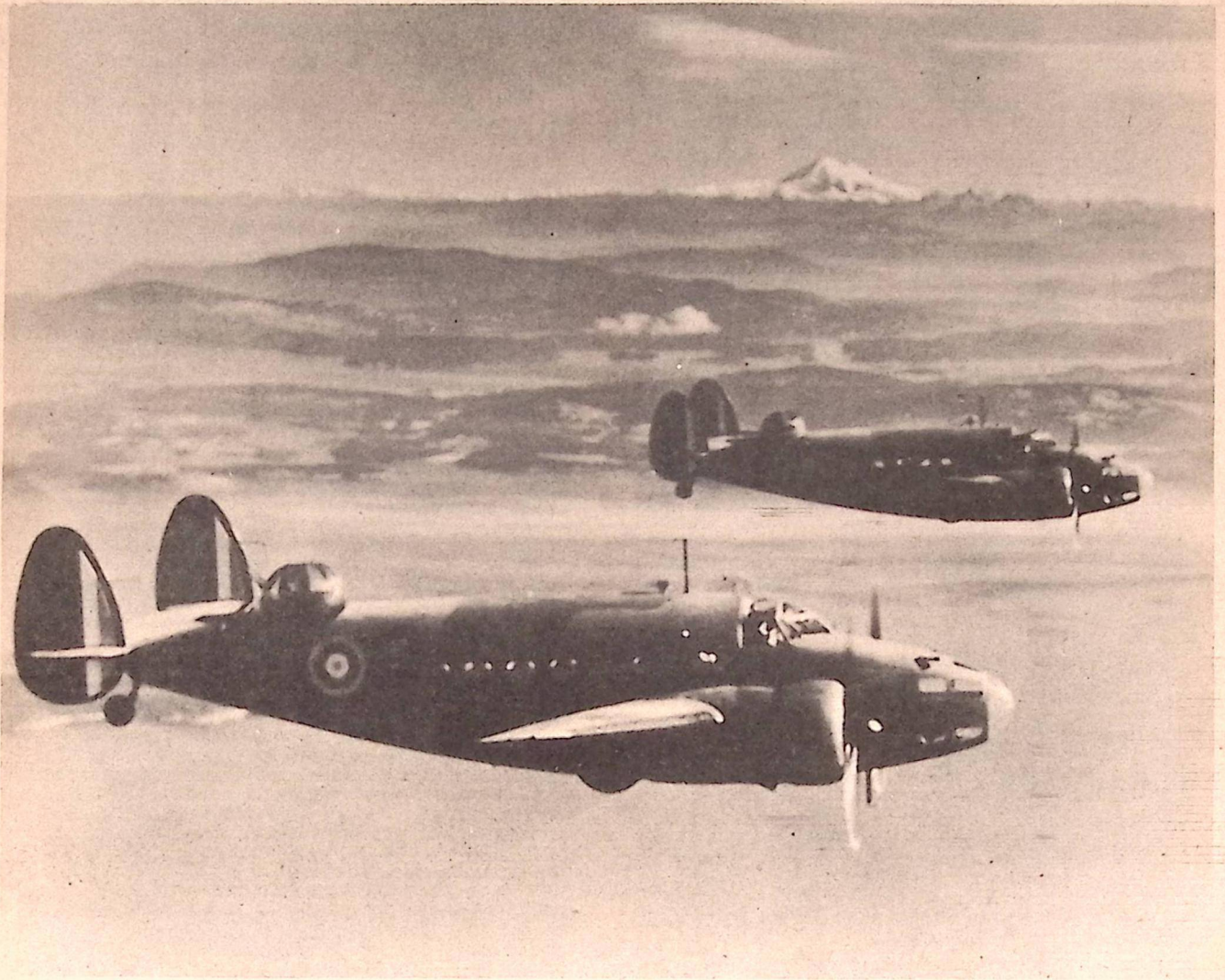


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HUDSONS ON PATROL

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## THE OBSERVER

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for  
A.D.C. Observers

### OUR FRONT COVER

#### THE STORY OF THE HUDSON:-

The story of the Hudson begins in 1938, when a British Air Mission visited the United States in search of a medium reconnaissance bomber, of fairly long range and finestayng qualities, which would serve a certain definite purpose with the Coastal Command. The Lockheed Company in California had never built a military aeroplane, and was merely in the experimental stage of the Lightning, which certainly did not resemble the aeroplane wanted by the British Commission. However, the company did have its Model 14 commercial transport, a thoroughly tested aeroplane that in speed, range and general characteristics closely approximated and even exceeded the type required. Working feverishly the Lockheed Company produced in ten days a complete mock up of a bomber version of the 14 and had it ready for inspection when the Commission arrived. They came, saw and were impressed, and a contract for 250 of these reconnaissance bombers was signed.

The first deliveries were made in 1939 and the Lockheed bomber was given the name Hudson. It was the first military aeroplane designed in the United States to go into front line service with the Royal Air Force. It went into action on September 3rd, 1939 and since then has built up a long and brilliant record with Coastal Command. Hudsons have flown thousands of hours and millions of miles on reconnaissance and bombing sorties, chiefly over the North Sea and the Atlantic.

While intended chiefly for reconnaissance and patrol duty with Coastal Command, the Hudson distinguished itself not only on anti-submarine operations but has become the scourge of German shipping.

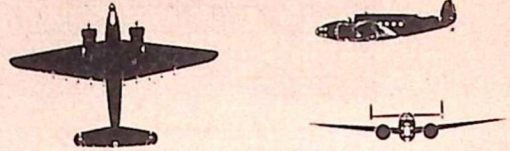
The sinking of six German ships in a Norwegian port, by a squadron of Hudsons is a plain indication of its successful anti-shiping operations. It was a Hudson that discovered the prison ship Altmark skulking in a Norwegian fjord with British captives in her holds; another Hudson was the first to give the Royal Navy the startling news that the Bismarck had left German waters and was on the prowl for convoys.

But perhaps the most notable feat of all was the only capture in history of a submarine by aeroplane. Patrolling far out to sea, a Hudson spotted a submarine and immediately attacked with bombs which disabled the U boat. With bombs gone, attacks were carried out using machine guns. The submarine's conning tower hatch was opened and out came the crew, but further attacks and machine gun fire forced them to wave a white shirt as a sign of surrender. The Hudson radioed for help, was relieved by a Catalina flying boat which took up the vigil until a Naval ship towed the submarine and crew into a British port.

Such is the story of a small portion of the Hudson's history. It has given magnificent service since the first day of the war.

#### DESCRIPTION:-

The Hudson is a mid-wing, twin engined monoplane with twin fins and rudders and a retractable undercarriage. The mid-mounted, diamond shaped wing, has dihedral from the roots, and flap guides projecting from the trailing edge. The tail unit is mounted very high and at the ends of the tapered tailplane are two egg shaped fins and rudders which often appear to be suspended out in space with no visible means of support.



(Silhouettes of the Hudson)

### KNOW YOUR AIRCRAFT

Aircraft recognition is not easy but without a doubt, most fascinating. Every A.D.C. observer should learn to recognize an aircraft flying over or near his or her post. The particular aircraft may be flying very high and almost out of sight and the features, therefore, not distinguishable. Even at a lower altitude, darkness, clouds or murky weather may render the plane indistinct. In a case of this kind, the observer is not expected to give more than the bare details obtainable.

Any aircraft seen clearly can be recognized, however, if the spotter works systematically. When you see an aircraft, first count the engines and it will fall into one of the three categories, single-engine, twin engine or four engine. Next, note the shape of the wing (perhaps two) and that of the tail assembly. A knowledge of these recognition points should enable the observer to identify his machine. A study of the bottom or plan view silhouettes and of the side view silhouette will be the most shape revealing for the average observer.

A.D.C. Observers are encouraged to learn recognition points so that they may turn in their identification along with the report. However, unless the observer is reasonably certain of his observation, identification should be left to the officers at Headquarters. Do not hesitate to make enquiries or request of your A.D.C. officer for advice or material that will help you along with your recognition. The subject itself is most entertaining and with a certain amount of actual practice, the observer soon finds himself quite proficient.



The picture above shows Dakotas lined up on an R.C.A.F. airfield in England, preparatory to the Invasion of France.

## BRITAIN'S OBSERVERS FACE BOMBS AGAIN

(Extract from recent issue of "Aircraft Warning Volunteer")



Volunteer plotters in the Filter Room of one of Britain's 40 Group Centers.

Skies over Britain are busy. After months of quiet and a few spasmodic raids last winter, the Germans began to attack again last Fall. In February, a total of 700 small bomb loads, mostly incendiaries, were dumped on British cities by fast fighter-bombers. Against this, 1,000 big loads sweep over the Channel daily toward the continent in Stirlings, Lancasters, Liberators and Forts. With all this activity going and coming, British observers have about 200 types of planes to identify quickly. These men and women in light blue uniforms and dark blue berets who man the 1,500 posts dotting the countryside from Land's End to John O'Groats are credited with having been one of the three factors responsible for the defeat of the blitz and now they are again in a vital role. Recently the Air Ministry authorized the Royal Observer Corps to wear wound stripes like other combatants.

The spotters of Scotland, England and Wales come from all walks of life like the volunteers in this country. They are tram drivers and tailors, gamekeepers and parsons. Their posts are as varied. In East Anglia one is a hut atop a pine tree. Another on a cliff in northern Scotland can be reached only on hands and knees if there is a high wind. A post overlooking hilly farm country is manned by an ex-serviceman who is also a postman. He cycles eight miles to stand his three hour watch. The staff of the post in Edinburgh climb an ancient spiral staircase to a tower on a baronial residence. Observers snowed-in lived on emergency rations for weeks. Spotters must scale a mountainside at Inverness-shire where the post is 300 feet above a loch.

When bombings on Britain were renewed last Fall, the Air Ministry recruited 5,000 girl spotters who live together in groups in small shacks on rocky crags or in trailers along the beaches. Two sisters who were eighteen and their girl friend of nineteen took over a crofters cottage on a lonely moorland. Each of them received 100 per cent in a recognition test including 900 silhouettes.

During heavy raids, spotting becomes routine. It is the surprise attacks that test the alertness of the ROC. They spotted the Hess plane, the Heinkels and Dorniers which raided the Firth of Forth and the first aircraft to escape from Norway. The Chief Observer and his son at Grampians carried on for 48 hours when other members of the post had the "flu" although they were both ill themselves. Listeners on marshes develop their hearing to an uncanny sensitivity. They detect bombers limping home in trouble. They know when there is a plane around by the excitement of wild ducks even before they hear the motor. Reporting by



Tellers on balcony of Group Center are in direct contact with all other Centers in Area.

sound alone, they followed the course of a Junkers 88 enabling two Polish pilots to shoot it down.

A hot spot for observers in Britain is atop London's highest building where 24 men watch through days and nights of snow, rain and fog. One night 110 high explosive bombs fell within 400 yards of it, one bomb dropping through the roof only 3½ yards away. To reach this "eyrie", the observers often find it necessary to climb 365 steps which they call the "year of stairs".

This London post was established by four men, all over fifty, two of whom lost limbs in the last war. The oldest is a member of the old firm of Thresher & Glenny, Tailors. The chief observer is a stocky, broadfaced master builder from East London. A few days before Munich, the post received orders to install a primus stove and brooms. While the four were buying these supplies, an illuminated news flash running around a London store called them back to duty. The four maintained steady watch for five days while Chamberlain was in Munich, one wearing earphones for 14 hours without relief. During the breathing spell, the staff was increased to 24, with one full timer. Passers-by helped fill and hoist 2,000 sandbag windbreakers purchased at 10 cents each. A flagpole was the chief bugbear for many months. It was an obstacle to vision and the observers frequently referred to it in the log. One entry reads, "1754 - Single planes at intervals travelling generally N.W. When the planes pass near enough for us to throw a biscuit, we can occasionally hear them above the whistling of the wind around our flagpole".

Observers at this post frequently have been loaned out to Dover's Hellfire Corner and to shacks on the bleak mudflats of the East Coast.

The Royal Observer Corps now handles 1,500,000 messages every 24 hours. Conservative British at first poked fun at the spotters but they became heroes overnight when the raids started. The present organization has grown from 11,000 in 1939 to a membership of about 50,000. The R.A.F. and the R.O.C. work together as a team. Said a commander of the R.A.F. to the R.O.C., "you point 'em out - we shoot 'em down". The R.O.C. is on the job again - pointing 'em out!



This plotter at an R.O.C. Center is the wife of a fighter pilot serving overseas. Symbol on dark blue beret is Elizabethan character with torch warning of Spanish Armada, official badge of the R.O.C.

# EASTERN AIR COMMAND NEWS

AT NEW TUSKET, N.S.

Mr. C. Frank Sabean and Mrs. Sabean of New Tusket, N. S. are both very reliable Official Observers in the Aircraft Detection Corps. In addition to reporting aircraft flights, Mr. Sabean, who is owner of a rural telephone company, assists in a dual capacity by routing A.D.C. calls to reporting centres. An enthusiastic and conscientious member of the Corps, Mr. Sabean recently motored many miles, at great personal inconvenience, to attend an A.D.C. organization meeting.



## VIMY VETERAN CARRIES ON



Chief Observer Douglas S. Trask, Yarmouth County, N.S. is a veteran of the first World War. He went overseas with the 23rd Battery from Fredericton, N. B. in January 1915; was wounded three times, won the D.C.M. at Vimy and was mentioned in dispatches on two occasions. He was formerly Chief Forest Ranger for Yarmouth, Shelburne and Digby Counties. Mrs. Trask, with whom he is photographed, was a nurse overseas in the last war

with the British Red Cross Society and the Order of St. John of Jerusalem. A son in the R.C.A.F., Flight Sergeant Walter P. Trask, D.F.M., was reported missing last June but subsequently declared to be a prisoner of war. Chief Observer Trask is always on the alert to be of assistance to the boys flying in Canada, until his own son is able to come home to a country of peace.

## "HOME, SWEET HOME"

Our home used to be a quiet, peaceful sort of place, but one day Pa come home and said that he had joined the A.D.C. "Well" I sez, "what's that?" I wasn't much interested as the men of our village was allus bein' made some-thin' or other, but Pa sez he'd have to be "on the alert" after this.

Well, then I thinks he was goin' to jine the Navy and I begins thinkin' in my mind what high jinks we'd have when he was gone. However, he still stuck around and we soon found out what "on the alert" meant. Instead of home bein' peaceful and quiet-like, like it used to be, every once in a while Pa 'ud jump up all of a suddint as though all darnation was after him and make for the door like a streak, knockin' aside chairs and tables and fallin' over footstools in his desp'rate rush to get outdoors.

At first it was rather alarmin' and we thought he'd bin took ill, sudden like, or that he'd been stung by a bee, but we soon got used to it as Pa said he was lookin' for planes and helpin' the Government win the war. After that, sudden commotions was the reg'lar thing in our house. One time Pa jumped up sudden from the table, caught his coat in his soup spoon and spread soup all over the tablecloth - Ma didn't like that! Another time, in his urgent hurry to get out he caught his coat pocket on the door knob and in the violent tussel that ensued, Pa's coat come off worst and Ma had to spend no end of time mendin' the rent.

These hurried excursions outdoors did not stop at nightfall, either; any time of night, rain or fine, Pa was apt to leap out of bed and rush downstairs and outdoors without even stoppin' to put on his slippers. This riled Ma, she did not like a cold, wet man crawlin' back into her bed, even if it was Pa. Perhaps I shouldn't be tellin' this, but one cold Saturday night about eleven o'clock Pa was enjoyin' a nice hot bath when he suddenly heard a plane directly overhead. With one thud he was out of that bath and slippin' and slidin' down the stairs and out the front door. In a moment he was back in the hall, telephonin' the A.D.C. and so intent was he on his report that he didn't hear light footsteps approachin' the front door. The young lady who entered was more than a little startled to see Pa vanish upstairs with nothin' but a towel draped around him.

However, Pa has reported his one thousandth plane and has been honoured by the A.D.C. for devotion to duty, but I guess the A.D.C. have no notion what we went through for that! There is no monotomy in our house any more, and won't be 'til Hitler's beat.

The above article was written by Mrs. Chas. W.K. McCurdy of Baddeck, N.S. Her good husband having personally reported over 1,000 aircraft flights, she is well qualified to relate her experiences as a member of the household of an enthusiastic Observer.

## LONELY VIGIL



On lonely Miscou Island near the Baie des Chaleurs, N.B. Chief Observer Lawrence Vibert (left above) and Chief Observer Lester Marks, lighthouse keeper (shown at right) keep faithful watch along this part of the coast and are constantly on the alert for any signs of submarine activity.

AT MATANE, P.Q.



Mr. C. McKinnon, Lighthousekeeper at Matane, Que. is certainly one of the most active Chief Observers on the south shore of the St. Lawrence River.

Aircraft Detection Corps reports transmitted from his post average approximately forty a week and a watch is set up on a 24 hour basis. But

he is not alone; father of eleven children, nine of whom are still living, he has shown Mrs. McKinnon and his eighteen year old daughter, Rachelle, what to observe and how to report it, so nothing escapes their vigilance. These reports are noted for their rapidity and accuracy.

Besides being a Chief Observer and lighthousekeeper, Mr. McKinnon is also a member of the C.P.C. This is a fine example of true and active patriotism which, it is hoped, will be followed by many.

VIGILANCE AT RIVIERE MADELEINE, P.Q.

Observation post at Riviere Madeleine, P.Q. is one of the busiest reporting posts along the north shore of the Gaspé Peninsula. Nothing escapes the vigilance of Lighthousekeeper, J. B. Caron and his daughter, Paula, who are responsible for sending Aircraft Detection Corps reports. They are both to be complimented on their very fine voluntary work in the defence of Canada.



Proudly wearing his A.D.C. Badge in his lapel, Mr. Caron and his daughter are pictured above.

OBSERVERS AID PILOTS

The Aircraft Detection Corps office at Eastern Air Command Headquarters was visited recently by pilots and aircrews from several R.C.A.F. Squadrons operating in the East Coast area.

Squadron Leader S. M. Black, Officer Commanding the Aircraft Detection Corps in Eastern Air Command, explained to the visitors details of the operation and organization of the Corps and referred to recent instances in which Aircraft Detection Corps Observers had sent in first warnings of aircraft in distress, organized search parties and aided in rescuing crews. He dwelt upon the breadth and scope of the organization, the extent of its communication facilities and assured the fliers of the co-operation of Aircraft Detection Corps Observers in reporting their flights, particularly if signs of distress were shown. Squadron Leader Black reminded the aircrews that when lost or in trouble they should fly over populated places in such a manner as to call particular attention to themselves, such as circling, dropping flares, etc. This would ensure an emergency message being forwarded by an observer of the Aircraft Detection Corps and knowledge of their plight would reach the proper R.C.A.F. authorities in the shortest possible time.

VETERAN CHIEF OBSERVER



Mr. Chas. Auguste Lavoie, veteran of Le Vingt-deuxieme Regiment, World War I, is lightkeeper at Pointe-au-Pere and Aircraft Detection Corps Chief Observer for that area.

In the navigation season Mr. Lavoie makes his abode in the lighthouse tower, 97 feet high, from which the north shore of the St.

Lawrence River, some thirty miles away, may be seen in clear weather. From this excellent observation post, Chief Observer Lavoie keeps a sharp eye for any enemy submarines which might venture up the River and aircraft which may be in distress.

After the close of the navigational season, Chief Observer Lavoie moves into his near-by home and with the help of members of his family, a permanent watch is maintained from this Observation Post area.



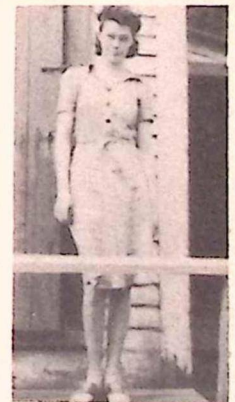
CHIEF OBSERVER AT GRAND GREVE, P.Q.



Mr. P. S. Hotton seen at left with his four legged "assistant observer" is Chief Observer for Grand Greve, P.Q. observation post area. Great care was taken by Mr. Hotton in the organization of his section which, owing to its location, may be considered in our first line of defence. Store Manager for W. Hyman & Company, Mr. Hotton came to Grande Greve 36 years ago from the Jersey Islands in the English Channel, so naturally is very keen on helping to protect the shores of his adopted country.

POSTMISTRESS, LAMALINE, N.F.L.D.

Pictured at right is Miss Adela Burke, wireless operator and postmistress at Lamaline, Newfoundland. Miss Burke has co-operated wholeheartedly with the R.C.A.F. in giving high priority and efficiently handling the many Aircraft Detection Corps reports of aircraft movements made from her area.



NEWFOUNDLAND'S YOUNGEST OBSERVERS



Pictured at left are the children of Chief Observer T. G. Lohnes, at Cape Ray, Nfld. They are Ted Jr. age 9; Lloyd and Reg (twins) age 7; and sister Bernadette age 6; who assist their father in spotting all the aircraft

passing this strategic point in the south west corner of the island. Isolated two miles along the bay from the railway station, Chief Observer Lohnes sends in his own reports by telegraph from his station to the Postal operator at Port Aux Basques.

His children and two assistants are actually the only Official Observers within the immediate vicinity of his lighthouse and the four youngsters, although very young, are becoming quite proficient in identifying passing aircraft. Mr. Lohnes, "Ted" to his friends, who is keeper of the Canadian Lighthouse and Fog Alarm Station and operator of the Radio Beacon at Cape Ray, takes a very active interest in the A.D.C. and is one of the most co-operative and active members of the Corps in Newfoundland. To the boys and Bernadette, good reporting and continued success in the A.D.C.:

AT FOX RIVER, P.Q.

Chief Observer Ludger English has the knack of getting things organized as an Aircraft Detection Corps Field Officer recently found out when visiting the Fox River, P. Q. area.

Besides being in charge of an important A.D.C. observation post along the Gaspé Coast, Mr. English is also Mayor, President of the School Commission and Lumber Dealer of Fox River.



ST. ANDREWS, NFLD. OBSERVERS



Pictured at left are Chief Observer and Mrs. Walter Doyle. Walter has many other duties besides that of Chief Observer for the Aircraft Detection Corps. Not only is he the operator for the Dept. of Posts and Telegraphs, but the postmaster for the surrounding area. St. Andrews, being a Postal repeating centre, keeps Walter quite busy but when he also handles the switchboard for the local telephone system in the Codroy Valley, he really becomes a

whirlwind of action.

Mr. Doyle was connected with the Commercial Cable Co. for 14 years and has been in charge at St. Andrews for 8 years.

Mrs. Doyle, before her marriage, was an operator for the Dept. of Posts and Telegraphs at Corner Brook, Nfld.

The A.D.C. wishes Mr. & Mrs. Doyle continued success and hopes that the excellent work being accomplished in St. Andrews will continue.

STILL SERVING AT LES BOULES, P.Q.



Chief Observer Corporal Dube of Les Boules, P. Q. is a veteran of World War I. He enlisted at the age of 18 and fought in France and Belgium. In August 1918 an enemy bullet caused him to lose the sight of his right eye completely, the left eye being also affected.

Anxious to help his country again in this war but unable to go active, he enlisted in the Reserve Army at the time of its organization

a few years ago, and as Director of the Local Victory Loan Committee, Chief Observer Dube deserves a large share of the credit for the very satisfactory results obtained. Corporal Dube is certainly doing his full share in this war, as he did in the last.

CAPT. J. N. COTE OF CAP DESROSIERS, P.Q.

Associate Regional Director Capt. J.N. Cote is General Manager for the Cap desRosiers Telephone Company, Ltd. He organized the Aircraft Detection Corps from Gaspé proper to Rivière au Renard, P.Q. Due to his personal experience as a mariner in that part of the Gulf, and his patriotic zeal, his area is most efficiently organized.



The four Chief Observers and ninety Official Observers under his direction realize the importance of their duties and are devoted to the Corps - all are very proud of their A.D.C. Badges. Special mention might be made of Mr. Joseph Ferguson, Lighthousekeeper, Miss Lottie Packwood, Telephone operator, Mrs. W. Dufresne, Exchange operator, and Mr. Leo Methot and Mr. Walter Gleaton.

Capt. Cote has two sons in the Canadian Army Overseas. Little Cecile, aged 5 years, youngest of a family of ten, is shown above with her father.

Cap desRosiers, P.Q., an important Post in the defence of the east coast, is in good care - the results of the past are a guarantee for the future.

REGIONAL DIRECTOR AT RICHIBUCTO, N.B.



Mr. Burpee Jardine, Aircraft Detection Corps Regional Director at Richibucto, N. B., is shown at left near his garage. Observers in Mr. Jardine's area are fishermen, farmers, or woodsmen, or a combination of all three. In spite of limited telephone facilities, the area is well organized and the observers are on "the alert" to assist the R.C.A.F. twenty-four hours daily.

# WESTERN AIR COMMAND NEWS

## B. C. POLICE ASSIST AGAIN



B.C. Provincial Police constables are most cooperative in the work of the Aircraft Detection Corps, and no exception in this respect is Constable A. (Andy) Grant of Lake Cowichan, who is pictured at left with Regional Director J. C. Wragg of Duncan, B. C.

Many Provincial Policemen maintain watches in their communities, especially on the "graveyard" shift, but it is when an aircraft is missing that they are of inestimable assistance because of

their local knowledge. During a recent search for a Beechcraft which was lost in the vicinity of Lake Cowichan, Constable Grant and Corporal Henry of Duncan were most helpful. Constable Grant flew over the area for many hours in the R.C.A.F. aircraft which finally located the crash, and Corporal Henry accompanied the ground party to the scene of the accident.

Constable Grant worked tirelessly for days until the aircraft had been located and the investigation completed, and was just leaving for a few days well-earned holiday when he was caught by the A.D.C. photographer.

## CHIEF OBSERVER AND ASSISTANTS

Mrs. M. S. Marlatt, pictured at right with her two granddaughters, is Chief Observer at Grief Point, Powell River, B.C. Due to the scarcity of population in the immediate locality, Mrs. Marlatt does the bulk of reporting herself, and receives early warning of the approach of aircraft from her young assistants. They receive remuneration for their efforts on the basis of one cent for each single-engine plane, two cents each for twin-engine aircraft and four cents for four-motor jobs. Consequently, they are always hoping for 1,000 or so Fortresses to pass over.



Mrs. Marlatt is a very keen student of aircraft recognition and since attending a course for instructors of Qualicum Beach, she has been enthusiastically imparting her knowledge to the Observers in the vicinity of Powell River.

It can truly be said that the Marlatts are an Air Force family. While Mrs. Marlatt is busy with A.D.C., her husband, Dr. Marlatt is very active in the Powell River Air Cadet Squadron, instructing in navigation and meteorology. Their son, Flying Officer, "Hob" Marlatt, has paid the supreme sacrifice overseas, and their son-in-law, Squadron Leader W. K. Gwyer, is a Navigator, presently stationed in Eastern Canada. They, like many other families, are all doing their part in an effort to bring the war to a speedy conclusion.

## OLDTIMER IN A.D.C.



There are some people within the Aircraft Detection Corps, without whom the Corps would just not be the same. Regional Director J. F. Tait of Nanaimo B.C., is one of these.

Mr. Tait was one of the very first Official Observers on the West coast, having been enrolled on July 26th., 1940. As the Corps became more thoroughly organized, he was appointed as Chief Observer on August 18th., 1942, and Regional Director on

April 30th., 1943. Throughout the entire period, with the aid of his office staff in Nanaimo, reporting during watch periods, has not once been overlooked. Mr. Tait's office is located in a large public building on the waterfront in Nanaimo, and the view is excellent. Mr. Tait's picture (above) is taken on the steps of this building.

Supervisor for the Dominion Department of Fisheries for many years, Mr. Tait, who's energy is boundless, can get to more places in quicker time, and contact more people than almost anybody we have ever seen. Born and raised in Victoria B.C., Mr. Tait was an outstanding athlete as a young man, as were his several brothers, which may help to explain his energy. Suffice it to say that the whole family have grown up to be outstanding and highly respected citizens.

Right from the start, his co-operation and interest have been a great asset in organization of the Corps. Not only has he personally done a great deal of "spade-work" but has, upon many occasions, placed the Fisheries Patrol vessels under his control, at the service of A.D.C. Field officers for field-contact work. Truly, we say, the Corps would not be the same without Mr. Tait.

## INTERNATIONAL OUTPOST



On a recent trip to Stewart, B.C., we were lucky enough to catch Observers A. H. Bush, H.C. Bennett and L.A. Behnsen right on the wharf and took this snapshot of them. Since this picture was taken, Mr. Bush has moved to Trail, B.C.

leaving Messrs. Bennett and Behnsen, with the capable assistance of Constable Knox of the B.C. Police, to carry on the work of the A.D.C. under the guidance of their Chief Observer, Mr. S. G. Lawrence.

Not many aircraft are seen over this B.C. town, which is situated on the Alaska border, but a constant lookout is kept for any sign of the Japs taking advantage of the quiet waters to make a hideout.

LIGHTHOUSE OBSERVERS



Pictured at left, are Lightkeeper and Mrs. A. Goodwin who are located at an isolated West Coast Lighthouse. Although Mr. and Mrs. Goodwin have been located at this point only since November 1943, they are very keen A.D.C. Observers. Mr. Goodwin was formerly an Inspector for the Dominion Department of Fisheries, and both he and Mrs. Goodwin are long-time residents at Bella Bella, B.C., thus having gained a wide knowledge of the coast. Located as they are, A.D.C. is particularly proud to have two such enthusiastic Observers.

VISIT TO PATRICIA BAY STATION



Pictured above is a party of approximately 50 Observers from the Hillbank-Cowichan-Cobble Hill area, supervised by Associate Regional Director Mrs. P. Springett, who recently enjoyed an interesting and informative tour of R.C.A.F. Station, Patricia Bay. A close range view of the R.C.A.F. at work, and of the tools with which it works, which these visits to stations offer, gives added perspective to Observers in discharging the responsibilities they have assumed.

Among the party were students from Queen Margaret's girls' school, Duncan, which is now organized as an Observation Post. Their interest in the old and faithful Lysander is evident in the picture at right.



The station arrangements were capably handled by Squadron Leader W. B. Purvis, Station Administrative Officer, and Flight Officer J. G. Turner, Station Women's Division Officer. Group Captain D. D. Hobbs, D.S.O., D.S.C., Commanding Officer, who has seen the Aircraft Detection Corps in action since its inception on the East coast was, unfortunately, unable to meet the party of Observers as planned. The courtesies extended during the visit affirm the already established recognition of A.D.C. as an integral part of the R.C.A.F.

FIREMEN KEEP WATCH



Reading from left to right: Back row: William Patchell, Allen Fulton, Lloyd Wishart, Jack Cowie, H. Dilworth, George Warnes. Second Row: Fire Chief Matheson, Bred Booth, Vernon Insley, Nel Smith, J. K. Bushell, Assistant Chief Observer, Lyle Trowse, Larry Owens, Flying Officer F. B. Holland, A.D.C. Front Row: C. R. McRory, Arthur Lovick, Chief Observer, Flight Lieutenant Chaston, A.D.C., Assistant Fire Chief F. W. Jameson, Lt. Col A. L. Coote Regional Director, A.D.C.

Establishing satisfactory A.D.C. coverage in a large community sometimes presents a problem, and the City of New Westminster was no exception. The problem, however, was successfully solved by Regional Director Col. A. L. Coote and Chief Observer Arthur Lovick when they approached Fire Chief Matheson of #1 Firehall, in the heart of the city. Mr. J. K. Bushell was appointed Assistant Chief Observer, and a schedule of watch arranged among the firemen, to cover the 24 hours. The arrangement has worked out excellently, and A.D.C. coverage in New Westminster is complete.

On Saturday June 3rd., the post was visited by Regional Director Coote, Chief Observer Lovick and Flight Lieutenant C. P. Chaston and Flying Officer F. B. Holland of Western Air Command A.D.C. Staff. Following a short talk by the A.D.C. Officers, several films were shown, and the firemen congratulated on the satisfactory reporting, not a little of which is due to the capabilities of Assistant Chief Observer Bushell. The photograph above was taken at the time of the meeting, and includes the majority of the firemen who act as Official Observers.

FRASER VALLEY MEETINGS

The holding of general meetings of Observers presents an opportunity for A.D.C. officers to meet many Observers that they would never otherwise be privileged to know. These meetings also give the Officers a first-hand chance to explain the functions of the Corps; something that can never be adequately explained by instructions or written details.

It was with considerable pleasure, therefore, that a series of nine meetings were held recently in the Lower Fraser Valley, under the chairmanship of Lieut. Col. Coote (retired) Regional Director for that area. Throughout, the attendance was good, the members of the Corps were found to be keenly interested, and the Chief Observers concerned are to be complimented upon the smoothness with which all arrangements were made.

F/L C. P. Chaston and F/O Holland, of Western Air Command A.D.C. Staff, were the R.C.A.F. Officers in attendance.

PRINCE OF WALES FAIRBRIDGE FARM SCHOOL



Cottages around the Fairbridge Village Green at Duncan

Most novel group of A.D.C. Observers actively engaged in reporting the movements of aircraft is composed of nine English children from London and Newcastle who live at the Prince of Wales Fairbridge Farm School near Duncan, Vancouver Island, B. C.

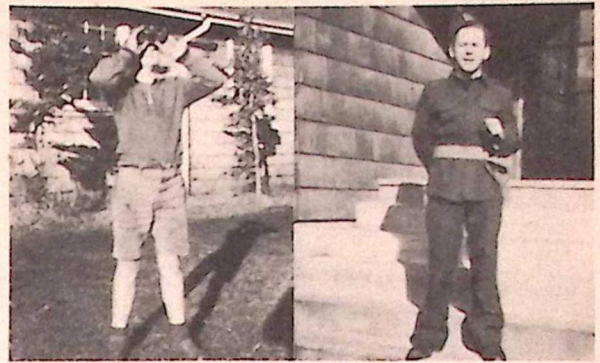
The nine youngsters, headed by the principal of the school, Lieut. Colonel H. T. Logan, have contributed well to A.D.C. coverage of the Duncan and Cowichan Valley areas for nearly three years. They operate under Chief Observer W.K.S. Horsfall of Duncan, and are one of the most efficient groups of aircraft "spotters" on the Pacific coast.

All the more noteworthy is their prompt and correct reporting when the heavy air traffic in their vicinity is taken into consideration. In one and a half hours, from 8:30 to 10 in the morning of one day recently, no less than 18 reports were made by the English school children to their reporting centre.

The youngsters' enthusiasm is coupled with a desire to serve the war effort of Canada and in turn help their homeland, which most of them have not seen for many years.

"We like our Canadian home but it is hard at times thinking about our mothers and fathers and brothers and sisters back in the thick of the war", said one of the older students. "Our part in A.D.C. brings us closer to them".

The Fairbridge A.D.C. observers were chosen



Lawrence McCarty

Kenny Ryan

from 125 boys and girls who at present attend the school. They range in age from 10 or 11 years to 15 or 16.

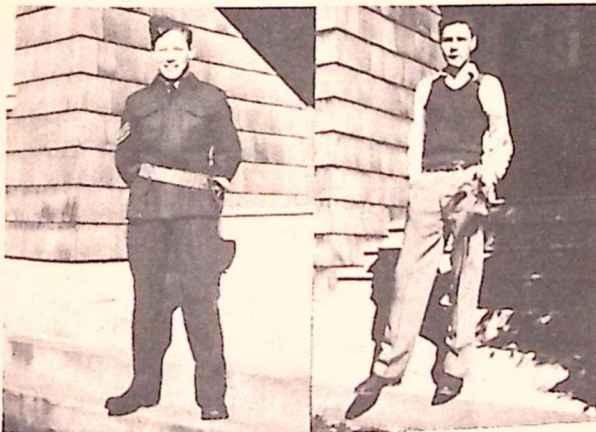
At the school, the youngsters attend regular school and in addition, everyone has a three years' course in Agriculture; the boys a three years' course in industrial arts, and the girls a three years' course in household science.

After completing their ordinary courses at the age of 15 years, the boys and girls continue in residence at the Farm School as trainees for one year, gaining practical experience in the various branches of farm and domestic work.

Then the young men and women leave the school to work on their own, and the Farm keeps in touch with each in guardian manner. To date, 125 have "graduated" and excellent citizens they have proved to be.

Of those who have left the school, 47 boys and nine girls are serving in the Canadian Armed Forces, in addition to 10 boys in the Canadian Merchant Navy. Nearly all the other boys in employment are in agricultural work, and most of the girls are in some form of domestic employment. Average age of the "graduates" is 18½ years.

The school has been operating on Vancouver Island since 1935. When A.D.C. came into being on the Pacific Coast, Fairbridge was early in its request to help. Today, the school holds an important place in A.D.C. of the West.



Harry Sharp

Ronny Auton



Hospital at Fairbridge Farm School

CHIEF OBSERVER IN THE A.D.C.

This is the third of a series of informational articles dealing with the activities of the Corps and its members. Look for "What Happens When You Report an Aircraft" in the September issue.

Chief Observers are directly responsible for the organization and efficient operation of the Aircraft Detection Corps within their own Observation Post Areas. To accomplish this, the Chief Observer should endeavour to:

- (a) Select sufficient Official Observers so that, if possible, at least one observer will be on watch at all times. It is the responsibility of the Chief Observer to draw up a duty watch roster and make sure that each Official Observer knows the period during which he (or she) is to be on duty.
- (b) Keep an up-to-date list of the names, addresses and telephone numbers of all his (or her) Official Observers, advising A.D.C. Headquarters of all changes, as they occur.
- (c) Should it become necessary for a Chief Observer to resign, the Regional Director and A.D.C. Headquarters should be notified immediately and advised the name, address and telephone number of the replacement obtained (if any) so that Headquarters' records may be amended accordingly and an Official Appointment card forwarded to the new Chief Observer.
- (d) Advise A.D.C. Headquarters and consult with Regional Director on any communication facilities, a pre-arranged method of reporting through the nearest point of communication should be worked out.
- (e) Last, but by no means least, keep in constant touch with Official Observers, maintaining their enthusiasm and interest. The purpose of the whole organization is to obtain prompt reports of all aircraft seen or heard, suspicious or unusual incidents. To be sure of obtaining this information when the need arises, it is essential that Observers are always on the alert; to this end, their enthusiasm must not be allowed to slacken.

The voluntary duties of a Chief Observer in organizing and maintaining the interest of Official Observers so that all flights of aircraft over the observation post area (outside a 15 mile radius of an airport or seaplane base) are reported immediately, are of the utmost importance to the Defence Plan of Canada. It is by means of these reports that R.C.A.F. aircraft are guided to safe landings when lost or in distress, and they also ensure adequate warning in the event enemy aircraft should attempt flights over Canada.

YOUR A.D.C. BADGE

If you have not yet received your Badge, check with your Chief Observer and make sure your name is on his list of Official Observers.

A few Regional Directors and a number of Chief Observers in Eastern Air Command have not as yet returned their corrected lists to Headquarters, thus holding up distribution of Badges in their areas. Will all Regional Directors and Chief Observers who have not yet done so, please check and return their lists as soon as possible so that distribution of A.D.C. Badges may be completed without delay.

OUR BACK COVER

THE DOUGLAS A20 - "BOSTON":-

From Berlin to Burma, from Hamburg to Hong Kong, the Boston Bomber is known as a hard-hitting bi-motored argument for Allied air supremacy. Used as an attack bomber by the United States and Great Britain, this versatile plane has seen much service in every theatre of operation. It is commonly called "Havoc" and has been used as a night fighter by the R.A.F.

The A-20 or Boston Bomber is powered by two Wright double row cyclone engines. The wings are high mid-position with straight leading edge and sharply tapered trailing edge. Its two engines are underslung on wings with nacelles extending back of the trailing wing edge. The tail is mounted with sharp dihedral and smoothly tapered edges.

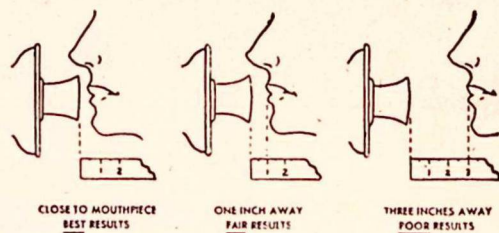
SPECIFICATIONS

Span 64 feet 4 inches; length 47 feet 4 inches; height 15 feet 10 inches.

GOOD TELEPHONE PRACTICE

It is most important, particularly as the great majority of A.D.C. reports are made by telephone, that all members of the Corps should observe good telephone practice in making their reports. Particular attention should be paid to your voice or speech to ensure that your words are distinctly formed and that your report is made slowly and accurately. In using the telephone, your lips should be not more than half an inch away from the mouth piece of the telephone as indicated in the sketches shown below. This will result in a greatly improved standard of reporting, will do much to avoid the possibility of errors, and will save time otherwise required for unnecessary repetition.

When telephoning ...



**BEST FAIR POOR**

A. Correct position. B. Fair, 1/4 as good as A. C. Poor, 1/20 as good as A.

Your lips should be half an inch from mouthpiece and should be used freely to form your words.

**SPEAK DIRECTLY INTO TRANSMITTER**

## PIGEONS

(Western Air Command)

The following paragraphs quoted from the "pigeon News Letter", Western Air Command, will indicate to all members of the Corps the appreciation of the R.C.A.F. personnel responsible for our faithful friends, the pigeons, for the return of those that have been lost and found, to the R.C.A.F.

"In concluding this News Letter, we would like to put in a word about the Aircraft Detection Corps. This very efficient and often overlooked organization has from the very start of our pigeon service been continually on the lookout for lost and strayed birds. After making a mistake, many a pigeon has been returned home by A.D.C. observers, often without so much as receiving any thanks. In future, we think it only right that a letter of acknowledgment be sent the person returning any lost bird thanking him for his efforts, consideration, etc. From our "chaircrew" position here at Command, it is difficult to keep track of all such occurrences, as very often we don't even hear of a bird being returned until some time later. It is for this reason we ask you to co-operate by writing the civilian A.D.C. personnel as above.

Should any service A.D.C. personnel come across this paragraph, we would like to take this opportunity of stating that we, too, appreciate the many courtesies and the maximum co-operation given us unstintingly by them for the past couple of years".

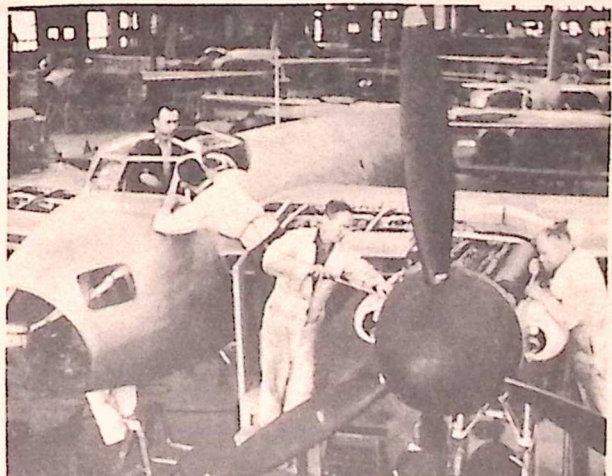
While we are on the subject of pigeons, may we take this opportunity of reminding Observers in Western Air Command of the proper procedure to be followed in the event of a Service pigeon being found, namely:

- (a) Determine if it is the property of the Air Force. All R.C.A.F. pigeons have two leg bands, at least one of which has the letters "R.C.A.F.", and a number on it.
- (b) Make certain there is no message attached. If one is attached, you are asked to forward it by telegram to the addressee, collect, and also to Western Air Command Headquarters, Vancouver. The bird should then be given a drink of water and some food. An ordinary cup is suitable for water. Any grain such as wheat, peas, corn, rice, etc., is excellent pigeon food, but stale white bread will do.
- (c) If the pigeon is uninjured and is able to fly, you are asked to release it and allow it to continue home. If the bird is hurt, please send all numbers on the leg band by telegram collect to W.A.C. H.Q. "Attention C.S.O." Advice as to the disposition of the bird will then be sent.
- (d) The R.C.A.F. is not interested in pigeons which are not banded "R.C.A.F.". However, similar action to the above should be taken if a civilian-owned pigeon is picked up injured. W.A.C. H.Q. will assist in locating the owner of any such pigeon.
- (e) Pigeons banded "R.C.N." are the property of the Navy. It will be appreciated if any such pigeons are returned collect, c/o Naval Stores Officer, H.M.C. Dockyard, Esquimalt, B. C.

## DIM YOUR LIGHTS



Aircraft Detection Corps Observers living in the "dim-out" area along the River and Gulf of St. Lawrence are, no doubt, familiar with the above poster which has been issued by the Navy in the French language and prominently displayed to draw attention of residents to the dim-out requirements, and to depict the danger which can be caused to our ships by non-observance of the dim-out. The May issue of "The Observer" drew attention to the necessity of observing dim-out regulations both by personnel of the Corps and by citizens generally. We again urge members of the Corps to set an example in their communities by observing dim-out regulations, and thus assist in preventing the silhouette of our ships in the St. Lawrence.



Working on the final assembly of a Mosquito Bomber at a Canadian Aircraft factory.

THE BOSTON

