIKORSKY - F4U-I - CORSAIR
A low-wing radial motored fighter with sharp inverted-gull wings. Fuselage sweeps down from cabin, which is placed well back. Small fin and rudder set in front of tail-plane. It departs from normal fighter practice by having a backwards retracting undercarriage. It has an 18 cylinder radial engine, the power of which is absorbed by four-blade airscrews. The wings fold hydraulically for stowage on aircraft carriers.

The "Corsair" has seen much action in the South Pacific and operates from both shore bases and aircraft carriers.



The Corsair

WESTERN AIR COMMAND NEWS

LIGHTHOUSE AGENT



A Technical Advisor of long standing for the Aircraft Detection Corps on the West Coast, is Mr. W. L. Stamford, at right, Agent for the lighthouse division of the Department of Transport.

As a lad, Mr. Stamford studied Engineering at the University of Toronto and obtained his membership in the Engineering Institute of Canada. After completing his schooling he worked at several occupations such as

the construction of a power plant in Winnipeg, working at a Hydro Electric Plant in Portland, Oregon; also surveying and even sub-dividing land at Nanaimo, B.C. It was in 1913 that he joined the Department of Transport (Lighthouses) as Assistant Engineer. Over a period of 9 years he jumped to Acting District Engineer and Acting Agent at Prince Rupert, after which he was transferred to Victoria as Superintendent of Lighthouses. In 1922 he was appointed to his present position as Agent.

During a short and enlightening conversation with Mr. Stamford, the A.D.C. Officer was most impressed with the fact that the work of the Department of Transport (Lighthouses) is both interesting and fascinating. This Department is responsible for looking after all aids to Navigation, all Government wharves and fore-shores. The servicing of buoys, beacons, lighthouses, etc. is taken care of by four light tenders. Buoys must be lifted, beacons re-charged, painted and overhauled, and supplies landed at tended lighthouses at least once a year.

A question as to the difficulties experienced in the original installation of lighthouses on this rugged coast, and the means of getting food and other supplies to them each year, brought forth several interesting and some breath-taking stories.

An interesting point explained was the way automatic lights work. At one time carbide was used in buoys and beacons to generate acetylene gas. This was later replaced by cylinders of acetylene gas, which has been improved upon still more by the present day use of electric Edison Primary battery lights which will run as long as one year without servicing.

Another interesting point was brought out when Mr. Stamford was asked how lighthouse keepers get their supplies from the shoreline to their storehouses when there is a steep cliff to be traversed. He then described an invention of his own, where an aerial tramway is installed which will carry as much as half a ton or more of supplies in one load. It works with a cable anchored at the base of the cliff, running up to the top, at which point it is suspended on poles and the whole thing run by a small engine on top of the cliff. The

carrier itself, suspended on the cable, presented the biggest problem inasmuch as a reliable automatic release had to be worked out. This was finally solved and the present day aerial tramway is something to be admired.

From the time the Aircraft Detection Corps was first organized on the West Coast in 1940, personnel of the Department of Transport (Lighthouses), including lightkeepers and maintenance crews, have rendered a commendable service in reporting and logging passing aircraft. Sincere appreciation is extended to each and every one of them for their very fine co-operation.

B.C. TELEPHONE TRAFFIC CHIEF



Every day many hundreds of A.D.C. reports are handled by the B.C. Telephone Company. Each report is given "immediate" priority and the Observer connected with A.D.C. Headquarters with little or no delay.

When one stops to think, it can be well understood how this must disrupt the Telephone Company's ordinary traffic. It will also be realized that considerable reorganization and

special instruction to telephone operators was necessary at the beginning.

One who has had a large part of the responsibility of attending to A.D.C. requirements, and seeing that everything continues to work smoothly and efficiently is Miss E.R. Walker, pictured above, who is the B.C. Telephone Company's District Traffic Chief for Vancouver Island, the Gulf Islands and Powell River, B.C. Miss Walker has a record of service with her Company of which she may well be proud. It was in 1910 that she first joined the Company as a Switchboard Operator. Six months later, in January 1911, the B.C. Telephone Company opened up its Collingwood office in that City and Miss Walker was made "Agent in Charge". In August 1916, she was promoted to the position of Assistant Chief Operator at the Vancouver Highland Exchange. In 1918 she was made PBX Supervisor for the Vancouver District and three years later, in November 1921, District Traffic Supervisor of the mainland district. In 1923, Miss Walker was again promoted to Employment Chief of all operators in Vancouver, and then in 1925, she was transferred to her present position as District Traffic Chief of Vancouver Island.

The A.D.C. is very fortunate indeed to have the benefit of Miss Walker's experience and knowledge. Proof of her efficient supervision is borne out by the many complimentary remarks made by Observers throughout the Island area, on the speed with which connections are made and the courtesy shown by operators at all times.

THE OBSERVER

THEY CARRY ON

During a recent field trip by vessel, in the coastal waters of British Columbia, visits were made to many isolated spots at which there is no means of communication. At many of these points, Official Observers without communication have been active for a considerable period faithfully logging the flights of all aircraft seen or heard over their individual posts. These Observers are to be commended because they have not the stimulus or satisfaction of phoning in the information. This lack of communication has in no way diminished their enthusiasm which is gratifying inasmuch as these records are of great value in the event of a lost aircraft, providing as they do a means by which concrete and accurate information can be obtained in narrowing down the search.

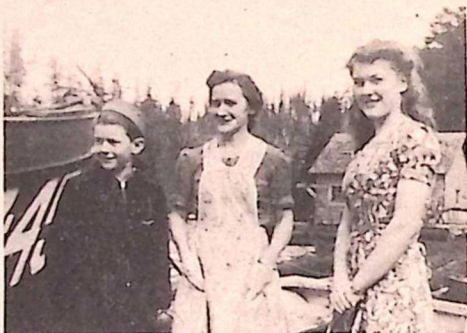
THOMPSON SOUND



Owen Wayt, an Observer without communication, is located at the head of Thompson Sound, B.C., and for the past six months has acted as an Aircraft Detection Corps Observer without communication - logging all aircraft. He is an old timer in the logging game in British Columbia, having hand-logged on the coast since 1910. Prior to that time he was employed by the Esquimalt and Nanaimo Railway Company during

its construction days on Vancouver Island.

GILFORD ISLAND



Pictured above is Mrs. Haslam who is the Official Observer at Camp Bay, but depends upon Aileen and Billy to act in conjunction with herself in observing. Mr. and Mrs. Haslam and their two children have resided at Camp Bay, Gilford Island, B.C. since 1931 where Mr. Haslam conducts a logging operation, producing cedar and pulp wood logs. As can be imagined Mrs. Haslam is an extremely busy woman; besides her household duties she assists in the office work of the business, and besides this, conducts regular school classes for her own and other children in the vicinity as there is no available government school. Mrs. Haslam was born in Capetown, South Africa, coming to Vancouver, B. C. at an early age and receiving her education there, including the obtainance of a university degree. Before her marriage Mrs. Haslam had

Continued on page 5

AT BAMFIELD



Mr. McGee, pictured above, is an Official Observer of the Aircraft Detection Corps of long standing. In his work as Telegraph Agent and Post Master at Bamfield, B.C., he is in a position to give considerable assistance and has done so since his appointment to the Corps in 1940.

Mr. McGee showed the A.D.C. officer several interesting gifts and curios sent to him by his son who is an officer in the R.C.A.F. presently stationed somewhere in Africa.

ISOLATED POST



In almost the centre of Queen Charlotte Strait is a tiny dot - Pine Island. Almost continually subject to the pounding of Pacific seas, this tiny island is sometimes impossible to contact by boat for weeks at a time. In August, 1942, the importance of this point, strategically, to Aircraft Detection Corps was realized as an R.C.A.F. radio telephone set was established here. Since that time it is safe to say that no aircraft within range of sound or vision of this light station has gone unreported. Mr.

Kelly, the lightkeeper, and his assistants have maintained a wide-awake watch by day and night, and this information has proved invaluable in the tracking of aircraft in this strategic location.

Mr. Kelly, pictured above, has been in charge of this light station for the past three years. He is a native of British Columbia, born at Sapperton, B. C. and has lived on this coast all his life with the exception of the time he spent overseas with the Canadian Army during World War I. During that war he joined up with the 67th Battalion C.E.F., later transferred to the 107th Battalion. While serving with this latter battalion, he was wounded at Passchendaele and was invalided home. Mr. Kelly has been fortunate in having several returned veterans serve with him on the lighthouse and the battles of the last war have been fought over in retrospect many times. Needless to say, Aircraft Detection Corps is extremely proud of the valuable and consistent reporting received from this important point.

AN INTERESTING VISIT

On Sunday, April 16th, 34 A.D.C. Observers from Duncan, Vancouver Island Chief Observer area, visited a West Coast R.C.A.F. Station for a closer familiarization with aircraft.

In order to make the visit possible, as the distance to be travelled was considerable, Chief Observer Dick Horsfall made arrangements to charter a bus for the party; then, with his usual enthusiasm and ability, went to work to iron out all the detail upon which the success of the day depended.

Promptly at 10.30, on schedule, the party arrived at the Station, where it was greeted by Squadron Leader Purvis, Senior Administrative Officer, representing the Commanding Officer, and Flight Lieutenant Chaston, of Western Air Command A.D.C. staff. The party was broken up into groups of seven, and under the guidance of officers specially delegated, made a complete tour of the station, receiving all the time they wished, to impress upon their memory the various features of the many aircraft. Officers conducting the tour commented afterwards on the amazing knowledge displayed by members of the party of the various types of aircraft, and on the keenness of their questions.

Through the courtesy of the Commanding Officer of the station, the party was entertained at luncheon at the Officer's Mess; by the time luncheon was served many of the Observers were beginning to find that the distances involved in walking from Squadron to Squadron in their tour, were greater than at first realized, producing healthy appetites, and in some cases weary legs! Enthusiasm, however, was not affected, and following luncheon, the tour continued.

By three-thirty, when the tour came to a conclusion, all but the very youngest Observers felt that the seats in the bus looked mighty good; the entire party expressed the opinion that the day had been a most profitable one, and that they all felt now more confident in their recognition of aircraft.

Regional Director J. C. Wragg, who resides in Duncan, accompanied the party.

KEY RADIO STATION

Coastal radio stations of the Department of Transport - Radio have since the inception of Aircraft Detection Corps played a vital role, not only in facilitating the passing of reports to reporting centres, but in many cases also originating reports, despite the fact that war time traffic has placed additional and heavy burdens on the staff of each station. Officers administering Aircraft Detection Corps have reason to feel grateful to the entire Department of Transport - Radio personnel who have always given of their time and effort so willingly.

During a recent field trip a visit was made to the Department of Transport radio station at Bull Harbour. Mr. T. G. Gilliland (pictured above with Mrs. Gilliland) is officer in charge of this very well laid out and vital station, was on duty at the time of the visit and as Chief Observer was extended thanks on behalf of



Aircraft Detection Corps staff, with the request that this appreciation be passed along to the members of his staff as time did not permit their being contacted individually.

Mr. Gilliland has been employed by the Department of Transport for the past seven years, having been at this location for the past nine months. Previous to this, he had been on the staff of other British Columbia coast Department of Transport radio stations. He has a wide experience on the coast of British Columbia, having been employed for twelve years on Canadian National coast-wide steamships and having also spent some time in the Queen Charlotte Islands in various logging camps. Mrs. Gilliland is of utmost value in locating aircraft and in her capacity as an Official Observer is depended upon to pick up aircraft when noises at the station preclude the operators either hearing or seeing them. She has developed an almost supernatural sense of hearing and is able thus to locate aircraft before they come in sight and long before any of the other Observers are able to locate them. The Gillilands have two daughters; one aged fourteen in Vancouver at school, the other aged four at home at Bull Harbour.

MODEL POST AREA



Abbotsford, B. C. is an excellent example of a well organized and smoothly functioning A.D.C. Observation Post Area. The lion's share of the credit for this exemplary post goes to Chief Observer Neil A. MacDougall whose picture appears at left.

In addition to organizing and maintaining a splendid post, Neil, who is a high school student, finds time to edit a monthly publication called the "O-Pip" for the information and edu-

cation of his Observers. He also lectures to Pacific Coast Militia Ranger detachments about Aircraft Detection Corps, maintains close liaison with the B. C. Police, R.C.A.F. station adjacent to his location and the local telephone office.

The Abbotsford Observers are very proud of the fact that they are all able to recognize at least 25 different types of aircraft at a glance, which is another tribute to the diligence of their energetic Chief Observer. It is the boast of the Abbotsford Observers that every aircraft seen in their area is reported by name, and this is corroborated by A.D.C. Officers visiting this area. A very enviable record indeed!

Continued from page 4

considerable experience as a school teacher and is, therefore, well qualified in her self-imposed task of education at Camp Bay, at which point the family has resided since 1931. In common with many youngsters of his age, Billy is of great help in the recognition of aircraft and Aileen assists Mrs. Haslam in recording the many flights passing over this point.

EASTERN AIR COMMAND NEWS

MARITIME NEWS

ALL'S WELL THAT ENDS WELL



Regional Director Jerry V. Nickerson of Liverpool, Nova Scotia (pictured at left), was notified by Official Observer Mrs. E. A. Wentzell of Beach Meadows (a small village along the nearby coast) that what appeared to be a lifeboat with five survivors had landed on a small island at the mouth of the harbour. The Aircraft Detection Corps was advised immediately,

also the Navy who at once put out in a small boat, despite a blustering snow storm. Twice the island was circled but neither lifeboat nor men were sighted and after a two hour search the party returned.

Mrs. Wentzell was telephoned for more details and it was learned that the lifeboat had apparently rowed into a small inlet at the north east end of the island, which is about three miles long. Again the Navy party set out, this time accompanied by Mr. Nickerson who knows the island well and the location of small fishing shacks where the men might have taken shelter. At times the snow was thick and visibility poor but they reached the island and made a safe landing. Within a short time the five men were located.

"We all had a good laugh" said Mr. Nickerson. The so-called survivors turned out to be a repair crew sent to the island on a specific job and certainly not in need of any aid. Regional Director Nickerson said "the joke was on us" but this incident proves that he, Mrs. Wentzell and all the others involved were on their toes, and if our own men cannot land on a small island without being observed, then certainly the enemy has little chance of doing so.

AT KOUCHIBOUGOUAC BEACH

Chief Observer Earl Bennett and his sister, of Kouchibouguac Beach, N. B. at the wheel of the Army jeep used by the A.D.C. field officers on A.D.C. organization work.



Mr. Bennett is one of our best observers. He has been with A.D.C. for over two years and has made arrangements with his family and immediate neighbours so that when he is away from home somebody around will report all planes flying over his district.

Telephones are a rare possession in Kouchibouguac and in these circumstances it is not easy to get calls through to A.D.C. but Mr. Bennett has solved this problem quite satisfactorily. He has appointed as Official Observers a number of car owners and they are free to come to his home at any time of the day or night to telephone their reports.

ON PRINCE EDWARD ISLAND

Pictured at right is Regional Director James H. Myrick of Alberton, P.E.I., whose regional area is exceptionally well organized. Regional Director Myrick was recently of considerable assistance to Flying Officer Burke, Aircraft Detection Corps Field Officer, on his organizational trip to isolated points on Prince Edward Island.



The "snowmobile" shown in the picture proved to be an excellent means of travel, and without this sturdy type of "iron horse" guided by Regional Director Myrick, the trip could not have been successfully completed.

FISHERMEN KNOW NO FEAR

The village of White Point, Nova Scotia, has watched its men go down to the sea in ships for many long years. White Point is justly proud of its brave fishermen who earn their oftimes scanty living from the broad Atlantic. When the Aircraft Detection Corps was organized to protect our Canadian shores, many courageous fishermen, including a number from White Point, willingly offered their services.

Among them are: Chief Observer Francis Dixon, and two of his Official Observers, Archie MacKinnon and Willie Dunphy, all old friends whose homes were in White Point and active volunteers in the Aircraft Detection Corps.

The sea now, as always, claims for its own those who know no fear. Tragedy in the form of heavy, tossing seas and a pitching dory played its part recently, claiming the lives of Archie MacKinnon and Willie Dunphy. Needless to say Francis Dixon feels the loss of his valued friends greatly.

The Aircraft Detection Corps extends sincerest sympathy to the families and friends of these brave men.

ALERT REPORTING

On the 17th of January, Chief Observer K.R. Bowlby of Kingston, N.S. was driving along the highway near Greenwood, N.S., when, very much to his surprise, he came upon the wreckage of a Mosquito bomber which had crashed and exploded near the road.

Shocked and not a little excited, Mr. Bowlby examined the wreckage and immediately reported to the "Aircraft Detection Corps" from the nearest telephone.

Unfortunately, both occupants of the bomber had been killed when the plane crashed. However, had there been any possibility of effecting a rescue, Chief Observer Bowlby was there to give assistance and his prompt report would most certainly have been the first means of securing medical care.

Continued on page 9

MERCY FLIGHT

Those who have visited the north eastern shore of Cape Breton Island during the winter will remember that the Ingonish Beach area is practically isolated, the only means of travel being over the almost impassable road rising some 1100 feet over Cape Smoky Mountain. There are no telephones in this section of the Island and communication needs of the inhabitants are served by the Dominion Government telegraph line. Aircraft Detection Corps Observer reports are transmitted via telegraph to the nearest telephone line, from which point they are passed to the A.D.C. reporting centre.

A report from the Rev. Father M. M. MacDonald was recently received at the reporting centre and the R.C.A.F., with the assistance of members of the Aircraft Detection Corps at Ingonish Beach, helped to make possible safe delivery of urgently needed blood plasma, thereby contributing to the saving of a life. It was necessary to make three attempts before the plasma could be landed safely. Violent storms were raging and aircraft assigned to the task were put to severe tests, battling against blizzards of snow and sleet and clouded in dense fog. On March 5th the third attempt proved successful and the plasma was landed by parachute, intact and without mishap.

Miss Veronica Donahue was dangerously ill and the plasma urgently needed. Dr. A. A. MacDonald of Neil Harbour, with his wife and Mrs. Gertrude Bake, R.N., assisting, were in charge of the case and administered the plasma. The patient responded to the treatment immediately; however, the illness was of a serious nature and hospitalization necessary in order to save Miss Donahue's life. The plasma had given the patient sufficient strength to enable her to be moved, but still weak and in no condition to withstand the almost impossible and rigorous trip by road, a further appeal was made to the Aircraft Detection Corps for an R.C.A.F. aircraft to fly the patient to hospital. This necessitated a hazardous landing on the ice and a suitable aircraft had to be procured. On March 6th, a bright moonlight night, this was successfully accomplished and the patient flown in comfort to St. Joseph's Hospital, Glace Bay, N. S.



Major Andrew Livingstone, M. C. (shown at left with tame Ringneck Pheasant of his own breeding) Regional Director for the Ingonish Beach area, acted as contact man and it was through his efforts that the A.D.C. was kept informed as to visibility, weather and ice conditions, and the most suitable place to make a safe landing.

Major "Andy" Livingstone is also O.C. "F" Company 2nd (R) Bn. Cape Breton Highlanders. He posted his A.D.C. Observers as lookouts, maintained a large bonfire at night and kept Union Jack flags flying on the ice during the day as signals for the anxiously awaited aircraft. Assisting Major Livingstone was Chief Observer Reddie MacDonald who drove all the way from Bay St. Lawrence to render valuable service. A large measure of credit is also due Official Observer Mrs. M. C. Williams (pic-



tured at left with her husband) whose untiring efforts as telegraph operator are to be highly commended.

The Aircraft Detection Corps in this area, under the supervision of Regional Director Major Andrew Livingstone, has chalked up one more incident reflecting credit on the entire Corps.

HAPPY LANDINGS

On the 21st January last, an Anson aircraft enroute to a local R.C.A.F. airport ran into bad weather and was forced to remain aloft for such a period of time that the fuel supply became exhausted. The four occupants of the aircraft of necessity bailed out during the night. Fortunately, all landed unhurt at various spots in the woods along the Musquodoboit River, Musquodoboit, N. S.

Aircraft Detection Corps Headquarters had "alerted" Observers in the area as soon as the predicament became known and reports started to come in immediately. Through information obtained from these A.D.C. reports and the prompt co-operation of the Observers, it was possible to form several search parties, consisting of R.C.A.F., R.C.M.P. and A.D.C. Observers. The area searched was large but one by one the crew of the aircraft were found and within 24-hours all four had been located and were comfortably housed in Observers' homes where they were given excellent care.

Among the many Aircraft Detection Corps civilian personnel who co-operated in the search were the following: Regional Director A. E. Reid of Milford Station and three of his Official Observers - Mrs. Fred Fraser, Mr. John Goff and Mrs. Ralph Aitken. When the aircraft passed into the Musquodoboit area, Chief Observer J. H. Bentley kept the A.D.C. Reporting Centre fully informed of developments; many of his Official Observers, together with a number of Observers in the Musquodoboit Harbor area, under the supervision of Chief Observer P. H. Weary, continued to aid the searchers throughout the night.

It is evident from this incident that the stormy winter months make flying most hazardous. The assistance rendered by A.D.C. Observers reporting flights of all aircraft over their observation post areas is most valuable in helping to safeguard the lives of our airmen.

CAPE BLOMIDON, N.S.

Chief Observer Captain B. Lyons and wife keep watch at Cape Blomidon, N.S., the supposed home of the mythical Indian God "Glooscap". To date they have seen nothing of Glooscap but they watch and report on aircraft flying far over the treacherous waters of Minas Basin where the tides rise to a height of over forty-five feet. Captain Lyons, now a farmer, used to be a deep sea captain on Canadian National ships.



QUEBEC NEWS

THEY GUARD THE FORESTS



The Aircraft Detection Corps was fortunate in acquiring the services of Mr. P. W. MacKay, Manager of the Laurentian Forest Protective Association to assist in organizing the Corps in northern Quebec and along the north shore of the St. Lawrence River.

All Fire Towers, many of which have communication facilities, are organized as Observation Posts in the Corps. The tower-men who maintain constant vigil for evidence of fires in the woods are among A.D.C.'s keenest observers.

Mr. MacKay is shown above in one of the towers, some of which are of quite elaborate construction. Below is a picture of the 80-foot wooden tower at Riviere-aux-Outardes, also a view of canoes carrying supplies along the river.



GRANDE VALLEE

Some of the Aircraft Detection Corps' keenest members are on duty along that part of the Gaspé Peninsula between Gaspé and Mont Louis. Chief Observer Roch Cote of Grande Vallee is kept particularly busy during the summer season. As well as being traffic officer along this section of the coast, he is also a lieutenant in the Third Battalion (R) Fusiliers du St. Laurent



and finds time to act as Chief Observer in the A.D.C.

AT RIVIERE-DU-LOUP

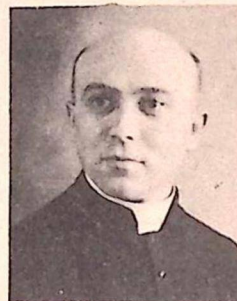


Mr. J.L.G. Lapointe, Aircraft Detection Corps Regional Director for the Riviere-du-Loup area, was one of the first organizers for the Corps in the Province of Quebec.

The district under his supervision comprises fifty-six Observation Posts and extends from l'Isle Verte to Comtmagny and some thirty miles inland from the St. Lawrence River, constituting quite a large area to cover. With his customary energy and enthusiasm Mr. Lapointe quickly tackled the job and soon ensured complete organization of his district.

Born in Riviere-du-Loup Mr. Lapointe has been associated with the Federal Government for the last fourteen years as collector of Customs and Excise. In addition to his duties as Regional Director, Mr. Lapointe finds time for Red Cross work and enjoys such sports as baseball and tennis. He has four brothers-in-law in the Armed Forces, three of whom are in the R.C.A.F.

MONSIEUR LE CURE PLAYS HIS PART



Pictured at left is Rev. N. Dumont, Parish Priest of St. Joseph, Kamouraska, and Chief Observer for that area. Rev. Dumont is one of some fourteen cures acting as Chief Observers in the Quebec area.

Under Rev. Dumont's guidance, the Official Observers are doing a fine job of reporting aircraft which fly over this post. In November 1943 an Anson aircraft crashed on Mrs. C. Michaud's farm, approximately three miles from the parish church at St. Joseph. The crash was reported by Observer J. E. Soucy.

First to arrive at the scene of the crash was Thomas Ouellet, pictured at right, who indicated to the searching aircraft, circling around, the exact location of the crash by spreading a parachute on the ground.

Rev. Dumont was not long in arriving at the scene of the accident, prepared to be of assistance to the crew both physically and spiritually. Unfortunately, all occupants of the aircraft were killed instantly at time of the crash.

Appreciation is expressed to Rev. Dumont, J. E. Soucy, Thomas Ouellet, Mrs. C. Michaud and Mr. Isidore Ouellet, all of whom were of assistance.



NEWFOUNDLAND NEWS

RESCUE ON OFFER-GOOSEBERRY



Mr. Brown

of five fishermen; and this time, paying an instalment on the gigantic debt incurred by the R.C.A.F. for the wonderful work of A.D.C. Observers, the roles are reversed - the aircraft is not rescued, but is the rescuer.

Fishermen in Newfoundland are engaged in fishing cod during the summer months, with seal fishing their main occupation during the winter and spring. One day last February five of these hardy, industrious fishermen, Messrs. Ackerman; A. Brown; A. Pickett; M. Brown and E. Pickett set out from Fair Island in their schooner, their destination being Offer-Gooseberry Island some ten miles away. This was no new expedition for these men as most of them have been fishing seal there two or three times each winter for a good many years. The trip was to be a short one - two days or three at the most - so provisions were brought for approximately five days. As Mr. Hounsell humourously remarked, "What these men call four or five days' rations is really twice that amount as usually they are big eaters". Well -- if you and I recall our tremendous appetites on returning from our little fishing trips, this is easily understood.

The men reached the Island without difficulty, only to discover soon after landing that they were marooned there -- Mother Nature had played one of her tricks on them and "slob" (or "snow froth") had moved in, pinning their boat to the shore. For the uninitiated, "snow froth" is snow floating on ice, sometimes six or seven feet thick. It never freezes hard enough for a man to walk on but will immobilize a boat by sticking to it.

"When we saw our plight", Mr. Ackerman says, "we began rationing our food at once, although we expected the "slob" to move on soon. However conditions remained unfavourable and there was nothing to do but wait. We agreed on one part-meal a day from our provisions, at the same time organizing tours of the island in the hope of finding birds to shoot to add

Many are the stories about the wonderful work of Aircraft Detection Corps Observers; many instances may be cited showing where, through their alertness and initiative, they have rendered most valuable services in finding crashed aircraft, rescuing crews, spotting enemy movements, etc. But very seldom a story like the one which follows may be told - an incident where the alertness and presence of mind of Official Observer Mr. K. Hounsell at Fair Island, off the coast of Newfoundland in the rugged North Atlantic, saved the lives



Left to right - front row; Messrs. Brown and Ackerman. Back row; Messrs. A. Pickett, M. Brown and E. Pickett.

to our provisions. We were out of luck -- no birds were seen. After our tours we would go back to camp and rest so that we would not use any more energy than necessary.

"The days went by, the snow froth was still there and we were down to one cup of flour, suffering already from hunger, when we saw a plane overhead coming towards the island. Soon it was over us and parachutes were floating down - parachutes bringing FOOD! You can well imagine how we felt; it was salvation - escape from hunger and perhaps death from starvation. We lived on these rations for five days when our provisions were getting low again. By this time there was a change in the wind and the slob was moving out of our little bay. That afternoon we decided to make an attempt at getting out. We started out in the boat but were soon forced to turn back to the island as we found it impossible to get through the ice. Just then we spotted a motorboat coming towards us. Seven men were aboard under the supervision of Capt. E. C. Rogers, and they succeeded in reaching us and taking us on board. We arrived home just before dark on Sunday, March 5th, very hungry, somewhat reduced in weight but otherwise none the worse for the eighteen days we spent marooned on Offer-Gooseberry Island".

The story behind the story is very simple. Our Observer, Mr. Hounsell, knew these men had set out for Offer-Gooseberry Island with provisions for a few days only and became worried when they did not return as scheduled. His Aircraft Detection Corps report reached R.C.A.F. Headquarters and an aircraft was diverted from its regular duties. The crew was pleased to help by bringing supplies to last until such time as a rescue party could get through to the men on the island. On reaching safety the first thing the men said was: "We are indeed very grateful to the R.C.A.F.; the crew of the aircraft who dropped food to us; Aircraft Detection Corps Chief Observer Hounsell and all those who helped".



Mr. Ackerman

Continued from page 6

A letter of thanks was sent to Chief Observer Bowlby from Eastern Air Command Headquarters, commending him for the co-operation he has given the Corps, and in recognition of the many services he has voluntarily given in organizing his area.

THEY DEPEND ON YOU I

(This is No. 1 of a series of four articles. No. 2 is entitled "The Role of a Regional Director"; No. 3 "A Chief Observer in The Aircraft Detection Corps" and No. 4 "What Happens When you Report an Aircraft". Watch for these articles.)

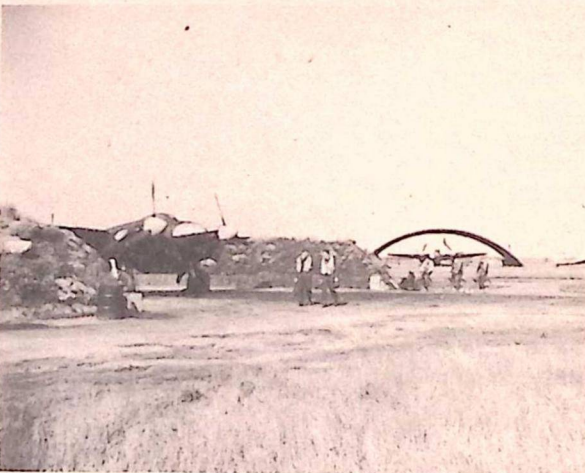
Primarily organized to act as an advance warning service in the event of enemy action on either the Atlantic or Pacific coasts, it soon became evident that the Aircraft Detection Corps was also developing into a security organization whose members pledged themselves to be ever on the lookout for passing R.C.A.F. and other aircraft and report their progress to Aircraft Detection Corps.

Numerous incidents have occurred of Observers voluntarily putting themselves to a great deal of trouble and discomfort in investigating reports and, in many cases, travelling long distances to the scene of a forced landing or a crash.

Our readers would feel greatly rewarded if they could only realize that pilots flying over this country have a sense of security when they know that down below them Aircraft Detection Corps Observers everywhere are on the alert. Pilots and crew alike feel that in the Observers they have personal friends who are always ready to be of assistance in case of trouble or forced landings.

With radio and other facilities available and ready to be placed in operation at a second's notice, your report to Aircraft Detection Corps of that plane you just saw may mean the difference between its becoming lost and crashing, or regaining its bearings and making a safe landing. An extra glance at a passing aircraft may indicate to you that forced landing, crash or some other mishap may take place in your vicinity, and should be reported.

There is always the definite possibility of enemy aircraft approaching either the Atlantic or the Pacific Coast. Canada's faithful Aircraft Detection Corps Observers should not allow themselves to indulge in a sense of false security because of the favourable progress of the war at the present time.



Shown above, in foreground, is Mosquito aircraft of a night intruder squadron "Somewhere in Britain." Note the mud bank revetment used as a protection from possible bomb damage.

MURDER INCORPORATED

If anyone were potting merrily away at you with a revolver for fun, you would ask him to stop, of course. You would point out that while the sniping was undoubtedly a lot of fun for him, it was just a nerve-wracking flirtation with death so far as you were concerned. And you weren't at all anxious to die, thank you.

If he persisted, you would report him (if you were still able to). You'd report him whether he was friend or acquaintance, or comrade-in-arms. You'd report him, we don't doubt if he were your Father. You'd do this because - YOUR LIFE WAS AT STAKE!

Of course your sniping friend probably didn't mean to kill you. He was shooting merely to see how close he could come. This, of course, is of little solace to you six feet underground. Which brings us to LOW FLYING AND OTHER IDIOTIC PURSUITS IN AIRCRAFT.

When a pilot begins to frolic just off the treetops, diving here and zooming there, and chasing groundhogs into their holes, he's undoubtedly having a whale of a time. He's also risking his neck, though apparently it isn't bothering him any.

BUT, he's also risking YOUR neck, AND THAT SHOULD BOTHER YOU! It's no fun to die as a result of someone else's idiocy, BUT PLENTY DO.

The moral of this little story is that it is the duty of every Observer to report incidents of unauthorized low flying for his or her own protection, if nothing else. Unfortunately it is impossible to pin responsibility for such incidents on the individual unless the Observers can report the identification number of the aircraft, and this is sometimes rather difficult when one's hair is being parted by the slipstream from an aircraft. However your fullest possible co-operation in this respect is earnestly requested.

SHARE YOUR EXPERIENCES

What did you see? - May we see too?

Being an A.D.C. Observer often brings amusing and interesting experiences which would be appreciated by members of the Corps in other areas.

No doubt, you like to take pictures, and if you will send copies of your favourite snapshots together with a few lines describing them to your A.D.C. Headquarters, they will be published in "The Observer" as space permits.

If scarcity of film prevents you from using your camera, make application to your A.D.C. Headquarters and, if possible, film will be provided to enable you to take photographs of your activities and "adventures" as a member of the Aircraft Detection Corps.

DUTY WATCHES

"Should I report that aircraft?" Yes--if it is your turn to be on duty, you should report ALL aircraft seen or heard in your area.

Efficient observation post organization requires one person to be on watch at all times. Duty watch schedules are drawn up by the Chief Observer, giving each Official Observer a turn at watching as often as required to maintain a constant watch.

For instance, if thirty-one Observers are available, each could be allotted a different day of the month on which to be responsible for watching and reporting. However, in case of an emergency -- such as aircraft in trouble, submarine sighting, etc., make a report yourself as quickly as possible regardless of who is on duty at the time.

NEW INSTRUCTIONAL POSTER

REPORT ALL SUBMARINES

Tests made under varying weather conditions prove that at distances above 2 miles, positive identification of submarines by normal vision is almost impossible. These silhouettes are based on observations made without glasses or telescopes at sea level.

DISTANCE	VIEW	SUBMARINE	FAIRMILE	CORVETTE	FISHING VESSEL
½ MILE	SIDE VIEW				
	HEAD-ON VIEW				
At the above distance, the silhouettes are quite distinct and no difficulty is found in positive identification.					
1 MILE	SIDE VIEW				
	HEAD-ON VIEW				
At 1 mile, the silhouettes are still quite distinct, although considerably smaller.					
1½ MILES	SIDE VIEW				
	HEAD-ON VIEW				
At this distance they begin to lose positive identity. Care must be taken in comparing the submarine, Fairmile, and fishing tug, particularly when the craft are seen in a head-on position.					
2 MILES	SIDE VIEW				
	HEAD-ON VIEW				

Beyond this two-mile limit, positive identification with the naked eye is exceedingly difficult, except under the most favourable weather conditions. Slight haze or fog will usually obscure everything but vague general outlines.

MINES	Various sizes and shapes, some with and some without horns. Do not touch. Warn shipping. Inform "AIRCRAFT DETECTION CORPS".					
		ENEMY SUBMARINE - 517 Tons				
		ENEMY SUBMARINE - 740 Tons				

HOW TO REPORT

Report all submarines by telephone, telegraph or wireless. Tell the operator you have a report for the "AIRCRAFT DETECTION CORPS" the operator will know how and where to send your report. You pay no money for these calls or telegrams. Give as much as you can of the following information:

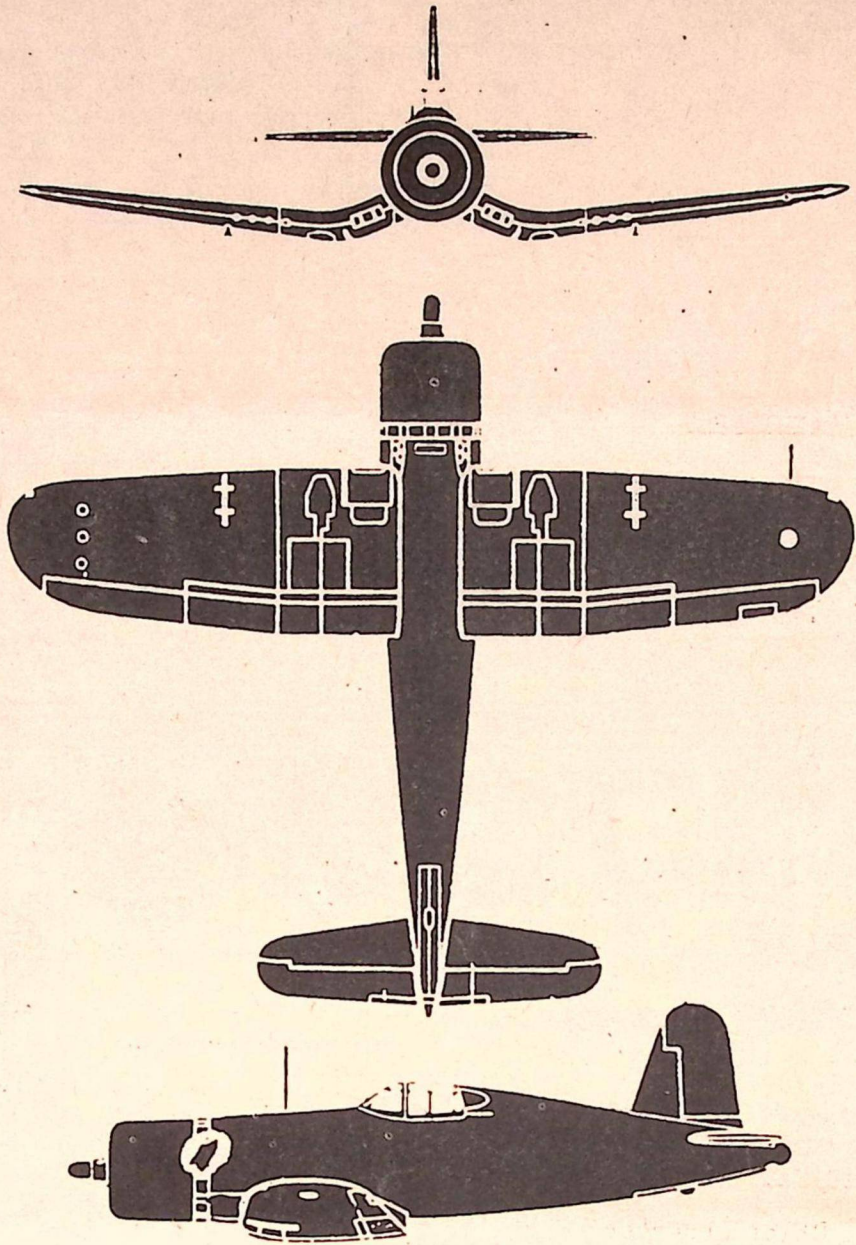
- Exact location.
- Local time of sighting.
- Direction heading.
- Distance away when seen.
- Whether by naked eye or telescope.
- Whether fully surfaced or awash and if seen breaking surface or submerging.
- Markings and if crew visible.
- Number of guns.
- Names and telephone number or telegraph address of persons seeing submarine.

WATCH-AND WARN

The above poster has recently been prepared at Air Force Headquarters and is now being distributed to Aircraft Detection Corps observers residing in coastal areas of both the Atlantic and Pacific coasts. The silhouettes of the submarine, fairmile, corvette and fishing vessel have been drawn to scale from actual photographs taken of these craft at the distances shown.

All Observers in coastal areas are asked to study the silhouettes and reporting instructions on the poster thoroughly. The enemy still has submarines and they still can constitute a menace to our shipping and our coasts. **KEEP AS CONSTANT A WATCH SEAWARD AS POSSIBLE AND REPORT ACCORDING TO INSTRUCTIONS.**

THE CORSAIR



988-733-09