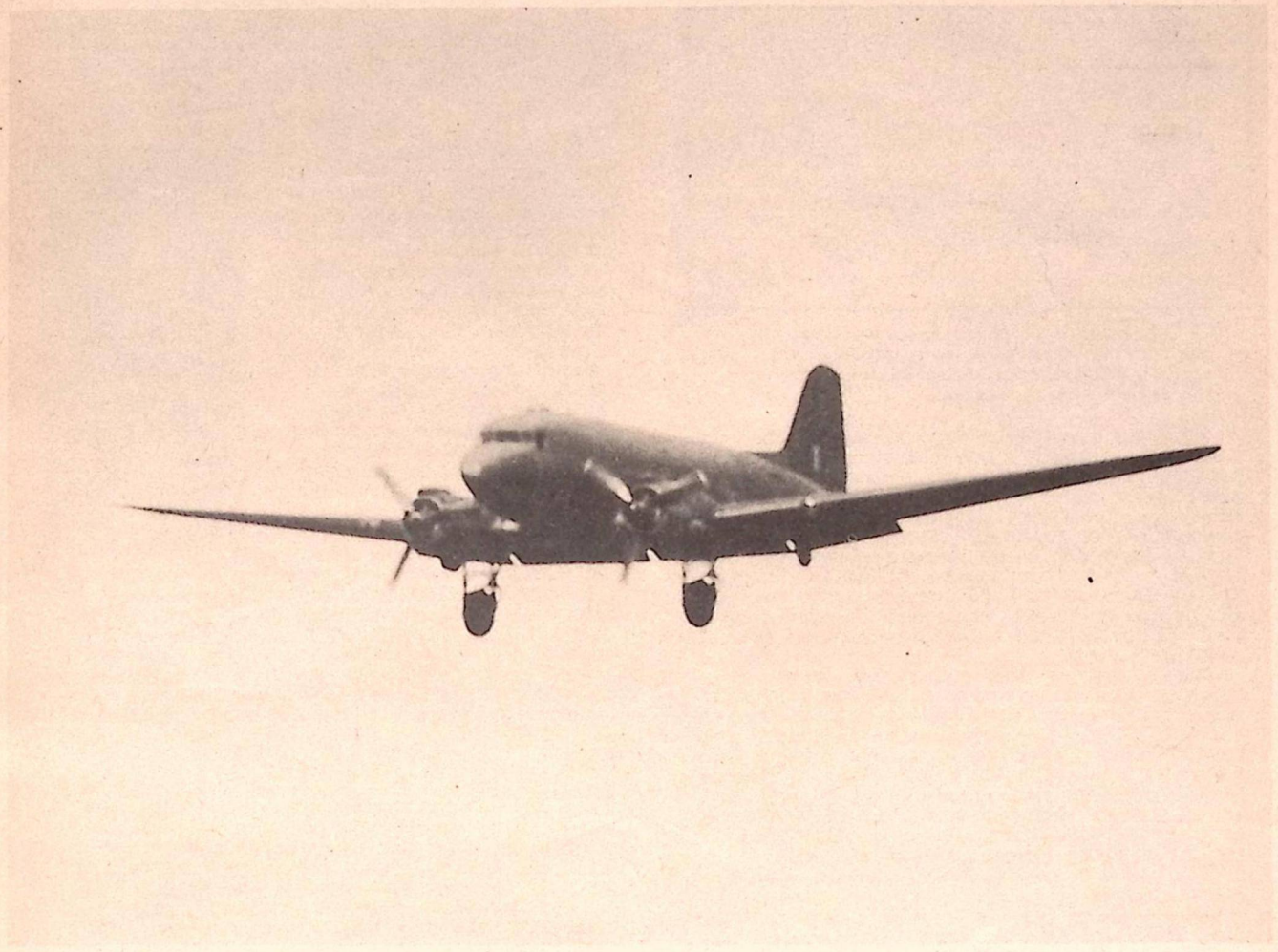


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The Observer



THE VERSATILE DAKOTA

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JULY

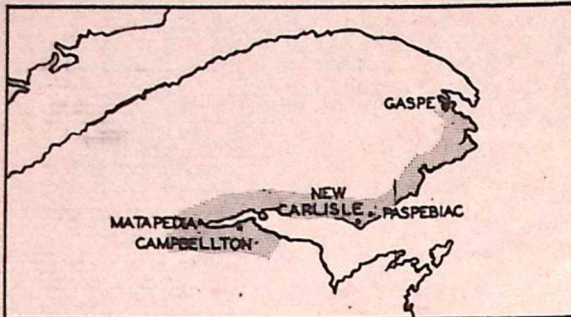
1944



THE OBSERVER

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

A PROGRESSIVE COMPANY



Shaded portion of the above map shows the coastal area of southern Gaspe peninsula and northern New Brunswick served by the Bonaventure and Gaspe Telephone Company.

Just ten years ago there were less than one thousand telephone subscribers along the Baie des Chaleurs, served by the Bonaventure and Gaspe Telephone Company - today there are two thousand. Local and long distance service has been consistently improved and the old style "cranks" are gradually being removed from the B. & G. system telephones. Chandler, New Carlisle and Paspébiac are now on common battery and as the necessary equipment becomes available, Gaspe is also being converted to "crankless" telephones.

The B. & G. system employs 125 personnel, operates 13 exchanges and maintains over 425 miles of pole line from Gaspe, P.Q. to Campbellton, N. B. The Bonaventure and Gaspe Telephone Company, with one of Canada's major companies, alone enjoy the distinction of operating under a Federal charter, being permitted to "serve" in both New Brunswick and Quebec. As many as 13,000 long distance calls per month are being placed between the Baie des Chaleurs and Gaspe Areas and outside points; all exchanges operate on a 24-hour basis. The map above shows how the B. & G. system services this important coastal area.

Credit for B. & G.'s progress in the past ten years is due principally to the untiring work of the General Manager, Mr. J. M. Dubreuil, whose interest in giving the Baie des Chaleurs a first-class telephone service is evidenced in the excellent service this area enjoys. Mr. Dubreuil was formerly with the Bell Telephone Company of Canada, with whom he gained considerable experience and knowledge of modern telephone systems.

Squadron Leader S. M. Black, Aircraft Detection Corps Officer, Eastern Air Command Headquarters, Halifax, and Flight Lieutenant H. M. Bouchard, Officer Commanding A.D.C. for the Province of Quebec, recently visited Mr. Dubreuil and discussed matters pertaining to the rapid transmission of Aircraft Detection Corps reports. These R.C.A.F. officers were shown the fine telephone switchboard which

has recently been constructed by Mr. Dubreuil and staff in "spare time". This new switchboard incorporates the latest and most advanced ideas in telephone transmission engineering. In constructing this modern equipment, Mr. Dubreuil and his staff had to overcome many difficulties caused by war-time shortage of materials, priorities, etc. and are to be congratulated on their fine achievement.

At the time the Aircraft Detection Corps officers visited the B. & G. Telephone Company, the exchange at New Carlisle was in the process of being moved to make way for the newly constructed modern switchboard which is being installed there. The splendid co-operation afforded the Aircraft Detection Corps by the Bonaventure and Gaspe Telephone Company, and the personal interest of Mr. Dubreuil are very much appreciated by the R.C.A.F.

RETIREMENT

Section Officer D. L. Heatley, (nee S/O Stewart), former editor of "The Observer", was granted her retirement from the R.C.A.F. (W.D.) in May, 1944.

Section Officer Heatley enlisted May 1st, 1942 and took her basic training at Rockcliffe, Ont., after which she was posted to operations room duties in Newfoundland. Later she attended courses in New York and Orlando, Florida. After the latter course, she was posted to Rockcliffe and was very active in Field organization work in the Central Area A.D.C.



In June, 1943 she succeeded Section Officer F.I. Bradley as editor of "The Observer" at Air Force Headquarters. In December 1943, she married Chief Petty Officer F. Heatley, R.C.N., and has now retired to assume her domestic duties.

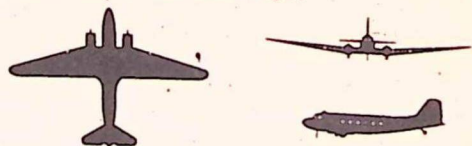
Her many friends in the Service wish her much happiness in her new career, as she is conveyed through life by her Naval husband.

OUR FRONT COVER

DOUGLAS DAKOTA - The Dakota is the R.A.F. version of the most famous and widely used airliner in the world, the Douglas DC3, which has become the main transport aeroplane in service with the Allies. They are on operational service in every combat area of the War.

The Dakota is a low-wing, twin engined monoplane with a single fin and rudder. The low wing has a short straight centre section with dihedral on the outer sections. The large fuselage has a perfectly circular cross section - the tailplane is mounted high and on top of the fuselage is a prominent single fin and rudder.

The outstanding feature of the Dakota is the wing, with its perfectly straight trailing edge, and prominently tapered leading edge and almost pointed tips.



Silhouettes of the Dakota

HISTORY OF THE ROYAL OBSERVER CORPS

(By Flight Lieutenant A. H. Christey, R.A.F. Specialist Officer)



R.O.C. badge represents an early watcher standing on Britain's coast, torch in hand, ready to signal the enemy's approach. Motto is "Forewarned is Forearmed".

The movements of all hostile aircraft flying over the British Isles must be continuously plotted and reported for three reasons:-

- (i) To enable Fighter aircraft to be sent to the correct position to make an interception.
- (ii) To enable anti-aircraft guns to be warned in advance of the direction in which the raiders are proceeding.
- (iii) To enable air raid warnings to be issued to districts in and adjacent to the path of the approaching raiders.

At first, the defences were in the hands of the Admiralty, who arranged with the Police to telephone reports of any aircraft heard or seen within 60 miles of London. Later, in 1915, this system was extended to include East Anglia, Northampton, Oxfordshire, Hampshire and the Isle of Wight. In April, 1915, Chief Constables were asked to telephone similar messages to the War Office and thus there was much overlapping. The system was then extended to cover England and Wales, the reports going to the Admiralty who then informed the War Office. Direct interchange of reports were also arranged between Chief Constables of Boroughs and Counties.

In 1916 the War Office took over, and a more regular system of observers was introduced. Cordons were organized 30 miles outside vulnerable areas, London being provided with two such cordons, and coastal observation posts were organized.

The above system was in force when the London air defences were re-organized under General Ashmore in the autumn of 1917. The aeroplane patrol work was improving at the end of 1917, but information from cordons and other sources was not quick enough or sufficiently reliable for the effective use of nightfighter pilots. Early in 1918, therefore, a new system was inaugurated. The German activity by this time was confined to London and counties to the south and east of London, and this area was well covered with the various units of the defence namely, coastal posts, squadrons, guns, searchlights and balloon aprons. A system of reporting from all these units was arranged by which their information came through certain centres, and thence to Headquarters for display upon a very large table map. During operations the lines were always through and thus no ringing was required. The necessary telephone construction work was very heavy and the completed system was not ready until after the occasion

The grand work of this wonderful volunteer organization in Great Britain and Northern Ireland is probably already well known to most of our readers, but we feel that additional information on this Corps will be both interesting and enlightening.

At the beginning of the War of 1914-18, the requirements of air defence had hardly been considered, but with the advent of the early Zeppelin air raids, it became apparent that

of the last raid, May 19th, 1918.

BEGINNINGS OF THE OBSERVER CORPS

On the revival of the air defence in the beginning of 1924, it was plain that unless special measures were taken, large areas would be blank so far as any aircraft intelligence was concerned. The objective was simple; no hostile aircraft must be allowed to move over any part of the country without its movements being instantly and constantly known at the headquarters of the air defence. To obtain this information, it was necessary to cover the country, within range of bombing, with a series of posts situated a few miles apart, each post being provided with a telephone for quick reporting and continuously manned by two observers. The first experiment was made in 1924. A few posts were organized at the required intervals around Cranbrook, which was the reporting centre. The experiment proved that the scheme was feasible, and valuable experience was gained.

In 1925, the system was extended to two zones covering the whole of Kent and Sussex; each zone consisting of a network of observer posts in direct telephonic communication with an observation centre, the centre being in turn connected to the Headquarters of the air defence. These posts and centres were manned by special constables, enrolled for this object by the Chief Constables of counties and boroughs.

This 1925 layout was well tested by day and night work with the R.A.F. After this work in 1925, the organization received the official sanction of the Home and War Offices, and the general terms of service for the special constables were fixed. In 1926, two further zones were organized, so that by 1927 the system was in working order from the west of Hampshire, through Hampshire, Sussex, part of Surrey, Kent, Essex and half of Suffolk. These areas were later extended and now virtually the whole of Great Britain and Northern Ireland is covered by this reporting system.

Posts are interconnected by telephone in groups of three, so that any two posts can overhear reports from the third and thus be kept in a state of 'full alert' for aircraft not yet within their orbit of observation.

Post Crews are supplied with gridded maps, binoculars, and an instrument to assist in obtaining corrected heights of aircraft. Observers have become highly proficient in reporting heights and in aircraft recognition, and before the war competitions between neighbouring Centres were organized and were highly successful in promoting efficiency and keenness.

At each Centre, there is a gridded map around which are seated the plotters who receive the plots from the Post Crews. By placing counters on the grid squares reported by the Post Crews, tracks of aircraft are obtained. Tellers overlook the table and tell these tracks to the Royal Air Force for their information and action. Every aircraft, friend or enemy, is tracked whilst flying across the country up to the capacity of the organization. In addition, valuable assistance is rendered by reporting crashed aircraft, or the position of 'baled out' airmen and other untoward occurrences.

PERSONNEL

Nowadays, members are recruited for the Observer Centres and Posts from the town or

(Continued on page 11)

EASTERN AIR COMMAND NEWS

ONE THOUSAND REPORTS!



Chief Observer Chas. W.K. McCurdy of Baddeck, N.S. (shown above with Squadron Leader S.M. Black, Aircraft Detection Corps Officer, Eastern Air Command Headquarters), is a very busy man in his capacity as Clerk and Treasurer for the municipality of Victoria County. As a member of the National War Finance Committee in Nova Scotia and Chairman of the Victory Loan Campaign in Victoria County, he is largely responsible for the success of the campaigns in his district, Victoria County having gone well "over the top" every time. In addition to his other activities, he supervises two observation post areas of the Aircraft Detection Corps on Cape Breton Island, N.S.

Born in Baddeck, N.S. he is first cousin of the famous pioneer flier, J.A.D. McCurdy, who is now occupied in the Aircraft Production Department of the Department of Munitions and Supply, Ottawa. In the summer of 1909, a few months after the first experimental flights of an aircraft in the British Empire, Chas. W. McCurdy accompanied Governor General Earl Grey; Lord Lascelles (who afterwards married Princess Mary); Alexander Graham Bell, and another famous flier, F.W. (Casey) Baldwin to Bentick Field, N.S. to witness his cousin's flight in the aircraft "Silver Dart". Chief Observer McCurdy says he certainly did not teach his cousin to fly, but he did teach him how to swim.

During the winter of 1913, Mr. McCurdy walked eleven hundred miles through the Rocky Mountains, from Edmonton, Alta. to Prince Rupert, B.C., all alone, before the completion of the Grand Trunk Pacific Railroad. After having been turned down for service in the South African War, he tried to enlist in World War I but again the army doctors would not pass him for duty.

In 1916 he married Miss Chace-Brown, a graduate and medalist of the Royal Academy of Music, London, England. Dr. Alexander Graham Bell was his groomsman and also signed his marriage certificate as witness. In his boyhood days, twenty years before the successful flight of the "Silver Dart", Mr. McCurdy flew kites of many designs and shapes for Dr. Alex-



ander Graham Bell who at that time was experimenting in air currents.

During 1943 and to date, Chief Observer McCurdy has reported more than one thousand aircraft flights. The picture at left shows "Ace" McCurdy, together with Regional Director John M. O'Toole (looking through glasses) observing the one-thousandth aircraft flight reported by him on January 17th, 1944. These reports were made at all hours of the day and night, often from his office in the court house at Baddeck, the large windows on all sides making it an ideal observation post. His business keeps him fully occupied, with four typewriters going steadily in his office all day, but he says he always has time, day or night, to do everything possible to assist the Government in the prosecution of the war. The areas under his supervision are excellently organized, separate families each reporting from strategic parts of the district one day a week.

Chief Observer McCurdy's voluntary effort in the Aircraft Detection Corps is greatly appreciated by the R.C.A.F. and he recently received a letter of congratulation from A.D.C. Headquarters, Eastern Air Command, Halifax, N.S.

MAIL CARRIER OBSERVER

Chief Observer Edson R. Hebb of Conquerall Mills, Lunenburg County, N.S. is shown at right with Mrs. Hebb. He formerly operated a sawmill but now engages extensively in farming, carries His Majesty's mail, and has efficiently organized his Observation Post area.



AT NEW ROSS, N.S.

Official Observer Miss Bernice Miester, New Ross, N.S., is pictured at the left.

Miss Miester is assistant at the New Ross Post Office, is a keen observer and always on the job when aircraft are flying.



MATANE REGIONAL DIRECTOR



Seen above shaking hands with Brigadier Edmond Blais, D.O.C., Military District No. 5, Quebec, is Regional Director Rene de Champlain, congenial organizer for the Matane District. This picture was taken immediately before a large meeting held in the town of Matane last year, which was arranged to coincide with Brigadier Blais' tour of inspection of the Reserve Army in the Gaspé Peninsula. Below is shown a group of Aircraft Detection Corps observers from the Matane area.

A large gathering attended the meeting, which may be considered one of the most successful held in the Peninsula. Gratitude is expressed to Mr. de Champlain and all others responsible for organizing the meeting, especially Canon E. Cote, cure of Matane who, by announcing it in church the previous Sunday, ensured a large attendance.

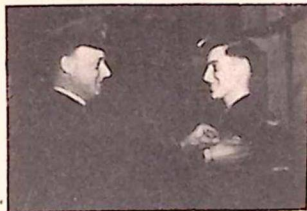
Since his association with the Aircraft Detection Corps, Regional Director de Champlain has rendered considerable assistance to the R.C.A.F. particularly in cases where aircraft have been reported in distress in his district.



PINS WINGS ON SON

The proud father shown in the picture at right needs no introduction to Aircraft Detection Corps observers along the Gaspé Peninsula and the Baie des Chaleurs. F/O John Perodeau made a great number of friends during the 1943 navigational season while organizing A.D.C. in the Gaspé area.

He is shown pinning pilot's wings on his son, now Pilot Officer John Perodeau, 18½ years old, who recently graduated at Hagersville, Ont. F/O Perodeau is the son of the late Honorable N. Perodeau, a former Lieutenant Governor of the Province of Quebec.



EYE WITNESS



Aircraft Detection Corps observer Leo Packwood of Cap DesRosiers, P.Q. is pictured at left holding part of an electric bell which he salvaged from wreckage of a ship torpedoed by enemy action in the Gulf of St. Lawrence area during 1942. Mr. Packwood has had the bell engraved with details of the incident.

He relates that early in the morning as he was fishing for cod in his small boat anchored about 4 to 5 miles from the shore, he sighted a large convoy heading east. When it reached a distance of approximately half a mile from his boat, he suddenly heard terrific explosions. Two of the ships had caught on fire and a few moments later disappeared from the surface. As the convoy dispersed, Mr. Packwood had to be very careful to avoid colliding with the bigger ships coming in his direction. More frightening still, were the depth charges being dropped by the escorting corvettes and the firing of their guns. Mr. Packwood adds that he enjoyed watching the naval battle although his position was a little ticklish at times.

Incidents such as this may easily happen again and emphasize the importance of continual alertness for submarine sightings by Aircraft Detection Corps Observers on the Gaspé coast.

ACCURATE REPORTING

On April 4th a Harvard aircraft developed mechanical trouble while flying over south eastern Nova Scotia. An alert was sent out to A.D.C. Observers in the area and it was not long before reports started coming in to the Halifax reporting centre.

Official Observer Reginald Mannette reported a single engine monoplane, yellow, north of his post and heading east. As no further reports were received beyond this point, it was presumed that the aircraft had force-landed in the immediate vicinity of his post and a search aircraft dispatched to the district quickly located the Harvard in a field about four miles east of Observer Mannette's observation post. The remarkable accuracy of this Observer's report may be judged from the fact that when the actual point at which the aircraft had force-landed was later determined, it was unnecessary to move the plotter's symbol on the map in the Filter Room from where it had been placed in accordance with the information given in his report.

All the Observers in the area alerted, responded in a most gratifying manner and were eager to assist in every possible way. Mrs. Faulkner, Official Observer at a neighboring post, had reported a single engine, yellow aircraft flying over her post before the alert was raised so that when Flying Control was notified that a Harvard aircraft was overdue at Dartmouth, it was immediately possible to estimate the approximate whereabouts of the missing plane. Fortunately, all members of the crew were uninjured and were able to return to their base.

AT BONNE BAY, NFLD.

Due to the excellent Aircraft Detection Corps organizational work accomplished by Chief Observer A. Bryant Harding, Norris Point, Nfld., he was appointed as Regional Director for the Bonne Bay area last year. Since that time he has carried out his duties as one of the most capable and efficient men in the Corps. As representative of Rowlings Limited, importers from Halifax, N.S., his business along the coast has kept him in contact with the majority of his Observers. His reports regarding communications and the difficulties encountered on his tours have been of invaluable assistance to the R.C.A.F. in providing and maintaining proper equipment to ensure that A.D.C. reporting may function efficiently.



THAT MAN'S HERE AGAIN

Flight Lieutenant E. J. Bream, at left, is no stranger to Observers in Newfoundland. He has been active in Aircraft Detection Corps organizational work since June 1943 and it was with pleasure that he was welcomed back to Newfoundland by his brother officers.



"Ted", as he is known to many Observers, arrived in Newfoundland early last year and from that time until December he visited a number of towns and villages throughout the Island, organizing the Aircraft Detection Corps and enlisting many new members. Early in January he was posted to the west coast of Canada for special duties.

F/L Bream wishes to extend his greetings to his many Observer friends in Newfoundland and is looking forward in the course of his field trips, to renewing valued friendships and to a continuance of the excellent co-operation previously experienced from members of the Corps in Newfoundland.

WELL ORGANIZED POST



Regional Director A. Grant Macdonald takes his turn as an Official Observer in Sherbrooke, N. S. He is shown at left (with field glasses) in front of his store. Mr. Macdonald is receiving plenty of co-operation

from the youngsters in the neighbourhood. Sherbrooke uses ninety Official Observers - three for each day of the month.

CONCEPTION HARBOUR OBSERVER

Shown at right, Observer P. J. Wade takes "time out" from work in his General Store, Conception Harbour, Nfld. to fulfill his duties as one of our most capable Aircraft Detection Corps observers. Observer Wade has done much to aid in the organization of A.D.C. in his district and believes implicitly in the Corps' slogan "Watch and Warn".



BADGER POSTAL OPERATOR



On the alert to "Watch and Warn" is Mr. A. M. Raymond, Observer and Postal Operator at Badger, Nfld. Mr. Raymond's interest in Aircraft Detection Corps reporting has contributed effectively to the work of the R.C.A.F. and the nation's war effort.

LANTZ N.S. BOY SCOUTS

Shown here, left to right are: Chief Observer Austin Miller; S/L Fergus Grant; Chief Observer R. G. Taylor and F/O F. H. Webster discussing Aircraft Detection Corps work and laying plans for a meeting in Lantz Siding School House. As a result, the Boy Scout Troup in Lantz Siding, N. S. have taken on the entire job of reporting for their district.



"ON DECK"

Pictured at right is Mrs. Caroline Hallock, an Official Observer at Chester, N.S. with her dog "Soda". Mrs. Hallock has extended much hospitality to guests at the "Quarter-Deck" and recently added greatly to the comfort of an Aircraft Detection Corps field party when it passed through Chester on an organization trip along the east coast. However, she always finds time to report the movements of aircraft over her area.



WESTERN AIR COMMAND NEWS

"D.O.T.'S AND DASHES"



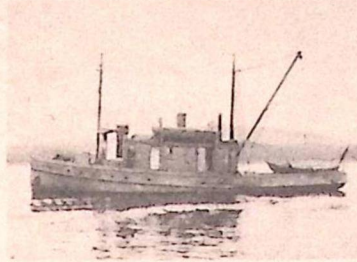
One morning recently we went down to the wharf at Prince Rupert, B.C. and boarded the Department of Transport Ferry "BIRNIE" bound for Digby Island, where the headquarters of the Department's Marine Depot and the Wireless Station are located. After a lovely trip across in the brilliant sunshine (the sun does shine in Prince Rupert, all popular stories to the contrary !), we landed at the Wireless dock. From there, laden with a heavy camera and other equipment, we made our way up a sloping board walk for nearly a mile over the muskeg and through dense timber to the Wireless Station. On arriving, all out of breath, we were met by Technical Adviser S. P. Jones, Superintendent of the Wireless Station. Mr. Jones showed us all through the Station, explaining how A.D.C. reports come in either by Wireless or Radio Telephone from the various A.D.C. posts on the Islands and the coast of the Mainland. It was very evident that instructions as to high priorities for A.D.C. reports are taken literally by Mr. Jones and his staff, the reports are pushed through with all possible speed. At times static will play havoc with the regular channels, and at such times Mr. Jones takes all possible steps to arrange other routes so that no time will be lost.

When we explained that we would like to get pictures of him and his staff, Mr. Jones roused the members who were off shift, and they all assembled on the lawn in front of the station. Shown above from left to right are: Mr. S. P. Jones and Observers W. G. Lloyd, H. J. Raikes, G. H. Haines and Ray Burge. Official observers all, they keep a 24 hour service with the Filter Room, and also keep an eye out for passing aircraft.

The assistance rendered by Mr. Jones in advising as to the various means of communication available, the possibilities of making use of alternate methods, and the widening of the existing services, has been of great value to the Aircraft Detection Corps in this part of the world, where communications are sketchy at the best.

After lunch (which we had brought with us, much to Mrs. Jones indignation!), we were directed to the Marine Depot, headquarters of Technical Advisers H. S. Davis and N. S. Brewer. This time we took a different route

to the beach, following the light railroad used by the Wireless people to launch their boat, which is almost perpendicular in spots, and we were very glad to get down to the shore. On our arrival there we found that Mr. Davis had been detained in Prince Rupert on other business, so we decided to leave the Marine Depot story for another day.



The "BIRNIE", which is chiefly used as a ferry for carrying supplies and personnel between the city of Prince Rupert and Digby Island, arrived a few minutes later and we departed for Rupert. Captain Peterson, her

genial skipper, has always made the A.D.C.O. of No. 4 Detachment very welcome on his frequent trips to and from Digby Island, and wishing to get a picture of the boat, we had him land us on the dock and circle out so we could catch her coasting along. After the second try, we got the picture you see above, showing Captain Peterson in the door of the wheelhouse and Chief Stromdahl standing nearby.

Two days later, after making sure that both Mr. Davis and Mr. Brewer would be on hand, we again visited the Marine Department at Digby. This time, all members of the staff were present and are pictured below. From left to right, (not mentioning the A.D.C.O.), they are: Supt. H. S. Davis, Miss McCrimmon, Mr. N. S. Brewer, Mrs. Greenwood and Official Observers Hamilton and Morrison.

Messrs. Davis and Brewer are Technical Advisers of the Aircraft Detection Corps, and have been extremely helpful in all matters concerning lighthouses in this area.

Thanks to their valuable advice and co-operation, much assistance has been given in carrying out field work at posts that would otherwise have been very hard to reach.

In this article, we have tried to introduce personally some of the members of the Department of Transport who, are carrying on, on the Northerly part of the West Coast, the extremely valuable work for the A.D.C. that was outlined in the April "Observer".



A.D.C. PERSONNEL AT PLAY



The three happy and handsome gentlemen pictured at left (left to right), are Mr. Lou Bliss, Chief Observer J. C. Sheasgreen of Ladysmith, B. C. and Associate Regional Director David Kenny of Victoria, B. C.

The combination of carrying on wartime jobs and devoting a good deal of time to Aircraft Detection Corps as well, does not afford much opportunity for play, but the A.D.C. photographer caught

these three gentlemen in the act, at Nanaimo, B. C.

Mr. Sheasgreen, who is the superintendent of a large logging operation on Vancouver Island, has, in addition to establishing a schedule of watch in his community, been most helpful in connection with an aircraft crash which

(Continued on page 9)

ODE TO THE LADIES

(Contributed by an anonymous observer).

On a sunny day in the middle of May,
An Observer went to work.
He was full of beans and vitamin greens,
And he vowed he would not shirk.

He looked at the sky with an eagle eye,
He spotted a distant speck.
It was coming his way, so he shouted "Hey":
And the kids came to help him check.

"Give me my glass", he said to a lass,
"Get ready to write this down".
"Shut up your noise", he said to the boys,
"Now where the heck is it gone?".

"Beyond that hill, I can see it still",
Said wee little winsome Pat.
"It's curved and it's white, and I know you'll
be right
If you put it down as a Cat".

So he searched the sky with his eagle eye,
And the help of his trusty glass;
But the plane had gone from the spotting zone,
A speck that was seen to pass.

"Now what shall I do to get this through
To the girl at the A.D.C?"
"It might be a Cat, but I can't put that,
For it sure isn't proved to me".

Then the kids did cry, "T'was a Cat went by",
So he marked it as going West,
Which may have been right, or may have been
wrong,
He was just doing his best.

"Go ask your Mother the time", he said.
"See you don't be too long away".
Then the kids came back, and he raised his head,
"What did your Mother say?"

She said, "you should bring an armful of wood,
Enough for the present, at least,
The plane she reported long ago -
Was a Stranaer going East!".

DESCRIPTION OF A JOURNEY

Although but recently enrolled in the Aircraft Detection Corps, two of our keenest Observers are Captain and Mrs. W. A. Kent of Irvin's Landing, Pender Harbour, B. C.

A short time ago, a general A.D.C. meeting was held by Flight Lieutenant Chaston and Flying Officer Holland at Sechelt, B. C. To this meeting Observers residing on the Sechelt Peninsula were invited and the turn-out was practically one hundred percent. Indicative of the spirit prevailing amongst A.D.C. Observers is the following description written by Captain Kent, of the extent to which he and Chief Observer Potts (Pender Harbour area) had to use various means of travel to attend this meeting:

"This journey was undertaken by Chief Observer J. Potts and myself from Pender Harbour to Sechelt to attend a lecture given recently by F/L Chaston and F/O Holland. Mr. Potts lives at Pender Harbour and I live in Bargain Harbour, each place separated from the other by a narrow stretch of water called the Canoe Pass, which is invariably waterless when most needed, as was the case this particular evening. Mr. Potts started from his house in his Kicker "Queen Mary" and went to Carters Boat Works -- then walked through Canoe Pass; on the other side I met him with a rowboat and transferred him to my gas boat "Lynton" and then we proceeded to Secret Cove. Arriving there, and unable to use the government float, we tied up at the store float, and it being on an island, we had to commandeer a rowboat in order to get to the mainland. There we moored the boat and climbed half a mile up a trail on to the main road, where we were picked up by Regional Director Ted Osborne of Half Moon Bay, who took us the rest of the way by car to Sechelt. After a pleasant and instructive evening, we returned by same route and transportation".

Chief Observer J. W. Potts has been an active organizer in A.D.C. since his appointment in April 1942.

ON BOWEN ISLAND

Pictured at right, with a background of mountains in Howe Sound, B.C., is Associate Regional Director Lee discussing Aircraft Detection Corps problems within his area with Flying Officer F. B. Holland, A.D.C. Officer, Western Air Command.

Mr. Lee, who has been employed for the past twenty-six years by the Dominion Government Telegraphs, is a really busy man. Besides his full time job of supervising telegraph services on Bowen Island, which is one of the busiest summer resorts in British Columbia, he is president and acting secretary of the Red Cross branch at Bowen Island, and Chief Warden for A.R.P. He is particularly air-minded and has been of inestimable value to the Aircraft Detection Corps both in organization and maintenance of the Corps within his area,



AIR MINDED REGIONAL DIRECTOR

Capt. V. C. Best (retired), A.D.C. Regional Director for Salt Spring and adjacent islands, who is pictured at right with Mrs. Best, has an extremely well organized area. Capt. Best is, to say the least, what might be called a truly air-minded gentleman. This state of mind is no doubt fostered by the fact that he has four sons in the R.A.F., and a fifth who must have joined the Merchant Navy by mistake.



This "personal" interest in the skyways has made the Captain perpetually concerned about the safety of our airmen and their aircraft. He has spent a good deal of time moulding an organization throughout the lower Gulf Islands to report distressed aircraft, to know what to do in case of a crash, and has succeeded in arousing in his Chief Observers and Official Observers a spirit of air-mindedness.

During an A.D.C. Officer's visit to Salt Spring Island recently, the efficiency of the local A.D.C. organization was clearly proven by an incident which occurred, details of which were as follows: A Hurricanefighter aircraft appeared to be having engine trouble the A.D.C. Observer noticed this condition and immediately reported it to A.D.C., with the result that the R.C.A.F. air-sea rescue organization was placed at readiness. The aircraft's engine subsequently failed completely and the pilot bailed out. This was reported to A.D.C. before the airman touched down, also the fact that the aircraft had crashed and the location of same. In the meantime the Observer on duty had alerted a pre-arranged bush rescue party, the volunteer fire brigade, a Doctor and Regional Director Best, who proceeded immediately to the scene. Mr. Ruckle of Beaver Point, Salt Spring Island, the Observer in question was on the spot almost in time to catch the pilot as he landed, fortunately uninjured. Mr. Ruckle is to be complimented for his most efficient handling of this incident, but Capt. Best advises that any one of his Observers would have handled the situation in a similar manner, which is certainly a tribute to the organization existing.

Capt. Best proudly admits that he is an old soldier and that he is a descendant of a long line of military men. Previous to the last Great War he saw service with the Warwickshire Yeomanry and the Punjab Light Horse. Having decided to give up soldiering for a time he came to British Columbia and settled on Salt Spring Island. However, almost as soon as the first shot was fired in 1914 he had returned to the fold, this time with the Canadian Army Veterinary Corps. After the last war was over, the Captain, who had been very badly shot up, was told that he had less than a year to live. He chuckles today when he confides that he has a lot of "borrowed time" to his credit already and a lot more to come.

INGENIOUS LIGHTKEEPER

Further to an article entitled "At Our Post" in the February issue, which was submitted by Chief Observer Jack Hunting, we now give you a picture of Jack, who is one of A.D.C.'s original Observers on the west coast. As lighthouse keeper he commands an excellent view of the Pacific Ocean, and the many aircraft passing his post are reported without fail Jack's ability to recognize aircraft is really something. He has books and magazines of every description on aircraft recognition and is doing an outstanding job as Chief Observer of his post.



During an A.D.C. officer's recent visit there, he found it quite an experience getting in to see Jack. As his lighthouse is situated on top of a cliff of considerable height, his only means of obtaining supplies is by unloading them from the large coastal steamer, standing off-shore, into his rowboat. He then rows to the foot of the cliff and loads his supplies onto a carrier suspended on a cable-way. At a signal from Jack, the operator at the other end of the cable-way starts up the engine and hauls the supplies to the top of the cliff. With the supply boat calling only three or four times a year at the most, it is easy to imagine the number of trips Jack has to make between the boat and the cable-way each time. As the A.D.C. field officer approached the lighthouse in the launch taking him on the field trip, a signal was sent to Jack by blowing the whistle and a few minutes later a small white object was to be seen apparently drifting slowly through the air toward the water. It turned out to be Jack and his dog in the rowboat descending on the cable-way. After picking up the A.D.C. officer the business of landing at the base of the rocky cliff still appeared to be somewhat of a problem - but not to Jack. He manoeuvred the rowboat very cleverly so that when it rose on a large swell it was carried very neatly to within a matter of inches of a ledge and in this way, one at a time, each person in the party could jump from the rowboat to the rock. This was done very expertly and in no time the A.D.C. officer and party visiting with him were ascending by the only other way, besides the cable-way, of getting to the lighthouse, on foot up a stairway cut out of the cliff side.

Among those assisting Chief Observer Hunting in his A.D.C. work are Mr. J. D. Fraser and Mr. W. Maben. Under the supervision of Jack they are doing an excellent job and the reports coming in from this post are of untold value.

(Continued from page 8)

occurred not very long ago in his company's property.

Mr. Kenny is Vancouver Island Sales Manager for a flour firm, and in this capacity visits all communities on Vancouver Island sometime during each year. He is consequently a very logical and willing contact man for Aircraft Detection Corps, and often develops matters for A.D.C. Officers when it is impossible for any of the latter to visit the district concerned at the time the contact is needed.

THE ROLE OF A REGIONAL DIRECTOR

(This is the second of a series of informational articles dealing with the activities of the Corps and its members. No. 3 entitled "A Chief Observer in the Aircraft Detection Corps" will appear in the August issue.)

The main responsibility of a Regional Director is to organize and maintain enthusiasm in the relatively large district under his supervision. To do this effectively and keep informed of developments and changes of personnel within his district, it is important that he:

- (a) Advise and assist A.D.C. Headquarters in the appointment of Chief Observers in his regional area.
- (b) Keep in close touch with his Chief Observers so they may have confidence that the Regional Director is aware of their problems and the work being done in each Observation Post Area. In this connection it is often possible for a Regional Director to take advantage of another person's services whose normal business requires him (or her) to travel considerably throughout the district. A.D.C. Headquarters should, in this case, be requested by the Regional Director to have such a person appointed as an Associate Regional Director.
- (c) Establish liaison with various community organizations as well as the police forces; the latter being most helpful in an advisory as well as in an active capacity.
- (d) Endeavour to ensure that all residents in the district are familiar with the A.D.C. organization so that in cases of emergency, such as aircraft crashes, unusual or suspicious incidents, any citizen will be able to report immediately to a member of the Corps, who will relay the message to the A.D.C. reporting centre.
- (e) Contact Chief Observers personally, if possible. Extra gasoline rations are available for up to 1,000 miles of travel on A.D.C. organization work during a fiscal year (April 1st to March 31st). Regional and Associate Regional Directors are also authorized to claim 6¢ per mile, up to 1,000 miles per year, for travelling expenses incurred on A.D.C. voluntary work. (Obtain "Travelling Claim" form from A.D.C. Headquarters). Also contact Chief Observers by telephone occasionally; bills may be rendered to A.D.C. Headquarters monthly..
- (f) Keep A.D.C. Headquarters informed of communication problems within the district and make recommendations for improvement.

Aircraft Detection Corps Headquarters will maintain close contact with the Regional Director and consult him on all matters affecting the Corps in the district under his supervision.

VISITS TO R.C.A.F. STATIONS

Members of the Corps are generally familiar with established policy permitting visits to R.C.A.F. stations for familiarization with aircraft. Such visits, on an organized basis, are encouraged.

If you are considering a visit to an R.C.A.F. station in your vicinity in the near future, please remember the following, in order that you may not be unnecessarily delayed at the station:

- (1) In order not to interfere with Station routine, visits are generally to be made between the hours of 10 A.M. and 12 Noon, and between 2 P.M. and 4 P.M.
- (2) Wherever possible, arrange through your Director or Chief Observer, that visits of all Observers in your vicinity who are anxious to make the trip, be made jointly in a group. Such a visit should, of course, be arranged well in advance.
- (3) Your A.D.C. Headquarters should always be advised several days in advance of the visit, so that arrangements may be made with the Station to provide a guide. Failure to do this may result in your being held up at the Station while a guide is arranged, and also may, of necessity, mean providing you with a guide who is not too well qualified in knowledge of the aircraft.

Be sure to take along your National Registration Card and your Certificate of Appointment within the Corps, for identification.

FOR VALUE RECEIVED

Overheard on a station - "The Aircraft Detection Corps has more than paid its own way by the saving of aircraft alone, to say nothing of the value of aircrew lives saved and the security it affords from enemy attack".

SERVE IN SILENCE

MAN, WOMAN AND CHILD

IT IS ESSENTIAL THAT EVERY

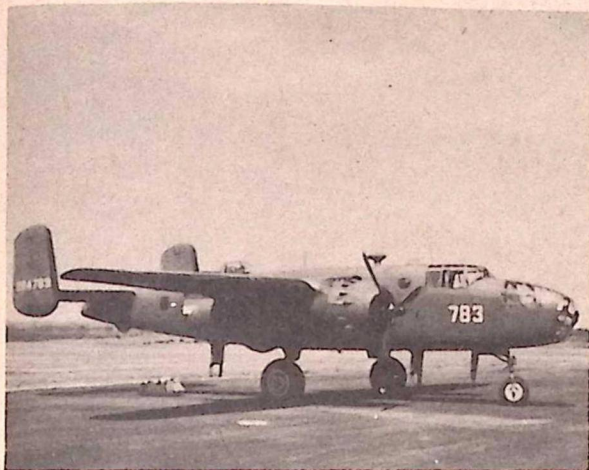
TAKE A PART IN THE WAR EFFORT

THERE IS TOO MUCH
LOOSE TALK
ABOUT
NAVY, ARMY, AIR FORCE
AND PRODUCTION
MATTERS

TO SERVE IN SILENCE IS
THE DUTY OF EVERY CITIZEN
IN OR OUT OF UNIFORM

THE BACK PAGE

NORTH AMERICAN MITCHELL II - The Mitchell is a mid-wing twin engine monoplane with twin fins and rudders and retractable undercarriage. The fins and rudders are almost rectangular in appearance except that there is slight taper on the leading edge and the tips are slightly curved. The extremely long nose is narrow and tapers slightly to a rounded tip. The two radial engines are underslung in nacelles which project past the trailing edge of the wing. The slim fuselage tapers to a blunt tail end which projects past the tail unit and is broken on top by a dorsal turret and underneath by a ventral turret. The angular tailplane tapers on the leading edge only, the outrigger fins and rudders are rectangular in appearance with blunt tips.
General Impression:- Long nose, big engines and twin fins and rudders leaning backwards.



ALL AIRCRAFT TO BE LOGGED

Observers on watch, and reporting aircraft from a normal observation post, log all aircraft on the official Observer Report form as a matter of course either immediately before or after phoning, telegraphing, or wirelessly the report in to the reporting centre.

There are, however, areas within a 15-mile radius of an R.C.A.F. station where all aircraft are not reported; in addition, direct reporting of aircraft flights is sometimes restricted for various reasons.

A restriction on reporting DOES NOT mean a restriction on the recording of flights of aircraft seen or heard by the Observer on watch. ALL AIRCRAFT SEEN OR HEARD SHOULD BE LOGGED ON YOUR REPORT FORM.

When an aircraft is lost, it is of utmost value that officers in charge of the search should be able to contact Observers in the area in which the aircraft is thought to be (and this obviously might be any area), and obtain a complete record of all aircraft seen or heard on the day the aircraft was missing.

In some cases, the logging of all aircraft seen or heard will seem an arduous task. The compensation for this is the continuous possibility that the logging of a seemingly unimportant flight may lead to the finding of a lost aircraft and the saving of a life or lives.

ROYAL OBSERVER CORPS

(Continued from page 2)

village in which the centre or post is situated. They are recruited from all classes of the community and are carefully selected. They are trained in plotting, height finding and recognition. Continuous watch is maintained day and night with two observers on each shift.

The majority of members are those enrolled as special constables before the war, who performed their duties without pay. On the outbreak of war, they were transferred to the Air Ministry and receive one shilling and three pence (about 30 cents) an hour whilst on duty, to cover travelling expenses, subsistence expenses and loss of wages. There are two classes:-

- Class A. 48 hours duty a week and receive £3 (about \$13.50) plus any general cost of living bonus.
- Class B. Duty up to 24 hours a week, in addition to normal civil occupation.

ORGANIZATION

There is a Head Observer in charge of each post and an Observer Group Officer with two assistants in charge of all the Posts in a Group. There is a Controller with one assistant in charge of each Observer Group.

Several Observer Groups normally form an Area, and are controlled by an Area Commandant and two Deputies.

The Commandant of the Royal Observer Corps is responsible to the Commander in Chief, Air Defence of Great Britain, for operational work and to the Air Ministry for administration and equipment.

The Royal Observer Corps is ancillary (not auxiliary) to the Royal Air Force. Officers may wear uniform of Royal Air Force blue, with black braid on the cuff and a special cap badge. Other members wear a one piece pattern uniform with a black beret.

The Royal Observer Corps has, in truth, been an important factor in the successful air defence of Britain throughout this war.

ON THE ALERT

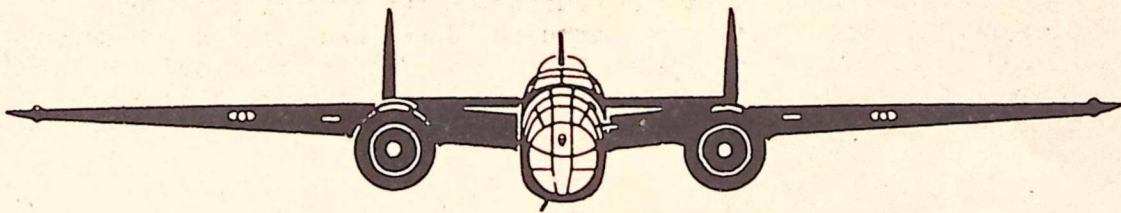
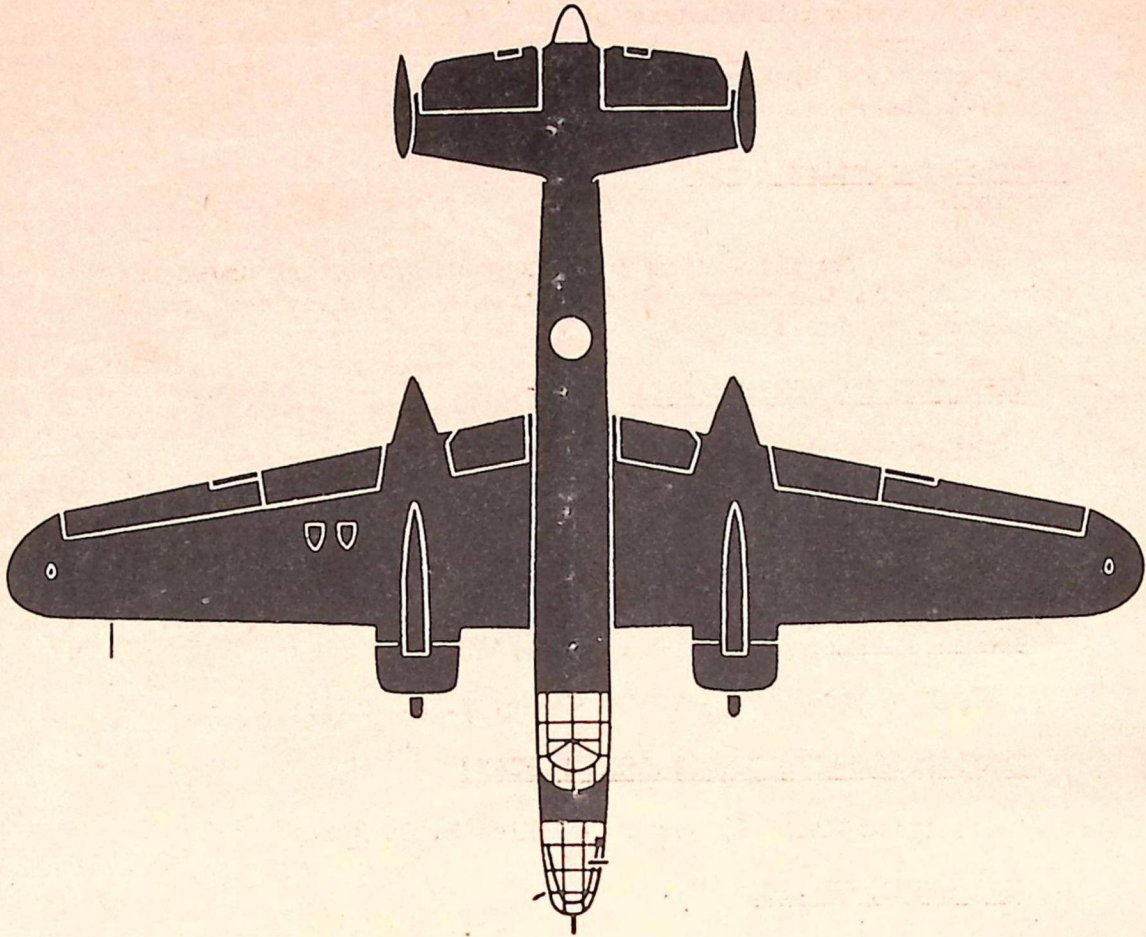
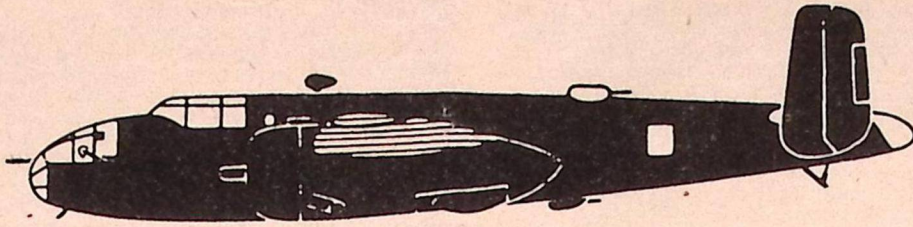
An Aircraft Detection Corps Observation Post is often the only organized form of war effort in a community. Not only does it contribute to victory by regular reporting but, as has been proven many times, it is on guard as a vigilant group ready to swing into action at the first hint of emergency. It is an organized group of reliable individuals, accustomed to working together under a recognized leader, the Chief Observer. As such, it is speedily able to put forth a concerted effort if and when required. This is evidenced in the rapidity and thoroughness with which search and rescue parties have been organized in areas where aircraft have been lost.

We can expect that if this country were invaded by the enemy, he would have to contend not only with our defence forces but with alert and organized civilians determined to impede his progress. The Aircraft Detection Corps Observer Posts provide the nuclei for community protection action.

LOST IN A FOG

Be sure to report any aircraft heard or seen flying in foggy weather - IT MAY BE LOST. Your report may result in bringing it safely back to base.

THE NORTH AMERICAN MITCHELL



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